



MISSOURI'S

2018

HIGHWAY SAFETY PLAN

(HSP)

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## 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
2011	786	5,643
2012	826	5,506
2013	757	4,938
2014	766	4,657
2015	870	4573
2016	949	4,708
2011-2015 Total	4,005	25,317

## **Core Outcome Measures**

### ***C-1) Traffic Fatalities (FARS)***

To decrease traffic fatalities by 7.0 percent annually resulting in a change to the 2014-2018 moving average from 801.0 (2011-2015 moving average) to 857.7 (2014-2018 moving average) by December 31, 2018.

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

To decrease serious traffic injuries by 4.0 percent annually resulting in a change to the 2014-2018 moving average from 5,063.4 (2011-2015 moving average) to 4,559.3 (2014-2018 moving average) by December 31, 2018.

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

To decrease fatalities per 100 million vehicle miles (VMT) by 7.0 percent annually resulting in a change to the 2014-2018 moving average from 1.143 (2011-2015 moving average) to 1.163 (2014-2018 moving average) by December 31, 2018.

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

To decrease rural fatalities per 100 million vehicle miles (VMT) resulting in a change to the 2014-2018 moving average from 1.654 (2011-2015 moving average) to 1.600 (2014-2018 moving average) by December 31, 2018.

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

To decrease urban fatalities per 100 million vehicle miles (VMT) resulting in a change to the 2014-2018 moving average from 0.780 (2011-2015 moving average) to 0.852 (2014-2018 moving average) by December 31, 2018.

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

To decrease unrestrained passenger vehicle occupant fatalities in all seating positions by 7.0 percent annually, resulting in a change to the 2014-2018 moving average from 351.6 (2011-2015 moving average) to 355.5 (2014-2018 moving average) by December 31, 2018.

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

To decrease alcohol-impaired driving fatalities by 7.0 percent annually, resulting in a change to the 2014-2018 moving average from 242.8 (2011-2015 moving average) to 180.8 (2014-2018 moving average) by December 31, 2018.

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

To decrease speeding related fatalities by 7.0 percent annually, resulting in a change to the 2014-2018 moving average from 304.2 (2011-2015 moving average) to 294.8 (2014-2018 moving average) by December 31, 2018.

**C-7) Motorcyclist Fatalities (FARS)**

To decrease motorcyclist fatalities by 7.0 percent annually, resulting in a change to the 2014-2018 moving average from 89.6 (2011-2015 moving average) to 106.4 (2014-2018 moving average) by December 31, 2018.

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

To decrease unhelmeted motorcyclist fatalities by 7.0 percent annually, resulting in a change to the 2014-2018 moving average from 8.0 (2011-2015 moving average) to 8.9 (2014-2018 moving average) by December 31, 2018.

**C-9) Drivers Age 20 or Younger Involved in Fatal Crashes (FARS)**

To decrease drivers age 20 or younger involved in fatal crashes by 7.0 percent annually, resulting in a change to the 2014-2018 moving average from 118.4 (2011-2015 moving average) to 112.7 (2014-2018 moving average) by December 31, 2018.

**C-10) Pedestrian Fatalities (FARS)**

To decrease pedestrian fatalities by 7.0 percent annually, resulting in a change to the 2014-2018 moving average from 80.2 (2011-2015 moving average) to 89.1 (2014-2018 moving average) by December 31, 2018.

**C-11) Bicyclist Fatalities (FARS)**

To decrease bicyclist fatalities by 7.0 percent annually, resulting in a change to the 2014-2018 moving average from 5.0 (2011-2015 moving average) to 8.4 (2014-2018 moving average) by December 31, 2018.

**CORE BEHAVIOR MEASURE**

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

To increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles 1 percentage point annually from the 2016 calendar base year rate of 81% to 83% by December 31, 2018.

## **Blueprint Strategies**

### *The Focused FIVE*

Historically, the Blueprint has identified a few strategies having the greatest potential to save lives and reduce serious injuries. These strategies were called the Essential Eight in 2004, Targeted Ten in 2008 the, Necessary Nine in 2012 and now the Focused Five. Aggressive implementation of the Focused Five represents the greatest opportunity to save lives.

#### Change the Traffic Safety Culture

- Increase safety belt/safety restraint use - Everyone, Every Trip, Every Time, Day and Night
- Educate roadway users on their roles and responsibilities
- Expand outreach efforts to new traffic safety partners
- Educate on the dangers of aggressive, distracted and substance-impaired driving
- Create safe and efficient clearance of roadway impacts

#### Highway Safety Legislation

- Pass a primary safety belt law
- Pass a cell phone ban law for all drivers
- Maintain and enhance existing traffic safety laws
- Increase transportation funding

#### Increase Enforcement Efforts

- Focus on high-crash corridors and work zones
- Expand efforts to stop aggressive driving
- Increase sobriety checkpoints/saturation patrols
- Expand multi-jurisdictional task forces

#### Implement Engineering Solutions

- Install shoulders with rumble stripes
- Improve curve safety
- Increase use of innovative intersection designs
- Enhance roadway visibility

#### Enhance Pedestrian Safety

- Install/improve signage, pavement markings and signals
- Educate pedestrians on safe habits (pedestrian to roadway interactions, distractions and substance impairment)

### Six Emphasis Areas

This Blueprint is comprised of six emphasis areas and 27 focus areas. Strategies have been identified that provide the opportunity to reduce fatalities and serious injuries resulting from roadway crashes.

Emphasis & focus areas include:

#### 1. Serious Crash Types

- Lane Departure
- Run-Off-Road - Not in a Curve
- Run-Off-Road - In a Curve
- Collision with Trees and/or Utility Poles
- Head-On
- Intersections
- Non-Signalized
- Signalized

#### 2. High-Risk Driving & Unrestrained Aggressive Driving

- Unrestrained Drivers and Occupants
- Substance-Impaired Driving
- Unlicensed/Improperly Licensed Driving
- Young Driver (15 - 20 years of age)
- Distracted/Inattentive Driving
- Drowsy Driving

#### 3. Special Vehicles

- Commercial Motor Vehicles (CMV's)
- All-Terrain Vehicles (ATV's)/Utility Vehicles School Buses

#### 4. Vulnerable Roadway Users

- Older Driver (Age 65 or Older)
- Motorcyclists
- Pedestrians
- Bicyclists

#### 5. Special Roadway Environments

- Nighttime Driving
- Work Zone
- Highway / Rail Crossing
- Traffic Incident Management Area



## 6. Data & Data System Improvements

- Data Collection
- Data Accessibility
- System Linkage

### Targets by Region

The Missouri Coalition for Roadway Safety has seen varied success from each of the seven regions in reducing fatalities on our roadways. While some regions have seen greater success than others in regards to percentage reduction, each has done a tremendous job in making our roads safer for the traveling public.

In order for the Coalition to reach the target of 700 or fewer by the end of 2020, each region will need to continue efforts in all disciplines. If goals are met by the end of 2018, the state will have seen a roadway fatality reduction of 35 percent since 2005. More importantly, each region will have to reduce the roadway fatalities in order for the state to reach the target.

The fatality number established for each region was determined from the previous eight years ending with 2016 (eight-year average). This method was preferred in order to minimize the fluctuations realized by each region.

## **Fatalities by Region** **Reduction per Region (2017-2020 estimated)**

### **Fatalities**

<b>Year</b>	<b>NW</b>	<b>NE</b>	<b>KC</b>	<b>CD</b>	<b>SL</b>	<b>SW</b>	<b>SE</b>	<b>Total</b>
2005	85	93	203	188	238	257	193	1,257
2006	56	63	150	190	205	260	172	1,096
2007	52	71	162	175	206	173	153	992
2008	59	62	171	155	195	179	139	960
2009	57	49	155	133	170	165	149	878
2010	32	66	145	101	175	167	135	821
2011	48	50	122	120	162	154	130	786
2012	46	58	161	123	171	143	124	826
2013	32	51	148	97	157	149	123	757
2014	36	45	128	118	173	144	122	766
2015	45	60	149	109	196	181	130	870
2016	46	70	168	145	227	159	133	948
2017	43	60	152	127	203	165	131	881
2018	40	55	141	118	189	153	122	819
2019	37	52	131	110	175	143	114	762
2020	34	47	121	101	161	131	104	700

### *Blueprint Implementation*

The *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 “Focused Five” and subsequent emphasis areas, focus areas, and strategies. The state is divided into seven regional coalitions that develop annual safety plans. The coalition’s meet on a regular basis to discuss their concerns, review how their countermeasures are working, and consider ways to improve their efforts. Approximately \$2 million of state road funds is dedicated to this effort.

The *Blueprint* is an overarching strategic highway safety plan for the State of Missouri while the state’s Highway Safety Plan serves as one of the implementation components in support of the *Blueprint* efforts.

- The *Blueprint* serves as a **strategic plan** for the State’s Highway Safety Plan
- The “**Focused Five**”, **6 Emphasis Areas** and **27 Focus Areas** provide **direction** for the HSP
- The *Blueprint* determines our **interim fatality reduction target**

## 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. A sampling of the myriad of our safety partners includes:

American Automobile Association	MO Department of Revenue
American Association of Retired Persons	MO Division of Behavioral Health
Blueprint Regional Coalitions	MO Division of Alcohol and Tobacco
Cape Girardeau Safe Communities Program	MO Head Injury Advisory Council
City/County Engineers	MO Injury and Violence Prevention Advisory Committee
County Health Departments	MO Trucking Association
East-West Gateway Coordinating Council	MO Office of Prosecution Services
Emergency Nurses Association	MO Police Chiefs Association
Federal Highway Administration	MO Safety Center
Federal Motor Carrier Safety Administration	MO Sheriffs Association
Institutions of Higher Education	MO State Highway Patrol
Law Enforcement Traffic Safety Advisory Council	MO Youth/Adult Alliance
Law Enforcement Training Academies	Mothers Against Drunk Driving
Local Technical Assistance Program	Motorcycle Safety Task Force
Manufacturers Alliance Child Passenger Safety	National Highway Traffic Safety - Region 7
Mercy Hospital	Office of State Courts Administrator
Metropolitan Planning Organizations	Operation Impact
Mid-American Regional Council	Operation Lifesaver
MO Association of Insurance Agents	Partners in Prevention
MO Automobile Dealers Association	Regional Planning Commissions
MO Coalition for Roadway Safety	Safe Kids Coalitions
MO Department of Health & Senior Services	State Farm Insurance
MO Department of Labor and Industrial Relations	Think First Missouri
MO Department of Mental Health	Traffic Safety Alliance of the Ozarks
MO Department of Public Safety	Trailnet

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

## **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 2011 through 2015.

In the 5-year period 2011-2015, a total of 4,005 people died on Missouri's roadways while another 25,317 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 2011-2015, of the 705,815 traffic crashes, 3,662 resulted in fatalities and 20,170 resulted in serious injuries. These fatal and serious injury crashes resulted in 4,005 deaths and 25,317 serious injuries.

A substantial number of persons killed or injured in Missouri's 2011-2015 traffic crashes were drivers and passengers of motorized vehicles. Of the fatalities, 74.8% were drivers and 25.2% were passengers; of those seriously injured, 69.7% were drivers and 30.3% were passengers.

Between 2005 and 2014, Missouri's annual traffic fatalities decreased from 1,257 to 766; however, there has been an increase to 870 in 2015 and 949 in 2016. In the time period of 2005-2015, serious injuries fell from 8,624 to 4,573, and increased in 2016 to 4,708.

Throughout the remainder of the document, the fatality reduction goals are calculated in the following manner. The 5-year rolling average was calculated using the previous 5 years of actual crash data (2011-2015). The 2018 fatality goal was calculated on an assumed 7% annual reduction in Missouri's fatalities resulting in a five-year average target of 857.7 fatalities in 2018. A 7% annual reduction in fatalities would allow Missouri to reach the 2020 Blueprint goal of 700 or fewer fatalities.

The 2018 serious injury goal was calculated on an assumed 4% annual reduction in Missouri's serious injuries resulting in a five-year average target of 4559.3 serious injuries in 2018.

A trend line aimed at reaching the 700 or fewer fatalities by 2020 was also applied to show the data trends for each category.

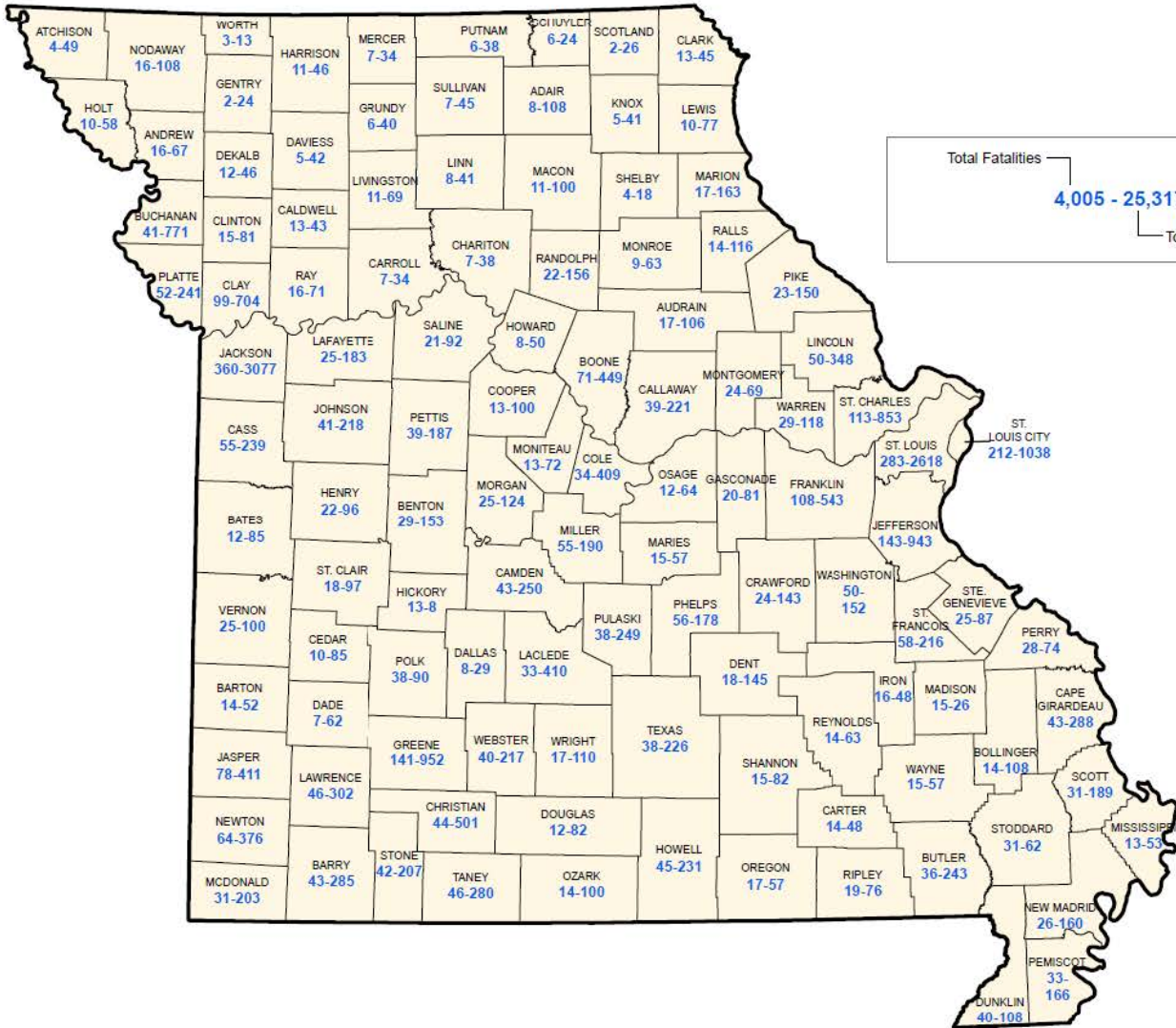
Fatality reduction goals were calculated for the following crash types:

- 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 23,832 fatal and serious injury crashes in 2011-2015, 52% occurred in an urban community while 48% occurred in a rural area. The rural areas of the state take on even greater significance when examining only fatal traffic crashes. In 2011-2015 fatal traffic crashes, 42% occurred in an urban area of the state while 58% occurred in a rural area.

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



## Missouri Urban/Urbanized Areas



Shaded areas represent Urban and Urbanized cities in the state.

Urbanized    Population 50,000 or Greater

Urban        Population 5,000 - 49,999



## **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 will conduct a survey of all automated traffic enforcement systems used on any public road in the State. The survey will follow the guidelines set forth in 23 CFR Part 1300.13.

## **Safety Plan Integration**

Missouri's target of 700 or fewer fatalities by 2020 has been integrated into all key planning documents that include: State Highway Safety Strategic Plan, *Missouri's Blueprint: Partnership Toward Zero Deaths*; the Commercial Vehicle Safety Plan (CVSP); and the Highway Safety Plan and Performance Plan (HSP). The HSP performance targets are identical to the Missouri's Department of Transportation targets for common performance measures (fatality, fatality rate and serious injuries) reported in the Highway Safety Improvement Plan (HSIP) annual report as coordinated through the state SHSP.

Every effort will be made to establish evidence based strategies that will guide Missouri to meet this target.

## **Performance Report**

Performance measures enable the state to track progress, from a specific baseline, toward meeting an interim target. In August 2008, the US Department of Transportation released a document, DOT HS 811 025, that outlines a minimum set of performance measures to be used by states and federal agencies in the development and implementation of behavioral highway safety plans and programs. An expert panel from the National Highway Traffic Safety Administration, State Highway Safety Offices, academic and research organizations, and other key groups developed these performance measures, which were agreed upon by NHTSA and the Governors Highway Safety Association.

The initial minimum set contains 15 measures: 11 core outcome measures, 1 core behavior measure; and 3 activity measures. These 15 measures cover the major areas common to state highway safety plans and use existing data systems. Beginning with the 2010 Highway Safety Plans and Annual Reports, states set goals for and report progress on each of the 11 core outcome and behavior measures annually. In 2014, an additional outcome measure, bicycle fatalities, was added. The following page outlines the 15 performance measures which will be identified within their respective program areas.

At least one performance measure and performance target that is data driven is provided for each program area that enables Missouri to track progress toward meeting the quantifiable annual target. For each program area, documentation is provided of current safety levels (baseline) calculated based on a five-year rolling average for common performance measures in the HSP and HSIP. Quantifiable performance targets and justification for each performance target explains how the target is data-driven and includes the factors that influenced the performance target selection. The HSP performance targets are calculated identical to the HSIP targets for fatality and fatality rate at 7% annual reduction; and serious injury rate at 4% annual reduction based on the 2011-2015 five-year rolling average. The baseline was set using the five-year rolling average (2011-2015). The 7% fatality and 4% serious injury reduction was applied to the 2016 preliminary state data to establish a five-year rolling average 2018 target.

In establishing Missouri safety targets for the 2014-2018 five-year rolling average, we utilized the preliminary 2016 fatalities to calculate a 7% reduction which provided the 2017 projected fatality number. Then another 7% reduction was applied to the 2017 projected fatality number which gave us the 2018 projected number. Those numbers were then used to formulate the 2014-2018 five-year rolling average, which was used as our 2018 target. This method was used to calculate the targets for Traffic Fatalities, Unrestrained Passenger Vehicle Occupant Fatalities, Alcohol-Impaired Driving Fatalities, Speed Related Fatalities, Motorcycle Fatalities, Un-helmeted Motorcycle Fatalities, Drivers Age 20 or Younger Involved in Fatal Crashes, Pedestrian Fatalities and Bicyclist Fatalities.

**Missouri Annual Comparative Data Chart**

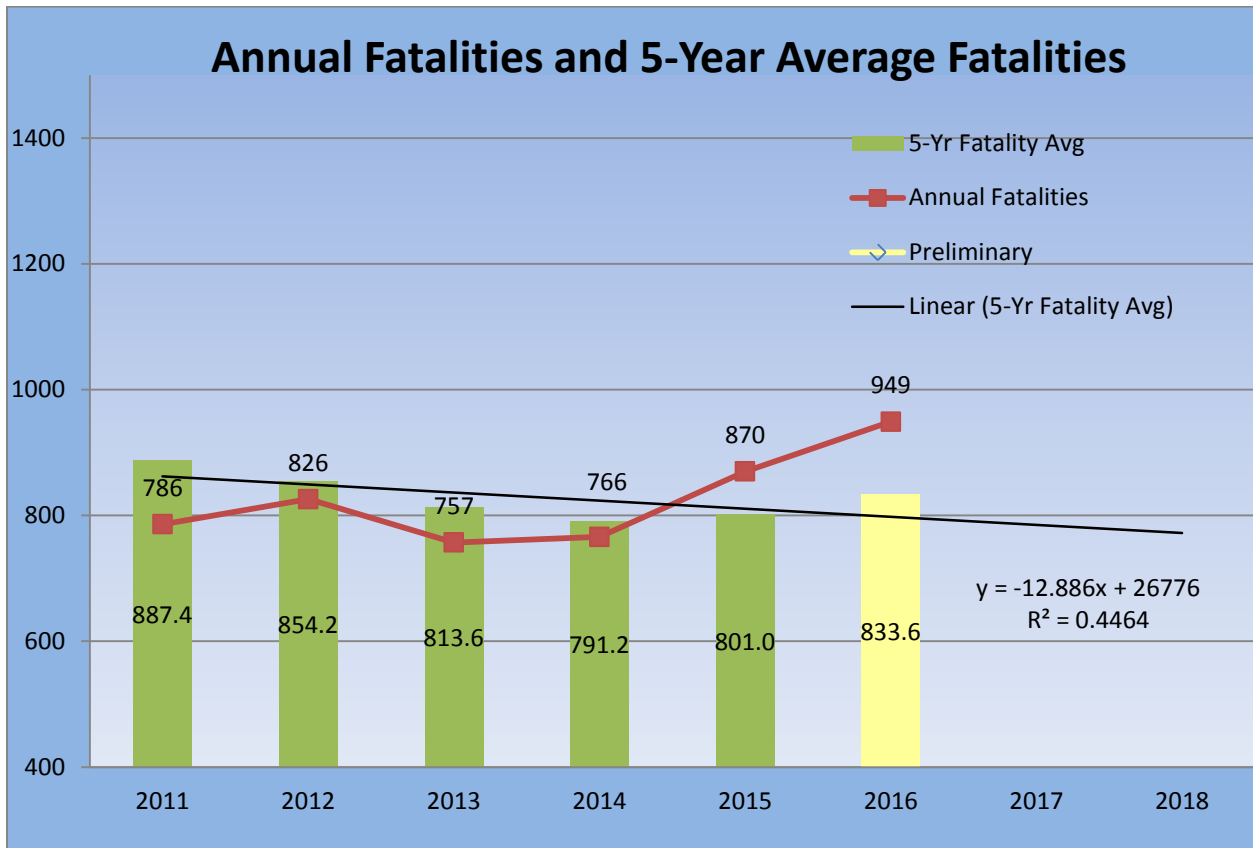
<b>CORE OUTCOME MEASURES:</b>	2010	2011	2012	2013	2014	2015	2018 Target
<b>Traffic Fatalities &amp; Serious Injuries</b>							
Number of Fatalities	821	786	826	757	766	870	
5-Year Rolling Average	949.4	887.4	854.2	813.6	791.2	801.0	857.7
Total Rural Fatalities	492	495	474	459	471	497	
Total Urban Fatalities	329	291	350	298	295	371	
<b>Serious Injuries</b>							
Number of Serious Injuries	6,096	5,643	5,506	4,938	4,657	4,573	
5-Year Rolling Average	7092.6	6591.0	6143.4	5744.6	5368.0	5063.4	4559.3
Serious Injury Rate	10.153	9.478	8.602	8.203	7.111	7.978	
Fatalities and Serious Injuries Combined	6917	6429	6332	5695	5423	5443	
<b>Fatalities per 100 Million Vehicle Miles Driven</b>							
Vehicle Miles (Billions)	70,864	68,789	69,153	69,458	70,909	71,918	
Total Fatalities Per 100 Million VMT	1.159	1.143	1.190	1.090	1.080	1.210	
5-Year Rolling Average	1.372	1.282	1.235	1.171	1.133	1.143	1.163
Total Rural Fatalities per 100 million VMT	2.106	1.964	1.802	1.700	1.636	1.654	1.600
Total Urban Fatalities per 100 million VMT	0.832	0.796	0.822	0.788	0.770	0.780	0.852
<b>Serious Injuries per 100 Million Vehicle Miles Driven</b>							
Vehicle Miles (Billions)	70,864	68,789	69,153	69,458	70,909	71,918	
Total Serious Injuries Per 100 Million VMT	8.602	8.203	7.962	7.109	6.705	6.584	
<b>Passenger Vehicle Occupant Fatalities (all seat positions)</b>							
Total	620	597	600	559	556	620	
Restrained	195	177	155	192	198	217	
Unrestrained Passenger Vehicle Fatalities	383	371	394	325	312	356	
5-Year Rolling Average	461.8	423.4	410.0	378.0	357.0	351.6	355.5
Unknown	42	49	51	42	46	47	
<b>Alcohol-Impaired Driving Fatalities (BAC=.08+)</b>							
Fatalities	257	258	283	246	205	224	
5-Year Rolling Average	318.4	292.8	282.8	268.8	249.4	242.8	180.8
<b>Speed Related Fatalities</b>							
Fatalities	324	310	326	308	267	310	
5-Year Rolling Average	409.6	377.6	356.0	329.4	307.0	304.2	294.8
<b>Motorcyclist Fatalities</b>							
Total	95	82	104	74	91	97	
5-Year Rolling Average	94.8	92.6	95.0	88.4	89.2	89.6	106.4
Helmeted	83	71	90	66	79	86	
Unhelmeted	11	10	9	7	7	7	
5-Year Rolling Average	19.0	17.6	15.2	11.8	8.8	8.0	8.9
Unknown	1	1	5	1	5	4	
<b>Drivers age 20 or younger involved in fatal crashes</b>							
Aged Under 15	4	2	2	4	3	4	
5-Year Rolling Average	3.0	3.0	3.0	3.2	3.0	3.0	
Aged 15-20	118	131	127	111	94	119	
5-Year Rolling Average	167.4	148.0	138.8	128.8	118.2	118.4	112.7
<b>Pedestrians Fatalities</b>							
Fatalities	55	75	84	73	65	104	
5-Year Rolling Average	68.2	68.0	69.0	71.0	70.4	80.2	89.1
<b>Bicyclist Fatalities</b>							
Fatalities	7	1	6	4	5	9	
5-Year Rolling Average	5.6	4.4	3.8	4.0	4.6	5.0	8.4
<b>Distacted Driving Involved Fatalities</b>							
Fatalities	183	164	85	74	61	102	
5-Year Rolling Average	202.4	187.8	159.4	132.4	113.4	97.2	86.8
<b>CORE BEHAVIOR MEASURE</b>							
Observed seat belt use for passenger vehicles, front seat outboard occupants	76%	79%	79%	80%	79%	80%	83%

\*Does not include CPS      Key: 5-Year Rolling Average

## Core Outcome Measures

### C-1) Traffic Fatalities (FARS)

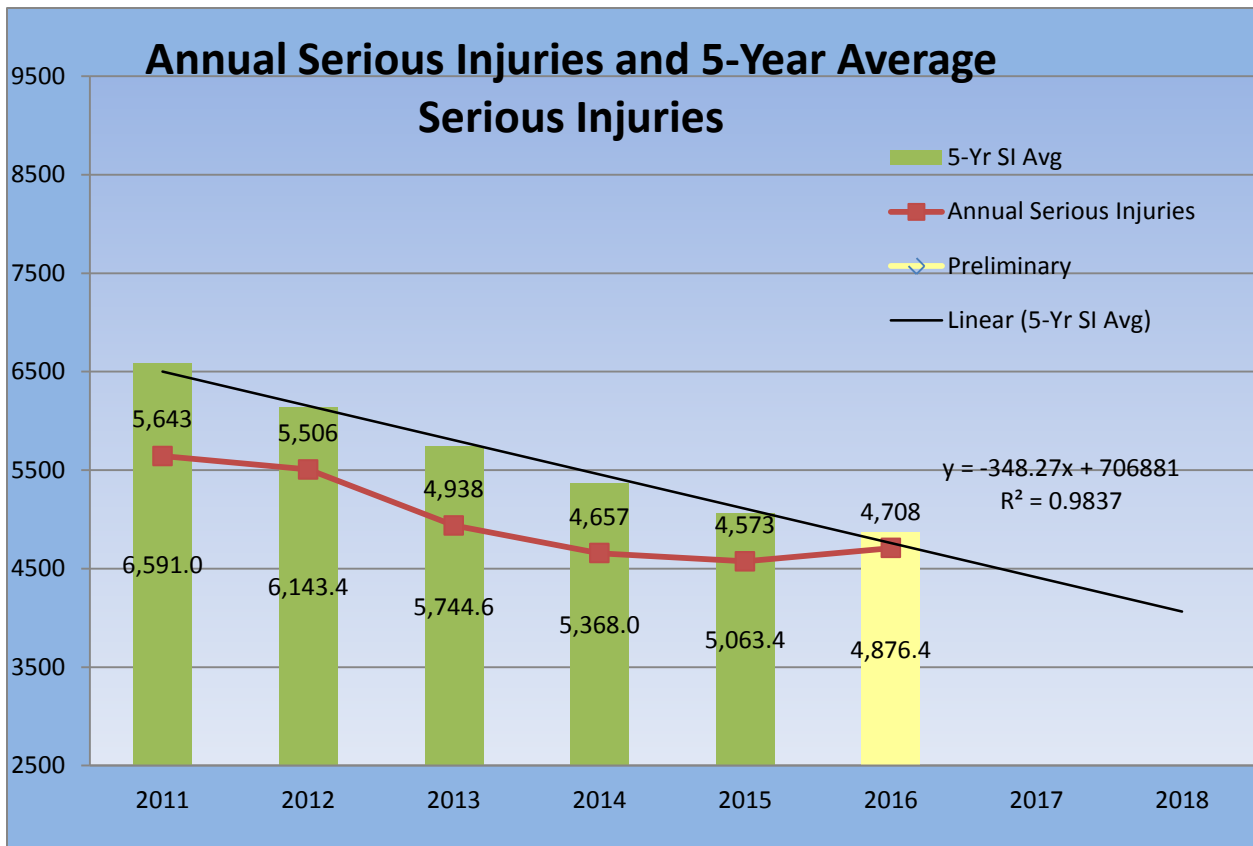
To decrease traffic fatalities by 7.0 percent annually resulting in a change to the 2014-2018 moving average from 801.0 (2011-2015 moving average) to 857.7 (2014-2018 moving average) by December 31, 2018.



The trend line is based upon the five-year moving average projected to 2018. An assumed 7% annual reduction in Missouri's fatalities would result in a five-year average target of 857.7 fatalities in 2018. A 7% annual reduction in fatalities would allow Missouri to reach the 2020 Blueprint goal of 700 or fewer fatalities.

