

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

Fiscal Year	2019
NHTSA Grant Application	MISSOURI - Highway Safety Plan - FY 2019
State Office	Missouri Traffic and Highway Safety Division
Application Status	Submitted

## Highway Safety Plan

### 1 Summary information

#### APPLICATION INFORMATION

Highway Safety Plan Name:	MISSOURI - Highway Safety Plan - FY 2019
Application Version:	2.0

**INCENTIVE GRANTS - The State is eligible to apply for the following grants. Check the grant(s) for which the State is applying.**

S. 405(b) Occupant Protection:	Yes
S. 405(c) State Traffic Safety Information System Improvements:	Yes
S. 405(d) Impaired Driving Countermeasures:	Yes
S. 405(d) Alcohol-Ignition Interlock Law:	No
S. 405(d) 24-7 Sobriety Programs:	No
S. 405(e) Distracted Driving:	No
S. 405(f) Motorcyclist Safety Grants:	Yes
S. 405(g) State Graduated Driver Licensing Incentive:	No
S. 1906 Racial Profiling Data Collection:	No

#### STATUS INFORMATION

Submitted By:	Scott Jones
Submission On:	6/29/2018 8:25 PM

Submission Deadline (EDT):	7/9/2018 11:59 PM
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## 2 Highway safety planning process

**Enter description of the data sources and processes used by the State to identify its highway safety problems, describe its highway safety performance measures, establish its performance targets, and develop and select evidence-based countermeasure strategies and projects to address its problems and achieve its performance targets.**

### Data Collection and Sources

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, pavement, 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 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.

#### 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 guardrail, 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 for the 2018 survey have been re-selected per rule 1340.12(a) Re-selection of observation sites.

The 2018 HSO funding will also include a statewide Teen Observational Survey conducted in areas where teen drivers are present such as school parking lots. The teen survey is conducted at 150 locations throughout Missouri.

### 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 with fiscal year 2018, the HSO is conducting a biennial survey of all automated traffic enforcement systems used on any public road in the State. The survey follows the guidelines set forth in 23 CFR Part 1300.13.

## **Identify the participants in the processes (e.g., highway safety committees, program stakeholders, community and constituent groups).**

### **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:

American Automobile Association

American Association of Retired Persons

Blueprint Regional Coalitions

Cape Girardeau Safe Communities Program

City/County Engineers

County Health Departments

East-West Gateway Coordinating Council

Emergency Nurses Association

Federal Highway Administration

Federal Motor Carrier Safety Administration

Institutions of Higher Education

Law Enforcement Traffic Safety Advisory Council

Law Enforcement Training Academies

Local Technical Assistance Program

Manufacturers Alliance Child Passenger Safety

Mercy Hospital

Metropolitan Planning Organizations

Mid-American Regional Council

MO Association of Insurance Agents

MO Automobile Dealers Association

MO Coalition for Roadway Safety

MO Department of Health & Senior Services

MO Department of Labor and Industrial Relations

MO Department of Mental Health

MO Department of Public Safety

MO Department of Revenue

MO Division of Behavioral Health

MO Division of Alcohol and Tobacco

MO Head Injury Advisory Council

MO Injury and Violence Prevention Advisory Committee

MO Trucking Association

MO Office of Prosecution Services

MO Police Chiefs Association

MO Safety Center

MO Sheriffs Association

MO State Highway Patrol

MO Youth/Adult Alliance

Mothers Against Drunk Driving

Motorcycle Safety Task Force

National Highway Traffic Safety - Region 7

Office of State Courts Administrator

Operation Impact

Operation Lifesaver

Partners in Prevention

Regional Planning Commissions

Safe Kids Coalitions

State Farm Insurance

Think First Missouri

Traffic Safety Alliance of the Ozarks

Trailnet

In addition to these highway safety partners, each *Blueprint* regional coalition has an extensive base of local partners.

**Enter description and analysis of the State's overall highway safety problems as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets, selecting countermeasure strategies, and developing projects.**

#### **Overall Problem Identification**

##### Problem Identification

Problem identification involves the study of the relationship between collisions and the characteristics of people using the roadways, types and numbers of vehicles on the roads, miles traveled, and roadway engineering.

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, roadside hazards, and roadway conditions. Vehicle factors include any failures in the vehicle or its design. Human factors are generally seen as contributing most often to crashes at 93 percent, followed by roadway environment at 33 percent, and finally the vehicle at 13 percent (US General Accounting Office, GAO-03-436, *Research Continues on a Variety of Factors that Contribute to Motor Vehicle Crashes*, March 2003).

In March 2016, an attitudinal survey was conducted on 2,502 adult Missouri drivers to capture their current attitudes and awareness of specific items concerning highway safety such as seat belt usage, speeding issues, cell phone use while driving and alcohol impaired driving.

Since this plan is directed toward modifying behavior so that safety will be the accepted norm, it stands to reason that we must identify and categorize those individuals who are making unsafe decisions and/or who are causing traffic crashes. It will be obvious to the reader that this document references *targeted* audiences or populations. The term “target audience” infers a population group that is overrepresented in a particular type of crash (e.g., drinking drivers) or is underrepresented in using safety devices (e.g., un-helmeted motorcyclists or unrestrained occupants). This terminology is in no way meant to profile certain populations by age, gender, race, or nationality. Rather, this is an accepted term to identify specific population groups that must be reached with our messages and our enforcement efforts if we are to reduce traffic crashes, prevent injuries and save lives.

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; three years is generally regarded as a practical minimum period for which a fairly reliable annual average rate can be calculated. The FY 2016 Highway Safety Plan references crash statistics for 2012 through 2016.

In the 5-year period 2012-2016, a total of 4,164 people died on Missouri's roadways while another 24,417 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.

Although overall fatalities and the death rate reflect a positive reduction since 2005, it should not be a cause for complacency. A substantial number of people continue to be killed and seriously injured on Missouri roadways and most of these traffic crashes are preventable. In 2012-2016, of the 720,913 traffic crashes, 3,819 resulted in fatalities and 19,606 resulted in serious injuries. These fatal and serious injury crashes resulted in 4,164 deaths and 24,417 serious injuries.

A substantial number of persons killed or injured in Missouri's 2012-2016 traffic crashes were drivers and passengers of motorized vehicles. Of the fatalities, 78.2% were drivers and 21.8% were passengers; of those seriously injured, 73% were drivers and 27%

were passengers.

Between 2005 and 2014, Missouri's annual traffic fatalities decreased from 1,257 to 766; however, there were increases to 870 in 2015 and 945 in 2016. Preliminary state data shows a slight decrease to 930 fatalities in 2017. In the time period of 2005-2015, serious injuries fell from 8,624 to 4,573, and increased in 2016 to 4,743. Preliminary state data also shows an increase to 4,842 serious injuries in 2017.

Throughout the remainder of the document, the fatality reduction goals are calculated in the following manner. An annual average increase/decrease was calculated using five years of actual crash data (2012-2017) and then applied to the 2018 and 2019 fatality projections. The baseline five-year rolling average was calculated using five years of actual crash data (2012-2017). The 2019 projection was based on the 2015-2019 five-year rolling average.

The 2019 overall fatality goal was calculated on an assumed 9% annual reduction in Missouri's fatalities resulting in a five-year average target of 872.3 fatalities by December 31, 2019. A 9% annual reduction in fatalities would allow Missouri to reach the 2020 Blueprint goal of 700 or fewer fatalities.

The 2019 overall serious injury goal was calculated on an assumed 5% annual reduction in Missouri's serious injuries resulting in a five-year average target of 4,433.8 serious injuries by December 31, 2019.

A trend line based on the 2012-2016 five-year average was also applied to show the data trends for each category.

Fatality reduction goals were 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. Since such a large portion of Missouri's overall population is in the rural areas (under 5,000 population or unincorporated area), the greater number of crashes occur in those areas. Of the 23,423 fatal and serious injury crashes in 2012-2016, 53% occurred in an urban community while 47% occurred in a rural area. The rural areas of the state take on even greater significance when examining only fatal traffic crashes. In 2012-2016 fatal traffic crashes, 43% occurred in an urban area of the state while 57% 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.







The highway safety office makes every attempt to ensure that effective countermeasure efforts are incorporated into the strategies of the Plan by employing the following methods:

1. Utilizing proven countermeasures identified within the latest update of *Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices*, US DOT, NHTSA;
2. Utilizing countermeasures identified in NCHRP report 622 publication (Effectiveness of Highway Safety Countermeasures)
3. Evaluating traffic crash data to determine crash types, target populations and geographic locations in order to most effectively implement countermeasure efforts;
4. Participating in national law enforcement mobilizations that combine blanketed enforcement and saturated media during established timeframes and in targeted traffic corridors;
5. Participating in state, regional, and national training opportunities in order to gain insight into proven programs that can be replicated in Missouri; and
6. Reviewing highway safety research studies from Transportation Research Board, NHTSA, FHWA, FMCSA, Insurance Institute for Highway Safety, AAA Foundation, etc. to guide the inclusion of various strategies in the Plan.

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

The state's highway safety program, as explained earlier, is a federal grant program. The federal fiscal year runs from October 1 through September 30.

#### Grant Application Process

The Highway Safety Office hosts grant application workshops each year for potential applicants. These workshops are 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. They are usually scheduled during January.

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 2019 fiscal year was March 1, 2018.

#### Internal Grants Management System

In late 2001, the Highway Safety Office began work with the Regional Justice Information Service (REJIS) to develop the first-of-its-kind on-line grants management system. The system allows applicants to electronically submit applications. This information feeds into a system that builds databases for managing the highway safety grants (budgets, grantee lists, inventory, vouchering, reporting data, disbursement reports, etc.). The system went live for the 2003 grant application cycle. Since that time, the Highway Safety Office has continued to work with REJIS to refine the system in order to make it more user friendly for the applicants and subrecipients, in addition to being more functional and robust for the Highway Safety Office. An extensive rewrite took place to coincide with the 2010 grant cycle. The system was refined so that the processes of application submission, contract development, enforcement reporting, and vouchering are now entirely web-based. The areas of Motor Carrier Safety Assistance Program and Regional Blueprint have also been added to the system. Additional reporting components continue to be developed. The Highway Safety Office will continue to maintain and improve the GMS and is currently working toward an entirely paperless grant process.

#### 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 present to management and the remaining program staff members 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. Ranking by problem area can be found on the Missouri State Highway Patrol's on-line State Traffic Accident Records System located at [https://www.mshp.dps.missouri.gov/MSHPWeb/SAC/stars\\_index.html](https://www.mshp.dps.missouri.gov/MSHPWeb/SAC/stars_index.html).

Law enforcement applications are assessed to determine their rankings by the type of project they are choosing to conduct. While the highest-ranking locals 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 given a project because the county in which they reside ranks high or they may fall within a dangerous corridor. Some communities are given 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

An internal team of highway safety program staff review all grant applications which includes conducting a risk assessment. Several days are set aside to review the applications and hear both supporting arguments and issues of concern. The reviewers take many factors into consideration when assessing these applications:

- Does the project fall within the national priority program areas (alcohol and other drug countermeasures; police traffic services; occupant protection; traffic records; emergency medical services; speed; motorcycle, pedestrian, or bicycle safety)?
- Does the project address the key emphasis areas identified within the *Blueprint* and does it have the ability to impact statewide 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 (such as multi-jurisdiction enforcement) or in a particular program area (occupant protection)?
- 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?
- Will the project satisfy or help satisfy federal goals for regional highway safety issues?
- 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 applicants risk of noncompliance with Federal statutes, regulations, and the terms and conditions of the subaward 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

## **Enter list of information and data sources consulted.**

### Information and Data Sources Consulted

The following information and data sources were consulted during the grant application review process:

- Grants Management System (GMS) - provided financial history and past performance information
- STARS & FARS - Provide the crash history, state ranking, crash time frames and crash locations.
- Transportation Management System (TMS) - connects MoDOT crash statistics to STARS.

The applications are discussed at length using a risk assessment checklist 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 funding amount is determined by reviewing at least two prior years' awarded funding amounts and spending history; the agencies risk for potential fraud, waste and abuse; and the agencies willingness to comply with the contract conditions regarding timely vouchering. A key reference document is *Countermeasures that Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices* to assure we support research-based strategies. Other considerations for research-based strategies are Transportation Research Board research and reports, other DOT funded research and university-based research.

When equipment is required, the applicant is requested to provide a local match. If the local match is unavailable, those applications are reviewed on a case-by-case basis to determine whether this agency can provide full support.

During the meeting, this information is continually updated into the Highway Safety Office's grant management system so that real-time information is immediately available. By the end of the meeting, there is a complete listing of the approved projects that will best support the mission and work toward reaching the Blueprint's target of 700 or fewer fatalities by 2020.

## **Enter description of the outcomes from the coordination of the Highway Safety Plan (HSP), data collection, and information systems with the State Strategic Highway Safety Plan (SHSP).**

### **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 Strategic Highway Safety Plan (SHSP), *Missouri's Blueprint for Safer Roadways*, was developed that outlined opportunities to reduce fatal and serious injuries on Missouri's roads. The goal established in the *Blueprint* was set at 1,000 or fewer fatalities by 2008. That goal was reached one year early, with a year-end fatality total for 2007 of 992, as well as in 2008 with 960 fatalities.

The second SHSP, *Missouri's Blueprint to ARRIVE ALIVE*, was unveiled at the semi-annual Blueprint Conference in October 2008. The new goal was set to reduce traffic fatalities to 850 or fewer by 2012. That goal was reached two years early with 821 fatalities in 2010. In 2011, the fatality total was 786. Not only did we achieve the 2012 goal, but we also attained the lowest number of people lost in roadway related fatalities in Missouri since 1947.

Missouri's third Strategic Highway Safety Plan, *Missouri Blueprint to SAVE MORE LIVES*, was rolled out in October of 2012 at the Blueprint Conference. The target for the document was 700 or fewer fatalities by 2016. In, 2015, Missouri as well as the rest of the nation experienced an increase in fatalities. It is believed that an improving economy played a large role in these increasing numbers as the percentage of miles driven also increased. Missouri ended 2016 with 949 fatalities.

During the years of 2017 through 2020, Missouri's Blueprint – A partnership Toward Zero Deaths will be the State's Strategic Highway Safety Plan. Missouri's ultimate Blueprint goal is that NO lives are lost due to a traffic crash. However, the interim goal of 700 or fewer fatalities must be met in order to reach ZERO deaths.

The document challenges all of us to not only focus on this target, but also concentrate on a higher vision and move Toward Zero Roadway Deaths.

Year	Fatalities	Serious Injuries
2012	826	5,506
2013	757	4,938
2014	766	4,657
2015	870	4573
2016	945	4,743
2017	930	4,842
2012-2016 Total	4,164	24,417

### 3 Performance report

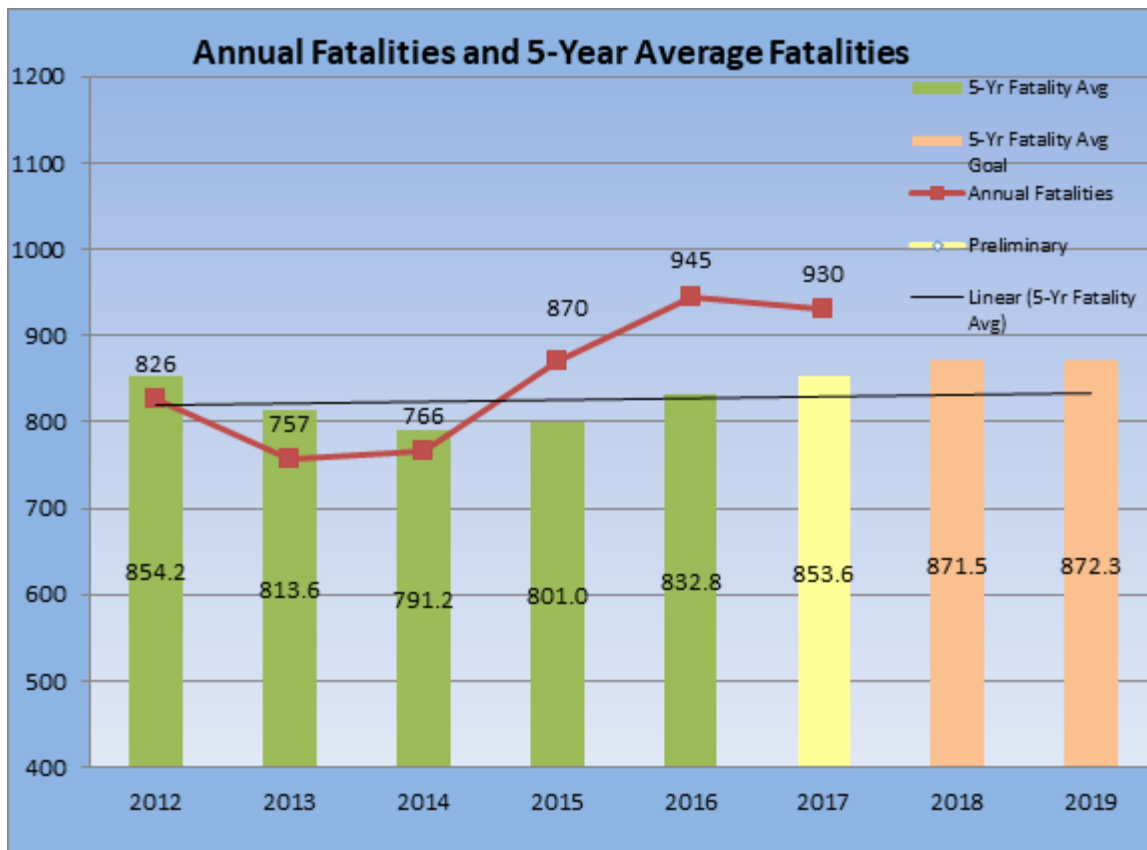
Open each performance measure listed below or click Add New to create additional non-core performance measures to provide a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Performance Measure Name	Progress
C-1) Number of traffic fatalities (FARS)	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)	Not Met
C-6) Number of speeding-related fatalities (FARS)	Not Met
C-7) Number of motorcyclist fatalities (FARS)	Met
C-8) Number of unhelmeted motorcyclist fatalities (FARS)	Not 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)	Met
B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	Met

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

Progress: Met

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.



Missouri's overall 2020 Blueprint traffic fatality goal is 700 or fewer fatalities. The 2019 traffic fatality goal was calculated on an assumed 9% annual reduction in Missouri's fatalities resulting in a five-year average target of 872.3 by December 31, 2019.

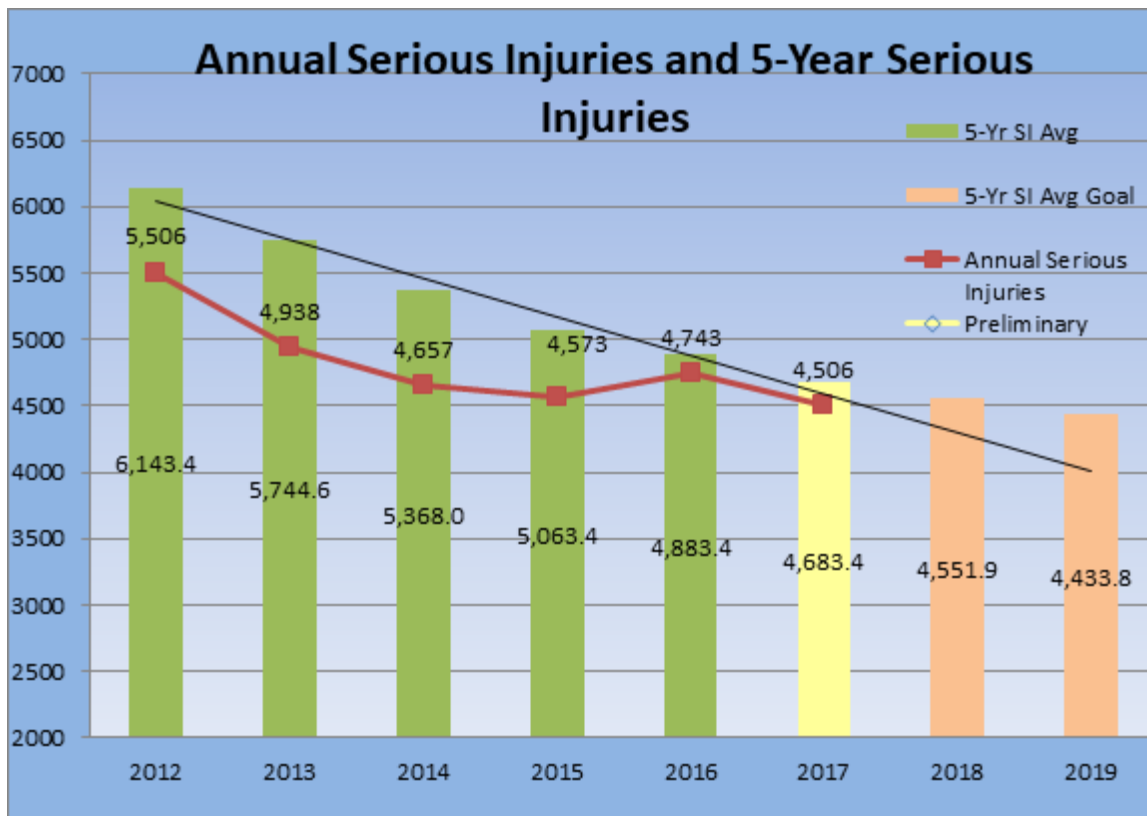
Missouri's 2016 traffic fatalities totaled 945 fatalities, with a 2012-2016 moving average of 832.8; thereby meeting the 2014-2018 moving average goal of 857.7 by 2017.

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

Progress: Not Met

**Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.**





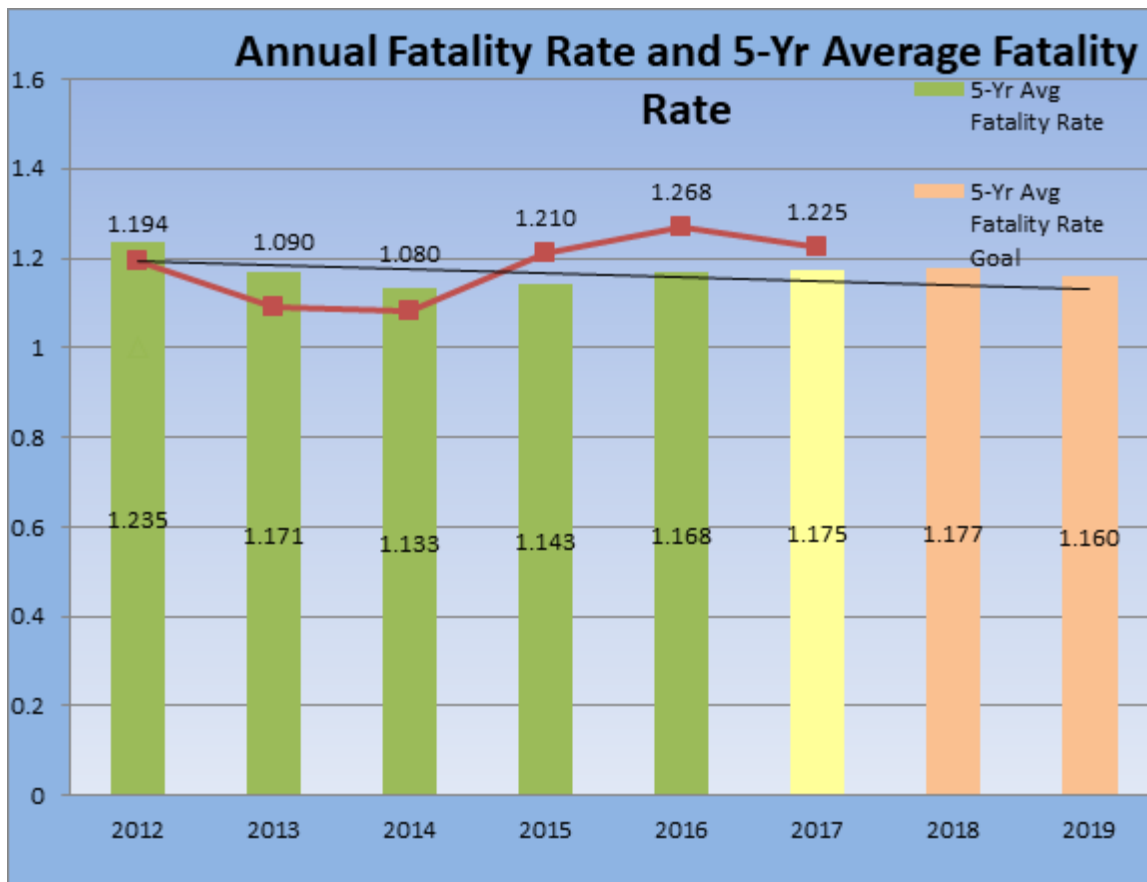
The 2019 traffic serious injury goal was calculated on an assumed 5% annual reduction in Missouri's serious injuries resulting in a five-year average target of 4,433.8 by December 31, 2019.

Missouri's 2016 traffic serious injuries totaled 4,743 serious injuries, with a 2012-2016 moving average of 4,883.4; thereby not meeting the 2014-2018 moving average goal of 4,559.3 by 2017.

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

Progress: Not Met

**Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.**



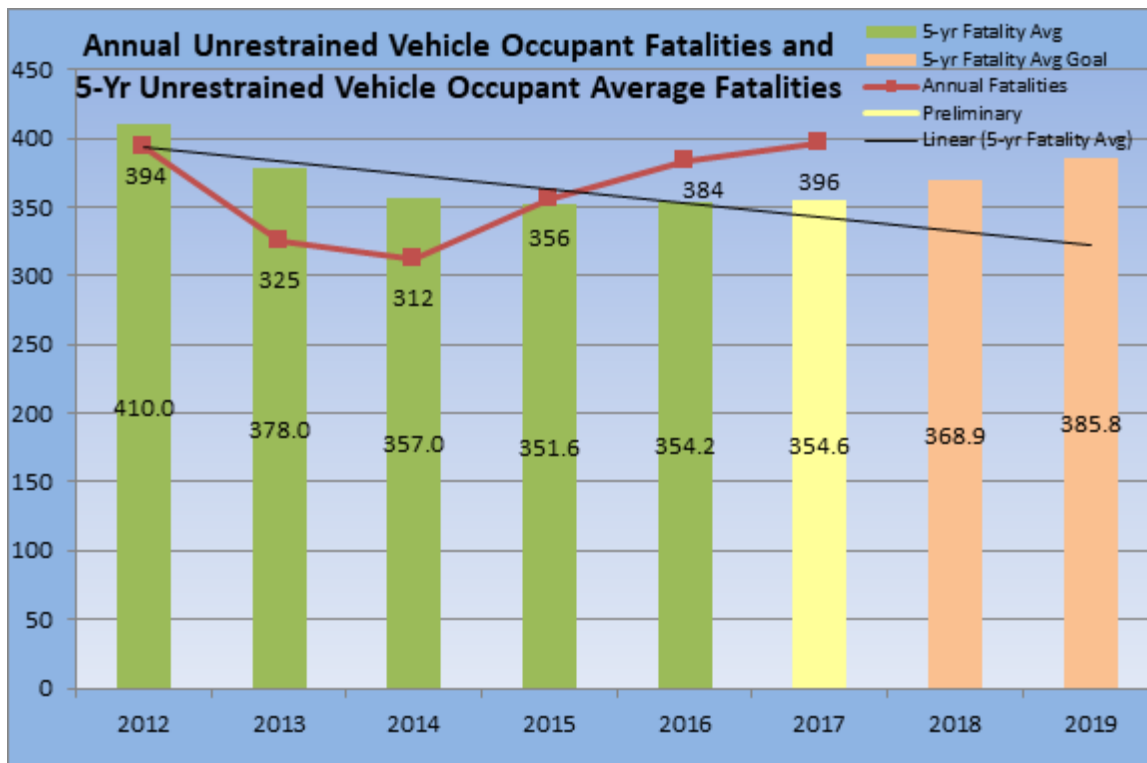
The 2019 traffic fatality goal was calculated on an assumed 9% annual reduction in Missouri's fatalities resulting in a five-year average target of 872.3 by December 31, 2019. Based on that assumed 9% annual reduction in fatalities, Missouri anticipates a projected five-year average fatality rate target of 1.160 by December 31, 2019.

Missouri's 2016 fatality rate was 1.268, with a 2012-2016 moving average of 1.168; thereby not meeting the 2014-2018 moving average goal of 1.163 by 2017.

**C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)**

Progress: Met

**Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.**



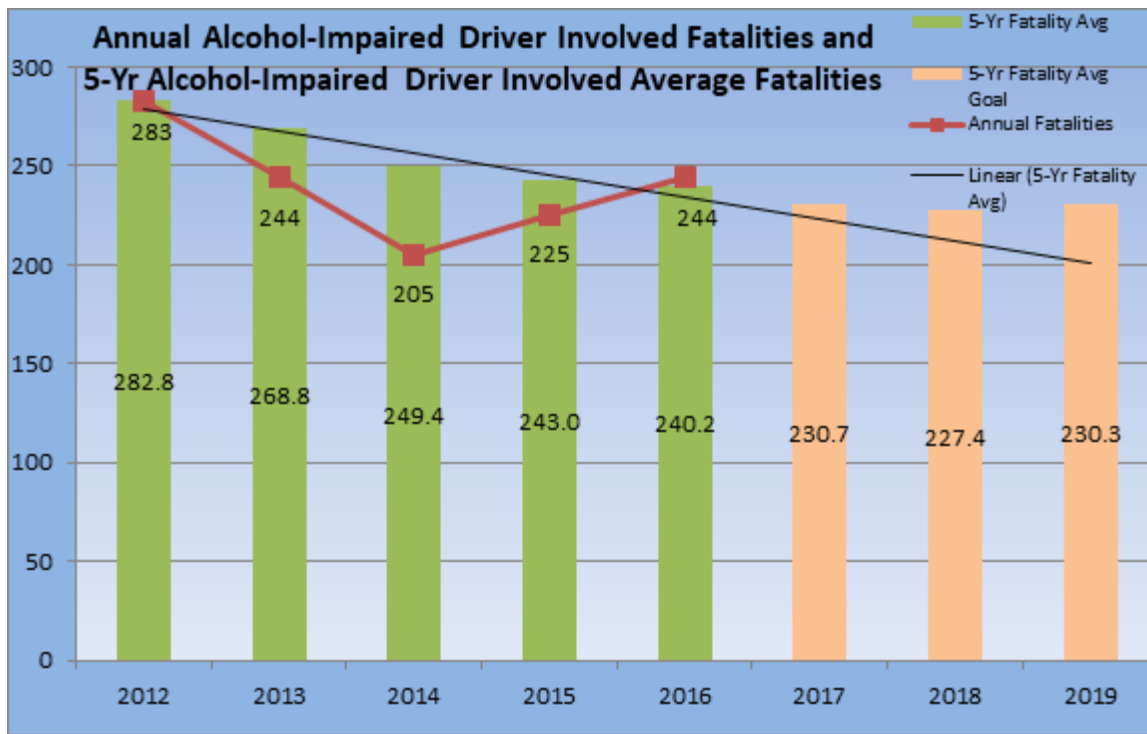
Based on an annual average increase of 0.10 percent in unrestrained passenger vehicle occupant fatalities from 2012-2017, Missouri is projecting 385.5 five-year average unrestrained passenger vehicle occupant fatalities by December 31, 2019.

Missouri's 2016 unrestrained passenger vehicle occupant fatalities totaled 384, with a 2012-2016 moving average of 354.2; thereby meeting the 2014-2018 moving average goal of 355.5 by 2017.

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

Progress: Not Met

**Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.**



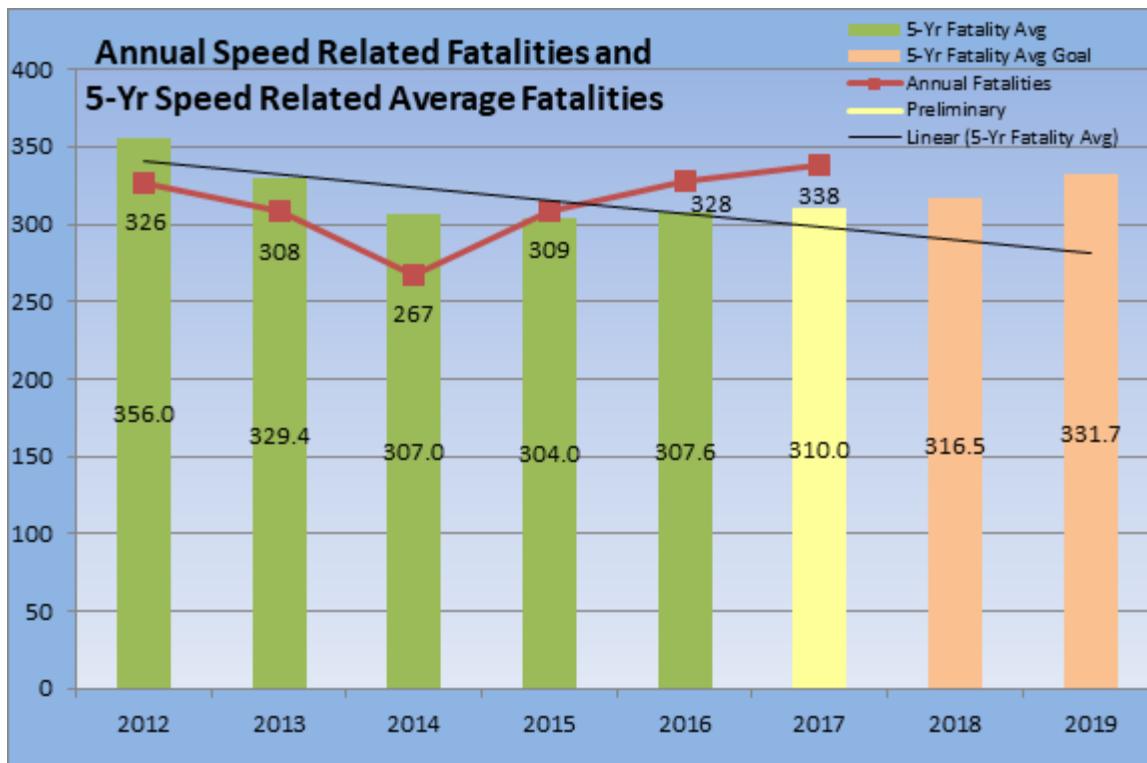
Based on an annual average decrease of 3.45 percent in alcohol-impaired driving involved fatalities from 2012-2016, Missouri is projecting a five-year average alcohol-impaired driving involved fatality goal of 230.3 by December 31, 2019.

Missouri's 2016 alcohol-impaired driving involved fatalities totaled 244, with a 2012-2016 moving average of 240.2; thereby not meeting the 2014-2018 moving average goal of 180.8 by 2017.

