

*NHTSA  
Region 7*

**MISSOURI  
2014  
ANNUAL REPORT**

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## FOREWORD

The MoDOT mission is to provide a world-class transportation experience that delights our customers and promotes a prosperous Missouri. The Traffic & Highway Safety Division (THSD), Office of Highway Safety (OHS), works specifically to reduce the number and severity of traffic crashes resulting in deaths and injuries. This requires the staff to work closely with state and local agencies in an attempt to develop programs which are innovative, cost efficient and, above all, effective in saving lives. This is accomplished through development and administration of the Governor's Highway Safety Program.

In keeping with this administration's philosophy to provide quality customer service, we strive to incorporate involvement from both traditional and non-traditional partners in our safety endeavors. Expanded partnerships enable us to reach a broader base of customers with the life-saving messages of traffic safety.

The accomplishments noted in this report would not have occurred without the dedication and foresight of the staff of the Office of Highway Safety, Missouri Department of Transportation. In addition, the State Highway Patrol; Statistical Analysis Center of the Patrol; Missouri Safety Center; Safety Councils; the Missouri Coalition for Roadway Safety; Southeast and Southwest Missouri Safe Communities; Missouri Advocates for Traffic Safety; Law Enforcement Traffic Safety Advisory Council (LETSAC); and Region 7, National Highway Traffic Safety Administration (NHTSA) office continually provided assistance and helped expand our creativity and scope.

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## EXECUTIVE SUMMARY

### GUIDELINES

In the State of Missouri, the state highway safety program is administered through the Office of Highway Safety (OHS), a unit of the Traffic & Highway Safety Division, Missouri Department of Transportation. The Annual Report for the OHS covers those activities funded for the period October 1, 2013 through September 30, 2014. The structure of this report attempts to follow the guidelines set forth by the National Highway Traffic Safety Administration (NHTSA) and the Federal Highway Administration (FHWA) Order 960-2/7510.3A. \*NOTE: FARS data was not available at the time this Annual Report was prepared.

### PURPOSE

The National Highway Safety Act of 1966 charges each Governor with the responsibility of establishing a state highway safety program. The goal of the OHS is to reduce both the number and severity of traffic crashes and the deaths and injuries resulting from these crashes.

### PROBLEM IDENTIFICATION

Traffic crashes are, unfortunately, an accepted part of our mobile society. In 2013, there were 139,285 traffic crashes in Missouri. In these crashes, 49,522 persons were injured resulting in an economic loss to the state in excess of \$4.5 billion. \*FARS data not available for number of fatalities. Tragically, motor vehicle crashes are the leading cause of death for those aged 3-33.

### PROBLEM SOLUTION

An annual Highway Safety Plan (HSP) is developed by the OHS utilizing statewide traffic crash data. Statistics are maintained by the Highway Patrol in a repository identified as STARS (Statewide Traffic Accident Records Systems). The Patrol's Statistical Analysis Center compiles the data into a comprehensive report known as the Traffic Safety Compendium. The Compendium contains the following statistics that enable the OHS to produce a data-driven HSP:

- Traffic safety problem areas (e.g., alcohol-related, speeding, failure to use seat belts, engineering issues);
- Geographic High Accident Locations (HAL—hot spots for traffic crashes);
- Demographics (age, gender, urban vs. rural, etc.)

### STRATEGIES

State and local governmental agencies are solicited to assist in the development of countermeasure projects to address these problems. These projects are then compiled into a comprehensive traffic safety plan for the state. Federal funding to support the OHS is channeled to the state from the Section 402 Highway Safety Program within the U.S. Department of Transportation. In addition to Regular 402 funding, Missouri also received Section 154 AL, 154 HE, and 405b, c, d, and f.

### SUCSESSES/RESULTS

Since inception of the highway safety program in 1967, Missouri has witnessed a drop in the vehicle death *rate per* 100 million vehicle miles traveled from **6.2 to 1.2** in 2012. However, during 2012, there was an increase of 40 fatalities from the previous year. In spite of this increase, Missouri is still experiencing a drop in its three year moving average. Through the diligent work of the Missouri Coalition for Roadway Safety this will not become a trend. The new interim goal set by the Missouri Coalition for Roadway Safety is 700 by 2016 as we continue to move Toward Zero Deaths. \*2013 FARS data not available at this time.

Overall Crashes in 2012 – 137,399. Injuries in 2012 – 50,371. Deaths in 2012—826  
Overall Crashes in 2013 – 139,285. Injuries in 2013—49,522 FARS data not available in 2013

### PROGRAM EVALUATION

Two types of evaluation methods are used to determine program effectiveness—administrative and impact. Administrative evaluations measure the operational efficiency of task activities relative to meeting the established goals and objectives of the project. Impact evaluations determine the extent to which the project was able to impact traffic crash involvement.

Included within this Annual Report are traffic safety countermeasure programs that have demonstrated best practices. These programs satisfy most, if not all, of the following criteria:

- They employ crash statistics to identify problem areas;
- They target high risk groups of individuals;
- They utilize knowledge & expertise of the local community to propose workable solutions;
- They apply varied resources from numerous sources;
- They are comprehensive in design; and
- They seek to modify behavior through effective enforcement, education and engineering.

### **INTERNAL ACTIVITIES**

In addition to administering programs that are funded through state and local government agencies, OHS staff members participate in activities to further traffic safety within the state. These include, but aren't limited to:

- Production and distribution of traffic safety materials;
- Legislative tracking and review;
- Training presentations (child safety seats; safety belts; law enforcement grant applications; traffic safety programs; legislation; youth issues; etc.);
- Exhibits (safety fairs; conferences; State Fair; employer programs; etc.);
- Press conferences & media events; and
- Federal, state and local committees/boards with like-minded missions.

### **GRANT-FUNDED ACTIVITIES**

The OHS contracts with State and Local governmental agencies to perform services designed to impact specified problem areas that result in traffic crashes. These problem areas include: Aggressive Driving, Older Drivers, Public Information and Education, Alcohol and Other Drugs, Occupant Restraints, Motorcycle Crashes, School Buses, Young Drivers, Commercial Motor Vehicles, Vulnerable Roadway Users, Engineering and Data Collection.

A total of 437 contracts were issued to grantees. Agencies are required to submit a synopsis of their grant activities for the fiscal year including the results of their efforts. Within this report we have included a sampling of some of the projects we feel were quite successful. A complete file of all annual reports is maintained within the Grants Management System housed in the OHS.

The total obligation of federal funding and expenditures by the State of Missouri for FY 2014 can be found on the following page. Detailed project amounts are provided in the Budget Addendum.

**ANNUAL EVALUATION REPORT SUMMARY OF MISSOURI DATA**

	<u>Baseline Data 1995 -</u>					<u>Progress Report Data 2008 -</u>						
	<u>1998</u>					<u>2013</u>						
	<u>1995</u>	<u>1996</u>	<u>1997</u>	<u>1998</u>		<u>2009</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>		
<b>Fatalities</b>	1,109	1,148	1,192	1,169		878	821	786	826		**	
<b>Serious Injuries (Defined as: Incapacitating Injury)</b>	10,592	10,328	10,205	9,538		6,538	6,095	5,643	5,508		4,939	
<b>Fatalities and Serious Injuries Combined</b>	11,701	11,476	11,397	10,707		7,416	6,916	6,429	6,334		**	
<b>Fatality Rate / 100 million VMT</b>	1.9	1.9	1.9	1.8		1.3	1.2	1.1	1.2		**	
<b>Fatality and Serious Injury Rate/ 100 million VMT</b>	19.8	18.8	18.1	16.6		10.7	9.8	9.3	9.3		**	
<b>Fatality Rate / 100K Population</b>	20.6	21.1	21.7	21.2		14.7	13.7	13.08	13.7		**	
<b>Fatality and Serious Injury Rate / 100K population</b>	217.6	211.3	207.9	193.9		123.9	115.5	107.0	105.2		**	
<b>Alcohol-Related Fatalities</b>	266	286	242	277		264	262	208	207		**	
<b>Alcohol-Related Fatalities as percentage of All Fatalities (%)</b>	23.99%	24.92%	20.31%	23.70%		30.1%	31.9%	26.5%	25.1%		**	
<b>Alcohol Related Fatality Rate / 100 million VMT</b>	0.4	0.5	0.4	0.4		0.4	0.4	0.3	0.3		**	
<b>Percent of Population Using Safety Belts*</b>	unknown	unknown	unknown	60.42%		77.18%	76.03%	78.95%	79.40%		80.1%	
<b>Percent of unbelted drivers and occupants seriously injured or killed in a crash</b>	23.01%	22.65%	22.78%	22.83%		27.3%	35.9%	28.0%	26.7%		*	
<b>State Population Estimates</b>	5,378,247	5,431,553	5,481,193	5,521,765		5,987,580	5,988,927	6,008,984	6,021,988		6,044,171	

\*Seatbelt percentages from University of Central Missouri Seatbelt Usage Surveys.

\*\* FARS data not available.

Seatbelt usage percentages are for drivers and passengers of passenger cars, sport utility vehicles, vans, and trucks only to ensure consistency across years.

Crash data provided by the Statistical Analysis Center, Missouri State Highway Patrol







## POLICE TRAFFIC SERVICES

This program area addressed numerous traffic safety issues with an emphasis on enforcement and public education and awareness. In analyzing Missouri traffic crash data, we identified aggressive driving (including speed and all hazardous moving violations), alcohol impairment, and occupant protection as the most serious areas. The target groups causing the most crashes were shown to be drivers committing hazardous moving violations (especially speeders and drinking drivers) and young drivers under the age of 21. Countermeasure efforts were directed statewide because even though more crashes occurred in the densely populated urban areas, three-fourths of the *fatal* crashes occurred in rural areas.

A chart outlining the 14 Performance Measures is attached to this section.

### BENCHMARKS

Established	Result
<p>To reduce fatalities to:</p> <ul style="list-style-type: none"> <li>• 850 by 2012</li> <li>• 813 by 2013</li> <li>• 775 by 2014</li> <li>• 738 by 2015</li> <li>• 700 by 2016</li> </ul> <p>Benchmark: Expected 2012 fatalities = 850 Expected 2012 fatality rate per 100M VMT = 1.2</p>	<p>In 2012, there were 826 fatalities statewide.</p> <p>In 2012, the statewide fatality rate per 100M VMT = 1.2</p> <p>*FARS Data not available for 2013.</p>
<p>To reduce serious to:</p> <ul style="list-style-type: none"> <li>• 6,818 by 2009</li> <li>• 6,549 by 2010</li> <li>• 6,287 by 2011</li> <li>• 6,020 by 2012</li> <li>• 5,758 by 2013</li> </ul> <p>Benchmark: • Expected 2012 serious (disabling) injuries = 6,020</p>	<p>In 2012, there were 5,508 serious injuries statewide.</p> <p>In 2013 there were 4,939 serious injuries statewide. This is a 10% reduction from 2012 and an 18% reduction from 2011.</p>
<p>To decrease aggressive driving-related fatalities by 2 percent annually to:</p> <ul style="list-style-type: none"> <li>• 305 by 2012</li> <li>• 299 by 2013</li> <li>• 293 by 2014</li> <li>• 287 by 2015</li> </ul> <p>Benchmark: • 2011 aggressive driving-related fatalities = 311</p>	<p>In 2011, there were 311 aggressive driving-related fatalities. In 2012, there were 322, an increase of 4%. In 2013, there were 308 aggressive driving-related fatalities. This is a 4% reduction from 2012 and a 1% reduction from 2011.</p>
<p>To decrease speed-related fatalities by 2 percent annually to:</p> <ul style="list-style-type: none"> <li>• 294 by 2012</li> <li>• 288 by 2013</li> <li>• 282 by 2014</li> <li>• 277 by 2015</li> </ul> <p>Benchmark: • 2011 speed-related fatalities = 300</p>	<p>In 2011, there were 310 speed-related fatalities. In 2012, there were 307, a decrease of 1%.</p> <p>*FARS data not available.</p>
<p>To increase speed-related citations/warnings made during grant-funded enforcement activities and mobilizations by 2 percent annually to:</p>	<p>In 2012 there were 116,499 speed-related citations/warnings issued during grant-funded enforcement activities and mobilizations. In 2013, there were 75,226, a decrease of 35%.</p>

<ul style="list-style-type: none"> <li>• 132,505 by 2012</li> <li>• 135,155 by 2013</li> <li>• 137,858 by 2014</li> <li>• 140,616 by 2015</li> </ul> <p>Benchmark:</p> <ul style="list-style-type: none"> <li>• 2011 speeding citations/warnings issued during grant-funded enforcement activities and mobilizations = 129,907</li> </ul>	
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### STRATEGIES

Continue funding speed/hazardous moving violation enforcement overtime grants with local law enforcement and the Highway Patrol	The THSD provides overtime grants to local law enforcement and the Highway Patrol to focus on speed and hazardous moving violations enforcement.
Encourage law enforcement agencies to target aggressive drivers when working statewide DWI and occupant protection mobilization campaigns	Law enforcement agencies are encouraged to focus on a number of traffic safety issues when working statewide DWI and occupant protection campaigns, including aggressive drivers.
Fund enforcement efforts in construction/work zones in the MoDOT districts and enhance the enforcement with public awareness campaigns	Contracts were established using state funds to allow enforcement in work zones.
Continue the use of speed monitoring devices (radars) and changeable message signs	MoDOT continued to use permanent and portable message signs as a tool to educate the motoring public. Several law enforcement agencies received radar units through Highway Safety grants.
Expand efforts to educate roadway users on the dangers of aggressive driving and the rules of the road	The Savemolives.com web site offers resources on this topic. Random news releases are sent statewide, or as needed dependent on traffic crash data. Social media outlets offer safety messages on aggressive driving and the rules of the road on various random posts, links or memes.
Encourage the local regional coalitions of the Missouri Coalition for Roadway Safety to fund and promote enforcement and educational programs/projects that focus on aggressive driving	Each regional coalition distributes their funding based on localized needs. Crash data is available to help determine where the additional funding for education and enforcement are needed for aggressive driving. Informational and educational pamphlets are available to the public at various regional events. Social media outlets offer safety messages on aggressive driving on various posts, links or memes.

### ENFORCEMENT EFFORTS

The Traffic & Highway Safety Division recognizes that enforcement efforts, when coupled with education/awareness/media activities, has a much more profound impact. The Statewide enforcement mobilization “Click it Or Ticket” was held from May 19 through June 1, 2014, and the “Drive Sober or Get Pulled Over” mobilization was held from August 15 - September 1, 2014. Law enforcement agencies put in 12,573 hours toward these efforts. The mobilizations were preceded by a media blitz and followed by a recap of the activities upon completion of the enforcement efforts.

Attached to this report is a summary of citation activity data and crash analysis for fiscal year 2014.

### TRAINING

Traffic enforcement is a dynamic field. Terrorism, drug-trafficking, evolving designs of motor vehicles, and increased traffic loads make it necessary to continually train law enforcement officers on investigating crashes, making traffic stops, searching vehicles, changing laws, and technology advances. The Traffic & Highway Safety Division contracts with state and local law enforcement academies (University of Central Missouri, Missouri State Highway Patrol and, Missouri Southern State University and the Pacific Institute for Research and Evaluation) to offer “traffic safety specific” courses. A list of the courses is included at the end of this section.

In addition to the academies, training was offered by the Department of Revenue, Office of the State Courts Administrator, Missouri Office of Prosecution Services, Missouri Police Chiefs Association, Missouri Sheriffs Association, the Traffic and

Highway Safety Division at MoDOT, and the Law Enforcement Traffic Safety Advisory Council (LETSAC). Some of the training is available to more than just law enforcement agencies. The Highway Safety Office also offers training to first responders and EMS through the Fire Rescue Training Institute, Missouri University. Courses include Emergency Vehicle Driver Training, Traffic Control for the Emergency Responder, and Vehicle Rescue Technician.

#### **EFFICIENCY AND PRODUCTIVITY**

The Traffic and Highway Safety Division contracted with the Regional Justice Information System (REJIS) to develop a web-based contract management system. The system was completed in 2002 and available for application submission for 2003 grants. This is the tenth year that the Annual Report could be completed on line, which continues to streamline our process.

Planning was undertaken in 2007 to start a rewrite process of the current grants management system. A complete review was conducted by staff at REJIS to determine the needs of OHS staff to begin the migration to a complete web-based grants management system. REJIS prepared a new design document outlining the changes necessary to change to the new technology. This rewrite has been completed and was available for the processing of 2010 grants online. Plans are currently underway for additional updates/enhancements, with the goal of eventually becoming paperless.



2013 Performance Measures--FARS Data

	2009		2010			2011			2012			2013		
	Statewide		Urban	Rural	Statewide	Urban	Rural	Statewide	Urban	Rural	Statewide	Urban	Rural	Statewide
Fatalities (actual)	878		330	491	821	291	495	786	350	474	826	*	*	*
Fatality rate per 100M VMT (statewide; urban; rural)	1.29		0.93	1.39	1.16	0.73	1.71	1.14	0.52	0.68	1.20	*	*	*
Number of serious (disabling) injuries	6,539		6,096			5,643			5,508			4,939		
Number of fatalities involving drivers or motorcycle operators with .08 BAC or above	302		258			258			280			*		
Number of unrestrained passenger vehicle occupant fatalities	425		392			370			394			*		
Number of speeding-related fatalities	366		324			310			326			*		
Number of motorcyclist fatalities	84		93			82			104			*		
Number of un-helmeted motorcyclist fatalities	16		11			10			9			*		
Number of drivers age 20 or younger involved in fatal crashes	106		88			133			129			*		
Number of pedestrian fatalities	71		57			75			84			*		
Percent observed belt use for passenger vehicles--front seat outboard occupants	77%		76%			79%			79%			80%		
Number of seat belt citations issued during grant-funded enforcement activities	29,034		20,278			20,401			15,716			14,713		
Number of impaired driving arrests made during grant-funded enforcement activities	5,369		5,779			5,761			5,370			6,917		
Number of speeding citations issued during grant-funded enforcement activities	98,453		85,890			81,055			71,688			53,620		

\* 2013 FARS data unavailable



**Highway Safety Funded Enforcement Totals  
FY2013**

<i><b>Includes Citations and Warnings</b></i>	<b>Citations</b>	<b>Warnings</b>
DWI	4,475	
Following Too Close	556	1,149
Stop Sign	3,405	2,860
Signal Violation	1,190	1,224
Fail to Yield	351	362
C&I	639	638
Speeding	53,620	21,606
Other HMV	7,274	28,286
<b>Total HMV</b>	<b>71,781</b>	<b>56,125</b>
Seat Belt	14,713	2,959
Child Restraint	615	63
Other Violations	19,756	15,906
<b>Total Violations</b>	<b>178,375</b>	<b>131,178</b>
Felony Arrests	1,019	
Drug Arrests	1,623	
Vehicles Recovered	45	
Fugitives Apprehended	3,365	
Suspended/Revoked License	5,673	59
Uninsured	13,232	2,997
<b>Total Number of Stops</b>	<b>253,332</b>	
<b>Hours Worked</b>	<b>134,367</b>	
<b>Number of Sobriety Checkpoints</b>	<b>461</b>	





Agency	Crash Type	Oct. 1, 2010 to Sept. 30, 2013		3 Year Average		Oct. 1, 2013 to Sept. 30, 2014		3 Year Average		Oct. 1, 2010 to Sept. 30, 2013		3 Year Average		Oct. 1, 2013 to Sept. 30, 2014	
		Fatal Crashes	Fatal Crashes	Fatal Crashes	Fatal Crashes	Disabling Injury Crashes	Disabling Injury Crashes	Disabling Injury Crashes	Disabling Injury Crashes	Total Crashes	Total Crashes	Total Crashes	Total Crashes	Total Crashes	Total Crashes
Adair County Sheriff's Dept	Alcohol/Drug Involved	2	0.67	0	0.00	3	1.00	34	11.33	7	0.33	7	0.33	7	0.33
Adair County Sheriff's Dept	Speed - Exceeded Limit	0	0.00	0	0.00	0	0.00	1	0.33	0	0.00	1	0.33	0	0.00
Adair County Sheriff's Dept	Hazardous Moving Violations	3	1.00	0	0.00	6	2.00	107	35.67	37	12.33	107	35.67	37	12.33
Arnold Police Dept.	Alcohol/Drug Involved	0	0.00	0	0.00	3	1.00	78	26.00	15	5.00	78	26.00	15	5.00
Arnold Police Dept.	Speed - Exceeded Limit	2	0.67	0	0.00	2	0.67	22	7.33	3	1.00	22	7.33	3	1.00
Arnold Police Dept.	Hazardous Moving Violations	2	0.67	1	0.33	4	1.33	389	129.67	75	25.00	389	129.67	75	25.00
Ballwin Police Dept.	Alcohol/Drug Involved	0	0.00	0	0.00	6	2.00	46	15.33	9	3.00	46	15.33	9	3.00
Ballwin Police Dept.	Speed - Exceeded Limit	0	0.00	0	0.00	3	1.00	14	4.67	5	1.67	14	4.67	5	1.67
Ballwin Police Dept.	Hazardous Moving Violations	0	0.00	0	0.00	3	1.00	381	127.00	66	22.00	381	127.00	66	22.00
Barry County Sheriff's Dept.	Alcohol/Drug Involved	12	4.00	5	1.67	6	2.00	156	52.00	48	16.00	156	52.00	48	16.00
Barry County Sheriff's Dept.	Speed - Exceeded Limit	0	0.00	2	0.67	2	0.67	23	7.67	9	3.00	23	7.67	9	3.00
Barry County Sheriff's Dept.	Hazardous Moving Violations	12	4.00	6	2.00	54	18.00	15	5.00	179	59.67	15	5.00	179	59.67
Barton County Sheriff's Dept	Alcohol/Drug Involved	3	1.00	0	0.00	0	0.00	24	8.00	5	1.67	24	8.00	5	1.67
Barton County Sheriff's Dept	Speed - Exceeded Limit	0	0.00	0	0.00	1	0.33	2	0.67	2	0.67	2	0.67	2	0.67
Barton County Sheriff's Dept	Hazardous Moving Violations	3	1.00	0	0.00	3	1.00	0	0.00	36	12.00	0	0.00	36	12.00
Bellefontaine Neighbors	Alcohol/Drug Involved	0	0.00	0	0.00	5	1.67	2	0.67	10	3.33	2	0.67	10	3.33
Bellefontaine Neighbors	Speed - Exceeded Limit	0	0.00	0	0.00	1	0.33	27	9.00	9	3.00	27	9.00	9	3.00
Bellefontaine Neighbors	Hazardous Moving Violations	0	0.00	0	0.00	7	2.33	319	106.33	100	33.33	319	106.33	100	33.33
Bellon Police Dept.	Alcohol/Drug Involved	1	0.33	0	0.00	0	0.00	55	18.33	1	0.33	55	18.33	1	0.33
Bellon Police Dept.	Speed - Exceeded Limit	1	0.33	0	0.00	1	0.33	44	14.67	4	1.33	44	14.67	4	1.33
Bellon Police Dept.	Hazardous Moving Violations	1	0.33	0	0.00	7	2.33	650	216.67	129	43.00	650	216.67	129	43.00
Benton County Sheriff's Dept	Alcohol/Drug Involved	4	1.33	1	0.33	0	0.00	73	24.33	12	4.00	73	24.33	12	4.00
Benton County Sheriff's Dept	Speed - Exceeded Limit	0	0.00	1	0.33	0	0.00	5	1.67	1	0.33	5	1.67	1	0.33
Benton County Sheriff's Dept	Hazardous Moving Violations	2	0.67	2	0.67	19	6.33	6	2.00	77	25.67	6	2.00	77	25.67
Berkeley Police Dept.	Alcohol/Drug Involved	2	0.67	1	0.33	2	0.67	45	15.00	16	5.33	45	15.00	16	5.33
Berkeley Police Dept.	Speed - Exceeded Limit	1	0.33	0	0.00	1	0.33	33	11.00	9	3.00	33	11.00	9	3.00
Berkeley Police Dept.	Hazardous Moving Violations	2	0.67	1	0.33	11	3.67	628	209.33	225	75.00	628	209.33	225	75.00
Billings Police Dept.	Alcohol/Drug Involved	0	0.00	0	0.00	0	0.00	1	0.33	3	1.00	1	0.33	3	1.00
Billings Police Dept.	Speed - Exceeded Limit	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00
Billings Police Dept.	Hazardous Moving Violations	0	0.00	0	0.00	0	0.00	11	3.67	6	2.00	11	3.67	6	2.00
Bloomfield Police Dept.	Alcohol/Drug Involved	0	0.00	0	0.00	0	0.00	4	1.33	2	0.67	4	1.33	2	0.67
Bloomfield Police Dept.	Speed - Exceeded Limit	0	0.00	0	0.00	0	0.00	2	0.67	2	0.67	2	0.67	2	0.67
Bloomfield Police Dept.	Hazardous Moving Violations	0	0.00	0	0.00	0	0.00	13	4.33	3	1.00	13	4.33	3	1.00
Bluesprings Police Dept.	Alcohol/Drug Involved	1	0.33	0	0.00	14	4.67	180	60.00	44	14.67	180	60.00	44	14.67
Bluesprings Police Dept.	Speed - Exceeded Limit	4	1.33	0	0.00	12	4.00	98	32.67	21	7.00	98	32.67	21	7.00
Bluesprings Police Dept.	Hazardous Moving Violations	4	1.33	0	0.00	33	11.00	1059	353.00	256	85.33	1059	353.00	256	85.33
Bolivar Police Dept.	Alcohol/Drug Involved	3	1.00	0	0.00	1	0.33	31	10.33	9	3.00	31	10.33	9	3.00
Bolivar Police Dept.	Speed - Exceeded Limit	1	0.33	0	0.00	1	0.33	16	5.33	3	1.00	16	5.33	3	1.00
Bolivar Police Dept.	Hazardous Moving Violations	2	0.67	0	0.00	3	1.00	158	52.67	47	15.57	158	52.67	47	15.57
Boone County Sheriff's	Alcohol/Drug Involved	10	3.33	2	0.67	4	1.33	171	57.00	41	13.67	171	57.00	41	13.67
Boone County Sheriff's	Speed - Exceeded Limit	0	0.00	1	0.33	2	0.67	60	20.00	13	4.33	60	20.00	13	4.33
Boone County Sheriff's	Hazardous Moving Violations	9	3.00	2	0.67	36	12.00	702	234.00	273	91.00	702	234.00	273	91.00
Branson Police Dept.	Alcohol/Drug Involved	1	0.33	0	0.00	9	3.00	82	27.33	24	8.00	82	27.33	24	8.00
Branson Police Dept.	Speed - Exceeded Limit	2	0.67	0	0.00	4	1.33	34	11.33	11	3.67	34	11.33	11	3.67
Branson Police Dept.	Hazardous Moving Violations	3	1.00	0	0.00	11	3.67	724	241.33	219	73.00	724	241.33	219	73.00
Breckinridge Hills Police Dept.	Alcohol/Drug Involved	0	0.00	0	0.00	0	0.00	2	0.67	9	3.00	2	0.67	9	3.00
Breckinridge Hills Police Dept.	Speed - Exceeded Limit	0	0.00	0	0.00	0	0.00	8	2.67	5	1.67	8	2.67	5	1.67
Breckinridge Hills Police Dept.	Hazardous Moving Violations	0	0.00	0	0.00	0	0.00	82	27.33	28	9.33	82	27.33	28	9.33
Brentwood Police Dept.	Alcohol/Drug Involved	0	0.00	0	0.00	1	0.33	14	4.67	6	2.00	14	4.67	6	2.00
Brentwood Police Dept.	Speed - Exceeded Limit	0	0.00	0	0.00	0	0.00	2	0.67	1	0.33	2	0.67	1	0.33