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

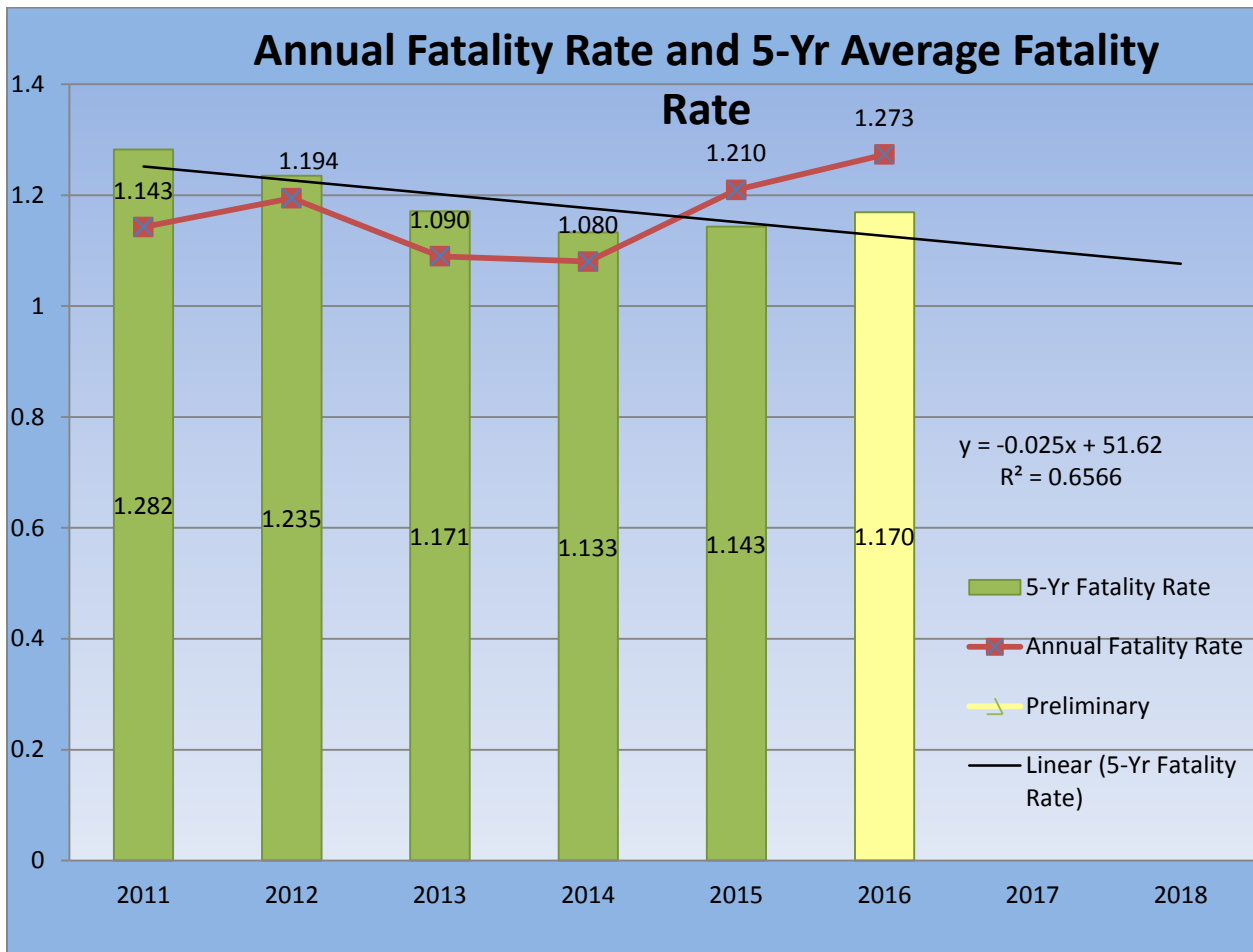
To decrease serious traffic injuries by 4.0 percent annually resulting in a change to the 2014-2018 moving average from 5,063.4 (2011-2015 moving average) to 4,559.3 (2014-2018 moving average) by December 31, 2018.



The trend line is based upon the five-year moving average projected to 2018. An assumed 4% annual reduction in Missouri's serious injuries would result in a five-year average target of 4559.3 fatalities in 2018.

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

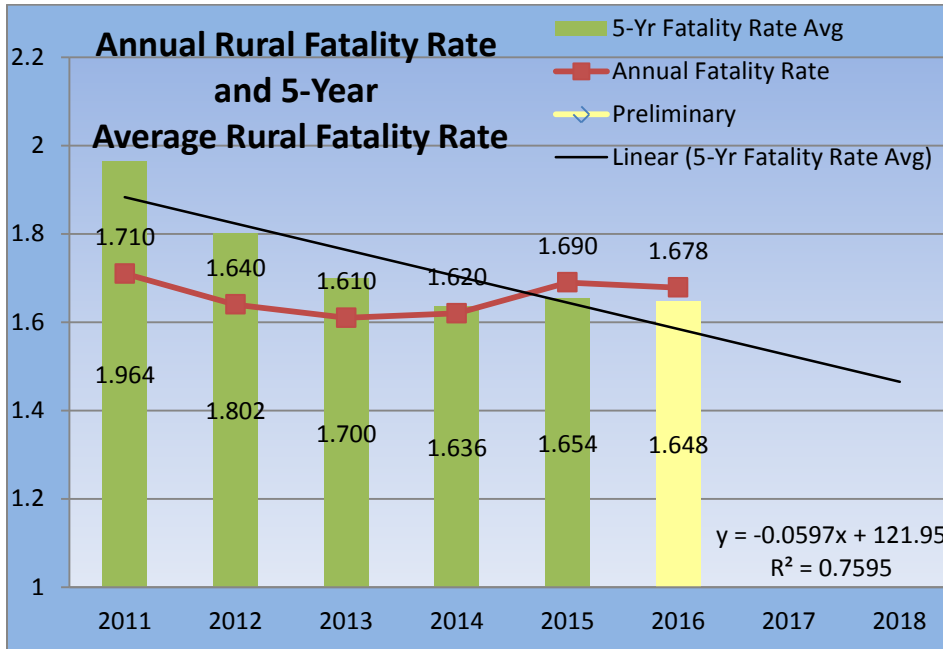
To decrease fatalities per 100 million vehicle miles (VMT) by 7.0 percent annually resulting in a change to the 2014-2018 moving average from 1.143 (2011-2015 moving average) to 1.163 (2014-2018 moving average) by December 31, 2018.



The trend line is based upon the five-year moving average projected to 2018. An assumed annual reduction in Missouri’s fatalities per VMT would result in a five-year average target of 1.163 fatalities in 2018.

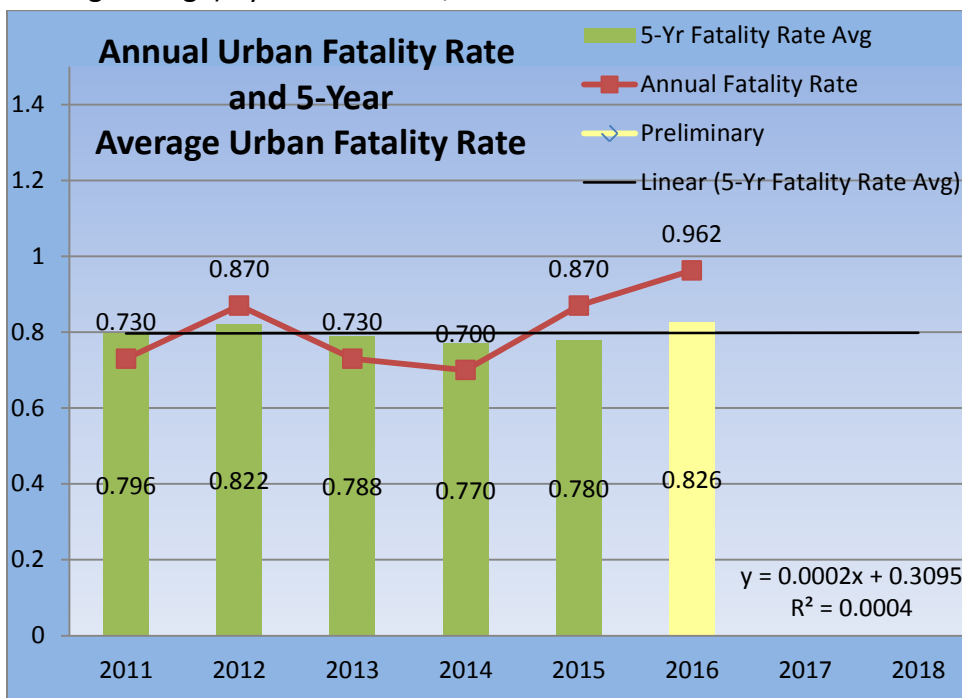
**C-3a) Fatalities/VMT Rural (FARS/FHWA)**

To decrease rural fatalities per 100 million vehicle miles (VMT) resulting in a change to the 2014-2018 moving average from 1.645 (2011-2015 moving average) to 1.600 (2014-2018 moving average) by December 31, 2018.



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

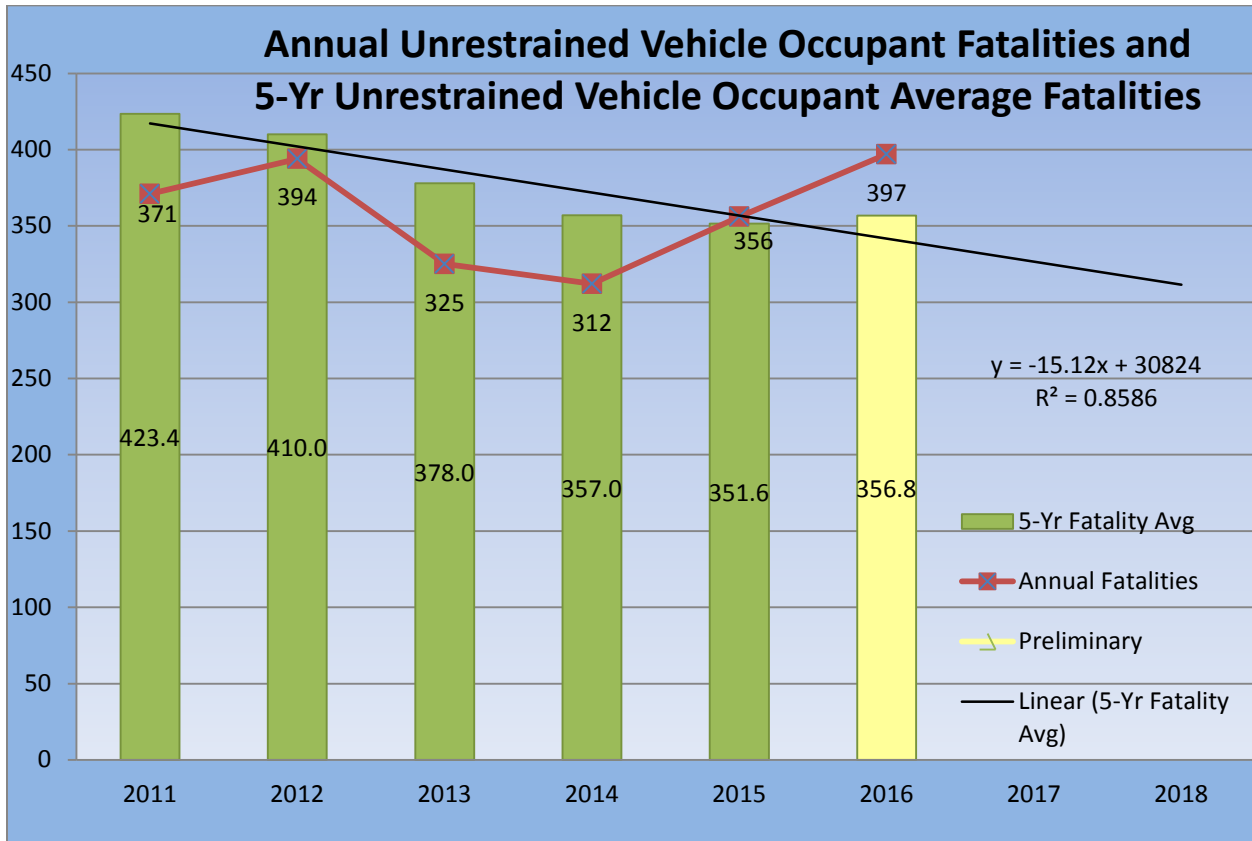
To decrease urban fatalities per 100 million vehicle miles (VMT) resulting in a change to the 2014-2018 moving average from 0.780 (2011-2015 moving average) to 0.852 (2014-2018 moving average) by December 31, 2018.





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

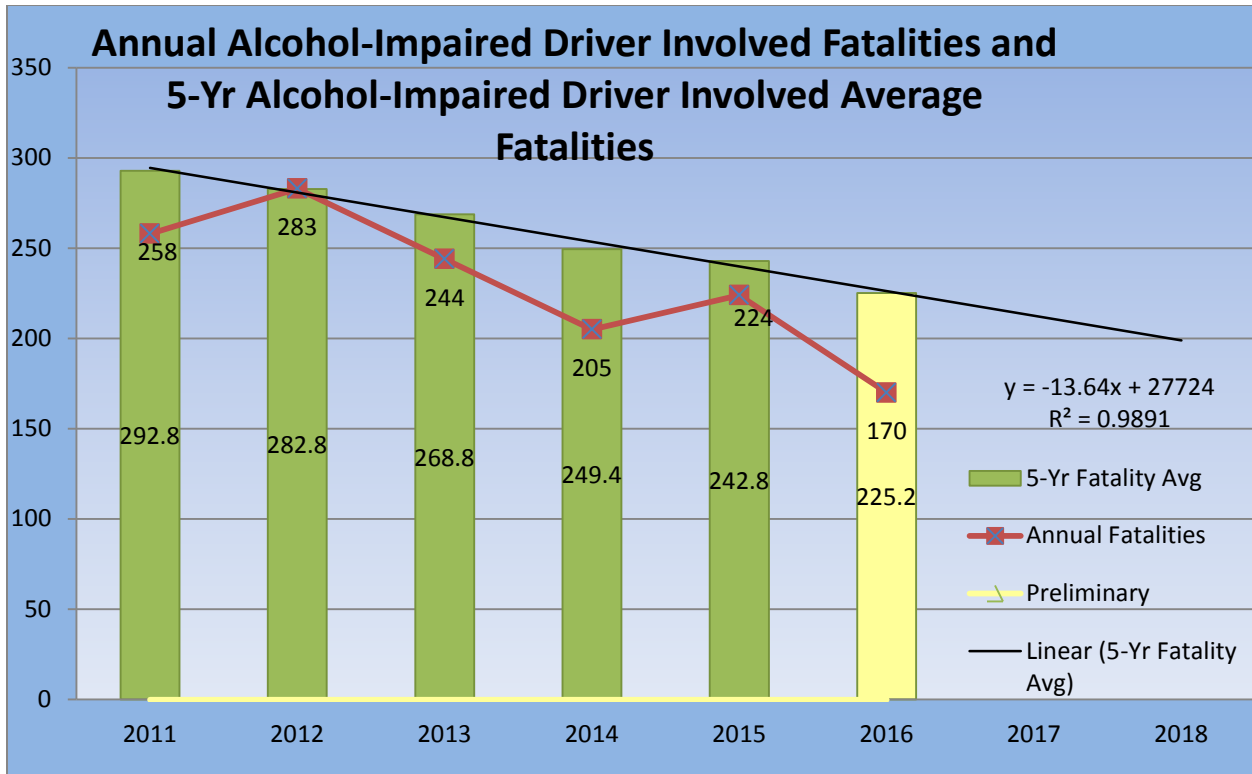
To decrease unrestrained passenger vehicle occupant fatalities in all seating positions by 7.0 percent annually, resulting in a change to the 2014-2018 moving average from 351.6 (2011-2015 moving average) to 355.5 (2014-2018 moving average) by December 31, 2018.



The trend line is based upon the five-year moving average projected to 2018. An assumed 7% annual reduction in Missouri’s unrestrained fatalities would result in a five-year average target of 355.5 fatalities in 2018.

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

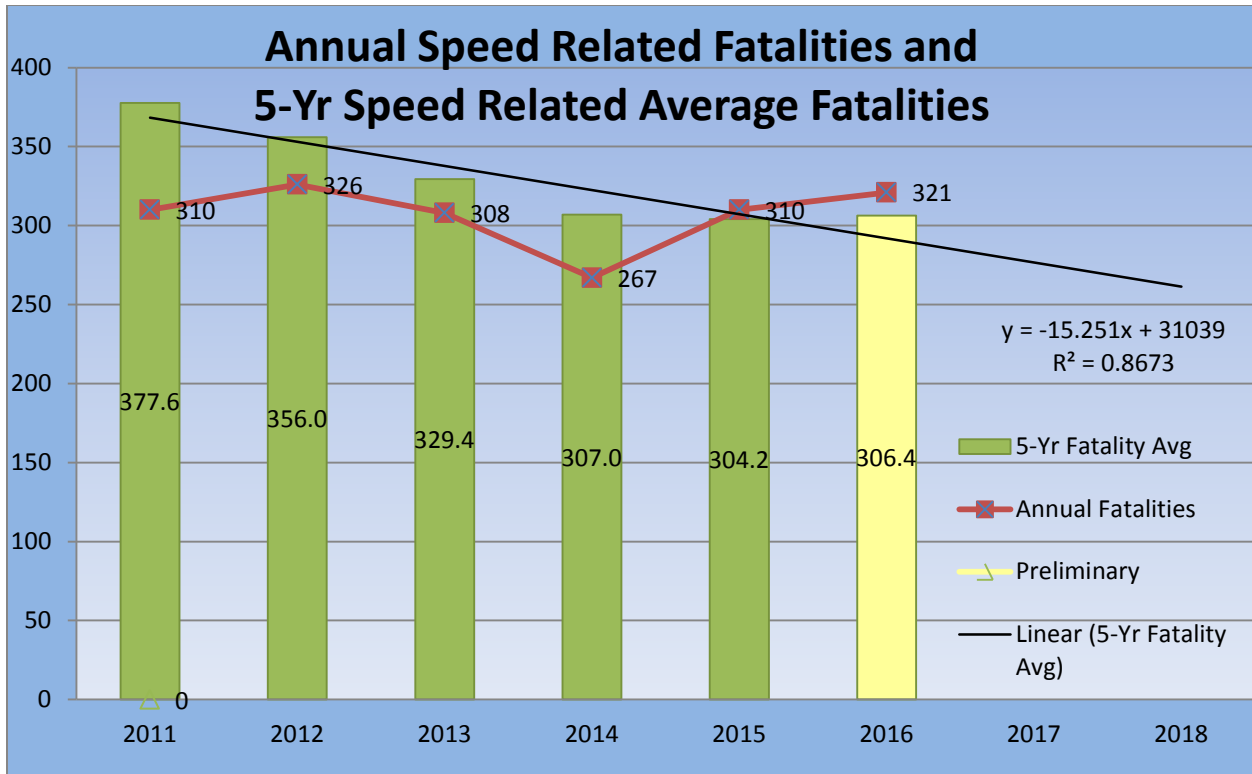
To decrease alcohol-impaired driving fatalities by 7.0 percent annually, resulting in a change to the 2014-2018 moving average from 242.8 (2011-2015 moving average) to 180.8 (2014-2018 moving average) by December 31, 2018.



The trend line is based upon the five-year moving average projected to 2018. An assumed 7% annual reduction in Missouri’s alcohol-impaired driving fatalities would result in a five-year average target of 180.8 fatalities in 2018.

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

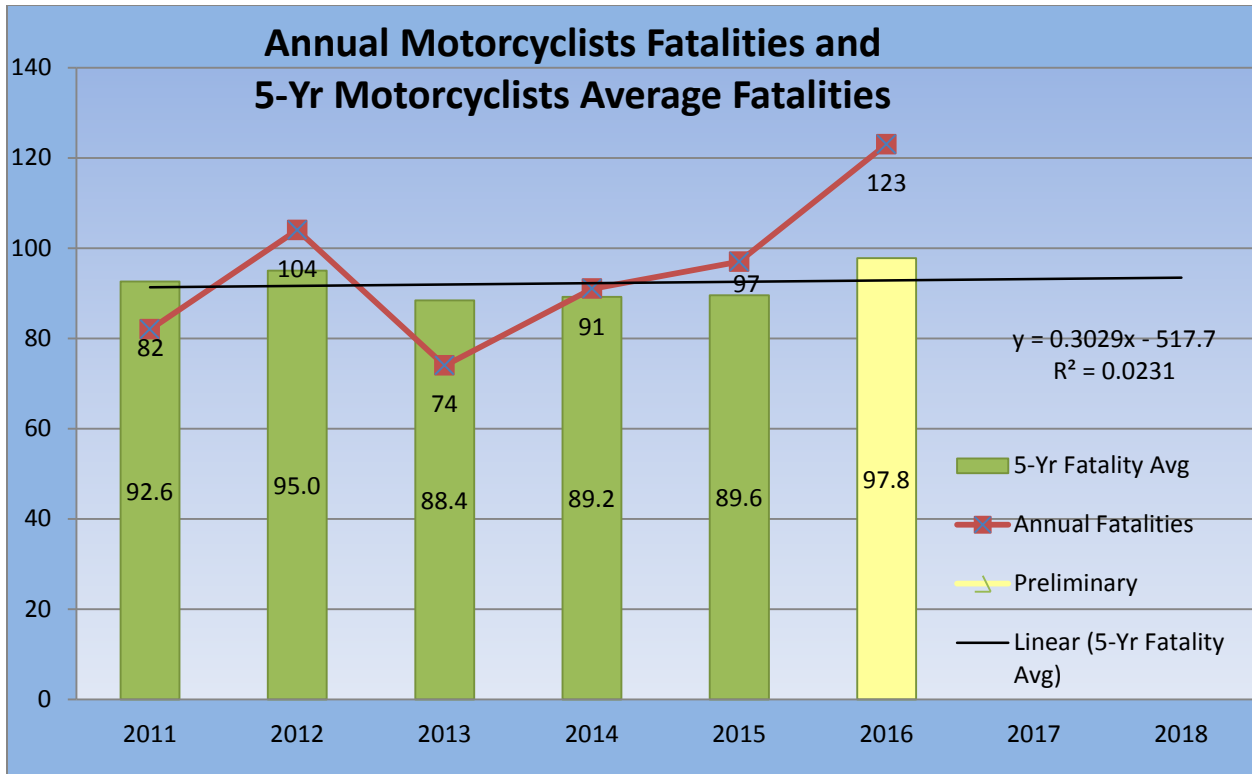
To decrease speeding related fatalities by 7.0 percent annually, resulting in a change to the 2014-2018 moving average from 304.2 (2011-2015 moving average) to 294.8 (2014-2018 moving average) by December 31, 2018.



The trend line is based upon the five-year moving average projected to 2018. An assumed 7% annual reduction in Missouri’s speed related fatalities would result in a five-year average target of 294.8 fatalities in 2018.

C-7) Motorcyclist Fatalities (FARS)

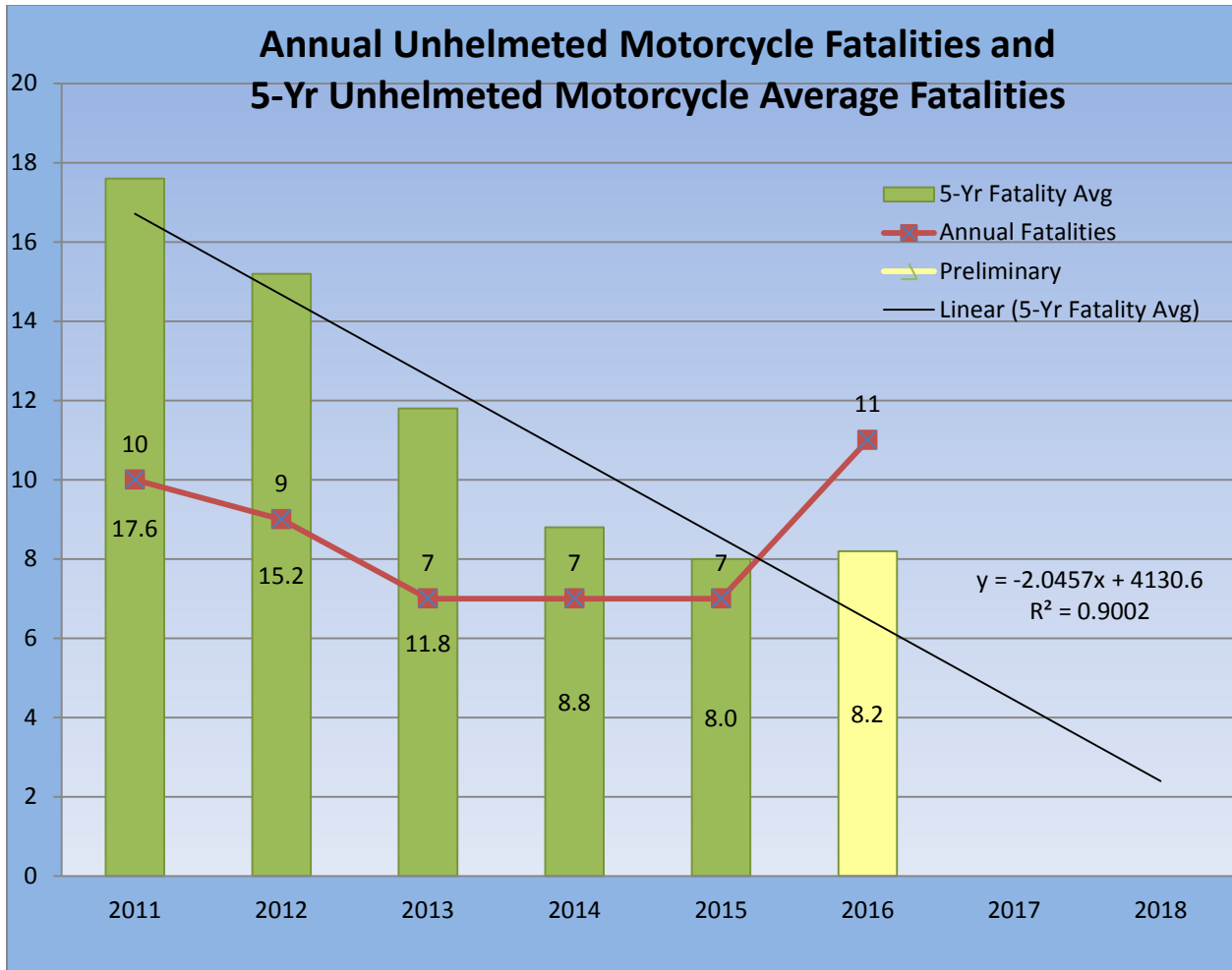
To decrease motorcyclist fatalities by 7.0 percent annually, resulting in a change to the 2014-2018 moving average from 89.6 (2011-2015 moving average) to 106.4 (2014-2018 moving average) by December 31, 2018.



The trend line is based upon the five-year moving average projected to 2018. An assumed 7% annual reduction in Missouri’s motorcycle fatalities would result in a five-year average target of 106.4 fatalities in 2018.

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

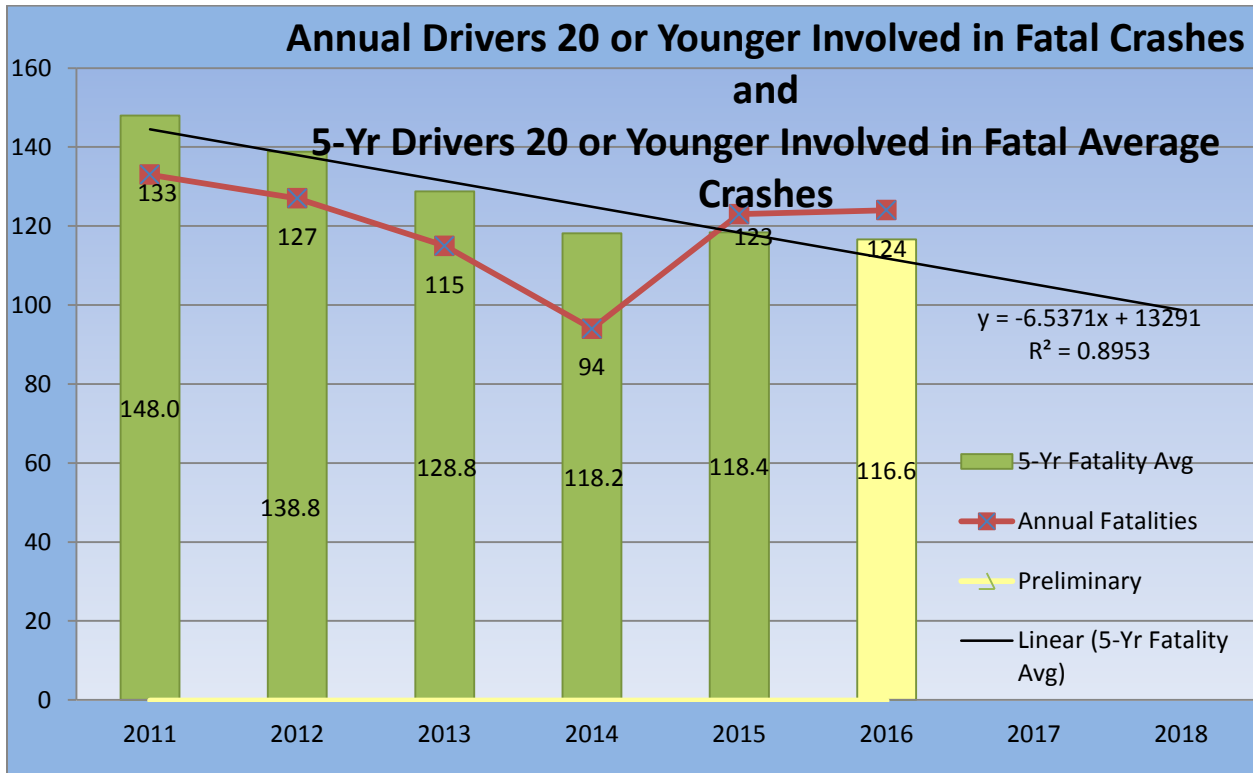
To decrease unhelmeted motorcyclist fatalities by 7.0 percent annually, resulting in a change to the 2014-2018 moving average from 8.0 (2011-2015 moving average) to 8.9 (2014-2018 moving average) by December 31, 2018.



The trend line is based upon the five-year moving average projected to 2018. An assumed 7% annual reduction in Missouri’s unhelmeted motorcycle fatalities would result in a five-year average target of 8.9 fatalities in 2018.

*C-9) Drivers Age 20 or Younger Involved in Fatal Crashes (FARS)*

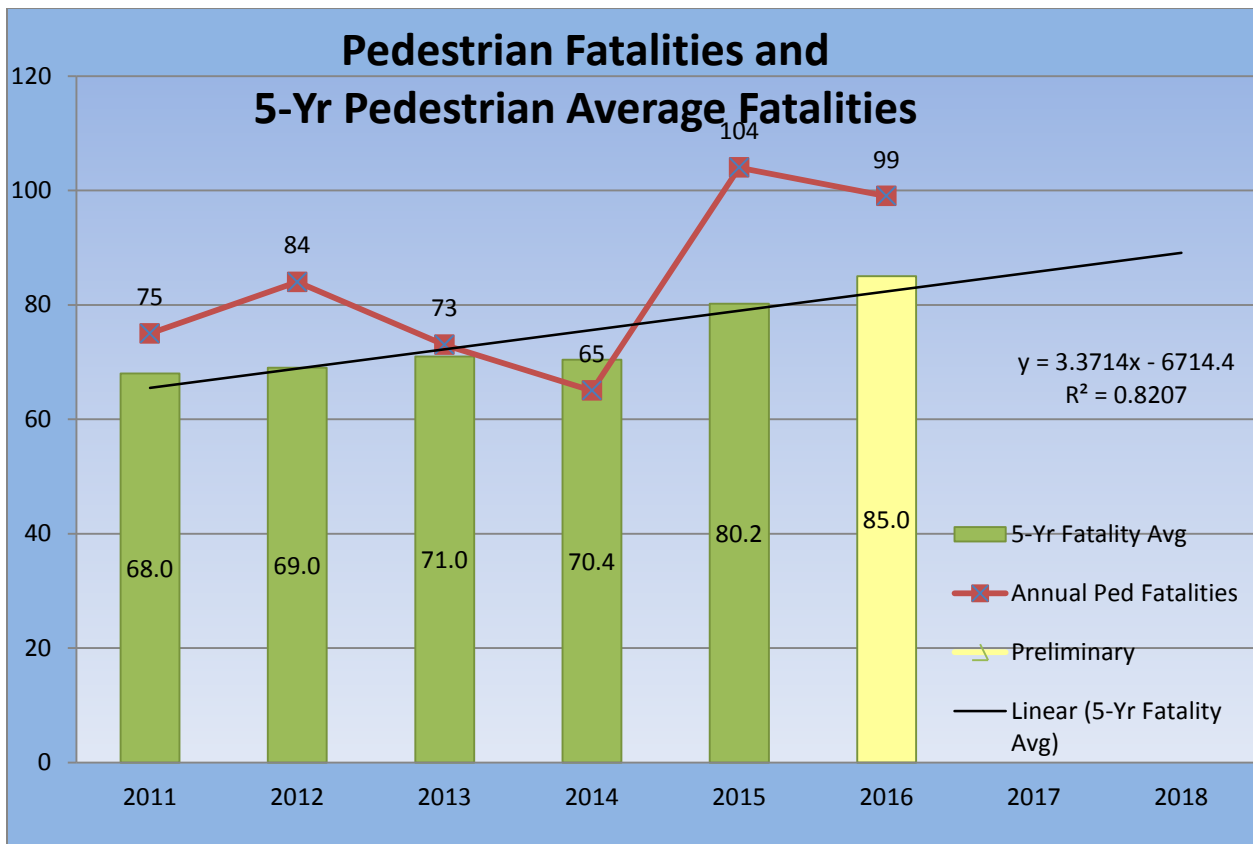
To decrease drivers age 20 or younger involved in fatal crashes by 7.0 percent annually, resulting in a change to the 2014-2018 moving average from 118.4 (2011-2015 moving average) to 112.7 (2014-2018 moving average) by December 31, 2018.