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

Progress: Not Met

**Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.**



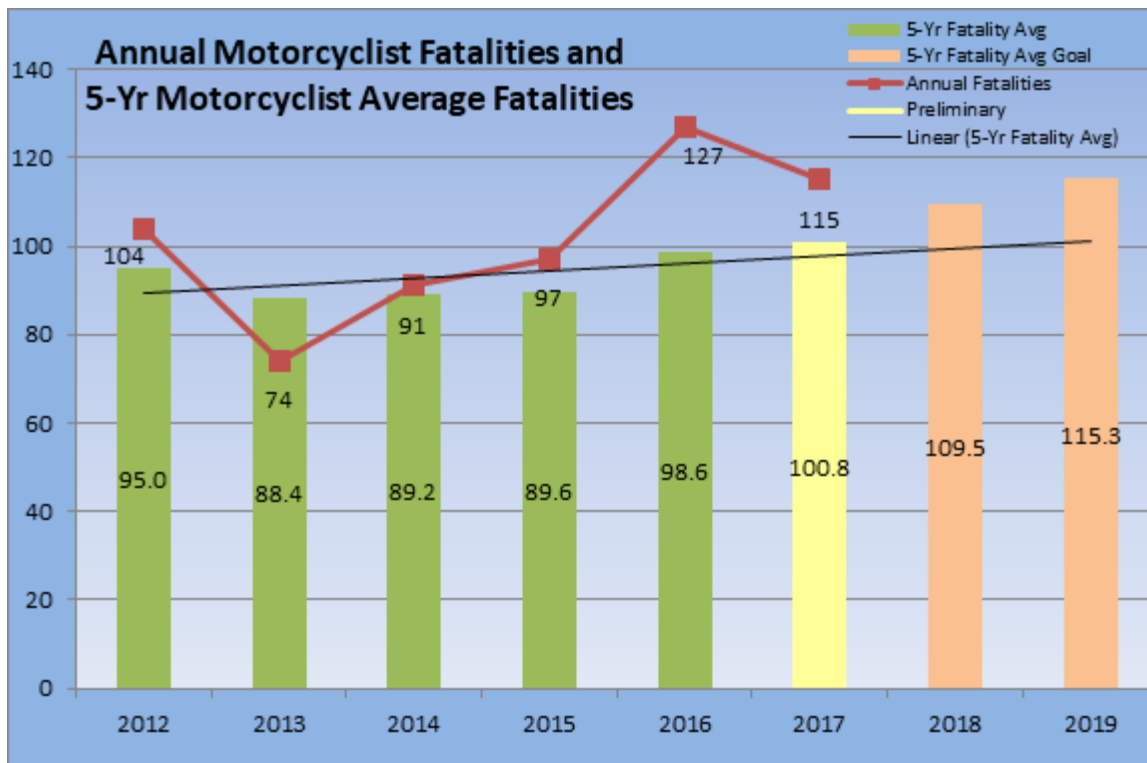
Based on an annual average increase of 0.74 percent in speed-related fatalities from 2012-2017, Missouri is projecting a five-year average speed-related fatality goal of 331.7 by December 31, 2019.

Missouri's 2016 speed-related fatalities totaled 328, with a 2012-2016 moving average of 307.6 ; thereby not meeting the 2014-2018 moving average goal of 294.8 by 2017.

### C-7) Number of motorcyclist fatalities (FARS)

Progress: Met

**Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.**



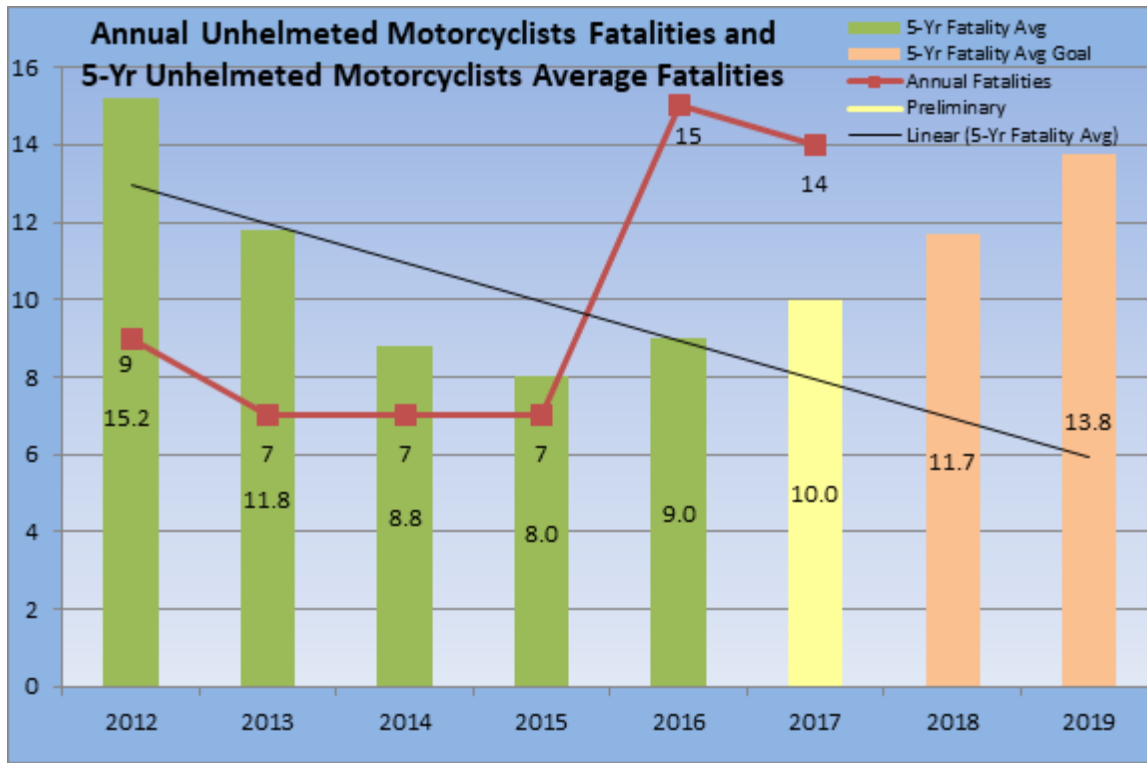
Based on an annual average increase of 2.12 percent in motorcyclist fatalities from 2012-2016, Missouri is projecting a five-year average motorcyclist fatality goal of 115.3 by December 31, 2019.

Missouri's 2016 motorcyclist fatalities totaled 127, with a 2012-2016 moving average of 98.6 ; thereby meeting the 2014-2018 moving average goal of 106.4 by 2017.

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

Progress: Not Met

**Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.**



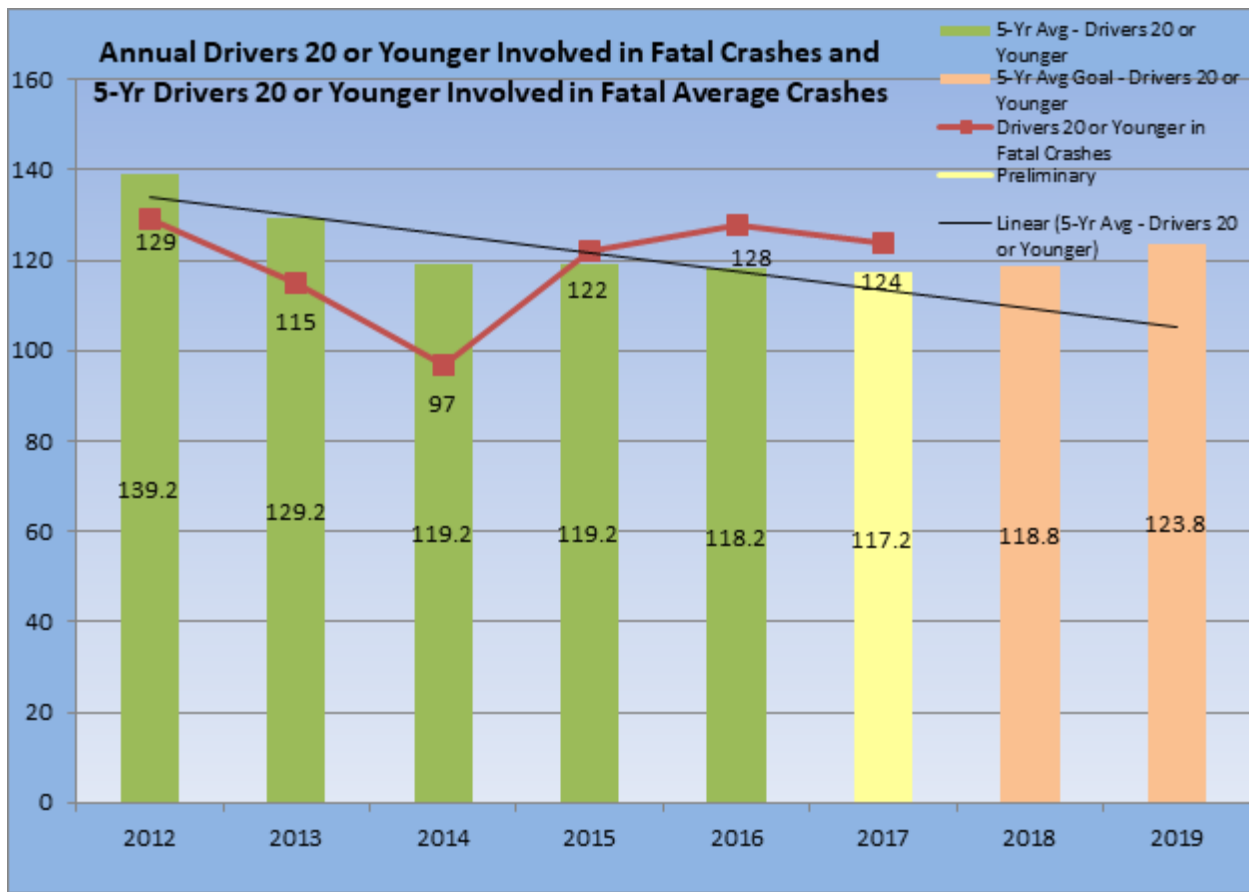
Based on an annual average increase of 11.11 percent in un-helmeted motorcyclist fatalities from 2012-2016, Missouri is projecting a five-year average un-helmeted motorcyclist fatality goal of 13.8 by December 31, 2019.

Missouri's 2016 un-helmeted motorcyclist fatalities totaled 15, with a 2012-2016 moving average of 9.0 ; thereby not meeting the 2014-2018 moving average goal of 8.9 by 2017.

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

Progress: Not Met

**Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.**



Based on an annual average decrease of 0.78 percent in drivers aged 20 or younger involved in fatal crashes from 2012-2016, Missouri is projecting a five-year average goal of 123.8 by December 31, 2019.

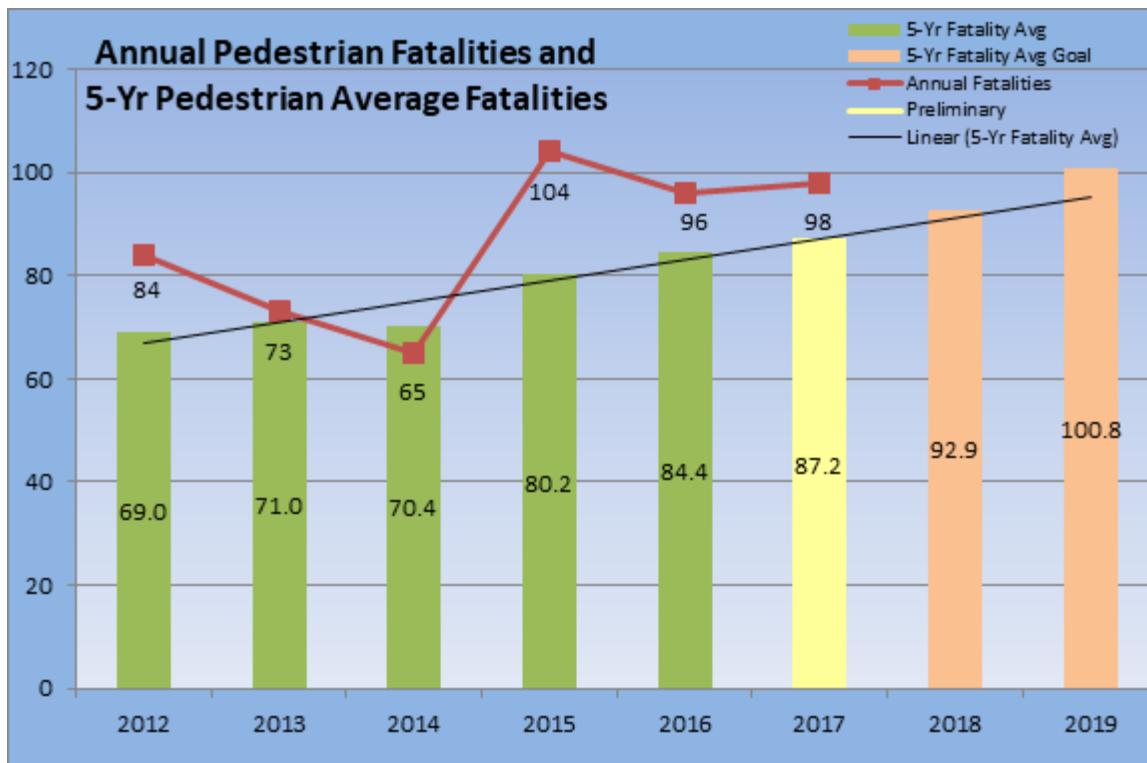
In 2016, there were 124 drivers aged 20 or younger involved in Missouri fatal crashes, with a 2012-2016 moving average of 116.6 ; thereby not meeting the 2014-2018 moving average goal of 112.7 by 2017.

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

Progress: Met

**Enter a program-area-level report on the State’s progress towards meeting State performance targets from the previous fiscal year’s HSP.**





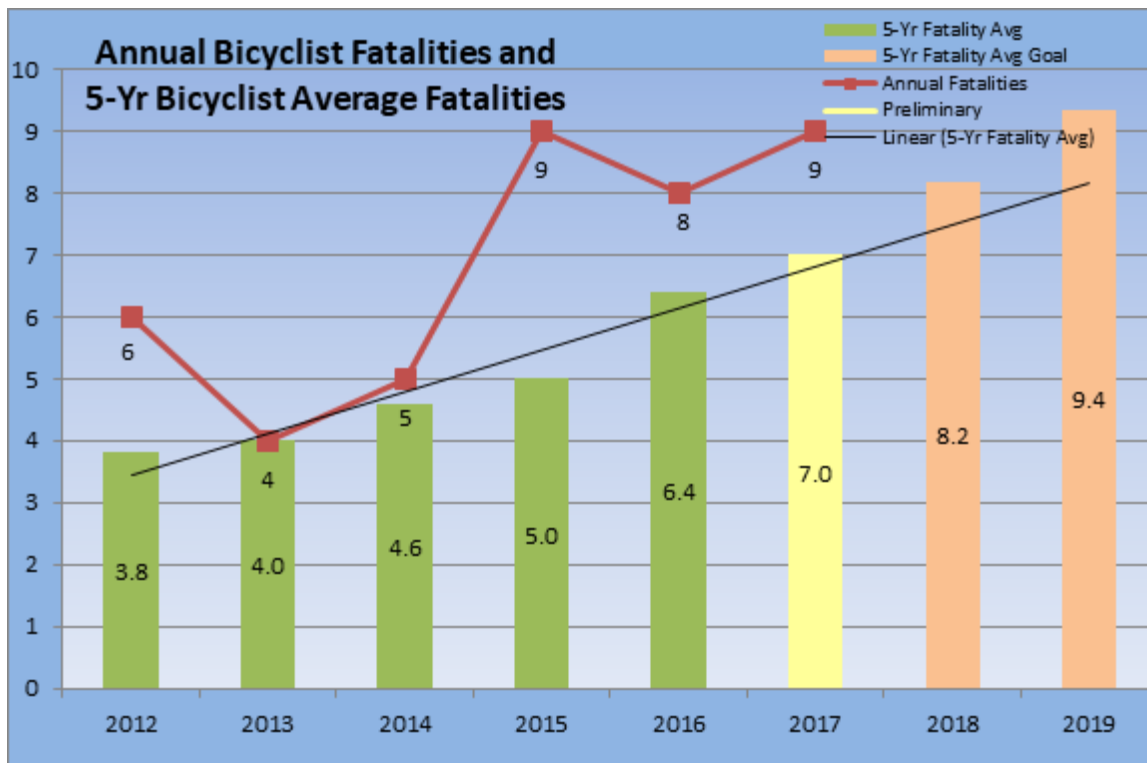
Based on an annual average increase of 3.33 percent in pedestrian fatalities from 2012-2017, Missouri is projecting a five-year average pedestrian fatality goal of 100.8 by December 31, 2019.

Missouri's 2016 pedestrian fatalities totaled 96, with a 2012-2016 moving average of 84.4 ; thereby meeting the 2014-2018 moving average goal of 89.1 by 2017.

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

Progress: Met

**Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.**



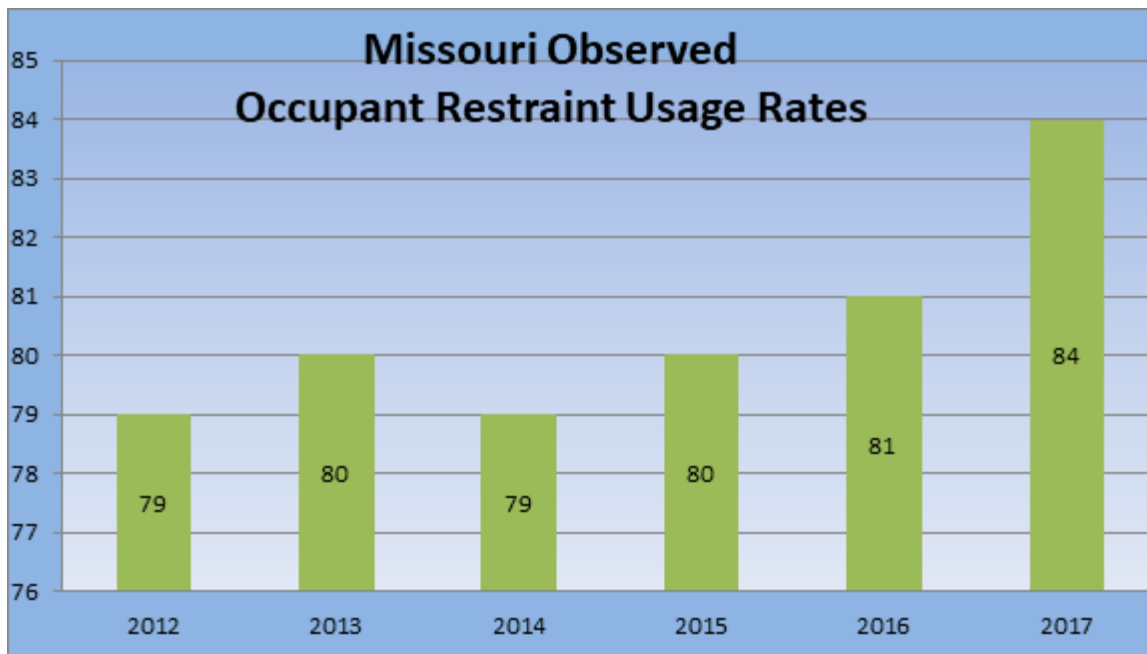
Based on an annual average increase of 10.00 percent in bicyclists fatalities from 2012-2017, Missouri is projecting a five-year average bicyclist fatality goal of 9.4 by December 31, 2019.

Missouri's 2016 bicyclists fatalities totaled 8, with a 2012-2016 moving average of 6.4 ; thereby meeting the 2014-2018 moving average goal of 8.4 by 2017.

**B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)**

Progress: Met

**Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.**



Missouri's goal is to increase statewide observed seat belt use of front seat outboard occupants of passenger vehicles one percentage point annually from the 2017 calendar base year rate of 84% to 86% by December 31, 2019.

Missouri's 2017 observed seat belt usage rate was 84%, thereby meeting the 2016 HSP goal of 83%.

At the time of this report, the 2018 statewide observational survey results were not complete. Missouri's 2017 observational survey results were 84% for front seat outboard occupants.

## 4 Performance plan

Open each performance measure listed below or click **Add New** to create additional non-core performance measures to provide a list of quantifiable and measurable highway safety performance targets that are data-driven, consistent with the Uniform Guidelines for Highway Safety Programs and based on highway safety problems identified by the State during the planning process.

Performance Measure Name	Target Period(Performance Target)	Target Start Year (Performance Target)	Target End Year (Performance Target)	Target Value(Performance Target)
C-1) Number of traffic fatalities (FARS)	5 Year	2015	2019	872.3
C-2) Number of serious injuries in traffic crashes (State crash data files)	5 Year	2015	2019	4,433.8
C-3) Fatalities/VMT (FARS, FHWA)	5 Year	2015	2019	1.160
C-4) Number of unrestrained	5 Year	2015	2019	385.5

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)	5 Year	2015	2019	230.3
C-6) Number of speeding-related fatalities (FARS)	5 Year	2015	2019	331.7
C-7) Number of motorcyclist fatalities (FARS)	5 Year	2015	2019	115.3
C-8) Number of unhelmeted motorcyclist fatalities (FARS)	5 Year	2015	2019	13.8
C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	5 Year	2015	2019	123.8
C-10) Number of pedestrian fatalities (FARS)	5 Year	2015	2019	100.8
C-11) Number of bicyclists fatalities (FARS)	5 Year	2015	2019	9.4
B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	5 Year	2015	2019	86.0

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

Is this a traffic records system performance measure?

No

C-1) Number of traffic fatalities (FARS)-2019
Target Metric Type: Numeric
Target Value: 872.3
Target Period: 5 Year
Target Start Year: 2015

**Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.**

Missouri's Blueprint 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 Blueprint and encourage safety partners to focus their activities and programs in support of the overall goal, which is 700 or fewer fatalities by 2020. The 2019 traffic fatality goal was calculated on an assumed 9% annual reduction in Missouri's fatalities resulting in a five-year average target of 872.3 by December 31, 2019.

**C-2) Number of serious injuries in traffic crashes (State crash data files)****Is this a traffic records system performance measure?**

No

C-2) Number of serious injuries in traffic crashes (State crash data files)-2019

Target Metric Type: Numeric

Target Value: 4,433.8

Target Period: 5 Year

Target Start Year: 2015

**Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.**

Missouri's Blueprint 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 Blueprint and encourage safety partners to focus their activities and programs in support of the overall goal, which is 700 or fewer fatalities by 2020. In addition to reducing fatalities, serious injuries must also be addressed. Through discussions vetted through regional planning commissions, MoDOT, Federal Highway Administration, etc., the 2019 traffic serious injury goal was calculated on an assumed 5% annual reduction in Missouri's serious injuries resulting in a five-year average target of 4,433.8 by December 31, 2019.

**C-3) Fatalities/VMT (FARS, FHWA)****Is this a traffic records system performance measure?**

No

C-3) Fatalities/VMT (FARS, FHWA)-2019

Target Metric Type: Numeric

Target Value: 1.160

Target Period: 5 Year

Target Start Year: 2015

**Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.**

Missouri's Blueprint 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 Blueprint and encourage safety partners to focus their activities and

programs in support of the overall goal, which is 700 or fewer fatalities by 2020.

In order to reach the overall goal of 700 or fewer fatalities, the 2019 traffic fatality goal was calculated on an assumed 9% annual reduction in Missouri's fatalities resulting in a five-year average target of 872.3 by December 31, 2019. Based on that assumed 9% annual reduction in fatalities, Missouri anticipates a projected five-year average fatality rate target of 1.160 by December 31, 2019.

#### **C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)**

**Is this a traffic records system performance measure?**

No

C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)-2019
Target Metric Type: Numeric
Target Value: 385.5
Target Period: 5 Year
Target Start Year: 2015

**Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.**

Missouri has not had a successful effort to standardize the safety belt law and it remains a secondary enforcement law. A number of jurisdictions have passed local primary safety belt ordinances. To date, 58 cities and 2 counties have passed these ordinances, which covers approximately 27% of Missouri's population.

Based on an annual average increase of 0.10 percent in unrestrained passenger vehicle occupant fatalities from 2012-2017, Missouri is projecting 385.5 five-year average unrestrained passenger vehicle occupant fatalities by December 31, 2019.

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

**Is this a traffic records system performance measure?**

No

C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)-2019
Target Metric Type: Numeric
Target Value: 230.3
Target Period: 5 Year
Target Start Year: 2015

**Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.**

Missouri's Blueprint goal is 700 or fewer fatalities by 2020, with an interim goal of a 9% annual reduction in Missouri's fatalities. Missouri is projecting a five-year average alcohol-impaired driving involved fatality goal of 230.3 by December 31, 2019. This is based on the annual average decrease of 3.45 percent in alcohol-impaired driving involved fatalities from 2012-2016.

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

**Is this a traffic records system performance measure?**

No

C-6) Number of speeding-related fatalities (FARS)-2019
Target Metric Type: Numeric
Target Value: 331.7
Target Period: 5 Year
Target Start Year: 2015

**Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.**

Missouri's Blueprint goal is 700 or fewer fatalities by 2020, with an interim goal of a 9% annual reduction in Missouri's fatalities. However, Missouri experienced an annual average increase of 0.74 percent in speed-related fatalities from 2012-2017, and is projecting 331.7 speed-related fatalities by December 31, 2019 based on the five-year rolling average.

### **C-7) Number of motorcyclist fatalities (FARS)**

**Is this a traffic records system performance measure?**

No

C-7) Number of motorcyclist fatalities (FARS)-2019
Target Metric Type: Numeric
Target Value: 115.3
Target Period: 5 Year
Target Start Year: 2015

**Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.**

Missouri's Blueprint goal is 700 or fewer fatalities by 2020, with an interim goal of a 9% annual reduction in Missouri's fatalities. However, Missouri experienced an annual average increase of 2.12 percent in motorcyclist fatalities from 2012-2016, and is projecting 115.3 motorcyclist fatalities by December 31, 2019 based on the five-year rolling average.

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

Is this a traffic records system performance measure?

No

C-8) Number of unhelmeted motorcyclist fatalities (FARS)-2019
Target Metric Type: Numeric
Target Value: 13.8
Target Period: 5 Year
Target Start Year: 2015

**Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.**

Missouri's Blueprint goal is 700 or fewer fatalities by 2020, with an interim goal of a 9% annual reduction in Missouri's fatalities. However, Missouri experienced an annual average increase of 11.11 percent in un-helmeted motorcyclist fatalities from 2012-2016, and is projecting 13.8 un-helmeted motorcyclist fatalities by December 31, 2019 based on the five-year rolling average.

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

Is this a traffic records system performance measure?

No

C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)-2019
Target Metric Type: Numeric
Target Value: 123.8
Target Period: 5 Year
Target Start Year: 2015

**Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.**



Missouri's Blueprint goal is 700 or fewer fatalities by 2020, with an interim goal of a 9% annual reduction in Missouri's fatalities. Based on an annual average decrease of 0.78 percent in drivers aged 20 or younger involved in fatal crashes from 2012-2016, Missouri is projecting a five-year average goal of 123.8 by December 31, 2019.

### C-10) Number of pedestrian fatalities (FARS)

**Is this a traffic records system performance measure?**

No

C-10) Number of pedestrian fatalities (FARS)-2019
Target Metric Type: Numeric
Target Value: 100.8
Target Period: 5 Year
Target Start Year: 2015

**Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.**

Missouri's Blueprint goal is 700 or fewer fatalities by 2020, with an interim goal of a 9% annual reduction in Missouri's fatalities. However, Missouri experienced an annual average increase of 3.33 percent in pedestrian fatalities from 2012-2017, and is projecting 100.8 pedestrian fatalities by December 31, 2019 based on the five-year rolling average.

### C-11) Number of bicyclists fatalities (FARS)

**Is this a traffic records system performance measure?**

No

C-11) Number of bicyclists fatalities (FARS)-2019
Target Metric Type: Numeric
Target Value: 9.4
Target Period: 5 Year
Target Start Year: 2015

**Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.**

Missouri's Blueprint goal is 700 or fewer fatalities by 2020, with an interim goal of a 9% annual reduction in Missouri's fatalities. However, Missouri experienced an annual average increase of 10.00 percent in bicyclists fatalities from 2012-2017, and is projecting 9.4 bicyclists fatalities by December 31, 2019 based on the five-year rolling average.

**B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)****Is this a traffic records system performance measure?**

No

B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)-2019	
Target Metric Type: Numeric	
Target Value: 86.0	
Target Period: 5 Year	
Target Start Year: 2015	

**Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.**

Missouri has not had a successful effort to standardize the safety belt law and it remains a secondary enforcement law. A number of jurisdictions have passed local primary safety belt ordinances. To date, 58 cities and 2 counties have passed these ordinances, which covers approximately 27% of Missouri's population.

Missouri's goal is to increase statewide observed seat belt use of front seat outboard occupants of passenger vehicles to 86% by December 31, 2019.

Missouri's calendar base year 2017 observational survey results were 84% for front seat outboard occupants. At the time of this report, the 2018 statewide observational survey results were not complete. Please note that the 2018 statewide observational survey will be the first survey conducted after Missouri re-selected survey sites as required under CFR

<b>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.</b>	
Check the box if the statement is correct.	<input checked="" type="checkbox"/> Yes
<b>Enter grant-funded enforcement activity measure information related to seat belt citations, impaired driving arrests and speeding citations.</b>	
<b>A-1) Number of seat belt citations issued during grant-funded enforcement activities*</b>	
Fiscal year	2017
Seat belt citations	26,693

<b>A-2) Number of impaired driving arrests made during grant-funded enforcement activities</b>	
Fiscal year	2017
Impaired driving arrests	5,524
<b>A-3) Number of speeding citations issued during grant-funded enforcement activities*</b>	
Fiscal year	2017
Speeding citations	72,585

## 5 Program areas

### Program Area Hierarchy

#### 1. Communications (Media)

- Public Information and Education
  - Alliance Sports Marketing
    - 154 Transfer Funds-AL
    - 154 Transfer Funds-AL
    - 154 Transfer Funds-AL
  - Work Zone Awareness Campaign
    - FAST Act NHTSA 402
    - FAST Act NHTSA 402
    - FAST Act NHTSA 402
  - PI Creative Services and Paid Media
    - FAST Act NHTSA 402
    - FAST Act NHTSA 402
    - FAST Act NHTSA 402
  - Bike/Pedestrian and Distracted Driving
    - FAST Act NHTSA 402
    - FAST Act NHTSA 402
    - FAST Act NHTSA 402
  - Buckle Up Phone Down Paid Media
    - FAST Act NHTSA 402
    - FAST Act NHTSA 402
    - FAST Act NHTSA 402

#### 2. Impaired Driving (Drug and Alcohol)

- Underage Drinking Enforcement
  - Alcohol Safety & Awareness Program
    - 154 Transfer Funds-AL
    - 154 Transfer Funds-AL
    - 154 Transfer Funds-AL

- Software development and/or sustainment
  - LETS Sustainment and Enhancement
    - MAP 21 405c Data Program
    - FAST Act 405c Data Program
    - FAST Act 405c Data Program
    - FAST Act 405c Data Program
  - BA Instrument & SFST Program
    - 154 Transfer Funds-AL
    - 154 Transfer Funds-AL
    - 154 Transfer Funds-AL
  - DWI Tracking System (DWITS)
    - FAST Act 405d Impaired Driving Mid
    - FAST Act 405d Impaired Driving Mid
    - FAST Act 405d Impaired Driving Mid
  - DRE Sustainment and Enhancements
    - FAST Act 405d Impaired Driving Mid
    - FAST Act 405d Impaired Driving Mid
    - FAST Act 405d Impaired Driving Mid
- School programs
  - Safe Communities/TRACTION youth impaired
    - FAST Act 405d Impaired Driving Mid
    - FAST Act 405d Impaired Driving Mid
    - FAST Act 405d Impaired Driving Mid
  - MADD Power of Parents and Power of Youth
    - 154 Transfer Funds-AL
    - 154 Transfer Funds-AL
    - 154 Transfer Funds-AL
  - Missouri Safe and Sober
    - 154 Transfer Funds-AL
    - 154 Transfer Funds-AL
    - 154 Transfer Funds-AL
  - SMART, CHEERS, DRIVE SAFE, DRIVE SMART
    - FAST Act 405d Impaired Driving Mid
    - FAST Act 405d Impaired Driving Mid
    - FAST Act 405d Impaired Driving Mid
  - ThinkFirst - Youth Alcohol
    - 154 Transfer Funds-AL
    - 154 Transfer Funds-AL
    - 154 Transfer Funds-AL
- Prosecutor Training
  - Attorney and Legal Assistant
    - 154 Transfer Funds-AL
    - 154 Transfer Funds-AL
    - 154 Transfer Funds-AL
  - Traffic Safety Resource Prosecutor
    - FAST Act 405d Impaired Driving Mid
    - FAST Act 405d Impaired Driving Mid
    - FAST Act 405d Impaired Driving Mid
- Offender Alcohol Assessment/Treatment

- DWI Court Project
  - FAST Act 405d Impaired Driving Mid
  - FAST Act 405d Impaired Driving Mid
  - FAST Act 405d Impaired Driving Mid
- Law Enforcement Training
  - DITEP 2019
    - FAST Act 405d Impaired Driving Mid
    - FAST Act 405d Impaired Driving Mid
    - FAST Act 405d Impaired Driving Mid
  - Impaired Driving Countermeasures
    - 154 Transfer Funds-AL
    - 154 Transfer Funds-AL
    - 154 Transfer Funds-AL
  - Drug Impaired Driving
    - FAST Act 405d Impaired Driving Mid
    - FAST Act 405d Impaired Driving Mid
    - FAST Act 405d Impaired Driving Mid
  - DOR and Law Enforcement Training
    - FAST Act 405d Impaired Driving Mid
    - FAST Act 405d Impaired Driving Mid
    - FAST Act 405d Impaired Driving Mid
  - BAC/DRE/ARIDE Training
    - FAST Act 405d Impaired Driving Mid
    - FAST Act 405d Impaired Driving Mid
    - FAST Act 405d Impaired Driving Mid
- Law Enforcement Outreach Liaison
  - Alcohol LE Liaison
    - 154 Transfer Funds-AL
    - 154 Transfer Funds-AL
    - 154 Transfer Funds-AL
- Highway Safety Office Program Management
  - In-house Impaired Driving Project
    - FAST Act 405d Impaired Driving Mid
    - FAST Act 405d Impaired Driving Mid
    - FAST Act 405d Impaired Driving Mid
  - 2019 405d Mid Impaired Driving Coord.
    - FAST Act 405d Impaired Driving Mid
    - FAST Act 405d Impaired Driving Mid
    - FAST Act 405d Impaired Driving Mid
  - 2019 405d Youth Alcohol Coordination
    - FAST Act 405d Impaired Driving Mid
    - FAST Act 405d Impaired Driving Mid
    - FAST Act 405d Impaired Driving Mid
  - Youth Alcohol Program
    - 154 Transfer Funds-AL
    - 154 Transfer Funds-AL
    - 154 Transfer Funds-AL
  - HSTD Statewide 405d Impaired Driving Mid
    - FAST Act 405d Impaired Driving Mid