Agency	Crash Type	Oct. 1, 2010 to Sept. 30, 2013		3 Year Average		Oct. 1, 2013 to Sept. 30, 2014		3 Year Average		Oct. 1, 2010 to Sept. 30, 2013		3 Year Average		Oct. 1, 2013 to Sept. 30, 2014	
		Fatal Crashes	Fatal Crashes	Fatal Crashes	Fatal Crashes	Disabling Injury Crashes	Disabling Injury Crashes	Total Crashes	Total Crashes	Disabling Injury Crashes	Disabling Injury Crashes	Total Crashes	Total Crashes	Disabling Injury Crashes	Disabling Injury Crashes
Brentwood Police Dept.	Hazardous Moving Violations	0	0.00	0	0.00	2	0.67	0	0.67	161	53.67	40	13.67	1	0.33
Bridgeton Police Dept.	Alcohol/Drug Involved	1	0.33	1	0.33	7	2.33	1	2.33	74	24.67	9	3.00	1	0.33
Bridgeton Police Dept.	Speed - Exceeded Limit	0	0.00	0	0.00	5	1.67	1	1.67	47	15.67	6	2.00	1	0.33
Bridgeton Police Dept.	Hazardous Moving Violations	0	0.00	1	0.33	13	2.67	8	2.67	766	255.33	200	66.67	8	2.67
Buchanan County Sheriff's Dept.	Alcohol/Drug Involved	4	1.33	0	0.00	4	1.33	4	1.33	41	13.67	14	4.67	4	1.33
Buchanan County Sheriff's Dept.	Speed - Exceeded Limit	0	0.00	0	0.00	3	1.00	0	1.00	18	6.00	1	0.33	0	0.00
Buchanan County Sheriff's Dept.	Hazardous Moving Violations	6	2.00	2	0.67	9	3.00	4	3.00	289	96.33	77	25.67	4	1.33
Buller County Sheriff's Dept.	Alcohol/Drug Involved	8	2.67	1	0.33	4	1.33	4	1.33	142	47.33	27	9.00	4	1.33
Buller County Sheriff's Dept.	Speed - Exceeded Limit	0	0.00	0	0.00	3	1.00	1	1.00	23	7.67	3	1.00	1	0.33
Buller County Sheriff's Dept.	Hazardous Moving Violations	7	2.33	1	0.33	21	7.00	5	7.00	429	143.00	140	46.67	5	1.67
Byrnes Mill Police Dept.	Alcohol/Drug Involved	0	0.00	1	0.33	0	0.00	0	0.00	6	2.00	2	0.67	0	0.00
Byrnes Mill Police Dept.	Speed - Exceeded Limit	0	0.00	1	0.33	0	0.00	0	0.00	1	0.33	1	0.33	0	0.00
Byrnes Mill Police Dept.	Hazardous Moving Violations	0	0.00	1	0.33	0	0.00	0	0.00	30	10.00	1	0.33	0	0.00
Callaway County Sheriff's Dept.	Alcohol/Drug Involved	6	2.00	3	1.00	3	1.00	3	1.00	98	32.67	31	10.33	3	1.00
Callaway County Sheriff's Dept.	Speed - Exceeded Limit	0	0.00	0	0.00	7	2.33	0	2.33	23	7.67	3	1.00	0	0.00
Callaway County Sheriff's Dept.	Hazardous Moving Violations	5	1.67	2	0.67	40	13.33	9	13.33	616	205.33	230	76.67	9	2.93
Calverton Park Police Dept.	Alcohol/Drug Involved	0	0.00	0	0.00	0	0.00	0	0.00	3	1.00	0	0.00	0	0.00
Calverton Park Police Dept.	Speed - Exceeded Limit	0	0.00	0	0.00	0	0.00	0	0.00	1	0.33	0	0.00	0	0.00
Calverton Park Police Dept.	Hazardous Moving Violations	0	0.00	0	0.00	0	0.00	0	0.00	12	4.00	1	0.33	0	0.00
Camden County Sheriff's Dept.	Alcohol/Drug Involved	1	0.33	2	0.67	11	3.67	11	3.67	122	40.67	45	15.00	11	3.67
Camden County Sheriff's Dept.	Speed - Exceeded Limit	0	0.00	1	0.33	3	1.00	2	1.00	31	10.33	8	2.67	2	0.67
Camden County Sheriff's Dept.	Hazardous Moving Violations	8	2.67	4	1.33	38	12.67	16	12.67	345	115.00	145	48.33	16	5.33
Camden County Sheriff's Dept.	Alcohol/Drug Involved	0	0.00	2	0.67	1	0.33	0	0.33	14	4.67	4	1.33	0	0.00
Camden County Sheriff's Dept.	Speed - Exceeded Limit	0	0.00	1	0.33	2	0.67	0	0.67	5	1.67	4	1.33	0	0.00
Camden County Sheriff's Dept.	Hazardous Moving Violations	0	0.00	2	0.67	2	0.67	0	0.67	63	21.00	17	5.67	0	0.00
Cape Girardeau County Sheriff's Dept.	Alcohol/Drug Involved	0	0.00	0	0.00	5	1.67	5	1.67	100	33.33	34	10.67	5	1.67
Cape Girardeau County Sheriff's Dept.	Speed - Exceeded Limit	0	0.00	0	0.00	3	1.00	0	1.00	9	3.00	0	0.00	0	0.00
Cape Girardeau County Sheriff's Dept.	Hazardous Moving Violations	4	1.33	0	0.00	26	8.67	5	8.67	321	107.00	148	49.33	5	1.67
Cape Girardeau Police	Alcohol/Drug Involved	2	0.67	0	0.00	3	1.00	0	1.00	69	23.00	19	6.33	0	0.00
Cape Girardeau Police	Speed - Exceeded Limit	2	0.67	0	0.00	2	0.67	0	0.67	29	9.67	14	4.67	0	0.00
Cape Girardeau Police	Hazardous Moving Violations	4	1.33	0	0.00	11	3.67	4	3.67	2243	747.67	592	197.33	4	1.33
Cartersville Police Dept.	Alcohol/Drug Involved	0	0.00	0	0.00	0	0.00	0	0.00	10	3.33	0	0.00	0	0.00
Cartersville Police Dept.	Speed - Exceeded Limit	0	0.00	0	0.00	0	0.00	0	0.00	1	0.33	2	0.67	0	0.00
Cartersville Police Dept.	Hazardous Moving Violations	0	0.00	0	0.00	1	0.33	0	0.33	12	4.00	12	4.00	0	0.00
Carthage Police Dept.	Alcohol/Drug Involved	0	0.00	0	0.00	1	0.33	3	1.00	33	11.00	16	5.33	3	1.00
Carthage Police Dept.	Speed - Exceeded Limit	0	0.00	0	0.00	0	0.00	1	0.33	10	3.33	3	1.00	0	0.00
Carthage Police Dept.	Hazardous Moving Violations	1	0.33	0	0.00	2	0.67	2	0.67	112	37.33	53	17.67	2	0.67
Caruthersville Police Dept.	Alcohol/Drug Involved	0	0.00	0	0.00	0	0.00	0	0.00	30	10.00	6	2.00	0	0.00
Caruthersville Police Dept.	Speed - Exceeded Limit	0	0.00	0	0.00	0	0.00	0	0.00	6	2.00	2	0.67	0	0.00
Caruthersville Police Dept.	Hazardous Moving Violations	0	0.00	0	0.00	1	0.33	0	0.33	23	7.67	11	3.67	0	0.00
Cass County Sheriff's Dept.	Alcohol/Drug Involved	0	0.00	1	0.33	2	0.67	2	0.67	89	29.67	15	5.00	2	0.67
Cass County Sheriff's Dept.	Speed - Exceeded Limit	0	0.00	1	0.33	5	1.67	1	1.67	69	23.00	10	3.33	1	0.33
Cass County Sheriff's Dept.	Hazardous Moving Violations	8	2.67	2	0.67	23	7.67	0	7.67	475	158.33	173	57.67	0	0.00
Charleston Dept. of Public Safety	Alcohol/Drug Involved	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00
Charleston Dept. of Public Safety	Speed - Exceeded Limit	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00
Charleston Dept. of Public Safety	Hazardous Moving Violations	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00
Chesterfield Police Dept.	Alcohol/Drug Involved	3	1.00	0	0.00	7	2.33	1	2.33	121	40.33	39	12.67	1	0.33
Chesterfield Police Dept.	Speed - Exceeded Limit	0	0.00	0	0.00	5	1.67	0	1.67	46	15.33	24	8.00	0	0.00
Chesterfield Police Dept.	Hazardous Moving Violations	2	0.67	0	0.00	13	4.33	2	4.33	1581	530.33	509	169.67	2	0.67

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		Fatal Crashes	Disabling Injury Crashes	Fatal Crashes	Disabling Injury Crashes	Fatal Crashes	Disabling Injury Crashes	Fatal Crashes	Disabling Injury Crashes	Total Crashes	Disabling Injury Crashes	Total Crashes	Total Crashes
Chillicothe Police Dept.	Alcohol/Drug Involved	0	0	0	0	0	0	0	0	16	5.33	2	0
Chillicothe Police Dept.	Speed - Exceeded Limit	0	0	0	0	0	0	0	0	7	2.33	1	0
Chillicothe Police Dept.	Hazardous Moving Violations	0	0	0	0	0	0	0	0	118	39.33	49	0
Christian County Sheriff's Dept.	Alcohol/Drug Involved	0	0	0	0	0	0	0	0	0	0.00	31	0
Christian County Sheriff's Dept.	Speed - Exceeded Limit	0	0	0	0	0	0	0	0	0	0.00	17	0
Christian County Sheriff's Dept.	Hazardous Moving Violations	6	74	2	74	2	74	6	74	631	210.33	230	34
Clark County Sheriff's Dept.	Alcohol/Drug Involved	0	0	0	0	0	0	0	0	0	0.00	6	0
Clark County Sheriff's Dept.	Speed - Exceeded Limit	0	0	0	0	0	0	0	0	0	0.00	0	0
Clark County Sheriff's Dept.	Hazardous Moving Violations	4	1	0	1	0	1	4	1	65	21.67	26	2
Clay County Sheriff's Dept.	Alcohol/Drug Involved	0	0	0	0	0	0	0	0	0	0.00	29	0
Clay County Sheriff's Dept.	Speed - Exceeded Limit	0	0	0	0	0	0	0	0	0	0.00	16	0
Clay County Sheriff's Dept.	Hazardous Moving Violations	2	13	1	13	1	13	2	13	235	78.33	79	4
Cleveland Police Dept.	Alcohol/Drug Involved	0	0	0	0	0	0	0	0	0	0.00	0	0
Cleveland Police Dept.	Speed - Exceeded Limit	0	0	0	0	0	0	0	0	0	0.00	0	0
Cleveland Police Dept.	Hazardous Moving Violations	0	0	0	0	0	0	0	0	0	0.00	0	0
Cole County Sheriff's Dept.	Alcohol/Drug Involved	0	0	0	0	0	0	0	0	0	0.00	0	0
Cole County Sheriff's Dept.	Speed - Exceeded Limit	0	0	0	0	0	0	0	0	0	0.00	37	0
Cole County Sheriff's Dept.	Hazardous Moving Violations	1	16	3	16	1	16	0	16	306	102.00	108	8
Columbia Police Dept.	Alcohol/Drug Involved	8	4	2	4	2	4	8	4	338	112.67	116	7
Columbia Police Dept.	Speed - Exceeded Limit	6	6	2	6	2	6	6	6	122	40.67	35	3
Columbia Police Dept.	Hazardous Moving Violations	6	27	1	27	1	27	6	27	1162	387.33	341	13
Cottleville Police Dept.	Alcohol/Drug Involved	1	0	0	0	0	0	1	0	15	5.00	1	0
Cottleville Police Dept.	Speed - Exceeded Limit	1	0	0	0	0	0	1	0	8	2.67	1	0
Cottleville Police Dept.	Hazardous Moving Violations	1	0	0	0	0	0	1	0	142	47.33	26	0
Crawford County Sheriff's Dept.	Alcohol/Drug Involved	0	0	0	0	0	0	0	0	0	0.00	33	0
Crawford County Sheriff's Dept.	Speed - Exceeded Limit	0	0	0	0	0	0	0	0	0	0.00	5	0
Crawford County Sheriff's Dept.	Hazardous Moving Violations	8	30	0	30	0	30	8	30	296	98.67	88	7
Creve Coeur Police Dept.	Alcohol/Drug Involved	0	0	0	0	0	0	0	0	81	27.00	28	0
Creve Coeur Police Dept.	Speed - Exceeded Limit	0	0	0	0	0	0	0	0	10	3.33	5	0
Creve Coeur Police Dept.	Hazardous Moving Violations	0	5	1	5	0	5	0	5	1174	391.33	302	2
Crocker Police Dept.	Alcohol/Drug Involved	0	0	0	0	0	0	0	0	1	0.33	2	0
Crocker Police Dept.	Speed - Exceeded Limit	0	0	0	0	0	0	0	0	0	0.00	0	0
Crocker Police Dept.	Hazardous Moving Violations	0	0	0	0	0	0	0	0	0	0.00	0	0
Crystal City Police Dept.	Alcohol/Drug Involved	0	0	0	0	0	0	0	0	5	1.67	1	0
Crystal City Police Dept.	Speed - Exceeded Limit	0	0	0	0	0	0	0	0	0	0.00	4	0
Crystal City Police Dept.	Hazardous Moving Violations	0	2	0	2	0	2	0	2	65	21.67	23	0
Cuba Police Dept.	Alcohol/Drug Involved	0	0	0	0	0	0	0	0	0	0.00	3	0
Cuba Police Dept.	Speed - Exceeded Limit	0	0	0	0	0	0	0	0	0	0.00	0	0
Cuba Police Dept.	Hazardous Moving Violations	0	0	0	0	0	0	0	0	0	0.00	8	0
Dallas County Sheriff's Dept.	Alcohol/Drug Involved	0	0	0	0	0	0	0	0	43	14.33	8	0
Dallas County Sheriff's Dept.	Speed - Exceeded Limit	0	0	0	0	0	0	0	0	0	0.00	13	0
Dallas County Sheriff's Dept.	Hazardous Moving Violations	2	5	0	5	0	5	2	5	210	70.00	69	2
Des Peres Dept. of Public Safety	Alcohol/Drug Involved	0	0	0	0	0	0	0	0	35	11.67	7	1
Des Peres Dept. of Public Safety	Speed - Exceeded Limit	0	0	0	0	0	0	0	0	12	4.00	1	0
Des Peres Dept. of Public Safety	Hazardous Moving Violations	1	3	0	3	0	3	1	3	498	166.00	62	1
Dexter Police Dept.	Alcohol/Drug Involved	0	0	0	0	0	0	0	0	37	12.33	6	0
Dexter Police Dept.	Speed - Exceeded Limit	1	1	0	1	0	1	1	1	13	4.33	4	0
Dexter Police Dept.	Hazardous Moving Violations	3	1	0	1	0	1	3	1	171	57.00	51	0
Edmundson Police Dept.	Alcohol/Drug Involved	0	0	0	0	0	0	0	0	6	2.00	1	0



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		Fatal Crashes	Total Crashes	Fatal Crashes	Total Crashes	Disabling Injury Crashes	Total Crashes	Disabling Injury Crashes	Total Crashes	Disabling Injury Crashes	Total Crashes	Disabling Injury Crashes	Total Crashes	Disabling Injury Crashes	Total Crashes
Edmondson Police Dept.	Speed - Exceeded Limit	0	0.00	0	0.00	0	0.00	0	0.00	5	1.67	0	1.67	0	
Edmondson Police Dept.	Hazardous Moving Violations	0	0.00	0	0.00	1	0.33	0	0.33	43	14.33	0	14.33	11	
Eureka Police Dept.	Alcohol/Drug Involved	0	0.00	0	0.00	0	0.00	0	0.00	25	8.33	0	8.33	5	
Eureka Police Dept.	Speed - Exceeded Limit	0	0.00	0	0.00	1	0.33	0	0.33	7	2.33	3	2.33	3	
Eureka Police Dept.	Hazardous Moving Violations	1	0.33	0	0.00	8	2.67	2	2.67	209	69.67	83	69.67	83	
Excelsior Springs Police Dept.	Alcohol/Drug Involved	0	0.00	0	0.00	1	0.33	0	0.33	23	7.67	6	7.67	6	
Excelsior Springs Police Dept.	Speed - Exceeded Limit	1	0.33	0	0.00	6	2.00	0	2.00	32	10.67	6	10.67	6	
Excelsior Springs Police Dept.	Hazardous Moving Violations	1	0.33	0	0.00	12	4.00	0	4.00	240	80.00	56	80.00	56	
Farmington Police Dept.	Alcohol/Drug Involved	1	0.33	0	0.00	2	0.67	0	0.67	56	18.67	6	18.67	6	
Farmington Police Dept.	Speed - Exceeded Limit	0	0.00	0	0.00	1	0.33	0	0.33	19	6.33	1	6.33	1	
Farmington Police Dept.	Hazardous Moving Violations	1	0.33	0	0.00	2	0.67	0	0.67	320	106.67	63	106.67	63	
Ferguson Police Dept.	Alcohol/Drug Involved	3	1.00	0	0.00	2	0.67	0	0.67	39	13.00	7	13.00	7	
Ferguson Police Dept.	Speed - Exceeded Limit	2	0.67	1	0.33	6	2.00	1	2.00	49	16.33	17	16.33	17	
Ferguson Police Dept.	Hazardous Moving Violations	3	1.00	1	0.33	11	3.67	3	3.67	282	94.00	108	94.00	108	
Festus Police Dept.	Alcohol/Drug Involved	1	0.33	1	0.33	5	1.67	1	1.67	39	13.00	7	13.00	7	
Festus Police Dept.	Speed - Exceeded Limit	1	0.33	0	0.00	2	0.67	0	0.67	21	7.00	4	7.00	4	
Festus Police Dept.	Hazardous Moving Violations	1	0.33	0	0.00	5	1.67	2	1.67	264	88.00	53	88.00	53	
Florissant Police Dept.	Alcohol/Drug Involved	2	0.67	0	0.00	7	2.33	4	2.33	159	53.00	55	53.00	55	
Florissant Police Dept.	Speed - Exceeded Limit	1	0.33	1	0.33	3	1.00	3	1.00	88	29.33	32	29.33	32	
Florissant Police Dept.	Hazardous Moving Violations	2	0.67	1	0.33	12	4.00	3	4.00	1422	474.00	406	474.00	406	
Franklin County Sheriff's	Alcohol/Drug Involved	0	0.00	6	2.00	8	2.67	8	2.67	0	0.00	82	0.00	82	
Franklin County Sheriff's	Speed - Exceeded Limit	0	0.00	3	1.00	3	1.00	2	1.00	34	11.33	6	11.33	6	
Franklin County Sheriff's	Hazardous Moving Violations	15	5.00	9	3.00	105	35.00	25	35.00	1057	352.33	305	352.33	305	
Gladstone Dept. of Public Safety	Alcohol/Drug Involved	1	0.33	0	0.00	2	0.67	3	0.67	68	22.67	8	22.67	8	
Gladstone Dept. of Public Safety	Speed - Exceeded Limit	1	0.33	1	0.33	2	0.67	2	0.67	30	10.00	7	10.00	7	
Gladstone Dept. of Public Safety	Hazardous Moving Violations	1	0.33	1	0.33	12	4.00	6	4.00	718	239.33	198	239.33	198	
Glendale Police Dept.	Alcohol/Drug Involved	0	0.00	0	0.00	0	0.00	0	0.00	7	2.33	0	2.33	0	
Glendale Police Dept.	Speed - Exceeded Limit	0	0.00	0	0.00	0	0.00	0	0.00	2	0.67	0	0.67	0	
Glendale Police Dept.	Hazardous Moving Violations	0	0.00	0	0.00	0	0.00	0	0.00	38	12.67	10	12.67	10	
Grain Valley Police Dept.	Alcohol/Drug Involved	1	0.33	0	0.00	8	2.67	0	2.67	51	17.00	0	17.00	0	
Grain Valley Police Dept.	Speed - Exceeded Limit	0	0.00	0	0.00	1	0.33	1	0.33	9	3.00	5	3.00	5	
Grain Valley Police Dept.	Hazardous Moving Violations	1	0.33	0	0.00	4	1.33	1	1.33	138	46.00	41	46.00	41	
Grandview Police Dept.	Alcohol/Drug Involved	0	0.00	0	0.00	5	1.67	2	1.67	86	29.33	0	29.33	0	
Grandview Police Dept.	Speed - Exceeded Limit	1	0.33	0	0.00	2	0.67	1	0.67	61	20.33	19	20.33	19	
Grandview Police Dept.	Hazardous Moving Violations	1	0.33	0	0.00	8	2.67	3	2.67	358	119.33	139	119.33	139	
Greene County Sheriff's	Alcohol/Drug Involved	0	0.00	4	1.33	11	3.67	11	3.67	0	0.00	70	0.00	70	
Greene County Sheriff's	Speed - Exceeded Limit	0	0.00	1	0.33	7	2.33	4	2.33	45	15.00	12	15.00	12	
Greene County Sheriff's	Hazardous Moving Violations	14	4.67	7	2.33	85	28.33	31	28.33	989	329.67	368	329.67	368	
Harrisonville Police Dept.	Alcohol/Drug Involved	1	0.33	0	0.00	4	1.33	0	1.33	23	7.67	0	7.67	0	
Harrisonville Police Dept.	Speed - Exceeded Limit	0	0.00	0	0.00	1	0.33	0	0.33	16	5.33	2	5.33	2	
Harrisonville Police Dept.	Hazardous Moving Violations	0	0.00	0	0.00	3	1.00	0	1.00	194	64.67	63	64.67	63	
Hazelwood Police Dept.	Alcohol/Drug Involved	0	0.00	0	0.00	5	1.67	1	1.67	47	15.67	0	15.67	0	
Hazelwood Police Dept.	Speed - Exceeded Limit	1	0.33	0	0.00	3	1.00	2	1.00	41	13.67	8	13.67	8	
Hazelwood Police Dept.	Hazardous Moving Violations	3	1.00	0	0.00	13	4.33	3	4.33	1123	374.33	181	374.33	181	
Hollister Police Dept.	Alcohol/Drug Involved	0	0.00	0	0.00	0	0.00	0	0.00	8	2.67	0	2.67	0	
Hollister Police Dept.	Speed - Exceeded Limit	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00	3	0.00	3	
Hollister Police Dept.	Hazardous Moving Violations	0	0.00	0	0.00	0	0.00	0	0.00	140	46.67	41	46.67	41	
Howell County Sheriff's Dept.	Alcohol/Drug Involved	0	0.00	0	0.00	2	0.67	2	0.67	0	0.00	35	0.00	35	
Howell County Sheriff's Dept.	Speed - Exceeded Limit	0	0.00	1	0.33	6	2.00	0	2.00	18	6.00	7	6.00	7	