The trend line is based upon the five-year moving average projected to 2018. An assumed 7% annual reduction in Missouri’s young driver fatalities would result in a five-year average target of 112.7 fatalities in 2018.

C-10) Pedestrian Fatalities (FARS)

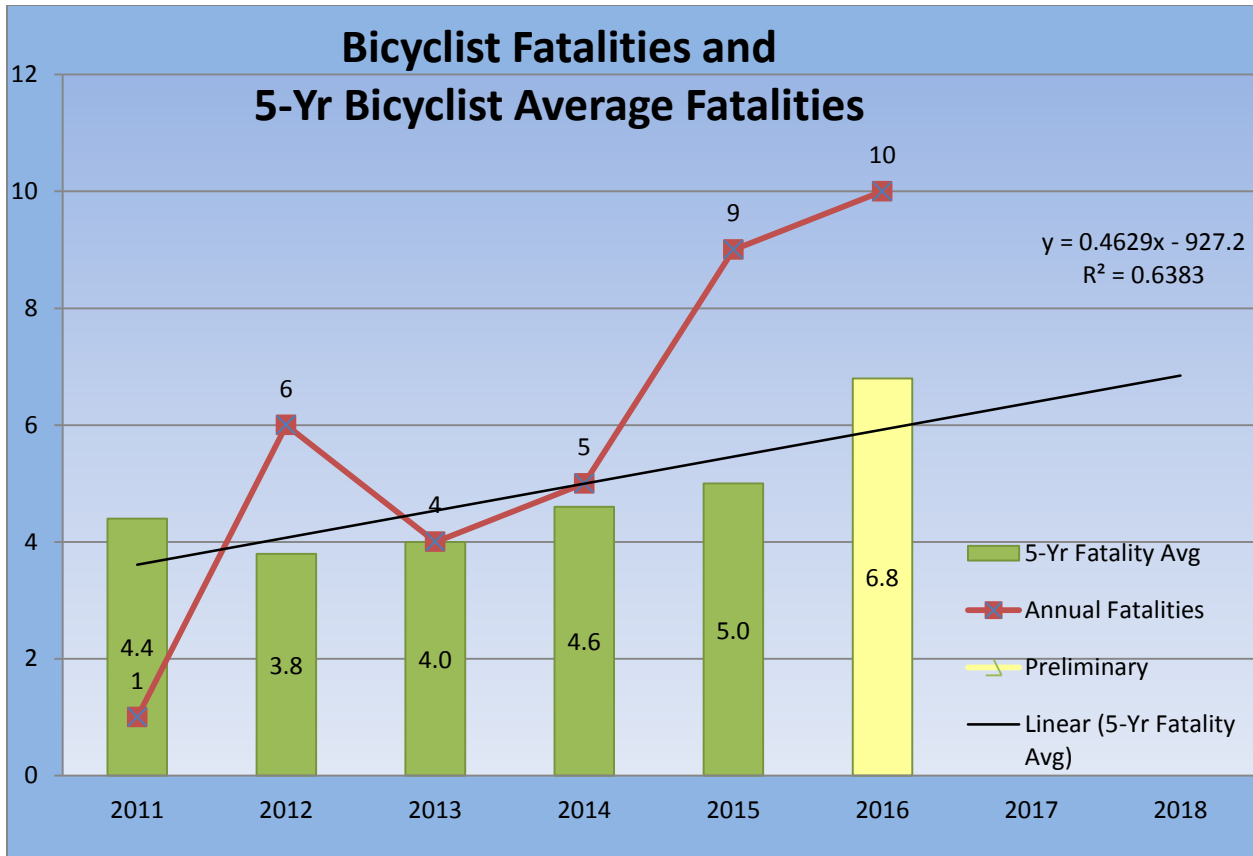
To decrease pedestrian fatalities by 7.0 percent annually, resulting in a change to the 2014-2018 moving average from 80.2 (2011-2015 moving average) to 89.1 (2014-2018 moving average) by December 31, 2018.



The trend line is based upon the five-year moving average projected to 2018. An assumed 7% annual reduction in Missouri’s pedestrian fatalities would result in a five-year average target of 89.1 fatalities in 2018.

C-11) Bicyclist Fatalities (FARS)

To decrease bicyclist fatalities by 7.0 percent annually, resulting in a change to the 2014-2018 moving average from 5.0 (2011-2015 moving average) to 8.4 (2014-2018 moving average) by December 31, 2018.

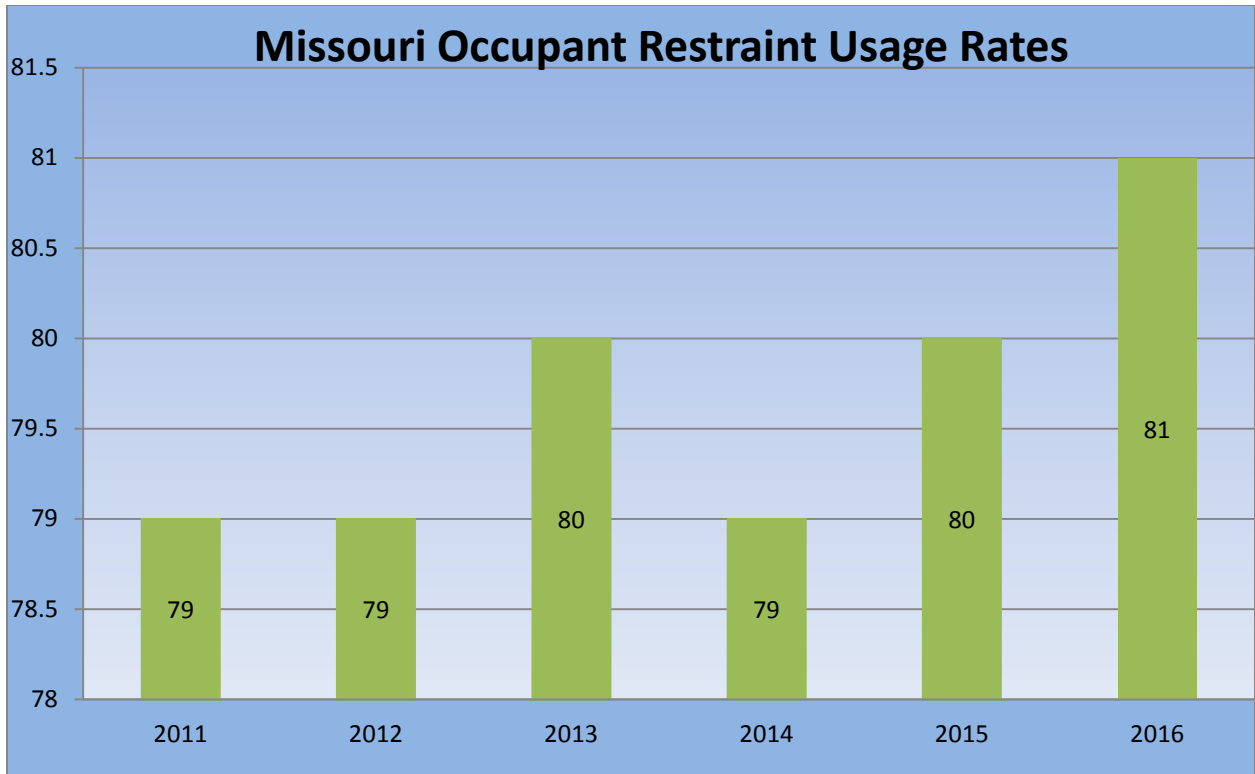


The trend line is based upon the five-year moving average projected to 2018. An assumed 7% annual reduction in Missouri's bicyclist fatalities would result in a five-year average target of 8.4 fatalities in 2018.



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

To increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles 1 percentage point annually from the 2016 calendar base year rate of 81% to 83% by December 31, 2018.



## **Project Selection**

### **Best Practices Countermeasures**

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.

The table on the following page represents the timeframes within which the office must operate in order to meet our federal requirements. The timeframes also provide a quick overview of when grant applications, program reports, and annual reports are due. This information provides our grantees and the general public a clearer picture of our internal process.

Some dates are firm—those established by the federal government for submitting our HSP, annual report, and supplemental grant applications. Some of the dates established by the Highway Safety Office are more fluid; they may be revised in order to allow the agency to function more efficiently.

# Planning, Programming and Implementation Timeframes

## Highway Safety Plan and Annual Report

ACTIVITY	OCT 2017	NOV	DEC	JAN 2018	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP
Data collection & analysis, problem identification, internal planning and input solicitation for new fiscal year				1								
Mail out requests for project proposals for new fiscal year			1									
Contract and equipment monitoring by HS staff	O N G O I N G											
Grantee reimbursement vouchers	VOUCHERS ARE PROCESSED MULTIPLE TIMES PER MONTH											
Conduct regional grant application training sessions				8-12								
Grant applications due to HS						1						
Grant applications review & budget meetings							2-13					
Contracts written and reviewed internally									10			
HSP & Performance Plan/405 grants due to NHTSA									30			
Mail grantee award and denial letters										15-31		
Regional contract award workshops w/grantees											27-31	
Verify that soft match letters are on file												1
Program income submissions from grantees	31						30					
Federal fiscal year ends (contract ending date)												30
All funds must be obligated for new fiscal year												30
Federal fiscal year begins (contract start date)	1											
Mail letters requesting year-end reports												30
Yearend reports due from grantees		15										
Compile & print annual report			15									
Annual report & final cost summary due			31									
Audit closeout (within 90 days of fiscal year end)			31									
Require submission of program income documentation	31						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 2018 fiscal year was March 1, 2017.

### 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 subaward 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

*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 2018.

#### *Subrecipient Compliance Requirements*

*Any agency receiving a Highway Safety grant must comply with the following statutes or rules. The following are included in the contract signed by the subrecipient:*

**Nondiscrimination** — CFR Chapter 50 prohibits discrimination on the basis of race, color, religion, sex or national origin including DBE and Segregated Facilities.

**Hatch Act** – Pursuant to United States Code Sections 1501-1508, employees who are paid in whole or in part with federal funds are prohibited from participating in certain partisan political activities including, but not limited to, being candidates for elective office.

**Federal Funding Accountability and Transparency Act**: Subrecipients must disclose detailed information about their operations including the name and location of the entity, amount of award, transaction type, unique identifier, names and the total compensation of the five most highly compensated officers of the entity if certain parameters are met. The state then compiles this information for all grantees and facilitates the disclosure of this information to the federal government and the public.

**Buy America Act** – The state will comply with the provisions of the Buy America Act (49 U.S.C. 5323 (j)), which contains the following requirements:

Only steel, iron and manufactured products produced in the United States may be purchased with federal funds unless the Secretary of Transportation determines that such domestic purchases would be inconsistent with the public interest, that such materials are not reasonably available and of a satisfactory quality, or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. Clear justification for

the purchase of non-domestic items must be in the form of a waiver request submitted to and approved by the Secretary of Transportation.

All items purchased must be compliant with the National Highway Traffic Safety Administration (NHTSA) interpretation of the Buy America Act including, but not limited to:

1. Items valued over \$5,000 per unit must be manufactured or assembled in the United States of America , or as allowed by a current Buy America Act waiver issued by the NHTSA;
2. All vehicles must be manufactured or assembled in the United States of America regardless of cost .

[www.nhtsa.gov/staticfiles/administration/programs-grants/Buy-America-Act-revised-11202015.pdf](http://www.nhtsa.gov/staticfiles/administration/programs-grants/Buy-America-Act-revised-11202015.pdf)

The Drug-Free Workplace Act of 1988 – The state will provide a drug-free workplace according to 41 U.S.C. 8103 by notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee’s workplace. The State will also establish a drug-free awareness program; notify employees of the requirements of the workplace and conviction of such offense and the actions to be taken.

Certification Regarding Federal Lobbying and Restriction on State Lobbying – Certifies no federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a member of Congress, an officer or employee of Congress, or an employee of a member of Congress in connection with the awarding of any federal contract. None of the funds under the programs will be used for any activity specifically designed to urge or influence a state or local legislator to favor or oppose the adoption of any specific legislative proposal pending before any state or local legislative body.

Certification Regarding Debarment and Suspension and Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transactions – Certifying that the agency and its principals are presently not debarred, suspended, proposed for debarment, declared ineligible or voluntarily excluded from participation in the transaction by any federal department or agency.

*Any law enforcement agency receiving a Highway Safety grant must also comply with the following statutes or rules. The following are included in the contract signed by the grantee :*

Peace Officer Standards and Training Certification (P.O.S.T.) — Pursuant to RSMo 590.100-590.180 all peace officers in the State of Missouri are required to be certified by the Department of Public Safety.



Statewide Traffic Analysis Reporting (STARS) – Pursuant to RSMo 43.250, law enforcement agencies must file accident reports with the Missouri State Highway Patrol.

Uniform Crime Reporting — Pursuant to RSMo 43.505, all law enforcement agencies shall submit crime incident reports to the Department of Public Safety on the forms or in the format prescribed by DPS, as shall any other crime incident information that may be required by DPS.

Racial Profiling — Pursuant to RSMo 590.650, each law enforcement agency shall compile the data described in Subsection 2 of Section 590.650 for the calendar year into a report to the Attorney General and submit the report to the AG no later than March first of the following calendar year.

Prohibition on Using Grant Funds to Check for Helmet Usage - The State and each subrecipient will not use 23 U.S.C. Chapter 4 grant funds for programs to check helmet usage or to create checkpoints that specifically target motorcycles.

Policy on Seat Belt Use – In accordance with Executive Order 13043, Increasing Seat Belt Use in the United States, dated April 16, 1997, the Grantee is encouraged to adopt and enforce on-the-job seat belt use policies and programs for its employees when operating company-owned, rented, or personally-owned vehicles.

Policy on Banning Text Messaging While Driving – In accordance with Executive Order 13513, Federal Leadership On Reducing Text Messaging While Driving, and DOT Order 3902.10, Text Messaging While Driving, States are encouraged to adopt and enforce workplace safety policies to decrease crashes caused by distracted driving, including policies to ban text messaging while driving company-owned or –rented vehicles, Government-owned, leased or rented vehicles, or privately-owned when on official Government business or when performing any work on or behalf of the Government.

### Local Ordinances and Policies

Agencies are encouraged to adopt the following local ordinances and policies, if possible:

- **Model Traffic Ordinance**—Chapter 300—Rules governing traffic administration and regulation
- **Child Restraints**—RSMo 307.179—Passenger restraint system required for children birth through age seven years (Primary Offense)
- **Seat Belts**—RSMo 307.178—Seat belts required for passenger cars
- **Open Container**—A model ordinance prohibiting the possession of an open container of alcoholic beverages in a motor vehicle.
- **Law enforcement vehicular pursuit training Title 23, USC, Chapter 4 402a(j)** - A state shall actively encourage all relevant law enforcement agencies in such state to follow the guidelines established for vehicular pursuits issued by the International Association of

Chiefs of Police that are in effect on the date of enactment of this subsection or as revised and in effect after such date as determined by the secretary.

## Traffic Safety Enforcement Program

The Highway Safety Office has three law enforcement program managers that cover specific regions of the state and three Law Enforcement Liaisons (LEL) who cover the Kansas City, St. Louis and Springfield areas. Below is a map that outlines the areas of responsibility for each program manager. These managers are responsible for the statewide coordination of state, county, and local law enforcement projects. The evidence-based traffic safety enforcement program is focused on preventing traffic violations, crashes, and crash fatalities and injuries in areas of most risk for such incidents. It involves an array of enforcement activities throughout the fiscal year.

This section includes: Problem Identification, Implementation Plan and Performance Measures pertaining to the Evidence-Based Traffic Safety Enforcement Program.



<b>Regional Coverage Areas:</b>	
Northwest & Kansas City	Scott Wilson
Northeast, Southeast & St. Louis	Mike Stapp
Central & Southwest	Mandy Kliethermes

### Problem Identification Process

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 [https://www.mshp.dps.missouri.gov/MSHPWeb/SAC/stars\\_index.html](https://www.mshp.dps.missouri.gov/MSHPWeb/SAC/stars_index.html)

### Implementation Plan

#### Grant Application Selection

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.

#### 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

### 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 is the hope of the HSO that this legislation will be reversed in the 2018 legislative session. However, until that time, law enforcement agencies are encouraged to continue conducting sobriety checkpoints with internal funding.

### Communication Component

There is a communication plan developed with each mobilization. These plans vary depending on the available funding and involve press releases, paid media, social media, and earned media. Sample pre- and post- press releases are sent to LE departments choosing to participate in various law enforcement initiatives/mobilizations. In the case of sobriety checkpoints, these releases are required and help make the general deterrent strategy more effective.

### Continuous Follow-Up and Adjustment

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.

### Performance Measures

To monitor law enforcement participation in the NHTSA and LETSAC mobilizations, the Traffic and Highway Safety Division has three performance measures in their division tracker. These measures identify the number of participating agencies, number of hours worked, number of sobriety checkpoints, and the type and number of citation and warning tickets.

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. 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

## **Performance Plan Project Areas**

In the following section, each program area contains specific counter measure strategies used to complete the program and achieve specific performance targets. Each program area contains a description of the problem identification, prior year performance, allocation of funding, other sources used to achieve the goals, core performance measures, other performance goals and each project selected for the program area showing the proven countermeasure strategies. The information provided is accurate as of June 1, 2017.

### **Planning and Administration**

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

Costs:

18-PA-02-082	\$115,000.00
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## Public Information and Education

### Problem Identification

From 2005-2015, due to the combined efforts of highway safety advocates in the MCRS, 3,818 lives have been saved on MO roadways, a decrease of 30.8 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.

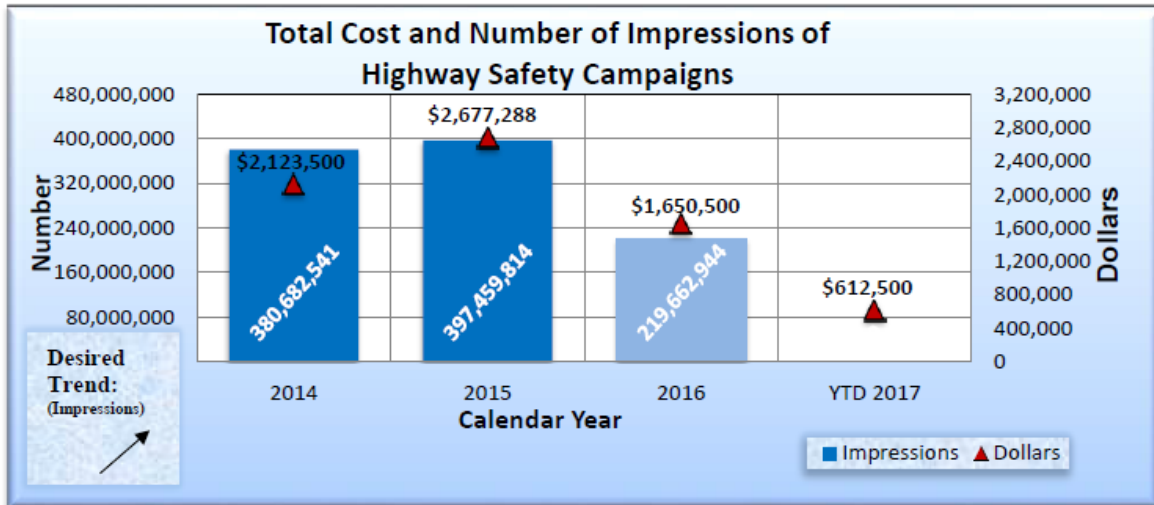
This is accomplished by developing highly visible, catchy campaigns that are coupled with strong enforcement efforts. We rely on our traffic safety partners to be active participants in these campaigns. Some of the most effective campaigns have been the national law enforcement mobilization efforts such 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.



**Prior Year Performance**

In 2016, 195,748 pieces of traffic safety materials distributed through on-line ordering system. The total cost and number of impressions during the highway safety campaigns are below:



<b>Public Information &amp; Education Funding Summary</b>	
Education	\$455,000.00
Enforcement	\$
EMS	\$
Engineering	\$
Data	\$
<b>TOTAL</b>	<b>\$455,000.00</b>

**Other Funding Sources, Documents and Data to Achieve Goals**

The Public Information Subcommittee of the Missouri Coalition for Roadway Safety (MCRS) has been instrumental in increasing public education and information on traffic safety issues. The subcommittee develops an annual statewide media plan; has identified ARRIVE ALIVE as the overarching message for the coalition’s public information activities; and manages the saveMOLives.com website to grab people’s attention and convey safety information in the best way possible. The site features eye-catching graphics, intriguing videos, news and information, driving tips and advice on how to Arrive Alive at your destination.

**Other Performance Measure Goals**

1. Promote Missouri’s traffic safety issues to improve understanding and increase compliance with state traffic laws, thereby reducing fatalities and serious injuries.

**Education Countermeasures**

Project Name	<b>Alliance Sports Marketing</b>		
Project #	18-154-AL-127		
Sub-Recipient	Highway Safety Office		
Project Amount	\$80,000.00		
Project Description			
The funding will allow the HSO to contract with Alliance Sports Marketing to coordinate sponsorship elements with 20 sports venues throughout Missouri. This campaign brings the impaired driving message to dirt track venues and minor league sporting events where recreational activity and drinking occur.			
Assessment of Traffic Safety Strategies (Based on NHTSA's "Countermeasures that Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices", 8 <sup>th</sup> Edition, 2015)			
Communications & Outreach	Strategies for low-belt-use groups	★ ★ ★ ★	
Funding Source	154 AL	Funding Amount	\$80,000.00
Match Amount	TBD	Indirect Cost	\$0
Local Benefit	\$0	MOE	TBD
Is this Project a part of the TSEP?			Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>

Project Name	<b>Work Zone Awareness Paid Media Campaign</b>		
Project #	18-PM-02-002		
Sub-Recipient	Highway Safety Office		
Project Amount	\$50,000.00		
Project Description			
Funding will provide paid media to supplement the statewide Work Zone Awareness campaign. Media includes radio, digital, online, print and social media.			
Funding Source	402	Funding Amount	\$50,000.00
Match Amount	TBD	Indirect Cost	\$0
Local Benefit	\$0	MOE	TBD
Is this Project a part of the TSEP?			Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>

Project Name	<b>PI Creative Services</b>		
Project #	18-PM-02-004		
Sub-Recipient	Highway Safety Office		
Project Amount	\$75,000.00		
Project Description			
This funding will be used for professional marketing services to generate effective and compelling messages to reach Missourians regarding safe driving. Creative work produced			

could include 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.			
Assessment of Traffic Safety Strategies (Based on NHTSA's "Countermeasures that Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices", 8 <sup>th</sup> Edition, 2015)			
Prevention, Intervention, Communications and Outreach	Mass Media Campaigns		★★★
Funding Source	402	Funding Amount	\$75,000.00
Match Amount	TBD	Indirect Cost	\$0
Local Benefit	\$0	MOE	TBD
Is this Project a part of the TSEP?			Yes X    No

Project Name	<b>Bike/Pedestrian and Distracted Driving PI&amp;E</b>		
Project #	18-PM-02-003		
Sub-Recipient	Highway Safety Office		
Project Amount	\$250,000.00		
Project Description			
This funding will be used for professional marketing services to generate effective and compelling messages to reach Missourians regarding safe driving. Creative work produced could include 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.			
Assessment of Traffic Safety Strategies (Based on NHTSA's "Countermeasures that Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices", 8 <sup>th</sup> Edition, 2015)			
Prevention, Intervention, Communications and Outreach	Mass Media Campaigns		★★★
Funding Source	402	Funding Amount	\$250,000.00
Match Amount	TBD	Indirect Cost	\$0
Local Benefit	\$0	MOE	TBD
Is this Project a part of the TSEP?			Yes    No X

## Aggressive Drivers

### Problem Identification

Aggressive driving can be any one of us, when we make the choice to drive over the speed limit; change lanes several times in a short distance and/or follow too closely.

Aggressive driving is a costly decision, often made in an instant, but can have lifelong consequences. According to the National Highway Traffic Safety Administration, aggressive driving is when an individual commits a combination of moving traffic offenses so as to endanger other persons or property. During the last five years, 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 40 percent of all Missouri fatalities over the last five years were speed-related.



### Prior Year Performance

Projects funded by the Highway Safety Office in the aggressive driving program area include hazardous moving violation enforcement and education of the dangers of speed and aggressive driving actions (described in the Young Driver section). There were 437 aggressive driving related fatalities in 2015, thereby not meeting the goal of 270 by 2016. (Aggressive driving stats will appear larger than previously reported due to the addition of Improper Passing and Improper Lane Usage/Change to our existing contributing circumstances. This change was made in order to match the Highway Patrol’s definition of Aggressive Driving.) Speed related fatalities totaled 310 in 2015, thereby not meeting the goal of 258 by 2016. The Highway Safety Office 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.

<b><i>Aggressive Driving Funding Summary</i></b>	
<b>Education</b>	<b>\$</b>
<b>Enforcement</b>	<b>\$2,307,173.76</b>
<b>EMS</b>	<b>\$</b>
<b>Engineering</b>	<b>\$</b>
<b>Data</b>	<b>\$</b>
<b>TOTAL</b>	<b>\$2,307,173.76</b>

### Other Funding Sources, Documents and Data to Achieve Goals

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 aggressive driving projects.

**Core Performance Measure Goals**

1. To decrease speeding related fatalities by 7.0 percent annually, resulting in a change to the 2014-2018 moving average from 304.2 (2011-2015 moving average) to 294.8 (2014-2018 moving average) by December 31, 2018.
2. To increase the number of speeding citations issued during grant funded enforcement activities by .25 percent annually from the 2011-2015 calendar base year average of 72,901 to 73,083 by December 31, 2018.

**Other Performance Measure Goals**

3. To decrease aggressive driving-related fatalities by 7.0 percent annually, resulting in a change to the 2014-2018 moving average from 428.2 (2011-2015 moving average) to 430.9 (2014-2018 moving average) by December 31, 2018.

**Enforcement Countermeasures**

Project Name	Hazardous Moving Violation Enforcement	
<i>Department</i>	<i>Project Number</i>	<i>Project Amount</i>
Arnold Police Dept.	18-PT-02-001	\$ 13,000.00
Ballwin Police Dept.	18-PT-02-002	\$ 7,000.00
Belton Police Dept.	18-PT-02-004	\$ 4,975.00
Blue Springs Police Dept.	18-PT-02-046	\$ 9,500.00
Bolivar Police Dept.	18-PT-02-008	\$ 9,500.00
Boone County Sheriff's Dept.	18-PT-02-011	\$ 22,785.60
Branson Police Dept.	18-PT-02-012	\$ 3,000.00
Buchanan County Sheriff's Dept.	18-PT-02-068	\$ 10,000.00
Butler County Sheriff's Office	18-PT-02-003	\$ 7,200.00
Callaway County Sheriff's Office	18-PT-02-013	\$ 7,000.00
Camden County Sheriff's Office	18-PT-02-015	\$ 4,000.00
Cameron Police Dept.	18-PT-02-069	\$ 8,500.00
Cape Girardeau Police Dept.	18-PT-02-019	\$ 7,000.00
Cass County Sheriff's Office	18-PT-02-070	\$ 5,800.00
Chesterfield Police Dept.	18-PT-02-020	\$ 9,250.00
Chillicothe Police Dept.	18-PT-02-072	\$ 5,000.00
Christian County Sheriff's Office	18-PT-02-017	\$ 4,300.00
Clay County Sheriff's Office	18-PT-02-073	\$ 4,000.00
Clayton Police Dept.	18-PT-02-021	\$ 6,618.21
Cole County Sheriff's Dept.	18-PT-02-025	\$ 4,125.00
Creve Coeur Police Dept.	18-PT-02-022	\$ 5,750.00
Crystal City Police Dept.	18-PT-02-023	\$ 16,000.00
DeSoto Dept. of Public Safety	18-PT-02-024	\$ 3,000.00
Eureka Police Dept.	18-PT-02-026	\$ 12,000.00
Excelsior Springs Police Dept.	18-PT-02-076	\$ 5,400.00

*Aggressive Drivers*

Farmington Police Dept.	18-PT-02-028	\$ 6,000.00
Festus Police Dept.	18-PT-02-030	\$ 18,250.00
Florissant Police Dept.	18-PT-02-039	\$ 16,000.00
Franklin County Sheriff's Office	18-PT-02-033	\$ 31,500.00
Gladstone Dept. of Public Safety	18-PT-02-123	\$ 3,000.00
Glendale Police Dept.	18-PT-02-041	\$ 5,000.00
Grain Valley Police Dept.	18-PT-02-083	\$ 1,680.00
Grandview Police Dept.	18-PT-02-084	\$ 13,000.00
Greene County Sheriff's Office	18-PT-02-034	\$ 58,000.00
Greene County Sheriff's Office	18-PT-02-118	\$ 27,317.48
Harrisonville Police Dept.	18-PT-02-027	\$ 2,800.00
Hazelwood Police Dept.	18-PT-02-043	\$ 33,500.00
Henry County Sheriff's Office	18-PT-02-085	\$ 7,000.00
Howell County Sheriff's Dept.	18-PT-02-044	\$ 6,000.00
Independence Police Dept.	18-PT-02-086	\$ 192,180.00
Jackson County Sheriff's Office	18-PT-02-088	\$ 4,500.00
Jackson Police Dept.	18-PT-02-045	\$ 3,750.00
Jasper County Sheriff's Office	18-PT-02-047	\$ 10,700.00
Jefferson City Police Dept.	18-PT-02-036	\$ 22,250.00
Jefferson County Sheriff's Office	18-PT-02-049	\$ 171,603.00
Joplin Police Dept.	18-PT-02-038	\$ 12,500.00
Kansas City MO Board of Police Commissioners	18-PT-02-032	\$ 178,750.00
Kennett Police Dept.	18-PT-02-050	\$ 3,500.00
Kirkwood Police Dept.	18-PT-02-051	\$ 11,000.00
Lake St. Louis Police Dept.	18-PT-02-052	\$ 6,385.00
Lawrence County Sheriff's Dept.	18-PT-02-121	\$ 5,000.00
Lee's Summit Police Dept.	18-PT-02-018	\$ 27,250.00
Liberty Police Dept.	18-PT-02-016	\$ 10,000.00
Lincoln County Sheriff's Office	18-PT-02-053	\$ 11,000.00
Macon Police Dept.	18-PT-02-054	\$ 4,000.00
Manchester Police Dept.	18-PT-02-055	\$ 5,005.00
Marshall Police Dept.	18-PT-02-056	\$ 3,250.00
Maryland Heights Police Dept.	18-PT-02-058	\$ 10,455.06
MO State Highway Patrol	18-PT-02-100	\$ 199,999.80
MO State Highway Patrol	18-PT-02-105	\$ 100,000.00
Monroe County Sheriff's Office	18-PT-02-059	\$ 2,000.00
Neosho Police Dept.	18-PT-02-061	\$ 6,225.00
Nevada Police Dept.	18-PT-02-063	\$ 6,000.00
Newton County Sheriff's Office	18-PT-02-067	\$ 5,750.00
Nixa Police Dept.	18-PT-02-071	\$ 5,000.00
O'Fallon Police Dept.	18-PT-02-060	\$ 22,000.00
Olivette Police Dept.	18-PT-02-062	\$ 6,611.96

*Aggressive Drivers*

Osage Beach Police Department	18-PT-02-078	\$ 4,697.60
Overland Police Dept.	18-PT-02-064	\$ 8,175.00
Ozark Police Dept.	18-PT-02-079	\$ 3,600.00
Pettis County Sheriff's Office	18-PT-02-057	\$ 4,845.00
Pevely Police Dept.	18-PT-02-065	\$ 8,750.00
Phelps County Sheriff's Dept.	18-PT-02-089	\$ 5,000.00
Platte County Sheriff's Office	18-PT-02-029	\$ 29,375.00
Platte County Sheriff's Office	18-PT-02-031	\$ 23,200.00
Raymore Police Dept.	18-PT-02-014	\$ 6,000.00
Raytown Police Dept.	18-PT-02-010	\$ 3,000.00
Republic Police Dept.	18-PT-02-096	\$ 3,500.00
Richmond Heights Police Dept.	18-PT-02-066	\$ 8,500.00
Riverside Police Department	18-PT-02-009	\$ 3,000.00
Rolla Police Dept.	18-PT-02-098	\$ 6,000.00
Scott County Sheriff's Office	18-PT-02-074	\$ 3,468.00
Sedalia Police Dept.	18-PT-02-007	\$ 4,000.00
Shrewsbury Police Dept.	18-PT-02-080	\$ 7,500.00
Smithville Police Dept.	18-PT-02-006	\$ 4,498.72
Springfield Police Dept.	18-PT-02-099	\$ 66,813.00
St. Ann Police Dept.	18-PT-02-081	\$ 8,340.00
St. Charles City Police Dept.	18-PT-02-093	\$ 16,500.00
St. Charles County Police Department	18-PT-02-094	\$ 16,560.00
St. Clair County Sheriff's Office	18-PT-02-101	\$ 3,000.00
St. Clair Police Dept.	18-PT-02-095	\$ 5,544.96
St. John Police Dept.	18-PT-02-097	\$ 9,000.00
St. Joseph Police Dept.	18-PT-02-005	\$ 7,995.26
St. Louis County Police Dept.	18-PT-02-108	\$ 183,542.75
St. Louis Metro Police Dept.	18-PT-02-109	\$ 164,700.00
St. Peters Police Dept.	18-PT-02-110	\$ 27,207.36
St. Robert Police Dept.	18-PT-02-119	\$ 3,500.00
Stone County Sheriff's Office	18-PT-02-120	\$ 6,000.00
Town & Country Police Dept.	18-PT-02-111	\$ 5,000.00
Traffic and Highway Safety Division	18-PT-02-102	\$ 100,000.00
Troy Police Dept.	18-PT-02-112	\$ 7,000.00
Union Police Dept.	18-PT-02-113	\$ 11,525.00
Washington Police Dept.	18-PT-02-103	\$ 9,000.00
Wayne County Sheriff's Office	18-PT-02-114	\$ 7,400.00
Waynesville Police Dept.	18-PT-02-104	\$ 5,264.00
Webb City Police Dept.	18-PT-02-122	\$ 10,750.00
Webster County Sheriff's Office	18-PT-02-106	\$ 6,420.00
Webster Groves Police Dept.	18-PT-02-115	\$ 6,000.00
Wentzville Police Dept.	18-PT-02-116	\$ 9,086.00

West Plains Police Dept.	18-PT-02-117	\$	3,500.00
TOTAL			\$2,307,173.76
<b>Project Description</b>			
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.			
Assessment of Traffic Safety Strategies (Based on NHTSA's "Countermeasures that Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices", 8th Edition, 2015)			
Enforcement	High visibility enforcement		★★★
Enforcement	Other enforcement methods		★★★
Funding Source	402	Funding Amount	\$2,307,173.76
Match Amount	TBD	Indirect Cost	N/A
Local Benefit	\$2,007,173.96	MOE	TBD
Is this Project a part of the TSEP?			Yes X    No



## 2011-2015 Aggressive Driver Involved

### Fatalities by Age

Age	Fatalities	Percent of Total Fatalities
0-9	37	1.73%
10-19	289	13.50%
20-29	590	27.56%
30-39	331	15.46%
40-49	282	13.17%
50-59	293	13.69%
60-69	163	7.61%
>=70	156	7.29%
Total	2141	100.00%

*Includes everyone killed involving at least one aggressive driver.*

### Fatalities by Roadway

#### Designation

Roadway Designation	Fatalities	Percent of Total Fatalities
Interstates	245	11.44%
US Numbered Routes	265	12.38%
MO Lettered Routes	440	20.55%
MO Numbered Routes	503	23.49%
Business	9	0.42%
City Street	314	14.67%
Ramp	30	1.40%
County Road	307	14.34%
Outer Road	15	0.70%
Private	5	0.23%
Loop	8	0.37%
Other	0	0.00%
Total	2141	100.00%

### Aggressive Driver Vehicles

#### Involved in Fatal Crashes

### Fatalities by Time of Day

Time	Fatalities	Percent of Total Fatalities
Midnight - 5:59 am	496	23.17%
6:00 am - 11:59 am	395	18.45%
Noon - 5:59 pm	626	29.24%
6:00 pm - 11:59 pm	624	29.15%
Total	2141	100.00%

Vehicle Type	Vehicle Body Type	Percent of Total Fatalities
Passenger Car	837	42.95%
SUV	298	15.29%
Van	71	3.64%
Motorcycle	244	12.52%
ATV	37	1.90%
Motor Home	2	0.10%
Farm Imp.	4	0.21%
Pick Up	386	19.81%
Large Trucks	66	3.39%
Cargo Van	2	0.10%
Passenger Van	2	0.10%
Total	1949	100.00%

## **Substance–Impaired Driving**

### **Problem Identification**

Substance-impaired drivers contributed to 27 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 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.