- FAST Act 405d Impaired Driving Mid
      - FAST Act 405d Impaired Driving Mid
    - HSTD Statewide 154AL Program
      - 154 Transfer Funds-AL
      - 154 Transfer Funds-AL
      - 154 Transfer Funds-AL
  - High Visibility Saturation Patrols
    - 154 Impaired Driving Enforcement
      - 154 Transfer Funds-AL
      - 154 Transfer Funds-AL
      - 154 Transfer Funds-AL
    - 405d Impaired Driving Enforcement
      - FAST Act 405d Impaired Driving Mid
      - FAST Act 405d Impaired Driving Mid
      - FAST Act 405d Impaired Driving Mid
    - Enforcement - Drive Sober Campaign
      - 154 Transfer Funds-AL
      - 154 Transfer Funds-AL
      - 154 Transfer Funds-AL
  - Court Monitoring
    - Court Monitoring Program
      - 154 Transfer Funds-AL
      - 154 Transfer Funds-AL
      - 154 Transfer Funds-AL
  - Communication Campaign
    - Impaired Driving Paid Media 154
      - 154 Transfer Funds-AL
      - 154 Transfer Funds-AL
      - 154 Transfer Funds-AL
    - Paid Media Impaired Driving 405D
      - FAST Act 405d Impaired Driving Mid
      - FAST Act 405d Impaired Driving Mid
      - FAST Act 405d Impaired Driving Mid
3. Occupant Protection (Adult and Child Passenger Safety)
- Short-term, High Visibility Seat Belt Law Enforcement
    - Occupant Protection Enforcement
      - MAP 21 405b Occupant Protection Low Belt Use
      - FAST Act 405b OP Low
      - FAST Act 405b OP Low
      - FAST Act 405b OP Low
    - Occupant Protection Enforcement Campaign
      - FAST Act NHTSA 402
      - FAST Act NHTSA 402
      - FAST Act NHTSA 402
  - School programs
  - Occupant Protection Law Enforcement Liaison
    - Occupant Protection LE Liaison
      - FAST Act NHTSA 402
      - FAST Act NHTSA 402

- FAST Act NHTSA 402
- Highway Safety Office Program Management
  - 2019 405b Low CPS Coordination
    - MAP 21 405b Occupant Protection Low Belt Use
    - FAST Act 405b OP Low
    - FAST Act 405b OP Low
    - FAST Act 405b OP Low
  - THSD-Statewide 405b Low
    - MAP 21 405b Occupant Protection Low Belt Use
    - FAST Act 405b OP Low
    - FAST Act 405b OP Low
    - FAST Act 405b OP Low
  - Statewide Safety Belt Survey
    - FAST Act NHTSA 402
    - FAST Act NHTSA 402
    - FAST Act NHTSA 402
- CPS Outreach Programs
  - 402 Car Seat Distribution
    - FAST Act NHTSA 402
    - FAST Act NHTSA 402
    - FAST Act NHTSA 402
  - 405 Car Seat Distribution
    - MAP 21 405b Occupant Protection Low Belt Use
    - FAST Act 405b OP Low
    - FAST Act 405b OP Low
    - FAST Act 405b OP Low
  - CPS Program Training
    - MAP 21 405b Occupant Protection Low Belt Use
    - FAST Act 405b OP Low
    - FAST Act 405b OP Low
    - FAST Act 405b OP Low
  - CPS Program Activities Administration
    - FAST Act NHTSA 402
    - FAST Act NHTSA 402
    - FAST Act NHTSA 402
  - Occupant Protection - Injury Prevention
    - FAST Act NHTSA 402
    - FAST Act NHTSA 402
    - FAST Act NHTSA 402
  - Child Passenger Safety
    - MAP 21 405b Occupant Protection Low Belt Use
    - FAST Act 405b OP Low
    - FAST Act 405b OP Low
    - FAST Act 405b OP Low
- Communication Campaign
  - Traffic Safety Informational Initiative
    - FAST Act NHTSA 402
    - FAST Act NHTSA 402
    - FAST Act NHTSA 402

- Click it or Ticket Paid Media
    - MAP 21 405b Occupant Protection Low Belt Use
    - FAST Act 405b OP Low
    - FAST Act 405b OP Low
    - FAST Act 405b OP Low
  - Youth Seat Belt Campaign
    - MAP 21 405b Occupant Protection Low Belt Use
    - FAST Act 405b OP Low
    - FAST Act 405b OP Low
    - FAST Act 405b OP Low
  - Child Restraint System Inspection Station(s)
- #### 4. Distracted Driving
- Highway Safety Office Program Management
    - It Only Takes One/TRACTION Awards
      - FAST Act NHTSA 402
      - FAST Act NHTSA 402
      - FAST Act NHTSA 402
    - Teen Driving Programs
      - FAST Act NHTSA 402
      - FAST Act NHTSA 402
      - FAST Act NHTSA 402
- #### 5. Young Drivers
- Teen Drowsy Driving Program
  - School Programs
    - Is It Worth It
      - FAST Act NHTSA 402
      - FAST Act NHTSA 402
      - FAST Act NHTSA 402
    - Safe Communities Programs
      - FAST Act NHTSA 402
      - FAST Act NHTSA 402
      - FAST Act NHTSA 402
    - ThinkFirst Missouri
      - FAST Act NHTSA 402
      - FAST Act NHTSA 402
      - FAST Act NHTSA 402
    - Safe Communities / TRACTION
      - FAST Act NHTSA 402
      - FAST Act NHTSA 402
      - FAST Act NHTSA 402
    - TYREDD
      - FAST Act NHTSA 402
      - FAST Act NHTSA 402
      - FAST Act NHTSA 402
  - Highway Safety Office Program Management
    - It Only Takes One/TRACTION Awards
      - FAST Act NHTSA 402
      - FAST Act NHTSA 402
      - FAST Act NHTSA 402



- Teen Driving Programs
  - FAST Act NHTSA 402
  - FAST Act NHTSA 402
  - FAST Act NHTSA 402
- Driver Improvement Program
  - Driver Improvement Program (D.I.P.)
    - FAST Act NHTSA 402
    - FAST Act NHTSA 402
    - FAST Act NHTSA 402

## 6. Older Drivers

- License Screening and Testing
  - Rural Driving Study and Traffic Signs
    - FAST Act NHTSA 402
    - FAST Act NHTSA 402
    - FAST Act NHTSA 402
  - Maximizing Driving Safety After Stroke
    - FAST Act NHTSA 402
    - FAST Act NHTSA 402
    - FAST Act NHTSA 402
- Highway Safety Office Program Management

## 7. Commercial Motor Vehicles

## 8. Motorcycle Safety

- Highway Safety Office Program Management
  - THSD-Statewide 405f Motorcycle Program
    - FAST Act 405f Motorcycle Programs
    - FAST Act 405f Motorcycle Programs
    - FAST Act 405f Motorcycle Programs
- Communication Campaign
  - Child Passenger Safety Campaign
    - MAP 21 405b Occupant Protection Low Belt Use
    - FAST Act 405b OP Low
    - FAST Act 405b OP Low
    - FAST Act 405b OP Low
  - Motorcycle Awareness Paid Media
    - FAST Act 405f Motorcycle Programs
    - FAST Act 405f Motorcycle Programs
    - FAST Act 405f Motorcycle Programs
  - Motorcycle Awareness
    - FAST Act NHTSA 402
    - FAST Act NHTSA 402
    - FAST Act NHTSA 402

## 9. School Bus Safety

- CPS Outreach Programs
  - 402 Car Seat Distribution
    - FAST Act NHTSA 402
    - FAST Act NHTSA 402
    - FAST Act NHTSA 402
  - 405 Car Seat Distribution
    - MAP 21 405b Occupant Protection Low Belt Use

- FAST Act 405b OP Low
- FAST Act 405b OP Low
- FAST Act 405b OP Low
- CPS Program Training
  - MAP 21 405b Occupant Protection Low Belt Use
  - FAST Act 405b OP Low
  - FAST Act 405b OP Low
  - FAST Act 405b OP Low
- CPS Program Activities Administration
  - FAST Act NHTSA 402
  - FAST Act NHTSA 402
  - FAST Act NHTSA 402
- Occupant Protection - Injury Prevention
  - FAST Act NHTSA 402
  - FAST Act NHTSA 402
  - FAST Act NHTSA 402
- Child Passenger Safety
  - MAP 21 405b Occupant Protection Low Belt Use
  - FAST Act 405b OP Low
  - FAST Act 405b OP Low
  - FAST Act 405b OP Low

#### 10. Non-motorized (Pedestrians and Bicyclist)

- Communication Campaign

#### 11. Traffic Records

- Improves integration between one or more core highway safety databases
  - E-Citation Projects
    - MAP 21 405c Data Program
    - FAST Act 405c Data Program
    - FAST Act 405c Data Program
    - FAST Act 405c Data Program
  - Missouri Ambulance Reporting System
    - MAP 21 405c Data Program
    - FAST Act 405c Data Program
    - FAST Act 405c Data Program
    - FAST Act 405c Data Program
  - Statewide Traffic Accident Records Sys.
    - MAP 21 405c Data Program
    - FAST Act 405c Data Program
    - FAST Act 405c Data Program
    - FAST Act 405c Data Program
  - STARS and FARS Support
    - MAP 21 405c Data Program
    - FAST Act 405c Data Program
    - FAST Act 405c Data Program
    - FAST Act 405c Data Program
  - Predictive Analytical Crash Project
    - MAP 21 405c Data Program
    - FAST Act 405c Data Program
    - FAST Act 405c Data Program

- FAST Act 405c Data Program
- Show Me Court Implementations
  - MAP 21 405c Data Program
  - FAST Act 405c Data Program
  - FAST Act 405c Data Program
  - FAST Act 405c Data Program
- JIS Monitoring and Reporting
  - MAP 21 405c Data Program
  - FAST Act 405c Data Program
  - FAST Act 405c Data Program
  - FAST Act 405c Data Program
- Electronic Records Adoption Improvement
  - MAP 21 405c Data Program
  - FAST Act 405c Data Program
  - FAST Act 405c Data Program
  - FAST Act 405c Data Program
- Highway Safety Office Program Management
  - Traffic Records Data Improvement
    - MAP 21 405c Data Program
    - FAST Act 405c Data Program
    - FAST Act 405c Data Program
    - FAST Act 405c Data Program
  - THSD-Statewide 405c Data Program
    - MAP 21 405c Data Program
    - FAST Act 405c Data Program
    - FAST Act 405c Data Program
    - FAST Act 405c Data Program

## 12. Roadway Safety/Traffic Engineering

- Highway Safety Office Program Management
  - 2019 Blueprint Conference
    - FAST Act NHTSA 402
    - FAST Act NHTSA 402
    - FAST Act NHTSA 402
  - Traffic Engineering Assistance Program
    - FAST Act NHTSA 402
    - FAST Act NHTSA 402
    - FAST Act NHTSA 402

## 13. Railroad Safety

- Railway Safety Education
  - Missouri Operation Lifesaver
    - FAST Act NHTSA 402
    - FAST Act NHTSA 402
    - FAST Act NHTSA 402

## 14. Speed Management

- Sustained Enforcement
  - 402 HMV Enforcement
    - FAST Act NHTSA 402
    - FAST Act NHTSA 402
    - FAST Act NHTSA 402

- Law Enforcement Training
  - Advanced Crash Investigation Training
    - 154 Transfer Funds-AL
    - 154 Transfer Funds-AL
    - 154 Transfer Funds-AL
  - Training for Law Enforcement Officers
    - FAST Act 405d Impaired Driving Mid
    - FAST Act 405d Impaired Driving Mid
    - FAST Act 405d Impaired Driving Mid
  - 402 Training/Survey/Operations
    - FAST Act NHTSA 402
    - FAST Act NHTSA 402
    - FAST Act NHTSA 402
  - 2019 LETSAC Conference
    - FAST Act NHTSA 402
    - FAST Act NHTSA 402
    - FAST Act NHTSA 402
  - LE Driving 2019
    - FAST Act NHTSA 402
    - FAST Act NHTSA 402
    - FAST Act NHTSA 402
  - Law Enforcement Training
    - FAST Act NHTSA 402
    - FAST Act NHTSA 402
    - FAST Act NHTSA 402
  - Accident Invest/Training/Reconstruction
    - FAST Act NHTSA 402
    - FAST Act NHTSA 402
    - FAST Act NHTSA 402
  - Radar/EVOC/Instructor Dev/Equip Purchase
    - FAST Act NHTSA 402
    - FAST Act NHTSA 402
    - FAST Act NHTSA 402
  - Skill Development
    - FAST Act NHTSA 402
    - FAST Act NHTSA 402
    - FAST Act NHTSA 402
  - Highway Emergency Response Training
    - FAST Act NHTSA 402
    - FAST Act NHTSA 402
    - FAST Act NHTSA 402
- Highway Safety Office Program Management
  - 2019 Police Traffic Services
    - FAST Act NHTSA 402
    - FAST Act NHTSA 402
    - FAST Act NHTSA 402
  - THSD-Statewide PTS
    - FAST Act NHTSA 402
    - FAST Act NHTSA 402

- FAST Act NHTSA 402

## 15. Planning & Administration

- (none)
  - 2019 Planning and Administration
    - FAST Act NHTSA 402
    - FAST Act NHTSA 402
    - FAST Act NHTSA 402

## 5.1 Program Area: Communications (Media)

**Program area type** Communications (Media)

### **Will countermeasure strategies and planned activities be described in this plan to address the program area?**

Yes

**Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?**

No

### Problem identification

**Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.**

From 2005-2017, due to the combined efforts of highway safety advocates in the Missouri Coalition for Roadway Safety, 4,455 lives have been saved on MO roadways, a decrease of 26 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;
- 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.

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 Vine. Dynamic Message Boards (DMS) statewide help promote campaign awareness by alerting the traveling public to enforcement efforts.

## Performance measures

**Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.**

### Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-1) Number of traffic fatalities (FARS)	5 Year	2019	872.3
2019	C-2) Number of serious injuries in traffic crashes (State crash data files)	5 Year	2019	4,433.8
2019	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	5 Year	2019	385.5
2019	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	5 Year	2019	230.3
2019	C-10) Number of pedestrian fatalities (FARS)	5 Year	2019	100.8
2019	C-11) Number of bicyclists fatalities (FARS)	5 Year	2019	9.4

## Countermeasure strategies

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.**

### Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Public Information and Education

### 5.1.1 Countermeasure Strategy: Public Information and Education

Program area	Communications (Media)
Countermeasure strategy	Public Information and Education

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

**Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

## Countermeasure strategy description

**To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:**

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

Paid media will be utilized to influence driver behavior in various fields including occupant protection, impaired driving, distracted 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.



**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

Missouri will use paid media to influence driver and passenger behavior in the field of 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.

## Evidence of effectiveness

**Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.**

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

**Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.**

### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
154AL-2019-AL-B4-00	Alliance Sports Marketing	Public Information and Education
PM-2019-02-05-00	Work Zone Awareness Campaign	Public Information and Education
PM-2019-02-07-00	PI Creative Services and Paid Media	Public Information and Education
PM-2019-02-06-00	Bike/Pedestrian and Distracted Driving	Public Information and Education
PM-2019-02-04-00	Buckle Up Phone Down Paid Media	Public Information and Education
PT-2019-02-69-00	Traffic Safety Informational Initiative	Communication Campaign

#### 5.1.1.1 Planned Activity: Alliance Sports Marketing

<b>Planned activity name</b>	Alliance Sports Marketing
<b>Planned activity number</b>	154AL-2019-AL-B4-00
<b>Primary countermeasure strategy</b>	Public Information and Education

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

Yes

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

Yes

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

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.

**Enter intended subrecipients.**

Highway Safety and Traffic Division

**Countermeasure strategies**

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.**

**Countermeasure strategies in planned activities**

Fiscal Year	Countermeasure Strategy Name
2019	Public Information and Education

**Funding sources**

**Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.**

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	154 Transfer Funds-AL	154 Alcohol	\$28,000.00	\$0.00	\$0.00
2018	154 Transfer Funds-AL	154 Alcohol	\$72,800.00	\$0.00	\$0.00
2019	154 Transfer Funds-AL	154 Alcohol	\$11,200.00	\$0.00	\$0.00

**Major purchases and dispositions**

**Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.**

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost

No records found.

### 5.1.1.2 Planned Activity: Work Zone Awareness Campaign

<b>Planned activity name</b>	Work Zone Awareness Campaign
<b>Planned activity number</b>	PM-2019-02-05-00
<b>Primary countermeasure strategy</b>	Public Information and Education

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

Yes

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

Yes

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

Yes

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

### Enter description of the planned activity.

Funding will provide paid media to supplement the statewide Work Zone Awareness campaign. Media includes radio, digital, online, print and social media.

### Enter intended subrecipients.

Highway Safety and Traffic Division

### Countermeasure strategies

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.**

### Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Public Information and Education

### Funding sources

**Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.**

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act NHTSA 402	Paid Advertising (FAST)	\$14,000.00	\$0.00	\$0.00
2018	FAST Act NHTSA 402	Paid Advertising (FAST)	\$28,000.00	\$0.00	\$0.00
2019	FAST Act NHTSA	Paid Advertising	\$28,000.00	\$0.00	\$0.00

402

(FAST)

## Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

### 5.1.1.3 Planned Activity: PI Creative Services and Paid Media

<b>Planned activity name</b>	PI Creative Services and Paid Media
<b>Planned activity number</b>	PM-2019-02-07-00
<b>Primary countermeasure strategy</b>	Public Information and Education

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

Yes

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on**

**impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

Yes

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

Yes

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

### **Enter description of the planned activity.**

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 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 ASL into all of our messages. These versions require additional funding.

### **Enter intended subrecipients.**

Highway Safety and Traffic Division

### **Countermeasure strategies**

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.**

### **Countermeasure strategies in planned activities**

<b>Fiscal Year</b>	<b>Countermeasure Strategy Name</b>
2019	Public Information and Education

### **Funding sources**

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act NHTSA 402	Paid Advertising (FAST)	\$37,500.00	\$0.00	\$0.00
2018	FAST Act NHTSA 402	Paid Advertising (FAST)	\$75,000.00	\$0.00	\$0.00
2019	FAST Act NHTSA 402	Paid Advertising (FAST)	\$75,000.00	\$0.00	\$0.00

### Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

### 5.1.1.4 Planned Activity: Bike/Pedestrian and Distracted Driving

<b>Planned activity name</b>	Bike/Pedestrian and Distracted Driving
<b>Planned activity number</b>	PM-2019-02-06-00
<b>Primary countermeasure strategy</b>	Public Information and Education

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child



**passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

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 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 ASL into all of our messages. These versions require additional funding.

**Enter intended subrecipients.**

Highway Safety and Traffic Division

**Countermeasure strategies**

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

### Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Public Information and Education
2019	Communication Campaign

### Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act NHTSA 402	Paid Advertising (FAST)	\$37,500.00	\$0.00	\$0.00
2018	FAST Act NHTSA 402	Paid Advertising (FAST)	\$75,000.00	\$0.00	\$0.00
2019	FAST Act NHTSA 402	Paid Advertising (FAST)	\$75,000.00	\$0.00	\$0.00

### Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

### 5.1.1.5 Planned Activity: Buckle Up Phone Down Paid Media

<b>Planned activity name</b>	Buckle Up Phone Down Paid Media
<b>Planned activity number</b>	PM-2019-02-04-00
<b>Primary countermeasure strategy</b>	Public Information and Education

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

Media will be purchased during the year to promote MoDOT's "Buckle Up, Phone Down" Campaign. Media will include radio, digital, print, online and social media.

**Enter intended subrecipients.**

Highway Safety and Traffic Division

**Countermeasure strategies**

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.**

**Countermeasure strategies in planned activities**

Fiscal Year	Countermeasure Strategy Name
2019	Public Information and Education

**Funding sources**

**Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.**

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act NHTSA 402	Paid Advertising (FAST)	\$50,000.00	\$0.00	\$0.00
2018	FAST Act NHTSA 402	Paid Advertising (FAST)	\$100,000.00	\$0.00	\$0.00
2019	FAST Act NHTSA 402	Paid Advertising (FAST)	\$100,000.00	\$0.00	\$0.00

**Major purchases and dispositions**

**Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.**

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

## 5.2 Program Area: Impaired Driving (Drug and Alcohol)

Program area type Impaired Driving (Drug and Alcohol)

**Will countermeasure strategies and planned activities be described in this plan to address the program area?**

Yes

**Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?**

No

### Problem identification

**Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.**

Substance-impaired drivers contributed to 25.6 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 82.4 percent of substance-impaired driving fatalities. Ten 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.

#### New legislation regarding Sobriety Checkpoints:

In 2009 an effort was made to increase the number of sobriety checkpoints held each year. Since that time approximately 500 checkpoints are held each year.

In 2017, the Missouri legislature drafted and approved a bill which only allows the HSO to fund one dollar toward sobriety checkpoints. It was the hope of the HSO that this legislation would be reversed in the 2018 legislative session, however, it was upheld, so law enforcement agencies are encouraged to continue conducting sobriety checkpoints with internal funding.

Since the approved bill cutting sobriety checkpoints paid for by grant funding, the number of checkpoints dropped from 376 in 2016 to 134 in 2017. Therefore, there will be no sobriety checkpoints in 2018 paid for by Highway Safety funding.

### Performance measures

**Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.**

## Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	5 Year	2019	230.3

## Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

## Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Underage Drinking Enforcement
2019	Software development and/or sustainment
2019	School programs
2019	Prosecutor Training
2019	Offender Alcohol Assessment/Treatment
2019	Law Enforcement Training
2019	Law Enforcement Outreach Liaison
2019	Highway Safety Office Program Management
2019	High Visibility Saturation Patrols
2019	Court Monitoring
2019	Communication Campaign

### 5.2.1 Countermeasure Strategy: Underage Drinking Enforcement

<b>Program area</b>	Impaired Driving (Drug and Alcohol)
<b>Countermeasure strategy</b>	Underage Drinking Enforcement

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical**

**application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

**Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication,**

**policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

## Countermeasure strategy description

**To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:**

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

Under age drinking enforcement, which includes alcohol server training in this project, is necessary to reduce the occurrences of young impaired drivers contributing to fatal and serious injury crashes on Missouri roads.

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

With impaired driving-related fatalities consistently accounting for 25-30% of Missouri's fatalities, core measure C-5, Number of Fatalities Involving an Impaired Driver, will be addressed by providing funding for establishing a training section within the Missouri Division of Alcohol and Tobacco Control in order to provide server training another education for alcohol serving establishments in Missouri.

## Evidence of effectiveness

**Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.**

This project with the Missouri Division of Alcohol and Tobacco Control (ATC) is part of ATC's two-prong approach to reduce underage drinking. This education project covers expenses (print material, equipment, salary, overtime, mileage) to provide server



training. The program teaches responsible retail practices and gives the retailer the knowledge and tools to prevent service of alcohol to minors and intoxicated patrons.

## Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
154AL-2019-AL-F0-00	Alcohol Safety & Awareness Program	Underage Drinking Enforcement

#### 5.2.1.1 Planned Activity: Alcohol Safety & Awareness Program

Planned activity name	Alcohol Safety & Awareness Program
Planned activity number	154AL-2019-AL-F0-00
Primary countermeasure strategy	Underage Drinking Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

Yes

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

Yes

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

### **Enter description of the planned activity.**

This project with the Missouri Division of Alcohol and Tobacco Control (ATC) is part of ATC's two-prong approach to reduce underage drinking. This education project covers expenses (print material, equipment, salary, overtime, mileage) to provide server training. The program teaches responsible retail practices and gives the retailer the knowledge and tools to prevent service of alcohol to minors and intoxicated patrons.

### **Enter intended subrecipients.**

MO Div. of Alcohol and Tobacco Control

### **Countermeasure strategies**

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.**

### **Countermeasure strategies in planned activities**

<b>Fiscal Year</b>	<b>Countermeasure Strategy Name</b>
2019	Underage Drinking Enforcement

## Funding sources

Click **Add New** to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	154 Transfer Funds-AL	154 Alcohol	\$33,600.00	\$0.00	\$0.00
2018	154 Transfer Funds-AL	154 Alcohol	\$87,360.00	\$0.00	\$0.00
2019	154 Transfer Funds-AL	154 Alcohol	\$13,440.00	\$0.00	\$0.00

## Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

### 5.2.2 Countermeasure Strategy: Software development and/or sustainment

<b>Program area</b>	Impaired Driving (Drug and Alcohol)
<b>Countermeasure strategy</b>	Software development and/or sustainment

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

**Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

## Countermeasure strategy description

**To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:**

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

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 impaired drivers are up to date on required training.

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

With impaired driving-related fatalities consistently accounting for 25-30% of Missouri's fatalities, core measure C-5, Number of Fatalities Involving an 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.

## Evidence of effectiveness

**Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.**

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 when the national database is ready to be interfaced. The BA Instrument & SFST Program will be built to track breath instrument maintenance and DWI officer training similar to the DRE Database.

## Planned activities

**Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.**

### Planned activities in countermeasure strategy

Planned activity unique	Planned Activity Name	Primary Countermeasure
-------------------------	-----------------------	------------------------

identifier		
154AL-2019-AL-86-00	BA Instrument & SFST Program	Software development and/or sustainment
M5HVE-2019-03-12-00	DWI Tracking System (DWITS)	Software development and/or sustainment
M5OT-2019-03-04-00	DRE Sustainment and Enhancements	Software development and/or sustainment

### 5.2.2.1 Planned Activity: BA Instrument & SFST Program

<b>Planned activity name</b>	BA Instrument & SFST Program
<b>Planned activity number</b>	154AL-2019-AL-86-00
<b>Primary countermeasure strategy</b>	Software development and/or sustainment

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

Yes

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

Yes

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

### **Enter description of the planned activity.**

The Highway Safety Office will be developing a program to track breath instrument placement with local law enforcement agencies and depreciation costs of those instruments. In addition, the program will track SFST instructors and practitioners.

### **Enter intended subrecipients.**

Highway Safety and Traffic Division

### Countermeasure strategies

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.**

### **Countermeasure strategies in planned activities**

Fiscal Year	Countermeasure Strategy Name
2019	Software development and/or sustainment

### Funding sources

**Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.**

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	154 Transfer Funds-AL	154 Alcohol	\$46,875.00	\$0.00	\$0.00
2018	154 Transfer Funds-AL	154 Alcohol	\$121,875.00	\$0.00	\$0.00
2019	154 Transfer Funds-AL	154 Alcohol	\$18,750.00	\$0.00	\$0.00

## Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
Software	1	\$103,880.00	\$103,880.00	\$103,880.00	\$103,880.00

### 5.2.2.2 Planned Activity: DWI Tracking System (DWITS)

<b>Planned activity name</b>	DWI Tracking System (DWITS)
<b>Planned activity number</b>	M5HVE-2019-03-12-00
<b>Primary countermeasure strategy</b>	Software development and/or sustainment

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No



**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

Yes

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

Yes

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

#### **Enter description of the planned activity.**

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.

#### **Enter intended subrecipients.**

MO State Highway Patrol

#### **Countermeasure strategies**

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.**

#### **Countermeasure strategies in planned activities**

Fiscal Year	Countermeasure Strategy Name
2019	Software development and/or sustainment

## Funding sources

Click **Add New** to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act 405d Impaired Driving Mid	405d Mid HVE (FAST)	\$1,980.00	\$0.00	
2018	FAST Act 405d Impaired Driving Mid	405d Mid HVE (FAST)	\$3,960.00	\$0.00	
2019	FAST Act 405d Impaired Driving Mid	405d Mid HVE (FAST)	\$660.00	\$0.00	

## Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

### 5.2.2.3 Planned Activity: DRE Sustainment and Enhancements

<b>Planned activity name</b>	DRE Sustainment and Enhancements
<b>Planned activity number</b>	M5OT-2019-03-04-00
<b>Primary countermeasure strategy</b>	Software development and/or sustainment

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required**

**under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

Yes

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

Yes

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

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

### Enter intended subrecipients.

REJIS

### Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

#### Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Software development and/or sustainment

### Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act 405d Impaired Driving Mid	405d Mid Other Based on Problem ID (FAST)	\$17,534.16	\$0.00	
2018	FAST Act 405d Impaired Driving Mid	405d Mid Other Based on Problem ID (FAST)	\$35,068.32	\$0.00	
2019	FAST Act 405d Impaired Driving Mid	405d Mid Other Based on Problem ID (FAST)	\$5,844.72	\$0.00	

### Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

#### 5.2.2.4 Planned Activity: LETS Sustainment and Enhancement

<b>Planned activity name</b>	LETS Sustainment and Enhancement
<b>Planned activity number</b>	M3DA-2019-04-15-00
<b>Primary countermeasure strategy</b>	Software development and/or sustainment

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

Yes

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

Yes

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

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.

**Enter intended subrecipients.**

REJIS

**Countermeasure strategies**

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.**

**Countermeasure strategies in planned activities**

Fiscal Year	Countermeasure Strategy Name
2019	Improves integration between one or more core highway safety databases

**Funding sources**

**Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.**

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2016	MAP 21 405c Data Program	405c Data Program (MAP-21)	\$40,579.00	\$0.00	
2017	FAST Act 405c Data Program	405c Data Program (FAST)	\$101,447.50	\$0.00	
2018	FAST Act 405c Data Program	405c Data Program (FAST)	\$40,579.00	\$0.00	

2019	FAST Act 405c Data Program	405c Data Program (FAST)	\$20,289.50	\$0.00	
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## Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

### 5.2.3 Countermeasure Strategy: School programs

<b>Program area</b>	Impaired Driving (Drug and Alcohol)
<b>Countermeasure strategy</b>	School programs

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

**Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

Countermeasure strategy description



**To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:**

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

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

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

With impaired driving-related fatalities consistently accounting for 25-30% of Missouri's fatalities, core measure C-5, Number of Fatalities Involving an 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.

## Evidence of effectiveness

**Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.**

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

**Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.**

### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
M5TR-2019-03-05-00	Safe Communities/TRACTION youth impaired	School programs
M5OT-2019-03-01-00	DITEP 2019	Law Enforcement Training
154AL-2019-AL-B2-00	MADD Power of Parents and Power of Youth	School programs
154AL-2019-AL-F2-00	Missouri Safe and Sober	School programs
M5TR-2019-03-06-00	SMART, CHEERS, DRIVE SAFE, DRIVE SMART	School programs
154AL-2019-AL-F3-00	ThinkFirst - Youth Alcohol	School programs

### 5.2.3.1 Planned Activity: Safe Communities/TRACTION youth impaired

<b>Planned activity name</b>	Safe Communities/TRACTION youth impaired
<b>Planned activity number</b>	M5TR-2019-03-05-00
<b>Primary countermeasure strategy</b>	School programs

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

Yes

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

Yes

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

### Enter description of the planned activity.

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 and provides students and their adult advisors with the motivation, information, skills, and support necessary to develop a plan of action that addresses impaired driving driving habits through events and activities to be implemented within their school and communities the following year. The funding will provide staff training, supplies, conference development and travel costs to conduct three conferences and a one-day workshop.

### Enter intended subrecipients.

Cape Girardeau Safe Communities

### Countermeasure strategies

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.**

### Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	School programs

### Funding sources

**Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.**

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act 405d Impaired Driving Mid	405d Mid Training (FAST)	\$41,088.45	\$0.00	\$41,088.45
2018	FAST Act 405d Impaired Driving Mid	405d Mid Training (FAST)	\$82,176.91	\$0.00	\$82,176.91
2019	FAST Act 405d Impaired	405d Mid Training	\$13,696.15	\$0.00	\$13,696.15

	Driving Mid	(FAST)			
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## Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

### 5.2.3.2 Planned Activity: MADD Power of Parents and Power of Youth

<b>Planned activity name</b>	MADD Power of Parents and Power of Youth
<b>Planned activity number</b>	154AL-2019-AL-B2-00
<b>Primary countermeasure strategy</b>	School programs

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on**

**impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

Yes

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

Yes

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

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. Power of Parents seeks 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 with someone who has been drinking. Missouri's hopes for a safer future are riding on tomorrow's drivers and we want to get our youth off to a good start. MADD is focused on tackling underage drinking, a problem that threatens the safety of our kids and endangers entire communities, now and down the road. Funding will be used to support travel, training, educational materials and operational expenses of the program.

**Enter intended subrecipients.**

Mothers Against Drunk Driving

**Countermeasure strategies**

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.**

**Countermeasure strategies in planned activities**

Fiscal Year	Countermeasure Strategy Name

2019

School programs

## Funding sources

Click **Add New** to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	154 Transfer Funds-AL	154 Alcohol	\$35,000.00	\$0.00	\$35,000.00
2018	154 Transfer Funds-AL	154 Alcohol	\$91,000.00	\$0.00	\$91,000.00
2019	154 Transfer Funds-AL	154 Alcohol	\$14,000.00	\$0.00	\$14,000.00

## Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

### 5.2.3.3 Planned Activity: Missouri Safe and Sober

<b>Planned activity name</b>	Missouri Safe and Sober
<b>Planned activity number</b>	154AL-2019-AL-F2-00
<b>Primary countermeasure strategy</b>	School programs

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

Yes

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

Yes

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

Missouri 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. 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 program development, travel, educational material and operational expenses of the program.

**Enter intended subrecipients.**

Safe and Sober, Inc.

**Countermeasure strategies**

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

**Countermeasure strategies in planned activities**

Fiscal Year	Countermeasure Strategy Name
2019	School programs

**Funding sources**

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	154 Transfer Funds-AL	154 Alcohol	\$103,125.00	\$0.00	\$0.00
2018	154 Transfer Funds-AL	154 Alcohol	\$268,125.00	\$0.00	\$0.00
2019	154 Transfer Funds-AL	154 Alcohol	\$41,250.00	\$0.00	\$0.00

**Major purchases and dispositions**

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

**5.2.3.4 Planned Activity: SMART, CHEERS, DRIVE SAFE, DRIVE SMART**

<b>Planned activity name</b>	SMART, CHEERS, DRIVE SAFE, DRIVE SMART
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Planned activity number	M5TR-2019-03-06-00
Primary countermeasure strategy	School programs

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

Yes

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

Yes

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

SMART, CHEERS and DRIVE SAFE/DRIVE SMART. Programs are college and community based programs to encourage college students to make smart choices when it comes to drinking and driving, and encourage the use of designated drivers. 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.

**Enter intended subrecipients.**

University of MO Curators

**Countermeasure strategies**

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.**

**Countermeasure strategies in planned activities**

Fiscal Year	Countermeasure Strategy Name
2019	School programs

**Funding sources**

**Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.**

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act 405d Impaired Driving Mid	405d Mid Training (FAST)	\$120,000.00	\$0.00	
2018	FAST Act 405d Impaired Driving Mid	405d Mid Training (FAST)	\$240,000.00	\$0.00	
2019	FAST Act 405d Impaired Driving Mid	405d Mid Training (FAST)	\$40,000.00	\$0.00	

**Major purchases and dispositions**

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

### 5.2.3.5 Planned Activity: ThinkFirst - Youth Alcohol

Planned activity name	ThinkFirst - Youth Alcohol
Planned activity number	154AL-2019-AL-F3-00
Primary countermeasure strategy	School programs

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

Yes

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

Yes

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

ThinkFirst Missouri is an evidence-based trauma prevention program of the University of Missouri, School of Medicine, Department of Physical Medicine & Rehabilitation. The award-winning programs of ThinkFirst educate people, especially high-risk young people about their vulnerability to brain and spinal cord injury, common causes of these injuries (such as driving impaired) and how to prevent them. The mission of ThinkFirst is to prevent traumatic injuries through education, research and policy. The most effective component of the program features the personal testimony of a ThinkFirst Voices for Injury Prevention (VIP) speaker. VIP speakers are people who have sustained a brain or spinal cord injury, usually due to a motor vehicle crash. Funding will be used to support travel, staff salary and program expenses.