Agency	Crash Type	Oct. 1, 2010 to Sept. 30, 2013	3 Year Average	Oct. 1, 2013 to Sept. 30, 2014	Disabling Injury Crashes	3 Year Average	Oct. 1, 2013 to Sept. 30, 2014	Disabling Injury Crashes	3 Year Average	Oct. 1, 2010 to Sept. 30, 2013	Total Crashes	3 Year Average	Oct. 1, 2013 to Sept. 30, 2014
		Fatal Crashes	Fatal Crashes	Fatal Crashes	Disabling Injury Crashes	Disabling Injury Crashes	Disabling Injury Crashes	Disabling Injury Crashes	Disabling Injury Crashes	Total Crashes	Total Crashes	Total Crashes	Total Crashes
Howell County Sheriff's Dept.	Hazardous Moving Violations	5	1.67	1	28	9.67	11	73	24.33	73	24.33	129	
Independence Police Dept.	Alcohol/Drug Involved	6	2.00	4	56	18.67	13	450	150.00	450	150.00	0	
Independence Police Dept.	Speed - Exceeded Limit	9	3.00	2	50	16.67	15	270	90.00	270	90.00	91	
Independence Police Dept.	Hazardous Moving Violations	9	3.00	2	201	67.00	59	2978	992.67	2978	992.67	877	
Jackson County Sheriff's	Alcohol/Drug Involved	0	0.00	2	3	1.00	3	0	0.00	0	0.00	18	
Jackson County Sheriff's	Speed - Exceeded Limit	0	0.00	1	6	2.00	2	55	18.33	55	18.33	9	
Jackson County Sheriff's	Hazardous Moving Violations	7	2.33	3	15	5.00	9	0	0.00	0	0.00	72	
Jackson Police Dept.	Alcohol/Drug Involved	0	0.00	1	5	1.67	2	30	10.00	30	10.00	0	
Jackson Police Dept.	Speed - Exceeded Limit	1	0.33	0	0	0.00	0	0	0.00	0	0.00	2	
Jackson Police Dept.	Hazardous Moving Violations	1	0.33	0	11	3.67	2	428	142.67	428	142.67	177	
Jasper County Sheriff's	Alcohol/Drug Involved	0	0.00	0	2	0.67	2	0	0.00	0	0.00	35	
Jasper County Sheriff's	Speed - Exceeded Limit	0	0.00	0	3	1.00	0	37	12.33	37	12.33	7	
Jasper County Sheriff's	Hazardous Moving Violations	5	1.67	1	20	6.67	7	0	0.00	0	0.00	190	
Jefferson City Police Dept.	Alcohol/Drug Involved	4	1.33	1	17	5.67	6	142	47.33	142	47.33	0	
Jefferson City Police Dept.	Speed - Exceeded Limit	0	0.00	0	1	0.33	0	0	0.00	0	0.00	8	
Jefferson City Police Dept.	Hazardous Moving Violations	1	0.33	0	39	13.00	9	1424	474.67	1424	474.67	385	
Jefferson County Sheriff's	Alcohol/Drug Involved	0	0.00	10	26	8.67	26	0	0.00	0	0.00	171	
Jefferson County Sheriff's	Speed - Exceeded Limit	0	0.00	3	27	9.00	6	177	59.00	177	59.00	51	
Jefferson County Sheriff's	Hazardous Moving Violations	28	9.33	10	143	47.67	41	0	0.00	0	0.00	587	
Joplin Police Dept.	Alcohol/Drug Involved	8	2.67	1	10	3.33	2	184	61.33	184	61.33	0	
Joplin Police Dept.	Speed - Exceeded Limit	4	1.33	2	4	1.33	0	0	0.00	0	0.00	13	
Joplin Police Dept.	Hazardous Moving Violations	6	2.00	2	16	5.33	3	1283	427.67	1283	427.67	229	
Kansas City MO Board of Police	Alcohol/Drug Involved	40	13.33	11	117	39.00	8	85	28.33	85	28.33	0	
Kansas City MO Board of Police	Speed - Exceeded Limit	35	11.67	10	101	33.67	9	0	0.00	0	0.00	196	
Kansas City MO Board of Police	Hazardous Moving Violations	75	25.00	23	295	98.33	37	11379	3793.00	11379	3793.00	2209	
Kearney Police Dept.	Alcohol/Drug Involved	0	0.00	1	1	0.33	0	0	0.00	0	0.00	0	
Kearney Police Dept.	Speed - Exceeded Limit	0	0.00	0	0	0.00	0	0	0.00	0	0.00	1	
Kearney Police Dept.	Hazardous Moving Violations	2	0.67	0	5	1.67	1	194	64.67	194	64.67	34	
Kennett Police Dept.	Alcohol/Drug Involved	0	0.00	0	3	1.00	0	0	0.00	0	0.00	0	
Kennett Police Dept.	Speed - Exceeded Limit	1	0.33	0	0	0.00	0	0	0.00	0	0.00	0	
Kennett Police Dept.	Hazardous Moving Violations	1	0.33	0	5	1.67	0	116	38.67	116	38.67	21	
Kirkwood Police Dept.	Alcohol/Drug Involved	0	0.00	0	2	0.67	3	0	0.00	0	0.00	0	
Kirkwood Police Dept.	Speed - Exceeded Limit	0	0.00	0	3	1.00	0	0	0.00	0	0.00	3	
Kirkwood Police Dept.	Hazardous Moving Violations	0	0.00	0	6	2.00	2	584	194.67	584	194.67	178	
Lake Lotawana Police Dept.	Alcohol/Drug Involved	0	0.00	0	1	0.33	1	0	0.00	0	0.00	0	
Lake Lotawana Police Dept.	Speed - Exceeded Limit	2	0.67	0	0	0.00	0	0	0.00	0	0.00	10	
Lake Lotawana Police Dept.	Hazardous Moving Violations	2	0.67	0	5	1.67	0	82	27.33	82	27.33	21	
Lake St Louis Police Dept.	Alcohol/Drug Involved	0	0.00	0	0	0.00	0	0	0.00	0	0.00	0	
Lake St Louis Police Dept.	Speed - Exceeded Limit	0	0.00	0	0	0.00	0	0	0.00	0	0.00	0	
Lake St Louis Police Dept.	Hazardous Moving Violations	0	0.00	0	0	0.00	0	0	0.00	0	0.00	0	
Lamar Police Dept.	Alcohol/Drug Involved	0	0.00	0	1	0.33	0	0	0.00	0	0.00	0	
Lamar Police Dept.	Speed - Exceeded Limit	0	0.00	0	0	0.00	0	0	0.00	0	0.00	0	
Lamar Police Dept.	Hazardous Moving Violations	0	0.00	0	1	0.33	0	32	10.67	32	10.67	9	
Lawrence County Sheriff's	Alcohol/Drug Involved	0	0.00	0	5	1.67	5	0	0.00	0	0.00	30	
Lawrence County Sheriff's	Speed - Exceeded Limit	0	0.00	0	0	0.00	0	12	4.00	12	4.00	2	
Lawrence County Sheriff's	Hazardous Moving Violations	3	1.00	2	30	10.00	8	0	0.00	0	0.00	146	
Lebanon Police Dept.	Alcohol/Drug Involved	0	0.00	0	3	1.00	2	0	0.00	0	0.00	0	
Lebanon Police Dept.	Speed - Exceeded Limit	0	0.00	0	2	0.67	1	0	0.00	0	0.00	5	
Lebanon Police Dept.	Hazardous Moving Violations	0	0.00	0	16	5.33	4	457	152.33	457	152.33	66	

Agency	Crash Type	Oct. 1, 2010 to Sept. 30, 2013		3 Year Average		Oct. 1, 2013 to Sept. 30, 2014		3 Year Average		Oct. 1, 2010 to Sept. 30, 2013		3 Year Average		Oct. 1, 2013 to Sept. 30, 2014	
		Fatal Crashes	Disabling Injury Crashes	Fatal Crashes	Disabling Injury Crashes	Fatal Crashes	Disabling Injury Crashes	Fatal Crashes	Disabling Injury Crashes	Fatal Crashes	Disabling Injury Crashes	Total Crashes	Disabling Injury Crashes	Total Crashes	Disabling Injury Crashes
Lee's Summit Police Dept.	Alcohol/Drug Involved	6	25	2.00	8.33	0	5	0.00	0.00	0	0.00	0	0.00	0	0
Lee's Summit Police Dept.	Speed - Exceeded Limit	4	17	1.33	5.67	0	2	0.00	0.00	0	0.00	0	0.00	0	0
Lee's Summit Police Dept.	Hazardous Moving Violations	7	61	2.33	20.33	0	10	747.67	747.67	2243	747.67	466	466	466	466
Liberty Police Dept.	Alcohol/Drug Involved	0	7	0.00	2.33	0	1	0.00	0.00	0	0.00	0	0.00	0	0
Liberty Police Dept.	Speed - Exceeded Limit	0	1	0.00	0.33	0	3	0.00	0.00	0	0.00	17	0.00	17	17
Liberty Police Dept.	Hazardous Moving Violations	0	34	0.00	11.33	0	8	301.00	301.00	903	301.00	305	305	305	305
Livingston County Sheriff's Dept.	Alcohol/Drug Involved	0	1	0.00	0.33	0	1	0.00	0.00	0	0.00	7	0.00	7	7
Livingston County Sheriff's Dept.	Speed - Exceeded Limit	0	4	0.00	1.33	0	0	5.00	5.00	15	5.00	1	5.00	1	1
Livingston County Sheriff's Dept.	Hazardous Moving Violations	0	0	0.00	0.00	0	0	0.00	0.00	0	0.00	35	0.00	35	35
Manchester Police Dept.	Alcohol/Drug Involved	0	2	0.00	0.67	1	0	0.00	0.00	0	0.00	0	0.00	0	0
Manchester Police Dept.	Speed - Exceeded Limit	0	0	0.00	0.00	0	0	0.00	0.00	0	0.00	0	0.00	0	0
Manchester Police Dept.	Hazardous Moving Violations	0	3	0.00	1.00	1	1	115.00	115.00	345	115.00	75	75	75	75
Marion County Sheriff's Dept.	Alcohol/Drug Involved	0	2	0.00	0.67	2	2	0.00	0.00	0	0.00	4	0.00	4	4
Marion County Sheriff's Dept.	Speed - Exceeded Limit	0	1	0.00	0.33	1	0	2.33	2.33	7	2.33	1	2.33	1	1
Marion County Sheriff's Dept.	Hazardous Moving Violations	0	0	0.00	0.00	1	2	0.00	0.00	0	0.00	23	0.00	23	23
Marshall Police Dept.	Alcohol/Drug Involved	0	2	0.00	0.67	0	0	0.00	0.00	0	0.00	0	0.00	0	0
Marshall Police Dept.	Speed - Exceeded Limit	0	0	0.00	0.00	0	0	0.00	0.00	0	0.00	0	0.00	0	0
Marshall Police Dept.	Hazardous Moving Violations	0	0	0.00	0.00	0	0	0.00	0.00	0	0.00	0	0.00	0	0
Maryland Heights Police Dept.	Alcohol/Drug Involved	2	0	0.67	1.00	1	0	46.00	46.00	138	46.00	37	46.00	37	37
Maryland Heights Police Dept.	Speed - Exceeded Limit	1	2	0.33	0.67	1	0	0.00	0.00	0	0.00	0	0.00	0	0
Maryland Heights Police Dept.	Hazardous Moving Violations	1	11	0.33	3.67	1	1	292.00	292.00	878	292.00	168	292.00	168	168
Missouri State Highway Patrol	Alcohol/Drug Involved	0	0	0.00	0.00	0	0	0.00	0.00	0	0.00	0	0.00	0	0
Missouri State Highway Patrol	Speed - Exceeded Limit	0	0	0.00	0.00	0	0	0.00	0.00	0	0.00	0	0.00	0	0
Missouri State Highway Patrol	Hazardous Moving Violations	0	0	0.00	0.00	0	0	0.00	0.00	0	0.00	0	0.00	0	0
Moberly Police Dept.	Alcohol/Drug Involved	0	2	0.00	0.67	0	0	0.00	0.00	0	0.00	0	0.00	0	0
Moberly Police Dept.	Speed - Exceeded Limit	0	1	0.00	0.33	0	0	0.00	0.00	0	0.00	1	0.00	1	1
Moberly Police Dept.	Hazardous Moving Violations	1	0	0.33	0.00	0	0	79.33	79.33	238	79.33	93	79.33	93	93
Moline Acres Police Dept.	Alcohol/Drug Involved	0	0	0.00	0.00	0	0	0.00	0.00	0	0.00	0	0.00	0	0
Moline Acres Police Dept.	Speed - Exceeded Limit	0	0	0.00	0.00	0	0	0.00	0.00	0	0.00	0	0.00	0	0
Moline Acres Police Dept.	Hazardous Moving Violations	0	0	0.00	0.00	0	0	0.00	0.00	0	0.00	0	0.00	0	0
Monett Police Dept.	Alcohol/Drug Involved	0	1	0.00	0.33	0	1	0.00	0.00	4	1.33	2	1.33	2	2
Monett Police Dept.	Speed - Exceeded Limit	1	3	0.33	1.00	0	0	0.00	0.00	0	0.00	0	0.00	0	0
Monett Police Dept.	Hazardous Moving Violations	1	6	0.33	2.00	0	1	42.00	42.00	126	42.00	19	42.00	19	19
Mountain View Police Dept.	Alcohol/Drug Involved	0	0	0.00	0.00	0	0	0.00	0.00	0	0.00	0	0.00	0	0
Mountain View Police Dept.	Speed - Exceeded Limit	0	1	0.00	0.33	0	0	0.00	0.00	0	0.00	0	0.00	0	0
Mountain View Police Dept.	Hazardous Moving Violations	1	2	0.33	0.67	0	0	0.00	0.00	10	3.33	5	3.33	5	5
Neosho Police Dept.	Alcohol/Drug Involved	0	3	0.00	1.00	0	0	0.00	0.00	0	0.00	0	0.00	0	0
Neosho Police Dept.	Speed - Exceeded Limit	0	0	0.00	0.00	0	0	0.00	0.00	0	0.00	1	0.00	1	1
Neosho Police Dept.	Hazardous Moving Violations	0	4	0.00	1.33	0	2	35.33	35.33	106	35.33	36	35.33	36	36
Nevada Police Dept.	Alcohol/Drug Involved	1	2	0.33	0.67	0	0	0.00	0.00	0	0.00	0	0.00	0	0
Nevada Police Dept.	Speed - Exceeded Limit	1	0	0.33	0.00	0	0	0.00	0.00	0	0.00	0	0.00	0	0
Nevada Police Dept.	Hazardous Moving Violations	2	3	0.67	1.00	0	0	0.00	0.00	126	42.00	54	42.00	54	54
Newton County Sheriff's Dept.	Alcohol/Drug Involved	0	6	0.00	2.00	3	6	0.00	0.00	0	0.00	42	0.00	42	42
Newton County Sheriff's Dept.	Speed - Exceeded Limit	0	4	0.00	1.33	1	4	8.33	8.33	25	8.33	4	8.33	4	4
Newton County Sheriff's Dept.	Hazardous Moving Violations	0	0	0.00	0.00	5	17	0.00	0.00	0	0.00	202	0.00	202	202
Nixa Police Dept.	Alcohol/Drug Involved	0	3	0.00	1.00	0	0	0.00	0.00	0	0.00	0	0.00	0	0
Nixa Police Dept.	Speed - Exceeded Limit	0	0	0.00	0.00	0	0	0.00	0.00	0	0.00	2	0.00	2	2
Nixa Police Dept.	Hazardous Moving Violations	0	2	0.00	0.67	0	2	83.67	83.67	251	83.67	96	83.67	96	96
Nihei Police Dept.	Alcohol/Drug Involved	0	0	0.00	0.00	0	0	0.00	0.00	0	0.00	0	0.00	0	0



Agency	Crash Type	Oct. 1, 2010 to Sept. 30, 2013	3 Year Average	Oct. 1, 2013 to Sept. 30, 2014	Oct. 1, 2010 to Sept. 30, 2013	3 Year Average	Oct. 1, 2013 to Sept. 30, 2014	Oct. 1, 2010 to Sept. 30, 2013	3 Year Average	Oct. 1, 2013 to Sept. 30, 2014
		Fatal Crashes	Fatal Crashes	Fatal Crashes	Disabling Injury Crashes	Disabling Injury Crashes	Disabling Injury Crashes	Total Crashes	Total Crashes	Total Crashes
Noel Police Dept.	Speed - Exceeded Limit	1	0.33	0	0	0.00	0	0	0.00	2
Noel Police Dept.	Hazardous Moving Violations	1	0.33	0	0	0.00	0	11	3.67	2
North Kansas City Police Dept.	Alcohol/Drug Involved	0	0.00	0	2	0.67	0	0	0.00	0
North Kansas City Police Dept.	Speed - Exceeded Limit	0	0.00	0	2	0.67	0	0	0.00	4
North Kansas City Police Dept.	Hazardous Moving Violations	0	0.00	0	7	2.33	0	311	103.67	81
O'Fallon Police Dept.	Alcohol/Drug Involved	0	0.00	0	0	0.00	0	0	0.00	0
O'Fallon Police Dept.	Speed - Exceeded Limit	0	0.00	0	0	0.00	0	0	0.00	0
O'Fallon Police Dept.	Hazardous Moving Violations	0	0.00	0	0	0.00	0	0	0.00	0
Olivet Police Dept.	Alcohol/Drug Involved	0	0.00	0	1	0.33	0	0	0.00	0
Olivet Police Dept.	Speed - Exceeded Limit	0	0.00	0	2	0.67	0	0	0.00	1
Olivet Police Dept.	Hazardous Moving Violations	0	0.00	0	2	0.67	1	117	39.00	52
Oronogo Police Dept.	Alcohol/Drug Involved	0	0.00	0	0	0.00	0	0	0.00	0
Oronogo Police Dept.	Speed - Exceeded Limit	0	0.00	0	0	0.00	0	0	0.00	0
Oronogo Police Dept.	Hazardous Moving Violations	0	0.00	0	0	0.00	0	0	0.00	0
Osage Beach	Alcohol/Drug Involved	0	0.00	0	1	0.33	0	2	0.67	0
Osage Beach	Speed - Exceeded Limit	0	0.00	0	0	0.00	0	0	0.00	0
Osage Beach	Hazardous Moving Violations	0	0.00	0	4	1.33	0	140	46.67	44
Osage County Sheriff's	Alcohol/Drug Involved	0	0.00	1	2	0.67	2	0	0.00	15
Osage County Sheriff's	Speed - Exceeded Limit	0	0.00	0	0	0.00	1	2	0.67	4
Osage County Sheriff's	Hazardous Moving Violations	0	0.00	1	0	0.00	5	0	0.00	72
Overland Police Dept.	Alcohol/Drug Involved	0	0.00	0	1	0.33	2	0	0.00	0
Overland Police Dept.	Speed - Exceeded Limit	0	0.00	0	3	1.00	2	0	0.00	11
Overland Police Dept.	Hazardous Moving Violations	0	0.00	1	8	2.67	4	401	133.67	105
Ozark Police Dept.	Alcohol/Drug Involved	1	0.33	1	2	0.67	0	0	0.00	0
Ozark Police Dept.	Speed - Exceeded Limit	4	1.33	0	1	0.33	0	0	0.00	3
Ozark Police Dept.	Hazardous Moving Violations	5	1.67	0	19	6.33	2	339	113.00	85
Parma Police Dept.	Alcohol/Drug Involved	0	0.00	0	0	0.00	0	0	0.00	0
Parma Police Dept.	Speed - Exceeded Limit	0	0.00	0	0	0.00	0	0	0.00	0
Parma Police Dept.	Hazardous Moving Violations	0	0.00	0	0	0.00	0	0	0.00	0
Peculiar Police Dept.	Alcohol/Drug Involved	1	0.33	0	1	0.33	0	1	0.33	0
Peculiar Police Dept.	Speed - Exceeded Limit	0	0.00	0	1	0.33	0	0	0.00	0
Peculiar Police Dept.	Hazardous Moving Violations	1	0.33	0	4	1.33	0	68	22.67	13
Pemiscot County Sheriff's Dept.	Alcohol/Drug Involved	0	0.00	2	1	0.33	1	0	0.00	22
Pemiscot County Sheriff's Dept.	Speed - Exceeded Limit	0	0.00	1	1	0.33	0	4	1.33	1
Pemiscot County Sheriff's Dept.	Hazardous Moving Violations	0	0.00	1	0	0.00	3	0	0.00	99
Pevely Police Dept.	Alcohol/Drug Involved	0	0.00	0	2	0.67	0	0	0.00	0
Pevely Police Dept.	Speed - Exceeded Limit	0	0.00	0	1	0.33	0	0	0.00	2
Pevely Police Dept.	Hazardous Moving Violations	0	0.00	0	1	0.33	1	61	20.33	17
Phelps County Sheriff's Dept.	Alcohol/Drug Involved	0	0.00	1	4	1.33	4	0	0.00	27
Phelps County Sheriff's Dept.	Speed - Exceeded Limit	0	0.00	0	3	1.00	0	31	10.33	7
Phelps County Sheriff's Dept.	Hazardous Moving Violations	0	0.00	2	0	0.00	7	0	0.00	166
Pike County Sheriff's Dept.	Alcohol/Drug Involved	0	0.00	0	7	2.33	7	0	0.00	18
Pike County Sheriff's Dept.	Speed - Exceeded Limit	0	0.00	0	1	0.33	1	4	1.33	3
Pike County Sheriff's Dept.	Hazardous Moving Violations	0	0.00	0	0	0.00	8	0	0.00	59
Platte County Sheriff's	Alcohol/Drug Involved	0	0.00	2	1	0.33	1	0	0.00	18
Platte County Sheriff's	Speed - Exceeded Limit	0	0.00	1	2	0.67	0	47	15.67	4
Platte County Sheriff's	Hazardous Moving Violations	0	0.00	2	0	0.00	6	0	0.00	129
Pleasant Hill Police Dept.	Alcohol/Drug Involved	0	0.00	1	2	0.67	1	0	0.00	0
Pleasant Hill Police Dept.	Speed - Exceeded Limit	0	0.00	1	2	0.67	1	0	0.00	7

Agency	Crash Type	Oct. 1, 2010 to Sept. 30, 2013		3 Year Average		Oct. 1, 2013 to Sept. 30, 2014		3 Year Average		Oct. 1, 2010 to Sept. 30, 2013		3 Year Average		Oct. 1, 2013 to Sept. 30, 2014	
		Fatal Crashes	Fatal Crashes	Fatal Crashes	Fatal Crashes	Disabling Injury Crashes	Disabling Injury Crashes	Disabling Injury Crashes	Disabling Injury Crashes	Total Crashes	Total Crashes	Total Crashes	Total Crashes		
Pleasant Hill Police Dept.	Hazardous Moving Violations	0	0.00	2	0.00	5	1.67	1	0.67	62	20.67	36	0.00	0	0.00
Potosi Police Dept.	Alcohol/Drug Involved	0	0.00	0	0.00	2	0.67	0	0.00	0	0.00	0	0.00	0	0.00
Potosi Police Dept.	Speed - Exceeded Limit	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00
Potosi Police Dept.	Hazardous Moving Violations	0	0.00	0	0.00	2	0.67	0	0.00	35	11.67	4	0.00	0	0.00
Raymore Police Dept.	Alcohol/Drug Involved	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00
Raymore Police Dept.	Speed - Exceeded Limit	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00	1	0.00	0	0.00
Raymore Police Dept.	Hazardous Moving Violations	0	0.00	0	0.00	0	0.00	0	0.00	91	30.33	35	0.00	0	0.00
Raytown Police Dept.	Alcohol/Drug Involved	0	0.00	1	0.33	4	1.33	0	0.00	0	0.00	0	0.00	0	0.00
Raytown Police Dept.	Speed - Exceeded Limit	0	0.00	0	0.00	3	1.00	2	0.67	0	0.00	16	0.00	0	0.00
Raytown Police Dept.	Hazardous Moving Violations	0	0.00	0	0.00	5	1.67	2	0.67	246	82.00	116	0.00	0	0.00
Republic Police Dept.	Alcohol/Drug Involved	1	0.33	0	0.00	2	0.67	0	0.00	0	0.00	0	0.00	0	0.00
Republic Police Dept.	Speed - Exceeded Limit	2	0.67	0	0.00	0	0.00	0	0.00	0	0.00	3	0.00	0	0.00
Republic Police Dept.	Hazardous Moving Violations	3	1.00	0	0.00	4	1.33	0	0.00	151	50.33	34	0.00	0	0.00
Richmond Heights Police Dept.	Alcohol/Drug Involved	0	0.00	0	0.00	1	0.33	0	0.00	0	0.00	0	0.00	0	0.00
Richmond Heights Police Dept.	Speed - Exceeded Limit	0	0.00	0	0.00	2	0.67	0	0.00	0	0.00	11	0.00	0	0.00
Richmond Heights Police Dept.	Hazardous Moving Violations	0	0.00	0	0.00	9	3.00	3	1.00	671	223.67	274	0.00	0	0.00
Riverside Police Dept.	Alcohol/Drug Involved	1	0.33	1	0.33	1	0.33	0	0.00	0	0.00	0	0.00	0	0.00
Riverside Police Dept.	Speed - Exceeded Limit	1	0.33	0	0.00	1	0.33	1	0.33	0	0.00	1	0.00	0	0.00
Riverside Police Dept.	Hazardous Moving Violations	1	0.33	0	0.00	2	0.67	2	0.67	90	30.00	7	0.00	0	0.00
Rolla Police Dept.	Alcohol/Drug Involved	2	0.67	0	0.00	4	1.33	1	0.33	0	0.00	0	0.00	0	0.00
Rolla Police Dept.	Speed - Exceeded Limit	2	0.67	0	0.00	2	0.67	0	0.00	0	0.00	6	0.00	0	0.00
Rolla Police Dept.	Hazardous Moving Violations	2	0.67	1	0.33	10	3.33	1	0.33	558	186.00	244	0.00	0	0.00
Scott City Police Dept.	Alcohol/Drug Involved	1	0.33	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00
Scott City Police Dept.	Speed - Exceeded Limit	0	0.00	1	0.33	0	0.00	0	0.00	0	0.00	2	0.00	0	0.00
Scott City Police Dept.	Hazardous Moving Violations	1	0.33	1	0.33	0	0.00	1	0.33	64	21.33	16	0.00	0	0.00
Scott County Sheriff's	Alcohol/Drug Involved	0	0.00	2	0.67	3	1.00	3	1.00	0	0.00	28	0.00	0	0.00
Scott County Sheriff's	Speed - Exceeded Limit	0	0.00	0	0.00	2	0.67	0	0.00	8	2.67	1	0.00	0	0.00
Scott County Sheriff's	Hazardous Moving Violations	0	0.00	1	0.33	0	0.00	1	0.33	0	0.00	80	0.00	0	0.00
Sedalia Police Dept.	Alcohol/Drug Involved	0	0.00	0	0.00	6	2.00	2	0.67	0	0.00	0	0.00	0	0.00
Sedalia Police Dept.	Speed - Exceeded Limit	1	0.33	0	0.00	0	0.00	0	0.00	0	0.00	7	0.00	0	0.00
Sedalia Police Dept.	Hazardous Moving Violations	1	0.33	0	0.00	4	1.33	0	0.00	470	156.67	128	0.00	0	0.00
Seneca Police Dept.	Alcohol/Drug Involved	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00
Seneca Police Dept.	Speed - Exceeded Limit	0	0.00	0	0.00	1	0.33	0	0.00	0	0.00	1	0.00	0	0.00
Seneca Police Dept.	Hazardous Moving Violations	0	0.00	0	0.00	1	0.33	0	0.00	14	4.67	6	0.00	0	0.00
Seymour Police Dept.	Alcohol/Drug Involved	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00
Seymour Police Dept.	Speed - Exceeded Limit	0	0.00	0	0.00	1	0.33	0	0.00	0	0.00	1	0.00	0	0.00
Seymour Police Dept.	Hazardous Moving Violations	0	0.00	0	0.00	1	0.33	1	0.33	6	2.00	6	0.00	0	0.00
Shrewsbury Police Dept.	Alcohol/Drug Involved	0	0.00	0	0.00	3	1.00	0	0.00	0	0.00	0	0.00	0	0.00
Shrewsbury Police Dept.	Speed - Exceeded Limit	0	0.00	0	0.00	0	0.00	1	0.33	0	0.00	3	0.00	0	0.00
Shrewsbury Police Dept.	Hazardous Moving Violations	0	0.00	0	0.00	1	0.33	1	0.33	83	27.67	36	0.00	0	0.00
Sikeston Dept. of Public Safety	Alcohol/Drug Involved	2	0.67	0	0.00	1	0.33	0	0.00	0	0.00	0	0.00	0	0.00
Sikeston Dept. of Public Safety	Speed - Exceeded Limit	1	0.33	0	0.00	1	0.33	0	0.00	0	0.00	1	0.00	0	0.00
Sikeston Dept. of Public Safety	Hazardous Moving Violations	3	1.00	0	0.00	5	1.67	3	1.00	368	122.67	74	0.00	0	0.00
Smithville Police Dept.	Alcohol/Drug Involved	1	0.33	0	0.00	2	0.67	0	0.00	0	0.00	0	0.00	0	0.00
Smithville Police Dept.	Speed - Exceeded Limit	0	0.00	0	0.00	1	0.33	0	0.00	0	0.00	2	0.00	0	0.00
Smithville Police Dept.	Hazardous Moving Violations	0	0.00	0	0.00	3	1.00	3	1.00	81	27.00	38	0.00	0	0.00
Springfield Police Dept.	Alcohol/Drug Involved	8	2.67	0	0.00	34	11.33	4	1.33	0	0.00	0	0.00	0	0.00
Springfield Police Dept.	Speed - Exceeded Limit	10	3.33	1	0.33	15	5.00	5	1.67	0	0.00	106	0.00	0	0.00
Springfield Police Dept.	Hazardous Moving Violations	14	4.67	1	0.33	48	16.00	10	3.33	2900	966.67	1243	0.00	0	0.00