### **Prior Year Performance**

Projects funded by the Highway Safety Office in the alcohol and other drugs program area include a wide focus area. The law enforcement DWI traffic units and DWI task forces are a great deterrent for impaired drivers, as well as, programs focused on young impaired drivers. There were 224 alcohol-impaired driving fatalities in 2015, thereby meeting the goal of 230 by 2016.

<b><i>Substance-Impaired Funding Summary</i></b>	
<b>Education</b>	<b>\$2,212,797.04</b>
<b>Enforcement</b>	<b>\$6,143,377.28</b>
<b>EMS</b>	<b>\$</b>
<b>Engineering</b>	<b>\$</b>
<b>Data</b>	<b>\$ 246,808.00</b>
<b>Carry Forward</b>	<b>\$6,762,000.00</b>
<b>TOTAL</b>	<b>\$15,365,982.32</b>

### **Other Funding Sources, Documents and Data to Achieve Goals**

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 alcohol-impaired driving projects.

The Statewide Substance Impaired Driving Strategic plan was approved by the Statewide Substance Impaired Driving Subcommittee in June of 2017 and continues to play a vital role in prioritizing the projects of the impaired driving program.

### **Core Performance Measure Goals**

1. To decrease alcohol-impaired driving fatalities by 7.0 percent annually, resulting in a change to the 2014-2018 moving average from 242.8 (2011-2015 moving average) to 180.8 (2014-2018 moving average) by December 31, 2018.

- Increase the number of substance-impaired driving arrests made during grant funded enforcement activities by .25 percent annually from the 2011-2015 calendar base year average of 6,249 to 6,265 by December 31, 2018.

**Other Performance Measure Goals**

- To decrease alcohol-impaired driving serious injuries by 4.0 percent annually, resulting in a change to the 2014-2018 moving average from 686.0 (2011-2015 moving average) to 549.5 (2014-2018 moving average) by December 31, 2018.

Education Countermeasures

Project Name	<b>TRACTION – Teens Taking Action to Prevent Traffic Crashes</b>		
Project #	18-154-AL-181		
Sub-Recipient	Cape Girardeau Safe Communities		
Project Amount	\$70,284.14		
Project Description			
<p>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 unsafe alcohol related 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.</p>			
<p>Assessment of Traffic Safety Strategies (Based on NHTSA’s “Countermeasures that Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices”, 8<sup>th</sup> Edition, 2015)</p>			
Underage Drinking and Drinking and Driving	Youth Programs	★★★	
Other Strategies	School Programs	★★★	
Funding Source	154 AL	Funding Amount	\$70,284.14
Match Amount	TBD	Indirect Cost	\$0
Local Benefit	\$70,284.14	MOE	TBD
Is this Project a part of the TSEP?			Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>

Project Name	<b>Missouri Safe and Sober</b>		
Project #	18-154-AL-110		
Sub-Recipient	Safe and Sober, Inc.		
Project Amount	\$305,500.00		
Project Description			
<p>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</p>			

the students' transition toward adulthood. The funding will provide program development, travel, educational material and operational expenses of the program.			
Assessment of Traffic Safety Strategies (Based on NHTSA's "Countermeasures that Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices", 8 <sup>th</sup> Edition, 2015)			
Underage Drinking and Drinking and Driving	Youth Programs		★★
Parents	Parent rolls in teaching and managing		★★
Funding Source	154 AL	Funding Amount	\$305,500.00
Match Amount	TBD	Indirect Cost	\$0
Local Benefit	\$305,500.00	MOE	TBD
Is this Project a part of the TSEP?			Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>

Project Name	<b>SMART, CHEERS and DRIVE SAFE/DRIVE SMART</b>		
Project #	18-M5TR-03-003		
Sub-Recipient	University of Missouri Curators		
Project Amount	\$320,000.00		
Project Description			
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.			
Assessment of Traffic Safety Strategies (Based on NHTSA's "Countermeasures that Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices", 8 <sup>th</sup> Edition, 2015)			
Underage Drinking and Drinking and Driving	Youth Programs		★★
Prevention, Intervention, Communications and Outreach	Responsible beverage service		★★
Prevention, Intervention, Communications and Outreach	Designated drivers		★★
Funding Source	405d	Funding Amount	\$320,000.00
Match Amount	TBD	Indirect Cost	\$71,938.00
Local Benefit	\$0	MOE	TBD
Is this Project a part of the TSEP?			Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>

Project Name	<b>ThinkFirst Missouri</b>		
Project #	18-154-AL-182		
Sub-Recipient	University of Missouri Curators		
Project Amount	\$120,000.00		

<b>Project Description</b>			
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.			
Assessment of Traffic Safety Strategies (Based on NHTSA's "Countermeasures that Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices", 8 <sup>th</sup> Edition, 2015)			
Other Strategies		School Programs	
		★★★	
Funding Source	154 AL	Funding Amount	\$120,000.00
Match Amount	TBD	Indirect Cost	\$29,774.50
Local Benefit	\$0	MOE	TBD
Is this Project a part of the TSEP?			Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>

<b>Project Name</b>	<b>DITEP Training</b>		
<b>Project #</b>	18-M5OT-03-001		
<b>Sub-Recipient</b>	Missouri Police Chiefs Association		
<b>Project Amount</b>	\$44,580.50		
<b>Project Description</b>			
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.			
Assessment of Traffic Safety Strategies (Based on NHTSA's "Countermeasures that Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices", 8 <sup>th</sup> Edition, 2015)			
Deterrence: Prosecution and Adjudication	Drug-impaired driving laws		★
Deterrence: DWI Offender Treatment, Monitoring, and Control	Education regarding medication		★
Funding Source	405d	Funding Amount	\$44,580.50
Match Amount	TBD	Indirect Cost	\$0
Local Benefit	\$44,580.50	MOE	TBD
Is this Project a part of the TSEP?			Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>

<b>Project Name</b>	<b>Law Enforcement Training for Impaired Driving</b>
<b>Project #</b>	18-M5TR-03-001

Sub-Recipient	Missouri Southern State University		
Project Amount	\$48,400.00		
Project Description			
Missouri Southern State University provides training to law enforcement in the area of impaired driving. The courses offered are DWI Crash Investigation, DWI Enforcement Strategies for Small Departments, SFST Update, ARIDE, and Spanish for law enforcement conducting SFSTs. MSSU charges a flat fee per course which covers all the expenses for conducting the course.			
Funding Source	405d	Funding Amount	\$48,400.00
Match Amount	TBD	Indirect Cost	\$0
Local Benefit	\$0	MOE	TBD
Is this Project a part of the TSEP?			Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>

Project Name	<b>Impaired Driving Training through MSHP</b>		
Project #	18-M5TR-03-002		
Sub-Recipient	Missouri State Highway Patrol		
Project Amount	\$99,732.40		
Project Description			
This project covers impaired driving training for both the Missouri State Highway Patrol and local law enforcement agencies. Some of the training is for continuing education for Highway Patrol staff, while other training is hosted at the Highway Patrol Training Academy. The grant covers expenses associated with attendance at national impaired driving conferences/training and courses offered at the Highway Patrol Training Academy such as Breath Alcohol training, SFST Instructor, ARIDE and DRE training/recertification. Some equipment will also be purchased under this grant for breath instrument calibration and the DREs.			
Assessment of Traffic Safety Strategies (Based on NHTSA's "Countermeasures that Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices", 8 <sup>th</sup> Edition, 2015)			
Deterrence: Prosecution and Adjudication	Drug-impaired driving laws	★	
Deterrence: DWI Offender Treatment, Monitoring, and Control	Education regarding medication	★	
Funding Source	405d	Funding Amount	\$99,732.40
Match Amount	TBD	Indirect Cost	\$0
Local Benefit	\$0	MOE	TBD
Is this Project a part of the TSEP?			Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>

Project Name	<b>Impaired Driving Program Activities</b>		
Project #	18-M5OT-03-004		
Sub-Recipient	Highway Safety Office		
Project Amount	\$20,000.00		
Project Description			

This project will cover activities in the impaired driving program area including: development and printing costs; educational programs; travel expenses for speaking engagements or conferences; supplies for training programs or educational activities; assessments; etc.			
Funding Source	405d	Funding Amount	\$20,000.00
Match Amount	TBD	Indirect Cost	\$0
Local Benefit	\$0	MOE	TBD
Is this Project a part of the TSEP?			Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>

Project Name	<b>Impaired Driving Paid Media</b>		
Project #	18-154-AL-126		
Sub-Recipient	Highway Safety Office		
Project Amount	\$1,000,000.00		
Project Description			
The funding will provide paid media campaigns for Drive Sober or Get Pulled Over, Youth Alcohol, Quarterly Impaired Driving Campaigns, and various other impaired driving efforts for, but not limited to Super Bowl Sunday, Cinco De Mayo, statewide festivals, etc.			
Assessment of Traffic Safety Strategies (Based on NHTSA's "Countermeasures that Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices", 8 <sup>th</sup> Edition, 2015)			
Prevention, Intervention, Communications and Outreach	Mass Media Campaigns	★★★	
Funding Source	154 AL	Funding Amount	\$1,000,000.00
Match Amount	TBD	Indirect Cost	\$0
Local Benefit	\$0	MOE	TBD
Is this Project a part of the TSEP?			Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>

Project Name	<b>2018 405d Mid Impaired Driving Coordination</b>		
Project #	18-M5IDC-03-001		
Sub-Recipient	Highway Safety Office		
Project Amount	\$95,200.00		
Project Description			
Funding will be allocated for coordination activities. Costs will include salaries, fringe benefits and travel by highway safety program staff.			
Funding Source	405d	Funding Amount	\$95,200.00
Match Amount	TBD	Indirect Cost	\$0
Local Benefit	\$0	MOE	TBD
Is this Project a part of the TSEP?			Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>

Project Name	<b>2018 405d Youth Alcohol Coordination</b>		
Project #	18-M5IDC-03-002		
Sub-Recipient	Highway Safety Office		

Project Amount	\$89,100.00		
Project Description			
Funding will be allocated for coordination activities. Costs will include salaries, fringe benefits and travel by highway safety program staff.			
Funding Source	405d	Funding Amount	\$89,100.00
Match Amount	TBD	Indirect Cost	\$0
Local Benefit	\$0	MOE	TBD
Is this Project a part of the TSEP?			Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>

**Enforcement Countermeasures**

Project Name	Impaired Driving Enforcement	
<i>Department</i>	<i>Project Number</i>	<i>Project Amount</i>
Arnold Police Dept.	18-154-AL-001	\$13,000.00
Arnold Police Dept.	18-154-AL-002	\$6,200.00
Arnold Police Dept.	18-154-AL-003	\$8,400.00
Audrain County Sheriff's Office	18-154-AL-004	\$3,000.00
Ballwin Police Dept.	18-154-AL-005	\$9,750.00
Ballwin Police Dept.	18-154-AL-006	\$2,750.00
Barry County Sheriff's Office	18-154-AL-155	\$2,000.00
Bates City Police Dept.	18-154-AL-010	\$2,000.00
Belton Police Dept.	18-154-AL-165	\$1,776.00
Belton Police Dept.	18-154-AL-166	\$7,000.00
Benton County Sheriff's Office	18-154-AL-093	\$10,000.00
Billings Police Dept.	18-154-AL-013	\$2,200.50
Blue Springs Police Dept.	18-154-AL-011	\$5,000.00
Blue Springs Police Dept.	18-154-AL-095	\$2,500.00
Bolivar Police Dept.	18-154-AL-156	\$12,995.00
Branson Police Dept.	18-154-AL-014	\$6,000.00
Branson Police Dept.	18-154-AL-015	\$3,000.00
Byrnes Mill Police Dept.	18-154-AL-007	\$4,000.00
Calverton Park Police Dept.	18-154-AL-008	\$2,000.00
Camden County Sheriff's Office	18-154-AL-016	\$7,500.00
Cape Girardeau County Sheriff's Office	18-154-AL-009	\$15,500.00
Cape Girardeau Police Dept.	18-154-AL-018	\$7,700.00
Cape Girardeau Police Dept.	18-154-AL-019	\$9,100.00
Cartersville Police Dept.	18-154-AL-159	\$6,500.00
Carthage Police Dept.	18-154-AL-148	\$2,000.00
Cass County Sheriff's Office	18-154-AL-012	\$7,500.00
Chesterfield Police Dept.	18-154-AL-020	\$10,000.00
Chesterfield Police Dept.	18-154-AL-021	\$5,500.00
Clark County Sheriff's Office	18-154-AL-023	\$9,000.00
Clay County Sheriff's Office	18-154-AL-099	\$2,500.00



*Substance-Impaired Driving*

Clay County Sheriff's Office	18-154-AL-175	\$4,000.00
Clayton Police Dept.	18-154-AL-024	\$3,240.00
Cole County Sheriff's Dept.	18-154-AL-032	\$4,000.00
Columbia Police Dept.	18-154-AL-037	\$20,000.00
Cottleville Police Dept.	18-154-AL-025	\$5,000.00
Creve Coeur Police Dept.	18-154-AL-026	\$5,000.00
Creve Coeur Police Dept.	18-154-AL-027	\$10,000.00
Creve Coeur Police Dept.	18-154-AL-028	\$58,000.00
Crocker Police Dept.	18-154-AL-172	\$10,515.00
Crystal City Police Dept.	18-154-AL-029	\$5,000.00
Dexter Police Dept.	18-154-AL-030	\$7,000.00
Dexter Police Dept.	18-154-AL-031	\$11,731.40
Doniphan Police Dept.	18-154-AL-033	\$1,680.00
Ellisville Police Dept.	18-154-AL-034	\$3,000.00
Eureka Police Dept.	18-154-AL-035	\$2,500.00
Eureka Police Dept.	18-154-AL-036	\$5,000.00
Eureka Police Dept.	18-154-AL-038	\$2,000.00
Excelsior Springs Police Dept.	18-154-AL-100	\$7,000.00
Festus Police Dept.	18-154-AL-039	\$6,400.00
Festus Police Dept.	18-154-AL-040	\$12,000.00
Florissant Police Dept.	18-154-AL-048	\$5,000.00
Franklin County Sheriff's Office	18-154-AL-042	\$15,000.00
Franklin County Sheriff's Office	18-154-AL-131	\$18,000.00
Franklin County Sheriff's Office	18-154-AL-149	\$8,500.00
Franklin County Sheriff's Office	18-154-AL-157	\$171,209.37
Gladstone Dept. of Public Safety	18-154-AL-101	\$4,500.00
Gladstone Dept. of Public Safety	18-154-AL-102	\$6,000.00
Grain Valley Police Dept.	18-154-AL-103	\$3,000.00
Grandview Police Dept.	18-154-AL-107	\$15,725.00
Grandview Police Dept.	18-154-AL-109	\$3,200.00
Greene County Sheriff's Office	18-154-AL-150	\$45,000.00
Harrisonville Police Dept.	18-154-AL-059	\$2,000.00
Hayti Police Dept.	18-154-AL-052	\$4,000.00
Hazelwood Police Dept.	18-154-AL-053	\$33,000.00
Hazelwood Police Dept.	18-154-AL-054	\$10,000.00
Hazelwood Police Dept.	18-154-AL-055	\$5,750.00
Hollister Police Dept.	18-154-AL-158	\$3,000.00
Howell County Sheriff's Dept.	18-154-AL-056	\$5,590.00
Jackson County Sheriff's Office	18-154-AL-108	\$10,314.00
Jackson County Sheriff's Office	18-154-AL-111	\$204,536.02
Jackson County Sheriff's Office	18-154-AL-164	\$20,628.00
Jackson Police Dept.	18-154-AL-057	\$10,600.00

*Substance-Impaired Driving*

Jasper County Sheriff's Office	18-154-AL-060	\$20,000.00
Jefferson City Police Dept.	18-154-AL-044	\$25,000.00
Jefferson County Sheriff's Office	18-154-AL-063	\$194,670.00
Jefferson County Sheriff's Office	18-154-AL-064	\$207,021.00
Jefferson County Sheriff's Office	18-154-AL-065	\$62,000.00
Jefferson County Sheriff's Office	18-154-AL-066	\$180,000.00
Johnson County Sheriff's Dept.	18-154-AL-174	\$3,500.00
Joplin Police Dept.	18-154-AL-162	\$13,000.00
Kansas City MO Board of Police Commissioners	18-154-AL-041	\$22,500.00
Kennett Police Dept.	18-154-AL-067	\$12,000.00
Kennett Police Dept.	18-154-AL-068	\$10,625.00
Lake St. Louis Police Dept.	18-154-AL-071	\$6,375.00
Lake St. Louis Police Dept.	18-154-AL-072	\$4,000.00
Lake Winnebago Police Dept.	18-154-AL-073	\$2,500.00
Lamar Police Dept.	18-154-AL-061	\$6,000.00
Lawrence County Sheriff's Dept.	18-154-AL-062	\$10,000.00
Liberty Police Dept.	18-154-AL-058	\$2,200.00
Livingston County Sheriff's Dept.	18-154-AL-167	\$2,000.00
Manchester Police Dept.	18-154-AL-074	\$5,005.00
Maryland Heights Police Dept.	18-154-AL-076	\$5,000.00
Maryland Heights Police Dept.	18-154-AL-077	\$6,500.00
Monroe County Sheriff's Office	18-154-AL-079	\$2,000.00
Mountain View Police Dept.	18-154-AL-080	\$2,000.00
Neosho Police Dept.	18-154-AL-078	\$3,780.00
Nevada Police Dept.	18-154-AL-084	\$4,000.00
Newton County Sheriff's Office	18-154-AL-086	\$6,000.00
Nixa Police Dept.	18-154-AL-096	\$5,000.00
Normandy Police Dept.	18-154-AL-153	\$2,000.00
Oak Grove Police Dept.	18-154-AL-171	\$2,474.24
O'Fallon Police Dept.	18-154-AL-081	\$10,000.00
O'Fallon Police Dept.	18-154-AL-082	\$7,500.00
O'Fallon Police Dept.	18-154-AL-083	\$22,000.00
Olivette Police Dept.	18-154-AL-085	\$5,250.00
Osage Beach Police Department	18-154-AL-151	\$3,700.00
Overland Police Dept.	18-154-AL-087	\$7,500.00
Overland Police Dept.	18-154-AL-088	\$10,000.00
Ozark Police Dept.	18-154-AL-104	\$4,000.00
Pevely Police Dept.	18-154-AL-089	\$3,000.00
Pevely Police Dept.	18-154-AL-090	\$4,500.00
Phelps County Sheriff's Dept.	18-154-AL-112	\$8,000.00
Platte County Sheriff's Office	18-154-AL-069	\$33,477.50
Pleasant Hill Police Dept.	18-154-AL-170	\$5,842.33

*Substance-Impaired Driving*

Potosi Police Dept.	18-154-AL-113	\$6,500.00
Raymore Police Dept.	18-154-AL-051	\$8,000.00
Republic Police Dept.	18-154-AL-121	\$7,000.00
Reynolds County Sheriff's Office	18-154-AL-091	\$3,000.00
Reynolds County Sheriff's Office	18-154-AL-092	\$2,988.80
Riverside Police Department	18-154-AL-168	\$5,400.00
Rogersville Police Dept.	18-154-AL-122	\$3,500.00
Rolla Police Dept.	18-154-AL-160	\$14,000.00
Scott City Police Dept.	18-154-AL-094	\$3,500.00
Scott County Sheriff's Office	18-154-AL-097	\$3,500.00
Scott County Sheriff's Office	18-154-AL-098	\$6,000.00
Seneca Police Dept.	18-154-AL-132	\$1,500.00
Smithville Police Dept.	18-154-AL-169	\$5,391.36
Smithville Police Dept.	18-154-AL-176	\$730.08
Springfield Police Dept.	18-154-AL-161	\$29,879.00
St. Ann Police Dept.	18-154-AL-105	\$5,000.00
St. Charles City Police Dept.	18-154-AL-106	\$13,125.00
St. Charles City Police Dept.	18-154-AL-115	\$15,500.00
St. Charles City Police Dept.	18-154-AL-116	\$6,250.00
St. Charles County Police Department	18-154-AL-117	\$15,500.00
St. Charles County Police Department	18-154-AL-118	\$10,000.00
St. Charles County Police Department	18-154-AL-119	\$7,500.00
St. Clair Police Dept.	18-154-AL-120	\$8,042.46
St. John Police Dept.	18-154-AL-133	\$12,607.50
St. John Police Dept.	18-154-AL-134	\$10,500.00
St. Joseph Police Dept.	18-154-AL-045	\$34,704.00
St. Joseph Police Dept.	18-154-AL-046	\$2,979.60
St. Joseph Police Dept.	18-154-AL-047	\$17,265.00
St. Louis Metro Police Dept.	18-154-AL-137	\$90,000.00
St. Louis Metro Police Dept.	18-154-AL-138	\$23,000.00
St. Peters Police Dept.	18-154-AL-139	\$30,051.00
St. Robert Police Dept.	18-154-AL-163	\$7,500.00
Ste. Genevieve County Sheriff's Office	18-154-AL-140	\$11,500.00
Stone County Sheriff's Office	18-154-AL-152	\$8,000.00
Sullivan Police Dept.	18-154-AL-141	\$5,500.00
Traffic and Highway Safety Division	18-154-AL-075	\$125,000.00
Troy Police Dept.	18-154-AL-142	\$5,000.00
Vinita Park Police Dept.	18-154-AL-143	\$5,000.00
Washington Police Dept.	18-154-AL-124	\$5,250.00
Washington Police Dept.	18-154-AL-125	\$4,500.00
Webb City Police Dept.	18-154-AL-173	\$14,000.00
Webster County Sheriff's Office	18-154-AL-128	\$10,420.00

Substance-Impaired Driving

Webster County Sheriff's Office	18-154-AL-129	\$2,620.00
Wentzville Police Dept.	18-154-AL-144	\$4,000.00
Wentzville Police Dept.	18-154-AL-145	\$10,000.00
Wentzville Police Dept.	18-154-AL-146	\$5,000.00
West Plains Police Dept.	18-154-AL-147	\$3,000.00
<b>TOTAL</b>		<b>\$2,555,114.16</b>
<b>Project Description</b>		
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.		
<b>Assessment of Traffic Safety Strategies (Based on NHTSA's "Countermeasures that Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices", 8th Edition, 2015)</b>		
Deterrence: Enforcement	High Visibility Saturation Patrols	★★★★
Deterrence: Enforcement	Integrated Enforcement	★★★
Funding Source	154 AL	Funding Amount \$2,555,114.16
Match Amount	TBD	Indirect Cost \$0
Local Benefit	\$2,545,114.16	MOE TBD
Is this Project a part of the TSEP?		Yes X No

Project Name	Impaired Driving Enforcement	
<i>Department</i>	<i>Project Number</i>	<i>Project Amount</i>
Boone County Sheriff's Dept.	18-M5HVE-03-005	\$69,351.82
Boone County Sheriff's Dept.	18-M5HVE-03-006	\$18,340.00
Christian County Sheriff's Office	18-M5HVE-03-011	\$6,500.00
Columbia Police Dept.	18-M5HVE-03-007	\$74,071.20
Greene County Sheriff's Office	18-M5HVE-03-009	\$150,702.42
Greene County Sheriff's Office	18-M5HVE-03-036	\$77,000.00
Independence Police Dept.	18-M5HVE-03-044	\$300,000.00
Joplin Police Dept.	18-M5HVE-03-012	\$102,848.00
Kansas City MO Board of Police Commissioners	18-M5HVE-03-023	\$150,000.00
Kearney Police Dept.	18-M5HVE-03-024	\$3,000.00
Lee's Summit Police Dept.	18-M5HVE-03-019	\$35,000.00
MO State Highway Patrol	18-M5HVE-03-037	\$201,525.00
MO State Highway Patrol	18-M5HVE-03-038	\$226,920.00
MO State Highway Patrol	18-M5HVE-03-041	\$95,800.00
Platte County Sheriff's Office	18-M5HVE-03-022	\$29,375.00
Smithville Police Dept.	18-M5HVE-03-013	\$3,126.88
Springfield Police Dept.	18-M5HVE-03-039	\$126,520.00
St. Louis County Police Dept.	18-M5HVE-03-042	\$219,821.69
St. Louis County Police Dept.	18-M5HVE-03-043	\$30,000.00
Traffic and Highway Safety Division	18-M5HVE-03-025	\$20,000.00

Union Police Dept.	18-M5HVE-03-034	\$15,577.00
Waynesville Police Dept.	18-M5HVE-03-031	\$5,350.00
<b>TOTAL</b>		<b>\$1,960,829.01</b>
<b>Project Description</b>		
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.		
Assessment of Traffic Safety Strategies (Based on NHTSA's "Countermeasures that Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices", 8th Edition, 2015)		
Deterrence: Enforcement	High Visibility Saturation Patrols	★★★★
Deterrence: Enforcement	Integrated Enforcement	★★★
Funding Source	405d	Funding Amount \$1,960,829.01
Match Amount	TBD	Indirect Cost \$0
Local Benefit	\$1,436,584.01	MOE TBD
Is this Project a part of the TSEP?		Yes X No

Project Name	<b>Youth Alcohol Program</b>		
Project #	18-154-AL-178		
Sub-Recipient	Highway Safety Office		
Project Amount	\$16,000.00		
<b>Project Description</b>			
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.			
Assessment of Traffic Safety Strategies (Based on NHTSA's "Countermeasures that Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices", 8th Edition, 2015)			
Underage Drinking and Drinking and Driving	Minimum drinking age of 21 laws		★★★★★
Underage Drinking and Drinking and Driving	Zero-tolerance law enforcement		★★★
Underage Drinking and Drinking and Driving	Alcohol vendor compliance checks		★★★
Underage Drinking and Drinking and Driving	Other minimum legal drinking age 21 law enforcement	★★★	N/A
Funding Source	154 AL	Funding Amount	\$16,000.00
Match Amount	TBD	Indirect Cost	\$0
Local Benefit	\$0	MOE	TBD
Is this Project a part of the TSEP?			Yes No X

Project Name	<b>Breath Alcohol Instrument Placement Program and Technical Assistance</b>		
Project #	18-154-AL-130		
Sub-Recipient	Missouri Safety Center		
Project Amount	\$644,175.96		
Project Description			
<p>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.</p>			
<p>Assessment of Traffic Safety Strategies (Based on NHTSA's "Countermeasures that Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices", 8<sup>th</sup> Edition, 2015)</p>			
Deterrence: Prosecution and Adjudication	Limits on diversion and plea agreements	★★★★	
Deterrence: Enforcement	Preliminary breath test devices	★★★★	
Deterrence: Laws	Alcohol-impaired driving law review	★★★	
Deterrence: DWI Offender Treatment, Monitoring, and Control	Alcohol Interlocks	★★★★★	
Funding Source	154 AL	Funding Amount	\$644,175.96
Match Amount	TBD	Indirect Cost	\$68,054.57
Local Benefit	\$0	MOE	TBD
Is this Project a part of the TSEP?			Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>

Project Name	<b>DWI Courts</b>		
Project #	18-M5CS-03-003		
Sub-Recipient	Office of State Courts Administrator		
Project Amount	\$248,211.00		
Project Description			
<p>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 association 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.</p>			

Assessment of Traffic Safety Strategies (Based on NHTSA's "Countermeasures that Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices", 8 <sup>th</sup> Edition, 2015)			
Deterrence: DWI Offender Treatment, Monitoring, and Control	Alcohol problem assessment, treatment		★ ★ ★ ★ ★
Deterrence: Prosecution and Adjudication	DWI Courts		★ ★ ★ ★
Deterrence: DWI Offender Treatment, Monitoring, and Control	DWI Offender Monitoring		★ ★ ★ ★
Funding Source	405d	Funding Amount	\$248,211.00
Match Amount	TBD	Indirect Cost	\$0
Local Benefit	\$0	MOE	TBD
Is this Project a part of the TSEP?			Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>