**Enter intended subrecipients.**

University of MO Curators

**Countermeasure strategies**

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.**

**Countermeasure strategies in planned activities**

Fiscal Year	Countermeasure Strategy Name
2019	School programs

**Funding sources**

**Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.**

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	154 Transfer Funds-AL	154 Alcohol	\$37,500.00	\$0.00	\$0.00
2018	154 Transfer Funds-AL	154 Alcohol	\$97,500.00	\$0.00	\$0.00
2019	154 Transfer Funds-AL	154 Alcohol	\$15,000.00	\$0.00	\$0.00

## Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

## 5.2.4 Countermeasure Strategy: Prosecutor Training

<b>Program area</b>	Impaired Driving (Drug and Alcohol)
<b>Countermeasure strategy</b>	Prosecutor Training

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

**Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

## Countermeasure strategy description

**To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:**

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

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.

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

With impaired driving-related fatalities consistently accounting for 25-30% of Missouri's fatalities, core measure C-5, Number of Fatalities Involving an 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.

## Evidence of effectiveness

**Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.**

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.

## Planned activities

**Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.**

### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
154AL-2019-AL-25-00	Attorney and Legal Assistant	Prosecutor Training
M5CS-2019-03-02-00	Traffic Safety Resource Prosecutor	Prosecutor Training

### 5.2.4.1 Planned Activity: Attorney and Legal Assistant

<b>Planned activity name</b>	Attorney and Legal Assistant
<b>Planned activity number</b>	154AL-2019-AL-25-00
<b>Primary countermeasure strategy</b>	Prosecutor Training

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

Yes

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail**



required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

### Enter description of the planned activity.

coordinators, state coordinator and the federal database. The system also allows for email notification of DREs, regional coordinators and the state coordinator. DRE Candidates are trained on the new system as part of their DRE training, conducting their field certifications using the system. The program is proving to be a great administrative tool and will add to the state's ability to track drug involvement in traffic stops. This project covers the costs for hosting the database, IT support of the program, and any enhancements.

### Enter intended subrecipients.

MO Dept. of Revenue

### Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

### Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Prosecutor Training

### Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	154 Transfer Funds-AL	154 Alcohol	\$42,412.63	\$0.00	\$0.00
2018	154 Transfer Funds-AL	154 Alcohol	\$110,272.82	\$0.00	\$0.00

2019	154 Transfer Funds-AL	154 Alcohol	\$16,965.05	\$0.00	\$0.00
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## Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

### 5.2.4.2 Planned Activity: Traffic Safety Resource Prosecutor

<b>Planned activity name</b>	Traffic Safety Resource Prosecutor
<b>Planned activity number</b>	M5CS-2019-03-02-00
<b>Primary countermeasure strategy</b>	Prosecutor Training

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on**

**impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

Yes

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

Yes

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

#### **Enter description of the planned activity.**

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.

#### **Enter intended subrecipients.**

MO Office of Prosecution Services

#### **Countermeasure strategies**

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.**

#### **Countermeasure strategies in planned activities**

Fiscal Year	Countermeasure Strategy Name

2019

Prosecutor Training

## Funding sources

Click **Add New** to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act 405d Impaired Driving Mid	405d Mid Court Support (FAST)	\$105,708.67	\$0.00	
2018	FAST Act 405d Impaired Driving Mid	405d Mid Court Support (FAST)	\$211,417.34	\$0.00	
2019	FAST Act 405d Impaired Driving Mid	405d Mid Court Support (FAST)	\$35,236.22	\$0.00	

## Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

## 5.2.5 Countermeasure Strategy: Offender Alcohol Assessment/Treatment

<b>Program area</b>	Impaired Driving (Drug and Alcohol)
<b>Countermeasure strategy</b>	Offender Alcohol Assessment/Treatment

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

**Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

## Countermeasure strategy description

**To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:**

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

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. Those costs include: lab testing, offender supervision, law enforcement trackers, treatment, educational materials, training, and travel expenses.

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

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.

## Evidence of effectiveness

**Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.**

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.

## Planned activities

**Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.**

### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
M5CS-2019-03-01-00	DWI Court Project	Offender Alcohol Assessment/Treatment

### 5.2.5.1 Planned Activity: DWI Court Project

Planned activity name	DWI Court Project
Planned activity number	M5CS-2019-03-01-00
Primary countermeasure strategy	Offender Alcohol Assessment/Treatment

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

Yes

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

Yes

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

### Enter description of the planned activity.

The Office of State Courts Administrator (OSCA) receives grant funding for DWI court expansion in the State. 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. The Missouri Supreme Court adopted Court Operating Rule (COR) 26. This rule 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. This project covers 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.

### Enter intended subrecipients.

Office of State Courts Administrator

### Countermeasure strategies

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.**

### Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Offender Alcohol Assessment/Treatment

### Funding sources

**Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.**

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit



2017	FAST Act 405d Impaired Driving Mid	405d Mid Court Support (FAST)	\$80,625.38	\$0.00	
2018	FAST Act 405d Impaired Driving Mid	405d Mid Court Support (FAST)	\$161,250.75	\$0.00	
2019	FAST Act 405d Impaired Driving Mid	405d Mid Court Support (FAST)	\$26,875.12	\$0.00	

## Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

## 5.2.6 Countermeasure Strategy: Law Enforcement Training

<b>Program area</b>	Impaired Driving (Drug and Alcohol)
<b>Countermeasure strategy</b>	Law Enforcement Training

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

**Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and**

**maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail**

required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

## Countermeasure strategy description

**To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:**

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

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.

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

Impaired driving is a major problem in Missouri accounting for as much as 25 to 30% of Missouri title precious. In order to address impaired drivers, impaired driving crashes, and the investigations and quart activity associated with impaired driving violations, Missouri will use Darius sub recipients to provide the training necessary so that law Enforcement has all the tools available to them in order to combat impaired driving.

## Evidence of effectiveness

**Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.**

Projects will be funded which include funding the Kansas City Police Department at investigating impaired driving crashes, the Missouri safety center in providing 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 Enforceme on current Missouri impaired driving statutes and case law.

## Planned activities

**Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.**

### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
154AL-2019-AL-16-00	Advanced Crash Investigation Training	Law Enforcement Training
154AL-2019-AL-24-00	Impaired Driving Countermeasures	Law Enforcement Training
M5OT-2019-03-02-00	Drug Impaired Driving	Law Enforcement Training
M5TR-2019-03-01-00	Training for Law Enforcement Officers	Law Enforcement Training
M5OT-2019-03-03-00	DOR and Law Enforcement Training	Law Enforcement Training

M5TR-2019-03-02-00	BAC/DRE/ARIDE Training	Law Enforcement Training
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### 5.2.6.1 Planned Activity: Impaired Driving Countermeasures

<b>Planned activity name</b>	Impaired Driving Countermeasures
<b>Planned activity number</b>	154AL-2019-AL-24-00
<b>Primary countermeasure strategy</b>	Law Enforcement Training

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

Yes

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

Yes

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

### Enter description of the planned activity.

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.

### Enter intended subrecipients.

Missouri Safety Center

### Countermeasure strategies

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.**

### Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Law Enforcement Training

### Funding sources

**Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.**

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	154 Transfer	154 Alcohol	\$234,057.05	\$0.00	\$0.00

	Funds-AL				
2018	154 Transfer Funds-AL	154 Alcohol	\$608,548.31	\$0.00	\$0.00
2019	154 Transfer Funds-AL	154 Alcohol	\$93,622.82	\$0.00	\$0.00

## Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

### 5.2.6.2 Planned Activity: Drug Impaired Driving

<b>Planned activity name</b>	Drug Impaired Driving
<b>Planned activity number</b>	M5OT-2019-03-02-00
<b>Primary countermeasure strategy</b>	Law Enforcement Training

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

Yes

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

Yes

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

### **Enter description of the planned activity.**

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.

### **Enter intended subrecipients.**

Missouri Safety Center

## Countermeasure strategies

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.**

### **Countermeasure strategies in planned activities**

Fiscal Year	Countermeasure Strategy Name

2019

Law Enforcement Training

## Funding sources

Click **Add New** to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act 405d Impaired Driving Mid	405d Mid Other Based on Problem ID (FAST)	\$58,964.44	\$0.00	
2018	FAST Act 405d Impaired Driving Mid	405d Mid Other Based on Problem ID (FAST)	\$117,928.88	\$0.00	
2019	FAST Act 405d Impaired Driving Mid	405d Mid Other Based on Problem ID (FAST)	\$19,654.82	\$0.00	

## Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

### 5.2.6.3 Planned Activity: DOR and Law Enforcement Training

<b>Planned activity name</b>	DOR and Law Enforcement Training
<b>Planned activity number</b>	M5OT-2019-03-03-00
<b>Primary countermeasure strategy</b>	Law Enforcement Training

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No



**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

Yes

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

Yes

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

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.

**Enter intended subrecipients.**

MO Dept. of Revenue

## Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

### Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Law Enforcement Training

## Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act 405d Impaired Driving Mid	405d Mid Other Based on Problem ID (FAST)	\$10,279.80	\$0.00	
2018	FAST Act 405d Impaired Driving Mid	405d Mid Other Based on Problem ID (FAST)	\$20,559.60	\$0.00	
2019	FAST Act 405d Impaired Driving Mid	405d Mid Other Based on Problem ID (FAST)	\$3,426.60	\$0.00	

## Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

### 5.2.6.4 Planned Activity: BAC/DRE/ARIDE Training

<b>Planned activity name</b>	BAC/DRE/ARIDE Training
<b>Planned activity number</b>	M5TR-2019-03-02-00

**Primary countermeasure strategy** Law Enforcement Training

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

Yes

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

Yes

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting**

**the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

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 breath instrument calibration and the DREs.

**Enter intended subrecipients.**

MO State Highway Patrol

**Countermeasure strategies**

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.**

**Countermeasure strategies in planned activities**

Fiscal Year	Countermeasure Strategy Name
2019	Law Enforcement Training

**Funding sources**

**Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.**

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act 405d Impaired Driving Mid	405d Mid Training (FAST)	\$37,543.65	\$0.00	
2018	FAST Act 405d Impaired Driving Mid	405d Mid Training (FAST)	\$75,087.30	\$0.00	
2019	FAST Act 405d Impaired Driving Mid	405d Mid Training (FAST)	\$12,514.55	\$0.00	

**Major purchases and dispositions**

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

### 5.2.6.5 Planned Activity: DITEP 2019

Planned activity name	DITEP 2019
Planned activity number	M5OT-2019-03-01-00
Primary countermeasure strategy	Law Enforcement Training

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

Yes

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

Yes

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

#### **Enter description of the planned activity.**

The Missouri Police Chiefs Association provides Drug Impairment Training for Educational Professionals (DITEP) across the state. This training is intended to provide school administrators, nurses and school resource officers with a systematic approach to recognizing and evaluating individuals in the academic environment who are abusing and are impaired by drugs, both legal and illegal, in order to provide early recognition and intervention. Funding for this project covers instructor fees, training and travel costs, and printing.

#### **Enter intended subrecipients.**

Missouri Police Chiefs Association

#### Countermeasure strategies

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.**

#### **Countermeasure strategies in planned activities**

Fiscal Year	Countermeasure Strategy Name
2019	School programs

#### Funding sources

**Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.**

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act 405d Impaired Driving Mid	405d Mid Other Based on Problem ID (FAST)	\$13,860.00	\$0.00	
2018	FAST Act 405d Impaired Driving Mid	405d Mid Other Based on Problem ID (FAST)	\$27,720.00	\$0.00	
2019	FAST Act 405d Impaired Driving Mid	405d Mid Other Based on Problem ID (FAST)	\$4,620.00	\$0.00	

## Major purchases and dispositions

**Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.**

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

## 5.2.7 Countermeasure Strategy: Law Enforcement Outreach Liaison

<b>Program area</b>	Impaired Driving (Drug and Alcohol)
<b>Countermeasure strategy</b>	Law Enforcement Outreach Liaison

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

**Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)**

Yes

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No



**Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

## Countermeasure strategy description

**To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:**

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

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.

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

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 154 funds.

## Evidence of effectiveness

**Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.**

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. 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 second year.

## Planned activities

**Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.**

### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
154AL-2019-AL-71-00	Alcohol LE Liaison	Law Enforcement Outreach Liaison

### 5.2.7.1 Planned Activity: Alcohol LE Liaison

<b>Planned activity name</b>	Alcohol LE Liaison
<b>Planned activity number</b>	154AL-2019-AL-71-00
<b>Primary countermeasure strategy</b>	Law Enforcement Outreach Liaison

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

Yes

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

Yes

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs**

**designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

Yes

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

### **Enter description of the planned activity.**

The Missouri Safety Center will employ up to three law enforcement liaisons (LEL) to meet the goals and objectives of the occupant protection program area in order to move toward meeting the 2019 goal.

### **Enter intended subrecipients.**

Missouri Safety Center

### **Countermeasure strategies**

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.**

### **Countermeasure strategies in planned activities**

<b>Fiscal Year</b>	<b>Countermeasure Strategy Name</b>
2019	Law Enforcement Outreach Liaison

### **Funding sources**

**Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.**

<b>Source Fiscal Year</b>	<b>Funding Source</b>	<b>Eligible Use of Funds</b>	<b>Estimated Funding Amount</b>	<b>Match Amount</b>	<b>Local Benefit</b>
2017	154 Transfer Funds-AL	154 Alcohol	\$54,586.49	\$0.00	\$0.00
2018	154 Transfer Funds-AL	154 Alcohol	\$141,924.86	\$0.00	\$0.00
2019	154 Transfer Funds-AL	154 Alcohol	\$21,834.60	\$0.00	\$0.00

### **Major purchases and dispositions**

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

## 5.2.8 Countermeasure Strategy: Highway Safety Office Program Management

<b>Program area</b>	Impaired Driving (Drug and Alcohol)
<b>Countermeasure strategy</b>	Highway Safety Office Program Management

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

**Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained**

**passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d) (1)]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

## Countermeasure strategy description

**To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:**

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

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 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 impaired driving enforcement.

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

Funds will be used to allow for internal projects to address core measure C-5 addressing fatal crashes involving impaired drivers. Crashes involving impaired drivers account for 25 to 30% of Missouri crash fatalities each year.

## Evidence of effectiveness

**Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.**

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

## Planned activities

**Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.**

### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
M5OT-2019-03-05-00	In-house Impaired Driving Project	Highway Safety Office Program Management
M5IDC-2019-03-02-00	2019 405d Mid Impaired Driving Coord.	Highway Safety Office Program Management
M5IDC-2019-03-01-00	2019 405d Youth Alcohol Coordination	Highway Safety Office Program Management
154AL-2019-AL-99-00	Youth Alcohol Program	Highway Safety Office Program Management
M5X-2019-03-00-00	HSTD Statewide 405d Impaired Driving Mid	Highway Safety Office Program Management
154AL-2019-AL-00-00	HSTD Statewide 154AL Program	Highway Safety Office Program Management

### 5.2.8.1 Planned Activity: In-house Impaired Driving Project

<b>Planned activity name</b>	In-house Impaired Driving Project
<b>Planned activity number</b>	M5OT-2019-03-05-00
<b>Primary countermeasure strategy</b>	Highway Safety Office Program Management

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

Yes

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs**

designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

### Enter description of the planned activity.

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; assessments; etc.

### Enter intended subrecipients.

Highway Safety and Traffic Division

### Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

### Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Highway Safety Office Program Management

### Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act 405d Impaired Driving Mid	405d Mid Other Based on Problem ID (FAST)	\$9,000.00	\$0.00	
2018	FAST Act 405d Impaired Driving Mid	405d Mid Other Based on Problem ID (FAST)	\$18,000.00	\$0.00	
2019	FAST Act 405d Impaired Driving Mid	405d Mid Other Based on Problem ID (FAST)	\$3,000.00	\$0.00	



## Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

### 5.2.8.2 Planned Activity: 2019 405d Mid Impaired Driving Coord.

<b>Planned activity name</b>	2019 405d Mid Impaired Driving Coord.
<b>Planned activity number</b>	M5IDC-2019-03-02-00
<b>Primary countermeasure strategy</b>	Highway Safety Office Program Management

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

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

**Enter intended subrecipients.**

Highway Safety and Traffic Division

**Countermeasure strategies**

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.**

**Countermeasure strategies in planned activities**

Fiscal Year	Countermeasure Strategy Name
2019	Highway Safety Office Program Management

**Funding sources**

**Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.**

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Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act 405d Impaired Driving Mid	405d Mid ID Coordinator (FAST)	\$40,320.00	\$0.00	
2018	FAST Act 405d Impaired Driving Mid	405d Mid ID Coordinator (FAST)	\$80,640.00	\$0.00	
2019	FAST Act 405d Impaired Driving Mid	405d Mid ID Coordinator (FAST)	\$13,440.00	\$0.00	

## Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of **\$5,000** or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

### 5.2.8.3 Planned Activity: 2019 405d Youth Alcohol Coordination

<b>Planned activity name</b>	2019 405d Youth Alcohol Coordination
<b>Planned activity number</b>	M5IDC-2019-03-01-00
<b>Primary countermeasure strategy</b>	Highway Safety Office Program Management

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

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

**Enter intended subrecipients.**

Highway Safety and Traffic Division

**Countermeasure strategies**

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.**

**Countermeasure strategies in planned activities**

Fiscal Year	Countermeasure Strategy Name
2019	Highway Safety Office Program Management

## Funding sources

Click **Add New** to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act 405d Impaired Driving Mid	405d Mid ID Coordinator (FAST)	\$40,320.00	\$0.00	
2018	FAST Act 405d Impaired Driving Mid	405d Mid ID Coordinator (FAST)	\$80,640.00	\$0.00	
2019	FAST Act 405d Impaired Driving Mid	405d Mid ID Coordinator (FAST)	\$13,440.00	\$0.00	

## Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

### 5.2.8.4 Planned Activity: Youth Alcohol Program

<b>Planned activity name</b>	Youth Alcohol Program
<b>Planned activity number</b>	154AL-2019-AL-99-00
<b>Primary countermeasure strategy</b>	Highway Safety Office Program Management

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required

**under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

Yes

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

Yes

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

The majority of this project supports three, POST Certified, Underage Drinking Law Enforcement Trainings annually. In the 7-hour class, law enforcement officers gain knowledge on how to enforce underage drinking laws as well as how to

reduce underage drinking. Topics vary from year to year. The funding will also be used for general program support and to support the National Council for Alcohol and Drug Addiction conference.

### Enter intended subrecipients.

Highway Safety and Traffic Division

### Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

#### Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Highway Safety Office Program Management

### Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	154 Transfer Funds-AL	154 Alcohol	\$4,480.90	\$0.00	\$0.00
2018	154 Transfer Funds-AL	154 Alcohol	\$11,650.32	\$0.00	\$0.00
2019	154 Transfer Funds-AL	154 Alcohol	\$1,792.36	\$0.00	\$0.00

### Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

#### 5.2.8.5 Planned Activity: HSTD Statewide 405d Impaired Driving Mid

<b>Planned activity name</b>	HSTD Statewide 405d Impaired Driving Mid
<b>Planned activity number</b>	M5X-2019-03-00-00
<b>Primary countermeasure strategy</b>	Highway Safety Office Program Management

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**



No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

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.

**Enter intended subrecipients.**

Highway Safety and Traffic Division

**Countermeasure strategies**

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.**

**Countermeasure strategies in planned activities**

Fiscal Year	Countermeasure Strategy Name
2019	Highway Safety Office Program Management

**Funding sources**

**Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.**

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act 405d Impaired Driving Mid	405d Impaired Driving Mid (FAST)	\$537,500.00	\$711,360.07	\$500,000.00
2018	FAST Act 405d Impaired Driving Mid	405d Impaired Driving Mid (FAST)	\$1,612,500.00	\$1,422,720.15	\$1,500,000.00
2019	FAST Act 405d Impaired Driving Mid	405d Impaired Driving Mid (FAST)	\$3,225,000.00	\$237,120.02	\$3,000,000.00

**Major purchases and dispositions**

**Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.**

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

### 5.2.8.6 Planned Activity: HSTD Statewide 154AL Program

<b>Planned activity name</b>	HSTD Statewide 154AL Program
<b>Planned activity number</b>	154AL-2019-AL-00-00
<b>Primary countermeasure strategy</b>	Highway Safety Office Program Management

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a**

**majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

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.

**Enter intended subrecipients.**

Highway Safety and Traffic Division

**Countermeasure strategies**

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.**

**Countermeasure strategies in planned activities**

Fiscal Year	Countermeasure Strategy Name
2019	Highway Safety Office Program Management

**Funding sources**

**Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.**

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	154 Transfer Funds-AL	154 Alcohol	\$750,000.00	\$0.00	\$700,000.00

2018	154 Transfer Funds-AL	154 Alcohol	\$1,875,000.00	\$0.00	\$1,750,000.00
2019	154 Transfer Funds-AL	154 Alcohol	\$4,875,000.00	\$0.00	\$4,550,000.00

## Major purchases and dispositions

**Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.**

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

## 5.2.9 Countermeasure Strategy: High Visibility Saturation Patrols

<b>Program area</b>	Impaired Driving (Drug and Alcohol)
<b>Countermeasure strategy</b>	High Visibility Saturation Patrols

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

**Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)**

Yes

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

## Countermeasure strategy description

**To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:**

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

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 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.

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

To reduce alcohol-impaired driving involved fatalities, Missouri has set a goal of 230.3 or fewer by December 31, 2019 (a 3.45% reduction). High-visibility saturation patrols will be used throughout the year in addition to mini-grants during scheduled national mobilizations, supplemented with paid media, to target alcohol and drug-impaired drivers. Funding will be utilized from 154 and 405d funds.

## Evidence of effectiveness

**Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.**

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.

The Law Enforcement Traffic Safety Advisory Council identifies quarterly impaired driving and occupant protection mobilization dates for each fiscal year. The LE program management staff 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 10 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 full-time DWI/Traffic Units:

- 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
- Franklin County Sheriff's Office
- St. Louis County Police Department
- Creve Coeur Police Department
- Platte 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 DWI Task Force (7 Agencies)
- Jackson County Traffic Safety Task Force (9 Agencies)
- Cass County STEP DWI Task Force (4 Agencies)
- Clay/Platte County DWI Task Force (14 Agencies)
- St. Louis Regional Traffic Safety Council (50 Agencies)
- St. Charles County DWI Task Force (7 Agencies)
- Central Ozarks Regional DWI Task Force (19 Agencies)
- Southeast Missouri DWI Task Force (13 Agencies)
- Law Enforcement Traffic Safety Advisory Council

*New legislation regarding Sobriety Checkpoints:*

In 2009 an effort was made to increase the number of sobriety checkpoints held each year. Since that time approximately 500 checkpoints are held each year.

In 2017, the Missouri legislature drafted and approved a bill which only allows the HSO to fund one dollar toward sobriety checkpoints. It was the hope of the HSO that this legislation would be reversed in the 2018 legislative session, however, it was upheld, so law enforcement agencies are encouraged to continue conducting sobriety checkpoints with internal funding.

Since the approved bill cutting sobriety checkpoints paid for by grant funding, the number of checkpoints dropped from 376 in 2016 to 134 in 2017. Therefore, there will be no sobriety checkpoints in 2018 paid for by Highway Safety funding.

## Planned activities

**Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.**

### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
154AL-2019-AL-00-G0	154 Impaired Driving Enforcement	High Visibility Saturation Patrols
M5HVE-2019-03-00-G0	405d Impaired Driving Enforcement	High Visibility Saturation Patrols
154AL-2019-AL-19-00	Enforcement - Drive Sober Campaign	High Visibility Saturation Patrols

#### 5.2.9.1 Planned Activity: 154 Impaired Driving Enforcement

<b>Planned activity name</b>	154 Impaired Driving Enforcement
<b>Planned activity number</b>	154AL-2019-AL-00-G0
<b>Primary countermeasure strategy</b>	High Visibility Saturation Patrols

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

Yes

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

Yes

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs**



**designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

Yes

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

### **Enter description of the planned activity.**

This funding will be used to pay for officer overtime, full time officer salary and fringe, police vehicles, and equipment to include flares, in-car video systems, in-car computers, vehicle lighting, preliminary breath testers/mouthpieces, dry gas simulators, wireless air cards, traffic cones, body cameras and flashlights. Funding will also be utilized to provide training for law enforcement in impaired driving traffic safety countermeasures.

### **Enter intended subrecipients.**

Arnold Police Dept., Ballwin Police Dept., Belton Police Dept., Benton County Sheriff's Office, Billings Police Dept., Blue Springs Police Dept., Bolivar Police Dept., Boone County Sheriff's Dept., Branson Police Dept., Byrnes Mill 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, Clark County Sheriff's Office, Clay County Sheriff's Office, Clayton Police Dept., Cole County Sheriff's Dept., Columbia Police Dept., Cottleville Police Dept., Creve Coeur Police Dept., Crocker Police Dept., Crystal City Police Dept., Dexter Police Dept., Ellisville Police Dept., Eureka Police Dept., Excelsior Springs Police Dept., Festus Police Dept., Florissant Police Dept., Franklin County Sheriff's Office, Gladstone Dept. of Public Safety, Grandview Police Dept., Greene County Sheriff's Office, Harrisonville Police Dept., Hayti Police Dept., Hazelwood Police Dept., Highway Safety and Traffic Division, Hollister 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, Joplin Police Dept., Kansas City MO Board of Police Commissioners, Kennett Police Dept., Lake St. Louis Police Dept., Lawrence County Sheriff's Dept., Liberty Police Dept., Livingston County Sheriff's Dept., Macon Police Dept., Manchester Police Dept., Maryland Heights Police Dept., MO Div. of Alcohol and Tobacco Control, Monett Police Dept., Mountain View Police Dept., Neosho Police Dept., Nevada Police Dept., Newton County Sheriff's Office, Nixa Police Dept., Oak Grove Police Dept., O'Fallon Police Dept., Olivette Police Dept., Oronogo Police Department, 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., Reynolds County Sheriff's Office, Rogersville Police Dept., Rolla Police Dept., Scott County Sheriff's Office, Seneca Police Dept., Springfield Police Dept., St. Charles City Police Dept., St. Charles County Police Department, St. Clair Police Dept., St. John Police Dept., St. Joseph Police Dept., St. Louis County Police Dept., St. Louis Metro Police Dept., St. Peters Police Dept., St. Robert Police Dept., Ste. Genevieve County Sheriff's Office, Stone County Sheriff's Office, Sugar Creek Police Dept., Sullivan Police Dept., Troy Police Dept., University City Police Dept., Velda City Police Dept., Vernon County Sheriff's Office, Warrenton Police Dept., Washington County Sheriff's Office, Washington Police Dept., Webster County Sheriff's Office, Wentzville Police Dept., West Plains Police Dept.

### **Countermeasure strategies**

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.**

### **Countermeasure strategies in planned activities**

Fiscal Year	Countermeasure Strategy Name
2019	High Visibility Saturation Patrols

## Funding sources

Click **Add New** to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	154 Transfer Funds-AL	154 Alcohol	\$1,059,572.30	\$0.00	\$984,572.30
2018	154 Transfer Funds-AL	154 Alcohol	\$2,754,887.96	\$0.00	\$2,559,887.96
2019	154 Transfer Funds-AL	154 Alcohol	\$423,828.92	\$0.00	\$393,828.92

## Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
Vehicle	1	\$38,000.00	\$38,000.00	\$25,000.00	\$25,000.00
In car camera	1	\$5,020.00	\$5,020.00	\$2,510.00	\$2,510.00
Vehicle	1	\$42,000.00	\$42,000.00	\$42,000.00	\$42,000.00
Vehicle	1	\$55,000.00	\$55,000.00	\$55,000.00	\$55,000.00
Vehicle	2	\$27,000.00	\$54,000.00	\$27,000.00	\$54,000.00

### 5.2.9.2 Planned Activity: 405d Impaired Driving Enforcement

<b>Planned activity name</b>	405d Impaired Driving Enforcement
<b>Planned activity number</b>	M5HVE-2019-03-00-G0
<b>Primary countermeasure strategy</b>	High Visibility Saturation Patrols

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

Yes

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

Yes

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

Yes

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

This funding will be used to pay for officer overtime, full time officer salary and fringe, police vehicles, and equipment to include flares, in-car video systems, in-car computers, vehicle lighting, preliminary breath testers/mouthpieces, dry gas simulators, wireless air cards, traffic cones, body cameras and flashlights. Funding will also be utilized to provide training for law enforcement in impaired driving traffic safety countermeasures.

**Enter intended subrecipients.**

Boone County Sheriff's Dept., Columbia Police Dept., Greene County Sheriff's Office, Highway Safety and Traffic Division, Jackson County Sheriff's Office, Johnson County Sheriff's Dept., Joplin Police Dept., Kearney Police Dept., Lamar Police Dept., Lee's Summit Police Dept., MO State Highway Patrol, Pettis County Sheriff's Office, Platte County Sheriff's Office, Smithville Police Dept., Union Police Dept., Waynesville Police Dept., Webb City Police Dept., Wentzville Police Dept.

**Countermeasure strategies**

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.**

**Countermeasure strategies in planned activities**

Fiscal Year	Countermeasure Strategy Name
2019	High Visibility Saturation Patrols

**Funding sources**

**Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.**

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act 405d Impaired Driving Mid	405d Mid HVE (FAST)	\$344,297.74	\$0.00	\$241,968.49
2018	FAST Act 405d Impaired Driving Mid	405d Mid HVE (FAST)	\$688,595.49	\$0.00	\$483,936.98
2019	FAST Act 405d Impaired Driving Mid	405d Mid HVE (FAST)	\$114,765.91	\$0.00	\$8,656.17

**Major purchases and dispositions**

**Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.**

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

### 5.2.9.3 Planned Activity: Enforcement - Drive Sober Campaign

Planned activity name	Enforcement - Drive Sober Campaign
Planned activity number	154AL-2019-AL-19-00
Primary countermeasure strategy	High Visibility Saturation Patrols

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

Yes

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

Yes

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a**

**majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

Yes

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

Through the cooperation of the Safety Center, the Highway Safety office promotes law enforcement mobilization efforts, works to increase participation in statewide enforcement efforts and provides funding for saturation enforcement teams. Budget items include officer overtime/fringe, salary and fringe for one office professional (40%), office supplies and indirect rate.

**Enter intended subrecipients.**

Missouri Safety Center

**Countermeasure strategies**

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.**

**Countermeasure strategies in planned activities**

Fiscal Year	Countermeasure Strategy Name
2019	High Visibility Saturation Patrols

**Funding sources**

**Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.**

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit

2017	154 Transfer Funds-AL	154 Alcohol	\$131,250.00	\$0.00	\$88,393.42
2018	154 Transfer Funds-AL	154 Alcohol	\$341,250.00	\$0.00	\$229,822.89
2019	154 Transfer Funds-AL	154 Alcohol	\$52,500.00	\$0.00	\$35,357.37

## Major purchases and dispositions

**Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.**

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

### 5.2.10 Countermeasure Strategy: Court Monitoring

<b>Program area</b>	Impaired Driving (Drug and Alcohol)
<b>Countermeasure strategy</b>	Court Monitoring

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

**Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and**

**maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail**



required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

## Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Court monitoring will be used to in sure 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.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

In order to address core measure C-5, fatalities involving impaired drivers, court monitoring is used to in sure 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.

## Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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 and trying or something saying impaired drivers correctly. Action is then taken to address this issue with the individual courts.

## Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
154AL-2019-AL-26-00	Court Monitoring Program	Court Monitoring

### 5.2.10.1 Planned Activity: Court Monitoring Program

Planned activity name	Court Monitoring Program
Planned activity number	154AL-2019-AL-26-00

Primary countermeasure strategy Court Monitoring

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

Yes

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

Yes

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting**

**the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

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.

**Enter intended subrecipients.**

Mothers Against Drunk Driving

**Countermeasure strategies**

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.**

**Countermeasure strategies in planned activities**

Fiscal Year	Countermeasure Strategy Name
2019	Court Monitoring

**Funding sources**

**Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.**

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	154 Transfer Funds-AL	154 Alcohol	\$40,469.00	\$0.00	\$40,469.00
2018	154 Transfer Funds-AL	154 Alcohol	\$105,219.40	\$0.00	\$105,219.40
2019	154 Transfer Funds-AL	154 Alcohol	\$16,187.60	\$0.00	\$16,187.60

**Major purchases and dispositions**

**Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.**

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

## 5.2.11 Countermeasure Strategy: Communication Campaign

<b>Program area</b>	Impaired Driving (Drug and Alcohol)
<b>Countermeasure strategy</b>	Communication Campaign

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

**Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)**

Yes

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

## Countermeasure strategy description

**To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:**

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

An effective paid media campaign is essential to compliment the high visibility enforcement that goes with Missouri's efforts towards the Drive Sober or Get Pulled Over national campaign as well as quarterly efforts that supplement DSOGPO. Paid media will be scheduled in high crash locations throughout the State with the sole purpose of informing the public of the hazards of impaired

driving, including alcohol or drug impaired, both physically and legally. Media buys will coincide with national mobilizations and quarterly efforts that Missouri sponsors to support the national mobilizations.

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

Funding will be utilized to coordinate social media, broadcast media and sports venues targeting drivers, especially young male drivers, on the importance of driving sober, and the consequences both physically and legally of driving impaired. This is to address core outcome measures on Alcohol-Impaired Driving Fatalities (C-5).

## Evidence of effectiveness

**Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.**

An effective media campaign coupled with the high visibility enforcement is essential in reducing impaired driving in Missouri and eliminating fatalities that result from impaired-driving related crashes. Funding will be used to pay for the paid media campaign portion of this effort.

## Planned activities

**Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.**

### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
154AL-2019-AL-B5-00	Impaired Driving Paid Media 154	Communication Campaign
M5PEM-2019-03-01-00	Paid Media Impaired Driving 405D	Communication Campaign

#### 5.2.11.1 Planned Activity: Impaired Driving Paid Media 154

<b>Planned activity name</b>	Impaired Driving Paid Media 154
<b>Planned activity number</b>	154AL-2019-AL-B5-00
<b>Primary countermeasure strategy</b>	Communication Campaign

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required**

**under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

Yes

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

Yes

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

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. Includes Alcohol Impaired Driving Only.

### Enter intended subrecipients.

Highway Safety and Traffic Division

### Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

### Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Communication Campaign

### Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	154 Transfer Funds-AL	154 Alcohol	\$203,125.00	\$0.00	\$0.00
2018	154 Transfer Funds-AL	154 Alcohol	\$528,125.00	\$0.00	\$0.00
2019	154 Transfer Funds-AL	154 Alcohol	\$81,250.00	\$0.00	\$0.00

### Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

### 5.2.11.2 Planned Activity: Paid Media Impaired Driving 405D



<b>Planned activity name</b>	Paid Media Impaired Driving 405D
<b>Planned activity number</b>	M5PEM-2019-03-01-00
<b>Primary countermeasure strategy</b>	Communication Campaign

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

Yes

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

Yes

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

### Enter description of the planned activity.

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. Includes Drug and Alcohol Impaired Driving messages.