Agency	Crash Type	Oct. 1, 2010 to Sept. 30, 2013	3 Year Average	Oct. 1, 2010 to Sept. 30, 2013	Disabling Injury Crashes	3 Year Average	Oct. 1, 2010 to Sept. 30, 2013	Disabling Injury Crashes	3 Year Average	Oct. 1, 2010 to Sept. 30, 2013	Disabling Injury Crashes	3 Year Average	Oct. 1, 2010 to Sept. 30, 2013	Total Crashes	3 Year Average	Oct. 1, 2010 to Sept. 30, 2013	Total Crashes
St. Ann Police Dept.	Alcohol/Drug Involved	0	0.00	0	1	0.33	0	0	0.00	0	0	0.00	0	0	0.00	0	0
St. Ann Police Dept.	Speed - Exceeded Limit	0	0.00	0	1	0.33	0	0	0.00	0	0	0.00	0	0	0.00	0	0
St. Ann Police Dept.	Hazardous Moving Violations	0	0.00	0	4	1.33	0	0	0.00	0	0	0.00	126	42.00	0.00	3	18
St. Charles City Police	Alcohol/Drug Involved	3	1.00	2	16	5.33	2	2	3.67	0	0	0.00	0	0	0.00	0	0
St. Charles City Police	Speed - Exceeded Limit	2	0.67	1	11	3.67	1	1	3.67	0	0	0.00	0	0	0.00	18	18
St. Charles City Police	Hazardous Moving Violations	4	1.33	1	25	8.33	2	5	1.67	0	0	0.00	1196	398.67	0.00	388	388
St. Charles County Sheriffs	Alcohol/Drug Involved	0	0.00	3	5	1.67	0	0	0.00	0	0	0.00	0	0	0.00	58	58
St. Charles County Sheriffs	Speed - Exceeded Limit	0	0.00	0	22	7.33	3	0	0.00	0	0	0.00	162	54.00	0.00	25	25
St. Charles County Sheriffs	Hazardous Moving Violations	0	0.00	2	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	514	514
St. Clair Police Dept.	Alcohol/Drug Involved	0	0.00	0	3	1.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0
St. Clair Police Dept.	Speed - Exceeded Limit	0	0.00	0	1	0.33	0	0	0.00	0	0	0.00	0	0	0.00	0	0
St. Clair Police Dept.	Hazardous Moving Violations	2	0.67	1	5	1.67	0	0	0.00	0	0	0.00	116	38.67	0.00	27	27
St. John Police Dept.	Alcohol/Drug Involved	1	0.33	1	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0
St. John Police Dept.	Speed - Exceeded Limit	1	0.33	1	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	4	4
St. John Police Dept.	Hazardous Moving Violations	1	0.33	1	1	0.33	1	0	0.00	0	0	0.00	0	0	0.00	0	0
St. Joseph Police Dept.	Alcohol/Drug Involved	6	2.00	0	31	10.33	1	0	0.00	0	0	0.00	84	28.00	0.00	51	51
St. Joseph Police Dept.	Speed - Exceeded Limit	7	2.33	1	23	7.67	2	0	0.00	0	0	0.00	0	0	0.00	0	0
St. Joseph Police Dept.	Hazardous Moving Violations	8	3.00	1	106	35.33	16	0	0.00	0	0	0.00	1258	419.33	0.00	28	28
St. Louis County Police	Alcohol/Drug Involved	0	0.00	3	15	5.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0
St. Louis County Police	Speed - Exceeded Limit	0	0.00	0	34	11.33	4	0	0.00	0	0	0.00	402	134.00	0.00	63	63
St. Louis County Police	Hazardous Moving Violations	0	0.00	6	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0
St. Louis Metro Police	Alcohol/Drug Involved	13	4.33	4	26	8.67	6	0	0.00	0	0	0.00	0	0	0.00	1409	1409
St. Louis Metro Police	Speed - Exceeded Limit	52	17.33	19	79	26.33	10	0	0.00	0	0	0.00	0	0	0.00	0	0
St. Louis Metro Police	Hazardous Moving Violations	56	18.67	20	149	49.67	24	0	0.00	0	0	0.00	5776	1925.33	0.00	213	213
St. Peters Police Dept.	Alcohol/Drug Involved	3	1.00	0	9	3.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0
St. Peters Police Dept.	Speed - Exceeded Limit	1	0.33	0	9	3.00	0	0	0.00	0	0	0.00	0	0	0.00	15	15
St. Peters Police Dept.	Hazardous Moving Violations	2	0.67	0	22	7.33	2	0	0.00	0	0	0.00	1202	400.67	0.00	352	352
St. Robert Police Dept.	Alcohol/Drug Involved	2	0.67	0	3	1.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0
St. Robert Police Dept.	Speed - Exceeded Limit	0	0.00	0	1	0.33	0	0	0.00	0	0	0.00	0	0	0.00	3	3
St. Robert Police Dept.	Hazardous Moving Violations	1	0.33	0	7	2.33	2	0	0.00	0	0	0.00	168	56.00	0.00	49	49
Ste. Genevieve County Sheriffs	Alcohol/Drug Involved	0	0.00	2	1	0.33	1	0	0.00	0	0	0.00	0	0	0.00	15	15
Ste. Genevieve County Sheriffs	Speed - Exceeded Limit	0	0.00	1	3	1.00	0	0	0.00	0	0	0.00	20	6.67	0.00	4	4
Ste. Genevieve County Sheriffs	Hazardous Moving Violations	0	0.00	4	0	0.00	4	0	0.00	0	0	0.00	0	0	0.00	81	81
Stone County Sheriffs	Alcohol/Drug Involved	0	0.00	2	4	1.33	4	0	0.00	0	0	0.00	0	0	0.00	37	37
Stone County Sheriffs	Speed - Exceeded Limit	0	0.00	0	3	1.00	1	0	0.00	0	0	0.00	20	6.67	0.00	8	8
Stone County Sheriffs	Hazardous Moving Violations	0	0.00	2	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	140	140
Texas County Sheriffs	Alcohol/Drug Involved	0	0.00	1	6	2.00	6	0	0.00	0	0	0.00	0	0	0.00	34	34
Texas County Sheriffs	Speed - Exceeded Limit	0	0.00	0	5	1.67	0	0	0.00	0	0	0.00	16	5.33	0.00	2	2
Texas County Sheriffs	Hazardous Moving Violations	0	0.00	1	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	101	101
Town & Country Police	Alcohol/Drug Involved	0	0.00	0	6	2.00	3	0	0.00	0	0	0.00	0	0	0.00	0	0
Town & Country Police	Speed - Exceeded Limit	0	0.00	0	3	1.00	0	0	0.00	0	0	0.00	0	0	0.00	6	6
Town & Country Police	Hazardous Moving Violations	1	0.33	0	23	7.67	6	0	0.00	0	0	0.00	952	317.33	0.00	434	434
Traffic & Highway Safety Div	Alcohol/Drug Involved	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	#REF!	#REF!	0.00	0	#REF!
Traffic & Highway Safety Div	Speed - Exceeded Limit	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	#REF!	#REF!	0.00	0	#REF!
Traffic & Highway Safety Div	Hazardous Moving Violations	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0
Troy Police Dept.	Alcohol/Drug Involved	2	0.67	0	6	2.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0
Troy Police Dept.	Speed - Exceeded Limit	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	1	1
Troy Police Dept.	Hazardous Moving Violations	0	0.00	0	2	0.67	0	0	0.00	0	0	0.00	121	40.33	0.00	37	37
Union Police Dept.	Alcohol/Drug Involved	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0

Agency	Crash Type	Oct. 1, 2010 to Sept. 30, 2013		3 Year Average		Oct. 1, 2013 to Sept. 30, 2014		3 Year Average		Oct. 1, 2010 to Sept. 30, 2013		3 Year Average		Oct. 1, 2013 to Sept. 30, 2014	
		Fatal Crashes	Disabling Injury Crashes	Fatal Crashes	Disabling Injury Crashes	Fatal Crashes	Disabling Injury Crashes	Fatal Crashes	Disabling Injury Crashes	Fatal Crashes	Disabling Injury Crashes	Fatal Crashes	Disabling Injury Crashes	Fatal Crashes	Disabling Injury Crashes
Union Police Dept.	Speed - Exceeded Limit	0	0	0.00	0	0	2	0.67	0	0	0	0.00	0	0	4
Union Police Dept.	Hazardous Moving Violations	1	6	0.33	0	0	6	2.00	0	199	0	66.33	0	199	47
University City Police	Alcohol/Drug Involved	3	1	1.00	0	0	1	0.33	1	0	0	0.00	0	0	0
University City Police	Speed - Exceeded Limit	0	0	0.00	0	0	0	0.00	0	0	0	0.00	0	0	3
University City Police	Hazardous Moving Violations	0	1	0.00	0	0	1	0.33	1	207	0	69.00	0	207	66
Velda City Police Dept.	Alcohol/Drug Involved	0	1	0.00	0	0	1	0.33	0	0	0	0.00	0	0	0
Velda City Police Dept.	Speed - Exceeded Limit	0	0	0.00	0	0	0	0.00	0	0	0	0.00	0	0	0
Velda City Police Dept.	Hazardous Moving Violations	0	1	0.00	0	0	1	0.33	0	3	0	1.00	0	3	0
Verona Police Dept.	Alcohol/Drug Involved	1	0	0.33	0	0	0	0.00	0	0	0	0.00	0	0	0
Verona Police Dept.	Speed - Exceeded Limit	0	0	0.00	0	0	0	0.00	0	0	0	0.00	0	0	1
Verona Police Dept.	Hazardous Moving Violations	0	0	0.00	0	0	0	0.00	0	3	0	1.00	0	3	4
Washington County Sheriff's Dept.	Alcohol/Drug Involved	0	4	0.00	4	0	4	1.33	4	0	0	0.00	0	0	33
Washington County Sheriff's Dept.	Speed - Exceeded Limit	0	1	0.00	1	0	6	2.00	0	32	0	10.67	0	32	4
Washington County Sheriff's Dept.	Hazardous Moving Violations	0	0	0.00	1	0	0	0.00	7	0	0	0.00	0	0	84
Washington Police Dept.	Alcohol/Drug Involved	1	2	0.33	0	0	2	0.67	0	0	0	0.00	0	0	0
Washington Police Dept.	Speed - Exceeded Limit	0	0	0.00	0	0	0	0.00	0	0	0	0.00	0	0	1
Washington Police Dept.	Hazardous Moving Violations	1	0	0.33	0	0	0	0.00	0	395	0	131.67	0	395	110
Wayne County Sheriff's	Alcohol/Drug Involved	0	4	0.00	1	0	4	1.33	4	0	0	0.00	0	0	29
Wayne County Sheriff's	Speed - Exceeded Limit	0	1	0.00	0	0	1	0.33	0	2	0	0.67	0	2	1
Wayne County Sheriff's	Hazardous Moving Violations	0	0	0.00	2	0	0	0.00	2	0	0	0.00	0	0	84
Webb City Police Dept.	Alcohol/Drug Involved	0	0	0.00	0	0	0	0.00	0	0	0	0.00	0	0	0
Webb City Police Dept.	Speed - Exceeded Limit	0	0	0.00	0	0	0	0.00	0	0	0	0.00	0	0	1
Webb City Police Dept.	Hazardous Moving Violations	0	8	0.00	0	0	8	2.67	1	208	0	69.33	0	208	35
Webster County Sheriff's Dept.	Alcohol/Drug Involved	0	1	0.00	0	0	1	0.33	1	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!
Webster County Sheriff's Dept.	Speed - Exceeded Limit	0	4	0.00	0	0	4	1.33	0	37	0	12.33	0	37	6
Webster County Sheriff's Dept.	Hazardous Moving Violations	0	0	0.00	2	0	0	0.00	7	0	0	0.00	0	0	182
Webster Groves Police Dept.	Alcohol/Drug Involved	0	0	0.00	0	0	0	0.00	0	0	0	0.00	0	0	0
Webster Groves Police Dept.	Speed - Exceeded Limit	0	3	0.00	0	0	3	1.00	0	0	0	0.00	0	0	5
Webster Groves Police Dept.	Hazardous Moving Violations	0	13	0.00	0	0	13	4.33	2	266	0	88.67	0	266	110
Wentzville Police Dept.	Alcohol/Drug Involved	1	2	0.33	0	0	2	0.67	0	0	0	0.00	0	0	0
Wentzville Police Dept.	Speed - Exceeded Limit	0	5	0.00	0	0	5	1.67	0	0	0	0.00	0	0	6
Wentzville Police Dept.	Hazardous Moving Violations	0	10	0.00	0	0	10	3.33	2	324	0	108.00	0	324	149
West Plains Police Dept.	Alcohol/Drug Involved	0	0	0.00	0	0	0	0.00	0	0	0	0.00	0	0	0
West Plains Police Dept.	Speed - Exceeded Limit	0	0	0.00	0	0	0	0.00	1	0	0	0.00	0	0	6
West Plains Police Dept.	Hazardous Moving Violations	0	0	0.00	0	0	0	0.00	1	229	0	76.33	0	229	95
Willow Springs Police Dept.	Alcohol/Drug Involved	0	0	0.00	0	0	0	0.00	0	0	0	0.00	0	0	0
Willow Springs Police Dept.	Speed - Exceeded Limit	0	0	0.00	0	0	0	0.00	0	0	0	0.00	0	0	2
Willow Springs Police Dept.	Hazardous Moving Violations	0	0	0.00	0	0	0	0.00	0	21	0	7.00	0	21	10

# Training Report by Program

Project Number      Fiscal Year      Training Date      Training Provider      CEU Hours      # Part.      Passed      Failed

**Program: GENERAL**  
**Course: Advanced Crash Investigation**  
**Location: Jefferson City - Cole County**  
 14-AI-04-002      2014      July 14, 2014      MSHP Law Enforcement Academy      48      20      20      0

<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>
Police	Boone, Cape Girardeau, Jackson, Miller, Phelps, St. Charles, St. Francois	Columbia, Cape Girardeau, Eldon, Rolla, O Fallon, Farmington, Kansas City - Jackson County
MSHP	Cape Girardeau, Dent, Howell, Laclede, Morgan, New Madrid, Phelps, Pulaski, St. Louis	Jackson, Salem, West Plains, Lebanon, Versailles, Portageville, Rolla, Saint Robert, Maryland Heights
Sheriff	Clay	Liberty
<b>Group Totals:</b>		<b>48      20      20      0</b>

**Course: ARIDE**  
**Location: Carthage**  
 14-K8-03-051      2014      August 08, 2014      Missouri Southern State University

<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>
Police	Barton, Jasper, Taney	Jasper
<b>Group Totals:</b>		<b>0      5      5      0</b>

**Location: Harrisonville**  
 14-K8-03-052      2014      July 10, 2014      MOPS

<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>
Police	Cass, Jackson, St. Louis	Raymore, Grandview, Sugar Creek, Saint Ann
MSHP	Buchanan, Cass	
<b>Group Totals:</b>		<b>16      13      13      0</b>

**Location: Hillsboro**  
 14-K8-03-052      2014      March 26, 2014      MOPS

<b>Group Totals:</b>		<b>16      20      20      0</b>
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Project Number      Fiscal Year      Training Date      Training Provider      CEU Hours      # Part      Passed      Failed

Agency Types

Sheriff      Counties  
 Jefferson  
 State Agency      St. Louis  
 Police      Franklin, Jefferson, St. Louis  
 Prosecuting Attorney      Jefferson

Cities  
 New Haven, Arnold, Crystal City

Group Totals:      16      20      20      0

Location:      Jefferson City - Cole County

14-K8-03-053      2014      March 19, 2014      MSHP Law Enforcement Academy      16      23      23      0

Agency Types

MSHP      Counties  
 Camden, Clark, Platte, Putnam, St. Charles  
 Police      Camden, Cass, Clay, Greene, St. Louis  
 Sheriff      Clark, Clay, Jasper

Cities

Lake Ozark - Camden County, Camdenon, Climax Springs, Kahoka,  
 Unionville, Forstell - St. Charles County  
 Linn Creek, Camdenon, Harrisonville, Kearney, Republic, Creve  
 Coeur, Vinita Park  
 Kahoka, Liberty, Carthage

14-K8-03-053      2014      December 04, 2013      MSHP - Law Enforcement Academy      16      21      21      0

Agency Types

MSHP      Counties  
 Oregon, Phelps, Platte, St. Charles  
 Police      Boone, Camden, Cole, DeKalb, Lafayette, Polk, Scott, Shannon, St.  
 Clair, Vernon  
 Sheriff      Cass

Cities

Thayer, Edgar Springs, Platte City, Saint Charles  
 Centralia, Osage Beach - Camden County, Waverly, Bolivar, Scott  
 City, Winona, Osceola, Nevada, Cameron - DeKalb County, Jefferson  
 City - Cole County  
 Harrisonville

14-K8-03-053      2014      August 06, 2014      MSHP - Law Enforcement Academy      16      19      19      0

Agency Types

Police      Counties  
 Cass, Crawford, Jefferson, Lincoln  
 Other      Cape Girardeau, Clay  
 MSHP      Camden, Cole, Lincoln  
 Sheriff      Cape Girardeau, Clay, Webster

Cities

Harrisonville, Sullivan - Crawford County, Pevely, Troy  
 Cape Girardeau, Gladstone  
 Camdenon, Troy, Jefferson City - Cole County  
 Jackson, Liberty, Marshfield

Group Totals:      48      63      63      0

Location:      Joplin - Jasper County

**Project Number** 14-K8-03-052     
**Fiscal Year** 2014     
**Training Date** May 06, 2014     
**Training Provider** MOPS     
**CEU Hours** 16     
**# Part.** 21     
**Passed** 21     
**Failed** 0

Cities

Agency Types  
 Sheriff  
 Police  
 Prosecuting Attorney

Counties  
 Greene, Jasper  
 Jasper, Newton  
 Jasper

Oronogo, Joplin - Jasper County, Carl Junction, Carthage, Duquesne,  
 Sarcouxie, Neosho, Joplin - Newton County  
 Joplin - Jasper County

**Group Totals:** 16 21 21 13 0

**Location:** Nixa     
 2014     
 August 11, 2014     
 MOPS

Cities

Agency Types  
 Sheriff  
 Police

Counties  
 Christian  
 Christian, Taney, Webster

Nixa, Ozark, Branson, Seymour

**Group Totals:** 0 13 13 13 0

**Location:** Springfield - Greene County     
 2014     
 May 01, 2014     
 Missouri Southern State University

Cities

Agency Types  
 Police

Counties  
 Dent, Greene, Polk, Stone

Salem, Republic, Bolivar, Galena, Springfield - Greene County

**Group Totals:** 16 16 16 16 0

Cities

Agency Types  
 MoDOT  
 Police  
 Prosecuting Attorney  
 Sheriff

Counties  
 Cole  
 Christian, Greene, Jasper, Jefferson, Taney  
 Camden, Stone  
 Maries

Nixa, Billings, Republic, Carl Junction, Pevely, Branson, Forsyth

**Group Totals:** 16 23 23 23 0

**Course:** BAC Type II Supervisor  
**Location:** Warrensburg



Project Number 14-164-AL-001     
 Fiscal Year 2014     
 Training Date December 02, 2013     
 Training Provider MSC     
 CEU Hours 40     
 # Part. 11     
 Passed 11     
 Failed 0

Agency Types  
 Police  
 Sheriff

Counties  
 Clay, Greene, Jackson, Lafayette, Miller, Morgan, Pemiscot, St. Charles, St. Louis  
 Franklin

Cities  
 Smithville, Republic, Greenwood, Odessa, Eldon, Laurie, Caruthersville, Wentzville, Creve Coeur  
 Union

14-164-AL-001      2014      April 07, 2014      MSC      40      13      13      0

Agency Types  
 Police  
 MSHP  
 Sheriff

Counties  
 McDonald, St. Louis, Texas, Vernon, Warren  
 Jackson  
 Clay

Cities  
 South West City, Bella Villa, Ferguson, Wellston, Cabool, Nevada, Wright City  
 Lees Summit - Jackson County  
 Liberty

14-164-AL-001      2014      May 19, 2014      MSC      40      13      13      0

Agency Types  
 Sheriff  
 State Agency  
 Police

Counties  
 St. Charles  
 Johnson  
 Boone, Franklin, Jackson, Jasper, Jefferson, Livingston, St. Charles, St. Louis

Cities  
 O Fallon  
 Warrensburg  
 Columbia, Carthage, Pevely, Chillicothe, O Fallon, Breckenridge Hills, Woodson Terrace, Kansas City - Jackson County, Sullivan - Franklin County

14-164-AL-001      2014      September 15, 2014      MSC      40      9      9      0

Agency Types  
 Police  
 State Agency

Counties  
 Christian, Clay, Pemiscot, Ray, St. Francois, St. Louis  
 Macon

Cities  
 Ozark, North Kansas City, Steele, Richmond, Leadington, Bellefontaine Neighbors, Eureka, Rock Hill  
 Macon

**Group Totals:**      160      46      46      0

Course: BAC Type II Supervisor Lab  
 Location: Chesterfield

14-164-AL-001      2014      May 12, 2014      MSC      14      12      12      0

Agency Types  
 Police

Counties  
 Franklin, Jefferson, St. Louis

Cities  
 Saint Clair, Pevely, Maryland Heights, Berkeley, Brentwood, Bridgeton, Rock Hill, Saint Ann, Webster Groves

**Project Number** 14-164-AL-001     
**Fiscal Year** 2014     
**Training Date** November 14, 2013     
**Training Provider** MSC     
**CEU Hours** 14     
**# Part.** 23     
**Passed** 23     
**Failed** 0

**Agency Types**  
 Police

**Counties**  
 St. Charles, St. Louis, St. Louis City

**Cities**  
 Saint Peters, Wentzville, Hazelwood, Manchester, Kirkwood, Ballwin, Bellefontaine Neighbors, Chesterfield, Des Peres, Ellisville, Florissant, University City, Saint Louis

**Group Totals:** 28 35 35 0

**Location:** Richmond Heights 2014     
 October 11, 2013     
 MSC

**Agency Types**  
 Police  
 Sheriff

**Counties**  
 Jefferson, St. Louis  
 St. Louis

**Cities**  
 Hillsboro, Frontenac, Eureka, Richmond Heights, Sunset Hills  
 Clayton

**Group Totals:** 14 13 13 0

**Location:** Town and Country 2014     
 November 21, 2013     
 MSC

**Agency Types**  
 Police

**Counties**  
 Franklin, Jefferson, St. Charles, St. Louis

**Cities**  
 New Haven, Byrnes Mill, O Fallon, Lake Saint Louis, Foristell - St. Charles County, Manchester, Olivette, Overland, Chesterfield, Des Peres, Ferguson, Rock Hill, Town and Country

**Group Totals:** 14 18 18 0

**Location:** Warrensburg 2014     
 October 07, 2013     
 MSC

**Agency Types**  
 Police

**Counties**  
 Clay, Jackson, Johnson, Platte, Ray

**Cities**  
 Pleasant Valley - Clay County, Grandview, Oak Grove - Jackson County, Centerville, Platte City, Richmond

**Group Totals:** 14 12 12 0

**Agency Types**  
 Police

**Counties**  
 Cass, Jackson, Jasper, Lafayette, Newton, Pettis, Saline

**Cities**  
 Peculiar, Grandview, Carl Junction, Higginsville, Neosho, Sedalia, Marshall

**Project Number** 14-164-AL-001      **Fiscal Year** 2014      **Training Date** December 09, 2013      **Training Provider** MSC      **CEU Hours** 16      **# Part.** 3      **Passed** 3      **Failed** 0

<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>
Police	Greene, Lafayette, Miller	Republic, Odessa, Eldon
14-164-AL-001	2014	December 11, 2013 MSC
		8      2      2      0

<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>
Police	Christian	Nixa
14-164-AL-001	2014	December 16, 2013 MSC
		14      6      6      0

<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>
Police	Cass, Jasper	Lake Winnebago, Oronogo, Joplin - Jasper County, Duquesne, Webb City
14-164-AL-001	2014	December 18, 2013 MSC
		8      8      8      0

<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>
Police Sheriff	Cass, Clay, Jackson, Morgan, St. Charles, St. Louis Franklin	Greenwood, Smithville, Greenwood, Laurie, Wentzville, Creve Coeur Union
14-164-AL-001	2014	April 23, 2014 MSC
		8      15      15      0

<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>
Sheriff MSHP Police	Clay, Greene Camden Jackson, McDonald, Polk, Saline, St. Louis, Warren	Liberty, Springfield - Greene County Linn Creek Greenwood, South West City, Bolivar, Marshall, Wellston, Woodson Terrace, Wright City
14-164-AL-001	2014	April 17, 2014 MSC
		16      4      4      0

<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>
Police	Scott, St. Louis, Texas, Vernon	Miner, Bella Villa, Cabool, Nevada
14-164-AL-001	2014	April 21, 2014 MSC
		14      12      12      0



Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
<u>Agency Types</u> Police Sheriff	<u>Counties</u> Cass, Clay, Jackson, Johnson, St. Louis Clay	<u>Cities</u> Harrisonville, Raymore, Smithville, Raytown, Warrensburg, Ferguson Liberty					
14-164-AL-001	2014	May 01, 2014	MSC	14	6	6	0
<u>Agency Types</u> Police MSHP Sheriff	<u>Counties</u> Bates, Lafayette Jackson, Saline Henry	<u>Cities</u> Butler, Odessa Marshall, Lees Summit - Jackson County Clinton - Henry County					
14-164-AL-001	2014	May 15, 2014	MSC	14	6	6	0
<u>Agency Types</u> Police Sheriff	<u>Counties</u> Cass, Clay Cass, Clay	<u>Cities</u> Pleasant Hill, Northmoor - Clay County, Kearney Harrisonville, Liberty					
14-164-AL-001	2014	May 29, 2014	MSC	14	4	4	0
<u>Agency Types</u> Police	<u>Counties</u> Jackson, Jasper	<u>Cities</u> Carthage, Kansas City - Jackson County					
14-164-AL-001	2014	June 02, 2014	MSC	8	7	7	0
<u>Agency Types</u> Police	<u>Counties</u> Boone, Franklin, St. Charles, St. Louis	<u>Cities</u> Columbia, Washington, O Fallon, Breckenridge Hills, Woodson Terrace, Sullivan - Franklin County					
14-164-AL-001	2014	June 03, 2014	MSC	8	6	6	0
<u>Agency Types</u> Police MSHP Sheriff	<u>Counties</u> Jasper Cole Jefferson, Reynolds, St. Charles	<u>Cities</u> Webb City Jefferson City - Cole County Hillsboro, Centerville, O Fallon					

**Project Number** 14-164-AL-001      **Fiscal Year** 2014      **Training Date** June 10, 2014      **Training Provider** MSC      **CEU Hours** 14      **# Part.** 3      **Passed** 3      **Failed** 0