Project Name	<b>Drug Evaluation and Classification Program</b>		
Project #	18-M5OT-03-005		
Sub-Recipient	Missouri Safety Center		
Project Amount	\$158,379.17		
Project Description			
The Highway Safety Office contracts with the Missouri Safety Center for coordination of the DRE program in the state. The DRE State Coordinator provides oversight of the program and works with members of the DRE/SFST Technical Panel, chaired by a member of the Missouri State Highway Patrol. This project covers salaries, equipment, operational and travel expenses and indirect costs.			
Assessment of Traffic Safety Strategies (Based on NHTSA's "Countermeasures that Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices", 8 <sup>th</sup> Edition, 2015)			
Deterrence: DWI Offender Treatment, Monitoring, and Control	Enforcement of Drug-impaired Driving		★ ★ ★
Deterrence: Prosecution and Adjudication	Drug-impaired driving laws		★
Deterrence: DWI Offender Treatment, Monitoring, and Control	Education regarding medication		★
Funding Source	405d	Funding Amount	\$158,379.17
Match Amount	TBD	Indirect Cost	\$16,969.20
Local Benefit	\$0	MOE	TBD
Is this Project a part of the TSEP?			Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>

Project Name	<b>Alcohol LEL Contract for Services</b>		
Project #	18-154-AL-114		
Sub-Recipient	Missouri Safety Center		

Project Amount	\$160,675.86		
Project Description			
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 2018 goal.			
Funding Source	154 AL	Funding Amount	\$160,675.86
Match Amount	TBD	Indirect Cost	\$0
Local Benefit	\$0	MOE	TBD
Is this Project a part of the TSEP?			Yes X    No

Project Name	<b>Drive Sober or Get Pulled Over LE Campaign</b>		
Project #	18-154-AL-154		
Sub-Recipient	Missouri Safety Center		
Project Amount	\$399,992.12		
Project Description			
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.			
Assessment of Traffic Safety Strategies (Based on NHTSA's "Countermeasures that Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices", 8 <sup>th</sup> Edition, 2015)			
Deterrence: Enforcement	High visibility saturation patrols	★★★★	
Deterrence: Enforcement	Integrated Enforcement	★★★	
Funding Source	154 AL	Funding Amount	\$399,992.12
Match Amount	TBD	Indirect Cost	\$42,856.30
Local Benefit	\$335,650.00	MOE	TBD
Is this Project a part of the TSEP?			Yes X    No

**Data Countermeasures**

Project Name	<b>DWI Tracking System (DWITS)</b>		
Project #	18-M5HVE-03-020		
Sub-Recipient	MO State Highway Patrol		
Project Amount	\$4,450.00		
Project Description			
The DWITS provides a means of tracking driving while intoxicated (DWI) offenses through their full life cycle -- from arrest to final court disposition. The Missouri State Highway Patrol offers regional training seminars on the DWI Tracking System with training curriculum geared toward law enforcement agencies, prosecuting attorney offices and courts. Budget items include postage, supplies for DWITS tutorials and travel expenses.			
Funding Source	405d	Funding Amount	\$4,450.00
Match Amount	TBD	Indirect Cost	\$0



Local Benefit	\$0	MOE	TBD
Is this Project a part of the TSEP?			Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>

Project Name	<b>Ignition Interlock Database</b>		
Project #	18-154-AL-050		
Sub-Recipient	Highway Safety Office		
Project Amount	\$200,000.00		
<b>Project Description</b>			
This project will cover costs associated with the development of a program to track ignition interlock information such as: contact information for manufacturers doing business in the state; approval/suspension of ignition interlock devices; tracking of complaints received; disposition of those complaints; and reporting elements.			
Assessment of Traffic Safety Strategies (Based on NHTSA's "Countermeasures that Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices", 8 <sup>th</sup> Edition, 2015)			
Deterrence: DWI Offender Treatment, Monitoring, and Control	Alcohol Interlocks		★★★★★
Funding Source	154 AL	Funding Amount	\$200,000.00
Match Amount	TBD	Indirect Cost	\$0
Local Benefit	\$0	MOE	TBD
Is this Project a part of the TSEP?			Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>

Project Name	<b>DRE Database Sustainment/Enhancement</b>		
Project #	18-M5OT-03-003		
Sub-Recipient	REJIS Commission		
Project Amount	\$42,358.00		
<b>Project Description</b>			
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 coordinator, 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.			
Assessment of Traffic Safety Strategies (Based on NHTSA's "Countermeasures that Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices", 8 <sup>th</sup> Edition, 2015)			

Deterrence: DWI Offender Treatment, Monitoring, and Control	Enforcement of Drug-impaired Driving	★★★	
Deterrence: Prosecution and Adjudication	Drug-impaired driving laws	★	
Deterrence: DWI Offender Treatment, Monitoring, and Control	Education regarding medication	★	
Funding Source	405d	Funding Amount	\$42,358.00
Match Amount	TBD	Indirect Cost	\$0
Local Benefit	\$0	MOE	TBD
Is this Project a part of the TSEP?			Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>

Project Name	<b>THSD-Statewide 405d Impaired Driving Mid</b>		
Project #	18-M5X-03-000		
Sub-Recipient	Highway Safety Office		
Project Amount	\$3,050,000.00		
Project Description			
This project is for a statewide effort to improve impaired driving programs. When needed, this account will be reduced to fund specific sub-recipient agreements.			
Funding Source	405d	Funding Amount	\$3,050,000.00
Match Amount	TBD	Indirect Cost	\$0
Local Benefit	\$2,750,000.00	MOE	TBD
Is this Project a part of the TSEP?			Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>

Project Name	<b>THSD-Statewide 154AL Program</b>		
Project #	18-154-AL-000		
Sub-Recipient	Highway Safety Office		
Project Amount	\$3,712,000.00		
Project Description			
This project is for a statewide effort to improve impaired driving programs. When needed, this account will be reduced to fund specific sub-recipient agreements.			
Funding Source	154 AL	Funding Amount	\$3,712,000.00
Match Amount	TBD	Indirect Cost	\$0
Local Benefit	\$3,500,000.00	MOE	TBD
Is this Project a part of the TSEP?			Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>

**2011-2015 Involving a Substance-Impaired Driver**

**Fatalities by Age**

Age	Fatalities	Percent of Total Fatalities
0-9	13	1.21%
10-19	101	9.42%
20-29	343	32.00%
30-39	198	18.47%
40-49	171	15.95%
50-59	158	14.74%
60-69	57	5.32%
>=70	31	2.89%
Total	1072	100.00%

*Includes everyone killed involving at least one substance-impaired (alcohol and/or drugs) driver*

**Fatalities by Roadway**

**Designation**

Roadway Designation	Fatalities	Percent of Total Fatalities
Interstates	98	8.44%
US Numbered Routes	128	10.58%
MO Lettered Routes	253	23.77%
MO Numbered Routes	246	23.93%
Business	8	0.46%
City Street	126	13.04%
Ramp	11	0.77%
County Road	186	17.64%
Outer Road	11	1.07%
Loop	1	0.00%
PVT	4	0.31%
Other	0	0.00%
Total	1072	100.00%

**Substance-Impaired Driver**

**Fatalities by Time of Day**

Time	Fatalities	Percent of Total Fatalities
Midnight - 5:59 am	358	32.52%
6:00 am - 11:59 am	93	9.66%
Noon - 5:59 pm	203	18.10%
6:00 pm - 11:59 pm	418	39.72%
Total	1072	100.00%

**Vehicle Types in Fatal Crashes**

Vehicle Type	Substance-Impaired Drivers in Fatal Crashes	Percent of Total Fatalities
Passenger Car	402	41.47%
Station Wagon	1	16.56%
SUV	176	16.56%
Van	32	3.01%
Motorcycle	93	10.37%
ATV	34	4.35%
Farm Imp	2	0.17%
Other/Unknown	1	0.17%
Pick Up	233	23.08%
Large Trucks	4	0.67%
Cargo Van	1	0.17%
Total	979	100.00%

## **Occupant Restraints**

### **Problem Identification**

During 2011-2015, 60 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 – 75 percent. When analyzing only the pickup truck drivers and occupants, 80 percent of those killed during the last five years were unrestrained. Missouri’s observed safety belt use rate of 80 percent in 2015 is well below the national average of 88 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 12 percent lower than the 2014 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.

### **Prior Year Performance**

Projects funded by the Highway Safety Office in the unrestrained occupant program area include a wide focus area which includes all drivers and passengers of all ages in all vehicles. Law enforcement agencies are encouraged to participate in all 6 mobilization campaigns focused on statewide drivers, teen drivers and child passengers.

There were 356 unrestrained occupant fatalities in 2015, thereby not meeting the goal of 326 by 2016. The Highway Safety Office will continue to support law enforcement efforts to encourage seat belt use by participating in the Click It or Ticket Campaign and the states 5 other occupant protection enforcement campaigns. The child passenger safety program and teen programs will also continue to focus heavily on safety belt and booster seat use. All of the educational programs funded with HSO funds focus heavily on safety belt use as well.

<b><i>Occupant Protection Funding Summary</i></b>	
<b>Education</b>	<b>\$1,410,734.41</b>
<b>Enforcement</b>	<b>\$ 958,315.62</b>
<b>EMS</b>	<b>\$</b>
<b>Engineering</b>	<b>\$</b>
<b>Data</b>	<b>\$</b>
<b>Carry Forward</b>	<b>\$3,171,000.00</b>
<b>TOTAL</b>	<b>\$5,540,050.03</b>

### **Other Funding Sources, Documents and Data to Achieve Goals**

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 unrestrained occupant projects.

Input from the 2014 assessment was used to develop the Occupant Protection Strategic Plan. Missouri conducted a NHTSA-facilitated Occupant Protection Program Assessment February 13-17, 2017. Input from the 2017 assessment was used to update the Occupant Protection Strategic Plan.

Mike Stapp has been designated as the occupant protection coordinator and plays a vital part on the Occupant Protection Subcommittee which helps guide the program in meeting it's yearly goals.

### **Core Performance Measure Goals**

1. To decrease unrestrained passenger vehicle occupant fatalities in all seating positions by 7.0 percent annually, resulting in a change to the 2014-2018 moving average from 351.6 (2011-2015 moving average) to 355.5 (2014-2018 moving average) by December 31, 2018.
2. Increase the number of safety belt citations issued during grant funded enforcement activities by .25 percent annually from the 2011-2015 calendar base year average 28,002 to 28,072 by December 31, 2018

### **Other Performance Measure Goals**

1. Increase statewide safety belt usage by 1 percent annually from 81 percent in 2016 to 83 percent in 2018.
2. Increase teen safety belt usage by 1 percent annually from 70 percent in 2016 to 72 percent in 2018
3. Increase commercial motor vehicle safety belt usage by 1 percent annually from 82 percent in 2016 to 84 percent in 2018.
4. Increase child passenger safety seat usage by 1 percent annually from 91 percent in 2014 to 95 percent in 2018.

5. Maintain an adequate base of certified Child Passenger Safety Technicians throughout the state with technicians located in each county of the state. In 2017, Missouri has coverage in 76% of the state.
6. Maintain an adequate base of certified Child Passenger Safety Instructors throughout the state. In 2017, Missouri has 1,063 CPS instructors.
7. Maintain an adequate base of Missouri inspection stations (that are listed on the NHTSA website) throughout the state. In 2017, Missouri has 173 inspection stations.

### Education Countermeasures

Project Name	<b>ThinkFirst</b>		
Project #	18-CP-09-006		
Sub-Recipient	University of Missouri Curators		
Project Amount	\$360,000.00		
<b>Project Description</b>			
<p>ThinkFirst Missouri is an evidence-based trauma prevention program of the University of Missouri School of Medicine, Department of Physical Medicine &amp; 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.</p> <p>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.</p>			
<b>Assessment of Traffic Safety Strategies</b> (Based on NHTSA’s “Countermeasures that Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices”, 8 <sup>th</sup> Edition, 2015)			
Other Strategies	School programs		★ ★ ★
Funding Source	402	Funding Amount	\$360.00.000
Match Amount	TBD	Indirect Cost	\$88,583.47
Local Benefit	\$0	MOE	TBD
Is this Project a part of the TSEP?			Yes No X

Project Name	<b>Occupant Protection – Injury Prevention</b>		
Project #	18-CP-09-002		
Sub-Recipient	Mercy Hospital		
Project Amount	\$57,976.96		
<b>Project Description</b>			
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.			
Funding Source	402	Funding Amount	\$57,976.96
Match Amount	TBD	Indirect Cost	\$0
Local Benefit	\$0	MOE	TBD
Is this Project a part of the TSEP?			Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>

Project Name	<b>Car Seat Distribution</b>		
Project #	18-CR-05-002 & 18-M2CSS-05-001		
Sub-Recipient	Office of Highway Safety		
Project Amount	\$50,000 (402) & \$50,000 (405b)		
<b>Project Description</b>			
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.			
<b>Assessment of Traffic Safety Strategies</b> (Based on NHTSA’s “Countermeasures that Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices”, 8 <sup>th</sup> Edition, 2015)			
Communications and Outreach	Strategies for child restraint and booster seat use		★★
Other Strategies	Inspection Stations		★★
Funding Source	402 & 405b	Funding Amount	\$100,000.00
Match Amount	TBD	Indirect Cost	\$0
Local Benefit	\$0	MOE	TBD
Is this Project a part of the TSEP?			Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>

Project Name	<b>Transportation Safety for Special Needs</b>		
Project #	18-M2CPS-05-002		
Sub-Recipient	Safe Kids St. Louis		

Project Amount	\$12,910.05		
Project Description			
The funding from this project will support 3 staff members in obtaining the Safe Travel for All Children certification training car seats for training sessions.			
Assessment of Traffic Safety Strategies (Based on NHTSA's "Countermeasures that Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices", 8 <sup>th</sup> Edition, 2015)			
Communications and Outreach	Strategies for child restraint and booster seat use		★★
Other Strategies	Inspection Stations		★★
Funding Source	405b	Funding Amount	\$12,910.05
Match Amount	TBD	Indirect Cost	\$0
Local Benefit	\$12,910.05	MOE	TBD
Is this Project a part of the TSEP?			Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>

Project Name	<b>Child Passenger Safety Training Support</b>		
Project #	18-M2CPS-05-003		
Sub-Recipient	Office of Highway Safety		
Project Amount	\$88,000		
Project Description			
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.			
Assessment of Traffic Safety Strategies (Based on NHTSA's "Countermeasures that Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices", 8 <sup>th</sup> Edition, 2015)			
Communications and Outreach	Strategies for child restraint and booster seat use		★★
Other Strategies	Inspection Stations		★★
Funding Source	405b	Funding Amount	\$88,000.00
Match Amount	TBD	Indirect Cost	\$0
Local Benefit	\$0	MOE	TBD
Is this Project a part of the TSEP?			Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>

Project Name	<b>Safe Communities Programs</b>		
Project #	18-SA-09-001, 18-SA-09-002, 18-SA-09-04		
Sub-Recipient	Cape Girardeau Safe Communities, St. Joseph Safety & Health Council, Safety Council of Greater St. Louis		
Project Amount	\$62,924.10, \$58,000.00, \$22,000.00		
Project Description			
Three 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 all three programs will support travel expenses, educational material, supplies and salary for two programs.			
Assessment of Traffic Safety Strategies (Based on NHTSA's "Countermeasures that Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices", 8 <sup>th</sup> Edition, 2015)			
Communications and Outreach	Strategies for low-belt-use groups		★ ★ ★ ★
Communications and Outreach	Strategies for older children		★ ★ ★
Funding Source	402	Funding Amount	\$142,924.10
Match Amount	TBD	Indirect Cost	\$0
Local Benefit	\$142,924.10	MOE	TBD
Is this Project a part of the TSEP?			Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>

Project Name	<b>Click It or Ticket Paid Media</b>		
Project #	18-M2PE-05-001		
Sub-Recipient	Highway Safety Office		
Project Amount	\$200,000.00		
Project Description			
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.			
Assessment of Traffic Safety Strategies (Based on NHTSA's "Countermeasures that Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices", 8 <sup>th</sup> Edition, 2015)			
Communications & Outreach	Supporting Enforcement		★ ★ ★ ★
Communications & Outreach	Strategies for low-belt-use groups		★ ★ ★ ★
Funding Source	405b	Funding Amount	\$200,000.00
Match Amount	TBD	Indirect Cost	\$0
Local Benefit	\$0	MOE	TBD
Is this Project a part of the TSEP?			Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>

Project Name	<b>Safety Education Program</b>		
Project #	18-CP-09-001		
Sub-Recipient	Central Missouri Foster Care & Adoption Association		
Project Amount	\$5,740.00		
Project Description			
CMFCAA wants to introduce safety, as a right each of these children has to reduce additional harm to their lives. Encouraging ownership and responsibility and lifting the victim mentality promoting positive self-regulation and reducing impulsive reactions. The Safety Education project will encourage safety on the road and provide a tangible solution for young children as an educational program of prevention for our families and older youth on the road. Funding will cover salary and educational materials.			

Funding Source	402	Funding Amount	\$5,740.00
Match Amount	TBD	Indirect Cost	\$0
Local Benefit	\$5,740.00	MOE	TBD
Is this Project a part of the TSEP?			Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>

Project Name	<b>Statewide Seat Belt Survey</b>		
Project #	18-M2OP-05-015		
Sub-Recipient	Missouri Safety Center		
Project Amount	\$179,946.65		
Project Description			
<p>The Missouri Safety Center will manage the NHTSA-approved Missouri statewide seat belt survey for 2018, This survey will be conducted in 28 counties statewide that are in the top 85% of 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.</p> <p>An annual statewide seat belt survey is conducted in accordance with the Uniform Criteria for State Observational Surveys of Safety Belt Use (23 CFR part 1340)</p>			
Funding Source	405b	Funding Amount	\$179,946.65
Match Amount	TBD	Indirect Cost	\$19,280.00
Local Benefit	\$0	MOE	TBD
Is this Project a part of the TSEP?			Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>

Project Name	<b>Teen Seat Belt Survey</b>		
Project #	18-OP-05-001		
Sub-Recipient	Missouri Safety Center		
Project Amount	\$74,986.65		
Project Description			
<p>The Missouri Safety Center will manage the NHTSA-approved Missouri teen seat belt survey for 2018. A Teen seat belt observational survey will be conducted at 150 high schools during the month of April, 2018. The 2018 survey will be conducted under the same parameters, guiding principles, and procedures as all prior teen surveys. Funding will provide staff salaries, office supplies and equipment and travel.</p> <p>An annual statewide safety belt survey is conducted in accordance with the Uniform Criteria for State Observational Surveys of Safety Belt Use (23 CFR part 1340)</p>			
Funding Source	402	Funding Amount	\$74,986.65
Match Amount	TBD	Indirect Cost	\$8,034.28
Local Benefit	\$0	MOE	TBD

Is this Project a part of the TSEP?	Yes	No X
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Project Name	<b>CPS Program Activities Administration</b>		
Project #	18-CR-05-001		
Sub-Recipient	Office of Highway Safety		
Project Amount	\$10,000.00		
Project Description			
The funding for this project will support the HSO CPS program, to include training expenses, LATCH Manuals, and other supplies needed for CPS courses.			
Assessment of Traffic Safety Strategies (Based on NHTSA's "Countermeasures that Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices", 8 <sup>th</sup> Edition, 2015)			
Communications and Outreach	Strategies for child restraint and booster seat use	★★	
Other Strategies	Inspection Stations	★★	
Funding Source	402	Funding Amount	\$10,000.00
Match Amount	TBD	Indirect Cost	\$0
Local Benefit	\$0	MOE	TBD
Is this Project a part of the TSEP?			Yes No X

Project Name	<b>Child Passenger Safety Enforcement Campaign</b>		
Project #	18-M2CPS-05-005		
Sub-Recipient	Highway Safety Office		
Project Amount	\$140,000.00		
Project Description			
Paid media will be used to target parents or care givers about the importance of properly restraining children as they travel on Missouri roadways.			
Assessment of Traffic Safety Strategies (Based on NHTSA's "Countermeasures that Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices", 8 <sup>th</sup> Edition, 2015)			
Communications and Outreach	Strategies for child restraint and booster seat use	★★	
Funding Source	405b	Funding Amount	\$140,000.00
Match Amount	TBD	Indirect Cost	\$0
Local Benefit	\$0	MOE	TBD
Is this Project a part of the TSEP?			Yes No X

Project Name	<b>405b Low CPS Coordination</b>		
Project #	18-M2CPS-05-004		
Sub-Recipient	Highway Safety Office		
Project Amount	\$33,250.00		

<b>Project Description</b>			
Funding will be allocated for coordination activities in this area. Costs will include salaries, fringe benefits and travel by highway safety program staff.			
Assessment of Traffic Safety Strategies (Based on NHTSA's "Countermeasures that Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices", 8 <sup>th</sup> Edition, 2015)			
Communications and Outreach	Strategies for child restraint and booster seat use		★★
Funding Source	405b	Funding Amount	\$33,250.00
Match Amount	TBD	Indirect Cost	\$0
Local Benefit	\$0	MOE	TBD
Is this Project a part of the TSEP?			Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>

<b>Project Name</b>	<b>Child Passenger Safety</b>		
<b>Project #</b>	18—M2CPS-05-001		
<b>Sub-Recipient</b>	MO Department of Health and Senior Services		
<b>Project Amount</b>	\$5,000.00		
<b>Project Description</b>			
The DHSS will provide the registration fee reimbursement to Missouri health departments' employees to complete the CPS training courses. The goal of the project is to provide at least one trained CPS technician in every Missouri county.			
Assessment of Traffic Safety Strategies (Based on NHTSA's "Countermeasures that Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices", 8 <sup>th</sup> Edition, 2015)			
Other Strategies	Inspection Stations		★★
Funding Source	405b	Funding Amount	\$5,000.00
Match Amount	TBD	Indirect Cost	\$0
Local Benefit	\$0	MOE	TBD
Is this Project a part of the TSEP?			Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>

**Enforcement Countermeasures**

<b>Project Name</b>	<b>Occupant Protection Enforcement</b>	
<i>Department</i>	<i>Project Number</i>	<i>Project Amount</i>
Adair Police Dept.	18-M2HVE-05-001	\$5,000.00
Arnold Police Dept.	18-M2HVE-05-002	\$11,000.00
Ballwin Police Dept.	18-M2HVE-05-003	\$3,977.00
Cape Girardeau County Sheriff's Office	18-M2HVE-05-009	\$4,000.00
Creve Coeur Police Dept.	18-M2HVE-05-010	\$5,000.00
Dexter Police Dept.	18-M2HVE-05-011	\$8,500.00
Eureka Police Dept.	18-M2HVE-05-013	\$6,000.00
Florissant Police Dept.	18-M2HVE-05-012	\$7,000.00
Grandview Police Dept.	18-M2HVE-05-007	\$10,000.00

Occupant Restraints

Greene County Sheriff's Office	18-M2HVE-05-006	\$10,000.00
Harrisonville Police Dept.	18-M2HVE-05-004	\$3,000.00
Hazelwood Police Dept.	18-M2HVE-05-014	\$12,000.00
Independence Police Dept.	18-M2HVE-05-026	\$30,000.00
Jackson Police Dept.	18-M2HVE-05-015	\$6,000.00
Jefferson County Sheriff's Office	18-M2HVE-05-016	\$25,000.00
Kansas City MO Board of Police Commissioners	18-M2HVE-05-005	\$60,000.00
Kirkwood Police Dept.	18-M2HVE-05-017	\$10,000.00
Lake St. Louis Police Dept.	18-M2HVE-05-018	\$4,500.00
Maryland Heights Police Dept.	18-M2HVE-05-019	\$5,635.76
MO State Highway Patrol	18-M2HVE-05-008	\$90,000.00
Olivette Police Dept.	18-M2HVE-05-020	\$2,500.00
Pevely Police Dept.	18-M2HVE-05-021	\$5,250.00
St. Charles City Police Dept.	18-M2HVE-05-022	\$4,000.00
St. Louis County Police Dept.	18-M2HVE-05-023	\$36,000.00
Webster Groves Police Dept.	18-M2HVE-05-024	\$6,000.00
Wentzville Police Dept.	18-M2HVE-05-025	\$8,000.00
<b>TOTAL</b>		<b>\$378,362.76</b>
<b>Project Description</b>		
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.		
Assessment of Traffic Safety Strategies (Based on NHTSA's "Countermeasures that Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices", 8th Edition, 2015)		
Seat Belt Law Enforcement	Short term, high visibility seat belt law enforcement	★★★★★
Seat Belt Law Enforcement	Short high-visibility CR law enforcement	★★★★★
Seat Belt Law Enforcement	Sustained enforcement	★★★
Communications & Outreach	Supporting enforcement	★★★★
Communications & Outreach	Strategies for low-belt-use groups	★★★★
Funding Source	405b	Funding Amount \$378,362.76
Match Amount	TBD	Indirect Cost \$0
Local Benefit	\$288,362.76	MOE TBD
Is this Project a part of the TSEP?		Yes X No

Project Name	<b>OP LEL Contract for Services</b>
Project #	18-PT-02-092

Sub-Recipient	Missouri Safety Center		
Project Amount	\$75,000		
<b>Project Description</b>			
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 2018 goal.			
Assessment of Traffic Safety Strategies (Based on NHTSA's "Countermeasures that Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices", 8 <sup>th</sup> Edition, 2015)			
Communications & Outreach	Supporting Enforcement		★ ★ ★ ★
Funding Source	402	Funding Amount	\$75,000.00
Match Amount	TBD	Indirect Cost	\$0
Local Benefit	\$0	MOE	TBD
Is this Project a part of the TSEP?			Yes X    No

Project Name	<b>Occupant Protection Enforcement</b>		
Project #	18-M2OP-05-020		
Sub-Recipient	Missouri Safety Center		
Project Amount	\$279,952.86		
<b>Project Description</b>			
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.			
Assessment of Traffic Safety Strategies (Based on NHTSA's "Countermeasures that Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices", 8 <sup>th</sup> Edition, 2015)			
Seat Belt Law Enforcement	Short term, high visibility seat belt law enforcement		★ ★ ★ ★ ★
Seat Belt Law Enforcement	Short high-visibility CR law enforcement		★ ★ ★ ★ ★
Seat Belt Law Enforcement	Sustained enforcement		★ ★ ★
Communications & Outreach	Supporting enforcement		★ ★ ★ ★
Communications & Outreach	Strategies for low-belt-use groups		★ ★ ★ ★
Funding Source	405b	Funding Amount	\$279,952.86
Match Amount	TBD	Indirect Cost	\$29,994.95
Local Benefit	\$218,588.00	MOE	TBD
Is this Project a part of the TSEP?			Yes X    No

Project Name	<b>Youth Seat Belt Media Campaign</b>		
Project #	18-M2PE-05-002		
Sub-Recipient	Highway Safety Office		
Project Amount	\$225,000.00		
Project Description			
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.			
Assessment of Traffic Safety Strategies (Based on NHTSA's "Countermeasures that Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices", 8 <sup>th</sup> Edition, 2015)			
Communications and Outreach	Communications and Outreach Strategies for Older Children	★★	
Communications and Outreach	Communications and Outreach Strategies for Child Restraint and Booster Seat Use	★★★	
Funding Source	405b	Funding Amount	\$225,000.00
Match Amount	TBD	Indirect Cost	\$0
Local Benefit	\$0	MOE	TBD
Is this Project a part of the TSEP?			Yes X    No

Project Name	<b>THSD-Statewide 405b OP Low</b>		
Project #	18-M2X-05-000		
Sub-Recipient	Highway Safety Office		
Project Amount	\$836,000.00		
Project Description			
This project is for a statewide effort to improve occupant protection programs. When needed, this account will be reduced to fund specific sub-recipient agreements.			
Funding Source	405b	Funding Amount	\$836,000.00
Match Amount	TBD	Indirect Cost	\$0
Local Benefit	\$750,000.00	MOE	TBD
Is this Project a part of the TSEP?			Yes    No X

Project Name	<b>THSD-Statewide PTS</b>		
Project #	18-PT-02-000		
Sub-Recipient	Highway Safety Office		
Project Amount	\$2,335,000.00		
Project Description			
This project is for a statewide effort to improve police traffic services programs. When needed, this account will be reduced to fund specific sub-recipient agreements.			
Funding Source	405b	Funding Amount	\$2,335,000.00
Match Amount	TBD	Indirect Cost	\$0

*Occupant Restraints*

Local Benefit	\$2,000,000.00	MOE	TBD	
Is this Project a part of the TSEP?			Yes	No X



## 2011-2015 Unrestrained Occupants

### Fatalities by Age

Age	Fatalities	Percent of Total Fatalities
0-9	20	1.10%
10-19	243	13.36%
20-29	447	24.57%
30-39	310	17.04%
40-49	249	13.69%
50-59	230	12.64%
60-69	161	8.85%
>=70	157	8.63%
Unknown	2	0.11%
Total	1,819	100.00%

*Unrestrained Occupants includes drivers and passengers of vehicles subject to the seat belt law.*

### Fatalities by Roadway

#### Designation

Roadway Designation	Fatalities	Percent of Total Fatalities
Interstates	191	10.50%
US Numbered Routes	262	14.40%
MO Lettered Routes	391	21.50%
MO Numbered Routes	451	24.79%
Loop (Interstate only)	7	0.38%
Business	7	0.38%
City Street	210	11.54%
Ramp	25	1.37%
County Road	259	14.24%
Outer Road	13	0.71%
National Forest Service	1	0.05%
Private	2	0.11%
Total	1,819	100.00%

### Unrestrained Occupant

#### Fatalities by Time of Day

Time	Fatalities	Percent of Total Fatalities
Midnight - 5:59 am	412	22.65%
6:00 am - 11:59 am	374	20.56%
Noon - 5:59 pm	545	29.96%
6:00 pm - 11:59 pm	488	26.83%
Total	1,819	100.00%

#### Fatalities by Occupant Vehicle Type

Vehicle Type	Unrestrained Occupant Fatalities	Percent of Total Fatalities
Passenger Car	870	47.83%
SUV	337	18.53%
Van	79	4.34%
Motor Home	2	0.11%
Pick Up	481	26.44%
Large Trucks	48	2.64%
Passenger Van	2	0.11%
Total	1,819	100.00%

## **Distracted Drivers**

### **Problem Identification**

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 (2011-2015), 12 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.

### **Prior Year Performance**

Distracted driving projects funded by the Highway Safety Office include all behaviors that take a drivers attention away from the driving task, including but not limited to, cell phones, GPS, eating, passengers and driving while drowsy.

There were 102 distracted driving fatalities in 2015, thereby not meeting the goal of 70 by 2016. The Highway Safety office will 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.

<b><i>Distracted Drivers Funding Summary</i></b>	
<b>Education</b>	<b>\$9,500.00</b>
<b>Enforcement</b>	<b>\$</b>
<b>EMS</b>	<b>\$</b>
<b>Engineering</b>	<b>\$</b>
<b>Data</b>	<b>\$</b>
<b>TOTAL</b>	<b>\$9,500.00</b>

### **Other Funding Sources, Documents and Data to Achieve Goals**

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 distracted driving projects.

**Other Performance Measure Goals**

1. To decrease speeding distracted driving fatalities by 7.0 percent annually, resulting in a change to the 2014-2018 moving average from 97.2 (2011-2015 moving average) to 86.8 (2014-2018 moving average) by December 31, 2018.
2. To decrease speeding distracted driving serious injuries by 4.0 percent annually, resulting in a change to the 2014-2018 moving average from 846.6 (2011-2015 moving average) to 594.6 (2014-2018 moving average) by December 31, 2018.