### Enter intended subrecipients.

Highway Safety and Traffic Division

### Countermeasure strategies

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.**

### Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Communication Campaign

### Funding sources

**Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.**

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act 405d Impaired Driving Mid	405d Mid Paid/Earned Media (FAST)	\$281,250.00	\$0.00	
2018	FAST Act 405d Impaired Driving Mid	405d Mid Paid/Earned Media (FAST)	\$562,500.00	\$0.00	
2019	FAST Act 405d Impaired Driving Mid	405d Mid Paid/Earned Media (FAST)	\$93,750.00	\$0.00	

### Major purchases and dispositions

**Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.**

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

### 5.3 Program Area: Occupant Protection (Adult and Child Passenger Safety)

**Program area type** Occupant Protection (Adult and Child Passenger Safety)

**Will countermeasure strategies and planned activities be described in this plan to address the program area?**

Yes

**Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?**

Yes

#### Problem identification

**Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.**

During 2012-2016, 64.3 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 – 74.7 percent. When analyzing only the pickup truck drivers and occupants, 77.8 percent of those killed during the last five years were unrestrained. Missouri's observed safety belt use rate of 84 percent in 2017 is well below the national average of 90 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 alternately 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 2016 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.

## Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

### Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	5 Year	2019	385.5
2019	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	5 Year	2019	86.0

## Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

### Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Short-term, High Visibility Seat Belt Law Enforcement
2019	School programs
2019	Occupant Protection Law Enforcement Liaison
2019	Highway Safety Office Program Management
2019	CPS Outreach Programs
2019	Communication Campaign
2019	Child Restraint System Inspection Station(s)

### 5.3.1 Countermeasure Strategy: Short-term, High Visibility Seat Belt Law Enforcement

<b>Program area</b>	Occupant Protection (Adult and Child Passenger Safety)
---------------------	--

**Countermeasure strategy** Short-term, High Visibility Seat Belt Law Enforcement

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

**Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)**

Yes

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

## Countermeasure strategy description

**To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:**

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

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 quarterly occupant protection enforcement projects in February, March (targeting youth), April, September (Child Passenger Safety Week) and November.

Click It or Ticket, Teen Seat Belt and Child Passenger Safety Week campaigns are funded through mini-grants, while the other quarterly dates are not funded.

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

Based on an annual average increase of 0.10 percent in these fatalities from 2012-2017, Missouri has set a goal of 385.8 or fewer unrestrained passenger vehicle occupant fatalities by December 31, 2019. Approximately 65% of Missouri's 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.

## Evidence of effectiveness

### Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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.

## Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
M2HVE-2019-05-00-G0	Occupant Protection Enforcement	Short-term, High Visibility Seat Belt Law Enforcement
PT-2019-02-67-00	Occupant Protection Enforcement Campaign	Short-term, High Visibility Seat Belt Law Enforcement

### 5.3.1.1 Planned Activity: Occupant Protection Enforcement

Planned activity name	Occupant Protection Enforcement
Planned activity number	M2HVE-2019-05-00-G0
Primary countermeasure strategy	Short-term, High Visibility Seat Belt Law Enforcement

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

Yes

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required**

**under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

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

**Enter intended subrecipients.**

Adair County Sheriff's Office, 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., 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., Maryland Heights Police Dept., MO State Highway Patrol, Mountain View Police Dept., Olivette 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.

## Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

### Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Short-term, High Visibility Seat Belt Law Enforcement

## Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2016	MAP 21 405b Occupant Protection Low Belt Use	405b Low HVE (MAP-21)	\$112,694.30	\$0.00	\$88,294.30
2017	FAST Act 405b OP Low	405b Low HVE (FAST)	\$281,735.75	\$0.00	\$220,735.35
2018	FAST Act 405b OP Low	405b Low HVE (FAST)	\$112,694.30	\$0.00	\$88,294.30
2019	FAST Act 405b OP Low	405b Low HVE (FAST)	\$56,347.15	\$0.00	\$44,147.15

## Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

### 5.3.1.2 Planned Activity: Occupant Protection Enforcement Campaign

<b>Planned activity name</b>	Occupant Protection Enforcement Campaign
<b>Planned activity number</b>	PT-2019-02-67-00
<b>Primary countermeasure strategy</b>	Short-term, High Visibility Seat Belt Law Enforcement

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

Yes

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs**

**designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

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.

**Enter intended subrecipients.**

Missouri Safety Center

**Countermeasure strategies**

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.**

**Countermeasure strategies in planned activities**

Fiscal Year	Countermeasure Strategy Name
2019	Short-term, High Visibility Seat Belt Law Enforcement

**Funding sources**

**Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.**

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$68,352.45	\$0.00	\$43,000.00
2018	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$136,704.90	\$0.00	\$86,000.00
2019	FAST Act NHTSA	Police Traffic Services	\$136,704.90	\$0.00	\$86,000.00

402

(FAST)

## Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

### 5.3.2 Countermeasure Strategy: School programs

<b>Program area</b>	Occupant Protection (Adult and Child Passenger Safety)
<b>Countermeasure strategy</b>	School programs

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

**Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the**

**State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d) (1)]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

## Countermeasure strategy description

**To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:**

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

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. 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.

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

Recent statistics indicate 74.7 percent of teens killed in Missouri crashes during the last five years were unrestrained. Utilizing school programs, Missouri will address Core Outcome Measure C-4, Number of Unrestrained Vehicle Occupant Fatalities, by facilitating the Arrive at 25 Program, ThinkFirst, and Safe Communities programs to increase teen seat belt use to XXX by the end of 2019.

## Evidence of effectiveness

**Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.**

Mercy Hospital's Arrive at 25 Program, ThinkFirst, and Safe Communities all target young drivers, education them on safe driving practices, with a heavy focus on seat belt use. Funding these projects will expose thousands of young drivers to safer driving habits.

## Planned activities

**Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.**

### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
CP-2019-09-02-00	Occupant Protection - Injury Prevention	CPS Outreach Programs
SA-2019-09-00-G0	Safe Communities Programs	School Programs
CP-2019-09-05-00	ThinkFirst Missouri	School Programs

### 5.3.3 Countermeasure Strategy: Occupant Protection Law Enforcement Liaison

<b>Program area</b>	Occupant Protection (Adult and Child Passenger Safety)
<b>Countermeasure strategy</b>	Occupant Protection Law Enforcement Liaison

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

**Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)**

Yes

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]**

Yes

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]**

Yes

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B)**

**[Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]**

Yes

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

## Countermeasure strategy description

**To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:**

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

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.

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

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 154 funds.

## Evidence of effectiveness

**Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.**



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. 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 second year.

## Planned activities

**Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.**

### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
PT-2019-02-68-00	Occupant Protection LE Liaison	Occupant Protection Law Enforcement Liaison

#### 5.3.3.1 Planned Activity: Occupant Protection LE Liaison

<b>Planned activity name</b>	Occupant Protection LE Liaison
<b>Planned activity number</b>	PT-2019-02-68-00
<b>Primary countermeasure strategy</b>	Occupant Protection Law Enforcement Liaison

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

Yes

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

### **Enter description of the planned activity.**

The Missouri Safety Center employ up to three law enforcement liaisons (LEL) to meet the goals and objectives of the occupant protection program area in order to move toward meeting the 2019 goal.

### **Enter intended subrecipients.**

Missouri Safety Center

### **Countermeasure strategies**

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.**

### **Countermeasure strategies in planned activities**

<b>Fiscal Year</b>	<b>Countermeasure Strategy Name</b>
2019	Occupant Protection Law Enforcement Liaison

## Funding sources

Click **Add New** to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$23,697.62	\$0.00	\$0.00
2018	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$47,395.24	\$0.00	\$0.00
2019	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$47,395.24	\$0.00	\$0.00

## Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

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

<b>Program area</b>	Occupant Protection (Adult and Child Passenger Safety)
<b>Countermeasure strategy</b>	Highway Safety Office Program Management

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

**Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

## Countermeasure strategy description

**To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:**

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

Highway Safety Office Program Management will be utilized to reduce fatal and serious injuries among young children by training to 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.

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

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 2017 statewide safety belt use rate in Missouri was 84%, with a target to increase to 85% by the end of 2018. The 2018 Statewide Survey was the the first survey conducted after Missouri re-selected survey sites, and at the time of this publication the results were not available.

## Evidence of effectiveness

**Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.**

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, with the exception of the Statewide Safety Belt Survey.

## Planned activities

**Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each**

**program area to address its problems and achieve its performance targets.**

**Planned activities in countermeasure strategy**

<b>Planned activity unique identifier</b>	<b>Planned Activity Name</b>	<b>Primary Countermeasure</b>
CR-2019-05-02-00	402 Car Seat Distribution	CPS Outreach Programs
M2CSS-2019-05-01-00	405 Car Seat Distribution	CPS Outreach Programs
CR-2019-05-01-00	CPS Program Activities Administration	CPS Outreach Programs
M2CPS-2019-05-03-00	2019 405b Low CPS Coordination	Highway Safety Office Program Management
M2X-2019-05-00-00	THSD-Statewide 405b Low	Highway Safety Office Program Management
PT-2019-02-66-00	Statewide Safety Belt Survey	Highway Safety Office Program Management

**5.3.4.1 Planned Activity: 2019 405b Low CPS Coordination**

<b>Planned activity name</b>	2019 405b Low CPS Coordination
<b>Planned activity number</b>	M2CPS-2019-05-03-00
<b>Primary countermeasure strategy</b>	Highway Safety Office Program Management

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

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

**Enter intended subrecipients.**

Highway Safety and Traffic Division

**Countermeasure strategies**

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.**

**Countermeasure strategies in planned activities**

Fiscal Year	Countermeasure Strategy Name
2019	Highway Safety Office Program Management

## Funding sources

Click **Add New** to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2016	MAP 21 405b Occupant Protection Low Belt Use	405b Low Community CPS Services (MAP-21)	\$8,400.00	\$0.00	
2017	FAST Act 405b OP Low	405b Low Community CPS Services (FAST)	\$21,000.00	\$0.00	
2018	FAST Act 405b OP Low	405b Low Community CPS Services (FAST)	\$8,400.00	\$0.00	
2019	FAST Act 405b OP Low	405b Low Community CPS Services (FAST)	\$4,200.00	\$0.00	

## Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

### 5.3.4.2 Planned Activity: THSD-Statewide 405b Low

<b>Planned activity name</b>	THSD-Statewide 405b Low
<b>Planned activity number</b>	M2X-2019-05-00-00
<b>Primary countermeasure strategy</b>	Highway Safety Office Program Management

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No



**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

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.

### Enter intended subrecipients.

Highway Safety and Traffic Division

### Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

### Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Highway Safety Office Program Management

### Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2016	MAP 21 405b Occupant Protection Low Belt Use	405b OP Low (MAP-21)	\$187,500.00	\$164,253.74	\$120,000.00
2017	FAST Act 405b OP Low	405b OP Low (FAST)	\$187,500.00	\$410,634.35	\$120,000.00
2018	FAST Act 405b OP Low	405b OP Low (FAST)	\$375,000.00	\$164,253.74	\$240,000.00
2019	FAST Act 405b OP Low	405b OP Low (FAST)	\$1,125,000.00	\$82,126.87	\$720,000.00

### Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

### 5.3.4.3 Planned Activity: Statewide Safety Belt Survey

<b>Planned activity name</b>	Statewide Safety Belt Survey
<b>Planned activity number</b>	PT-2019-02-66-00
<b>Primary countermeasure strategy</b>	Highway Safety Office Program Management

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcyclist and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail**

required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

### Enter description of the planned activity.

The Missouri Safety Center will manage the NHTSA-approved Missouri statewide seat belt survey for 2019. 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.

### Enter intended subrecipients.

Missouri Safety Center

### Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

### Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Highway Safety Office Program Management

### Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$40,731.49	\$0.00	\$0.00
2018	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$81,462.97	\$0.00	\$0.00

2019	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$81,462.97	\$0.00	\$0.00
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## Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

### 5.3.5 Countermeasure Strategy: CPS Outreach Programs

<b>Program area</b>	Occupant Protection (Adult and Child Passenger Safety)
<b>Countermeasure strategy</b>	CPS Outreach Programs

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

**Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

Countermeasure strategy description

**To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:**

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

CPS Outreach will be utilized to reduce fatal and serious injuries among young children by training to 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.

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

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 safety restrained in motor vehicles.

## Evidence of effectiveness

**Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.**

CPS Outreach 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, and also provide the Alive at 25 program.

## Planned activities

**Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.**

### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
CR-2019-05-02-00	402 Car Seat Distribution	CPS Outreach Programs
M2CSS-2019-05-01-00	405 Car Seat Distribution	CPS Outreach Programs
M2CPS-2019-05-01-00	CPS Program Training	CPS Outreach Programs
CR-2019-05-01-00	CPS Program Activities Administration	CPS Outreach Programs
CP-2019-09-02-00	Occupant Protection - Injury Prevention	CPS Outreach Programs
M2CPS-2019-05-02-00	Child Passenger Safety	CPS Outreach Programs

### 5.3.5.1 Planned Activity: 402 Car Seat Distribution

<b>Planned activity name</b>	402 Car Seat Distribution
<b>Planned activity number</b>	CR-2019-05-02-00
<b>Primary countermeasure strategy</b>	CPS Outreach Programs

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

Yes

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

Yes

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs**



**designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

Child passenger safety programs are conducted statewide focusing on age birth through age 14. Car seats are distributed through Missouri's network of approximately 175 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.

**Enter intended subrecipients.**

Highway Safety and Traffic Division

**Countermeasure strategies**

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.**

**Countermeasure strategies in planned activities**

Fiscal Year	Countermeasure Strategy Name
2019	Highway Safety Office Program Management
2019	CPS Outreach Programs

**Funding sources**

**Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.**

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act NHTSA 402	Child Restraint (FAST)	\$14,000.00	\$0.00	\$0.00
2018	FAST Act NHTSA 402	Child Restraint (FAST)	\$28,000.00	\$0.00	\$0.00

2019	FAST Act NHTSA 402	Child Restraint (FAST)	\$28,000.00	\$0.00	\$0.00
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## Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

### 5.3.5.2 Planned Activity: 405 Car Seat Distribution

<b>Planned activity name</b>	405 Car Seat Distribution
<b>Planned activity number</b>	M2CSS-2019-05-01-00
<b>Primary countermeasure strategy</b>	CPS Outreach Programs

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

Yes

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

Yes

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on**

**impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

Child passenger safety programs are conducted statewide focusing on age birth through age 14. Car seats are distributed through Missouri's network of approximately 175 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.

**Enter intended subrecipients.**

Highway Safety and Traffic Division

**Countermeasure strategies**

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.**

**Countermeasure strategies in planned activities**

Fiscal Year	Countermeasure Strategy Name
2019	Highway Safety Office Program Management
2019	CPS Outreach Programs

## Funding sources

Click **Add New** to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2016	MAP 21 405b Occupant Protection Low Belt Use	405b Low CSS Purchase/Distribution (MAP-21)	\$13,958.16	\$0.00	
2017	FAST Act 405b OP Low	405b Low CSS Purchase/Distribution (FAST)	\$34,895.40	\$0.00	
2018	FAST Act 405b OP Low	405b Low CSS Purchase/Distribution (FAST)	\$13,958.16	\$0.00	
2019	FAST Act 405b OP Low	405b Low CSS Purchase/Distribution (FAST)	\$6,979.08	\$0.00	

## Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

### 5.3.5.3 Planned Activity: CPS Program Training

<b>Planned activity name</b>	CPS Program Training
<b>Planned activity number</b>	M2CPS-2019-05-01-00
<b>Primary countermeasure strategy</b>	CPS Outreach Programs

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

Yes

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

Yes

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

The HSO and Department of Health and Senior Services are working together to provide support to individuals who wish to become CPS Technicians. Grant funding will be provided for training costs and travel to attend the 3-day CPS Technician training course. This program will help ensure that parents/caregivers properly install safety seats for young children.

**Enter intended subrecipients.**

Highway Safety and Traffic Division

## Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

## Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	CPS Outreach Programs
2019	Child Restraint System Inspection Station(s)

## Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2016	MAP 21 405b Occupant Protection Low Belt Use	405b Low Community CPS Services (MAP-21)	\$18,200.00	\$0.00	
2017	FAST Act 405b OP Low	405b Low Community CPS Services (FAST)	\$45,500.00	\$0.00	
2018	FAST Act 405b OP Low	405b Low Community CPS Services (FAST)	\$18,200.00	\$0.00	
2019	FAST Act 405b OP Low	405b Low Community CPS Services (FAST)	\$9,100.00	\$0.00	

## Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

## 5.3.5.4 Planned Activity: CPS Program Activities Administration

<b>Planned activity name</b>	CPS Program Activities Administration
<b>Planned activity number</b>	CR-2019-05-01-00
<b>Primary countermeasure strategy</b>	CPS Outreach Programs

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

Yes

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

Yes

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs**

designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

### Enter description of the planned activity.

The funding for this project will support the HSO CPS program, to include training expenses, LATCH Manuals, and other supplies needed for CPS courses.

### Enter intended subrecipients.

Highway Safety and Traffic Division

### Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

### Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Highway Safety Office Program Management
2019	CPS Outreach Programs

### Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act NHTSA 402	Child Restraint (FAST)	\$3,000.00	\$0.00	\$0.00
2018	FAST Act NHTSA 402	Child Restraint (FAST)	\$6,000.00	\$0.00	\$0.00
2019	FAST Act NHTSA 402	Child Restraint (FAST)	\$6,000.00	\$0.00	\$0.00



## Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

### 5.3.5.5 Planned Activity: Occupant Protection - Injury Prevention

<b>Planned activity name</b>	Occupant Protection - Injury Prevention
<b>Planned activity number</b>	CP-2019-09-02-00
<b>Primary countermeasure strategy</b>	CPS Outreach Programs

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

Yes

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

Yes

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

#### **Enter description of the planned activity.**

The Mercy Injury Prevention Center plans to target children and teen drivers as the key concerns to address. An outreach coordinator will work with low income families to provide CPS support and implement the Alive at 25 program in the communities. Funding will provide staff training and travel; educational materials and fees; salary; and certification fees.

#### **Enter intended subrecipients.**

Mercy Hospital

#### Countermeasure strategies

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.**

#### **Countermeasure strategies in planned activities**

<b>Fiscal Year</b>	<b>Countermeasure Strategy Name</b>
2019	School programs
2019	CPS Outreach Programs

#### Funding sources

**Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.**

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	\$16,800.00	\$0.00	\$0.00
2018	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	\$33,600.00	\$0.00	\$0.00
2019	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	\$33,600.00	\$0.00	\$0.00

## Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

### 5.3.5.6 Planned Activity: Child Passenger Safety

<b>Planned activity name</b>	Child Passenger Safety
<b>Planned activity number</b>	M2CPS-2019-05-02-00
<b>Primary countermeasure strategy</b>	CPS Outreach Programs

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

Yes

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

Yes

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

The DHSS will provide financial support for identified ambulance services to send personnel to the CPS technician training by covering the CPS technician training fee. Each ambulance service will agree to become a fitting station for a period of three years after receiving certification.

**Enter intended subrecipients.**

MO Dept. of Health and Senior Services

**Countermeasure strategies**

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.**

## Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	CPS Outreach Programs
2019	Child Restraint System Inspection Station(s)

## Funding sources

Click **Add New** to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2016	MAP 21 405b Occupant Protection Low Belt Use	405b Low Community CPS Services (MAP-21)	\$7,012.50	\$0.00	
2017	FAST Act 405b OP Low	405b Low Community CPS Services (FAST)	\$17,531.25	\$0.00	
2018	FAST Act 405b OP Low	405b Low Community CPS Services (FAST)	\$7,012.50	\$0.00	
2019	FAST Act 405b OP Low	405b Low Community CPS Services (FAST)	\$3,506.25	\$0.00	

## Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

## 5.3.6 Countermeasure Strategy: Communication Campaign

<b>Program area</b>	Occupant Protection (Adult and Child Passenger Safety)
<b>Countermeasure strategy</b>	Communication Campaign

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical**

**application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

**Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)**

Yes

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]**

Yes

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication,**

**policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]**

Yes

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

## Countermeasure strategy description

**To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:**

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

An effective paid media campaign is essential to compliment the high visibility enforcement that goes with Missouri's efforts towards the Click It or Ticket national campaign as well as quarterly efforts that supplement Click It or Ticket. Paid media will be scheduled in high crash locations throughout the State with the sole purpose of informing the public of the hazards of aggressive driving and not wearing a safety belt, both physically and legally. Media buys will coincide with national mobilizations, and quarterly efforts that Missouri sponsors to support the national mobilizations.

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

Funding will be utilized to coordinate social media and broadcast media targeting audiences, especially young male drivers on the importance wearing a seat belt and the consequences both physically and legally of not wearing one. This is directly related to core outcome measures on unrestrained passenger vehicle occupant fatalities (C-4) and observed seat belt usage (B-1).

## Evidence of effectiveness

**Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.**

An effective media campaign coupled with the high visibility enforcement is essential in increasing seat belt use in Missouri and reducing unstrained passenger vehicle occupant fatalities. Funding will be used to pay for the paid media campaign portion of this effort.

## Planned activities

**Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.**

### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
M2PE-2019-05-02-00	Click it or Ticket Paid Media	Communication Campaign
M2CPS-2019-05-04-00	Child Passenger Safety Campaign	Communication Campaign
M2PE-2019-05-03-00	Youth Seat Belt Campaign	Communication Campaign

#### 5.3.6.1 Planned Activity: Click it or Ticket Paid Media

<b>Planned activity name</b>	Click it or Ticket Paid Media
<b>Planned activity number</b>	M2PE-2019-05-02-00
<b>Primary countermeasure strategy</b>	Communication Campaign

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned**



**activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

### **Enter description of the planned activity.**

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.

### **Enter intended subrecipients.**

Highway Safety and Traffic Division

### **Countermeasure strategies**

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.**

### **Countermeasure strategies in planned activities**

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Fiscal Year	Countermeasure Strategy Name
2019	Communication Campaign

## Funding sources

Click **Add New** to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2016	MAP 21 405b Occupant Protection Low Belt Use	405b Low Public Education (MAP-21)	\$50,000.00	\$0.00	
2017	FAST Act 405b OP Low	405b Low Public Education (FAST)	\$125,000.00	\$0.00	
2018	FAST Act 405b OP Low	405b Low Public Education (FAST)	\$50,000.00	\$0.00	
2019	FAST Act 405b OP Low	405b Low Public Education (FAST)	\$25,000.00	\$0.00	

## Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

### 5.3.6.2 Planned Activity: Youth Seat Belt Campaign

Planned activity name	Youth Seat Belt Campaign
Planned activity number	M2PE-2019-05-03-00
Primary countermeasure strategy	Communication Campaign

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

The funding will allow the HSO to work with a media agency to create or revise a media campaign regarding teen seat belt use. The media should include TV, radio, internet, social media and any other media outlets available.

### Enter intended subrecipients.

Highway Safety and Traffic Division

### Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

#### Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Communication Campaign

### Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2016	MAP 21 405b Occupant Protection Low Belt Use	405b Low Public Education (MAP-21)	\$43,750.00	\$0.00	
2017	FAST Act 405b OP Low	405b Low Public Education (FAST)	\$109,375.00	\$0.00	
2018	FAST Act 405b OP Low	405b Low Public Education (FAST)	\$43,750.00	\$0.00	
2019	FAST Act 405b OP Low	405b Low Public Education (FAST)	\$21,875.00	\$0.00	

### Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

### 5.3.6.3 Planned Activity: Traffic Safety Informational Initiative

<b>Planned activity name</b>	Traffic Safety Informational Initiative
<b>Planned activity number</b>	PT-2019-02-69-00
<b>Primary countermeasure strategy</b>	Communication Campaign

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcyclist and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail**

required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

### Enter description of the planned activity.

The Olivette Police Department will conduct 4-5 traffic safety informational events. The events will be conducted in conjunction with other Olivette community functions to help increase exposure to as many people as possible. The City of Olivette holds many functions throughout the year that are attended by not only Olivette residents but, members of surrounding communities.

### Enter intended subrecipients.

Olivette Police Dept.

### Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

### Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Public Information and Education

### Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$489.15	\$0.00	\$489.16
2018	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$978.30	\$0.00	\$978.29
2019	FAST Act NHTSA	Police Traffic Services	\$978.29	\$0.00	\$978.29

	402	(FAST)			
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## Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

### 5.3.7 Countermeasure Strategy: Child Restraint System Inspection Station(s)

<b>Program area</b>	Occupant Protection (Adult and Child Passenger Safety)
<b>Countermeasure strategy</b>	Child Restraint System Inspection Station(s)

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

**Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

Yes

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]**

Yes

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the**

**State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d) (1)]**

Yes

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]**

Yes

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

## Countermeasure strategy description

**To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:**



**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

Per the Countermeasures that Work, Eighth 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.

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

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.

## Evidence of effectiveness

**Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.**

The HSO and Department of Health and Senior Services are working together to provide support to individuals who wish to become CPS Technicians. Grant funding will be provided for training costs and travel to attend the 3-day CPS Technician training course. This program will help ensure that parents/caregivers properly install safety seats for young children.

The Department of Health and Senior Services will also provide financial support for identified ambulance services to send personnel to the CPS technician training by covering the CPS technician training fee. Each ambulance service will agree to become a fitting station for a period of three years after receiving certification.

## Planned activities

**Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.**

### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
M2CPS-2019-05-01-00	CPS Program Training	CPS Outreach Programs
M2CPS-2019-05-02-00	Child Passenger Safety	CPS Outreach Programs

## 5.4 Program Area: Distracted Driving

**Program area type** Distracted Driving

**Will countermeasure strategies and planned activities be described in this plan to address the program area?**

Yes

**Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?**

No

## Problem identification

**Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.**

Distracted driving is a diversion 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, 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.

A 2011 study (Crashes Involving Cell Phones) by the National Safety Council found that cell phone usage may be underreported by as much as 50 percent. It is estimated that drivers engage in a secondary task between one-quarter and one-half of the time they drive. 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 (2012-2016), 10 percent of Missouri fatal crashes involved a distracted driver. Twenty-five percent of the distracted drivers involved in fatal crashes in the last five years were between 15 and 24 years of age.

## Performance measures

**Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.**

### Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-1) Number of traffic fatalities (FARS)	5 Year	2019	872.3
2019	C-2) Number of serious injuries in traffic crashes (State crash data files)	5 Year	2019	4,433.8

## Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

### Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Highway Safety Office Program Management

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

Program area	Young Drivers
Countermeasure strategy	Highway Safety Office Program Management

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

**Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the**

**State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

## Countermeasure strategy description

**To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:**

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

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

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

The top 5 contributing circumstances attributable to young drivers of motor vehicles involved in 2012-2016 Missouri fatal and serious injury crashes were Driving Too Fast for Conditions, Failed to Yield, Distracted / Inattentive, Improper Lane Usage / Change, 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 HMV grants. Teen and adult education will also continue in the area using school presentations and media campaigns.

Goals include:

- Decrease distracted driving involved fatalities by 1.41 percent annually, resulting in a five-year average distracted driving involved fatality goal of 86.5 by December 31, 2019.
- Decrease distracted driving involved serious injuries by 4.56 percent annually, resulting in a five-year average distracted driving involved serious injury goal of 605.4 by December 31, 2019.

## Evidence of effectiveness

**Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.**

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

**Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.**

### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
CP-2019-09-01-00	It Only Takes One/TRACTION Awards	Highway Safety Office Program Management
CP-2019-09-04-00	Teen Driving Programs	Highway Safety Office Program Management

#### 5.4.1.1 Planned Activity: It Only Takes One/TRACTION Awards

<b>Planned activity name</b>	It Only Takes One/TRACTION Awards
<b>Planned activity number</b>	CP-2019-09-01-00
<b>Primary countermeasure strategy</b>	Highway Safety Office Program Management

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

Yes

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs**

**designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

Yes

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

### **Enter description of the planned activity.**

The It Only Takes One campaign is a statewide high school competition that provides peer-to-peer education on seat belt use, distracted driving and underage drinking and driving and gives student groups the opportunity to educate teens, parents and their community about the dangers teens face while driving, including distracted driving. The competition includes educational campaigns, surprise safety belt surveys and the creation of a public service announcement. The funding will provide winning schools grant funding to continue to educate the school on distracted driving issues.

### **Enter intended subrecipients.**

Highway Safety and Traffic Division

### **Countermeasure strategies**

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.**

### **Countermeasure strategies in planned activities**

<b>Fiscal Year</b>	<b>Countermeasure Strategy Name</b>
2019	School Programs
2019	Highway Safety Office Program Management

### **Funding sources**

**Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.**

<b>Source Fiscal Year</b>	<b>Funding Source</b>	<b>Eligible Use of Funds</b>	<b>Estimated Funding Amount</b>	<b>Match Amount</b>	<b>Local Benefit</b>
2017	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	\$2,850.00	\$0.00	\$0.00
2018	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	\$5,700.00	\$0.00	\$0.00

2019	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	\$5,700.00	\$0.00	\$0.00
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## Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

### 5.4.1.2 Planned Activity: Teen Driving Programs

<b>Planned activity name</b>	Teen Driving Programs
<b>Planned activity number</b>	CP-2019-09-04-00
<b>Primary countermeasure strategy</b>	Highway Safety Office Program Management

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii)**



**[Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

The funding from the program will be used to update and reprint the Roadwise Guide and other brochures for distribution and initiate new and support existing young driver safety programs in Missouri as well as support the school resource officers annual conference.

**Enter intended subrecipients.**

Highway Safety and Traffic Division

**Countermeasure strategies**

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.**

**Countermeasure strategies in planned activities**

Fiscal Year	Countermeasure Strategy Name
2019	Highway Safety Office Program Management

**Funding sources**

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	\$7,084.00	\$0.00	\$0.00
2018	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	\$14,168.00	\$0.00	\$0.00
2019	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	\$14,168.00	\$0.00	\$0.00

## Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

## 5.5 Program Area: Young Drivers

Program area type: Young Drivers

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

## Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

Traffic crashes are the leading cause of death among youth in Missouri, accounting for 11 percent of traffic fatalities during the last five years. Although only comprising approximately 8 percent of Missouri licensed drivers, young drivers were involved in 18.4 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 2012-2016 Missouri fatal and serious injury crashes were:

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

## Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

### Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	5 Year	2019	123.8

## Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

### Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Teen Drowsy Driving Program
2019	School Programs
2019	Highway Safety Office Program Management
2019	Driver Improvement Program

## 5.5.1 Countermeasure Strategy: Teen Drowsy Driving Program

<b>Program area</b>	Young Drivers
<b>Countermeasure strategy</b>	Teen Drowsy Driving Program

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

**Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under §**

**1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d) (1)]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

## Countermeasure strategy description

**To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:**

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

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.

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

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 related deaths increased from 8 (2012) to 16 (2017) totaling 83 deaths from 2012-2017. Serious injuries increased from 144 (2012) to 160 (2017), for a total of 870 from 2012-2017.

## Evidence of effectiveness

### Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
SA-2019-09-03-00	TYREDD	School Programs

## 5.5.2 Countermeasure Strategy: School Programs

Program area	Young Drivers
Countermeasure strategy	School Programs

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

**Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of**

**child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d) (1)]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State**

**will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

## Countermeasure strategy description

**To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:**

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

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

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

The top 5 contributing circumstances attributable to young drivers of motor vehicles involved in 2012-2016 Missouri fatal and serious injury crashes were Driving Too Fast for Conditions, Failed to Yield, Distracted / Inattentive, Improper Lane Usage / Change, 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.

## Evidence of effectiveness

**Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.**

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 first hand knowledge of good/bad driving behaviors and gives them the tools they need to be a leader for this cause among their peers.

## Planned activities

**Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.**

### Planned activities in countermeasure strategy

Planned activity unique	Planned Activity Name	Primary Countermeasure
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identifier		
SP-2019-14-01-00	Is It Worth It	School Programs
CP-2019-09-01-00	It Only Takes One/TRACTION Awards	Highway Safety Office Program Management
CP-2019-09-03-00	Safe Communities / TRACTION	School Programs

### 5.5.2.1 Planned Activity: Is It Worth It

<b>Planned activity name</b>	Is It Worth It
<b>Planned activity number</b>	SP-2019-14-01-00
<b>Primary countermeasure strategy</b>	School Programs

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

To educate young drivers on all aspects of safe driving and rules of the roadway, to educate teen drivers on the importance of accepting full responsibility for their own safety and the safety of others while driving, to impress upon the students the extreme importance of avoiding all distractions, (e.g., eating, drinking, grooming) while driving, and to instruct students on the use of safety belts - every trip, everyone, EVERY TIME, day and night.

**Enter intended subrecipients.**

University of Missouri - Columbia

**Countermeasure strategies**

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.**

**Countermeasure strategies in planned activities**

Fiscal Year	Countermeasure Strategy Name
2019	School Programs

**Funding sources**

**Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.**

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act NHTSA 402	Teen Safety Program (FAST)	\$9,000.00	\$0.00	\$0.00
2018	FAST Act NHTSA 402	Teen Safety Program (FAST)	\$18,000.00	\$0.00	\$0.00
2019	FAST Act NHTSA 402	Teen Safety Program (FAST)	\$3,000.00	\$0.00	\$0.00

## Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

### 5.5.2.2 Planned Activity: Safe Communities / TRACTION

<b>Planned activity name</b>	Safe Communities / TRACTION
<b>Planned activity number</b>	CP-2019-09-03-00
<b>Primary countermeasure strategy</b>	School Programs

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

Yes

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

Yes

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

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 three conferences and one one-day workshop.

**Enter intended subrecipients.**

Cape Girardeau Safe Communities

**Countermeasure strategies**

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

### Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	School Programs

### Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	\$56,792.59	\$0.00	\$56,792.59
2018	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	\$113,585.18	\$0.00	\$113,585.18
2019	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	\$113,585.17	\$0.00	\$113,585.17

### Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

### 5.5.2.3 Planned Activity: Safe Communities Programs

<b>Planned activity name</b>	Safe Communities Programs
<b>Planned activity number</b>	SA-2019-09-00-G0
<b>Primary countermeasure strategy</b>	School Programs

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

Two safe communities programs throughout the state focus efforts on seat belt education for all ages. These programs meet the goals set by the HSO and help to reduce unrestrained fatalities by focusing on low belt use areas and groups. Funding for those programs will support travel expenses, educational material, supplies and salary.

**Enter intended subrecipients.**

St. Joseph Safety & Health Council, Safety Council of Greater St. Louis

**Countermeasure strategies**

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.**

**Countermeasure strategies in planned activities**

Fiscal Year	Countermeasure Strategy Name
2019	School programs

**Funding sources**

**Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.**

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act NHTSA 402	Safe Communities (FAST)	\$22,400.00	\$0.00	\$22,400.00
2018	FAST Act NHTSA 402	Safe Communities (FAST)	\$44,800.00	\$0.00	\$44,800.00
2019	FAST Act NHTSA 402	Safe Communities (FAST)	\$44,800.00	\$0.00	\$44,800.00

**Major purchases and dispositions**

**Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.**

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

## 5.5.2.4 Planned Activity: ThinkFirst Missouri

Planned activity name	ThinkFirst Missouri
Planned activity number	CP-2019-09-05-00
Primary countermeasure strategy	School Programs

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

Yes

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail**



**required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

Yes

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

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. ThinkFirst Missouri, along with its sub-contractor ThinkFirst of Greater Kansas City, provided 209 traffic safety presentations in 143 schools reaching 38,052 Missouri students. In addition, 1,854 Missourians received traffic safety education from the ThinkFirst Corporate/Community Traffic Safety program delivered through 40 presentations at 32 worksites and community organizations. 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.