<b>Agency Types</b> State Agency Police	<b>Counties</b> Johnson Livingston	<b>Cities</b> Warrensburg Chillicothe	14	7	7	0
14-164-AL-001	2014	July 21, 2014	MSC			

<b>Agency Types</b> Police	<b>Counties</b> Callaway, Cass, Jackson, Phelps, Platte, Pulaski	<b>Cities</b> Holts Summit, Belton, Lake Lotawana, Rolla, Waynesville, Riverside - Platte County	16	1	1	0
14-164-AL-001	2014	September 22, 2014	MSC			

<b>Agency Types</b> State Agency	<b>Counties</b> Macon	<b>Cities</b> Macon	14	3	3	0
14-164-AL-001	2014	September 25, 2014	MSC			

<b>Agency Types</b> State Agency Police	<b>Counties</b> Macon St. Francois, St. Louis	<b>Cities</b> Macon Leadington, Eureka	8	7	7	0
14-164-AL-001	2014	September 24, 2014	MSC			

<b>Agency Types</b> Police Sheriff State Agency	<b>Counties</b> Jackson, St. Louis, Stone Henry Macon	<b>Cities</b> Beverly Hills, Branson West, Kansas City - Jackson County Clinton - Henry County Macon	236	120	120	0
<b>Group Totals:</b>						

<b>Location:</b> Washington	2014	March 19, 2014	MSC	14	11	11	0
14-164-AL-001							

<b>Agency Types</b> Police Sheriff	<b>Counties</b> Franklin, Jefferson Franklin, Jefferson	<b>Cities</b> Gerald, Union, Washington, De Soto				
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<u>Project Number</u>	<u>Fiscal Year</u>	<u>Training Date</u>	<u>Training Provider</u>	<u>CEU Hours</u>	<u># Part.</u>	<u>Passed</u>	<u>Failed</u>
<b>Course: BAC Type III Operator</b>							
<b>Location: Butler</b>							
14-K8-03-051	2014	July 21, 2014	Missouri Southern State University	0	13	13	0
<b>Agency Types</b>				<b>Group Totals:</b>			
Sheriff				0	13	13	0
<b>Counties</b>				<b>Cities</b>			
Bates, Linn						Adrian, Butler	
<b>Location: Carthage</b>							
14-K8-03-051	2014	February 03, 2014	Missouri Southern State University	24	13	13	0
<b>Agency Types</b>				<b>Group Totals:</b>			
Police				24	13	13	0
<b>Counties</b>				<b>Cities</b>			
Jasper, Newton, Stone						Oronogo, Carthage, Sarcoxie, Webb City, Seneca, Hurley	
<b>Location: Chesterfield</b>							
14-164-AL-001	2014	March 24, 2014	MSC	32	7	7	0
<b>Agency Types</b>				<b>Group Totals:</b>			
Police				32	7	7	0
<b>Counties</b>				<b>Cities</b>			
St. Louis, Warren						Manchester, Bridgeton, Chesterfield, Town and Country, Foristell - Warren County	
<b>Location: Columbia</b>							
14-164-AL-001	2014	August 18, 2014	MSC	32	9	9	0
<b>Agency Types</b>				<b>Group Totals:</b>			
Police				32	9	9	0
<b>Counties</b>				<b>Cities</b>			
St. Charles, St. Louis, Warren						Lake Saint Louis, Manchester, Bridgeton, Chesterfield, Town and Country, Foristell - Warren County	

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
<u>Agency Types</u> Police State Agency Sheriff	<u>Counties</u> Boone, Clay, Webster Macon Audrain, Howard		<u>Cities</u> Columbia, Pleasant Valley - Clay County, Seymour Macon Mexico, Fayette				
<b>Group Totals:</b>				<b>32</b>	<b>9</b>	<b>9</b>	<b>0</b>
<hr/>							
<b>Location:</b> Jefferson City - Cole County	2014	April 16, 2014	MSPH - Law Enforcement Academy	0	34	34	0
<u>Agency Types</u> MSHP	<u>Counties</u> Cole		<u>Cities</u> Jefferson City - Cole County				
14-K8-03-053	2014	November 19, 2013	MSPH - Law Enforcement Academy	0	30	30	0
<u>Agency Types</u> MSHP	<u>Counties</u> Cole		<u>Cities</u> Jefferson City - Cole County				
<b>Group Totals:</b>				<b>0</b>	<b>64</b>	<b>64</b>	<b>0</b>
<hr/>							
<b>Location:</b> Kirkwood	2014	August 18, 2014	MSC	32	10	10	0
<u>Agency Types</u> Police	<u>Counties</u> Jefferson, St. Charles, St. Louis		<u>Cities</u> Byrnes Mill, O Fallon, Pagedale, Kirkwood, Rock Hill, Town and Country				
14-164-AL-001	2014	September 15, 2014	MSC	32	12	12	0
<u>Agency Types</u> Police Sheriff	<u>Counties</u> Franklin, St. Charles, St. Louis Warren		<u>Cities</u> New Haven, Wentzville, Kirkwood, Berkeley, Brentwood, Chesterfield, Ellisville Warrenton				
<b>Group Totals:</b>				<b>64</b>	<b>22</b>	<b>22</b>	<b>0</b>
<hr/>							
<b>Location:</b> Manchester							

Project Number 14-164-AL-001     
 Fiscal Year 2014     
 Training Date August 04, 2014     
 Training Provider MSC     
 CEU Hours 32     
 # Part. 13     
 Passed 13     
 Failed 0

Agency Types  
 Police

Cities  
 Maryland Heights, Bellefontaine Neighbors, Charlack, Chesterfield, Edmundson, Ferguson

**Group Totals:**      32      13      13      0

Location: Warrensburg     
 2014     
 November 04, 2013     
 MSC

Agency Types  
 Police  
 Sheriff

Counties  
 Bates, Callaway, Clay, Jackson, Miller, Morgan, Pettis, St. Charles  
 Jackson

Cities  
 Adrian, Fulton, Excelsior Springs - Clay County, Blue Springs, Eldon, Laurie, Sedalia, Wentzville, Lake Ozark - Miller County  
 Lees Summit - Jackson County

14-164-AL-001     
 2014     
 February 03, 2014     
 MSC     
 32     
 11     
 11     
 0

Agency Types  
 Police  
 Sheriff

Counties  
 Cass, Clay, Crawford, Henry, Jackson, Johnson, Saline  
 Clay, Jackson, Johnson

Cities  
 Pleasant Hill, Raymore, Bourbon, Clinton - Henry County, Marshall  
 Liberty, Centerville, Lees Summit - Jackson County

14-164-AL-001     
 2014     
 May 05, 2014     
 MSC     
 32     
 13     
 13     
 0

Agency Types  
 Sheriff  
 Police

Counties  
 Benton, Johnson  
 Cass, Clay, Jackson, Johnson, Lafayette, Ray, Saline

Cities  
 Warsaw, Centerville

Belton, Pleasant Valley - Clay County, Lake Lotawana, Blue Springs,  
 Warrensburg, Lexington, Richmond, Marshall, Slater

14-164-AL-001     
 2014     
 March 24, 2014     
 MSC     
 32     
 9     
 9     
 0

Agency Types  
 Sheriff  
 Police

Counties  
 Callaway, Jackson, Sullivan  
 Carroll, Cass, Clay, St. Louis, Stoddard

Cities  
 Fulton, Milan, Lees Summit - Jackson County  
 Carrollton, Belton, Raymore, Excelsior Springs - Clay County,  
 Breckenridge Hills, Bloomfield

**Group Totals:**      128      45      45      0

Course: BAC Type III Operator Lab  
 Location: Chesterfield

Project Number  
 14-164-AL-001

Fiscal Year  
 2014

Training Date  
 April 04, 2014

Training Provider  
 MSC

CEU Hours  
 4

# Part.  
 1

Passed  
 1

Failed  
 0

Agency Types  
 Police

Counties  
 St. Louis

Cities  
 Bridgeton

14-164-AL-001

2014

April 04, 2014

MSC

4

3

3

0

Agency Types  
 Police

Counties  
 St. Charles, St. Louis

Cities  
 Lake Saint Louis, Manchester, Bridgeton

14-164-AL-001

2014

April 03, 2014

MSC

4

6

6

0

Agency Types  
 Police

Counties  
 St. Charles, St. Louis, Warren

Cities  
 Lake Saint Louis, Manchester, Bridgeton, Town and County, Forstell  
 - Warren County

14-164-AL-001

2014

June 25, 2014

MSC

4

9

9

0

Agency Types  
 Police

Counties  
 St. Louis

Cities  
 Maryland Heights

14-164-AL-001

2014

June 26, 2014

MSC

4

8

8

0

Agency Types  
 Police

Counties  
 St. Louis

Cities  
 Maryland Heights

14-164-AL-001

2014

June 26, 2014

MSC

4

11

11

0

Agency Types  
 Police

Counties  
 St. Louis

Cities  
 Maryland Heights

14-164-AL-001

2014

June 27, 2014

MSC

4

10

10

0

Agency Types  
 Police

Counties  
 St. Louis

Cities  
 Maryland Heights

14-164-AL-001

2014

June 27, 2014

MSC

4

10

10

0

**Group Totals:** 28 48 48 0

Location: Columbia

Project Number  
14-164-AL-001

Fiscal Year  
2014

Training Date  
August 22, 2014

Training Provider  
MSC

CEU Hours  
4

# Part.  
4

Passed  
4

Failed  
0

Agency Types  
Sheriff  
Police

Counties  
Audrain  
Boone

Cities  
Mexico  
Columbia

14-164-AL-001      2014      August 22, 2014      MSC      4      6      6      0

Agency Types  
Police  
Sheriff  
State Agency

Counties  
Clay, Webster  
Audrain, Howard  
Macon

Cities  
Pleasant Valley - Clay County, Seymour  
Mexico, Fayette  
Macon

**Group Totals:**      8      10      10      0

**Location: Kirkwood**

14-164-AL-001      2014      August 22, 2014      MSC      4      10      10      0

Agency Types  
Police

Counties  
Jefferson, St. Charles, St. Louis

Cities  
Byrnes Mill, O Fallon, Pagedale, Kirkwood, Rock Hill, Town and Country

14-164-AL-001      2014      September 19, 2014      MSC      4      15      15      0

Agency Types  
Sheriff  
Police

Counties  
Warren  
Franklin, St. Charles, St. Louis

Cities  
Warrenton  
New Haven, Wentzville, Kirkwood, Berkeley, Brentwood, Chesterfield, Ellisville

**Group Totals:**      8      25      25      0

**Location: Manchester**

14-164-AL-001      2014      August 08, 2014      MSC      4      5      5      0

Agency Types  
Police

Counties  
St. Louis

Cities  
Bellevue, Bellefontaine Neighbors, Charlack



Project Number  
14-164-AL-001

Fiscal Year  
2014

Training Date  
August 07, 2014

Training Provider  
MSC

CEU Hours  
4

# Part.  
2

Passed  
2

Failed  
0

<u>Agency Types</u>	<u>Counties</u>	<u>Training Date</u>	<u>Training Provider</u>	<u>CEU Hours</u>	<u># Part.</u>	<u>Passed</u>	<u>Failed</u>
Police	St. Louis	August 07, 2014	MSC	4	2	2	0
14-164-AL-001				4	9	9	0

Cities  
Edmundson

<u>Agency Types</u>	<u>Counties</u>	<u>Training Date</u>	<u>Training Provider</u>	<u>CEU Hours</u>	<u># Part.</u>	<u>Passed</u>	<u>Failed</u>
Police	St. Louis	July 28, 2014	MSC	4	3	3	0
14-164-AL-001				4	3	3	0

Cities  
Maryland Heights, Bellefontaine Neighbors, Chesterfield, Ferguson

<u>Agency Types</u>	<u>Counties</u>	<u>Training Date</u>	<u>Training Provider</u>	<u>CEU Hours</u>	<u># Part.</u>	<u>Passed</u>	<u>Failed</u>
University	Johnson	July 29, 2014	MSC	4	6	6	0
14-164-AL-001				4	6	6	0

Cities  
Warrensburg

<u>Agency Types</u>	<u>Counties</u>	<u>Training Date</u>	<u>Training Provider</u>	<u>CEU Hours</u>	<u># Part.</u>	<u>Passed</u>	<u>Failed</u>
Sheriff	Jackson	March 28, 2014	MSC	4	3	3	0
Police	Clay, St. Louis	March 27, 2014	MSC	4	4	4	0
14-164-AL-001				4	4	4	0

Cities  
Lees Summit - Jackson County  
Excelsior Springs - Clay County, Breckenridge Hills

<u>Agency Types</u>	<u>Counties</u>	<u>Training Date</u>	<u>Training Provider</u>	<u>CEU Hours</u>	<u># Part.</u>	<u>Passed</u>	<u>Failed</u>
Police	Carroll, Stoddard	March 28, 2014	MSC	4	3	3	0
Sheriff	Callaway, Sullivan	March 27, 2014	MSC	4	4	4	0
14-164-AL-001				4	4	4	0

Cities  
Carrollton, Bloomfield  
Fulton, Milan

**Group Totals:**

12 16 16 0

<u>Agency Types</u>	<u>Counties</u>	<u>Training Date</u>	<u>Training Provider</u>	<u>CEU Hours</u>	<u># Part.</u>	<u>Passed</u>	<u>Failed</u>
University	Johnson	July 29, 2014	MSC	4	6	6	0
14-164-AL-001				4	6	6	0

**Location: Warrensburg**



Project Number 14-164-AL-001      Fiscal Year 2014      Training Date March 28, 2014      Training Provider MSC      CEU Hours 4      # Part. 2      Passed 2      Failed 0

<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>	<u>CEU Hours</u>	<u># Part.</u>	<u>Passed</u>	<u>Failed</u>
Police	Cass	Belton, Raymore	4	2	2	0
14-164-AL-001	2014	March 28, 2014	MSC	4	2	2

<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>	<u>CEU Hours</u>	<u># Part.</u>	<u>Passed</u>	<u>Failed</u>
Police	Cass	Belton, Raymore	4	4	4	0
14-164-AL-001	2014	May 08, 2014	MSC	4	4	0

<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>	<u>CEU Hours</u>	<u># Part.</u>	<u>Passed</u>	<u>Failed</u>
Police	Jackson, Johnson	Blue Springs, Warrensburg	4	3	3	0
Sheriff	Johnson	Centerview	4	4	4	0
14-164-AL-001	2014	May 09, 2014	MSC	4	3	0

<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>	<u>CEU Hours</u>	<u># Part.</u>	<u>Passed</u>	<u>Failed</u>
Sheriff	Benton	Warsaw	4	2	2	0
Police	Clay, Saline	Pleasant Valley - Clay County, Marshall	4	2	2	0
14-164-AL-001	2014	May 08, 2014	MSC	4	2	0

<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>	<u>CEU Hours</u>	<u># Part.</u>	<u>Passed</u>	<u>Failed</u>
Police	Cass, Jackson	Belton, Lake Lotawana	4	14	14	0
14-164-AL-001	2014	May 09, 2014	MSC	4	14	0

<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>	<u>CEU Hours</u>	<u># Part.</u>	<u>Passed</u>	<u>Failed</u>
Police	Clay, Johnson, Lafayette, Ray, Saline	Pleasant Valley - Clay County, Warrensburg, Lexington, Richmond, Marshall, Slater	4	8	8	0
Sheriff	Benton, Johnson	Warsaw, Centerview	4	8	8	0
14-164-AL-001	2014	February 07, 2014	MSC	4	8	0

<u>Project Number</u>	<u>Fiscal Year</u>	<u>Training Date</u>	<u>Training Provider</u>	<u>CEU Hours</u>	<u># Part</u>	<u>Passed</u>	<u>Failed</u>
<u>Agency Types</u> Sheriff Police		<u>Counties</u> Clay, Jackson Cass, Crawford, Henry, Saline	<u>Cities</u> Raymore, Bourbon, Clinton - Henry County, Marshall				
14-164-AL-001	2014	February 10, 2014	MSC	4	1	1	0
<u>Agency Types</u> Police		<u>Counties</u> Cass	<u>Cities</u> Raymore				
14-164-AL-001	2014	February 11, 2014	MSC	4	4	4	0
<u>Agency Types</u> Police Sheriff		<u>Counties</u> Cass, Saline Johnson	<u>Cities</u> Pleasant Hill, Marshall Centerview				
14-164-AL-001	2014	February 10, 2014	MSC	4	5	5	0
<u>Agency Types</u> Sheriff Police		<u>Counties</u> Clay, Johnson Cass, Henry	<u>Cities</u> Liberty, Centerview Pleasant Hill, Clinton - Henry County				
14-164-AL-001	2014	November 07, 2013	MSC	4	9	9	0
<u>Agency Types</u> Police		<u>Counties</u> Bates, Callaway, Miller, Morgan, Pettis, St. Charles	<u>Cities</u> Adrian, Fulton, Eldon, Laurie, Sedalia, Wentzville, Lake Ozark - Miller County				
14-164-AL-001	2014	November 07, 2013	MSC	4	4	4	0
<u>Agency Types</u> Sheriff Police		<u>Counties</u> Jackson Clay, Pettis, St. Charles	<u>Cities</u> Lees Summit - Jackson County Excelsior Springs - Clay County, Sedalia, Wentzville				
14-164-AL-001	2014	November 08, 2013	MSC	4	1	1	0
<u>Agency Types</u> Police		<u>Counties</u> Jackson	<u>Cities</u> Blue Springs				

<u>Project Number</u>	<u>Fiscal Year</u>	<u>Training Date</u>	<u>Training Provider</u>	<u>CEU Hours</u>	<u># Part.</u>	<u>Passed</u>	<u>Failed</u>
<b>Course: Basic Crash Investigation</b>							
<b>Location: Jefferson City - Cole County</b>							
14-AI-04-002	2014	October 28, 2013	MSPH - Law Enforcement Academy	0	30	30	0
<b>Group Totals:</b>							
				68	75	75	2
<b>Agency Types</b>							
MSPH							
<b>Cities</b>							
Jefferson City - Cole County							
14-AI-04-002	2014	March 31, 2014	MSPH Law Enforcement Academy	31	10	10	0
<b>Agency Types</b>							
Police							
Sheriff							
<b>Cities</b>							
Columbia, Republic, Eldon, Rolla, Farmington, Saint Louis, Kansas City - Jackson County Liberty							
14-AI-04-002	2014	May 05, 2014	MSPH - Law Enforcement Academy	0	34	34	0
<b>Agency Types</b>							
MSPH							
<b>Cities</b>							
Jefferson City - Cole County							
<b>Course: Beyond the Ticket</b>							
<b>Location: Potosi</b>							
14-PT-02-065	2014	June 07, 2014	Missouri Southern State University	0	13	12	1
<b>Agency Types</b>							
Police							
<b>Cities</b>							
Overland, Nevada, Potosi							
<b>Group Totals:</b>							
				0	13	12	1
<b>Course: Crash Investigation I</b>							
<b>Location: Chesterfield</b>							
14-AI-04-001	2014	January 22, 2014	Missouri Safety Center	0	14	14	0

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
<b>Agency Types</b>							
Sheriff	<u>Counties</u> Boone		<u>Cities</u> Columbia				
Police	Jackson, Jefferson, St. Charles, St. Louis, St. Louis City		Independence, Herculaneum, Arnold, Saint Peters, Chesterfield, Saint Louis				
MoDOT	Jackson		Lees Summit - Jackson County				
<b>Group Totals:</b>				0	14	14	0
<b>Location: Jefferson City - Cole County</b>							
14-AI-04-002	2014	June 02, 2014	MSPH - Law Enforcement Academy	32	13	13	0
<b>Agency Types</b>							
Police	<u>Counties</u> Jackson, Laclede, Phelps, St. Charles		<u>Cities</u> Lebanon, Rolla, Saint Charles, Kansas City - Jackson County, Lees Summit - Jackson County				
MSHP	Nodaway, Phelps		Maryville, Rolla				
14-AI-04-002	2014	April 14, 2014	MSPH Law Enforcement Academy	32	22	22	0
<b>Agency Types</b>							
Police	<u>Counties</u> Boone, Cass, Clay, Greene, Jackson, Laclede, Phelps, St. Charles, St. Louis		<u>Cities</u> Columbia, Belton, Grandview, Lebanon, Rolla, Saint Charles, Chesterfield, Kansas City - Clay County, Kansas City - Jackson County, Lees Summit - Jackson County, Springfield - Greene County				
MSHP	Crawford, Lincoln		Cuba, Troy				
<b>Group Totals:</b>				64	35	35	0
<b>Course: Crash Investigation II</b>							
<b>Location: Chesterfield</b>							
14-AI-04-001	2014	February 19, 2014	MSC	0	17	17	0
<b>Agency Types</b>							
Sheriff	<u>Counties</u> Boone		<u>Cities</u> Columbia				
MoDOT	Jackson		Lees Summit - Jackson County				
Police	Jackson, Jefferson, St. Charles, St. Louis, St. Louis City		Independence, Herculaneum, Arnold, Saint Peters, Chesterfield, Town and Country, Saint Louis				
<b>Group Totals:</b>				0	17	17	0
<b>Course: Crash Investigation III</b>							
<b>Location: Chesterfield</b>							

Project Number 14-AI-04-001     
 Fiscal Year 2014     
 Training Date March 19, 2014     
 Training Provider MSC     
 CEU Hours 0     
 # Part. 17     
 Passed 17     
 Failed 0

Agency Types  
 Sheriff  
 Police  
 MoDOT

Counties  
 Boone  
 Jackson, Jefferson, St. Charles, St. Louis, St. Louis City  
 Jackson

Cities  
 Columbia  
 Independence, Herculaneum, Arnold, Saint Peters, Maryland Heights,  
 Saint Louis  
 Lees Summit - Jackson County

**Group Totals:**      0      17      17      0

**Course: Crash Investigation IV**  
**Location: Chesterfield**

14-AI-04-001      2014      April 16, 2014      MSC      0      17      17      0

Agency Types  
 MoDOT  
 Police  
 Sheriff

Counties  
 Jackson  
 Jackson, Jefferson, St. Charles, St. Louis, St. Louis City  
 Boone

Cities  
 Lees Summit - Jackson County  
 Independence, Herculaneum, Arnold, Saint Peters, Maryland Heights,  
 Chesterfield, Saint Louis  
 Columbia

**Group Totals:**      0      17      17      0

**Course: Crash Investigation V**  
**Location: Chesterfield**

14-AI-04-001      2014      May 21, 2014      MSC      0      16      16      0

Agency Types  
 Police  
 MoDOT  
 Sheriff

Counties  
 Jackson, Jefferson, St. Charles, St. Louis  
 Jackson  
 Boone

Cities  
 Independence, Herculaneum, Arnold, Saint Peters, Maryland Heights,  
 Chesterfield  
 Lees Summit - Jackson County  
 Columbia

**Group Totals:**      0      16      16      0

**Course: Crash Investigation VI**  
**Location: Chesterfield**

Project Number 14-AI-04-001     
 Fiscal Year 2014     
 Training Date June 25, 2014     
 Training Provider MSC     
 CEU Hours 0     
 # Part. 16     
 Passed 16     
 Failed 0

Agency Types  
 Police  
 MoDOT  
 Sheriff

Counties  
 Jackson, Jefferson, St. Charles, St. Louis, St. Louis City  
 Jackson  
 Boone

Cities  
 Independence, Herculaneum, Arnold, Saint Peters, Maryland Heights,  
 Chesterfield, Saint Louis  
 Lees Summit - Jackson County  
 Columbia

**Group Totals:**      0      16      16      0

**Course:** Crash Reconstruction  
**Location:** Chesterfield  
 14-AI-04-001      2014      September 15, 2014      MSC

Agency Types  
 Sheriff  
 Police

Counties  
 Boone  
 Franklin, Jefferson, St. Charles, St. Louis, St. Louis City

Cities  
 Columbia  
 Pacific, Herculaneum, Arnold, Saint Peters, Wentzville, Maryland Heights, Chesterfield, Creve Coeur, Saint Louis

**Group Totals:**      0      16      14      2

**Location:** Jefferson City - Cole County  
 14-AI-04-002      2014      September 15, 2014      MSHP Law Enforcement Academy

Agency Types  
 Sheriff  
 Police  
 MSHP

Counties  
 Clay  
 Boone, Clay, Cole, Jackson, Phelps, St. Charles  
 Cape Girardeau, Howell, Jackson, Lincoln, Morgan, New Madrid, Pulaski, St. Louis

Cities  
 Liberty  
 Columbia, Liberty, Blue Springs, Rolla, O Fallon, Jefferson City - Cole County, Kansas City - Jackson County  
 Jackson, West Plains, Troy, Versailles, Portageville, Saint Robert, Maryland Heights

14-AI-04-002      2014      September 10, 2014      MSHP Law Enforcement Academy      15      16      16      0

Agency Types  
 Police  
 MSHP

Counties  
 Clay, Cole, Jackson, Jasper, St. Charles  
 Laclede, Phelps

Cities  
 Liberty, Grandview, Blue Springs, Carthage, O Fallon, Jefferson City - Cole County, Kansas City - Jackson County  
 Lebanon, Rolla

**Group Totals:**      83      33      33      0

**Course:** Crash Reconstruction Prep  
**Location:** Chesterfield



Project Number 14-AI-04-001     
 Fiscal Year 2014     
 Training Date August 21, 2014     
 Training Provider MSC     
 CEU Hours 0     
 # Part. 10     
 Passed 10     
 Failed 0

Agency Types  
 Police

Counties  
 Franklin, Jefferson, St. Charles, St. Louis, St. Louis City

Cities  
 Pacific, Herculaneum, Arnold, Saint Peters, Wentzville, Creve Coeur, Saint Louis

**Course:** DITEP     
**Location:** Camden     
**Group Totals:**     
 0      10      10      0

Agency Types  
 Police

Counties  
 Audrain, Bollinger, Boone, Buchanan, Camden, Carroll, Chariton, Clay, Jackson, Jasper, Jefferson, Livingston, McDonald, Monticau, Monroe, New Madrid, Oregon, Pettis, Polk, Pulaski, Saline, Scott, St. Louis, Taney, Washington

Cities  
 Mexico, Marble Hill, Columbia, Saint Joseph, Camdenton, Bosworth, Carrollton, Mendon, Liberty, Blue Springs, Carthage, Hillsboro, Chillicothe, Pineville, California, Madison, Gideon, Thayer, Sedalia, Morrisville, Waynesville, Marshall, Eureka, Branson, Richwoods, Sikeston - Scott County

**Location:** Camdenton     
 2014     
 February 26, 2014     
 Mo Police Chiefs Assn     
 16      26      40      0

Agency Types  
 School District  
 Police

Counties  
 Camden, Jasper, Miller, Phelps, Pulaski, Randolph, Washington  
 Camden, Jackson, Jasper, Miller, Phelps, Pulaski, Randolph