**Education Countermeasures**

Project Name	<b>It Only Takes One</b>		
Project #	18-TSP-14-001		
Sub-Recipient	Highway Safety Office		
Project Amount	\$9,500.00		
Project Description			
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.			
Assessment of Traffic Safety Strategies (Based on NHTSA’s “Countermeasures that Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices”, 8 <sup>th</sup> Edition, 2015)			
Communications & Outreach	Distracted driving		★
Funding Source	402	Funding Amount	\$9,500.00
Match Amount	TBD	Indirect Cost	\$0
Local Benefit	\$0	MOE	TBD
Is this Project a part of the TSEP?			Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>

## 2011-2015 Distracted Driving Involved

### Fatalities by Age

Age	Fatalities	Percent of Total Fatalities
0-9	15	3.09%
10-19	59	12.14%
20-29	89	18.31%
30-39	66	13.58%
40-49	61	12.55%
50-59	77	15.84%
60-69	50	10.29%
>=70	69	14.20%
Total	486	100.00%

*Includes everyone killed involving at least one distracted driver.*

### Fatalities by Roadway Designation

Roadway Designation	Fatalities	Percent of Total Fatalities
Interstates	61	12.55%
US Numbered Routes	84	17.28%
MO Lettered Routes	93	19.14%
MO Numbered Routes	138	28.40%
Loop (Interstate only)	2	0.41%
Business	4	0.82%
City Street	38	7.82%
Ramp	1	0.21%
Private	1	0.21%
Department of Defense	1	0.21%
County Road	59	12.14%
Outer Road	4	0.82%
Total	486	87.04%

### Fatalities by Time of Day

Time	Fatalities	Percent of Total Fatalities
Midnight - 5:59 am	65	13.37%
6:00 am - 11:59 am	111	22.84%
Noon - 5:59 pm	193	39.71%
6:00 pm - 11:59 pm	117	24.07%
Total	486	100.00%

### Distracted Driver Vehicles Involved in Fatal Crashes

Vehicle Type	Vehicle Body Type	Percent of Total Fatalities
Passenger Car	181	39.87%
SUV	78	17.18%
Van	29	6.39%
Bus	2	0.44%
Motorcycle	34	7.49%
Motor Home	1	0.22%
Farm Implement	1	0.22%
ATV	6	1.32%
Pick Up	85	18.72%
Large Trucks	35	7.71%
Cargo Van	1	0.22%
Passenger Van	1	0.22%
Total	454	100.00%

## Young Drivers

### Problem Identification

Traffic crashes are the leading cause of death among youth in Missouri, accounting for 12 percent of traffic fatalities during the last five years. Although only comprising approximately 8 percent of Missouri licensed drivers, young drivers were involved in nearly 20 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 2011-2015 Missouri fatal and serious injury crashes were:

1. Driving Too Fast for Conditions
2. Distracted / Inattentive
3. Failed to Yield
4. Improper Lane Usage / Change
5. Speed Exceeded Limit

### Prior Year Performance

Young driver programs funded by the Highway Safety Office include a wide focus area, including seat belt use, underage drinking and general safe driving habits.

There were 128 fatalities involving a young driver (age 20 or younger) in 2015, thereby not meeting the goal of 111 by 2016. The HSO will continue to focus on this young driving age group with the seat belt and distracted driving messages. Law enforcement will also be reminded that the GDJ law creates a primary seat belt law for those under 18 years old.

<b><i>Young Driver Funding Summary</i></b>	
<b>Education</b>	<b>\$271,346.32</b>
<b>Enforcement</b>	<b>\$</b>
<b>EMS</b>	<b>\$</b>
<b>Engineering</b>	<b>\$</b>
<b>Data</b>	<b>\$</b>
<b>TOTAL</b>	<b>\$271,346.32</b>

## Other Funding Sources, Documents and Data to Achieve Goals

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 young driver focused projects.

In 2015, a Missouri Teen Driving Review SWOT Analysis was conducted by GHSA Consulting Services. The analysis provided Missouri with helpful insights and recommendations for improving the young driver programs.

### Core Performance Measure Goals

1. To decrease drivers age 20 or younger involved in fatal crashes by 7.0 percent annually, resulting in a change to the 2014-2018 moving average from 118.4 (2011-2015 moving average) to 112.7 (2014-2018 moving average) by December 31, 2018.

### Other Performance Measure Goals

1. To decrease drivers age 20 or younger involved in serious injury crashes by 4.0 percent annually, resulting in a change to the 2014-2018 moving average from 865.2 (2011-2015 moving average) to 748.9 (2014-2018 moving average) by December 31, 2018.

### Education Countermeasures

Project Name	<b>TRACTION – <i>Teens Taking Action to Prevent Traffic Crashes</i></b>		
Project #	18-CP-09-003		
Sub-Recipient	Cape Girardeau Safe Communities		
Project Amount	\$163,996.32		
Project Description			
TRACTION - <i>Teens Taking Action to Prevent Traffic Crashes</i> 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.			
Assessment of Traffic Safety Strategies (Based on NHTSA’s “Countermeasures that Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices”, 8 <sup>th</sup> Edition, 2015)			
Underage Drinking and Drinking and Driving	Youth Programs	★★★	
Other Strategies	School Programs	★★★	
Funding Source	402	Funding Amount	\$163,996.32
Match Amount	TBD	Indirect Cost	\$0
Local Benefit	\$163,996.32	MOE	TBD

Is this Project a part of the TSEP?	Yes	No X
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Project Name	<b>MADD Power of Parents and Power of Youth</b>		
Project #	18-154-AL-022		
Sub-Recipient	Mothers Against Drunk Driving		
Project Amount	\$53,500.00		
Project Description			
MADD Power of Parents and Power of Youth programs are part of a community mobilization to educate entire communities about the dangers and impact of underage alcohol use. 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.			
Assessment of Traffic Safety Strategies (Based on NHTSA's "Countermeasures that Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices", 8 <sup>th</sup> Edition, 2015)			
Underage Drinking and Drinking and Driving	Youth Programs	★★	
Funding Source	154 AL	Funding Amount	\$53,500.00
Match Amount	TBD	Indirect Cost	\$4,864.00
Local Benefit	\$53,500.00	MOE	TBD
Is this Project a part of the TSEP?			Yes      No X

Project Name	<b>TyREDD</b>		
Project #	10-SA-09-003		
Sub-Recipient	TYREDD		
Project Amount	\$25,000.00		
Project Description			
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.			
Assessment of Traffic Safety Strategies (Based on NHTSA's "Countermeasures that Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices", 8 <sup>th</sup> Edition, 2015)			
Other Strategies	School Programs	★★★	
Funding Source	402	Funding Amount	\$25,000.00
Match Amount	TBD	Indirect Cost	\$0
Local Benefit	\$25,000.00	MOE	TBD

Is this Project a part of the TSEP?	Yes	No X
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Project Name	<b>Teen Driving Programs</b>		
Project #	18-CP-09-005		
Sub-Recipient	Highway Safety Office		
Project Amount	\$28,850.00		
Project Description			
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.			
Funding Source	402	Funding Amount	\$28,850.00
Match Amount	TBD	Indirect Cost	\$0
Local Benefit	\$0	MOE	TBD
Is this Project a part of the TSEP?			No X



## 2011-2015 Young Driver Involved

### Fatalities by Age

Age	Fatalities	Percent of Total Fatalities
0-9	15	2.32%
10-19	318	49.23%
20-29	123	19.04%
30-39	31	4.80%
40-49	40	6.19%
50-59	32	4.95%
60-69	29	4.49%
>=70	58	8.98%
Total	646	100.00%

*Includes everyone killed in crashes involving at least one young driver.*

### Fatalities by Roadway

#### Designation

Roadway Designation	Fatalities	Percent of Total Fatalities
Interstates	46	7.12%
US Numbered Routes	100	15.48%
MO Lettered Routes	105	16.25%
MO Numbered Routes	153	23.68%
Loop (Interstates only)	4	0.62%
Business	4	0.62%
City Street	107	16.56%
Ramp	7	1.08%
County Road	111	17.18%
Outer Road	8	1.24%
National Forest Service	1	0.15%
Total	646	100.00%

### Young Driver Vehicles

#### Involved in Fatal Crashes

### Fatalities by Time of Day

Time	Fatalities	Percent of Total Fatalities
Midnight - 5:59 am	109	16.87%
6:00 am - 11:59 am	91	14.09%
Noon - 5:59 pm	232	35.91%
6:00 pm - 11:59 pm	214	33.13%
Total	646	100.00%

Vehicle Type	Vehicle Body Type	Percent of Total Fatalities
Passenger Car	325	56.52%
SUV	84	14.61%
Van	10	1.74%
Motorcycle	18	3.13%
ATV	10	1.74%
Farm Imp.	2	0.35%
Pick Up	122	21.22%
Large Trucks	4	0.70%
Total	575	100.00%

## **OLDER DRIVERS 65 YEARS OF AGE AND OVER**

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 2015, 813,730 people age 65 or older held a Missouri driver license. They accounted for 19 percent of the 4,224,657 persons licensed in the state (source: Missouri Department of Revenue). During the years of 2011 – 2015, 785 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.

### **Prior Year Performance**

The older driver programs conducted through Highway Safety funding have involved exercises for the driver; training for the driver and medical staff; and education on assessment tools and resources available. Focus has also been placed on developing a Traffic Sign Naming Test and a Written Exam for Driving Decisions as a means of assessing driving performance in older adults with and without dementia. These research projects have proven to be beneficial to healthcare providers in assessing and advising neurologically-impaired drivers and their families about the option of returning safely to driving or adjusting to being a non-driver in the short- or long-term.

In 2015, there were 198 fatalities and 753 serious injuries involving older drivers, thereby not meeting Missouri's 2016 goal of 117 fatalities and 632 serious injuries. Missouri plans to

continue to reach the older driver population with outreach from Safe Communities programs conducting Fitness to Drive and the research and training conducted to the older drivers and families to assess driving ability and encourage driving retirement when needed.

<b>Older Driver Funding Summary</b>	
<b>Education</b>	<b>\$309,112.31</b>
<b>Enforcement</b>	<b>\$</b>
<b>EMS</b>	<b>\$</b>
<b>Engineering</b>	<b>\$</b>
<b>Data</b>	<b>\$</b>
<b>TOTAL</b>	<b>\$309,112.31</b>

### Other Funding Sources, Documents and Data to Achieve Goals

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 aggressive driving projects.

### Other Performance Measure Goals

1. To decrease older driver involved fatalities by 7.0 percent annually, resulting in a change to the 2014-2018 moving average from 157.0 (2011-2015 moving average) to 189.1 (2014-2018 moving average) by December 31, 2018.
2. To decrease older driver involved serious injuries by 4.0 percent annually, resulting in a change to the 2014-2018 moving average from 752.8 (2011-2015 moving average) to 726.0 (2014-2018 moving average) by December 31, 2018.

### Education Countermeasures

Project Name	<b>Older Driver Program Activities</b>		
Project #	18-DE-02-002		
Sub-Recipient	Highway Safety Office		
Project Amount	\$2,500.00		
Project Description	The HSO will continue to research, develop and implement driver education seminars for the aging driver, to include how to refresh their driving skills, age-specific traffic safety issues, and effects of medication and physical conditions on driving ability.		
Assessment of Traffic Safety Strategies (Based on NHTSA's "Countermeasures that Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices", 8 <sup>th</sup> Edition, 2015)			
Communications and Outreach	Formal courses for older drivers		★★★
Communications and Outreach	General communications and education		★★★
Funding Source	402	Funding Amount	\$2,500.00
Match Amount	TBD	Indirect Cost	\$0

Local Benefit	\$0	MOE	TBD
Is this Project a part of the TSEP?			Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
Project Name	<b>Driving Safety Predictors – Traffic Signs</b>		
Project #	18-DL-02-001		
Sub-Recipient	Washington University		
Project Amount	\$140,472.31		
<b>Project Description</b>			
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. In addition, an on-line training program will be developed for standardization of the Traffic Sign Naming Test which will be available for use by licensure testing and renewal staff, driving researchers and driving rehabilitation specialists. The funding for this research project will cover salaries, consultant services, lab testing fees, operational and travel expenses, and indirect costs.			
Assessment of Traffic Safety Strategies (Based on NHTSA’s “Countermeasures that Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices”, 8 <sup>th</sup> Edition, 2015)			
Licensing	License screening and testing	★★★★	
Communication and Outreach	General communications and education	★★	
Funding Source	402	Funding Amount	\$140,472.31
Match Amount	TBD	Indirect Cost	\$28,986.00
Local Benefit	\$0	MOE	TBD
Is this Project a part of the TSEP?			Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>

Project Name	<b>Fitness to Drive Risk in Rehab Patients</b>		
Project #	18-DL-02-002		
Sub-Recipient	Washington University		
Project Amount	\$128,592.00		
<b>Project Description</b>			
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.			
Assessment of Traffic Safety Strategies (Based on NHTSA’s “Countermeasures that Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices”, 8 <sup>th</sup> Edition, 2015)			
Licensing	License screening and testing	★★★★	
Communication and Outreach	General communications and education	★★	
Funding Source	402	Funding Amount	\$128,592.00

Match Amount	TBD	Indirect Cost	\$26,535.00
Local Benefit	\$0	MOE	TBD
Is this Project a part of the TSEP?			Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>

Project Name	<b>Keep Your Keys Project</b>		
Project #	18-DE-02-001		
Sub-Recipient	University of Missouri Curators		
Project Amount	\$37,548.00		
Project Description			
<p>The University of Missouri – Columbia will be providing training to older drivers and family members or caregivers on the issues of aging and driving. The Keep Your Keys Program will provide non-objective information for the older driver to use in making an informative decision about their current driving status. This program will open the discussion to plan for driving retirement. Project costs include printing of educational materials, marketing of training program, operational expenses, part-time staff positions, and indirect costs.</p>			
<p>Assessment of Traffic Safety Strategies (Based on NHTSA’s “Countermeasures that Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices”, 8<sup>th</sup> Edition, 2015)</p>			
Communications and Outreach	General communications and education		★★
Funding Source	402	Funding Amount	\$37,548.00
Match Amount	TBD	Indirect Cost	\$7,748.00
Local Benefit	\$0	MOE	TBD
Is this Project a part of the TSEP?			Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>

## 2011-2015 Older Driver Involved

### Fatalities by Age

Age	Fatalities	Percent of Total Fatalities
0-9	6	0.76%
10-19	21	2.68%
20-29	33	4.20%
30-39	32	4.08%
40-49	38	4.84%
50-59	34	4.33%
60-69	185	23.57%
>=70	436	55.54%
Total	785	100.00%

*Includes everyone killed in crashes involving at least one older driver.*

### Fatalities by Roadway Designation

Roadway Designation	Fatalities	Percent of Total Fatalities
Interstates	91	11.59%
US Numbered Routes	189	24.08%
MO Lettered Routes	117	14.90%
MO Numbered Routes	238	30.32%
Loop (Interstates only)	4	0.51%
Business	9	1.15%
City Street	62	7.90%
Ramp	4	0.51%
County Road	58	7.39%
Outer Road	11	1.40%
Private	2	0.25%
Total	785	100.00%

### Older Driver Vehicles

#### Fatalities by Time of Day

Time	Fatalities	Percent of Total Fatalities
Midnight - 5:59 am	44	5.61%
6:00 am - 11:59 am	257	32.74%
Noon - 5:59 pm	348	44.33%
6:00 pm - 11:59 pm	136	17.32%
Total	785	100.00%

#### Involved in Fatal Crashes

Vehicle Type	Vehicle Body Type	Percent of Total Fatalities
Passenger Car	336	42.80%
SUV	109	13.89%
Van	57	7.26%
Motorcycle	33	4.20%
ATV	5	0.64%
Motor Home	3	0.38%
Farm Imp.	8	1.02%
Construction/Heavy Equip	1	0.13%
Other/Unknown	4	0.51%
Pick Up	159	20.25%
Large Trucks	30	3.82%
School Bus	1	0.13%
Passenger Van	1	0.13%
Total	747	100.00%

## **Commercial Motor Vehicles**

### **Problem Identification**

Commercial motor vehicles make up approximately 20 percent of all traffic on Missouri interstates. Between 2011 and 2015, CMVs were involved in 9 percent of all traffic crashes, 14 percent of fatal traffic crashes, and 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, 55 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.

***Goals, benchmarks and strategies are outlined within the Commercial Vehicle Safety Plan (CVSP), which is suited to the Federal Motor Carrier Safety Administration.***

**2011-2015 CMV Driver Involved****Fatalities by Roadway****Fatalities by Age**

Age	Fatalities	Percent of Total Fatalities
0-9	12	2.13%
10-19	53	9.40%
20-29	100	17.73%
30-39	76	13.48%
40-49	89	15.78%
50-59	92	16.31%
60-69	63	11.17%
>=70	79	14.01%
Total	564	100.00%

*Includes everyone killed in crashes involving at least one CMV driver.*

**Designation**

Roadway Designation	Fatalities	Percent of Total Fatalities
Interstates	156	27.66%
US Numbered Routes	133	23.58%
MO Lettered Routes	63	11.17%
MO Numbered Routes	141	25.00%
Business	1	0.18%
Loop	3	0.53%
City Street	33	5.85%
Ramp	7	1.24%
County Road	20	3.55%
Department of Defense	1	0.18%
Outer Road	6	1.06%
Total	564	100.00%

**Vehicle Body Types****Fatalities by Time of Day**

Time	Fatalities	Percent of Total Fatalities
Midnight - 5:59 am	77	13.65%
6:00 am - 11:59 am	161	28.55%
Noon - 5:59 pm	215	38.12%
6:00 pm - 11:59 pm	111	19.68%
Total	564	100.00%

**Involved in Fatal CMV Crashes**

Vehicle Type	Vehicle Body Type	Percent of Total Fatalities
Passenger Car	230	22.59%
Station Wagon	3	0.29%
SUV	70	6.88%
Van	24	2.36%
School Bus	21	2.06%
Other	4	0.39%
Motorcycle	30	2.95%
ATV	2	0.20%
Bicycle	4	0.39%
Motor Home	1	0.10%
Farm Imp.	1	0.10%
Construction/Implement	1	0.10%
Pick Up	147	14.44%
Large Trucks	476	46.76%
Passenger Van	2	0.20%
Cargo Van	2	0.20%
Total	1018	100.00%



## Motorcycle Crashes

### Problem Identification

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 2011 and 2015 in Missouri, motorcycle operators were involved in 452 fatalities. Of those 452, 448 were the motorcycle drivers and/or riders. Motorcycles currently represent 2 percent of the registered vehicles in Missouri but were involved in 12 percent of all fatal traffic crashes during the last five years (2011-2015).



An area of particular concern is the number of unlicensed and improperly licensed motorcycle operators involved in crashes. Between 2011 and 2015, 40 percent of the motorcycle involved fatalities involved an unlicensed or improperly licensed motorcycle operator.

### Prior Year Performance

Projects funded by the Highway Safety Office in the motorcycle safety program area focus on driver awareness and motorcyclist safety. There were 97 motorcyclist fatalities in 2015, thereby not meeting the goal of 84 by 2016. There were 7 unhelmeted fatalities in 2015. The 2016 goal for unhelmeted fatalities used in the 2016 Annual Report included non-DOT compliant helmeted motorcyclists. The Highway Safety Office will continue it's efforts to encourage drivers to always be aware of their surroundings and Watch for Motorcycles. Funding will also be used for media efforts for both motorcyclists and vehicle drivers.

<b><i>Motorcycle Crashes Funding</i></b>	
<b>Education</b>	<b>\$250,000.00</b>
<b>Enforcement</b>	<b>\$</b>
<b>EMS</b>	<b>\$</b>
<b>Engineering</b>	<b>\$</b>
<b>Data</b>	<b>\$</b>
<b>Carry Forward</b>	<b>\$ 90,000.00</b>
<b>TOTAL</b>	<b>\$340,000.00</b>

### Other Funding Sources, Documents and Data to Achieve Goals

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 motorcycle safety projects.

**Core Performance Measure Goals**

1. To decrease motorcyclist fatalities by 7.0 percent annually, resulting in a change to the 2014-2018 moving average from 89.6 (2011-2015 moving average) to 106.4 (2014-2018 moving average) by December 31, 2018.
2. To decrease unhelmeted motorcyclist fatalities by 7.0 percent annually, resulting in a change to the 2014-2018 moving average from 8.0 (2011-2015 moving average) to 8.9 (2014-2018 moving average) by December 31, 2018.

**Other Performance Measure Goals**

1. To decrease fatalities involving unlicensed/improperly licensed motorcycle operators by 7.0 percent annually, resulting in a change to the 2014-2018 moving average from 29.6 (2011-2015 moving average) to 36.7 (2014-2018 moving average) by December 31, 2018. *(Missouri’s crash report was modified in calendar year 2012. Variances in the 2011 versus 2012 crash report affected the baseline data for 2011-2015.)*

**Education Countermeasures**

Project Name	<b>Motorcycle Safety Initiatives</b>		
Project #	18-M9MA-12-001		
Sub-Recipient	Highway Safety Office		
Project Amount	\$95,000.00		
Project Description			
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.			
Assessment of Traffic Safety Strategies (Based on NHTSA’s “Countermeasures that Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices”, 8 <sup>th</sup> Edition, 2015)			
Communications and Outreach	Other driver awareness of motorcyclists	★	
Funding Source	405f	Funding Amount	\$95,000.00
Match Amount	TBD	Indirect Cost	\$0
Local Benefit	\$0	MOE	TBD
Is this Project a part of the TSEP?			Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>

Project Name	<b>Motorcycle Safety Initiatives</b>		
Project #	18-PM-02-005		
Sub-Recipient	Highway Safety Office		
Project Amount	\$155,000.00		
Project Description			
Funding will provide paid media and outreach efforts reminding motorists to Watch for Motorcycles.			
Funding Source	402	Funding Amount	\$155,000.00

Match Amount	TBD	Indirect Cost	\$0
Local Benefit	\$0	MOE	TBD
Is this Project a part of the TSEP?			Yes X No

Project Name	<b>THSD-Statewide 405f Motorcycle Program</b>		
Project #	18-M9X-12-000		
Sub-Recipient	Highway Safety Office		
Project Amount	\$90,000.00		
Project Description			
This project is for a statewide effort to improve Motorcycle programs. When needed, this account will be reduced to fund specific sub-recipient agreements.			
Funding Source	405f	Funding Amount	\$90,000.00
Match Amount	TBD	Indirect Cost	\$0
Local Benefit	\$0	MOE	TBD
Is this Project a part of the TSEP?			Yes No X

## 2011-2015 Motorcyclists

### Fatalities by Age

Age	Fatalities	Percent of Total Fatalities
0-9	0	0.00%
10-19	10	2.30%
20-29	104	23.96%
30-39	74	17.05%
40-49	86	19.82%
50-59	97	22.35%
60-69	50	11.52%
>=70	13	3.00%
Total	434	100.00%

*Includes drivers/passengers of motorcycles.*

### Fatalities by Roadway Designation

Roadway Designation	Fatalities	Percent of Total Fatalities
Interstates	34	7.83%
US Numbered Routes	56	12.90%
MO Lettered Routes	87	20.05%
MO Numbered Routes	120	27.65%
Loop (Interstates only)	5	1.15%
Business	3	0.69%
City Street	77	17.74%
Private	3	0.69%
Ramp	7	1.61%
County Road	37	8.53%
Outer Road	5	1.15%
Total	434	100.00%

### Vehicle Body Types

#### Fatalities by Time of Day

Time	Fatalities	Percent of Total Fatalities
Midnight - 5:59 am	52	11.98%
6:00 am - 11:59 am	62	14.29%
Noon - 5:59 pm	169	38.94%
6:00 pm - 11:59 pm	151	34.79%
Total	434	100.00%

#### Involved in Fatal Motorcycle Crashes

Vehicle Type	Vehicle Body Type Involved	Percent of Total Fatalities
Passenger Car	106	14.78%
SUV	62	8.65%
Van	9	1.26%
School Bus	4	0.56%
Motor Home	2	0.28%
Farm Implement	1	0.14%
Pick Up	71	9.90%
Motorcycle	438	61.09%
Large Trucks	23	3.21%
Cargo Van	0	0.00%
Const. Equip/Heavy Machinery	1	0.14%
Total	717	100.00%

## **Crashes Involving School Buses**

### **Problem Identification**

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 2011 through 2015, there were 12 fatalities and 85 serious injuries involving school buses. Of those 97 fatalities and serious injuries, 29 were occupants of school buses; six were pedestrians, and 62 were drivers and occupants of other vehicles.

### **Prior Year Performance**

There was 1 fatality involving school buses in 2015, thereby meeting the goal of 2 by 2016.

### **Other Funding Sources, Documents and Data to Achieve Goals**

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.

### **Other Performance Measure Goals**

1. To decrease school bus involved or school bus signal involved fatalities by 2.4 percent annually, resulting in a change to the 2014-2018 moving average from 1.6 (2011-2015 moving average) to 10.6 (2014-2018 moving average) by December 31, 2018.
2. To decrease school bus involved or school bus signal involved serious injuries by 4.0 percent annually, resulting in a change to the 2014-2018 moving average from 17.0 (2011-2015 moving average) to 18.5 (2014-2018 moving average) by December 31, 2018.

### **Education Countermeasures**

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.

## 2011-2015 School Bus/Bus Signal Involved

### Fatalities by Age

Age	Fatalities	Percent of Total Fatalities
0-9	1	8.33%
10-19	1	8.33%
20-29	2	16.67%
30-39	2	16.67%
40-49	2	16.67%
50-59	2	16.67%
60-69	1	8.33%
>=70	1	8.33%
Total	12	100.00%

*Includes everyone killed in crashes involving a school bus or school bus signal.*

### Fatalities by Roadway

#### Designation

Roadway Designation	Fatalities	Percent of Total Fatalities
Interstates	0	0.00%
US Numbered Routes	2	16.67%
MO Lettered Routes	5	41.67%
MO Numbered Routes	1	8.33%
Loop (Interstates only)	0	0.00%
Business	0	0.00%
City Street	2	16.67%
Ramp	0	0.00%
County Road	1	8.33%
Outer Road	1	8.33%
Other	0	0.00%
Total	12	100.00%

### Vehicle Body Types Involved

#### in Fatal School Bus/Bus Signal Crashes

Time	Fatalities	Percent of Total Fatalities
Midnight - 5:59 am	0	0.00%
6:00 am - 11:59 am	5	41.67%
Noon - 5:59 pm	7	58.33%
6:00 pm - 11:59 pm	0	0.00%
Total	12	100.00%

Vehicle Type	Vehicle Body Type Involved	Percent of Total Fatalities
SUV	1	5.00%
Van	1	5.00%
School Bus	10	50.00%
Motorcycle	5	25.00%
Pick Up	3	15.00%
Total	20	100.00%

## **Vulnerable Roadway Users**

### **Pedestrians**

#### **Problem Identification**

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 2015, pedestrian involved crashes comprised less than 1 percent of all crashes, but accounted for 10 percent of all fatalities and 5 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 2011-2015 Missouri pedestrian fatalities, 76 percent occurred in urban areas and 24 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.

#### **Prior Year Performance**

Pedestrian safety projects funded by the Highway Safety office focused on the engineering aspect of pedestrian safety and creating safer streets for pedestrians. There were 104 pedestrian fatalities in 2015, thereby not meeting the goal of 71 by 2016. The projects funded

for FY2018 will focus on educating the public, both pedestrians and drivers. The media campaign planned for the coming year titled, “Safety. It’s a Two Way Street” will be used on all paid and earned media campaigns.

### **Other Funding Sources, Documents and Data to Achieve Goals**

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 pedestrian safety projects.

The City of St. Louis has also been recognized by NHTSA as a Pedestrian Safety Focus City. Since then, MoDOT and the City of St. Louis have partnered to create a City of St. Louis Pedestrian Safety Action Plan and continue to review and update the plan. This document helps guide pedestrian projects in the City of St. Louis.

### **Core Performance Measure Goals**

1. To decrease pedestrian fatalities by 7.0 percent annually, resulting in a change to the 2014-2018 moving average from 80.2 (2011-2015 moving average) to 89.1 (2014-2018 moving average) by December 31, 2018.



## 2011-2015 Pedestrians

### Fatalities by Age

Age	Fatalities	Percent of Total Fatalities
0-9	21	5.13%
10-19	37	9.05%
20-29	86	21.03%
30-39	51	12.47%
40-49	65	15.89%
50-59	69	16.87%
60-69	33	8.07%
>=70	47	11.49%
Total	409	100.00%

*Includes all pedestrians.*

### Fatalities by Roadway Designation

Roadway Designation	Fatalities	Percent of Total Fatalities
Interstates	89	21.76%
US Numbered Routes	65	15.89%
MO Lettered Routes	22	5.38%
MO Numbered Routes	81	19.80%
Loop (Interstates only)	6	1.47%
Business	4	0.98%
City Street	102	24.94%
Ramp	2	0.49%
County Road	22	5.38%
Outer Road	15	3.67%
Department of Defense	1	0.24%
Total	409	100.00%

### Vehicle Body Types

#### Fatalities by Time of Day

Time	Fatalities	Percent of Total Fatalities
Midnight - 5:59 am	102	24.94%
6:00 am - 11:59 am	49	11.98%
Noon - 5:59 pm	73	17.85%
6:00 pm - 11:59 pm	185	45.23%
Total	409	100.00%

#### Involved in Fatal Pedestrian Crashes

Vehicle Type	Vehicle Body Type Involved	Percent of Total Fatalities
Passenger Car	199	42.43%
SUV	80	17.06%
Van	20	4.26%
School Bus	8	1.71%
Motorcycle	2	0.43%
Farm Implements	1	0.21%
Construction Equip	2	0.43%
Other/Unknown	23	4.90%
Pick Up	89	18.98%
Large Trucks	45	9.59%
Total	469	100.00%

## **Bicyclists**

### **Problem Identification**

Bicycling is an essential transportation mode for many Missourians. Public health, economic, and environmental factors are elevating the importance of this mode. Across Missouri, communities are responding with changes to land-use development practice and complete streets policies. Many of the urban areas like St. Louis, Kansas City, Springfield and Columbia have robust bicycling networks.

While bicycling is a safe and healthy mode of travel, potential crashes with motorized vehicles make these road users vulnerable to serious injury or death if struck. Between 2011 and 2015, cyclists made up .08 percent (25 of 4,005) of the total statewide fatalities.

Between 2011 and 2015, only one of the 25 Missouri bicycle fatalities was female. The Vision Zero movement in some cities has led to grassroots change in how roadway deaths are viewed. Crashes involving pedestrians and bicyclists are preventable.

### **Prior Year Performance**

Bicycle safety projects funded by the Highway Safety office focused on the engineering aspect of bicycle safety and creating safer streets for bicyclists. There were 9 pedestrian fatalities in 2015, thereby not meeting the goal of 4 by 2016. The projects funded for FY2018 will focus on educating the public, both bicyclists and drivers. The media campaign planned for the coming year titled, "Safety. It's a Two Way Street" will be used on all paid and earned media campaigns.

### **Other Funding Sources, Documents and Data to Achieve Goals**

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 bicycle safety projects.

### **Core Performance Measure Goals**

1. To decrease bicyclist fatalities by 7.0 percent annually, resulting in a change to the 2014-2018 moving average from 5.0 (2011-2015 moving average) to 8.4 (2014-2018 moving average) by December 31, 2018.

## 2011-2015 Bicyclists

### Fatalities by Age

Age	Fatalities	Percent of Total Fatalities
0-9	0	0.00%
10-19	6	25.00%
20-29	3	12.50%
30-39	4	16.67%
40-49	4	16.67%
50-59	4	16.67%
60-69	0	0.00%
>=70	3	12.50%
Total	24	100.00%

*Includes all bicyclists.*

### Fatalities by Roadway

#### Designation

Roadway Designation	Fatalities	Percent of Total Fatalities
Interstates	2	8.33%
US Numbered Routes	3	12.50%
MO Lettered Routes	2	8.33%
MO Numbered Routes	5	20.83%
Loop (Interstates only)	0	0.00%
Business	1	4.17%
City Street	10	41.67%
Ramp	0	0.00%
County Road	0	0.00%
Outer Road	1	4.17%
Other	0	0.00%
Total	24	100.00%

### Vehicle Body Types

#### Fatalities by Time of Day

Time	Fatalities	Percent of Total Fatalities
Midnight - 5:59 am	3	12.50%
6:00 am - 11:59 am	2	8.33%
Noon - 5:59 pm	8	33.33%
6:00 pm - 11:59 pm	11	45.83%
Total	24	100.00%

#### Involved in Fatal Bicycle Crashes

Vehicle Type	Vehicle Body Type Involved	Percent of Total Fatalities
Passenger Car	10	37.04%
SUV	8	29.63%
Van	1	3.70%
Pick Up	4	14.81%
Large Trucks	4	14.81%
Total	27	100.00%



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.

**Other Performance Measure Goals**

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.