**Enter intended subrecipients.**

University of MO Curators

**Countermeasure strategies**

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.**

**Countermeasure strategies in planned activities**

Fiscal Year	Countermeasure Strategy Name
2019	School programs

**Funding sources**

**Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.**

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	\$90,000.00	\$0.00	\$0.00
2018	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	\$180,000.00	\$0.00	\$0.00
2019	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	\$180,000.00	\$0.00	\$0.00

## Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of **\$5,000** or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

### 5.5.2.5 Planned Activity: TYREDD

<b>Planned activity name</b>	TYREDD
<b>Planned activity number</b>	SA-2019-09-03-00
<b>Primary countermeasure strategy</b>	School Programs

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

The TyREDD program (Tyler Raising Education for Drowsy Driving) brings awareness of drowsy driving to teens, a topic that is very prevalent in teen lives, however, not discussed in many educational programs. The TyREDD mission is to raise awareness and provide education for the prevention of drowsy driving and the tragedies that can follow. Funding will be used to support program development and salary of presenters.

**Enter intended subrecipients.**

TYREDD

**Countermeasure strategies**

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.**

**Countermeasure strategies in planned activities**

Fiscal Year	Countermeasure Strategy Name
2019	Teen Drowsy Driving Program

## Funding sources

Click **Add New** to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act NHTSA 402	Safe Communities (FAST)	\$11,121.60	\$0.00	\$0.00
2018	FAST Act NHTSA 402	Safe Communities (FAST)	\$22,243.20	\$0.00	\$0.00
2019	FAST Act NHTSA 402	Safe Communities (FAST)	\$22,243.20	\$0.00	\$0.00

## Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

## 5.5.3 Countermeasure Strategy: Highway Safety Office Program Management

<b>Program area</b>	Young Drivers
<b>Countermeasure strategy</b>	Highway Safety Office Program Management

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

**Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the**

**State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

## Countermeasure strategy description

**To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:**

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

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

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

The top 5 contributing circumstances attributable to young drivers of motor vehicles involved in 2012-2016 Missouri fatal and serious injury crashes were Driving Too Fast for Conditions, Failed to Yield, Distracted / Inattentive, Improper Lane Usage / Change, 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 HVM grants. Teen and adult education will also continue in the area using school presentations and media campaigns.

Goals include:

- Decrease distracted driving involved fatalities by 1.41 percent annually, resulting in a five-year average distracted driving involved fatality goal of 86.5 by December 31, 2019.
- Decrease distracted driving involved serious injuries by 4.56 percent annually, resulting in a five-year average distracted driving involved serious injury goal of 605.4 by December 31, 2019.

## Evidence of effectiveness

**Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.**

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

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
CP-2019-09-01-00	It Only Takes One/TRACTION Awards	Highway Safety Office Program Management
CP-2019-09-04-00	Teen Driving Programs	Highway Safety Office Program Management

#### 5.5.3.1 Planned Activity: It Only Takes One/TRACTION Awards

<b>Planned activity name</b>	It Only Takes One/TRACTION Awards
<b>Planned activity number</b>	CP-2019-09-01-00
<b>Primary countermeasure strategy</b>	Highway Safety Office Program Management

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned**

**activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

Yes

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

Yes

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

### **Enter description of the planned activity.**

The It Only Takes One campaign is a statewide high school competition that provides peer-to-peer education on seat belt use, distracted driving and underage drinking and driving and gives student groups the opportunity to educate teens, parents and their community about the dangers teens face while driving, including distracted driving. The competition includes educational campaigns, surprise safety belt surveys and the creation of a public service announcement. The funding will provide winning schools grant funding to continue to educate the school on distracted driving issues.

### **Enter intended subrecipients.**

Highway Safety and Traffic Division

### **Countermeasure strategies**

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.**

### **Countermeasure strategies in planned activities**



Fiscal Year	Countermeasure Strategy Name
2019	School Programs
2019	Highway Safety Office Program Management

## Funding sources

Click **Add New** to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	\$2,850.00	\$0.00	\$0.00
2018	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	\$5,700.00	\$0.00	\$0.00
2019	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	\$5,700.00	\$0.00	\$0.00

## Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

### 5.5.3.2 Planned Activity: Teen Driving Programs

<b>Planned activity name</b>	Teen Driving Programs
<b>Planned activity number</b>	CP-2019-09-04-00
<b>Primary countermeasure strategy</b>	Highway Safety Office Program Management

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

The funding from the program will be used to update and reprint the Roadwise Guide and other brochures for distribution and initiate new and support existing young driver safety programs in Missouri as well as support the school resource officers annual conference.

### Enter intended subrecipients.

Highway Safety and Traffic Division

### Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

### Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Highway Safety Office Program Management

### Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	\$7,084.00	\$0.00	\$0.00
2018	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	\$14,168.00	\$0.00	\$0.00
2019	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	\$14,168.00	\$0.00	\$0.00

### Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

### 5.5.4 Countermeasure Strategy: Driver Improvement Program

Program area	Young Drivers
Countermeasure strategy	Driver Improvement Program

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

**Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk**

**populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

## Countermeasure strategy description

**To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:**

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

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.

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

The top 5 contributing circumstances attributable to young drivers of motor vehicles involved in 2012-2016 Missouri fatal and serious injury crashes were Driving Too Fast for Conditions, Failed to Yield, Distracted / Inattentive, Improper Lane Usage / Change, 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%.

## Evidence of effectiveness

### Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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.

## Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
PT-2019-02-01-00	Driver Improvement Program (D.I.P.)	Driver Improvement Program

#### 5.5.4.1 Planned Activity: Driver Improvement Program (D.I.P.)

Planned activity name	Driver Improvement Program (D.I.P.)
Planned activity number	PT-2019-02-01-00
Primary countermeasure strategy	Driver Improvement Program

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

#### **Enter description of the planned activity.**

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.

#### **Enter intended subrecipients.**

Missouri Safety Center

#### **Countermeasure strategies**

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.**

#### **Countermeasure strategies in planned activities**

Fiscal Year	Countermeasure Strategy Name
2019	Driver Improvement Program

## Funding sources

Click **Add New** to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$13,921.50	\$0.00	\$0.00
2018	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$27,843.02	\$0.00	\$0.00
2019	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$27,843.02	\$0.00	\$0.00

## Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

## 5.6 Program Area: Older Drivers

Program area type Older Drivers

**Will countermeasure strategies and planned activities be described in this plan to address the program area?**

Yes

**Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?**



No

## Problem identification

**Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.**

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 13 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.

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 2018, 882,634 people age 65 or older held a Missouri driver license. They accounted for 19 percent of the 4,480,170 persons licensed in the state (source: Missouri Department of Revenue). During the years of 2012 – 2016, 836 drivers over 65 years old were involved in fatal car crashes.

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.

## Performance measures

**Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.**

### Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-1) Number of traffic fatalities (FARS)	5 Year	2019	872.3

## Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

### Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	License Screening and Testing
2019	Highway Safety Office Program Management

### 5.6.1 Countermeasure Strategy: License Screening and Testing

Program area	Older Drivers
Countermeasure strategy	License Screening and Testing

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

**Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal**

**year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

## Countermeasure strategy description

**To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:**

## Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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.

## Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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 2018, 882,634 people age 65 or older held a Missouri driver license. They accounted for 19 percent of the 4,480,170 persons licensed in the state (*source: Missouri Department of Revenue*). During the years of 2012 – 2016, 836 drivers over 65 years old were involved in fatal car crashes. Funds will be used to address older drivers' cognitive abilities.

## Evidence of effectiveness

### Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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 a stroke 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.

## Planned activities

Select existing planned activities below and/or click **Add New** to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
DE-2019-02-01-00	Keep Your Keys	Older Driver Outreach Programs
DL-2019-02-01-00	Rural Driving Study and Traffic Signs	License Screening and Testing
DL-2019-02-02-00	Maximizing Driving Safety After Stroke	License Screening and Testing

### 5.6.1.1 Planned Activity: Rural Driving Study and Traffic Signs

<b>Planned activity name</b>	Rural Driving Study and Traffic Signs
<b>Planned activity number</b>	DL-2019-02-01-00
<b>Primary countermeasure strategy</b>	License Screening and Testing

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

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 refining the scoring procedures for the Traffic Sign Naming Test and the correlation with the on-road testing. Under this project, standardized materials will be provided to state driver examiners, license renewal staff, driving rehabilitation specialists and driving researchers. The standardized training materials will be piloted in various groups to determine its ability to produce reliable scores between various testing modes. The funding for this research project will cover salaries, consultant services, lab testing fees, operational and travel expenses, and indirect costs.

**Enter intended subrecipients.**

Washington University

**Countermeasure strategies**

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.**

**Countermeasure strategies in planned activities**

Fiscal Year	Countermeasure Strategy Name
2019	License Screening and Testing

**Funding sources**

**Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.**

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act NHTSA 402	Driver Licensing (FAST)	\$39,269.73	\$0.00	\$0.00
2018	FAST Act NHTSA 402	Driver Licensing (FAST)	\$78,539.46	\$0.00	\$0.00
2019	FAST Act NHTSA 402	Driver Licensing (FAST)	\$78,539.45	\$0.00	\$0.00

**Major purchases and dispositions**

**Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.**

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

### 5.6.1.2 Planned Activity: Maximizing Driving Safety After Stroke

<b>Planned activity name</b>	Maximizing Driving Safety After Stroke
<b>Planned activity number</b>	DL-2019-02-02-00
<b>Primary countermeasure strategy</b>	License Screening and Testing

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a**

**majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

Washington University will develop and promote fitness-to-drive screening and assessment tools relevant to stakeholders (professionals, older drivers, families, and community members), as well as resources that promote safe driving, ultimately furthering the field of driver evaluation and rehabilitation as an area of practice. The funding for this research project will cover salaries, equipment, lab fees, travel expenses and indirect costs.

**Enter intended subrecipients.**

Washington University

**Countermeasure strategies**

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.**

**Countermeasure strategies in planned activities**

Fiscal Year	Countermeasure Strategy Name
2019	License Screening and Testing

**Funding sources**

**Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.**

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit



2017	FAST Act NHTSA 402	Driver Licensing (FAST)	\$28,397.57	\$0.00	\$0.00
2018	FAST Act NHTSA 402	Driver Licensing (FAST)	\$56,795.13	\$0.00	\$0.00
2019	FAST Act NHTSA 402	Driver Licensing (FAST)	\$56,795.13	\$0.00	\$0.00

## Major purchases and dispositions

**Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.**

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

## 5.6.2 Countermeasure Strategy: Highway Safety Office Program Management

<b>Program area</b>	Older Drivers
<b>Countermeasure strategy</b>	Highway Safety Office Program Management

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

**Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and**

**maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail**

**required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

## Countermeasure strategy description

**To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:**

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

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.

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

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 2018, 882,634 people age 65 or older held a Missouri driver license. They accounted for 19 percent of the 4,480,170 persons licensed in the state (*source: Missouri Department of Revenue*). During the years of 2012 – 2016, 836 drivers over 65 years old were involved in fatal car crashes.

## Evidence of effectiveness

**Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.**

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

## Planned activities

**Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.**

### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
DE-2019-02-02-00	In-house Project for Mature Driver Prog	Older Driver Outreach Programs

## 5.7 Program Area: Commercial Motor Vehicles

**Program area type**  Other

**Will countermeasure strategies and planned activities be described in this plan to address the program area?**

No

**Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?**

No

## Problem identification

**Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.**

Commercial motor vehicles make up approximately 20 percent of all traffic on Missouri interstates. Between 2012 and 2016, CMVs were involved in 8.8 percent of all traffic crashes, 13.6 percent of fatal traffic crashes, and 7.8 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, 56.7 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 Traffic and Highway Safety 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.

## 5.8 Program Area: Motorcycle Safety

<b>Program area type</b>	Motorcycle Safety
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**Will countermeasure strategies and planned activities be described in this plan to address the program area?**

Yes

**Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?**

No

## Problem identification

**Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.**

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 2012 and 2016 in Missouri, motorcycle operators were involved in 481 fatalities. Of those 481 fatalities, 448 were the motorcycle drivers and/or riders. Motorcycles currently represent 2 percent of the registered vehicles in Missouri but were involved in 12.1 percent of all fatal traffic crashes during the last five years (2012-2016).

An area of particular concern is the number of unlicensed and improperly licensed motorcycle operators involved in crashes. Between 2012 and 2016, 39.7 percent of the motorcycle involved fatalities involved an unlicensed or improperly licensed motorcycle operator.

## Performance measures

**Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.**

### Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-7) Number of motorcyclist fatalities (FARS)	5 Year	2019	115.3
2019	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	5 Year	2019	13.8

## Countermeasure strategies

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.**

### Countermeasure Strategies in Program Area

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Fiscal Year	Countermeasure Strategy Name
2019	Highway Safety Office Program Management
2019	Communication Campaign

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

Program area	Motorcycle Safety
Countermeasure strategy	Highway Safety Office Program Management

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

**Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

## Countermeasure strategy description

**To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:**

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

Paid media will be utilized to awareness of motorcyclists to motorists and to educate motorcyclists safe riding practices.

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

Motorcyclists represent more than ten percent of fatalities on Missouri's roadways, far over-represented when comparing the actual number of motorcyclist versus automobiles. Missouri will utilize paid media to bring awareness of motorcyclists to motorists and to educate motorcyclists 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).

## Evidence of effectiveness

**Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.**

Paid media will be utilized to awareness of motorcyclists to motorists and to educate motorcyclists safe riding practices. In addition to the projects listed below, a portion of the impaired driving campaign will also address impaired motorcyclist, in order to reduce the number of alcohol or drug-related motorcycle crashes.

## Planned activities

**Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.**

### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
M9MA-2019-12-00-00	THSD-Statewide 405f Motorcycle Program	Highway Safety Office Program Management

#### 5.8.1.1 Planned Activity: THSD-Statewide 405f Motorcycle Program

Planned activity name	THSD-Statewide 405f Motorcycle Program
Planned activity number	M9MA-2019-12-00-00
Primary countermeasure strategy	Highway Safety Office Program Management

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**



No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

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

**Enter intended subrecipients.**

Highway Safety and Traffic Division

## Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

### Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Highway Safety Office Program Management

## Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act 405f Motorcycle Programs	405f Motorcyclist Awareness (FAST)	\$18,750.00	\$8,129.64	
2018	FAST Act 405f Motorcycle Programs	405f Motorcyclist Awareness (FAST)	\$18,750.00	\$65,037.09	
2019	FAST Act 405f Motorcycle Programs	405f Motorcyclist Awareness (FAST)	\$150,000.00	\$8,129.64	

## Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

## 5.8.2 Countermeasure Strategy: Communication Campaign

<b>Program area</b>	Motorcycle Safety
<b>Countermeasure strategy</b>	Communication Campaign

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

**Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B)**

**[Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

Yes

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

## Countermeasure strategy description

**To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:**

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

Paid media will be utilized to awareness of motorcyclists to motorists and to educate motorcyclists safe riding practices.

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

Motorcyclists represent more than ten percent of fatalities on Missouri's roadways, far over-represented when comparing the actual number of motorcyclist versus automobiles. Missouri will utilize paid media to bring awareness of motorcyclists to motorists and to educate motorcyclists 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).

## Evidence of effectiveness

**Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.**

Paid media will be utilized to awareness of motorcyclists to motorists and to educate motorcyclists safe riding practices. In addition to the projects listed below, a portion of the impaired driving campaign will also address impaired motorcyclist, in order to reduce the

number of alcohol or drug-related motorcycle crashes.

## Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
M9MA-2019-12-01-00	Motorcycle Awareness Paid Media	Communication Campaign
PM-2019-02-08-00	Motorcycle Awareness	Communication Campaign

#### 5.8.2.1 Planned Activity: Motorcycle Awareness Paid Media

Planned activity name	Motorcycle Awareness Paid Media
Planned activity number	M9MA-2019-12-01-00
Primary countermeasure strategy	Communication Campaign

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

Funding will provide paid media and outreach efforts reminding motorists to Watch for Motorcycles.

**Enter intended subrecipients.**

Highway Safety and Traffic Division

**Countermeasure strategies**

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.**

**Countermeasure strategies in planned activities**

Fiscal Year	Countermeasure Strategy Name
2019	Communication Campaign

**Funding sources**

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act 405f Motorcycle Programs	405f Motorcyclist Awareness (FAST)	\$13,768.55	\$0.00	
2018	FAST Act 405f Motorcycle Programs	405f Motorcyclist Awareness (FAST)	\$110,148.38	\$0.00	
2019	FAST Act 405f Motorcycle Programs	405f Motorcyclist Awareness (FAST)	\$13,768.55	\$0.00	

## Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

## 5.8.2.2 Planned Activity: Motorcycle Awareness

Planned activity name	Motorcycle Awareness
Planned activity number	PM-2019-02-08-00
Primary countermeasure strategy	Communication Campaign

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child

**passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

The funding will be used to purchase yard signs for distribution statewide. This program has been extremely popular and helpful in getting the message across to drivers on the importance of looking twice for motorcycles.

**Enter intended subrecipients.**

Highway Safety and Traffic Division

Countermeasure strategies



Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

### Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Communication Campaign

### Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act NHTSA 402	Paid Advertising (FAST)	\$28,000.00	\$0.00	\$0.00
2018	FAST Act NHTSA 402	Paid Advertising (FAST)	\$56,000.00	\$0.00	\$0.00
2019	FAST Act NHTSA 402	Paid Advertising (FAST)	\$56,000.00	\$0.00	\$0.00

### Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

### 5.8.2.3 Planned Activity: Child Passenger Safety Campaign

<b>Planned activity name</b>	Child Passenger Safety Campaign
<b>Planned activity number</b>	M2CPS-2019-05-04-00
<b>Primary countermeasure strategy</b>	Communication Campaign

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

Yes

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

Yes

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

Paid media will be used to target parents or care givers about the importance of properly restraining children as they travel on Missouri roadways.

**Enter intended subrecipients.**

Highway Safety and Traffic Division

**Countermeasure strategies**

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.**

**Countermeasure strategies in planned activities**

Fiscal Year	Countermeasure Strategy Name
2019	Communication Campaign

**Funding sources**

**Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.**

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2016	MAP 21 405b Occupant Protection Low Belt Use	405b Low Community CPS Services (MAP-21)	\$28,000.00	\$0.00	
2017	FAST Act 405b OP Low	405b Low Community CPS Services (FAST)	\$70,000.00	\$0.00	
2018	FAST Act 405b OP Low	405b Low Community CPS Services (FAST)	\$28,000.00	\$0.00	
2019	FAST Act 405b OP Low	405b Low Community CPS Services (FAST)	\$14,000.00	\$0.00	

**Major purchases and dispositions**

**Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.**

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost

No records found.

## 5.9 Program Area: School Bus Safety

Program area type School Bus Safety

**Will countermeasure strategies and planned activities be described in this plan to address the program area?**

No

**Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?**

No

### Problem identification

**Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.**

According to the U.S. Department of Transportation, school buses are the safest mode of transportation for getting children back and forth to school. They are designed to be safer than passenger vehicles. However, there are still school bus related fatalities and serious injuries that occur.

From 2012 through 2016, there were 12 fatalities and 87 serious injuries involving school buses. Of those 99 fatalities and serious injuries, 31 were occupants of school buses; four were pedestrians, one was a bicyclist, and 63 were drivers and occupants of other vehicles.

The Missouri Coalition for Roadway Safety will continue to be instrumental in helping to reduce the number of fatalities and serious injuries by providing funding support for school bus projects.

The Highway Safety office continues membership of the Statewide School Bus Task Force. The Task Force is responsible for developing strategies for improving school bus safety, analyzing current state and federal laws and programs, reviewing the issue of seat belts in school buses, recommending legislation and recommending best practices or policies to be implemented by state or local governments to enhance school bus safety.

Based on an annual average increase of 13.33 percent in school bus/school bus signal involved fatalities from 2012 to 2017, Missouri is projecting 2.4 five-year average school bus/school bus signal involved fatalities by December 31, 2019, with a goal to decrease school bus/school bus signal involved serious injuries by 4.0 percent annually, resulting in a five-year average school bus/school bus signal involved serious injury goal of 14.7 by December 31, 2019.

## 5.10 Program Area: Non-motorized (Pedestrians and Bicyclist)

**Program area type** Non-motorized (Pedestrians and Bicyclist)

**Will countermeasure strategies and planned activities be described in this plan to address the program area?**

Yes

**Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?**

No

## Problem identification

**Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.**

Walking is an essential transportation mode 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 this mode. 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 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 2012 through 2016, pedestrian involved crashes comprised less than 1 percent of all crashes, but accounted for 10.4 percent of all fatalities and 5.2 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 2012-2016 Missouri pedestrian fatalities, 75.8 percent occurred in urban areas and 24.2 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.

## Performance measures

**Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for**

which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

### Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-10) Number of pedestrian fatalities (FARS)	5 Year	2019	100.8
2019	C-11) Number of bicyclists fatalities (FARS)	5 Year	2019	9.4

### Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

### Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Communication Campaign

### 5.10.1 Countermeasure Strategy: Communication Campaign

<b>Program area</b>	Non-motorized (Pedestrians and Bicyclist)
<b>Countermeasure strategy</b>	Communication Campaign

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

**Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

## Countermeasure strategy description

**To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:**

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

Paid media will be utilized to influence driver behavior in various fields including distracted driving 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.

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

Missouri will use paid media to influence driver and passenger behavior in the fields of 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 C10 and C11, number of pedestrian fatalities and number of pedal cyclist fatalities. Funds will be used to pay for both broadcast and social media and other promotions.

## Evidence of effectiveness

**Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.**

Paid media 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 involving pedestrians and pedal cyclists.

## Planned activities

**Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.**

### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
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PM-2019-02-06-00	Bike/Pedestrian and Distracted Driving	Public Information and Education
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## 5.11 Program Area: Traffic Records

Program area type: Traffic Records

**Will countermeasure strategies and planned activities be described in this plan to address the program area?**

Yes

**Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?**

No

### Problem identification

**Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.**

The Traffic Records Coordinating Committee (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 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.

### Performance measures

**Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.**

#### Performance Measures in Program Area

Fiscal	Performance Measure Name	Target	Target	Target
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Year		Period(Performance Target)	End Year	Value(Performance Target)
2019	C-1) Number of traffic fatalities (FARS)	5 Year	2019	872.3
2019	C-2) Number of serious injuries in traffic crashes (State crash data files)	5 Year	2019	4,433.8
2019	C-3) Fatalities/VMT (FARS, FHWA)	5 Year	2019	1.160
2019	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	5 Year	2019	385.5
2019	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	5 Year	2019	230.3
2019	C-6) Number of speeding-related fatalities (FARS)	5 Year	2019	331.7
2019	C-7) Number of motorcyclist fatalities (FARS)	5 Year	2019	115.3
2019	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	5 Year	2019	13.8
2019	C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	5 Year	2019	123.8
2019	C-10) Number of pedestrian fatalities (FARS)	5 Year	2019	100.8
2019	C-11) Number of bicyclists fatalities (FARS)	5 Year	2019	9.4

## Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

### Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Improves integration between one or more core highway safety databases
2019	Highway Safety Office Program Management

### 5.11.1 Countermeasure Strategy: Improves integration between one or more core highway safety databases

<b>Program area</b>	Traffic Records
<b>Countermeasure strategy</b>	Improves integration between one or more core highway safety databases

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

**Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B)**

**[Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

## Countermeasure strategy description

**To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:**

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

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

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

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.

## Evidence of effectiveness

**Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.**

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.

## Planned activities

**Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.**

### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
M3DA-2019-04-00-G0	E-Citation Projects	Improves integration between one or more core highway safety databases
M3DA-2019-04-04-00	Traffic Records Data Improvement	Highway Safety Office Program Management
M3DA-2019-04-06-00	Missouri Ambulance Reporting System	Improves integration between one or more core highway safety databases
M3DA-2019-04-08-00	Statewide Traffic Accident Records Sys.	Improves integration between one or more core highway safety databases
M3DA-2019-04-09-00	STARS and FARS Support	Improves integration between one or more core highway safety databases
M3DA-2019-04-10-00	Predictive Analytical Crash Project	Improves integration between one or more core highway safety databases
M3DA-2019-04-11-00	Show Me Court Implementations	Improves integration between one or more core highway safety databases
M3DA-2019-04-12-00	JIS Monitoring and Reporting	Improves integration between one or more core highway safety databases
M3DA-2019-04-15-00	LETS Sustainment and Enhancement	Software development and/or sustainment
M3DA-2019-04-16-00	Electronic Records Adoption Improvement	Improves integration between one or more core highway safety databases

#### 5.11.1.1 Planned Activity: E-Citation Projects

Planned activity name	E-Citation Projects
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<b>Planned activity number</b>	M3DA-2019-04-00-G0
<b>Primary countermeasure strategy</b>	Improves integration between one or more core highway safety databases

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

Yes

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

Yes

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

This project is a continuation of the software interface designed between the vendor ticketing system and the electronic state prosecutor/court system to allow electronic transmittal of traffic citations. This electronic interface will reduce the time that it takes to route traffic citations to the prosecutor/court and increase the accuracy of the citations.

**Enter intended subrecipients.**

Cape Girardeau County Sheriff's Office, Greene County Sheriff's Offices, Hayti Police Dept., Jackson Police Dept., Osceola Police Dept., Pleasant Valley Police Dept., Sparta Police Dept., Willow Springs Police Dept.

**Countermeasure strategies**

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.**

**Countermeasure strategies in planned activities**

Fiscal Year	Countermeasure Strategy Name
2019	Improves integration between one or more core highway safety databases

**Funding sources**

**Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.**

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2016	MAP 21 405c Data Program	405c Data Program (MAP-21)	\$17,629.37	\$0.00	\$13,166.75
2017	FAST Act 405c Data Program	405c Data Program (FAST)	\$44,073.43	\$0.00	\$32,916.88
2018	FAST Act 405c Data Program	405c Data Program (FAST)	\$17,629.37	\$0.00	\$13,166.75
2019	FAST Act 405c Data Program	405c Data Program (FAST)	\$8,814.69	\$0.00	\$6,583.38

## Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

### 5.11.1.2 Planned Activity: Missouri Ambulance Reporting System

<b>Planned activity name</b>	Missouri Ambulance Reporting System
<b>Planned activity number</b>	M3DA-2019-04-06-00
<b>Primary countermeasure strategy</b>	Improves integration between one or more core highway safety databases

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

Yes

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**



No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

Yes

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

### **Enter description of the planned activity.**

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. As of December 31, 2016 the Federal Government will no longer accept data based on the current NEMSIS 2.0/2.2 data elements, but unfortunately, DHSS has not been able to migrate to NESIS 3.0. With this funding, the migration can occur and EMS data can be captured and reported to NHTSA.

### **Enter intended subrecipients.**

MO Dept. of Health and Senior Services

### Countermeasure strategies

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.**

### **Countermeasure strategies in planned activities**

<b>Fiscal Year</b>	<b>Countermeasure Strategy Name</b>
2019	Improves integration between one or more core highway safety databases

### Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2016	MAP 21 405c Data Program	405c Data Program (MAP-21)	\$25,817.40	\$0.00	
2017	FAST Act 405c Data Program	405c Data Program (FAST)	\$64,543.50	\$0.00	
2018	FAST Act 405c Data Program	405c Data Program (FAST)	\$25,817.40	\$0.00	
2019	FAST Act 405c Data Program	405c Data Program (FAST)	\$12,908.70	\$0.00	

### Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

### 5.11.1.3 Planned Activity: Statewide Traffic Accident Records Sys.

<b>Planned activity name</b>	Statewide Traffic Accident Records Sys.
<b>Planned activity number</b>	M3DA-2019-04-08-00
<b>Primary countermeasure strategy</b>	Improves integration between one or more core highway safety databases

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

Yes

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

Yes

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

The purpose of this grant proposal is to continue the activities of the Statewide Traffic Accident Records System (STARS) Information Maintenance Project. This project will entail personnel from the Highway Patrol, Patrol Records Division, processing and encoding information from approximately 130,000 - 150,000 motor vehicle crash reports into the STARS. The funding will cover personnel, supplies, consultant services and travel to conferences.

**Enter intended subrecipients.**

MO State Highway Patrol

## Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

### Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Improves integration between one or more core highway safety databases

## Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2016	MAP 21 405c Data Program	405c Data Program (MAP-21)	\$45,743.75	\$0.00	
2017	FAST Act 405c Data Program	405c Data Program (FAST)	\$114,359.38	\$0.00	
2018	FAST Act 405c Data Program	405c Data Program (FAST)	\$45,743.75	\$0.00	
2019	FAST Act 405c Data Program	405c Data Program (FAST)	\$22,871.87	\$0.00	

## Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

### 5.11.1.4 Planned Activity: STARS and FARS Support

<b>Planned activity name</b>	STARS and FARS Support
<b>Planned activity number</b>	M3DA-2019-04-09-00
<b>Primary countermeasure strategy</b>	Improves integration between one or more core highway safety databases

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

Yes

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

Yes

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

### Enter description of the planned activity.

Secure federal funding in order for MSHP to meet our MOU obligation with MoDOT and cover the costs to complete the transition of the STARS from COOL:Gen technology to .NET as well as additional STARS enhancements and knowledge transfer of consultants to MSHP information technology personnel on .NET technology.

### Enter intended subrecipients.

MO State Highway Patrol

### Countermeasure strategies

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.**

### Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Improves integration between one or more core highway safety databases

### Funding sources

**Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.**

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2016	MAP 21 405c Data Program	405c Data Program (MAP-21)	\$21,765.75	\$0.00	
2017	FAST Act 405c Data Program	405c Data Program (FAST)	\$54,414.36	\$0.00	
2018	FAST Act 405c Data Program	405c Data Program (FAST)	\$21,765.74	\$0.00	
2019	FAST Act 405c Data Program	405c Data Program (FAST)	\$10,882.87	\$0.00	

## Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

### 5.11.1.5 Planned Activity: Predictive Analytical Crash Project

<b>Planned activity name</b>	Predictive Analytical Crash Project
<b>Planned activity number</b>	M3DA-2019-04-10-00
<b>Primary countermeasure strategy</b>	Improves integration between one or more core highway safety databases

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

Yes

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

Yes

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

#### **Enter description of the planned activity.**

The Missouri State Highway Patrol Statistical Analysis Center (SAC) is developing a predictive model to provide law enforcement officers with a crash forecast. This forecast will assist officers in making smarter patrol decisions in hopes of deterring bad driver behavior and preventing traffic crashes. The SAC will also provide other agencies with the forecast through the use of a secure online portal, which will create the Missouri Analytical Traffic Reporting Information Exchange (MATRIX). The goal of the MATRIX is to spur collaboration among all law enforcement agencies in Missouri and to encourage them to submit their crash reports electronically. If the SAC is able to receive timely data from other agencies, then they will be able to produce a more accurate crash forecast leading to safer roads across Missouri. The funding will provide consultant services and travel costs.

#### **Enter intended subrecipients.**

MO State Highway Patrol

#### Countermeasure strategies

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.**

#### **Countermeasure strategies in planned activities**

<b>Fiscal Year</b>	<b>Countermeasure Strategy Name</b>
2019	Improves integration between one or more core highway safety databases

#### Funding sources



Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2016	MAP 21 405c Data Program	405c Data Program (MAP-21)	\$7,431.20	\$0.00	
2017	FAST Act 405c Data Program	405c Data Program (FAST)	\$18,578.00	\$0.00	
2018	FAST Act 405c Data Program	405c Data Program (FAST)	\$7,431.20	\$0.00	
2019	FAST Act 405c Data Program	405c Data Program (FAST)	\$3,715.60	\$0.00	

### Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

### 5.11.1.6 Planned Activity: Show Me Court Implementations

<b>Planned activity name</b>	Show Me Court Implementations
<b>Planned activity number</b>	M3DA-2019-04-11-00
<b>Primary countermeasure strategy</b>	Improves integration between one or more core highway safety databases

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

Yes

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

Yes

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

#### **Enter description of the planned activity.**

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.

### Enter intended subrecipients.

Office of State Courts Administrator

### Countermeasure strategies

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.**

#### Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Improves integration between one or more core highway safety databases

### Funding sources

**Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.**

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2016	MAP 21 405c Data Program	405c Data Program (MAP-21)	\$48,579.67	\$0.00	
2017	FAST Act 405c Data Program	405c Data Program (FAST)	\$121,449.17	\$0.00	
2018	FAST Act 405c Data Program	405c Data Program (FAST)	\$48,579.67	\$0.00	
2019	FAST Act 405c Data Program	405c Data Program (FAST)	\$24,289.83	\$0.00	

### Major purchases and dispositions

**Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.**

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

### 5.11.1.7 Planned Activity: JIS Monitoring and Reporting

<b>Planned activity name</b>	JIS Monitoring and Reporting
<b>Planned activity number</b>	M3DA-2019-04-12-00
<b>Primary countermeasure strategy</b>	Improves integration between one or more core highway safety databases

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

Yes

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

Yes

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

### Enter description of the planned activity.

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.

### Enter intended subrecipients.

Office of State Courts Administrator

### Countermeasure strategies

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.**

### Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Improves integration between one or more core highway safety databases

### Funding sources

**Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.**

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2016	MAP 21 405c Data Program	405c Data Program (MAP-21)	\$42,882.82	\$0.00	

2017	FAST Act 405c Data Program	405c Data Program (FAST)	\$107,207.04	\$0.00	
2018	FAST Act 405c Data Program	405c Data Program (FAST)	\$42,882.81	\$0.00	
2019	FAST Act 405c Data Program	405c Data Program (FAST)	\$21,441.41	\$0.00	

## Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of **\$5,000** or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

### 5.11.1.8 Planned Activity: Electronic Records Adoption Improvement

<b>Planned activity name</b>	Electronic Records Adoption Improvement
<b>Planned activity number</b>	M3DA-2019-04-16-00
<b>Primary countermeasure strategy</b>	Improves integration between one or more core highway safety databases

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

Yes

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

Yes

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

### **Enter description of the planned activity.**

The long term mission of the Traffic Data Standardization Project is to bring additional agencies of all sizes who work traffic crashes into the LETS system so they can submit crash data directly into the STARS system. This transformation of data from paper copy submission to electronic submission with electronic checks and balances will greatly increase the accuracy of the data going into the STARS system as well as increasing the speed (time) it takes to get into the STARS database. The State has demonstrated a need to have complete and accurate data in the STARS system to allow for corrective enforcement, advanced engineering and accurate reporting to the federal levels. Contact will be made with Missouri Law Enforcement agencies to encourage their participation in LETS to achieve results sought for the objectives identified. Monthly reporting will illustrate these contacts, software distributed, etc. If desired, additional reporting on growth of LETS use and electronic reporting of Crash Reports, via LETS, will be provided. The funding will provide consultant program fees and operational costs.

### **Enter intended subrecipients.**

REJIS

### **Countermeasure strategies**

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.**

## Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Improves integration between one or more core highway safety databases

## Funding sources

Click **Add New** to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2016	MAP 21 405c Data Program	405c Data Program (MAP-21)	\$3,363.60	\$0.00	
2017	FAST Act 405c Data Program	405c Data Program (FAST)	\$8,409.00	\$0.00	
2018	FAST Act 405c Data Program	405c Data Program (FAST)	\$3,363.60	\$0.00	
2019	FAST Act 405c Data Program	405c Data Program (FAST)	\$1,681.80	\$0.00	

## Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

## 5.11.2 Countermeasure Strategy: Highway Safety Office Program Management

<b>Program area</b>	Traffic Records
<b>Countermeasure strategy</b>	Highway Safety Office Program Management

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical**



**application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

**Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication,**

**policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

## Countermeasure strategy description

**To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:**

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

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

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

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.