Cities  
 Camdenton, Stoutland - Camden County, Sarcoxie, Iberia, Rolla, Waynesville, Higbee, Caledonia, Lake Ozark - Miller County  
 Montreat, Linn Creek, Camdenton, Stoutland - Camden County, Sunrise Beach - Camden County, Carthage, Iberia, Rolla, Waynesville, Higbee, Kansas City - Jackson County, Lake Ozark - Miller County

**Location:** Cape Girardeau     
 2014     
 March 13, 2014     
 Mo Police Chiefs Assn     
 16      26      26      0

Project Number      Fiscal Year      Training Date      Training Provider      CEU Hours      # Part      Passed      Failed

Agency Types	Counties	Cities
Public Works	Mississippi	Charleston
Police	Cape Girardeau, Dunklin	Jackson, Cape Girardeau, Kennett
School District	Cape Girardeau, Mississippi, Perry, Scott, St. Francois, Ste. Genevieve, Stoddard	Jackson, Cape Girardeau, East Prairie, Perryville, Farmington, Sainte Genevieve, Puxico, Sikeston - Scott County
Other	Bollinger, Cape Girardeau, Perry	Marble Hill, Cape Girardeau, Perryville

Group Totals:      16      26      26      0

Location:      Jefferson City - Cole County      2014      December 18, 2013      Missouri Police Chiefs      16      17      17      0

Agency Types	Counties	Cities
Police	Boone, Cole, Crawford, Howell, Jackson, Madison, Miller, Pettis, St. Louis, Stone	Columbia, Sullivan - Crawford County, Mountain View, Grain Valley, Independence, Blue Springs, Sugar Creek, Fredericktown, Sedalia, Bellefontaine Neighbors, Saint Johns, Galena, Reeds Spring, Jefferson City - Cole County, Lake Ozark - Miller County

Group Totals:      16      17      17      0

Location:      Kansas City - Jackson County      2014      January 29, 2014      Mo Police Chiefs Assn      16      36      36      0

Agency Types	Counties	Cities
School District	Cass, Clark, Clay, Jackson	Belton, Gladstone, Kearney, Liberty, Grain Valley, Independence, Kansas City - Platte County
Police	Clinton, Johnson, Lewis, Platte	Kahoka, Gladstone, Lawson, Lake Lotawana, Canton, Platte City, Gower - Clinton County, Kansas City - Platte County

Group Totals:      16      36      36      0

Location:      Saint Charles      2014      March 06, 2014      Mo Police Chiefs Assn      16      30      30      0

Agency Types	Counties	Cities
School District	Scott, St. Charles, St. Louis, St. Louis City	Oran, O Fallon, Saint Charles, Saint Peters, Kirkwood, Bridgeton, Chesterfield, Ferguson, Saint Johns, Town and Country, Webster Groves, Saint Louis
Police	St. Charles, St. Louis	O Fallon, Saint Charles, Saint Peters, Manchester, Maplewood, Olivette, Kirkwood, Bridgeton, Chesterfield, Eureka, Saint Ann
University	St. Louis City	Saint Louis



Project Number      Fiscal Year      Training Date      Training Provider      CEU Hours      # Part.      Passed      Failed

14-K8-03-050      2014      April 09, 2014      Mo Police Chiefs Assn      16      30      30      0

**Location:** Saint Peters

Agency Types  
Police  
School District

Counties  
PHELPS, SCOTT  
BOONE, FRANKLIN, JEFFERSON, NEW MADRID, PIKE

Cities  
SAINT JAMES, BENTON  
COLUMBIA, PACIFIC, CEDAR HILL, FESTUS, NEW MADRID, LOUISIANA

14-K8-03-050      2014      December 18, 2013      Mo Police Chiefs Assn      16      44      44      0

Agency Types  
Police  
School District  
Public Works

Counties  
JEFFERSON, PHELPS, ST. CHARLES, ST. LOUIS  
JEFFERSON, RANDOLPH, ST. CHARLES, ST. LOUIS  
ST. LOUIS

Cities  
HILLSBORO, HOUSE SPRINGS, CEDAR HILL, SAINT JAMES, O FALLON, SAINT CHARLES, SAINT PETERS, WENTZVILLE, MANCHESTER, KIRKWOOD, BALLWIN, CREVE COEUR, FERGUSON, FLOISSANT, RIVERVIEW - ST. LOUIS COUNTY  
HOUSE SPRINGS, CEDAR HILL, HUNTSVILLE, O FALLON, SAINT CHARLES, MANCHESTER, BALLWIN, CREVE COEUR  
TOWN AND COUNTRY

14-K8-03-050      2014      April 03, 2014      Mo Police Chiefs Assn      16      30      30      0

**Location:** Sedalia

Agency Types  
School District  
Police

Counties  
LAFAYETTE, MADISON, MARION, MORGAN, PETTIS  
BOONE, MORGAN, RALLS, SALINE

Cities  
ODESSA, CONCORDIA, FREDERICKTOWN, PALMYRA, VERSAILLES, HUGHESVILLE, LA MONTE  
COLUMBIA, LAURIE, NEW LONDON, MARSHALL, SLATER, SWEET SPRINGS

14-K8-03-050      2014      February 19, 2014      Mo Police Chiefs Assn      16      22      22      0

**Location:** Springfield - Greene County

Agency Types  
Police  
School District  
Safety Council

Counties  
LACLEDE, NEWTON, STONE  
CARTER, CHRISTIAN, DENT, POLK, TANEY  
GREENE

Cities  
LEBANON, CONWAY, NEOSHO, REEDS SPRING, MERRIAM WOODS  
VAN BUREN, CLEVER, SALEM, BOLIVAR, HOLLISTER, KIRBYVILLE, BRANSON  
SPRINGFIELD - GREENE COUNTY

14-K8-03-050      2014      April 03, 2014      Mo Police Chiefs Assn      16      32      61      0

<u>Project Number</u>	<u>Fiscal Year</u>	<u>Training Date</u>	<u>Training Provider</u>	<u>CEU Hours</u>	<u># Part.</u>	<u>Passed</u>	<u>Failed</u>
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<b>Course: DRE Training</b>							
<b>Location: Jefferson City - Cole County</b>							
14-K8-03-053	2014	April 14, 2014	MSHP Law Enforcement Academy	16	22	22	0
<b>Group Totals:</b>				<b>16</b>	<b>22</b>	<b>22</b>	<b>0</b>

<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>
Police	Barry, Buchanan, Franklin, Jackson, Scott, St. Louis	Monett, Saint Joseph, Union, Blue Springs, Scott City, Breckenridge Hills, Kansas City - Jackson County
MSHP	St. Charles, Warren	Saint Peters, Warrenton
Sheriff	Jasper	Carthage

14-M5TR-03-003	2014	September 15, 2014	MSHP Law Enforcement Academy	72	14	14	0
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<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>
Police	Boone, Crawford, Jackson, Newton, Phelps	Columbia, Sullivan - Crawford County, Seneca, Rolla, Kansas City - Jackson County
Other	Cole	Jefferson City - Cole County
MSHP	Caldwell, Carroll, Jackson, Jefferson, Phelps, Putnam, St. Charles	Kidder, Carrollton, Arnold, Saint James, Unionville, Lake Saint Louis, Lees Summit - Jackson County

<b>Group Totals:</b>				<b>160</b>	<b>25</b>	<b>25</b>	<b>0</b>
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<b>Course: DWI Crash Investigation</b>							
<b>Location: Nevada</b>							
14-K8-03-051	2014	June 26, 2014	Missouri Southern State University	0	6	6	0

<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>
Police	Jasper, Vernon	Webb City, Nevada

<b>Group Totals:</b>				<b>0</b>	<b>6</b>	<b>6</b>	<b>0</b>
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<b>Location: Nixa</b>							
14-K8-03-051	2014	January 06, 2014	Missouri Southern State University	8	22	21	0

<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>
Police	Christian, Jasper, Stone, Taney	Nixa, Billings, Carthage, Hurley, Branson
Sheriff	Barton	

<u>Project Number</u>	<u>Fiscal Year</u>	<u>Training Date</u>	<u>Training Provider</u>	<u>CEU Hours</u>	<u># Part.</u>	<u>Passed</u>	<u>Failed</u>
<b>Course: DWI Enforcement Strategies fo</b>							
<b>Location: Aurora</b>							
14-K8-03-051	2014	March 26, 2014	Missouri Southern State University	8	22	21	0
<b>Group Totals:</b>							
				0	26	26	0
<b>Agency Types</b>							
Police							
<b>Counties</b>				<b>Cities</b>			
Barry, Greene, Jasper, Lawrence, McDonald, Newton, Taney, Vernon				Cassville, Seligman, Strafford, Duquesne, Marionville, Mount Vernon, Aurora, Verona, Pineville, Fairview - Newton County, Forsyth			
<b>Location: Nevada</b>							
14-K8-03-051	2014	August 06, 2014	Missouri Southern State University	0	11	11	0
<b>Group Totals:</b>							
				0	11	11	0
<b>Agency Types</b>							
Police							
<b>Counties</b>				<b>Cities</b>			
Barton, Jasper, Newton, Vernon				Jasper, Granby, Nevada			
<b>Location: Nixa</b>							
14-K8-03-051	2014	January 13, 2014	Missouri Southern State University	8	21	21	0
<b>Group Totals:</b>							
				8	21	21	0
<b>Agency Types</b>							
Sheriff							
Police							
<b>Counties</b>				<b>Cities</b>			
Barton				Nixa, Billings, Fair Grove, Strafford, Carthage, Aurora, Anderson, Galena, Branson, Licking			
<b>Location: Osage Beach - Camden County</b>							
14-K8-03-052	2014	June 04, 2014	MOPS	14	162	162	0
<b>Group Totals:</b>							
				8	21	21	0

Agency Types

Other

MSHP

Police

Prosecuting Attorney

Sheriff

State Agency

Counties

Franklin

Boone, Buchanan, Butler, Callaway, Carroll, Greene, Howell, Jackson, Macon, Phelps, Randolph, St. Louis  
 Adair, Barry, Boone, Buchanan, Butler, Callaway, Cass, Clay, Cole, Dent, Greene, Howell, Jackson, Jasper, New Madrid, Platte, Saline, Scott, St. Charles, St. Louis, Taney

Audrain, Bates, Boone, Buchanan, Camden, Christian, Franklin, Gasconade, Gentry, Jefferson, Lincoln, Newton, Phelps, Platte, Polk, St. Charles, St. Louis  
 Boone, Cass, Greene, Jackson, Jefferson, Newton, Oregon, Scott, St. Charles  
 Butler, Cole, Johnson, St. Louis

Cities

Kirkville, Monett, Columbia, Saint Joseph, Poplar Bluff, Fulton, Harrisonville, Pleasant Hill, Raymore, Excelsior Springs - Clay County, Smithville, Salem, Mountain View, Willow Springs, Grandview, Blue Springs, Cartersville, Duquesne, Sikeston - New Madrid County, Marshall, O Fallon, Saint Charles, Wentzville, Hazelwood, Breckenridge Hills, Chesterfield, Merriam Woods, Branson, Forsyth, Jefferson City - Cole County, Kansas City - Jackson County, Lees Summit - Jackson County, Riverside - Platte County, Sikeston - Scott County, Springfield - Greene County  
 Saint Joseph

**Group Totals:**

14      162      162      0

**Course: Electric Vehicle Safety**

**Location:**

14-EM-02-001

2014

March 22, 2014

MU FRTI

Agency Types

Fire

Counties

Laclede, Phelps, Pulaski

Cities

Lebanon, Newburg, Rolla, Laquey, Dixon, Saint Robert, Waynesville, Richland - Pulaski County

**Group Totals:**

0      19      19      0

**Location: Alton**

14-EM-02-001

2014

February 17, 2014

MU FRTI

Agency Types

Fire

Counties

Howell, Oregon, Ripley

Cities

West Plains, Myrtle, Koshkonong, Alton, Thayer, Gatewood

**Group Totals:**

0      38      38      0

**Location: Iberia**

<u>Project Number</u> 14-EM-02-001	<u>Fiscal Year</u> 2014	<u>Training Date</u> March 21, 2014	<u>Training Provider</u> MU FRTI	<u>CEU Hours</u> 0	<u># Part.</u> 27	<u>Passed</u> 27	<u>Failed</u> 0
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Agency Types  
Fire

Counties  
Laclede, Miller, Osage, Pulaski

Cities  
Lebanon, Iberia, Brumley, Eldon, Tuscumbia, Freeburg, Crocker, Dixon

**Location: Shell Knob - Barry County**

14-EM-02-001	2014	February 18, 2014	MU FRTI	0	27	27	0
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**Group Totals:**

Agency Types  
Fire

Counties  
Barry, Carroll, Stone

Cities  
Cassville, Shell Knob - Barry County, Lampe, Cape Fair

**Course: Emergency Vehicle Safety**

**Location:**

14-EM-02-001	2014	November 01, 2013	MU FRTI	0	35	33	2
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**Group Totals:**

Agency Types  
Fire

Counties  
Barry, Lawrence, Stone

Cities  
Golden, Cassville, Eagle Rock, Shell Knob - Barry County, Washburn, Aurora, Lampe, Blue Eye, Cape Fair

14-EM-02-001	2014	November 09, 2013	MU FRTI	2	26	26	0
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Agency Types  
Fire

Counties  
Boone, Camden, Laclede, Moniteau, Morgan, Phelps, Pulaski

Cities  
Ashland, Lake Ozark - Camden County, Linn Creek, Camdenon, Lebanon, Jamestown, Versailles, Newburg, Saint James, Fort Leonard Wood CDP, Crocker, Dixon, Saint Robert, Waynesville, Richland - Pulaski County

**Location: Alton**

14-EM-02-001	2014	January 14, 2014	MU FRTI	3	48	48	0
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**Group Totals:**

Agency Types  
Fire

Counties  
Howell, Oregon, Ripley

Cities  
West Plains, Koshkonong, Alton, Gatewood

14-EM-02-001	2014	January 14, 2014	MU FRTI	1	15	15	0
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**Group Totals:**

**Project Number**      **Fiscal Year**      **Training Date**      **Training Provider**      **CEU Hours**      **# Part.**      **Passed**      **Failed**  
**Location:** Eldon      2014      October 11, 2013      MU FRTI      2      20      20      0  
14-EM-02-001

**Agency Types**      **Counties**      **Cities**  
EMS      Camden, Cole, Franklin, Miller, Montiteau, Morgan, Pulaski      Lake Ozark - Camden County, Eugene, Eldon, California, Barnett, Rocky Mount, Dixon, Sullivan - Franklin County

**Group Totals:**      2      20      20      0

**Location:** Ellington      2014      March 01, 2014      MU FRTI      2      17      17      0  
14-EM-02-001

**Agency Types**      **Counties**      **Cities**  
Fire      Carter, Reynolds, Wayne      Van Buren, Centerville, Ellington, Piedmont

**Group Totals:**      2      17      17      0

**Location:** Forsyth      2014      January 04, 2014      MU FRTI      1      13      13      0  
14-EM-02-001

**Agency Types**      **Counties**      **Cities**  
Fire      Stone, Taney      Lampe, Kisse Mills, Branson, Forsyth, Rockaway Beach, Taneyville

**Group Totals:**      1      13      13      0

**Location:** Gainesville      2014      January 17, 2014      MU FRTI      0      23      23      0  
14-EM-02-001

**Agency Types**      **Counties**      **Cities**  
Fire      Howell, Ozark, Taney      Pottersville, West Plains, Gainesville, Pontiac, Tecumseh, Theodosia, Wasola, Hollister

**Group Totals:**      0      23      23      0

**Location:** Greenfield      2014      April 18, 2014      MU FRTI      2      24      24      0  
14-EM-02-001

**Agency Types**      **Counties**      **Cities**  
Fire      Dade, Greene, Lawrence      Greenfield, Lockwood, South Greenfield, Ash Grove, Republic, Walnut Grove, Miller



<u>Project Number</u>	<u>Fiscal Year</u>	<u>Training Date</u>	<u>Training Provider</u>	<u>CEU Hours</u>	<u># Part.</u>	<u>Passed</u>	<u>Failed</u>
<b>Location: Marble Hill</b>							
14-EM-02-001	2014	November 01, 2013	MU FRTI	2	24	24	0
<b>Group Totals:</b>							
				0	10	10	0
<b>Agency Types</b>							
Fire							
<b>Counties</b>							
Bollinger, Cape Girardeau, Stoddard							
<b>Cities</b>							
Gipsy, Marble Hill, Arab, Whitewater, Advance							
<b>Group Totals:</b>							
				0	10	10	0
<b>Location: Mountain Grove - Wright County</b>							
14-EM-02-001	2014	October 18, 2013	MU FRTI	2	37	35	2
<b>Group Totals:</b>							
				2	37	35	2
<b>Agency Types</b>							
Fire							
<b>Counties</b>							
Douglas, Howell, Lafayette, Shannon, Texas, Wright							
<b>Cities</b>							
Vanzant, Willow Springs, Lexington, Eminence, Plato, Licking, Cabool, Hartville, Norwood, Mountain Grove - Wright County							
<b>Group Totals:</b>							
				2	37	35	2
<b>Location: Norborne</b>							
14-EM-02-001	2014	January 26, 2014	MU FRTI	1	23	23	0
<b>Group Totals:</b>							
				1	23	23	0
<b>Agency Types</b>							
Fire							
<b>Counties</b>							
Carroll, Lafayette							
<b>Cities</b>							
Norborne, Carrollton, Higginsville, Wellington							
<b>Group Totals:</b>							
				1	23	23	0
<b>Location: Ozark</b>							
14-EM-02-001	2014	January 25, 2014	MU FRTI	1	21	21	0
<b>Group Totals:</b>							
				1	21	21	0
<b>Agency Types</b>							
Fire							
<b>Counties</b>							
Christian, Dallas, Greene, Laclede							
<b>Cities</b>							
Highlandville, Nixa, Ozark, Billings, Clever, Sparta, Buffalo, Lebanon, Springfield - Greene County							
<b>Group Totals:</b>							
				1	21	21	0
<b>Course: EVOC</b>							
<b>Location: Jefferson City - Cole County</b>							



Project Number 14-PT-02-066     
 Fiscal Year 2014     
 Training Date October 14, 2013     
 Training Provider MSHP Law Enforcement Academy     
 CEU Hours 0     
 # Part. 30     
 Passed 30     
 Failed 0

<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>	<u>CEU Hours</u>	<u># Part.</u>	<u>Passed</u>	<u>Failed</u>
MSHP	Cole	Jefferson City - Cole County				
14-PT-02-066	2014	May 09, 2014	MSHP Law Enforcement Academy	44	16	0

<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>	<u>CEU Hours</u>	<u># Part.</u>	<u>Passed</u>	<u>Failed</u>
Police	Boone, Jefferson, Phelps, St. Louis	Columbia, Herculaneum, Rolla, Normandy, Kirkwood				
Sheriff	Boone, Cape Girardeau, Clay, Franklin	Columbia, Cape Girardeau, Liberty, Union				
14-PT-02-066	2014	March 31, 2014	MSHP Law Enforcement Academy	0	34	0

<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>	<u>CEU Hours</u>	<u># Part.</u>	<u>Passed</u>	<u>Failed</u>
MSHP	Cole	Jefferson City - Cole County				
14-PT-02-066	2014	April 21, 2014	MSHP Law Enforcement Academy	44	17	1

<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>	<u>CEU Hours</u>	<u># Part.</u>	<u>Passed</u>	<u>Failed</u>
Sheriff	Boone, Cape Girardeau, Clay, Livingston, St. Francois, St. Louis	Columbia, Jackson, Liberty, Chillicothe, Farmington, Kirkwood				
Police	Franklin, Jefferson, Phelps, St. Charles	Union, Herculaneum, Rolla, Saint Charles				
14-PT-02-066	2014	August 25, 2014	MSHP - Law Enforcement Academy	0	32	0

<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>	<u>CEU Hours</u>	<u># Part.</u>	<u>Passed</u>	<u>Failed</u>
MSHP	Cole	Jefferson City - Cole County				
14-PT-02-066	2014	September 22, 2014	MSHP - Law Enforcement Academy	40	11	0
<b>Group Totals:</b>			<b>88</b>	<b>129</b>	<b>128</b>	<b>1</b>

**Course:** EVOC Instructor  
**Location:** Jefferson City - Cole County

<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>	<u>CEU Hours</u>	<u># Part.</u>	<u>Passed</u>	<u>Failed</u>
MSHP	New Madrid	New Madrid				
Police	Boone, Greene, Jasper, St. Louis	Columbia, Joplin - Jasper County, Normandy, Kirkwood, Springfield - Greene County				
Sheriff	Clay	Liberty				

Project Number 14-PT-02-066     
 Fiscal Year 2014     
 Training Date April 14, 2014     
 Training Provider MSHP Law Enforcement Academy     
 CEU Hours 32     
 # Part. 12     
 Passed 12     
 Failed 0

Agency Types  
 Sheriff     
 Counties  
 Clay, Greene  
 MSHP     
 Howell, New Madrid, Osage, Phelps, Texas  
 Other     
 Cape Girardeau

**Group Totals:**     
 72     
 23     
 23     
 0

**Course: High Risk Vehicle Stops**  
**Location: Carthage**  
 14-PT-02-065     
 2014     
 October 15, 2014     
 Missouri Southern State University     
 8     
 15     
 15     
 0

Agency Types  
 Sheriff     
 Counties  
 Jasper     
 Cities

**Group Totals:**     
 8     
 15     
 15     
 0

**Location: Hurley**  
 14-PT-02-065     
 2014     
 January 25, 2014     
 Missouri Southern State University     
 8     
 20     
 20     
 0

Agency Types  
 Sheriff     
 Counties  
 Barry, Barton, Christian, Dallas, Greene, Jasper, Stone, Taney     
 Cities  
 Cassville, Billings, Willard, Carthage, Galena, Hurley, Branson

**Group Totals:**     
 8     
 20     
 20     
 0

**Course: Instructor Development**  
**Location: Jefferson City - Cole County**  
 14-DE-02-001     
 2014     
 March 14, 2014     
 Missouri Police Chiefs     
 8     
 6     
 6     
 0

Agency Types  
 Police     
 Counties  
 Jefferson, Pettis     
 Cities  
 Byrnes Mill, Sedalia

**Group Totals:**     
 8     
 6     
 6     
 0

**Course: Law Enforcement Driver Traini**  
**Location: Ava**

Project Number 14-DE-02-003     
 Fiscal Year 2014     
 Training Date January 10, 2014     
 Training Provider Missouri Sheriffs' Association     
 CEU Hours 8     
 # Part. 9     
 Passed 9     
 Failed 0

<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>	<u>CEU Hours</u>	<u># Part.</u>	<u>Passed</u>	<u>Failed</u>
Sheriff	Douglas	Ava	8	9	9	0
<b>Location: Carrollton</b>			<b>Group Totals:</b>			
14-DE-02-003	2014	May 17, 2014	Missouri Sheriffs' Association	8	11	11

<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>	<u>CEU Hours</u>	<u># Part.</u>	<u>Passed</u>	<u>Failed</u>
Sheriff	Carroll	Carrollton	8	11	11	0
<b>Location: Caruthersville</b>			<b>Group Totals:</b>			
14-DE-02-003	2014	July 18, 2014	Missouri Sheriffs' Association	8	14	14

<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>	<u>CEU Hours</u>	<u># Part.</u>	<u>Passed</u>	<u>Failed</u>
Sheriff	Pemiscot	Caruthersville	8	14	14	0
<b>Location: Clinton - Henry County</b>			<b>Group Totals:</b>			
14-DE-02-003	2014	June 14, 2014	Missouri Sheriffs' Association	8	7	7

<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>	<u>CEU Hours</u>	<u># Part.</u>	<u>Passed</u>	<u>Failed</u>
Sheriff	Henry	Clinton - Henry County	8	7	7	0
<b>Location: Cuba</b>			<b>Group Totals:</b>			
14-DE-02-003	2014	August 16, 2014	Missouri Sheriffs' Association	8	14	14

<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>	<u>CEU Hours</u>	<u># Part.</u>	<u>Passed</u>	<u>Failed</u>
Sheriff	Henry	Clinton - Henry County	16	14	14	0

Project Number 14-DE-02-003     
 Fiscal Year 2014     
 Training Date May 07, 2014     
 Training Provider Missouri Sheriffs' Association     
 CEU Hours 8     
 # Part. 12     
 Passed 12     
 Failed 0

Agency Types Sheriff     
 Counties Crawford     
 Cities Cuba

**Group Totals:**     
 8     
 12     
 12     
 0

Location: Jefferson City - Callaway Coun.     
 November 15, 2013     
 Missouri Police Chiefs

Agency Types Police     
 Counties Clay, Miller     
 Cities Gladstone, Tuscumbia

**Group Totals:**     
 8     
 3     
 3     
 0

Location: Jefferson City - Cole County     
 November 18, 2013     
 Missouri Police Chiefs

Agency Types Police     
 Counties Henry, St. Clair     
 Cities Clinton - Henry County, Osceola, Appleton City

14-DE-02-001     
 2014     
 November 19, 2013     
 Missouri Police Chiefs     
 8     
 7     
 7     
 0

Agency Types Police     
 Counties Callaway, Jackson     
 Cities Fulton, Greenwood

14-DE-02-001     
 2014     
 November 22, 2013     
 Missouri Police Chiefs     
 8     
 3     
 3     
 0

Agency Types Police     
 Counties Clay, Miller     
 Cities Gladstone, Tuscumbia

14-DE-02-001     
 2014     
 November 25, 2013     
 Missouri Police Chiefs     
 8     
 6     
 6     
 0

Agency Types Police     
 Counties Callaway, Phelps     
 Cities Fulton, Rolla

**Project Number** 14-DE-02-001      **Fiscal Year** 2014      **Training Date** November 26, 2013      **Training Provider** Missouri Police Chiefs      **CEU Hours** 8      **# Part.** 3      **Passed** 3      **Failed** 0

<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>
Police	Cass	Belton
14-DE-02-001	2014	December 06, 2013 Missouri Police Chiefs
		8      6      6      0

<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>
Police	St. Clair	Osceola
14-DE-02-001	2014	December 09, 2013 Missouri Police Chiefs
		8      4      4      0

<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>
Police	Crawford	Bourbon
14-DE-02-001	2014	December 11, 2013 Missouri Police Chiefs
		8      5      5      0

<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>
Police	Laclede	Lebanon
14-DE-02-001	2014	December 12, 2013 Missouri Police Chiefs
		8      5      5      0

<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>
Police	Lawrence, Livingston	Mount Vernon, Chillicothe
14-DE-02-001	2014	December 16, 2013 Missouri Police Chiefs
		8      4      4      0

<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>
Police	Laclede	Lebanon
14-DE-02-001	2014	December 18, 2013 Missouri Police Chiefs
		8      6      6      0

<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>
Police	Cass, Clay, Cole	Belton, Jefferson City - Cole County, Kansas City - Clay County

Project Number 14-DE-02-001     
 Fiscal Year 2014     
 Training Date December 23, 2013     
 Training Provider Missouri Police Chiefs     
 CEU Hours 8     
 # Part. 4     
 Passed 4     
 Failed 0