**Education Countermeasures**

Project Name	<b>Traffic Safety and Blueprint Conference</b>		
Project #	18-RS-11-002		
Sub-Recipient	University of Missouri Curators		
Project Amount	\$25,000.00		
Project Description			
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.			
Funding Source	402	Funding Amount	\$25,000.00
Match Amount	TBD	Indirect Cost	\$6,500.00
Local Benefit	\$0	MOE	TBD
Is this Project a part of the TSEP?			Yes      No X

**Engineering Countermeasures**

Project Name	<b>Traffic Engineering Assistance Program (TEAP)</b>		
Project #	18-RS-11-001		
Sub-Recipient	Highway Safety Office		
Project Amount	\$60,000.00		
Project Description			

It is often necessary for cities and counties to obtain the services of private consulting engineering firms to aid them in correcting safety and operational concerns on local 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 studies, capacity analysis, lighting analysis and design, traffic control devices (inventory and layout), or traffic signal progression analysis and design. Most cities and counties do not have the personnel with expertise in these areas to perform the necessary analysis. (This is not a complete list of the studies a traffic engineering consultant may be called upon to perform.) 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. In order to provide assistance in this area, the Highway Safety Office allocates funding for consultants to perform this service for the local jurisdictions.

Funding Source	402	Funding Amount	\$60,000.00
Match Amount	TBD	Indirect Cost	\$0
Local Benefit	\$0	MOE	TBD
Is this Project a part of the TSEP?			Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>

**Data Countermeasures**

Project Name	E-Citation Projects		
Department	Project Number	Project Amount	
Dexter Police Department	18-M3DA-04-007	\$12,187.30	
Franklin County Sheriff's Office	18-M3DA-04-008	\$29,850.00	
Lamar Police Department	18-M3DA-04-009	\$29,433.84	
Potosi Police Department	18-M3DA-04-010	\$9,251.78	
Smithville Police Department	18-M3DA-04-014	\$61,868.62	
Webb City Police Department	18-M3DA-04-006	\$21,768.96	
<b>Project Description</b>			
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.			
Funding Source	405c	Funding Amount	\$164,360.50
Match Amount	TBD	Indirect Cost	\$0
Local Benefit	\$164,360.50	MOE	TBD
Is this Project a part of the TSEP?			Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>

Project Name	<b>Missouri State Highway Patrol Statewide Traffic Accident Records System (STARS)</b>
Project #	18-M3DA-04-013

Sub-Recipient	Missouri State Highway Patrol		
Project Amount	\$188,475.00		
Project Description			
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.			
Funding Source	405c	Funding Amount	\$188,475.00
Match Amount	TBD	Indirect Cost	\$0
Local Benefit	\$0	MOE	TBD
Is this Project a part of the TSEP?			Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>

Project Name	<b>Missouri State Highway Patrol STARS and FARS Support</b>		
Project #	18-M3DA-04-011		
Sub-Recipient	Missouri State Highway Patrol		
Project Amount	\$115,586.40		
Project Description			
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.			
Funding Source	405c	Funding Amount	\$115,586.40
Match Amount	TBD	Indirect Cost	\$0
Local Benefit	\$0	MOE	TBD
Is this Project a part of the TSEP?			Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>

Project Name	<b>Missouri State Highway Patrol Predictive Analytical Crash Project</b>		
Project #	18-M3DA-04-012		
Sub-Recipient	Missouri State Highway Patrol		
Project Amount	\$26,921.00		
Project Description			
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.			
Funding Source	405c	Funding Amount	\$26,921.00
Match Amount	TBD	Indirect Cost	\$0
Local Benefit	\$0	MOE	TBD
Is this Project a part of the TSEP?			Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>

Project Name	<b>Office of State Courts Administrator JIS Monitoring and Reporting</b>		
Project #	18-M3DA-04-001		
Sub-Recipient	Office of State Courts Administrator		
Project Amount	\$172,049.59		
Project Description			
The Office of State Courts Administrator (OSCA) is requesting funding to improve the collection and management of traffic records, as well as increase the accuracy and timeliness of reporting disposition information by monitoring the electronic transmission of traffic-related conviction data from the courts to DOR and MSHP to determine if on-site assistance or training/instruction is required to increase to accuracy and timeliness of reporting.			
Funding Source	405c	Funding Amount	\$172,049.59
Match Amount	TBD	Indirect Cost	\$0
Local Benefit	\$0	MOE	TBD
Is this Project a part of the TSEP?			Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>

Project Name	<b>Show Me Court Implementation</b>		
Project #	18-M3DA-04-002		
Sub-Recipient	Office of State Courts Administrator		
Project Amount	\$185,523.66		
Project Description			
The Office of State Courts Administrator (OSCA) is requesting funding to improve the collection and management of traffic records, as well as increase the accuracy and timeliness of reporting disposition information. This will be accomplished by implementing the new case management system, Show-Me Courts, into municipal divisions that currently have no automation, the Judicial Information System (JIS) or some other court software. Show-Me Courts contains the edit checks built into the application, so users will be prompted to fix or enter the required information at the time the case is initiated. A second part of the Show-Me Court system that should improve the record of conviction reporting is the Prosecutor Portal. This functionality will allow a ticket to be sent electronically from the police department's records management system to the prosecutor portal. The prosecutor will review the tickets and electronically send the information to the court on the cases they wish to file. With this			



process most of the data will be either entered by a person at the police department or received electronically through an e-ticketing system. Since fewer people will be doing data entry throughout the process it should reduce the potential for data entry errors and improve accuracy. Budget items include salary and fringe for an Education Management Analyst, Court Services Management Analyst and an Accountant for the implementation of Show-Me Courts.			
Funding Source	405c	Funding Amount	\$185,523.66
Match Amount	TBD	Indirect Cost	\$0
Local Benefit	\$0	MOE	TBD
Is this Project a part of the TSEP?			Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>

Project Name	<b>REJIS Electronic Records Adoption Improvement</b>		
Project #	18-M3DA-04-003		
Sub-Recipient	REJIS		
Project Amount	\$13,192.00		
<b>Project Description</b>			
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.			
Funding Source	405c	Funding Amount	\$13,192.00
Match Amount	TBD	Indirect Cost	\$0
Local Benefit	\$0	MOE	TBD
Is this Project a part of the TSEP?			Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>

Project Name	<b>REJIS LETS Sustainment and Enhancement</b>		
Project #	18-M3DA-04-004		
Sub-Recipient	REJIS		
Project Amount	\$142,816.00		
<b>Project Description</b>			
REJIS will continue to provide operational support for LETS using their data center, operations and help desk staff. REJIS will continue to support LETS with training and "how to" question resolution as well as support agencies to adopt LETS. Any improvements approved by Highway Safety will be identified before initiated. REJIS will administer the third party integrated			

diagramming software licensing as funded to assure support and version upgrades. REJIS staff will also work closely with Highway Safety and LETS customers to coordinate, plan and execute service management activities. The funding will cover the operational expenses and supplies of the project.			
Funding Source	405c	Funding Amount	\$142,816.00
Match Amount	TBD	Indirect Cost	\$0
Local Benefit	\$0	MOE	TBD
Is this Project a part of the TSEP?			Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>

Project Name	<b>Traffic Records Data Improvement</b>		
Project #	18-M3DA-04-005		
Sub-Recipient	Highway Safety Office		
Project Amount	\$90,000.00		
Project Description			
This project was created to support conference registrations, meals, hotels and travel to the National Traffic Records Forum. Funding is also utilized to support e-crash and e-citation integration and equipment			
Funding Source	405c	Funding Amount	\$90,000.00
Match Amount	TBD	Indirect Cost	\$0
Local Benefit	\$0	MOE	TBD
Is this Project a part of the TSEP?			Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>

Project Name	<b>THSD-Statewide 405c Data Program</b>		
Project #	18-M3DA-04-000		
Sub-Recipient	Highway Safety Office		
Project Amount	\$1,278,000.00		
Project Description			
This project is for a statewide effort to improve Traffic Records Data programs. When needed, this account will be reduced to fund specific sub-recipient agreements.			
Funding Source	405c	Funding Amount	\$1,278,000.00
Match Amount	TBD	Indirect Cost	\$0
Local Benefit	\$0	MOE	TBD
Is this Project a part of the TSEP?			Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>

# CORE OUTCOME MEASURES

In addition to the Focus Areas, the HSO focuses on 15 Core Outcome Measures.

The National Highway Traffic Safety Administration (NHTSA) and the Governors Highway Safety Association (GHSA) have agreed on a minimum set of performance measures to be used by States and federal agencies in the development and implementation of behavioral highway safety plans and programs. An expert panel from NHTSA, State Highway Safety Offices, academic and research organizations, and other key groups assisted in developing the measures.\*

The initial minimum set contains 15 measures: 11 core outcome measures, one core behavior measure, and three activity measures. The measures cover the major areas common to State highway safety plans and use existing data systems. The following outlines the 15 performance measures which will be identified within their respective program areas.

\*Traffic Safety Performance Measures for States and Federal Agencies DOT HS 811 025, August 2008.



## C-1 FATALITIES

To decrease traffic fatalities from the expected 2012 calendar base year of 850 to 700 by December 31, 2016.

GOALS		
2013	2014	2015
813	775	738

RESULT: 869 for 2015 (FARS)

## C-2 SERIOUS INJURIES

To decrease serious traffic injuries from the 2012 calendar base year of 5,506 to 4,534 by December 31, 2016.

GOALS		
2013	2014	2015
5,266	5,020	4,781

RESULT: 4,572 for 2015 (STARS)

## C-3 FATALITIES/VMT

To decrease fatalities/VMT from the expected 2012 calendar base year of 1.2 to 1.0 by December 31, 2016.

RESULT: Total: 1.21 for 2015 (FARS)  
 Rural: 1.69 for 2015 (FARS)  
 Urban: 0.87 for 2015 (FARS)

### C-4 UNRESTRAINED PASSENGER VEHICLE OCCUPANT FATALITIES

To decrease unrestrained passenger vehicle occupant fatalities in all seating positions from the 2012 calendar base year of 396 to 326 by December 31, 2016.

GOALS		
2013	2014	2015
379	361	344

RESULT: 356 for 2015 (FARS)

### C-7 MOTORCYCLIST FATALITIES

To decrease motorcyclist fatalities from the 2012 calendar base year of 102 to 84 by December 31, 2016.

GOALS		
2013	2014	2015
98	93	89

RESULT: 97 for 2015 (FARS)

### C-5 ALCOHOL-IMPAIRED DRIVING FATALITIES

To decrease fatalities involving drivers with a .08 BAC or greater from the 2012 calendar base year of 280 to 230 by December 31, 2016.

GOALS		
2013	2014	2015
267	255	243

RESULT: 224 for 2015 (FARS)

### C-8 UNHELMETED MOTORCYCLIST FATALITIES

To decrease unhelmeted motorcyclist fatalities from the 2012 calendar base year of 26 to 21 by December 31, 2016.

GOALS		
2013	2014	2015
25	24	22

RESULT: 7 for 2015 (FARS)

### C-6 SPEEDING RELATED FATALITIES

To decrease speeding-related fatalities from the 2012 calendar base year of 313 to 258 by December 31, 2016.

GOALS		
2013	2014	2015
299	285	272

RESULT: 310 for 2015 (FARS)

### C-9 DRIVERS AGED 20 OR YOUNGER INVOLVED IN FATAL CRASHES

To decrease drivers age 20 or younger involved fatalities from the 2012 calendar base year of 135 to 111 by December 31, 2016.

GOALS		
2013	2014	2015
129	123	117

RESULT: 123 for 2015 (FARS)

## C-10 PEDESTRIAN FATALITIES

To decrease pedestrian fatalities from the 2012 calendar base year of 86 to 71 by December 31, 2016.

GOALS		
2013	2014	2015
82	78	75

RESULT: 104 for 2015 (FARS)

## C-11 BICYCLIST FATALITIES

To decrease bicyclist fatalities from the 2012 calendar base year of 6 to 4 by December 31, 2016.

GOALS		
2013	2014	2015
6	5	5

RESULT: 9 for 2015 (FARS)

## CORE BEHAVIOR MEASURE

### B-1 OBSERVED BELT USAGE

To increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles 1% annually from the 2013 calendar base year average usage rate of 80% to 83% by December 31, 2016.

GOALS		
2014	2015	2016
81%	82%	83%

RESULT: 81% for 2016

## ACTIVITY MEASURE

### A-1 NUMBER OF SEAT BELT CITATIONS ISSUED DURING GRANT FUNDED ENFORCEMENT ACTIVITY

RESULT: 32,409 in FY2016

### A-2 NUMBER OF IMPAIRED DRIVING ARRESTS

To increase the number of substance-impaired driving arrests made during grant funded enforcement activities by .25 percent annually from the 2011-2013 calendar base year average of 7,975 to 8,035 by December 31, 2016.

2014	2015	2016
7,995	8,015	8,035

RESULT: 2014-2016 average 6,846  
8,047 in FY2016

### A-3 NUMBER OF SPEEDING CITATIONS ISSUED DURING GRANT FUNDED ENFORCEMENT ACTIVITY

RESULT: 83,899 in FY2016



## Fiscal Year 2018 Equipment List

<b>Agency</b>	<b>Item Detail</b>	<b>Budget</b>	<b>Source</b>	<b>Project Number</b>	<b>Purpose</b>
Greene County Sheriff's Department	2017 Ford Police Interceptor SUV Patrol Vehicle, compliant with Buy America Act	\$47,500.00	405d	18-M5HVE-03-009	Vehicle will be utilized by a Full Time DWI Unit officer
Greene County Sheriff's Department	2017 Ford Police Interceptor SUV Patrol Vehicle, compliant with Buy America Act	\$47,500.00	405d	18-M5HVE-03-009	Vehicle will be utilized by a Full Time DWI Unit officer
Jackson County Sheriff's Office	2017 Ford Police Interceptor SUV Patrol Vehicle, compliant with Buy America Act	\$38,000	154	18-154-AL-111	Vehicle will be utilized by a Full Time DWI Unit officer
Jefferson County Sheriff's Department	2017 Chevrolet Tahoe Patrol Vehicle, compliant with Buy America Act	\$28,000	154	18-154-AL-064	Vehicle will be utilized by a Full Time DWI Unit officer
Jefferson County Sheriff's Department	2017 Chevrolet Tahoe Patrol Vehicle, compliant with Buy America Act	\$28,000	154	18-154-AL-064	Vehicle will be utilized by a Full Time DWI Unit officer
Jefferson County Sheriff's Department	2017 Chevrolet Tahoe Patrol Vehicle, compliant with Buy America Act	\$28,000	154	18-154-AL-064	Vehicle will be utilized by a Full Time DWI Unit officer
Joplin Police Department	2017 Chevrolet Tahoe Patrol Vehicle, compliant with Buy America Act	\$40,000	405d	18-M5HVE-03-012	Vehicle will be utilized by a Full Time DWI Unit officer
Independence Police Department	1 Sokia GRX2 Rover GD DigUHF1 Crash Reconstruction measuring system	\$15,000.00	402	18-PT-02-086	Total-Station will be used for crash investigations by the Independence Police Department

St. Louis County Police Department	2017 Ford Police Interceptor SUV Patrol Vehicle, compliant with Buy America Act	\$45,262.47	154	18-154-AL-136	Vehicle will be utilized by a Full Time DWI/Traffic Unit officer
St. Louis County Police Department	2017 Ford Police Interceptor SUV Patrol Vehicle, compliant with Buy America Act	\$45,262.47	154	18-154-AL-136	Vehicle will be utilized by a Full Time DWI/Traffic Unit officer
St. Louis County Police Department	1 Sokia GRX2 Rover GD DigUHF1 Crash Reconstruction measuring system	\$15,000.00	402	18-PT-02-108	Total-Station will be used for crash investigations by the St. Louis County Police Department

**2011-2015 MISSOURI FATAL TRAFFIC CRASHES  
RANK ORDER CITY LIST**

<b>Ranking</b>	<b>City</b>	<b>Count</b>	<b>Percent</b>
1	KANSAS CITY	288	20%
2	ST. LOUIS	192	13%
3	SPRINGFIELD	76	5%
4	INDEPENDENCE	46	3%
5	COLUMBIA	25	2%
6	JOPLIN	25	2%
7	LEES SUMMIT	24	2%
8	ST. JOSEPH	22	2%
9	ST. CHARLES	18	1%
10	CHESTERFIELD	16	1%
11	CAPE GIRARDEAU	15	1%
12	HAZELWOOD	13	1%
13	SUNSET HILLS	13	1%
14	FLORISSANT	12	1%
15	ST. PETERS	12	1%
16	WENTZVILLE	12	1%
17	OZARK	11	1%
18	BRANSON	10	1%
19	ROLLA	10	1%
20	BLUE SPRINGS	9	1%
21	BRIDGETON	9	1%
22	JEFFERSON CITY	9	1%
23	BERKELEY	8	1%
24	FENTON	8	1%
25	MARYLAND HEIGHTS	8	1%
26	O'FALLON	8	1%
27	SULLIVAN	8	1%
28	ARNOLD	7	0%
29	FERGUSON	7	0%
30	GRANDVIEW	7	0%
31	SEDALIA	7	0%
32	SIKESTON	7	0%
33	TOWN AND COUNTRY	7	0%
34	WILDWOOD	7	0%
35	BELTON	6	0%
36	CREVE COEUR	6	0%
37	FARMINGTON	6	0%



38	LIBERTY	6	0%
39	NEOSHO	6	0%
40	NEVADA	6	0%
41	RIVERSIDE	6	0%
42	UNIVERSITY CITY	6	0%
43	WRIGHT CITY	6	0%
44	DEXTER	5	0%
45	EUREKA	5	0%
46	FESTUS	5	0%
47	JACKSON	5	0%
48	KIRKWOOD	5	0%
49	LAKE ST. LOUIS	5	0%
50	LEBANON	5	0%
51	MURPHY	5	0%
52	PERRYVILLE	5	0%
53	ST. CLAIR	5	0%
54	ST. JOHN	5	0%
55	WARRENTON	5	0%
56	WASHINGTON	5	0%
57	WEST PLAINS	5	0%
58	ANDERSON	4	0%
59	BOLIVAR	4	0%
60	CAMDENTON	4	0%
61	FULTON	4	0%
62	GRAY SUMMIT	4	0%
63	HANNIBAL	4	0%
64	KEARNEY	4	0%
65	MARIONVILLE	4	0%
66	NORTH KANSAS CITY	4	0%
67	OAK GROVE	4	0%
68	OSAGE BEACH	4	0%
69	PACIFIC	4	0%
70	POPLAR BLUFF	4	0%
71	REPUBLIC	4	0%
72	SCOTT CITY	4	0%
73	VALLEY PARK	4	0%
74	WELLSTON	4	0%
75	BALLWIN	3	0%
76	BELLEFONTAINE NEIGHBORS	3	0%
77	CLINTON	3	0%
78	DES PERES	3	0%
79	DESLOGE	3	0%

80	HIGH RIDGE	3	0%
81	KIRKSVILLE	3	0%
82	LAKE LOTAWANA	3	0%
83	MARSHALL	3	0%
84	MEXICO	3	0%
85	MONETT	3	0%
86	MOUNTAIN VIEW	3	0%
87	PAGEDALE	3	0%
88	PINEVILLE	3	0%
89	PLEASANT HILL	3	0%
90	STRAFFORD	3	0%
91	SUGAR CREEK	3	0%
92	TROY	3	0%
93	VILLA RIDGE	3	0%
94	WARRENSBURG	3	0%
95	WEBB CITY	3	0%
96	ASHLAND	2	0%
97	BLACK JACK	2	0%
98	BRONAUGH	2	0%
99	BYRNES MILL	2	0%
100	CAMERON	2	0%
101	CAMPBELL	2	0%
102	CHILLICOTHE	2	0%
103	CLARK	2	0%
104	CRESTWOOD	2	0%
105	DIAMOND	2	0%
106	ELLISVILLE	2	0%
107	EXCELSIOR SPRINGS	2	0%
108	FAIR GROVE	2	0%
109	FORT LEONARD WOOD	2	0%
110	GAINESVILLE	2	0%
111	GLADSTONE	2	0%
112	GRAIN VALLEY	2	0%
113	GRAVOIS MILLS	2	0%
114	HARRISONVILLE	2	0%
115	HIGH HILL	2	0%
116	HIGHLANDVILLE	2	0%
117	HOLLISTER	2	0%
118	HOUSTON	2	0%
119	IMPERIAL	2	0%
120	JANE	2	0%
121	JONESBURG	2	0%

122	KINGDOM CITY	2	0%
123	LADUE	2	0%
124	LAKE OZARK	2	0%
125	LAKE WINNEBAGO	2	0%
126	LAKELAND	2	0%
127	MANCHESTER	2	0%
128	MARSHFIELD	2	0%
129	MARYVILLE	2	0%
130	NIXA	2	0%
131	OAKLAND	2	0%
132	OLIVETTE	2	0%
133	PARKVILLE	2	0%
134	PECULIAR	2	0%
135	PINE LAWN	2	0%
136	PORTAGEVILLE	2	0%
137	RAYTOWN	2	0%
138	REEDS SPRING	2	0%
139	ROGERSVILLE	2	0%
140	SALEM	2	0%
141	SMITHVILLE	2	0%
142	ST. ROBERT	2	0%
143	STEELVILLE	2	0%
144	TRENTON	2	0%
145	VAN BUREN	2	0%
146	WARSAW	2	0%
147	WINONA	2	0%
148	WOOD HEIGHTS	2	0%
149	AIRPORT DRIVE	1	0%
150	ALTON	1	0%
151	ARCADIA	1	0%
152	ARROW POINT	1	0%
153	AURORA	1	0%
154	AVILLA	1	0%
155	BARNHART	1	0%
156	BEL-RIDGE	1	0%
157	BEVERLY HILLS	1	0%
158	BOSWORTH	1	0%
159	BOURBON	1	0%
160	BRANSON WEST	1	0%
161	BRENTWOOD	1	0%
162	BUCKLIN	1	0%
163	BUNKER	1	0%

164	BUTLER	1	0%
165	CABOOL	1	0%
166	CALIFORNIA	1	0%
167	CANTON	1	0%
168	CARTHAGE	1	0%
169	CARUTHERSVILLE	1	0%
170	CASSVILLE	1	0%
171	CEDAR HILL	1	0%
172	CLAYCOMO	1	0%
173	CONWAY	1	0%
174	COTTLEVILLE	1	0%
175	COUNTRY CLUB HILLS	1	0%
176	COUNTRY CLUB VILLAGE	1	0%
177	CRYSTAL CITY	1	0%
178	CUBA	1	0%
179	DE SOTO	1	0%
180	DONIPHAN	1	0%
181	DUQUESNE	1	0%
182	EDMUNDSON	1	0%
183	EMINENCE	1	0%
184	EVERTON	1	0%
185	EWING	1	0%
186	FIDELITY	1	0%
187	FOREST CITY	1	0%
188	FREDERICKTOWN	1	0%
189	GIDEON	1	0%
190	GLASGOW	1	0%
191	GRANBY	1	0%
192	HIGBEE	1	0%
193	HIGGINSVILLE	1	0%
194	HILLSBORO	1	0%
195	HOLDEN	1	0%
196	IRONTON	1	0%
197	JENNINGS	1	0%
198	KAHOKA	1	0%
199	KENNETT	1	0%
200	KINGSVILLE	1	0%
201	KINLOCH	1	0%
202	KNOB NOSTER	1	0%
203	LA MONTE	1	0%
204	LA PLATA	1	0%
205	LADDONIA	1	0%

206	LANCASTER	1	0%
207	LAURIE	1	0%
208	LAWSON	1	0%
209	LEADWOOD	1	0%
210	LEXINGTON	1	0%
211	LINCOLN	1	0%
212	LINN CREEK	1	0%
213	MACON	1	0%
214	MALDEN	1	0%
215	MAPLEWOOD	1	0%
216	MILAN	1	0%
217	MINDENMINES	1	0%
217	MINER	1	0%
218	MOBERLY	1	0%
218	MONTGOMERY CITY	1	0%
219	NEELYVILLE	1	0%
219	NEW FLORENCE	1	0%
220	NEW HAVEN	1	0%
220	NOEL	1	0%
221	NORMANDY	1	0%
221	ODESSA	1	0%
222	OVERLAND	1	0%
222	OWENSVILLE	1	0%
223	PALMYRA	1	0%
223	PEACH ORCHARD	1	0%
224	PHILLIPSBURG	1	0%
224	PLATTE CITY	1	0%
225	PLATTSBURG	1	0%
225	PLEASANT HOPE	1	0%
226	POTOSI	1	0%
226	PRESTON	1	0%
227	PURCELL	1	0%
227	QUEEN CITY	1	0%
228	RANDOLPH	1	0%
228	RHINELAND	1	0%
229	RICHMOND	1	0%
229	RIVER BEND	1	0%
230	ROCK PORT	1	0%
230	RUSSELLVILLE	1	0%
231	SAVANNAH	1	0%
231	SENATH	1	0%
232	SENECA	1	0%

232	SEYMOUR	1	0%
233	SHOAL CREEK DRIVE	1	0%
233	SIBLEY	1	0%
234	SILVER CREEK	1	0%
234	ST. JAMES	1	0%
235	ST. MARTINS	1	0%
235	ST. THOMAS	1	0%
236	THAYER	1	0%
236	UNION	1	0%
237	UNIONVILLE	1	0%
237	UNITY VILLAGE	1	0%
238	URBANA	1	0%
238	VERONA	1	0%
239	VINITA PARK	1	0%
239	WAYNESVILLE	1	0%
240	WEAUBLEAU	1	0%
240	WHEATLAND	1	0%
241	WINFIELD	1	0%
241	WYACONDA	1	0%
242	WYATT	1	0%
TOTAL		1,436	

*Note: 2,226 fatal crashes occurred in Non-City or Unincorporated areas.*

**2011-2015 MISSOURI FATAL TRAFFIC CRASHES  
RANK ORDER COUNTY LIST**

<b>Ranking</b>	<b>County</b>	<b>Count</b>	<b>Percent</b>
1	JACKSON	340	9.3%
2	ST. LOUIS	268	7.3%
3	ST. LOUIS CITY	191	5.2%
4	GREENE	135	3.7%
5	JEFFERSON	134	3.7%
6	ST. CHARLES	108	2.9%
7	FRANKLIN	99	2.7%
8	CLAY	96	2.6%
9	JASPER	72	2.0%
10	BOONE	64	1.7%
11	NEWTON	59	1.6%
12	ST. FRANCOIS	53	1.4%
13	PHELPS	50	1.4%
14	CASS	49	1.3%
15	PLATTE	47	1.3%
16	LINCOLN	44	1.2%
17	WASHINGTON	44	1.2%
18	MILLER	43	1.2%
19	TANEY	43	1.2%
20	BARRY	41	1.1%
21	CHRISTIAN	41	1.1%
22	CAPE GIRARDEAU	40	1.1%
23	HOWELL	40	1.1%
24	LAWRENCE	40	1.1%
25	BUCHANAN	37	1.0%
26	CAMDEN	37	1.0%
27	JOHNSON	37	1.0%
28	PULASKI	35	1.0%
29	CALLAWAY	34	0.9%
30	PETTIS	34	0.9%
31	STONE	34	0.9%
32	DUNKLIN	33	0.9%
33	POLK	33	0.9%
34	WEBSTER	33	0.9%
35	BUTLER	32	0.9%
36	LACLEDE	32	0.9%
37	SCOTT	30	0.8%
38	TEXAS	30	0.8%
39	COLE	29	0.8%
40	PEMISCOT	29	0.8%
41	MCDONALD	28	0.8%
42	WARREN	28	0.8%

43	BENTON	27	0.7%
44	STODDARD	25	0.7%
45	CRAWFORD	24	0.7%
46	NEW MADRID	24	0.7%
47	LAFAYETTE	23	0.6%
48	MONTGOMERY	23	0.6%
49	STE. GENEVIEVE	23	0.6%
50	MORGAN	21	0.6%
51	PERRY	21	0.6%
52	PIKE	21	0.6%
53	VERNON	21	0.6%
54	GASCONADE	19	0.5%
55	HENRY	18	0.5%
56	RANDOLPH	18	0.5%
57	RIPLEY	18	0.5%
58	SALINE	18	0.5%
59	DENT	17	0.5%
60	OREGON	17	0.5%
61	MARION	16	0.4%
62	RAY	16	0.4%
63	ST. CLAIR	16	0.4%
64	ANDREW	15	0.4%
65	AUDRAIN	15	0.4%
66	IRON	15	0.4%
67	SHANNON	15	0.4%
68	WAYNE	15	0.4%
69	WRIGHT	15	0.4%
70	BOLLINGER	14	0.4%
71	CLINTON	14	0.4%
72	MADISON	14	0.4%
73	MARIES	14	0.4%
74	NODAWAY	14	0.4%
75	RALLS	14	0.4%
76	MONITEAU	13	0.4%
77	OZARK	13	0.4%
78	REYNOLDS	13	0.4%
79	BARTON	12	0.3%
80	BATES	12	0.3%
81	CARTER	12	0.3%
82	CLARK	12	0.3%
83	DOUGLAS	12	0.3%
84	OSAGE	12	0.3%
85	CALDWELL	11	0.3%
86	COOPER	11	0.3%
87	DEKALB	11	0.3%
88	HARRISON	11	0.3%
89	MACON	11	0.3%



90	MISSISSIPPI	11	0.3%
91	CEDAR	10	0.3%
92	HICKORY	10	0.3%
93	LEWIS	10	0.3%
94	HOLT	9	0.2%
95	LIVINGSTON	9	0.2%
96	ADAIR	8	0.2%
97	HOWARD	8	0.2%
98	MONROE	8	0.2%
99	CARROLL	7	0.2%
100	DADE	7	0.2%
101	DALLAS	7	0.2%
102	LINN	7	0.2%
103	CHARITON	6	0.2%
104	GRUNDY	6	0.2%
105	MERCER	6	0.2%
106	SCHUYLER	6	0.2%
107	SULLIVAN	6	0.2%
108	DAVISS	5	0.1%
109	KNOX	5	0.1%
110	PUTNAM	5	0.1%
111	ATCHISON	4	0.1%
112	SHELBY	3	0.1%
113	WORTH	3	0.1%
114	GENTRY	2	0.1%
115	SCOTLAND	2	0.1%
Total		3,662	

**2011-2015 MISSOURI FATAL TRAFFIC CRASHES  
RANK ORDER UNINCORPORATED COUNTY LIST**

<b>Ranking</b>	<b>County</b>	<b>Count</b>	<b>Percent</b>
1	JEFFERSON	105	4.7%
2	ST. LOUIS	84	3.8%
3	FRANKLIN	71	3.2%
4	ST. CHARLES	52	2.3%
5	GREENE	50	2.2%
6	JASPER	45	2.0%
7	ST. FRANCOIS	43	1.9%
8	WASHINGTON	43	1.9%
9	LINCOLN	40	1.8%
10	NEWTON	40	1.8%
11	MILLER	39	1.8%
12	PHELPS	39	1.8%
13	BARRY	37	1.7%
14	BOONE	37	1.7%
15	CASS	35	1.6%
16	LAWRENCE	33	1.5%
17	HOWELL	32	1.4%
18	JOHNSON	31	1.4%
19	STONE	31	1.4%
20	TANEY	31	1.4%
21	PULASKI	30	1.3%
22	CALLAWAY	28	1.3%
23	CAMDEN	28	1.3%
24	DUNKLIN	28	1.3%
25	POLK	28	1.3%
26	WEBSTER	28	1.3%
27	BUTLER	27	1.2%
28	PEMISCOT	27	1.2%
29	TEXAS	27	1.2%
30	CHRISTIAN	26	1.2%
31	CLAY	26	1.2%
32	PETTIS	26	1.2%
33	LACLEDE	25	1.1%
34	BENTON	24	1.1%
35	STE. GENEVIEVE	23	1.0%
36	NEW MADRID	21	0.9%
37	PIKE	21	0.9%
38	CAPE GIRARDEAU	20	0.9%
39	LAFAYETTE	20	0.9%
40	STODDARD	20	0.9%