## Evidence of effectiveness

**Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.**

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.

## Planned activities

**Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.**

### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
M3DA-2019-04-04-00	Traffic Records Data Improvement	Highway Safety Office Program Management
M3DA-2019-04-00-00	THSD-Statewide 405c Data Program	Highway Safety Office Program Management

#### 5.11.2.1 Planned Activity: Traffic Records Data Improvement

<b>Planned activity name</b>	Traffic Records Data Improvement
<b>Planned activity number</b>	M3DA-2019-04-04-00
<b>Primary countermeasure strategy</b>	Highway Safety Office Program Management

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

Yes

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

Yes

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

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 and e-citation integration and equipment

**Enter intended subrecipients.**

Highway Safety and Traffic Division

**Countermeasure strategies**

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.**

**Countermeasure strategies in planned activities**

Fiscal Year	Countermeasure Strategy Name
2019	Improves integration between one or more core highway safety databases
2019	Highway Safety Office Program Management

## Funding sources

Click **Add New** to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2016	MAP 21 405c Data Program	405c Data Program (MAP-21)	\$18,200.00	\$0.00	
2017	FAST Act 405c Data Program	405c Data Program (FAST)	\$45,500.00	\$0.00	
2018	FAST Act 405c Data Program	405c Data Program (FAST)	\$18,200.00	\$0.00	
2019	FAST Act 405c Data Program	405c Data Program (FAST)	\$9,100.00	\$0.00	

## Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

### 5.11.2.2 Planned Activity: THSD-Statewide 405c Data Program

<b>Planned activity name</b>	THSD-Statewide 405c Data Program
<b>Planned activity number</b>	M3DA-2019-04-00-00
<b>Primary countermeasure strategy</b>	Highway Safety Office Program Management

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

Yes

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

Yes

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

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.

### Enter intended subrecipients.

Highway Safety and Traffic Division

### Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

### Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Highway Safety Office Program Management

### Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2016	MAP 21 405c Data Program	405c Data Program (MAP-21)	\$250,000.00	\$192,998.14	\$100,000.00
2017	FAST Act 405c Data Program	405c Data Program (FAST)	\$500,000.00	\$482,495.34	\$200,000.00
2018	FAST Act 405c Data Program	405c Data Program (FAST)	\$500,000.00	\$192,998.14	\$200,000.00
2019	FAST Act 405c Data Program	405c Data Program (FAST)	\$1,250,000.00	\$96,499.06	\$500,000.00

### Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

## 5.12 Program Area: Roadway Safety/Traffic Engineering

**Program area type** Roadway Safety/Traffic Engineering

**Will countermeasure strategies and planned activities be described in this plan to address the program area?**

Yes

**Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?**

No

### Problem identification

**Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.**

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. Over 10,000 miles of rumble stripes have been installed. This combination of paved shoulders and rumble stripes 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.

### Performance measures

**Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.**

### Performance Measures in Program Area

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Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-1) Number of traffic fatalities (FARS)	5 Year	2019	872.3

## Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

### Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Highway Safety Office Program Management

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

<b>Program area</b>	Roadway Safety/Traffic Engineering
<b>Countermeasure strategy</b>	Highway Safety Office Program Management

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

**Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

## Countermeasure strategy description

**To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:**

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

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.

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

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 Blueprint 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.

## Evidence of effectiveness

**Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.**

Office of Highway Safety coordination of the Blueprint conference 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

**Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.**

### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
RS-2019-11-02-00	2019 Blueprint Conference	Highway Safety Office Program Management
RS-2019-11-01-00	Traffic Engineering Assistance Program	Highway Safety Office Program Management

### 5.12.1.1 Planned Activity: 2019 Blueprint Conference

Planned activity name	2019 Blueprint Conference
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<b>Planned activity number</b>	RS-2019-11-02-00
<b>Primary countermeasure strategy</b>	Highway Safety Office Program Management

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

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

**Enter intended subrecipients.**

University of MO Curators

**Countermeasure strategies**

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.**

**Countermeasure strategies in planned activities**

Fiscal Year	Countermeasure Strategy Name
2019	Highway Safety Office Program Management

**Funding sources**

**Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.**

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act NHTSA 402	Roadway Safety (FAST)	\$7,500.00	\$0.00	\$0.00
2018	FAST Act NHTSA 402	Roadway Safety (FAST)	\$15,000.00	\$0.00	\$0.00
2019	FAST Act NHTSA 402	Roadway Safety (FAST)	\$15,000.00	\$0.00	\$0.00

**Major purchases and dispositions**

**Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.**

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

### 5.12.1.2 Planned Activity: Traffic Engineering Assistance Program

<b>Planned activity name</b>	Traffic Engineering Assistance Program
<b>Planned activity number</b>	RS-2019-11-01-00
<b>Primary countermeasure strategy</b>	Highway Safety Office Program Management

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a**

**majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

It is often necessary for cities and counties to obtain the services of private consulting engineering firms in order to aid them in correcting operational problems on their streets and highways. Correction of these problems can require detailed assessment of traffic crash analysis, traffic counts, speed surveys, minor 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 traffic engineer consultant may be called upon to perform. Most cities and counties do not have personnel with expertise in these areas to perform the necessary analysis. This is a support problem where methods of correcting a particular situation must first be examined and determined before they can be implemented or evaluated for effectiveness.

**Enter intended subrecipients.**

Highway Safety and Traffic Division

**Countermeasure strategies**

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.**

**Countermeasure strategies in planned activities**

Fiscal Year	Countermeasure Strategy Name
2019	Highway Safety Office Program Management

**Funding sources**

**Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.**

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act NHTSA 402	Roadway Safety (FAST)	\$16,800.00	\$0.00	\$0.00
2018	FAST Act NHTSA 402	Roadway Safety (FAST)	\$33,600.00	\$0.00	\$0.00
2019	FAST Act NHTSA 402	Roadway Safety (FAST)	\$33,600.00	\$0.00	\$0.00

## Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

## 5.13 Program Area: Railroad Safety

<b>Program area type</b>	Railroad Safety
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**Will countermeasure strategies and planned activities be described in this plan to address the program area?**

Yes

**Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?**

No

## Problem identification

**Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.**

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 extremely 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.

## Performance measures

**Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.**

### Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-1) Number of traffic fatalities (FARS)	5 Year	2019	872.3

## Countermeasure strategies

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.**

### Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Railway Safety Education

### 5.13.1 Countermeasure Strategy: Railway Safety Education

<b>Program area</b>	Railroad Safety
<b>Countermeasure strategy</b>	Railway Safety Education

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

**Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

## Countermeasure strategy description

**To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:**

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

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.

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

There were 14 fatalities at Missouri railroad crossings in the last three years (2015-2017). Through safety presentations, positive enforcement and grade crossing collision training, Missouri intends to use railway safety education to reduce the overall number of fatalities.

## Evidence of effectiveness

**Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.**

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

Select existing planned activities below and/or click **Add New** to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
RH-2019-02-01-00	Missouri Operation Lifesaver	Railway Safety Education

#### 5.13.1.1 Planned Activity: Missouri Operation Lifesaver

Planned activity name	Missouri Operation Lifesaver
Planned activity number	RH-2019-02-01-00
Primary countermeasure strategy	Railway Safety Education

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

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.

**Enter intended subrecipients.**

Missouri Operation Lifesaver

**Countermeasure strategies**

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.**

**Countermeasure strategies in planned activities**

Fiscal Year	Countermeasure Strategy Name
2019	Railway Safety Education

**Funding sources**

**Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.**

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act NHTSA 402	Railroad/Highway Crossings (FAST)	\$4,500.00	\$0.00	\$4,500.00
2018	FAST Act NHTSA 402	Railroad/Highway Crossings (FAST)	\$9,000.00	\$0.00	\$9,000.00
2019	FAST Act NHTSA 402	Railroad/Highway Crossings (FAST)	\$9,000.00	\$0.00	\$9,000.00

## Major purchases and dispositions

**Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.**

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

## 5.14 Program Area: Speed Management

<b>Program area type</b>	Speed Management
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**Will countermeasure strategies and planned activities be described in this plan to address the program area?**

Yes

**Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?**

No

### Problem identification

**Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.**

Speeding/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. Speeding/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,

the combination of aggressive driving behaviors contributed to 53 percent of fatalities and 46 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. Nearly 37 percent of all Missouri fatalities over the last five years were speed-related.

## Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

### Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-6) Number of speeding-related fatalities (FARS)	5 Year	2019	331.7

## Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

### Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Sustained Enforcement
2019	Law Enforcement Training
2019	Highway Safety Office Program Management

### 5.14.1 Countermeasure Strategy: Sustained Enforcement

<b>Program area</b>	Occupant Protection (Adult and Child Passenger Safety)
<b>Countermeasure strategy</b>	Sustained Enforcement

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical**

**application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

**Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication,**



**policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

## Countermeasure strategy description

**To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:**

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

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.

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

Based on an annual average increase of 0.74 percent in speed related fatalities from 2012 to 2017, Missouri is projecting 331.7 five-year average speed related fatalities by December 31, 2019. In addition, based on an annual average increase of 2.53 percent in aggressive driving related fatalities from 2012 to 2017, Missouri is projecting 482.3 five-year average aggressive driving related fatalities by December 31, 2019.

During the last five years, the combination of aggressive driving behaviors contributed to 53 percent of fatalities and 46 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. Nearly 37 percent of all Missouri fatalities over the last five years were speed-related.

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.

## Evidence of effectiveness

### Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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.

## Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
PT-2019-02-00-G0	402 HMV Enforcement	Sustained Enforcement

#### 5.14.1.1 Planned Activity: 402 HMV Enforcement

Planned activity name	402 HMV Enforcement
Planned activity number	PT-2019-02-00-G0
Primary countermeasure strategy	Sustained Enforcement

#### Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

Yes

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

Yes

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

This funding will be used to pay for officer overtime, full time officer salary and fringe, and equipment which includes radars/lidars, window tint meters, crash reconstruction total stations, flares and flashlights. Funding will also be utilized to provide training for law enforcement in traffic safety countermeasures and reconstruction.

**Enter intended subrecipients.**

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., Butler County Sheriff's Office, Callaway County Sheriff's Office, Calverton Park Police Dept., Camden County Sheriff's Office, Camdenton Police Dept., Cameron Police Dept., Cape Girardeau Police Dept., Cass County Sheriff's Office, Chesterfield Police Dept., Chillicothe Police Dept., Christian County Sheriff's Office, Clay County Sheriff's Office, Clayton Police Dept., Cole County Sheriff's Dept., Creve Coeur Police Dept., Crystal City Police Dept., DeSoto Dept. of Public Safety, Ellisville Police Dept., Eureka Police Dept., Excelsior Springs Police Dept., Farmington Police Dept., Festus Police Dept., Florissant Police Dept., Franklin County Sheriff's Office, Fredericktown Police Dept., Gladstone Dept. of Public Safety, Glendale Police Dept., Grain Valley Police Dept., Grandview Police Dept., Greene County Sheriff's Office, Harrisonville Police Dept., Hazelwood Police Dept., Henry County Sheriff's Office, Highway Safety and Traffic Division, Hollister 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., Kennett Police Dept., Kirkwood Police Dept., Knox County Sheriff's Office, Lake St. Louis Police Dept., Lawrence County Sheriff's Dept., Lee's Summit Police Dept., Liberty Police Dept., Lincoln County Sheriff's Office, Livingston County Sheriff's Dept., Macon Police Dept., Madison County Sheriff's Office, Manchester Police Dept., Marshall Police Dept., Maryland Heights Police Dept., MO State Highway Patrol, Mountain View Police Dept., Neosho Police Dept., Nevada Police Dept., Newton County Sheriff's Office, Nixa Police Dept., O'Fallon Police Dept., Olivette Police Dept., Osage Beach Police Department, Overland Police Dept., Ozark Police Dept., Pettis County Sheriff's Office, Pevely Police Dept., Phelps County Sheriff's Dept., Platte County Sheriff's Office, Pleasant Hill Police Dept., Potosi Police Dept., Raymore Police Dept., Raytown Police Dept., Republic Police Dept., Richmond Heights Police Dept., Rogersville Police Dept., Rolla Police Dept., Scott County Sheriff's Office, Sedalia Police Dept., Shrewsbury Police Dept., Smithville Police Dept., Sparta Police Dept., Springfield Police Dept., St. Ann 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. Louis Metro Police Dept., St. Peters Police Dept., St. Robert Police Dept., Stone County Sheriff's Office, Town & Country Police Dept., Troy Police Dept., Union Police Dept., University City Police Dept., Vernon County Sheriff's Office, Vinita Park Police Dept., 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.

## Countermeasure strategies

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.**

### Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Sustained Enforcement

## Funding sources

**Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.**

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act	Police Traffic Services	\$647,305.89	\$0.00	\$572,305.89

	NHTSA 402	(FAST)			
2018	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$1,294,611.79	\$0.00	\$1,144,611.79
2019	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$1,294,611.78	\$0.00	\$1,144,611.78

## Major purchases and dispositions

**Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.**

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
Vehicle	1	\$32,600.00	\$32,600.00	\$16,300.00	\$16,300.00
Vehicle	1	\$45,000.00	\$45,000.00	\$45,000.00	\$45,000.00

## 5.14.2 Countermeasure Strategy: Law Enforcement Training

<b>Program area</b>	Speed Management
<b>Countermeasure strategy</b>	Law Enforcement Training

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

**Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and**

**maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail**

**required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

## Countermeasure strategy description

**To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:**

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

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.

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

Based on an annual average increase of 0.74 percent in speed related fatalities from 2012 to 2017, Missouri is projecting 331.7 five-year average speed related fatalities by December 31, 2019. In addition, based on an annual average increase of 2.53 percent in aggressive driving related fatalities from 2012 to 2017, Missouri is projecting 482.3 five-year average aggressive driving related fatalities by December 31, 2019.

During the last five years, the combination of aggressive driving behaviors contributed to 53 percent of fatalities and 46 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. Nearly 37 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, a number of training projects will be employed to ensure officers have the skills needed to combat these types of offenses and crashes.

## Evidence of effectiveness

**Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.**

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

**Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.**

### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
PT-2019-02-00-G1	2019 LETSAC Conference	Law Enforcement Training

PT-2019-02-28-00	LE Driving 2019	Law Enforcement Training
PT-2019-02-29-00	Law Enforcement Training	Law Enforcement Training
AI-2019-04-01-00	Accident Invest/Training/Reconstruction	Law Enforcement Training
PT-2019-02-32-00	Radar/EVOC/Instructor Dev/Equip Purchase	Law Enforcement Training
PT-2019-02-33-00	Skill Development	Law Enforcement Training
EM-2019-02-01-00	Highway Emergency Response Training	Law Enforcement Training

### 5.14.2.1 Planned Activity: 2019 LETSAC Conference

<b>Planned activity name</b>	2019 LETSAC Conference
<b>Planned activity number</b>	PT-2019-02-00-G1
<b>Primary countermeasure strategy</b>	Law Enforcement Training

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**



No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

#### **Enter description of the planned activity.**

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.

#### **Enter intended subrecipients.**

Highway Safety and Traffic Division, Missouri Police Chiefs Assoc.

#### **Countermeasure strategies**

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.**

#### **Countermeasure strategies in planned activities**

<b>Fiscal Year</b>	<b>Countermeasure Strategy Name</b>
2019	Law Enforcement Training

#### **Funding sources**

**Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.**

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$16,660.00	\$0.00	\$0.00
2018	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$33,320.00	\$0.00	\$0.00
2019	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$33,320.00	\$0.00	\$0.00

## Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

### 5.14.2.2 Planned Activity: LE Driving 2019

<b>Planned activity name</b>	LE Driving 2019
<b>Planned activity number</b>	PT-2019-02-28-00
<b>Primary countermeasure strategy</b>	Law Enforcement Training

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

The Missouri Police Chiefs Association will provide law enforcement defensive and tactical response driving training. The funding covers instructor fees, printing costs, monthly notifications, simulator repairs, facility costs, and costs associated with continuing education hours.

**Enter intended subrecipients.**

Missouri Police Chiefs Association

**Countermeasure strategies**

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.**

## Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Law Enforcement Training

## Funding sources

Click **Add New** to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$11,200.00	\$0.00	\$0.00
2018	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$22,400.00	\$0.00	\$0.00
2019	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$22,400.00	\$0.00	\$0.00

## Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

### 5.14.2.3 Planned Activity: Law Enforcement Training

<b>Planned activity name</b>	Law Enforcement Training
<b>Planned activity number</b>	PT-2019-02-29-00
<b>Primary countermeasure strategy</b>	Law Enforcement Training

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

Missouri Southern State University will provide comprehensive traffic enforcement related training to law enforcement officers in the state. The training programs will include Vehicle Search and Seizure, High Risk Vehicle Stops, Traffic Stop Safety, and Missouri Motor Vehicle Law. MSSU charges a flat fee per course which covers all the expenses for conducting the course.

### Enter intended subrecipients.

Missouri Southern State University

### Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

### Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Law Enforcement Training

### Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$7,200.00	\$0.00	\$0.00
2018	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$14,400.00	\$0.00	\$0.00
2019	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$14,400.00	\$0.00	\$0.00

### Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

### 5.14.2.4 Planned Activity: Accident Invest/Training/Reconstruction

<b>Planned activity name</b>	Accident Invest/Training/Reconstruction
<b>Planned activity number</b>	AI-2019-04-01-00
<b>Primary countermeasure strategy</b>	Law Enforcement Training

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail**

required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

### Enter description of the planned activity.

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. MSHP is charging a fee per student for each of the courses with the grant covering 62% of that cost.

### Enter intended subrecipients.

MO State Highway Patrol

### Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

### Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Law Enforcement Training

### Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act NHTSA 402	Accident Investigation (FAST)	\$19,657.60	\$0.00	\$0.00
2018	FAST Act NHTSA 402	Accident Investigation (FAST)	\$39,315.19	\$0.00	\$0.00
2019	FAST Act NHTSA 402	Accident Investigation (FAST)	\$39,315.19	\$0.00	\$0.00



## Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

### 5.14.2.5 Planned Activity: Radar/EVOC/Instructor Dev/Equip Purchase

<b>Planned activity name</b>	Radar/EVOC/Instructor Dev/Equip Purchase
<b>Planned activity number</b>	PT-2019-02-32-00
<b>Primary countermeasure strategy</b>	Law Enforcement Training

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

#### **Enter description of the planned activity.**

The Missouri State Highway Patrol Training Academy will offer Radar/Laser Operator and Instructor, Emergency Vehicle Operations Course (EVO) Basic, Instructor and Refresher, Instructor Development 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 EVO, safety cones, etc. MSHP is charging a fee per student for each of the courses with the grant covering 62% of that cost.

#### **Enter intended subrecipients.**

MO State Highway Patrol

#### **Countermeasure strategies**

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.**

#### **Countermeasure strategies in planned activities**

<b>Fiscal Year</b>	<b>Countermeasure Strategy Name</b>
2019	Law Enforcement Training

#### **Funding sources**

**Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.**

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$21,911.88	\$0.00	\$0.00
2018	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$43,823.75	\$0.00	\$0.00
2019	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$43,823.75	\$0.00	\$0.00

## Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

### 5.14.2.6 Planned Activity: Skill Development

<b>Planned activity name</b>	Skill Development
<b>Planned activity number</b>	PT-2019-02-33-00
<b>Primary countermeasure strategy</b>	Law Enforcement Training

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

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, and the annual MADD Conference.

**Enter intended subrecipients.**

MO State Highway Patrol

**Countermeasure strategies**

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

### Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Law Enforcement Training

### Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$6,000.00	\$0.00	\$0.00
2018	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$12,000.00	\$0.00	\$0.00
2019	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$12,000.00	\$0.00	\$0.00

### Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

### 5.14.2.7 Planned Activity: Highway Emergency Response Training

<b>Planned activity name</b>	Highway Emergency Response Training
<b>Planned activity number</b>	EM-2019-02-01-00
<b>Primary countermeasure strategy</b>	Law Enforcement Training

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

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.

**Enter intended subrecipients.**

University of MO Curators

**Countermeasure strategies**

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.**

**Countermeasure strategies in planned activities**

Fiscal Year	Countermeasure Strategy Name
2019	Law Enforcement Training

**Funding sources**

**Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.**

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act NHTSA 402	Emergency Medical Services (FAST)	\$15,974.00	\$0.00	\$0.00
2018	FAST Act NHTSA 402	Emergency Medical Services (FAST)	\$31,948.00	\$0.00	\$0.00
2019	FAST Act NHTSA 402	Emergency Medical Services (FAST)	\$31,948.00	\$0.00	\$0.00

**Major purchases and dispositions**

**Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.**

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

### 5.14.2.8 Planned Activity: Advanced Crash Investigation Training

<b>Planned activity name</b>	Advanced Crash Investigation Training
<b>Planned activity number</b>	154AL-2019-AL-16-00
<b>Primary countermeasure strategy</b>	Law Enforcement Training

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**



No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

### **Enter description of the planned activity.**

Advanced crash investigation training for KCPD crash reconstructionists to utilize during impaired driving related crashes resulting in fatalities and/or serious injuries. The skills, knowledge and techniques gained through these courses will teach officers how to recognize and detect specific facts to aid in prosecuting impaired drivers when they recklessly cause a crash and death to another.

### **Enter intended subrecipients.**

Kansas City MO Board of Police Commissioners

### **Countermeasure strategies**

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.**

### **Countermeasure strategies in planned activities**

<b>Fiscal Year</b>	<b>Countermeasure Strategy Name</b>
2019	Law Enforcement Training

### **Funding sources**

**Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.**

<b>Source Fiscal Year</b>	<b>Funding Source</b>	<b>Eligible Use of Funds</b>	<b>Estimated Funding Amount</b>	<b>Match Amount</b>	<b>Local Benefit</b>
2017	154 Transfer Funds-AL	154 Alcohol	\$7,500.00	\$0.00	\$7,500.00

2018	154 Transfer Funds-AL	154 Alcohol	\$19,500.00	\$0.00	\$19,500.00
2019	154 Transfer Funds-AL	154 Alcohol	\$3,000.00	\$0.00	\$3,000.00

## Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

### 5.14.2.9 Planned Activity: Training for Law Enforcement Officers

<b>Planned activity name</b>	Training for Law Enforcement Officers
<b>Planned activity number</b>	M5TR-2019-03-01-00
<b>Primary countermeasure strategy</b>	Law Enforcement Training

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

Yes

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

Yes

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

### **Enter description of the planned activity.**

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 Spanish for law enforcement conducting SFSTs. MSSU charges a flat fee per course which covers all the expenses for conducting the course.

### **Enter intended subrecipients.**

Missouri Southern State University

### **Countermeasure strategies**

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.**

### **Countermeasure strategies in planned activities**

<b>Fiscal Year</b>	<b>Countermeasure Strategy Name</b>
2019	Law Enforcement Training

## Funding sources

Click **Add New** to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act 405d Impaired Driving Mid	405d Mid Training (FAST)	\$21,168.00	\$0.00	
2018	FAST Act 405d Impaired Driving Mid	405d Mid Training (FAST)	\$42,336.00	\$0.00	
2019	FAST Act 405d Impaired Driving Mid	405d Mid Training (FAST)	\$7,056.00	\$0.00	

## Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

### 5.14.2.10 Planned Activity: 402 Training/Survey/Operations

<b>Planned activity name</b>	402 Training/Survey/Operations
<b>Planned activity number</b>	PT-2019-02-A0-00
<b>Primary countermeasure strategy</b>	Law Enforcement Training

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

Provide training expenses for Highway Safety Staff, law enforcement and other external partners; fund the public opinion survey; DWI/Full Time Unit workshop; hOUR program lunch and learns, and the TOPS training program.

**Enter intended subrecipients.**

Highway Safety and Traffic Division

## Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

### Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Highway Safety Office Program Management

## Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$28,750.00	\$0.00	\$0.00
2018	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$57,500.00	\$0.00	\$0.00
2019	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$57,500.00	\$0.00	\$0.00

## Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

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

<b>Program area</b>	Speed Management
<b>Countermeasure strategy</b>	Highway Safety Office Program Management

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

**Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B)**

**[Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

## Countermeasure strategy description

**To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:**

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

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.

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

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 an annual average increase of 0.74 percent in speed related fatalities from 2012 to 2017, Missouri is projecting 331.7 five-year average speed related fatalities by December 31, 2019. In addition, based on an annual average increase of 2.53 percent in aggressive driving related fatalities from 2012 to 2017, Missouri is projecting 482.3 five-year average aggressive driving related fatalities by December 31, 2019.



During the last five years, the combination of aggressive driving behaviors contributed to 53 percent of fatalities and 46 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. Nearly 37 percent of all Missouri fatalities over the last five years were speed-related.

## Evidence of effectiveness

### Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

## Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
PT-2019-02-A1-00	2019 Police Traffic Services	Highway Safety Office Program Management
PT-2019-02-00-00	THSD-Statewide PTS	Highway Safety Office Program Management
PT-2019-02-A0-00	402 Training/Survey/Operations	Law Enforcement Training

### 5.14.3.1 Planned Activity: 2019 Police Traffic Services

<b>Planned activity name</b>	2019 Police Traffic Services
<b>Planned activity number</b>	PT-2019-02-A1-00
<b>Primary countermeasure strategy</b>	Highway Safety Office Program Management

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

In order to effectively carry out the mission of the state Highway Safety Office, it is necessary to have program coordinators assigned to the various traffic safety program areas. The time these individuals work on traffic safety countermeasures within the program areas must be able to be charged against the federal highway safety funds allocated for this purpose.

**Enter intended subrecipients.**

Highway Safety and Traffic Division

## Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

### Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Highway Safety Office Program Management

## Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$82,250.00	\$0.00	\$0.00
2018	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$164,500.00	\$0.00	\$0.00
2019	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$164,500.00	\$0.00	\$0.00

## Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

### 5.14.3.2 Planned Activity: THSD-Statewide PTS

<b>Planned activity name</b>	THSD-Statewide PTS
<b>Planned activity number</b>	PT-2019-02-00-00

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting**

**the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

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.

**Enter intended subrecipients.**

Highway Safety and Traffic Division

**Countermeasure strategies**

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.**

**Countermeasure strategies in planned activities**

Fiscal Year	Countermeasure Strategy Name
2019	Highway Safety Office Program Management

**Funding sources**

**Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.**

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$1,125,000.00	\$1,314,010.81	\$1,000,000.00
2018	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$2,250,000.00	\$1,314,010.81	\$2,000,000.00
2019	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$2,250,000.00	\$657,005.40	\$2,000,000.00

**Major purchases and dispositions**

**Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.**

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Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

## 5.15 Program Area: Planning & Administration

**Program area type** Planning & Administration

**Will countermeasure strategies and planned activities be described in this plan to address the program area?**

No

**Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?**

No

### Problem identification

**Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.**

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.

### Planned Activities in the Planning & Administration

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
PA-2019-02-01-00	2019 Planning and Administration	

#### 5.15.1 Planned Activity: 2019 Planning and Administration

<b>Planned activity name</b>	2019 Planning and Administration
<b>Planned activity number</b>	PA-2019-02-01-00
<b>Primary countermeasure strategy</b>	

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

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.

**Enter intended subrecipients.**

Highway Safety and Traffic Division

**Countermeasure strategies**

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.**

**Countermeasure strategies in planned activities**

Fiscal Year	Countermeasure Strategy Name
No records found.	

**Funding sources**

**Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.**

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act NHTSA 402	Planning and Administration (FAST)	\$28,750.00	\$28,750.00	\$0.00
2018	FAST Act NHTSA 402	Planning and Administration (FAST)	\$57,500.00	\$57,500.00	\$0.00
2019	FAST Act NHTSA 402	Planning and Administration (FAST)	\$57,500.00	\$57,500.00	\$0.00

**Major purchases and dispositions**

**Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.**

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					



## 6 Evidence-based Traffic Safety Enforcement Program (TSEP)

Evidence-based traffic safety enforcement program (TSEP) information

**Identify the planned activities that collectively constitute an evidence-based traffic safety enforcement program (TSEP).**

**Planned activities in the TSEP:**

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
PM-2019-02-05-00	Work Zone Awareness Campaign	Public Information and Education
PM-2019-02-07-00	PI Creative Services and Paid Media	Public Information and Education
PM-2019-02-06-00	Bike/Pedestrian and Distracted Driving	Public Information and Education
PT-2019-02-00-G0	402 HMV Enforcement	Sustained Enforcement
154AL-2019-AL-00-G0	154 Impaired Driving Enforcement	High Visibility Saturation Patrols
M5HVE-2019-03-00-G0	405d Impaired Driving Enforcement	High Visibility Saturation Patrols
154AL-2019-AL-71-00	Alcohol LE Liaison	Law Enforcement Outreach Liaison
154AL-2019-AL-19-00	Enforcement - Drive Sober Campaign	High Visibility Saturation Patrols
M2HVE-2019-05-00-G0	Occupant Protection Enforcement	Short-term, High Visibility Seat Belt Law Enforcement
PT-2019-02-68-00	Occupant Protection LE Liaison	Occupant Protection Law Enforcement Liaison
PT-2019-02-67-00	Occupant Protection Enforcement Campaign	Short-term, High Visibility Seat Belt Law Enforcement

## Analysis

**Enter analysis of crashes, crash fatalities, and injuries in areas of highest risk.**

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 located at [1Thttps://www.mshp.dps.missouri.gov/MSHPWeb/SAC/stars\\_index.html](https://www.mshp.dps.missouri.gov/MSHPWeb/SAC/stars_index.html)

**Enter explanation of the deployment of resources based on the analysis performed.**

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 reaching the Blueprint's target of 700 or fewer fatalities by 2020, 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.

**Enter description of how the State plans to monitor the effectiveness of enforcement activities, make ongoing adjustments as warranted by data, and update the countermeasure strategies and projects in the Highway Safety Plan (HSP).**

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 following is a list of other measures.

- Number of speeding citations issued during grant-funded enforcement activities and mobilizations
- Number of impaired driving arrests made during grant-funded enforcement activities and mobilizations.
- Number of safety belt citations issued during grant-funded enforcement activities and mobilizations

The Law Enforcement Traffic Safety Advisory Council identifies quarterly impaired driving and occupant protection mobilization dates for each fiscal year. The LE program management staff 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 10 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 full-time DWI/Traffic Units:

- 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
- Franklin County Sheriff's Office
- St. Louis County Police Department
- Creve Coeur Police Department
- Platte 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 DWI Task Force (7 Agencies)
- Jackson County Traffic Safety Task Force (9 Agencies)
- Cass County STEP DWI Task Force (4 Agencies)
- Clay/Platte County DWI Task Force (14 Agencies)
- St. Louis Regional Traffic Safety Council (50 Agencies)
- St. Charles County DWI Task Force (7 Agencies)
- Central Ozarks Regional DWI Task Force (19 Agencies)
- Southeast Missouri DWI Task Force (13 Agencies)
- Law Enforcement Traffic Safety Advisory Council

*New legislation regarding Sobriety Checkpoints:*

In 2009 an effort was made to increase the number of sobriety checkpoints held each year. Since that time approximately 500 checkpoints are held each year.

In 2017, the Missouri legislature drafted and approved a bill which only allows the HSO to fund one dollar toward sobriety checkpoints. It was the hope of the HSO that this legislation would be reversed in the 2018 legislative session, however, it was upheld, so law enforcement agencies are encouraged to continue conducting sobriety checkpoints with internal funding.

Since the approved bill cutting sobriety checkpoints paid for by grant funding, the number of checkpoints dropped from 376 in 2016 to 134 in 2017. Therefore, there will be no sobriety checkpoints in 2018 funding by Highway Safety funds.

## **7 High Visibility Enforcement**

### High-visibility enforcement (HVE) strategies

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

**\*Reminder: When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Countermeasure Strategy Name
Short-term, High Visibility Seat Belt Law Enforcement
Occupant Protection Law Enforcement Liaison
Law Enforcement Outreach Liaison
High Visibility Saturation Patrols
Communication Campaign
Communication Campaign

## HVE activities

**Select specific HVE planned activities that demonstrate the State's support and participation in the National high-visibility law enforcement mobilizations to reduce alcohol-impaired or drug impaired operation of motor vehicles and increase use of seat belts by occupants of motor vehicles.**

### HVE Campaigns Selected

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
154AL-2019-AL-19-00	Enforcement - Drive Sober Campaign	High Visibility Saturation Patrols
PT-2019-02-67-00	Occupant Protection Enforcement Campaign	Short-term, High Visibility Seat Belt Law Enforcement

## 8 405(b) Occupant Protection Grant

### Occupant protection information

405(b) qualification status:	Lower seat belt use rate State
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### Occupant protection plan

**Submit State occupant protection program area plan that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems.**

<b>Program Area</b>
Occupant Protection (Adult and Child Passenger Safety)

## Participation in Click-it-or-Ticket (CIOT) national mobilization

**Select or click Add New to submit the planned participating agencies during the fiscal year of the grant, as required under § 1300.11(d)(6).**

### Agencies planning to participate in CIOT

<b>Agency</b>
Adair County SD.
Arnold Police Dept.
Audrain County SD.
Aurora Police Dept.
Ava Police Dept.
Belton Police Dept.
Bel-Ridge Police Dept.
Blue Springs Police Dept.
Bolivar Police Dept.
Boone County Sheriff's Dept.
Bowling Green Police Dept.
Branson Police Dept.

### Enter description of the State's planned participation in the Click-it-or-Ticket national mobilization.

#### Participation in Click It or Ticket National Mobilization

The State of Missouri has utilized the Click It or Ticket mobilization model for the past 15 years. Missouri will continue to use this model for future CIOT mobilizations, including participation in the FY2019 mobilization.

The FY 2018 CIOT campaign funded local cities, counties and state patrol law enforcement agencies to conduct safety belt enforcement efforts between May 21 and June 3, 2018. Contract award amounts for enforcement include \$90,000.00 to the Missouri State Highway Patrol, \$178,088 to local cities and counties and \$200,000 for paid media. Missouri also promoted the 2018 CIOT campaign by issuing pre and post news releases to local media and requiring all participating agencies to notify local media about their participation in the 2018 CIOT campaign and their final results. All enforcement efforts were coupled with an aggressive paid media campaign that began one week prior to the enforcement campaign and ran through the end of the campaign.

Following the same plan as FY2018, the FY2019 contract award amounts total \$122,100 to the Missouri State Highway Patrol, \$171,000 to local cities and counties, and \$200,000 for paid media. The FY2019 campaign will run May 20 – June 2, 2019. Missouri averages 150 participating law enforcement agencies for the CIOT national safety belt campaign.

In 2019 Missouri plans to have a minimum of 140 police agencies participating in the Click it or Ticket Campaign. Through the work of the Law Enforcement Liaisons (LEL), we have already seen an increase in departments. The LEL's have been working diligently contacting departments and encouraging them to participate in various campaigns.

The Highway Safety Office has brought the idea of nighttime enforcement to our grant meetings with the departments and encouraged departments to think outside the box in this area. We have encouraged departments to come up with ideas on how to add nighttime enforcement to their current efforts. We will continue to encourage this at our upcoming meetings as we move forward in the future.