<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>	<u>CEU Hours</u>	<u># Part.</u>	<u>Passed</u>	<u>Failed</u>
Police	Lincoln	Troy	8	4	4	0
14-DE-02-001	2014	January 13, 2014	Missouri Police Chiefs	3	3	0

<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>	<u>CEU Hours</u>	<u># Part.</u>	<u>Passed</u>	<u>Failed</u>
Police	Laclede, Miller	Lebanon, Tuscumbia	8	2	2	0
14-DE-02-001	2014	January 30, 2014	Missouri Police Chiefs	2	2	0

<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>	<u>CEU Hours</u>	<u># Part.</u>	<u>Passed</u>	<u>Failed</u>
Police	Gasconade	Hermann	8	5	5	0
14-DE-02-001	2014	February 11, 2014	Missouri Police Chiefs	5	5	0

<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>	<u>CEU Hours</u>	<u># Part.</u>	<u>Passed</u>	<u>Failed</u>
Police	Lafayette	Higginsville	8	7	7	0
14-DE-02-001	2014	February 17, 2014	Missouri Police Chiefs	7	7	0

<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>	<u>CEU Hours</u>	<u># Part.</u>	<u>Passed</u>	<u>Failed</u>
Police	Cole, Maries, Miller	Brinktown, Iberia, Jefferson City - Cole County	8	5	5	0
14-DE-02-001	2014	February 19, 2014	Missouri Police Chiefs	5	5	0

<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>	<u>CEU Hours</u>	<u># Part.</u>	<u>Passed</u>	<u>Failed</u>
Police	Cass, Laclede	Pleasant Hill, Lebanon	8	4	4	0
14-DE-02-001	2014	February 24, 2014	Missouri Police Chiefs	4	4	0

<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>	<u>CEU Hours</u>	<u># Part.</u>	<u>Passed</u>	<u>Failed</u>
Police	St. Louis	Ellisville	8	4	4	0
14-DE-02-001	2014	February 24, 2014	Missouri Police Chiefs	4	4	0

Project Number  
14-DE-02-001

Fiscal Year  
2014

Training Date  
February 25, 2014

Training Provider  
Missouri Police Chiefs

CEU Hours  
8

# Part.  
4

Passed  
4

Failed  
0

<u>Agency Types</u>	<u>Counties</u>	<u>Training Date</u>	<u>Training Provider</u>	<u>CEU Hours</u>	<u># Part.</u>	<u>Passed</u>	<u>Failed</u>
Police	St. Louis	February 25, 2014	Missouri Police Chiefs	8	4	4	0

14-DE-02-001	St. Louis	February 26, 2014	Missouri Police Chiefs	8	3	3	0
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<u>Agency Types</u>	<u>Counties</u>	<u>Training Date</u>	<u>Training Provider</u>	<u>CEU Hours</u>	<u># Part.</u>	<u>Passed</u>	<u>Failed</u>
Police	St. Louis	March 26, 2014	Missouri Police Chiefs	8	6	6	0

<u>Agency Types</u>	<u>Counties</u>	<u>Training Date</u>	<u>Training Provider</u>	<u>CEU Hours</u>	<u># Part.</u>	<u>Passed</u>	<u>Failed</u>
Police	Taney	March 04, 2014	Missouri Police Chiefs	8	6	6	0

<u>Agency Types</u>	<u>Counties</u>	<u>Training Date</u>	<u>Training Provider</u>	<u>CEU Hours</u>	<u># Part.</u>	<u>Passed</u>	<u>Failed</u>
Police	Lafayette, St. Charles	March 05, 2014	Missouri Police Chiefs	8	4	4	0

<u>Agency Types</u>	<u>Counties</u>	<u>Training Date</u>	<u>Training Provider</u>	<u>CEU Hours</u>	<u># Part.</u>	<u>Passed</u>	<u>Failed</u>
Police	Cole	March 10, 2014	Missouri Police Chiefs	8	5	5	0

<u>Agency Types</u>	<u>Counties</u>	<u>Training Date</u>	<u>Training Provider</u>	<u>CEU Hours</u>	<u># Part.</u>	<u>Passed</u>	<u>Failed</u>
Police	Clay, Marion	March 11, 2014	Missouri Police Chiefs	8	3	3	0

<u>Agency Types</u>	<u>Counties</u>	<u>Training Date</u>	<u>Training Provider</u>	<u>CEU Hours</u>	<u># Part.</u>	<u>Passed</u>	<u>Failed</u>
Police	Laclede	March 11, 2014	Missouri Police Chiefs	8	3	3	0



Project Number 14-DE-02-001     
 Fiscal Year 2014     
 Training Date March 12, 2014     
 Training Provider Missouri Police Chiefs     
 CEU Hours 8     
 # Part. 6     
 Passed 6     
 Failed 0

<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>	<u>CEU Hours</u>	<u># Part.</u>	<u>Passed</u>	<u>Failed</u>
Police	Macon, Randolph	La Plata, Clark	8	6	6	0
14-DE-02-001	April 01, 2014	Missouri Police Chiefs Association	8	6	6	0
Police	Cass	Belton	8	4	4	0
14-DE-02-001	April 02, 2014	Missouri Police Chiefs Association	8	4	4	0
Police	Warren	Warrenton	8	6	6	0
14-DE-02-001	April 03, 2014	Missouri Police Chiefs Association	8	6	6	0
Police	Howard, Phelps	Fayette, Rolla	8	2	2	0
14-DE-02-001	April 07, 2014	Missouri Police Chiefs Association	8	2	2	0
Police	Boone	Sturgeon	8	5	5	0
14-DE-02-001	April 05, 2014	Missouri Police Chiefs Association	8	5	5	0
Police	St. Louis	Saint Ann	8	7	7	0
14-DE-02-001	April 14, 2014	Missouri Police Chiefs Association	8	7	7	0
Police	Clay, Howell	Gladstone, Mountain View	8	7	7	0

**Project Number** 14-DE-02-001      **Fiscal Year** 2014      **Training Date** April 16, 2014      **Training Provider** Missouri Police Chiefs Association      **CEU Hours** 8      **# Part.** 5      **Passed** 5      **Failed** 0

<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>
Police	St. Louis, Warren	Warrenton, Oakville - St. Louis County
14-DE-02-001	2014	April 21, 2014 Missouri Police Chiefs Association
		8      6      6      0

<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>
Police	Howell	Mountain View
14-DE-02-001	2014	April 22, 2014 Missouri Police Chiefs Association
		8      3      3      0

<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>
Police	St. Charles	Foristell - St. Charles County
14-DE-02-001	2014	April 24, 2014
		8      9      9      0

<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>
Police	St. Louis	Ellisville
14-DE-02-001	2014	April 30, 2014 Missouri Police Chiefs Association
		8      4      4      0

<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>
Police	Warren	Warrenton
14-DE-02-001	2014	April 30, 2014 Missouri Police Chiefs Association
		8      4      4      0

<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>
Police	Warren	Warrenton
14-DE-02-001	2014	April 01, 2014 Missouri Police Chiefs Association
		8      6      6      0

<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>
Police	Cass	Belton

Project Number 14-DE-02-001     
 Fiscal Year 2014     
 Training Date April 02, 2014     
 Training Provider Missouri Police Chiefs Association     
 CEU Hours 8     
 # Part. 4     
 Passed 4     
 Failed 0

<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>	<u>CEU Hours</u>	<u># Part.</u>	<u>Passed</u>	<u>Failed</u>	
Police	Warren	Warrenton	8	4	4	0	
14-DE-02-001	2014	April 03, 2014	Missouri Police Chiefs Association	8	6	6	0

<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>	<u>CEU Hours</u>	<u># Part.</u>	<u>Passed</u>	<u>Failed</u>	
Police	Howard, Phelps	Fayette, Rolla	8	2	2	0	
14-DE-02-001	2014	April 07, 2014	Missouri Police Chiefs Association	8	2	2	0

<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>	<u>CEU Hours</u>	<u># Part.</u>	<u>Passed</u>	<u>Failed</u>	
Police	Boone, Howard	Sturgeon, Fayette	8	5	5	0	
14-DE-02-001	2014	April 08, 2014	Missouri Police Chiefs Association	8	5	5	0

<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>	<u>CEU Hours</u>	<u># Part.</u>	<u>Passed</u>	<u>Failed</u>	
Police	St. Louis	Saint Ann	8	7	7	0	
14-DE-02-001	2014	April 14, 2014	Missouri Police Chiefs Association	8	7	7	0

<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>	<u>CEU Hours</u>	<u># Part.</u>	<u>Passed</u>	<u>Failed</u>	
Police	Clay, Howell	Gladstone, Mountain View	8	5	5	0	
14-DE-02-001	2014	April 16, 2014	Missouri Police Chiefs Association	8	5	5	0

<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>	<u>CEU Hours</u>	<u># Part.</u>	<u>Passed</u>	<u>Failed</u>	
Police	St. Louis, Warren	Olivette, Warrenton	8	6	6	0	
14-DE-02-001	2014	April 21, 2014	Missouri Police Chiefs Association	8	6	6	0

<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>	<u>CEU Hours</u>	<u># Part.</u>	<u>Passed</u>	<u>Failed</u>	
Police	Howell	Mountain View	8	6	6	0	
14-DE-02-001	2014	April 21, 2014	Missouri Police Chiefs Association	8	6	6	0

**Project Number** 14-DE-02-001      **Fiscal Year** 2014      **Training Date** April 22, 2014      **Training Provider** Missouri Police Chiefs Association      **CEU Hours** 8      **# Part.** 3      **Passed** 3      **Failed** 0

<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>	<u>CEU Hours</u>	<u># Part.</u>	<u>Passed</u>	<u>Failed</u>
Police	St. Charles	Foristell - St. Charles County	8	3	3	0
14-DE-02-001	2014	April 24, 2014	Missouri Police Chiefs Association	8	9	0

<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>	<u>CEU Hours</u>	<u># Part.</u>	<u>Passed</u>	<u>Failed</u>
Police	St. Louis	Ellisville	8	4	4	0
14-DE-02-001	2014	May 08, 2014	Missouri Police Chiefs Association	8	4	0

<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>	<u>CEU Hours</u>	<u># Part.</u>	<u>Passed</u>	<u>Failed</u>
Police	Warren	Warrenton	8	2	2	0
14-DE-02-001	2014	May 09, 2014	Missouri Police Chiefs Association	8	2	0

<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>	<u>CEU Hours</u>	<u># Part.</u>	<u>Passed</u>	<u>Failed</u>
Police	Adair	Kirksville	8	6	6	0
14-DE-02-001	2014	May 20, 2014	Missouri Police Chiefs Association	8	6	0

<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>	<u>CEU Hours</u>	<u># Part.</u>	<u>Passed</u>	<u>Failed</u>
Police	Cass	Belton	8	4	4	0
14-DE-02-001	2014	May 21, 2014	Missouri Police Chiefs Association	8	4	0

<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>	<u>CEU Hours</u>	<u># Part.</u>	<u>Passed</u>	<u>Failed</u>
Police	Adair	Kirksville	8	3	3	0
14-DE-02-001	2014	May 22, 2014	Missouri Police Chiefs Association	8	3	0

<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>	<u>CEU Hours</u>	<u># Part.</u>	<u>Passed</u>	<u>Failed</u>
Police	Warren	Warrenton	8	3	3	0
14-DE-02-001	2014	May 22, 2014	Missouri Police Chiefs Association	8	3	0

**Project Number** 14-DE-02-001      **Fiscal Year** 2014      **Training Date** May 28, 2014      **Training Provider** Missouri Police Chiefs Association      **CEU Hours** 8      **# Part.** 6      **Passed** 6      **Failed** 0

<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>
Police	Pike, Wayne	Bowling Green, Greenville - Wayne County
14-DE-02-001	2014	Missouri Police Chiefs Association
	May 30, 2014	8
		5
		5
		0

<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>
Police	Adair, Franklin	Kirksville, Washington
14-DE-02-001	2014	Missouri Police Chiefs Association
	June 02, 2014	8
		5
		5
		0

<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>
Police	Adair	Kirksville
14-DE-02-001	2014	Missouri Police Chiefs Association
	June 11, 2014	8
		6
		6
		0

<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>
Police	Audrain, Franklin, St. Charles	Mexico, Lake Saint Louis, Sullivan - Franklin County
14-DE-02-001	2014	Missouri Police Chiefs Association
	June 16, 2014	8
		8
		8
		0

<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>
Police	Adair	Kirksville
14-DE-02-001	2014	Missouri Police Chiefs Association
	June 17, 2014	8
		6
		6
		0

<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>
Police	Cass	Belton
14-DE-02-001	2014	Missouri Police Chiefs
	March 17, 2014	8
		4
		4
		0

<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>
Police	Howard	Fayette

Project Number 14-DE-02-001      Fiscal Year 2014      Training Date March 19, 2014      Training Provider Missouri Police Chiefs      CEU Hours 8      # Part. 6      Passed 6      Failed 0

<u>Agency Types</u> Police	<u>Counties</u> Pettis, Pulaski	<u>Cities</u> Sedalia, Richland - Pulaski County	
14-DE-02-001	2014	March 20, 2014	Missouri Police Chiefs

<u>Agency Types</u> Police	<u>Counties</u> Marion, Pettis	<u>Cities</u> Palmyra, Sedalia	
14-DE-02-001	2014	March 21, 2014	Missouri Police Chiefs

<u>Agency Types</u> Police	<u>Counties</u> Pettis	<u>Cities</u> Sedalia	
14-DE-02-001	2014	March 25, 2014	Missouri Police Chiefs

<u>Agency Types</u> Police	<u>Counties</u> Pettis	<u>Cities</u> Sedalia	
14-DE-02-001	2014	March 26, 2014	Missouri Police Chiefs

<u>Agency Types</u> Police	<u>Counties</u> Pettis	<u>Cities</u> Sedalia	
14-DE-02-001	2014	March 27, 2014	Missouri Police Chiefs

<u>Agency Types</u> Police	<u>Counties</u> Pettis	<u>Cities</u> Sedalia	
14-DE-02-001	2014	March 28, 2014	Missouri Police Chiefs

<u>Agency Types</u> Police	<u>Counties</u> Marion, Pettis	<u>Cities</u> Palmyra, Sedalia	
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Project Number 14-DE-02-001     
 Fiscal Year 2014     
 Training Date March 31, 2014     
 Training Provider Missouri Police Chiefs     
 CEU Hours 8     
 # Part. 5     
 Passed 5     
 Failed 0

<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>						
Police	Pettis	Sedalia						
14-DE-02-001	2014	November 01, 2013	Missouri Police Chiefs	8	6	6	0	0

<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>						
Police	Boone, St. Louis	Hallsville, Columbia, Saint Johns						
14-DE-02-001	2014	November 04, 2013	Missouri Police Chiefs	8	3	3	0	0

<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>						
Police	Camden, Lawrence	Camdenton, Mount Vernon						
14-DE-02-001	2014	November 06, 2013	Missouri Police Chiefs	8	3	3	0	0

<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>						
Police	Dallas, Jackson	Buffalo, Greenwood						
14-DE-02-001	2014	November 08, 2013	Missouri Police Chiefs	8	7	7	0	0

<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>						
Police	Callaway, St. Louis	Fulton, Saint Johns						
14-DE-02-001	2014	November 11, 2013	Missouri Police Chiefs	8	4	4	0	0

<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>						
Police	Boone, Clay	Hallsville, Smithville						
14-DE-02-001	2014	November 12, 2013	Missouri Police Chiefs	8	6	6	0	0

<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>						
Police	St. Clair	Osceola						



Project Number 14-DE-02-001     
 Fiscal Year 2014     
 Training Date September 15, 2014     
 Training Provider Mo Police Chiefs Assn     
 CEU Hours 8     
 # Part. 1     
 Passed 1     
 Failed 0

<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>
14-DE-02-001	2014	September 18, 2014 Missouri Police Chiefs Association 8 4 4 0
<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>
14-DE-02-001	2014	September 22, 2014 Missouri Police Chiefs Association 8 4 4 0
<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>
14-DE-02-001	2014	September 24, 2014 Missouri Police Chiefs Association 8 3 3 0
<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>
14-DE-02-001	2014	September 29, 2014 Missouri Police Chiefs Association 8 7 7 0
<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>
14-DE-02-001	2014	September 30, 2014 Missouri Police Chiefs Association 8 5 5 0
<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>
14-DE-02-001	2014	July 29, 2014 Missouri Police Chiefs Association 8 3 3 0
<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>
Police	Cass	Belton

Project Number 14-DE-02-001     
 Fiscal Year 2014     
 Training Date July 31, 2014     
 Training Provider Missouri Police Chiefs Association     
 CEU Hours 8     
 # Part. 6     
 Passed 6     
 Failed 0

Agency Types  
 Police

Counties  
 Benton, Cole, Franklin, St. Louis

Cities  
 Cole Camp, Manchester, Jefferson City - Cole County, Sullivan - Franklin County

14-DE-02-001      2014      August 01, 2014      Missouri Police Chiefs Association      8      2      2      0

Agency Types  
 Police

Counties  
 Andrew

Cities  
 Savannah

14-DE-02-001      2014      August 04, 2014      Missouri Police Chiefs Association      8      6      6      0

Agency Types  
 Police

Counties  
 Christian, Franklin

Cities  
 Nixa, Gerald

14-DE-02-001      2014      August 05, 2014      Missouri Police Chiefs Association      8      3      3      0

Agency Types  
 Police

Counties  
 Cass

Cities  
 Belton

14-DE-02-001      2014      August 08, 2014      Missouri Police Chiefs Association      8      5      5      0

Agency Types  
 Police

Counties  
 Cass

Cities  
 Belton

14-DE-02-001      2014      August 11, 2014      Missouri Police Chiefs Association      8      5      5      0

Agency Types  
 Police

Counties  
 Cooper

Cities  
 Boonville

**Group Totals:**      696      423      423      0

Location: Kansas City - Platte County

14-DE-02-003      2014      May 30, 2014      Missouri Sheriffs' Association      8      13      13      0

Agency Types  
 Sheriff

Counties  
 Platte

Cities  
 Kansas City - Platte County

Project Number  
 14-DE-02-003

Fiscal Year  
 2014

Training Date  
 June 05, 2014

Training Provider  
 Missouri Sheriffs' Association

CEU Hours  
 8

# Part.  
 12

Passed  
 12

Failed  
 0

Agency Types  
 Sheriff

Counties  
 Platte

Cities  
 Kansas City - Platte County

14-DE-02-003      2014      May 13, 2014      Missouri Sheriffs' Association      8      8      8      0

Agency Types  
 Sheriff

Counties  
 Platte

Cities  
 Kansas City - Platte County

14-DE-02-003      2014      April 23, 2014      Missouri Sheriffs' Association      8      12      12      0

Agency Types  
 Sheriff

Counties  
 Platte

Cities  
 Kansas City - Platte County

**Group Totals:**      32      45      45      0

**Location:**      Lebanon

14-DE-02-003      2014      April 08, 2014      Missouri Sheriffs' Association      8      13      13      0

Agency Types  
 Sheriff

Counties  
 Laclede

Cities  
 Lebanon

14-DE-02-003      2014      April 09, 2014      Missouri Sheriffs' Association      8      12      12      0

Agency Types  
 Sheriff

Counties  
 Laclede

Cities  
 Lebanon

**Group Totals:**      16      25      25      0

**Location:**      Marble Hill

14-DE-02-003      2014      September 13, 2014      Missouri Sheriffs' Association      8      13      13      0

Agency Types  
 Sheriff

Counties  
 Bollinger

Cities  
 Marble Hill

**Group Totals:**      8      13      13      0

**Location:**      Mount Vernon

Project Number 14-DE-02-003     
 Fiscal Year 2014     
 Training Date May 17, 2014     
 Training Provider Missouri Sheriffs' Association     
 CEU Hours 8     
 # Part. 9     
 Passed 9     
 Failed 0

Agency Types  
 Sheriff

Counties  
 Lawrence

Cities  
Mount Vernon

Group Totals:     
 8     
 9     
 9     
 7     
 0

Location: Neosho

14-DE-02-003      2014      May 03, 2014      Missouri Sheriffs' Association

Agency Types  
 Sheriff

Counties  
 Newton

Cities  
 Neosho

Group Totals:     
 8     
 7     
 7     
 0

Location: New Madrid

14-DE-02-003      2014      May 17, 2014      Missouri Sheriffs' Association

Agency Types  
 Sheriff

Counties  
 New Madrid

Cities  
 New Madrid

Group Totals:     
 8     
 19     
 19     
 0

Location: Sedalia

14-DE-02-003      2014      March 05, 2014      Missouri Sheriffs' Association

Agency Types  
 Sheriff

Counties  
 Pettis

Cities  
 Sedalia

Group Totals:     
 8     
 12     
 12     
 0

Location: Vienna

14-DE-02-003      2014      September 10, 2014      Missouri Sheriffs' Association

Agency Types  
 Sheriff

Counties  
 Maries

Cities  
 Vienna

Group Totals:     
 8     
 15     
 15     
 0

<u>Project Number</u>	<u>Fiscal Year</u>	<u>Training Date</u>	<u>Training Provider</u>	<u>CEU Hours</u>	<u># Part.</u>	<u>Passed</u>	<u>Failed</u>
<u>Location:</u> West Plains 14-DE-02-003	2014	January 13, 2014	Missouri Sheriffs' Association	8	5	5	0
<u>Agency Types</u> Sheriff	<u>Counties</u> Howell			<u>Cities</u> West Plains			
14-DE-02-003	2014	December 02, 2013	Missouri Sheriffs' Association	8	5	5	0
<u>Agency Types</u> Police	<u>Counties</u> Howell			<u>Cities</u> West Plains			
<b>Course:</b> Missouri Motor Vehicle Law <u>Location:</u> Nixa 14-PT-02-065	2014	April 28, 2014	Missouri Southern State University	0	34	34	0
<u>Agency Types</u> Police	<u>Counties</u> Cedar, Christian, Greene, Lawrence, McDonald, Polk, Stone, Taney			<u>Cities</u> Nixa, Clever, Strafford, Walnut Grove, Miller, Mount Vernon, Pineville, Humansville, Bolivar, Hurley			
<u>Location:</u> Potosi 14-PT-02-065	2014	June 06, 2014	Missouri Southern State University	0	13	11	2
<u>Agency Types</u> Sheriff	<u>Counties</u> Vernon, Washington			<u>Cities</u> Nevada, Potosi			
<b>Course:</b> MOPS <u>Location:</u> Columbia							
<b>Group Totals:</b>				16	10	10	0
<b>Group Totals:</b>				0	34	34	0
<b>Group Totals:</b>				0	13	11	2
<b>Group Totals:</b>				0	13	11	2

**Project Number** 14-K8-03-052     
**Fiscal Year** 2014     
**Training Date** June 30, 2014     
**Training Provider** DWI Case Law Update--January-June 2014; webinar     
**CEU Hours** 2     
**# Part.** 80     
**Passed** 80     
**Failed** 0

<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>
Police	Butler, Clay, Cooper, Greene, Jasper, Johnson, Pike, St. Charles, St. Louis, Taney	Poplar Bluff, Excelsior Springs - Clay County, Smithville, Boonville, Joplin - Jasper County, Warrensburg, Bowling Green, Lake Saint Louis, Saint Charles, Branson, Springfield - Greene County
MSHP	Buchanan, Cape Girardeau, Cole, Crawford, Dent, Greene, Laclede, Macon, New Madrid, Pemiscol, Phelps, Pulaski, Randolph	
Non-Profit	St. Louis	
Court Staff	St. Louis City	Saint Louis
Defense Attorney	St. Charles	
Judges	Adair	Kirksville
MoDOT	Cole	
Prosecuting Attorney	Adair, Camden, Cass, Franklin, Henry, Jackson, Jefferson, Linn, Pemiscol, St. Charles, St. Louis, St. Louis City	Lees Summit - Jackson County
State Agency	Butler, Cole, Ripley, St. Louis	
Sheriff	Cole, Jasper, Jefferson, St. Charles	
University	Johnson	

**Group Totals:** 2 80 80 0

**Location:** Fulton     
**2014**     
**August 14, 2014**     
**Cops in Court**     
**8**     
**19**     
**19**     
**0**

<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>
Sheriff	Callaway	
MSHP	Callaway	
Police	Callaway	

**Group Totals:** 8 19 19 0

**Location:** Kansas City - Jackson County     
**2014**     
**September 17, 2014**     
**Lethal Weapon**     
**16**     
**23**     
**23**     
**0**

<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>
MSHP	Buchanan, Butler, Cole, Greene, Howell, Jackson, Phelps, St. Louis	
Prosecuting Attorney	Audrain, Camden, Cole, Greene, Howell, Jackson, Jefferson, Lincoln, Platte, St. Louis, St. Louis City	



<u>Project Number</u>	<u>Fiscal Year</u>	<u>Training Date</u>	<u>Training Provider</u>	<u>CEU Hours</u>	<u># Part.</u>	<u>Passed</u>	<u>Failed</u>
<b>Location: Saint Louis</b>							
14-K8-03-052	2014	July 11, 2014	Overcoming Common Challenges in DWI Cases	16	23	23	0
<b>Group Totals:</b>				<b>16</b>	<b>23</b>	<b>23</b>	<b>0</b>
<b>Agency Types</b>							
Prosecuting Attorney							
<b>Counties</b>				<b>Cities</b>			
St. Louis City				Saint Louis			
<b>Course: On-Scene Crash Investigation</b>							
<b>Location: Lees Summit - Jackson County</b>							
14-AI-04-001	2014	April 25, 2014	MSC	0	12	12	0
<b>Group Totals:</b>				<b>0</b>	<b>12</b>	<b>12</b>	<b>0</b>
<b>Agency Types</b>							
Sheriff							
Police							
<b>Counties</b>				<b>Cities</b>			
Clay, Pulaski				Liberty, Waynesville			
Adair, Clay, Jackson, Platte, Randolph				Kirksville, Grain Valley, Independence, Moberly, Kansas City - Clay County, Kansas City - Platte County			
<b>Group Totals:</b>							
<b>0 12 12 0</b>							
<b>Location: Saint Peters</b>							
14-AI-04-001	2014	July 14, 2014	MSC	0	14	14	0
<b>Group Totals:</b>				<b>0</b>	<b>14</b>	<b>14</b>	<b>0</b>
<b>Agency Types</b>							
Sheriff							
Police							
<b>Counties</b>				<b>Cities</b>			
Pike				Bowling Green			
Gasconade, Pike, St. Charles, Warren				Hermann, Bowling Green, Lake Saint Louis, Cottleville, Wentzville, Warrenton			
<b>Group Totals:</b>							
<b>0 14 14 0</b>							
<b>Course: Protecting Lives &amp; Saving Futu</b>							
<b>Location: Columbia</b>							
14-K8-03-052	2014	March 05, 2014	MOPS	17	35	35	0
<b>Group Totals:</b>				<b>17</b>	<b>35</b>	<b>35</b>	<b>0</b>