41	CRAWFORD	18	0.8%
42	GASCONADE	18	0.8%
43	MCDONALD	18	0.8%
44	MORGAN	18	0.8%
45	SCOTT	18	0.8%
46	COLE	17	0.8%
47	JACKSON	17	0.8%
48	RIPLEY	17	0.8%
49	WARREN	17	0.8%
50	MONTGOMERY	16	0.7%
51	PERRY	16	0.7%
52	PLATTE	16	0.7%
53	ST. CLAIR	16	0.7%
54	BUCHANAN	15	0.7%
55	HENRY	15	0.7%
56	OREGON	15	0.7%
57	SALINE	15	0.7%
58	WAYNE	15	0.7%
59	WRIGHT	15	0.7%
60	BOLLINGER	14	0.6%
61	DENT	14	0.6%
62	MARIES	14	0.6%
63	RALLS	14	0.6%
64	RANDOLPH	14	0.6%
65	ANDREW	13	0.6%
66	CLINTON	13	0.6%
67	IRON	13	0.6%
68	MADISON	13	0.6%
69	RAY	13	0.6%
70	REYNOLDS	13	0.6%
71	VERNON	13	0.6%
72	DOUGLAS	12	0.5%
73	MONITEAU	12	0.5%
74	NODAWAY	12	0.5%
75	OSAGE	12	0.5%
76	SHANNON	12	0.5%
77	AUDRAIN	11	0.5%
78	BARTON	11	0.5%
79	BATES	11	0.5%
80	CALDWELL	11	0.5%
81	COOPER	11	0.5%
82	HARRISON	11	0.5%
83	MARION	11	0.5%
84	OZARK	11	0.5%

85	CARTER	10	0.4%
86	CEDAR	10	0.4%
87	CLARK	10	0.4%
88	MISSISSIPPI	10	0.4%
89	DEKALB	9	0.4%
90	MACON	9	0.4%
91	HOLT	8	0.4%
92	LEWIS	8	0.4%
93	MONROE	8	0.4%
94	HICKORY	7	0.3%
95	HOWARD	7	0.3%
96	LIVINGSTON	7	0.3%
97	CARROLL	6	0.3%
98	CHARITON	6	0.3%
99	DADE	6	0.3%
100	DALLAS	6	0.3%
101	LINN	6	0.3%
102	MERCER	6	0.3%
103	ADAIR	5	0.2%
104	DAVISS	5	0.2%
105	KNOX	5	0.2%
106	SULLIVAN	5	0.2%
107	GRUNDY	4	0.2%
108	PUTNAM	4	0.2%
109	SCHUYLER	4	0.2%
110	ATCHISON	3	0.1%
111	SHELBY	3	0.1%
112	WORTH	3	0.1%
113	GENTRY	2	0.1%
114	SCOTLAND	2	0.1%
Total		2,226	

**2011-2015 MISSOURI SERIOUS INJURY TRAFFIC CRASHES  
RANK ORDER CITY LIST**

<b>Ranking</b>	<b>City</b>	<b>Count</b>	<b>Percent</b>
1	KANSAS CITY	1,369	13.9%
2	ST. LOUIS	882	8.9%
3	INDEPENDENCE	761	7.7%
4	ST. JOSEPH	547	5.5%
5	SPRINGFIELD	368	3.7%
6	JEFFERSON CITY	233	2.4%
7	LEES SUMMIT	212	2.1%
8	BLUE SPRINGS	200	2.0%
9	COLUMBIA	200	2.0%
10	LIBERTY	142	1.4%
11	ST. CHARLES	140	1.4%
12	JOPLIN	128	1.3%
13	ST. PETERS	106	1.1%
14	OZARK	99	1.0%
15	BRIDGETON	96	1.0%
16	CHESTERFIELD	78	0.8%
17	TOWN AND COUNTRY	77	0.8%
18	MARYLAND HEIGHTS	70	0.7%
19	CAPE GIRARDEAU	67	0.7%
20	FLORISSANT	66	0.7%
21	SUNSET HILLS	66	0.7%
22	LEBANON	64	0.6%
23	HAZELWOOD	62	0.6%
24	KIRKWOOD	59	0.6%
25	HANNIBAL	58	0.6%
26	WENTZVILLE	58	0.6%
27	FERGUSON	57	0.6%
28	RAYTOWN	55	0.6%
29	GLADSTONE	54	0.5%
30	KIRKSVILLE	53	0.5%
31	O'FALLON	51	0.5%
32	ARNOLD	50	0.5%
33	GRANDVIEW	48	0.5%
34	MURPHY	48	0.5%
35	POPLAR BLUFF	48	0.5%

36	BRANSON	47	0.5%
37	BELLEFONTAINE NEIGHBORS	46	0.5%
38	FENTON	46	0.5%
39	JENNINGS	44	0.4%
40	WEBSTER GROVES	44	0.4%
41	BERKELEY	41	0.4%
42	CREVE COEUR	41	0.4%
43	JACKSON	39	0.4%
44	ROLLA	39	0.4%
45	SEDALIA	38	0.4%
46	SIKESTON	37	0.4%
47	UNIVERSITY CITY	36	0.4%
48	WILDWOOD	36	0.4%
49	ST. ROBERT	35	0.4%
50	CLAYTON	34	0.3%
51	RICHMOND HEIGHTS	34	0.3%
52	EXCELSIOR SPRINGS	33	0.3%
53	MOBERLY	33	0.3%
54	TROY	33	0.3%
55	BALLWIN	32	0.3%
56	OVERLAND	32	0.3%
57	EUREKA	31	0.3%
58	UNION	30	0.3%
59	FARMINGTON	29	0.3%
60	NEOSHO	29	0.3%
61	MAPLEWOOD	28	0.3%
62	MONETT	28	0.3%
63	OSAGE BEACH	28	0.3%
64	CARTHAGE	27	0.3%
65	FESTUS	27	0.3%
66	KENNETT	27	0.3%
67	ST. CLAIR	27	0.3%
68	BELTON	26	0.3%
69	LADUE	26	0.3%
70	MANCHESTER	26	0.3%
71	NORTH KANSAS CITY	26	0.3%
72	AURORA	25	0.3%
73	NEVADA	25	0.3%
74	SALEM	25	0.3%
75	VALLEY PARK	25	0.3%

76	GRAIN VALLEY	23	0.2%
77	LAKE ST. LOUIS	23	0.2%
78	WELDON SPRING	23	0.2%
79	WARRENSBURG	22	0.2%
80	BOLIVAR	21	0.2%
81	CLINTON	21	0.2%
82	DES PERES	21	0.2%
83	HARRISONVILLE	21	0.2%
84	FULTON	20	0.2%
85	MEXICO	20	0.2%
86	WEBB CITY	20	0.2%
87	ELLISVILLE	19	0.2%
88	NIXA	19	0.2%
89	REPUBLIC	19	0.2%
90	SMITHVILLE	19	0.2%
91	OAK GROVE	18	0.2%
92	PLEASANT HILL	18	0.2%
93	ST. ANN	18	0.2%
94	WARRENTON	18	0.2%
95	CLAYCOMO	17	0.2%
96	CRYSTAL CITY	17	0.2%
97	GRAY SUMMIT	17	0.2%
98	HIGH RIDGE	17	0.2%
99	SULLIVAN	16	0.2%
100	BEL-RIDGE	15	0.2%
101	BRENTWOOD	15	0.2%
102	ST. JOHN	15	0.2%
103	LAKE LOTAWANA	14	0.1%
104	OLIVETTE	14	0.1%
105	RIVERSIDE	14	0.1%
106	CHILLICOTHE	13	0.1%
107	PLATTE CITY	13	0.1%
108	WASHINGTON	13	0.1%
109	WEST PLAINS	13	0.1%
110	WRIGHT CITY	13	0.1%
111	BARNHART	12	0.1%
112	ELDON	12	0.1%
113	HAYTI	12	0.1%
114	RAYMORE	12	0.1%
115	CEDAR HILL	11	0.1%

116	DELLWOOD	11	0.1%
117	DONIPHAN	11	0.1%
118	KEARNEY	11	0.1%
119	MACON	11	0.1%
120	MARSHFIELD	11	0.1%
121	MARYVILLE	11	0.1%
122	NORWOOD COURT	11	0.1%
123	SHREWSBURY	11	0.1%
124	DE SOTO	10	0.1%
125	GLENDALE	10	0.1%
126	HIGHLANDVILLE	10	0.1%
127	IMPERIAL	10	0.1%
128	KINGDOM CITY	10	0.1%
129	LAKE OZARK	10	0.1%
130	MARSHALL	10	0.1%
131	MOLINE ACRES	10	0.1%
132	MOUNTAIN VIEW	10	0.1%
133	PARK HILLS	10	0.1%
134	PARKVILLE	10	0.1%
135	PECULIAR	10	0.1%
136	PERRYVILLE	10	0.1%
137	PINE LAWN	10	0.1%
138	SENECA	10	0.1%
139	WAYNESVILLE	10	0.1%
140	AIRPORT DRIVE	9	0.1%
141	BRANSON WEST	9	0.1%
142	CAMERON	9	0.1%
143	DESLOGE	9	0.1%
144	NORMANDY	9	0.1%
145	PACIFIC	9	0.1%
146	PEVELY	9	0.1%
147	POTOSI	9	0.1%
148	RICHMOND	9	0.1%
149	ROGERSVILLE	9	0.1%
150	SUGAR CREEK	9	0.1%
151	BATTLEFIELD	8	0.1%
152	BOONVILLE	8	0.1%
153	CABOOL	8	0.1%
154	CAMDENTON	8	0.1%
155	HERCULANEUM	8	0.1%



156	HIGGINSVILLE	8	0.1%
157	LONE JACK	8	0.1%
158	TRENTON	8	0.1%
159	CUBA	7	0.1%
160	FRONTENAC	7	0.1%
161	LEADWOOD	7	0.1%
162	LEXINGTON	7	0.1%
163	LINN CREEK	7	0.1%
164	LOWRY CITY	7	0.1%
165	MINER	7	0.1%
166	OAKLAND	7	0.1%
167	PLEASANT VALLEY	7	0.1%
168	ROCK HILL	7	0.1%
169	ANDERSON	6	0.1%
170	AVA	6	0.1%
171	CARL JUNCTION	6	0.1%
172	CARUTHERSVILLE	6	0.1%
173	FORISTELL	6	0.1%
174	HERMANN	6	0.1%
175	LAMAR	6	0.1%
176	ODESSA	6	0.1%
177	PAGEDALE	6	0.1%
178	PALMYRA	6	0.1%
179	RIVER BEND	6	0.1%
180	ST. JAMES	6	0.1%
181	STRAFFORD	6	0.1%
182	WARSAW	6	0.1%
183	WOODSON TERRACE	6	0.1%
184	ASHLAND	5	0.1%
185	BETHANY	5	0.1%
186	BRECKENRIDGE HILLS	5	0.1%
187	CENTRALIA	5	0.1%
188	COOL VALLEY	5	0.1%
189	COTTLEVILLE	5	0.1%
190	CRESTWOOD	5	0.1%
191	DEXTER	5	0.1%
192	EL DORADO SPRINGS	5	0.1%
193	GAINESVILLE	5	0.1%
194	HILLSBORO	5	0.1%
195	HOLLISTER	5	0.1%

196	JANE	5	0.1%
197	KIMBERLING CITY	5	0.1%
198	MARIONVILLE	5	0.1%
199	MONTGOMERY CITY	5	0.1%
200	NEW MADRID	5	0.1%
201	SAVANNAH	5	0.1%
202	STEELE	5	0.1%
203	VILLA RIDGE	5	0.1%
204	WELLSTON	5	0.1%
205	BERNIE	4	0.0%
206	BLACK JACK	4	0.0%
207	BONNE TERRE	4	0.0%
208	BOWLING GREEN	4	0.0%
209	CALIFORNIA	4	0.0%
210	CARROLLTON	4	0.0%
211	CLARK	4	0.0%
212	CONWAY	4	0.0%
213	DIAMOND	4	0.0%
214	EDINA	4	0.0%
215	ELSBERRY	4	0.0%
216	FORSYTH	4	0.0%
217	GARDEN CITY	4	0.0%
218	HOUSTON	4	0.0%
219	JONESBURG	4	0.0%
220	KNOB NOSTER	4	0.0%
221	LAURIE	4	0.0%
222	LOCKWOOD	4	0.0%
223	MOSCOW MILLS	4	0.0%
224	MOUNTAIN GROVE	4	0.0%
225	NEW HAVEN	4	0.0%
226	NEW LONDON	4	0.0%
227	NORTHWOODS	4	0.0%
228	OAK GROVE VILLAGE	4	0.0%
229	REEDS SPRING	4	0.0%
230	SHELL CITY	4	0.0%
231	SCOTT CITY	4	0.0%
232	SEYMOUR	4	0.0%
233	SPARTA	4	0.0%
234	TAOS	4	0.0%
235	UNITY VILLAGE	4	0.0%

236	WINDSOR PLACE	4	0.0%
237	WINONA	4	0.0%
238	APPLETON CITY	3	0.0%
239	BEL-NOR	3	0.0%
240	BOURBON	3	0.0%
241	BRUNSWICK	3	0.0%
242	BULL CREEK	3	0.0%
243	CARTERVILLE	3	0.0%
244	CASSVILLE	3	0.0%
245	COUNTRY CLUB HILLS	3	0.0%
246	COUNTRY CLUB VILLAGE	3	0.0%
247	DUQUESNE	3	0.0%
248	ELLSINORE	3	0.0%
249	EMINENCE	3	0.0%
250	FLORDELL HILLS	3	0.0%
251	FREEMAN	3	0.0%
252	GORDONVILLE	3	0.0%
253	HOLTS SUMMIT	3	0.0%
254	IBERIA	3	0.0%
255	IRONTON	3	0.0%
256	LAKELAND	3	0.0%
257	LAWSON	3	0.0%
258	LOUISIANA	3	0.0%
259	MALDEN	3	0.0%
260	MEMPHIS	3	0.0%
261	MERRIAM WOODS	3	0.0%
262	MONROE CITY	3	0.0%
263	MOUNT VERNON	3	0.0%
264	PINEVILLE	3	0.0%
265	PRINCETON	3	0.0%
266	SILVER CREEK	3	0.0%
267	SOUTHWEST CITY	3	0.0%
268	STE. GENEVIEVE	3	0.0%
269	TWIN OAKS	3	0.0%
270	WESTON	3	0.0%
271	WILLARD	3	0.0%
272	WOOD HEIGHTS	3	0.0%
273	AGENCY	2	0.0%
274	BELLE	2	0.0%
275	BILLINGS	2	0.0%

276	BROOKFIELD	2	0.0%
277	BURLINGTON JUNCTION	2	0.0%
278	BYRNES MILL	2	0.0%
279	CENTER	2	0.0%
280	CHAFFEE	2	0.0%
281	CONCORDIA	2	0.0%
282	DIGGINS	2	0.0%
283	DIXON	2	0.0%
284	DOOLITTLE	2	0.0%
285	EDMUNDSON	2	0.0%
286	ELLINGTON	2	0.0%
287	EVERGREEN	2	0.0%
288	FREDERICKTOWN	2	0.0%
289	GALENA	2	0.0%
290	GALLATIN	2	0.0%
291	GOODMAN	2	0.0%
292	GOWER	2	0.0%
293	GRAHAM	2	0.0%
294	GREEN CASTLE	2	0.0%
295	GREEN PARK	2	0.0%
296	GREENWOOD	2	0.0%
297	HAYTI HEIGHTS	2	0.0%
298	HOLCOMB	2	0.0%
299	HOLDEN	2	0.0%
300	HOPKINS	2	0.0%
301	INDIAN POINT	2	0.0%
302	JAMESPORT	2	0.0%
303	JOSEPHVILLE	2	0.0%
304	LAMAR HEIGHTS	2	0.0%
305	LEADINGTON	2	0.0%
306	MACKS CREEK	2	0.0%
307	MARBLE HILL	2	0.0%
308	MARSTON	2	0.0%
309	META	2	0.0%
310	MOUND CITY	2	0.0%
311	NEW CAMBRIA	2	0.0%
312	NEW HAMPTON	2	0.0%
313	NEW MELLE	2	0.0%
314	PIERCE CITY	2	0.0%
315	PORTAGE DES SIOUX	2	0.0%

316	PORTAGEVILLE	2	0.0%
317	PURDY	2	0.0%
318	REDINGS MILL	2	0.0%
319	RIVERVIEW	2	0.0%
320	SAGINAW	2	0.0%
321	SALISBURY	2	0.0%
322	SPICKARD	2	0.0%
323	ST. CLOUD	2	0.0%
324	ST. PAUL	2	0.0%
325	STANBERRY	2	0.0%
326	STEELVILLE	2	0.0%
327	STOCKTON	2	0.0%
328	STOUTLAND	2	0.0%
329	TIPTON	2	0.0%
330	UNIONVILLE	2	0.0%
331	VERONA	2	0.0%
332	VERSAILLES	2	0.0%
333	WAYLAND	2	0.0%
334	ZALMA	2	0.0%
335	ADRIAN	1	0.0%
336	ALBANY	1	0.0%
337	ALTAMONT	1	0.0%
338	ALTENBURG	1	0.0%
339	ANNISTON	1	0.0%
340	ASH GROVE	1	0.0%
341	AUXVASSE	1	0.0%
342	BAGNELL	1	0.0%
343	BAKERSFIELD	1	0.0%
344	BARING	1	0.0%
345	BARNETT	1	0.0%
346	BATES CITY	1	0.0%
347	BELL CITY	1	0.0%
348	BENTON	1	0.0%
349	BEVERLY HILLS	1	0.0%
350	BEVIER	1	0.0%
351	BIG LAKE	1	0.0%
352	BIRCH TREE	1	0.0%
353	BLOOMSDALE	1	0.0%
354	BRAGG CITY	1	0.0%
355	BRAYMER	1	0.0%

356	BRECKENRIDGE	1	0.0%
357	BRUMLEY	1	0.0%
358	BUFFALO	1	0.0%
359	BUNKER	1	0.0%
360	CAINSVILLE	1	0.0%
361	CARDWELL	1	0.0%
362	CENTERTOWN	1	0.0%
363	CENTERVILLE	1	0.0%
364	CHAMP	1	0.0%
365	CHILHOWEE	1	0.0%
366	CHULA	1	0.0%
367	CLARENCE	1	0.0%
368	CLARKSVILLE	1	0.0%
369	CLEVELAND	1	0.0%
370	CLEVER	1	0.0%
371	COLE CAMP	1	0.0%
372	COLLINS	1	0.0%
373	CROCKER	1	0.0%
374	CROSS TIMBERS	1	0.0%
375	CRYSTAL LAKES	1	0.0%
376	DARDENNE PRAIRIE	1	0.0%
377	DEARBORN	1	0.0%
378	DELTA	1	0.0%
379	DOWNING	1	0.0%
380	EAGLEVILLE	1	0.0%
381	EDGERTON	1	0.0%
382	EOLIA	1	0.0%
383	ESSEX	1	0.0%
384	ETHEL	1	0.0%
385	EVERTON	1	0.0%
386	EWING	1	0.0%
387	FAIR GROVE	1	0.0%
388	FAYETTE	1	0.0%
389	FIDELITY	1	0.0%
390	FLINT HILL	1	0.0%
391	FOLEY	1	0.0%
392	FORDLAND	1	0.0%
393	FORT LEONARD WOOD	1	0.0%
394	FRANKFORD	1	0.0%
395	FREEBURG	1	0.0%

396	FREMONT HILLS	1	0.0%
397	GRANBY	1	0.0%
398	GRANT CITY	1	0.0%
399	GRAVOIS MILLS	1	0.0%
400	GREENFIELD	1	0.0%
401	HALLSVILLE	1	0.0%
402	HALLTOWN	1	0.0%
403	HAMILTON	1	0.0%
404	HANLEY HILLS	1	0.0%
405	HARRISBURG	1	0.0%
406	HAWK POINT	1	0.0%
407	HENRIETTA	1	0.0%
408	HERMITAGE	1	0.0%
409	HIGBEE	1	0.0%
410	HORINE	1	0.0%
411	HUMANSVILLE	1	0.0%
412	HUNTSVILLE	1	0.0%
413	HURLEY	1	0.0%
414	IRONDALE	1	0.0%
415	JASPER	1	0.0%
416	JERICO SPRINGS	1	0.0%
417	KEYTESVILLE	1	0.0%
418	KOSHKONONG	1	0.0%
419	LA BELLE	1	0.0%
420	LA MONTE	1	0.0%
421	LACLEDE	1	0.0%
422	LADDONIA	1	0.0%
423	LAKE TAPAWINGO	1	0.0%
424	LAKESHIRE	1	0.0%
425	LANCASTER	1	0.0%
426	LEASBURG	1	0.0%
427	LEAWOOD	1	0.0%
428	LEVASY	1	0.0%
429	LICKING	1	0.0%
430	LINN	1	0.0%
431	LURAY	1	0.0%
432	MADISON	1	0.0%
433	MALTA BEND	1	0.0%
434	MARCELINE	1	0.0%
435	MARLBOROUGH	1	0.0%

436	MIAMI	1	0.0%
437	MILAN	1	0.0%
438	NAPOLEON	1	0.0%
439	NAYLOR	1	0.0%
440	NEELYVILLE	1	0.0%
441	NEW FLORENCE	1	0.0%
442	NEWBURG	1	0.0%
443	NOEL	1	0.0%
444	NORBORNE	1	0.0%
445	NOVINGER	1	0.0%
446	OLEAN	1	0.0%
447	ORAN	1	0.0%
448	OREGON	1	0.0%
449	OSCEOLA	1	0.0%
450	OWENSVILLE	1	0.0%
451	PARIS	1	0.0%
452	PARKWAY	1	0.0%
453	PASCOLA	1	0.0%
454	PASSAIC	1	0.0%
455	PATTONSBURG	1	0.0%
456	PHILLIPSBURG	1	0.0%
457	PICKERING	1	0.0%
458	PILOT KNOB	1	0.0%
459	PLATO	1	0.0%
460	PLATTE WOODS	1	0.0%
461	POLO	1	0.0%
462	QULIN	1	0.0%
463	RANDOLPH	1	0.0%
464	RENSSELAER	1	0.0%
465	RICHLAND	1	0.0%
466	RISCO	1	0.0%
467	ROCKAWAY BEACH	1	0.0%
468	ROCKVILLE	1	0.0%
469	ROSCOE	1	0.0%
470	ROSEBUD	1	0.0%
471	RUSSELLVILLE	1	0.0%
472	SARCOXIE	1	0.0%
473	SELIGMAN	1	0.0%
474	SHERIDAN	1	0.0%
475	SHOAL CREEK DRIVE	1	0.0%



476	SLATER	1	0.0%
477	SOUTH LINEVILLE	1	0.0%
478	ST. ELIZABETH	1	0.0%
479	ST. MARTINS	1	0.0%
480	STEWARTSVILLE	1	0.0%
481	STOTTS CITY	1	0.0%
482	SUMMERSVILLE	1	0.0%
483	SUNRISE BEACH	1	0.0%
484	TARKIO	1	0.0%
485	THAYER	1	0.0%
486	THEODOSIA	1	0.0%
487	TRACY	1	0.0%
488	TRUESDALE	1	0.0%
489	UTICA	1	0.0%
490	VAN BUREN	1	0.0%
491	VANDALIA	1	0.0%
492	VIENNA	1	0.0%
493	VILLAGE OF FOUR SEASONS	1	0.0%
494	VINITA PARK	1	0.0%
495	VINITA TERRACE	1	0.0%
496	WEATHERBY LAKE	1	0.0%
497	WEST SULLIVAN	1	0.0%
498	WHITE OAK	1	0.0%
499	WHITEMAN AFB	1	0.0%
500	WILLOW SPRINGS	1	0.0%
501	WINFIELD	1	0.0%
502	WINSTON	1	0.0%
503	WYATT	1	0.0%
	Total	9,871	100.0%

*Note: 10,299 serious injury crashes occurred in Non-City or Unincorporated areas.*

**2011-2015 MISSOURI SERIOUS INJURY TRAFFIC CRASHES  
RANK ORDER COUNTY LIST**

<b>Ranking</b>	<b>County</b>	<b>Count</b>	<b>Percent</b>
1	JACKSON	2,509	12.4%
2	ST. LOUIS	2,188	10.8%
3	ST. LOUIS CITY	880	4.4%
4	GREENE	761	3.8%
5	JEFFERSON	748	3.7%
6	ST. CHARLES	693	3.4%
7	BUCHANAN	605	3.0%
8	CLAY	580	2.9%
9	FRANKLIN	421	2.1%
10	CHRISTIAN	386	1.9%
11	BOONE	371	1.8%
12	JASPER	318	1.6%
13	COLE	315	1.6%
14	LACLEDE	299	1.5%
15	NEWTON	296	1.5%
16	LINCOLN	260	1.3%
17	TANEY	246	1.2%
18	CAPE GIRARDEAU	237	1.2%
19	LAWRENCE	220	1.1%
20	BARRY	209	1.0%
21	PLATTE	206	1.0%
22	CASS	192	1.0%
23	CAMDEN	190	0.9%
24	BUTLER	189	0.9%
25	PULASKI	187	0.9%
26	HOWELL	176	0.9%
27	CALLAWAY	173	0.9%
28	WEBSTER	172	0.9%
29	TEXAS	171	0.8%
30	JOHNSON	166	0.8%
31	STONE	164	0.8%
32	ST. FRANCOIS	163	0.8%
33	PETTIS	150	0.7%
34	LAFAYETTE	149	0.7%
35	MCDONALD	147	0.7%
36	SCOTT	147	0.7%
37	PHELPS	146	0.7%

38	MARION	144	0.7%
39	MILLER	138	0.7%
40	PEMISCOT	118	0.6%
41	NEW MADRID	117	0.6%
42	BENTON	116	0.6%
43	CRAWFORD	116	0.6%
44	WASHINGTON	113	0.6%
45	RANDOLPH	112	0.6%
46	DENT	108	0.5%
47	MORGAN	100	0.5%
48	PIKE	98	0.5%
49	WARREN	97	0.5%
50	BOLLINGER	91	0.5%
51	ADAIR	89	0.4%
52	NODAWAY	88	0.4%
53	WRIGHT	88	0.4%
54	RALLS	86	0.4%
55	HENRY	82	0.4%
56	MACON	81	0.4%
57	OZARK	80	0.4%
58	AUDRAIN	79	0.4%
59	DUNKLIN	78	0.4%
60	VERNON	78	0.4%
61	COOPER	77	0.4%
62	ST. CLAIR	77	0.4%
63	SALINE	73	0.4%
64	BATES	72	0.4%
65	CEDAR	67	0.3%
66	STE. GENEVIEVE	66	0.3%
67	DOUGLAS	65	0.3%
68	POLK	65	0.3%
69	ANDREW	64	0.3%
70	SHANNON	64	0.3%
71	RIPLEY	63	0.3%
72	CLINTON	62	0.3%
73	GASCONADE	62	0.3%
74	PERRY	59	0.3%
75	MONITEAU	56	0.3%
76	RAY	56	0.3%
77	DADE	54	0.3%
78	LEWIS	52	0.3%

79	LIVINGSTON	52	0.3%
80	STODDARD	52	0.3%
81	WAYNE	52	0.3%
82	MONTGOMERY	51	0.3%
83	REYNOLDS	50	0.2%
84	MARIES	49	0.2%
85	OSAGE	49	0.2%
86	HOLT	46	0.2%
87	OREGON	46	0.2%
88	MONROE	45	0.2%
89	HOWARD	43	0.2%
90	IRON	41	0.2%
91	HARRISON	40	0.2%
92	BARTON	38	0.2%
93	DEKALB	37	0.2%
94	MISSISSIPPI	37	0.2%
95	CARTER	36	0.2%
96	DAVISS	36	0.2%
97	ATCHISON	35	0.2%
98	CLARK	34	0.2%
99	SULLIVAN	34	0.2%
100	CALDWELL	33	0.2%
101	GRUNDY	33	0.2%
102	KNOX	32	0.2%
103	PUTNAM	32	0.2%
104	CHARITON	31	0.2%
105	CARROLL	30	0.1%
106	LINN	29	0.1%
107	MERCER	25	0.1%
108	GENTRY	24	0.1%
109	DALLAS	23	0.1%
110	MADISON	21	0.1%
111	SCOTLAND	21	0.1%
112	SCHUYLER	20	0.1%
113	SHELBY	16	0.1%
114	WORTH	10	0.0%
115	HICKORY	6	0.0%
Total		20,170	

**2011-2015 MISSOURI SERIOUS INJURY TRAFFIC CRASHES  
RANK ORDER UNINCORPORATED COUNTY LIST**

<b>Ranking</b>	<b>County</b>	<b>Count</b>	<b>Percent</b>
1	ST. LOUIS	677	6.6%
2	JEFFERSON	521	5.1%
3	GREENE	353	3.4%
4	FRANKLIN	300	2.9%
5	ST. CHARLES	273	2.7%
6	CHRISTIAN	249	2.4%
7	LACLEDE	227	2.2%
8	NEWTON	221	2.1%
9	LINCOLN	216	2.1%
10	TANEY	183	1.8%
11	LAWRENCE	181	1.8%
12	BARRY	175	1.7%
13	BOONE	159	1.5%
14	TEXAS	156	1.5%
15	HOWELL	152	1.5%
16	WEBSTER	148	1.4%
17	JASPER	141	1.4%
18	STONE	141	1.4%
19	BUTLER	139	1.3%
20	CAMDEN	139	1.3%
21	PULASKI	137	1.3%
22	JOHNSON	136	1.3%
23	CALLAWAY	130	1.3%
24	CAPE GIRARDEAU	127	1.2%
25	MCDONALD	127	1.2%
26	LAFAYETTE	124	1.2%
27	PETTIS	111	1.1%
28	BENTON	109	1.1%
29	MILLER	109	1.1%
30	SCOTT	104	1.0%
31	WASHINGTON	103	1.0%
32	ST. FRANCOIS	102	1.0%
33	NEW MADRID	98	1.0%
34	PHELPS	98	1.0%
35	CRAWFORD	96	0.9%
36	CASS	94	0.9%
37	MORGAN	92	0.9%
38	PEMISCOT	91	0.9%
39	PIKE	88	0.9%
40	BOLLINGER	87	0.8%

41	JACKSON	87	0.8%
42	COLE	84	0.8%
43	WRIGHT	84	0.8%
44	DENT	82	0.8%
45	MARION	82	0.8%
46	RALLS	76	0.7%
47	OZARK	73	0.7%
48	RANDOLPH	73	0.7%
49	NODAWAY	70	0.7%
50	BATES	69	0.7%
51	MACON	66	0.6%
52	COOPER	65	0.6%
53	ST. CLAIR	64	0.6%
54	WARREN	63	0.6%
55	CLAY	62	0.6%
56	PLATTE	62	0.6%
57	STE. GENEVIEVE	62	0.6%
58	HENRY	61	0.6%
59	SALINE	60	0.6%
60	CEDAR	59	0.6%
61	DOUGLAS	59	0.6%
62	AUDRAIN	57	0.6%
63	CLINTON	57	0.6%
64	ANDREW	56	0.5%
65	BUCHANAN	56	0.5%
66	SHANNON	56	0.5%
67	GASCONADE	54	0.5%
68	WAYNE	52	0.5%
69	RIPLEY	51	0.5%
70	LEWIS	50	0.5%
71	MONITEAU	50	0.5%
72	VERNON	49	0.5%
73	DADE	48	0.5%
74	PERRY	48	0.5%
75	REYNOLDS	47	0.5%
76	MARIES	46	0.4%
77	OSAGE	45	0.4%
78	DUNKLIN	44	0.4%
79	OREGON	44	0.4%
80	POLK	43	0.4%
81	HOLT	42	0.4%
82	HOWARD	42	0.4%
83	MONROE	41	0.4%
84	MONTGOMERY	41	0.4%

85	STODDARD	41	0.4%
86	RAY	40	0.4%
87	IRON	37	0.4%
88	LIVINGSTON	37	0.4%
89	ADAIR	35	0.3%
90	MISSISSIPPI	35	0.3%
91	ATCHISON	34	0.3%
92	CARTER	32	0.3%
93	CLARK	31	0.3%
94	HARRISON	31	0.3%
95	SULLIVAN	31	0.3%
96	BARTON	30	0.3%
97	DEKALB	30	0.3%
98	PUTNAM	30	0.3%
99	CALDWELL	29	0.3%
100	DAVISS	29	0.3%
101	KNOX	27	0.3%
102	CARROLL	25	0.2%
103	CHARITON	25	0.2%
104	LINN	25	0.2%
105	GRUNDY	23	0.2%
106	DALLAS	22	0.2%
107	GENTRY	21	0.2%
108	MERCER	21	0.2%
109	MADISON	19	0.2%
110	SCHUYLER	18	0.2%
111	SCOTLAND	18	0.2%
112	SHELBY	15	0.1%
113	WORTH	8	0.1%
114	HICKORY	4	0.0%
Total		10,299	