Currently Missouri has 60 locations covered by a primary seat belt ordinance accounting for approximately 27% of the population of Missouri. Following is a list of citation information from the CIOT mobilization and a list of current agencies included in the CIOT campaign.

*Citations/Warnings Issued During the Click It or Ticket Mobilization*

*Safety Belt Campaign\**

<b>Year</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>
Participating Agencies	133	193	149	160	142	136
Hours Worked	6,079	9,011	7,365	7,334	7,381	11,071
Traffic Stops	18,523	17,195	17,131	14,332	10,894	10,180
Sobriety Checkpoints	5	6	3	2	2	1
DWI Arrests	147	193	167	239	174	146
Safety Restraint Citations/Warnings	5,201	9,074	9,050	7,785	6,011	5,734
Child Passenger Citations/Warnings	164	369	377	132	220	207
Felonies	74	85	109	115	137	90
Stolen Vehicles Recovered	4	4	9	3	14	11
Fugitives Apprehended	217	242	503	316	358	248

Suspended Licenses	850	1,336	1,576	1,271	1,112	805
Uninsured Motorists	2,303	3,149	3,284	2,792	2,775	2,020
Speeding	6,571	8,754	8,682	8,069	4,240	3,598
Reckless Driver	119	191	213	181	151	149
Drugs	84	194	170	211	217	222
Other	8,199	9,086	9,491	9,355	8,994	9169

\*Source: MoDOT Traffic & Highway Safety Online Mobilization Activity Reporting Website. 2018 campaign results not available at the time this report was created.

## Child restraint inspection stations

**Submit countermeasure strategies, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification.**

**\*Reminder: When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Countermeasure Strategy Name
Child Restraint System Inspection Station(s)

**Submit planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification.**

**\*Reminder: When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
CR-2019-05-02-00	402 Car Seat Distribution	CPS Outreach Programs
M2CSS-2019-05-01-00	405 Car Seat Distribution	CPS Outreach Programs
M2CPS-2019-05-01-00	CPS Program Training	CPS Outreach Programs
CR-2019-05-01-00	CPS Program Activities Administration	CPS Outreach Programs
M2CPS-2019-05-04-00	Child Passenger Safety Campaign	Communication Campaign

CP-2019-09-02-00	Occupant Protection - Injury Prevention	CPS Outreach Programs
M2CPS-2019-05-02-00	Child Passenger Safety	CPS Outreach Programs

**Enter the total number of planned inspection stations and/or events in the State.**

Planned inspection stations and/or events:	179
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**Enter the number of planned inspection stations and/or inspection events serving each of the following population categories: urban, rural, and at-risk.**

Populations served - urban	84
Populations served - rural	95
Populations served - at risk	86

**CERTIFICATION: The inspection stations/events are staffed with at least one current nationally Certified Child Passenger Safety Technician.**

### Child passenger safety technicians

**Submit countermeasure strategies, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification.**

**\*Reminder: When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Countermeasure Strategy Name
Child Restraint System Inspection Station(s)

**Submit planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification.**

**\*Reminder: When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure



CR-2019-05-02-00	402 Car Seat Distribution	CPS Outreach Programs
M2CSS-2019-05-01-00	405 Car Seat Distribution	CPS Outreach Programs
M2CPS-2019-05-01-00	CPS Program Training	CPS Outreach Programs
CR-2019-05-01-00	CPS Program Activities Administration	CPS Outreach Programs
M2CPS-2019-05-04-00	Child Passenger Safety Campaign	Communication Campaign
CP-2019-09-02-00	Occupant Protection - Injury Prevention	CPS Outreach Programs
M2CPS-2019-05-02-00	Child Passenger Safety	CPS Outreach Programs

**Enter an estimate of the total number of classes and the estimated total number of technicians to be trained in the upcoming fiscal year to ensure coverage of child passenger safety inspection stations and inspection events by nationally Certified Child Passenger Safety Technicians.**

Estimated total number of classes	12
Estimated total number of technicians	200

## Maintenance of effort

**ASSURANCE:** The lead State agency responsible for occupant protection programs shall maintain its aggregate expenditures for occupant protection programs at or above the level of such expenditures in fiscal year 2014 and 2015.

## Qualification criteria for a lower seat belt use rate State

To qualify for an Occupant Protection Grant in a fiscal year, a lower seat belt use rate State (as determined by NHTSA) must submit, as part of its HSP, documentation demonstrating that it meets at least three of the following additional criteria. Select application criteria from the list below to display the associated requirements.

Primary enforcement seat belt use statute	No
Occupant protection statute	Yes
Seat belt enforcement	Yes
High risk population countermeasure program	Yes
Comprehensive occupant protection program	Yes
Occupant protection program assessment	Yes

## Occupant protection statute

**Open each requirement below to provide legal citations to demonstrate that the State statute meets the requirement.**

- Requirement for occupants to be secured in a seat belt.
  - 307.178 RSMo
- Requirement for occupants to be secured in an age appropriate child restraint.
  - 307.179 RSMo
- Coverage of all passenger motor vehicles.
  - Not applicable in Missouri
- Minimum fine of at least \$25.
  - 307.179 RSMo- for child restraints no more than a \$50 fine, 307.178 RSMo-\$10 Adult fine

**Click Add New to provide legal citations for exemption(s) to the State's seat belt and child restraint requirements.**

Citation	Amended Date
307.178.2 and 7 RSMo and 307.179 RSMo (5)(6)	8/28/2006

## Seat belt enforcement

**Submit countermeasure strategies, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred.**

**\*Reminder: When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Countermeasure Strategy Name
Occupant Protection Law Enforcement Liaison

**Submit planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred.**

**\*Reminder: When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
PM-2019-02-05-00	Work Zone Awareness Campaign	Public Information and Education
PM-2019-02-04-00	Buckle Up Phone Down Paid Media	Public Information and Education
PT-2019-02-00-G0	402 HMV Enforcement	Sustained Enforcement
M2HVE-2019-05-00-G0	Occupant Protection Enforcement	Short-term, High Visibility Seat Belt Law Enforcement
M2PE-2019-05-02-00	Click it or Ticket Paid Media	Communication Campaign
M2PE-2019-05-03-00	Youth Seat Belt Campaign	Communication Campaign
PT-2019-02-68-00	Occupant Protection LE Liaison	Occupant Protection Law Enforcement Liaison
PT-2019-02-67-00	Occupant Protection Enforcement Campaign	Short-term, High Visibility Seat Belt Law Enforcement

## High risk population countermeasure programs

**Submit countermeasure strategies, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan.**

**\*Reminder: When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Countermeasure Strategy Name
Occupant Protection Law Enforcement Liaison
Communication Campaign
Child Restraint System Inspection Station(s)

**Submit planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan.**

**\*Reminder: When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

<b>Planned activity unique identifier</b>	<b>Planned Activity Name</b>	<b>Primary Countermeasure</b>
154AL-2019-AL-B4-00	Alliance Sports Marketing	Public Information and Education
PM-2019-02-05-00	Work Zone Awareness Campaign	Public Information and Education
PM-2019-02-07-00	PI Creative Services and Paid Media	Public Information and Education
PM-2019-02-06-00	Bike/Pedestrian and Distracted Driving	Public Information and Education
PM-2019-02-04-00	Buckle Up Phone Down Paid Media	Public Information and Education
RH-2019-02-01-00	Missouri Operation Lifesaver	Railway Safety Education
PT-2019-02-69-00	Traffic Safety Informational Initiative	Communication Campaign
PT-2019-02-00-G0	402 HMV Enforcement	Sustained Enforcement
154AL-2019-AL-00-G0	154 Impaired Driving Enforcement	High Visibility Saturation Patrols
M5HVE-2019-03-00-G0	405d Impaired Driving Enforcement	High Visibility Saturation Patrols
154AL-2019-AL-B5-00	Impaired Driving Paid Media 154	Communication Campaign
M5PEM-2019-03-01-00	Paid Media Impaired Driving 405D	Communication Campaign
154AL-2019-AL-99-00	Youth Alcohol Program	Highway Safety Office Program Management
154AL-2019-AL-86-00	BA Instrument & SFST Program	Software development and/or sustainment
154AL-2019-AL-71-00	Alcohol LE Liaison	Law Enforcement Outreach Liaison
154AL-2019-AL-19-00	Enforcement - Drive Sober Campaign	High Visibility Saturation Patrols
M5TR-2019-03-01-00	Training for Law Enforcement Officers	Law Enforcement Training
154AL-2019-AL-25-00	Attorney and Legal Assistant	Prosecutor Training
M5OT-2019-03-03-00	DOR and Law Enforcement Training	Law Enforcement Training
154AL-2019-AL-F0-00	Alcohol Safety & Awareness Program	Underage Drinking Enforcement
M5CS-2019-03-02-00	Traffic Safety Resource Prosecutor	Prosecutor Training
M5TR-2019-03-02-00	BAC/DRE/ARIDE Training	Law Enforcement Training
M5HVE-2019-03-12-00	DWI Tracking System (DWITS)	Software development and/or sustainment
154AL-2019-AL-26-00	Court Monitoring Program	Court Monitoring
154AL-2019-AL-B2-00	MADD Power of Parents and Power of Youth	School programs

M5CS-2019-03-01-00	DWI Court Project	Offender Alcohol Assessment/Treatment
M5OT-2019-03-04-00	DRE Sustainment and Enhancements	Software development and/or sustainment
154AL-2019-AL-F2-00	Missouri Safe and Sober	School programs
M5TR-2019-03-06-00	SMART, CHEERS, DRIVE SAFE, DRIVE SMART	School programs
154AL-2019-AL-F3-00	ThinkFirst - Youth Alcohol	School programs
M2HVE-2019-05-00-G0	Occupant Protection Enforcement	Short-term, High Visibility Seat Belt Law Enforcement
CR-2019-05-02-00	402 Car Seat Distribution	CPS Outreach Programs
M2CSS-2019-05-01-00	405 Car Seat Distribution	CPS Outreach Programs
M2CPS-2019-05-01-00	CPS Program Training	CPS Outreach Programs
M2PE-2019-05-02-00	Click it or Ticket Paid Media	Communication Campaign
CR-2019-05-01-00	CPS Program Activities Administration	CPS Outreach Programs
M2CPS-2019-05-04-00	Child Passenger Safety Campaign	Communication Campaign
M2PE-2019-05-03-00	Youth Seat Belt Campaign	Communication Campaign
CP-2019-09-02-00	Occupant Protection - Injury Prevention	CPS Outreach Programs
PT-2019-02-68-00	Occupant Protection LE Liaison	Occupant Protection Law Enforcement Liaison
PT-2019-02-67-00	Occupant Protection Enforcement Campaign	Short-term, High Visibility Seat Belt Law Enforcement
M2CPS-2019-05-02-00	Child Passenger Safety	CPS Outreach Programs
SA-2019-09-00-G0	Safe Communities Programs	School Programs
CP-2019-09-05-00	ThinkFirst Missouri	School Programs
CP-2019-09-01-00	It Only Takes One/TRACTION Awards	Highway Safety Office Program Management
CP-2019-09-03-00	Safe Communities / TRACTION	School Programs
CP-2019-09-04-00	Teen Driving Programs	Highway Safety Office Program Management
SA-2019-09-03-00	TYREDD	School Programs
DE-2019-02-02-00	In-house Project for Mature Driver Prog	Older Driver Outreach Programs
DE-2019-02-01-00	Keep Your Keys	Older Driver Outreach Programs
DL-2019-02-01-00	Rural Driving Study and Traffic Signs	License Screening and Testing
DL-2019-02-02-00	Maximizing Driving Safety After Stroke	License Screening and Testing

PT-2019-02-01-00	Driver Improvement Program (D.I.P.)	Driver Improvement Program
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## Comprehensive occupant protection program

**Enter the date of NHTSA-facilitated program assessment that was conducted within five years prior to the application due date that evaluates the occupant protection program for elements designed to increase seat belt use in the State.**

Date of NHTSA-facilitated program assessment 2/17/2017

**Upload the multi-year strategic plan based on input from Statewide stakeholders (task force) under which the State developed – (A) Data-driven performance targets to improve occupant protection in the State, at the level of detail required under § 1300.11(c); (B) Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach) designed to achieve the performance targets of the strategic plan, at the level of detail required under § 1300.11(d); (C) A program management strategy that provides leadership and identifies the State official responsible for implementing various aspects of the multi-year strategic plan; and (D) An enforcement strategy that includes activities such as encouraging seat belt use policies for law enforcement agencies, vigorous enforcement of seat belt and child safety seat statutes, and accurate reporting of occupant protection system information on police accident report forms, at the level of detail required under § 1300.11(d)(5).**

Documents Uploaded
Occupant Protection Strategic Plan June 2016.pdf

**List the page number(s) from your occupant protection multi-year strategic plan that addresses:**

Data-driven performance targets	pgs. 2-4
Countermeasure strategies	pgs. 13-17
Program management strategy	pgs. 5-7
Enforcement strategy	pgs. 8-13

**Enter the name and title of the State's designated occupant protection coordinator responsible for managing the occupant protection program in the State, including developing the occupant protection program area of the HSP and overseeing the execution of the projects designated in the HSP.**

Designated occupant protection coordinator name	Michael Stapp
Designated occupant protection coordinator title	Senior Systems Management Specialist

**Enter a list that contains the names, titles and organizations of the Statewide occupant protection task force membership that includes agencies and organizations that can help develop, implement, enforce and evaluate occupant protection programs.**

**Co-Chairs:**

Phyllis Larimore, Co-Chair

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**Submit countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach) designed to achieve the performance targets of the strategic plan, at the level of detail required under § 1300.11(d).**

**\*Reminder: When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Countermeasure Strategy Name
Occupant Protection Law Enforcement Liaison
Communication Campaign
Child Restraint System Inspection Station(s)

### Occupant protection program assessment

**Enter the date of the NHTSA-facilitated assessment of all elements of its occupant protection program, which must have been conducted within three years prior to the application due date.**

Date of the NHTSA-facilitated assessment	2/17/2017
--	-----------

## 9 405(c) - State Traffic Safety Information System Improvement Grant

### Traffic records coordinating committee (TRCC)

Submit at least three meeting dates of the TRCC during the 12 months immediately preceding the application due date.

Meeting Date
11/16/2017
1/25/2018
3/22/2018

### Enter the name and title of the State's Traffic Records Coordinator

Name of State's Traffic Records Coordinator:	Mandy Kliethermes
Title of State's Traffic Records Coordinator:	Senior Systems Management Specialist

Enter a list of TRCC members by name, title, home organization and the core safety database represented, provided that at a minimum, at least one member represents each of the following core safety databases: (A) Crash; (B) Citation or adjudication; (C) Driver; (D) Emergency medical services or injury surveillance system; (E) Roadway; and (F) Vehicle.

#### Chair of the Traffic Records Coordinating Committee

\*Captain Kyle Marquart – Crash System

Director, Patrol Records Division

Missouri State Highway Patrol

Office (573) 526-6123

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#### Traffic Records Coordinator

\*Mandy Kliethermes – Roadway System

Senior System Management Specialist

MoDOT Highway Safety and Traffic Division

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#### Traffic Records Coordinating Committee Members:

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Mid-America Regional Council

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\*Larry Benz – Local User

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\*Joseph Plaggenberg – Driver System

Administrator, Driver License Bureau

Department of Revenue

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\*Clayton Knipp, – Citation/Adjudication System

Grants and Projects Manager

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\*Randy Bolin- Federal Partner

Regional Program Manager

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Department of Health and Senior Services  
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\*Steven Hoskins – Vehicle System Administrator  
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Missouri Department of Revenue  
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Traffic Resource Prosecutor  
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### State traffic records strategic plan

**Upload a Strategic Plan, approved by the TRCC, that— (i) Describes specific, quantifiable and measurable improvements, as described in paragraph (b)(3) of this section, that are anticipated in the State’s core safety databases, including crash, citation or adjudication, driver, emergency medical services or injury surveillance system, roadway, and vehicle databases; (ii) Includes a list of all recommendations from its most recent highway safety data and traffic records system assessment; (iii) Identifies which recommendations identified under paragraph (b)(2)(ii) of this section the State intends to address in the fiscal year, the countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), that implement each recommendation, and the performance measures to be used to demonstrate quantifiable and measurable progress; and (iv) Identifies which recommendations identified under paragraph (b) (2)(ii) of this section the State does not intend to address in the fiscal year and explains the reason for not implementing the recommendations.**

Documents Uploaded
405C Strategic_Plan2019 FINAL (1).pdf
MoDOT IPR Backup Documentation.pdf

**Enter a direct copy of the section of the State traffic records strategic plan that lists all recommendations from the State’s most recent highway safety data and traffic records system assessment.**

**Traffic Record Assessment Report**

**Missouri**

**Assessment Date: January 25, 2016**

1. Recommendation: Improve the interfaces with the Crash data system to reflect best practices identified in the Traffic Program Assessment Advisory.
2. Recommendation: Improve the data quality control program for the crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
3. Recommendation: Improve the interfaces with the vehicle data system to reflect best practices identified in the Traffic Records Programs Assessment Advisory.
4. Recommendation: Improve the data quality control program for the vehicle data system to reflect best practices identified in the Traffic Records Programs Assessment Advisory.
5. Recommendation: Improve the interfaces with the driver data system to reflect best practices identified in the Traffic Records Programs Assessment Advisory.
6. Recommendation: Improve the data quality control program for the driver data system to reflect best practices identified in the Traffic Records Programs Assessment Advisory.
7. Recommendation: Improve the data quality control program for the roadway data system to reflect best practices identified in the Traffic Records Programs Assessment Advisory.
8. Recommendation: Improve the data dictionary for the citation and adjudication systems to reflect best practices identified in the Traffic Records Programs Assessment Advisory.
9. Recommendation: Improve the interfaces with the citation and adjudication systems to reflect best practices identified in the Traffic Records Programs Assessment Advisory.
10. Recommendation: Improve the data quality control program with the citation and adjudication systems to reflect best practices identified in the Traffic Records Programs Assessment Advisory.
11. Recommendation: Improve the description and contents of the injury surveillance systems to reflect best practices identified in the Traffic Records Programs Assessment Advisory.
12. Recommendation: Improve the data quality control program for the injury surveillance systems to reflect best practices identified in the Traffic Records Programs Assessment Advisory.
13. Recommendation: Improve the traffic records systems capacity to integrate data to reflect best practices identified in the Traffic Records Programs Assessment Advisory.













**Enter a direct copy of the section of the State traffic records strategic plan that identifies which recommendations the State intends to address in the fiscal year, the countermeasure strategies and planned activities, at the level of detail required under 23 C.F.R. 1300.11(d), that implement each recommendation, and the performance measures to be used to demonstrate quantifiable and measurable progress.**

**The State intends to address the following in the fiscal year 2019:**

Improve the interfaces with the citation and adjudication systems to reflect best practices identified in the Traffic Records Programs Assessment Advisory.

**Submit the planned activities, at the level of detail required under § 1300.11(d), that implement recommendations.**

**\*Reminder: When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure Strategy
M3DA-2019-04-00-G0	E-Citation Projects	Improves integration between one or more core highway safety databases



M3DA-2019-04-04-00	Traffic Records Data Improvement	Highway Safety Office Program Management
M3DA-2019-04-06-00	Missouri Ambulance Reporting System	Improves integration between one or more core highway safety databases
M3DA-2019-04-08-00	Statewide Traffic Accident Records Sys.	Improves integration between one or more core highway safety databases
M3DA-2019-04-09-00	STARS and FARS Support	Improves integration between one or more core highway safety databases
M3DA-2019-04-10-00	Predictive Analytical Crash Project	Improves integration between one or more core highway safety databases
M3DA-2019-04-11-00	Show Me Court Implementations	Improves integration between one or more core highway safety databases
M3DA-2019-04-12-00	JIS Monitoring and Reporting	Improves integration between one or more core highway safety databases
M3DA-2019-04-15-00	LETS Sustainment and Enhancement	Software development and/or sustainment
M3DA-2019-04-16-00	Electronic Records Adoption Improvement	Improves integration between one or more core highway safety databases
M3DA-2019-04-00-00	THSD-Statewide 405c Data Program	Highway Safety Office Program Management

**Enter a direct copy of the section of the State traffic records strategic plan that identifies which recommendations the State does not intend to address in the fiscal year and explains the reason for not implementing the recommendations.**

**The State does not intend to address the following in the fiscal year 2019:**

1. Improve the interfaces with the Crash data system to reflect best practices identified in the Traffic Program Assessment Advisory.
2. Improve the data quality control program for the crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
3. Improve the interfaces with the vehicle data system to reflect best practices identified in the Traffic Records Programs Assessment Advisory.
4. Improve the data quality control program for the vehicle data system to reflect best practices identified in the Traffic Records Programs Assessment Advisory.
5. Improve the interfaces with the driver data system to reflect best practices identified in the Traffic Records Programs Assessment Advisory.
6. Improve the data quality control program for the driver data system to reflect best practices identified in the Traffic Records Programs Assessment Advisory.
7. Improve the data quality control program for the roadway data system to reflect best practices identified in the Traffic Records Programs Assessment Advisory.
8. Improve the data dictionary for the citation and adjudication systems to reflect best practices identified in the Traffic Records Programs Assessment Advisory.

9. Improve the data quality control program with the citation and adjudication systems to reflect best practices identified in the Traffic Records Programs Assessment Advisory.
10. Improve the description and contents of the injury surveillance systems to reflect best practices identified in the Traffic Records Programs Assessment Advisory.
11. Improve the data quality control program for the injury surveillance systems to reflect best practices identified in the Traffic Records Programs Assessment Advisory.
12. Improve the traffic records systems capacity to integrate data to reflect best practices identified in the Traffic Records Programs Assessment Advisory.







1.





## Quantitative improvement

**Enter a direct copy of the section of the State traffic records strategic plan that describes specific, quantifiable and measurable improvements, as described in 23 C.F.R. 1300.22(b)(3), that are anticipated in the State's core safety databases, including crash, citation or adjudication, driver, emergency medical services or injury surveillance system, roadway, and vehicle databases. Specifically, the State must demonstrate quantitative improvement in the data attribute of accuracy, completeness, timeliness, uniformity, accessibility or integration of a core database by providing a written description of the performance measures that clearly identifies which performance attribute for which core database the State is relying on to demonstrate progress using the methodology set forth in the "Model Performance Measures for State Traffic Records Systems" (DOT HS 811 441), as updated.**



**FAST Act SECTION 405c  
INTERIM PROGRESS REPORTING (FY 2019)**

State: Missouri Report Date: 04/26/2018 Submitted by: Myrna Tucker

<b>System to be Impacted</b>	<input checked="" type="checkbox"/> CRASH <input type="checkbox"/> DRIVER <input type="checkbox"/> VEHICLE <input type="checkbox"/> ROADWAY <input type="checkbox"/> CITATION/ADJUDICATION <input type="checkbox"/> EMS/INJURY
<b>Performance Area(s) to be Impacted</b>	<input checked="" type="checkbox"/> ACCURACY <input checked="" type="checkbox"/> TIMELINESS <input type="checkbox"/> COMPLETENESS <input type="checkbox"/> ACCESSIBILITY <input type="checkbox"/> UNIFORMITY <input checked="" type="checkbox"/> INTEGRATION
<b>Performance Measure used to track Improvement(s)</b>	<b>Narrative Description of the Measure</b> To increase the number of crash records in Transportation Management Systems with location automatically assigned (auto-landed).
<b>Is project included in the Traffic Records Strategic Plan?</b>	Yes If the project is not currently included in the State Strategic Plan, the plan will need to be modified prior the State's FY19 application.
<b>Is this a new project? Or was it the same measure used to show progress previously?</b>	New Measure - No Same Measure as FY18 - Yes If yes, is the State using the same data set, with the same time period to demonstrate progress? Yes
<b>Improvement(s) Achieved or Anticipated</b>	<b>Narrative of the Improvement(s)</b> Crash records in TMS are validated by the Missouri State Highway Patrol. There is a conversion process that runs nightly to update our Transportation Management Systems database with new crashes. If an error is encountered during the conversion and a crash location cannot be assigned, then, MoDOT staff has to manually assign a location to the crash, which delays the conversion. In January, 2017, MoDOT implemented some enhancements that included integrating GPS to assign location to a crash. Adding GPS greatly improved the number of crashes that auto-landed.
<b>Specification of how the Measure is calculated/ estimated</b>	<b>Narrative Description of Calculation / Estimation Method</b> The calculation involves dividing the number of crashes with location automatically assigned by the number of crashes converted during the same timeframe.
<b>Date and Baseline Value for the Measure</b> (A contiguous, 12 month performance period starting no earlier than April 1, 2016, e.g., April 1, 2016–March 31, 2017)	04-01-2016 through 03-31-2017 145,396 autoland crashes / 168,748 total crashes = 86% Is supporting documentation attached? Yes
<b>Date and Current Value for the Measure</b> (An identical contiguous, 12 month baseline period starting no earlier than April 1, 2017, e.g., April 1, 2017–March 31, 2018)	04/01/2017 through 03/31/2018 141,941 autoland crashes / 149,214 total crashes = 95% Is supporting documentation attached? Yes
<b>Randy Bolin, Regional Program Manager Conclusion and Comments Review Date: 6/8/2018</b>	I have reviewed the IPR and have compared it to last year's submission and the data provided is consistent. The data supplied for the current value shows progress has been made.
<b>Susan DeCourcy, Region 7 Administrator Comments 6 Review Date: 6/19/2018</b>	I have reviewed the MO TMS project information supplied and concur that improvement has been shown by adding GPS. This addition has improved the number of crashes that auto-landed from 86% to 95% and overall impacts the Crash system.

Upload supporting documentation covering a contiguous 12-month performance period starting no earlier than April 1 of the calendar year prior to the application due date, that demonstrates quantitative improvement when compared to the comparable 12-month baseline period.

Documents Uploaded
405C Strategic_Plan2019 FINAL (1).pdf

MoDOT IPR Backup Documentation.pdf

## State highway safety data and traffic records system assessment

Enter the date of the assessment of the State's highway safety data and traffic records system that was conducted or updated within the five years prior to the application due date and that complies with the procedures and methodologies outlined in NHTSA's "Traffic Records Highway Safety Program Advisory" (DOT HS 811 644), as updated.

Date of Assessment: 1/25/2016

## Requirement for maintenance of effort

**ASSURANCE:** The lead State agency responsible for State traffic safety information system improvements programs shall maintain its aggregate expenditures for State traffic safety information system improvements programs at or above the average level of such expenditures in fiscal years 2014 and 2015.

## 10 405(d) Impaired Driving Countermeasure Grant

### Impaired driving assurances

#### Impaired driving qualification - Mid-Range State

**ASSURANCE:** The State shall use the funds awarded under 23 U.S.C. 405(d)(1) only for the implementation and enforcement of programs authorized in 23 C.F.R. 1300.23(j).

**ASSURANCE:** The lead State agency responsible for impaired driving programs shall maintain its aggregate expenditures for impaired driving programs at or above the average level of such expenditures in fiscal years 2014 and 2015.

### Authority to operate

Enter a direct copy of the section of the statewide impaired driving plan that describes the authority and basis for the operation of the Statewide impaired driving task force, including the process used to develop and approve the plan and date of approval.

#### I. Program Management and Strategic Planning

Missouri's impaired driving program is based on strong leadership and sound policy

development. Efforts are driven by data and focus on the most at-risk populations. Programs and

activities carried out under the Strategic Plan are guided by problem identification and monitored for

effectiveness.

#### Task Forces or Commissions (*Authority & Basis for Operation of the Statewide Impaired Driving Subcommittee*):

Governor Mel Carnahan signed Executive Order 94-19 on May 25, 1994 establishing the

Governor's Commission on Driving While Intoxicated and Impaired Driving and appointing the Director

of the Department of Public Safety as the chair. The Commission met for several years and term limits for the commissioners were allowed to expire. The Governors elected since the Carnahan administration did not appoint new members to the Commission and the Commission was not very active. In fact, many of the members were no longer serving on the Commission.

Staff of Missouri's previous Governor, Jay Nixon, asked many questions about the Statewide Impaired Driving Subcommittee including structure and effectiveness. Governor Nixon convened several special meetings to address specific issues of concern and supported the structure of the Statewide Substance-Impaired Driving Subcommittee under the Missouri Coalition for Roadway Safety. A member of the Department of Public Safety served on the Statewide Substance-Impaired Driving Subcommittee and reported to the Governor's Office on issues of concern.

The Missouri Coalition for Roadway Safety was established in 2004 and led the effort to reduce fatalities and serious injuries resulting from traffic crashes through implementation of *Missouri's Blueprint for Safer Roadways* (now *Missouri's Blueprint – A Partnership Toward Zero Deaths*). As a natural result of the Coalition efforts, subcommittees were formed to work on specific areas of concern statewide such as substance-impaired driving related traffic crashes. At that time, Charles Jackson, Director of the Department of Public Safety and Chair of the Governor's Commission on Impaired Driving, agreed to integrate the Commission into the structure and process of the MCRS efforts. Joyce Shaul, Director of Highway Safety and the Governor's Highway Safety Representative at the time, sent a letter to each member of the Governor's Commission on Driving While Intoxicated and Impaired Driving discussing this plan. Since that time the Statewide Substance-Impaired Driving Subcommittee has been very active and is now chaired by Dwight Scroggins, Buchanan County Prosecutor and Captain Norman Murphy, Missouri State Highway Patrol. Statewide Substance-Impaired Driving Subcommittee members include representation from law enforcement, the criminal justice system, driver licensing, prevention, treatment and rehabilitation, ignition interlock program management, public health, Mothers Against Drunk Driving, public safety, and the Department of Transportation.

The Director of the Missouri Department of Transportation, Patrick McKenna, serves as the Governor's Highway Safety Representative and is very supportive of both the Missouri Coalition for Roadway Safety and each of the Statewide Subcommittees. MoDOT staff and funding are utilized to support the activities and structure of the MCRS.

The Statewide Substance-Impaired Driving Subcommittee meets quarterly and has most

recently worked on issues such as legislation, DWI reporting, blood draws, updating breath alcohol instrumentation, BAC testing in fatal crashes and expansion of DWI courts in the state. The Substance-Impaired Driving Strategic Plan was created and endorsed by the Substance-Impaired Driving Subcommittee. The Substance-Impaired Driving Subcommittee will continue support of the Substance-Impaired Driving Strategic Plan by overseeing the implementation of strategies outlined in this document.

□ **Strategic Planning (*Development and Approval of Statewide Strategic Plan*):**

On November 30 and December 1, 2015 the Substance-Impaired Driving Subcommittee and the Missouri Department of Transportation hosted a two-day Summit to update the existing Substance-Impaired Driving Strategic plan. The Uniform Guidelines for State Highway Safety Programs, Guideline Number 8, was utilized in development of the original plan. There were forty participants in attendance at the summit who represented law enforcement, prevention, treatment and recovery, rehabilitation, prosecution, courts, MADD, transportation, driver licensing, ignition interlock program management, NHTSA, Department of Health, and other traffic safety groups. The working document was updated to reflect comments and concerns from the planning group at the Summit to create the third version of Missouri's Substance-Impaired Driving Strategic Plan. **The Substance-Impaired Driving Subcommittee members have reviewed this plan and gave final approval on June 1, 2017 before submission to NHTSA.**

**Input the date that the Statewide impaired driving plan was approved by the State's task force.**

Date impaired driving plan approved by task force: 6/1/2017

## Task force member information

**Enter a direct copy of the list in the statewide impaired driving plan that contains names, titles and organizations of all task force members, provided that the task force includes key stakeholders from the State highway safety agency, law enforcement and the criminal justice system (e.g., prosecution, adjudication, probation) and, as determined appropriate by the State, representatives from areas such as 24–7 sobriety programs, driver licensing, treatment and rehabilitation, ignition interlock programs, data and traffic records, public health and communication.**

**Missouri Coalition for Roadway Safety**

**Impaired Driving Subcommittee Members**

*Missouri Substance-Impaired Driving Strategic Plan Appendix B*

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*Missouri Substance-Impaired Driving Strategic Plan Appendix B*

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#### **Impaired Driving Subcommittee Members**

*Missouri Substance-Impaired Driving Strategic Plan Appendix B*

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## Strategic plan details

**Select whether the State will use a previously submitted Statewide impaired driving plan that was developed and approved within three years prior to the application due date.**

Click link to view Highway Safety Guidelines No. 8

<http://icsw.nhtsa.gov/nhtsa/whatsup/tea21/tea21programs/pages/ImpairedDriving.htm>

Continue to use previously submitted plan

Yes

ASSURANCE: The State continues to use the previously submitted Statewide impaired driving plan.

## 11 405(f) Motorcyclist Safety Grant

### Motorcycle safety information

**To qualify for a Motorcyclist Safety Grant in a fiscal year, a State shall submit as part of its HSP documentation demonstrating compliance with at least two of the following criteria. Select application criteria from the list below to display the associated requirements.**

Motorcycle rider training course	Yes
Motorcyclist awareness program	No
Reduction of fatalities and crashes	No
Impaired driving program	No
Reduction of impaired fatalities and accidents	No

Use of fees collected from motorcyclists  Yes

## Motorcycle rider training course

**Enter the name and organization of the head of the designated State authority over motorcyclist safety issues.**

State authority agency: Patrick McKenna  
 State authority name/title: Director of the Missouri Department of Transportation

**Select the introductory rider curricula that has been approved by the designated State authority and adopted by the State.**

Approved curricula: (i) Motorcycle Safety Foundation Basic Rider Course

**CERTIFICATION: The head of the designated State authority over motorcyclist safety issues has approved and the State has adopted the selected introductory rider curricula.**

**Enter a list of the counties or political subdivisions in the State where motorcycle rider training courses will be conducted during the fiscal year of the grant and the number of registered motorcycles in each such county or political subdivision according to official State motor vehicle records, provided the State must offer at least one motorcycle rider training course in counties or political subdivisions that collectively account for a majority of the State's registered motorcycles.**

County or Political Subdivision	Number of registered motorcycles
Adair	447
Boone	2640
Buchanan	1755
Camden	1213
Cape Girardeau	1639
Clay	5382
Cole	1482
Greene	5030
Grundy	220
Jackson	10421
Jasper	2523

Jefferson	5380
Johnson	1326
Newton	1329
Pettis	998
Pulaski	1256
Ralls	322
St. Charles	7437
St. Louis	10761

**Enter the total number of registered motorcycles in State.**

109576

## Use of fees collected from motorcyclists for motorcycle programs

**A State shall have a process under which all fees collected by the State from motorcyclists for the purposes of funding motorcycle training and safety programs are used for motorcycle training and safety programs. A State may qualify under this criterion as either a Law State or a Data State.**

Use of fees criterion

Law State

**+ Enter legal citations for each law state criteria.**

- The State law or regulation requiring that all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are to be used for motorcycle training and safety programs.
  - Missouri Revised Statute Section 302.137.1
- The State law appropriating funds demonstrates that for the current fiscal year, for requiring all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are spent on motorcycle training and safety programs.
  - House Bill No. 4, 100th General Assembly

## 12 Certifications, Assurances, and Highway Safety Plan PDFs

Documents Uploaded

**Part 1300 Certifications and Assurances Signed.pdf**