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
<b>Agency Types</b>							
Police			<u>Counties</u> Boone, Clay, Jackson, Pike, Taney				
Prosecuting Attorney			Cole, Jackson, Jefferson, St. Louis, St. Louis City				
MSHP			Andrew, Buchanan, Butler, Cass, Franklin, Grundy, Howell, Lafayette, Livingston, Mercer, Nodaway, Osage, Perry, Pulaski, Ralls, Ripley, Ste. Genevieve, Worth				
Sheriff			Clinton				
<b>Course: Radar and Laser Instructor</b>				<b>Group Totals:</b>	<b>17</b>	<b>35</b>	<b>0</b>
<b>Location: Jefferson City - Cole County</b>							
14-PT-02-066	2014	June 09, 2014	MSHP Law Enforcement Academy	25	12	12	0
<b>Agency Types</b>							
Police			<u>Counties</u> Bates, Cass, Greene, Jackson, Moniteau, Perry				
Other			Pulaski				
<b>Course: Radar and Laser Operator</b>				<b>Group Totals:</b>	<b>25</b>	<b>12</b>	<b>0</b>
<b>Location: Jefferson City - Cole County</b>							
14-PT-02-066	2014	March 04, 2014	MSHP Law Enforcement Academy	0	34	34	0
<b>Agency Types</b>							
MSHP			<u>Counties</u> Cole				
14-PT-02-066	2014	September 03, 2014	MSHP Law Enforcement Academy	0	32	32	0
<b>Agency Types</b>							
MSHP			<u>Counties</u> Cole				
<b>Course: SFST 24-Hour</b>				<b>Group Totals:</b>	<b>0</b>	<b>66</b>	<b>0</b>
<b>Location: Cameron - Clinton County</b>							

Project Number 14-154-AL-063     
 Fiscal Year 2014     
 Training Date May 20, 2014     
 Training Provider MSC     
 CEU Hours 24     
 # Part. 9     
 Passed 9     
 Failed 0

<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>	<u>CEU Hours</u>	<u># Part.</u>	<u>Passed</u>	<u>Failed</u>
Police	Clay, Grundy	Holt - Clay County, Smithville, Trenton				
Sheriff	Clay, Clinton					
<b>Group Totals:</b>			<b>24</b>	<b>9</b>	<b>9</b>	<b>0</b>

Location: Carthage     
 2014     
 September 25, 2014     
 m

<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>	<u>CEU Hours</u>	<u># Part.</u>	<u>Passed</u>	<u>Failed</u>
Police	Jasper, Lawrence, McDonald	Aurora, Anderson				
<b>Group Totals:</b>			<b>0</b>	<b>4</b>	<b>4</b>	<b>0</b>

Location: Columbia     
 2014     
 February 17, 2014     
 MSC

<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>	<u>CEU Hours</u>	<u># Part.</u>	<u>Passed</u>	<u>Failed</u>
State Agency	Adair, Boone, Miller, Reynolds, Wayne	Kirksville, Columbia, Piedmont, Greenville - Wayne County				
Police	Boone, Camden, Clay, Lafayette, Montgomery, Warren	Ashland, Osage Beach - Camden County, Excelsior Springs - Clay County, Concordia, Wellsville, Marthasville				
Other	Boone	Columbia				
<b>Group Totals:</b>			<b>24</b>	<b>16</b>	<b>16</b>	<b>0</b>

Location: Eldon     
 2014     
 February 25, 2014     
 MSC

<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>	<u>CEU Hours</u>	<u># Part.</u>	<u>Passed</u>	<u>Failed</u>
Police	Camden, Miller	Lake Ozark - Camden County, Eldon				
<b>Group Totals:</b>			<b>24</b>	<b>5</b>	<b>5</b>	<b>0</b>

Location: Holts Summit

Project Number 14-154-AL-063     
 Fiscal Year 2014     
 Training Date June 17, 2014     
 Training Provider MSC     
 CEU Hours 24     
 # Part. 7     
 Passed 7     
 Failed 0

Agency Types  
 Police  
 Sheriff

Counties  
 Callaway  
 Cole, Osage

Cities  
 Holts Summit  
 Linn, Jefferson City - Cole County

**Group Totals:**

24      7      7      0

Location: Joplin - Jasper County     
 2014     
 March 31, 2014     
 Missouri Southern State University

0      12      12      0

Agency Types  
 Police

Counties  
 Barton, Jasper, Newton, Polk

Cities  
 Carl Junction, Webb City, Bolivar

**Group Totals:**

0      12      12      0

Location: Kirkwood     
 2014     
 March 03, 2014     
 MSC

24      12      12      0

Agency Types  
 Police

Counties  
 St. Charles, St. Louis

Cities  
 O Fallon, Ladue, Berkeley, Chesterfield, Creve Coeur

**Group Totals:**

24      6      6      0

Agency Types  
 Police

Counties  
 Dunklin, Phelps, St. Louis

Cities  
 Campbell, Edgar Springs, Kirkwood, Creve Coeur

**Group Totals:**

24      12      12      0

Agency Types  
 Sheriff  
 Police

Counties  
 Cape Girardeau  
 Pike, Pulaski, St. Charles, St. Louis

Cities  
 Cape Girardeau  
 Bowling Green, Waynesville, Foristell - St. Charles County, Kirkwood, Berkeley, Creve Coeur, Webster Groves

**Group Totals:**

72      30      30      0

Location: Lees Summit - Jackson County

<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>	<u>CEU Hours</u>	<u># Part.</u>	<u>Passed</u>	<u>Failed</u>
Other	Johnson	Knob Noster				
Police	Cass, Jackson, Platte	Harrisonville, Pleasant Hill, Independence, Blue Springs, Weatherby Lake, Lees Summit - Jackson County				
<b>Group Totals:</b>			<b>24</b>	<b>12</b>	<b>12</b>	<b>0</b>

**Location: Liberty**  
 14-154-AL-063      2014      July 22, 2014      MSC

<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>	<u>CEU Hours</u>	<u># Part.</u>	<u>Passed</u>	<u>Failed</u>
Police	Cass, Clay, Jackson, Platte	Lake Winnebago, Pleasant Valley - Clay County, Greenwood, Blue Springs, Riverside - Platte County				
Sheriff	Clay, Pulaski	Liberty, Waynesville				
<b>Group Totals:</b>			<b>24</b>	<b>18</b>	<b>18</b>	<b>0</b>

**Location: Nevada**  
 14-K8-03-051      2014      July 16, 2014      Missouri Southern State University

<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>	<u>CEU Hours</u>	<u># Part.</u>	<u>Passed</u>	<u>Failed</u>
Sheriff	Barton, Jasper, Newton, Vernon	Jasper, Seneca, Nevada				
<b>Group Totals:</b>			<b>0</b>	<b>12</b>	<b>11</b>	<b>1</b>

**Course: SFST Instructor**  
**Location: Jefferson City - Cole County**  
 14-K8-03-053      2014      August 11, 2014      MSHP - Law Enforcement Academy

<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>	<u>CEU Hours</u>	<u># Part.</u>	<u>Passed</u>	<u>Failed</u>
Police	Cooper, Jackson, Jasper, Newton, Scott, St. Francois, St. Louis, St. Louis City	Boonville, Carthage, Neosho, Glendale - St. Louis County, Scott City, Farmington, Maryland Heights, Overland, Saint Louis, Kansas City - Jackson County				
Sheriff	Benton, Cape Girardeau, Cole, Greene	Warsaw, Jackson, Jefferson City - Cole County, Springfield - Greene County				
<b>Group Totals:</b>			<b>25</b>	<b>15</b>	<b>15</b>	<b>0</b>

**Course: SFST Instructor Update**  
**Location: Columbia**

**Project Number** 14-154-AL-063     
**Fiscal Year** 2014     
**Training Date** January 08, 2014     
**Training Provider** MSC     
**CEU Hours** 4     
**# Part.** 48     
**Passed** 45     
**Failed** 3

**Agency Types**  
 Sheriff  
 State Agency  
 Police  
 Other

**Counties**  
 Boone, Cole, Franklin, Greene, Jasper, Jefferson, Lawrence, Lincoln, Pike, Stone  
 Camden, Howell  
 Boone, Buchanan, Butler, Caldwell, Christian, Cole, Cooper, Franklin, Jackson, Jefferson, Lincoln, Linn, Oregon, Pettis, Phelps, St. Charles, St. Louis  
 Boone

**Cities**  
 Columbia, Union, Carthage, Hillsboro, Mount Vernon, Troy, Bowling Green, Galena, Jefferson City - Cole County, Springfield - Greene County  
 Linn Creek, Willow Springs  
 Columbia, Saint Joseph, Hamilton, Nixa, Boonville, New Haven, Grain Valley, Hillsboro, Arnold, Troy, Marceline, Thayer, Sedalia, Rolla, Wentzville, Kirkwood, Chesterfield, Clayton, Des Peres, Jefferson City - Cole County  
 Columbia

14-154-AL-063      2014      January 09, 2014      MSC      4      46      43      3

**Agency Types**  
 Police  
 State Agency  
 University

**Counties**  
 Adair, Audrain, Cass, Clay, Crawford, Franklin, Gasconade, Howell, Jackson, Jasper, Laclede, Livingston, Platte, Pulaski, Randolph, St. Charles, St. Francois, St. Louis, Stoddard  
 Greene, Howell, Jackson, Macon, Randolph, Ray, Shannon, St. Francois  
 Boone, Jackson, St. Francois

**Cities**  
 Kirksville, Mexico, Peculiar, Kearney, Excelsior Springs - Clay County, Cuba, Union, Hermann, Mountain View, West Plains, Grandview, Lone Jack, Blue Springs, Joplin - Jasper County, Lebanon, Chillicothe, Waynesville, Moberly, Saint Peters, Desloge, Hazelwood, Manchester, Breckenridge Hills, Des Peres, Saint Johns, Dexter, Riverside - Platte County  
 Pomona, Willow Springs, Macon, Moberly, Richmond, Farmington, Lees Summit - Jackson County, Springfield - Greene County  
 Columbia, Park Hills, Kansas City - Jackson County

14-154-AL-063      2014      January 16, 2014      MSC      4      46      45      1

**Agency Types**  
 University  
 State Agency  
 Sheriff  
 Police  
 Other

**Counties**  
 Boone  
 Barry, St. Francois, Stone, Taney  
 Camden, Cass, Greene, Howell, McDonald, St. Charles  
 Boone, Camden, Cape Girardeau, Cass, Clay, Franklin, Greene, Howell, Jackson, Jefferson, Perry, Pike, Pulaski, Randolph, St. Charles, St. Louis, Taney

**Cities**  
 Columbia  
 Monett, Farmington, Galena  
 Camdenon, Harrisonville, West Plains, Pineville, O Fallon, Springfield - Greene County  
 Columbia, Osage Beach - Camden County, Cape Girardeau, Lake Winnebago, Belton, Gladstone, Union, Willard, Willow Springs, Grain Valley, Independence, Festus, Perryville, Bowling Green, Saint Robert, Waynesville, Moberly, Lake Saint Louis, Saint Charles, Clayton, Shrewsbury, Hollister, Branson, Kansas City - Jackson County  
 Warrensburg, Saint Louis

Johnson, St. Louis City



Project Number 14-154-AL-063     
 Fiscal Year 2014     
 Training Date January 15, 2014     
 Training Provider MSC     
 CEU Hours 4     
 # Part. 45     
 Passed 44     
 Failed 1

Agency Types  
 Police     
 Counties  
 Adair, Boone, Camden, Cass, Christian, Dent, Franklin, Jackson, Jasper, Lincoln, Miller, Phelps, Scott, St. Charles, St. Louis, St. Louis City  
 Sheriff     
 Jackson, Jefferson, Pettis, Platte, Pulaski, Stone  
 State Agency     
 Butler, Cole, Franklin, St. Louis  
 University     
 Cole  
 Jefferson City - Cole County

14-154-AL-063      2014      March 05, 2014      MSC      4      5      4      1

Agency Types  
 Police     
 Counties  
 Camden, St. Louis  
 MSHP     
 Phelps  
 Rolla

**Group Totals:**      20      190      181      9

**Location: Jefferson City - Cole County**      2014      June 03, 2014      MSC      4      12      12      0

Agency Types  
 Sheriff     
 Counties  
 Pettis, St. Charles  
 MSHP     
 Cape Girardeau, Cole  
 Police     
 Buchanan, Greene, Jackson  
 Saint Joseph, Kansas City - Jackson County, Lees Summit - Jackson County, Springfield - Greene County

14-154-AL-063      2014      August 11, 2014      MSC      4      2      2      0

Agency Types  
 Police     
 Counties  
 Jackson  
 Sheriff     
 Platte  
 Grandview  
 Platte City

**Group Totals:**      8      14      14      0

Course: SFST Update  
 Location: Liberty



Project Number 14-154-AL-063     
 Fiscal Year 2014     
 Training Date September 29, 2014     
 Training Provider MSC     
 CEU Hours 4     
 # Part. 10     
 Passed 10     
 Failed 0

Agency Types Sheriff     
 Counties Clay     
 Cities Liberty

**Group Totals:**      4      10      10      0

Location: Vienna     
 2014     
 May 08, 2014     
 MSC

Agency Types Police     
 Counties Maries, Saline     
 Cities Vienna, Marshall

**Group Totals:**      4      5      5      0

Course: Sobriety Checkpoint Supervisc

Location: Columbia     
 2014     
 March 14, 2014

Agency Types Sheriff     
 Counties Boone, Cape Girardeau, Scott     
 Cities Columbia, Jackson, Concordia, Crocker, Moline Acres, Bellefontaine  
 Police Boone, Cape Girardeau, Lafayette, Pulaski, St. Louis, Stoddard  
 MSHP Miller     
 Neighbors, Breckenridge Hills, Bloomfield

**Group Totals:**      9      16      16      0

Location: Festus     
 2014     
 May 30, 2014     
 MSC

Agency Types MSHP     
 Counties Butler, Callaway, Cape Girardeau, Cooper, Monroe, New Madrid, Scott, Stoddard     
 Cities Poplar Bluff, Fulton, Kingdom City, Jackson, Paris, New Madrid,  
 Police Jefferson, Pemiscol, St. Louis, Stoddard     
 Bernie, Sikeston - Scott County  
 Byrnes Mill, Hayti, Hazelwood, Chesterfield, Creve Coeur, Saint Ann,  
 Dexter

**Group Totals:**      9      21      21      0

Location: Jefferson City - Cole County

Project Number 14-154-AL-063     
 Fiscal Year 2014     
 Training Date January 23, 2014     
 Training Provider MSC     
 CEU Hours 3     
 # Part. 30     
 Passed 30     
 Failed 0

Agency Types  
 State Agency     
 Counties  
 Audrain, Boone, Camden, Cole, Miller, Montgomery

Cities  
 Mexico, Ashland, Camdenton, Eldon, Montgomery City, Jefferson City  
 - Cole County

**Group Totals: 3 30 30 0**

Location: Joplin - Newton County     
 2014     
 May 23, 2014     
 MSC

Agency Types  
 Sheriff  
 Police  
 MSHP     
 Counties  
 Pulaski  
 Dunklin, Greene, Jasper, Lawrence, Newton, Pulaski, Randolph,  
 Taney  
 Dent     
 Cities  
 Campbell, Fair Grove, Republic, Duquesne, Verona, Neosho, Saint  
 Robert, Waynesville, Clark, Hollister, Joplin - Newton County

**Group Totals: 9 18 18 0**

Location: Kansas City - Platte County     
 2014     
 April 11, 2014     
 MSC

Agency Types  
 Police  
 Sheriff     
 Counties  
 Andrew, Buchanan, Cass, Clay, Greene, Jackson, Lafayette, St.  
 Louis  
 Andrew, Cole, Jackson     
 Cities  
 Savannah, Saint Joseph, Harrisonville, Raymore, Smithville,  
 Grandview, Concordia, Wellston, Kansas City - Jackson County,  
 Springfield - Greene County

**Group Totals: 9 18 18 0**

Location: Lees Summit - Jackson County     
 2014     
 November 14, 2013     
 MSC

Agency Types  
 State Agency     
 Counties  
 Bates, Benton, Clay, Henry, Jackson, Johnson, Lafayette, Pettis,  
 Platte, Ray     
 Cities

**Group Totals: 3 29 29 0**

Location: Saint Joseph

Project Number 14-154-AL-063     
 Fiscal Year 2014     
 Training Date November 13, 2013     
 Training Provider MSC     
 CEU Hours 3     
 # Part. 32     
 Passed 32     
 Failed 0

Agency Types

State Agency      Counties Andrew, Buchanan, Clinton, DeKalb, Grundy, Harrison, Holt, Livingston, Nodaway

**Group Totals:**      3      32      32      0

**Location:** Willow Springs     
 2014     
 May 08, 2014     
 MSC     
 2     
 22     
 22     
 0

Agency Types

MSPH      Counties Carter, Douglas, Howell, Oregon, Shannon, Texas, Wright

Cities Van Buren, Willow Springs, Thayer, Licking, Mountain Grove - Wright County

**Group Totals:**      2      22      22      0

**Course:** ThinkFirst     
 Location: 14-CP-09-004     
 2014     
 July 22, 2014     
 ThinkFirst Missouri     
 0     
 50     
 0     
 0

Agency Types

Think First      Counties Cape Girardeau

Cities Cape Girardeau

**Group Totals:**      0      50      0      0

**Location:** Amoret     
 2014     
 March 12, 2014     
 ThinkFirst Missouri     
 0     
 80     
 0     
 0

Agency Types

Think First      Counties Bates

Cities Amoret

**Group Totals:**      0      80      0      0

**Location:** Ashland     
 2014     
 June 02, 2014     
 ThinkFirst Missouri     
 0     
 20     
 0     
 0

Agency Types

Think First      Counties Boone

Cities Ashland

<u>Project Number</u>	<u>Fiscal Year</u>	<u>Training Date</u>	<u>Training Provider</u>	<u>CEU Hours</u>	<u># Part.</u>	<u>Passed</u>	<u>Failed</u>
<b>Location: Belle - Maries County</b>							
14-CP-09-004	2014	April 02, 2014	ThinkFirst Missouri	0	20	0	0
<b>Agency Types</b>							
Think First							
<u>Counties</u> Maries				<u>Cities</u> Belle - Maries County			
<b>Group Totals:</b>							
				0	200	0	0
<b>Location: Bevier</b>							
14-CP-09-004	2014	March 12, 2014	ThinkFirst Missouri	0	90	0	0
<b>Agency Types</b>							
Think First							
<u>Counties</u> Macon				<u>Cities</u> Bevier			
<b>Group Totals:</b>							
				0	90	0	0
<b>Location: Blackwater</b>							
14-CP-09-004	2014	November 08, 2013	ThinkFirst Missouri	0	35	0	0
<b>Agency Types</b>							
Think First							
<u>Counties</u> Cooper				<u>Cities</u> Blackwater			
<b>Group Totals:</b>							
				0	35	0	0
<b>Location: Bourbon</b>							
14-CP-09-004	2014	April 16, 2014	ThinkFirst Missouri	0	300	0	0
<b>Agency Types</b>							
Think First							
<u>Counties</u> Crawford				<u>Cities</u> Bourbon			
<b>Group Totals:</b>							
				0	300	0	0
<b>Location: Brookfield</b>							

Project Number 14-CP-09-004     
 Fiscal Year 2014     
 Training Date May 22, 2014     
 Training Provider ThinkFirst Missouri     
 CEU Hours 0     
 # Part. 260     
 Passed 0     
 Failed 0

<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>	<u>CEU Hours</u>	<u># Part.</u>	<u>Passed</u>	<u>Failed</u>
Think First	Linn	Brookfield	0	260	0	0
<b>Group Totals:</b>			0	260	0	0

**Location: Brunswick**  
 14-CP-09-004     
 2014     
 November 07, 2013     
 ThinkFirst Missouri

<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>	<u>CEU Hours</u>	<u># Part.</u>	<u>Passed</u>	<u>Failed</u>
Think First	Chariton	Brunswick	0	35	0	0
<b>Group Totals:</b>			0	35	0	0

**Location: Bunceton**  
 14-CP-09-004     
 2014     
 October 04, 2013     
 ThinkFirst Missouri

<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>	<u>CEU Hours</u>	<u># Part.</u>	<u>Passed</u>	<u>Failed</u>
Think First	Cooper	Bunceton	0	95	0	0
<b>Group Totals:</b>			0	95	0	0

**Location: Butler**  
 14-CP-09-004     
 2014     
 March 13, 2014     
 ThinkFirst Missouri

<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>	<u>CEU Hours</u>	<u># Part.</u>	<u>Passed</u>	<u>Failed</u>
Think First	Bates	Butler	0	70	0	0
<b>Group Totals:</b>			0	70	0	0

**Location: Cabool**  
 14-CP-09-004     
 2014     
 October 25, 2013     
 ThinkFirst Missouri

<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>	<u>CEU Hours</u>	<u># Part.</u>	<u>Passed</u>	<u>Failed</u>
Think First	Texas	Cabool	0	225	0	0
<b>Group Totals:</b>			0	225	0	0

<u>Project Number</u>	<u>Fiscal Year</u>	<u>Training Date</u>	<u>Training Provider</u>	<u>CEU Hours</u>	<u># Part.</u>	<u>Passed</u>	<u>Failed</u>
<u>Location:</u> California 14-CP-09-004	2014	September 12, 2014	ThinkFirst Missouri	0	475	0	0
<u>Agency Types</u> Think First	<u>Counties</u> Moniteau						
			<u>Cities</u> California				
<b>Group Totals:</b>				<b>0</b>	<b>475</b>	<b>0</b>	<b>0</b>
<u>Location:</u> Camdenton 14-CP-09-004	2014	December 05, 2013	ThinkFirst Missouri	0	1,500	0	0
<u>Agency Types</u> Think First	<u>Counties</u> Camden						
			<u>Cities</u> Camdenton				
<b>Group Totals:</b>				<b>0</b>	<b>1,500</b>	<b>0</b>	<b>0</b>
<u>Location:</u> Cape Girardeau 14-CP-09-004	2014	October 10, 2013	ThinkFirst Missouri	0	510	0	0
<u>Agency Types</u> Think First	<u>Counties</u> Cape Girardeau						
			<u>Cities</u> Cape Girardeau				
<b>Group Totals:</b>				<b>0</b>	<b>510</b>	<b>0</b>	<b>0</b>
<u>Location:</u> Cedar Hill 14-CP-09-004	2014	October 17, 2013	ThinkFirst Missouri	0	800	0	0
<u>Agency Types</u> Think First	<u>Counties</u> Jefferson						
			<u>Cities</u> Cedar Hill				
<b>Group Totals:</b>				<b>0</b>	<b>800</b>	<b>0</b>	<b>0</b>
<u>Location:</u> Centralia 14-CP-09-004	2014	November 04, 2013	ThinkFirst Missouri	0	420	0	0
<u>Agency Types</u> Think First	<u>Counties</u> Boone						
			<u>Cities</u> Centralia				



Project Number 14-CP-09-004      Fiscal Year 2014      Training Date March 10, 2014      Training Provider ThinkFirst Missouri      CEU Hours 0      # Part. 40      Passed 0      Failed 0

<u>Agency Types</u> Think First	<u>Counties</u> Boone	<u>Cities</u> Centralia	0	60	0	0
14-CP-09-004	2014	March 11, 2014	ThinkFirst Missouri	0	60	0

<u>Agency Types</u> Think First	<u>Counties</u> Boone	<u>Cities</u> Centralia	0	12	0	0
14-CP-09-004	2014	June 25, 2014	ThinkFirst Missouri	0	12	0

<u>Agency Types</u> Think First	<u>Counties</u> Boone	<u>Cities</u> Centralia	<b>Group Totals:</b>			
			0	532	0	0

<u>Location:</u> Chesterfield	<u>Agency Types</u> Think First	<u>Counties</u> St. Louis	<u>Cities</u> Chesterfield	0	50	0
14-CP-09-004	2014	April 07, 2014	ThinkFirst Missouri	0	50	0

<u>Location:</u> Chillicothe	<u>Agency Types</u> Think First	<u>Counties</u> Livingston	<u>Cities</u> Chillicothe	0	100	0
14-CP-09-004	2014	April 25, 2014	ThinkFirst Missouri	0	100	0

<u>Location:</u> Columbia	<u>Agency Types</u> Think First	<u>Counties</u> Boone	<u>Cities</u> Columbia	0	26	0
14-CP-09-004	2014	May 01, 2014	ThinkFirst Missouri	0	26	0

<u>Agency Types</u> Think First	<u>Counties</u> Boone	<u>Cities</u> Columbia	<b>Group Totals:</b>			
			0	100	0	0



Project Number 14-CP-09-004      Fiscal Year 2014      Training Date June 10, 2014      Training Provider ThinkFirst Missouri      CEU Hours 0      # Part. 20      Passed 0      Failed 0

<u>Agency Types</u> Think First	<u>Counties</u> Boone	<u>Cities</u> Columbia	0	60	0	0
14-CP-09-004	2014	June 20, 2014	ThinkFirst Missouri	0	60	0

<u>Agency Types</u> Think First	<u>Counties</u> Boone	<u>Cities</u> Columbia	0	250	0	0
14-CP-09-004	2014	December 04, 2013	ThinkFirst Missouri	0	250	0

<u>Agency Types</u> Think First	<u>Counties</u> Boone	<u>Cities</u> Columbia	0	260	0	0
14-CP-09-004	2014	November 20, 2013	ThinkFirst Missouri	0	260	0

<u>Agency Types</u> Think First	<u>Counties</u> Boone	<u>Cities</u> Columbia	0	50	0	0
14-CP-09-004	2014	July 25, 2014	ThinkFirst Missouri	0	50	0

<u>Agency Types</u> Think First	<u>Counties</u> Boone	<u>Cities</u> Columbia	0	10	0	0
14-CP-09-004	2014	August 07, 2014	ThinkFirst Missouri	0	10	0

<u>Agency Types</u> Think First	<u>Counties</u> Boone	<u>Cities</u> Columbia	0	676	0	0
<b>Group Totals:</b>						

<u>Location:</u> Concordia	2014	November 05, 2013	ThinkFirst Missouri	0	190	0
14-CP-09-004	2014	November 05, 2013	ThinkFirst Missouri	0	190	0

<u>Agency Types</u> Think First	<u>Counties</u> Lafayette	<u>Cities</u> Concordia				
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<u>Project Number</u>	<u>Fiscal Year</u>	<u>Training Date</u>	<u>Training Provider</u>	<u>CEU Hours</u>	<u># Part.</u>	<u>Passed</u>	<u>Failed</u>
<b>Location: Desloge</b>							
14-CP-09-004	2014	February 28, 2014	ThinkFirst Missouri	0	190	0	0
<u>Agency Types</u> Think First				<u>Group Totals:</u>			
				0	190	0	0
<b>Location: Diamond</b>							
14-CP-09-004	2014	April 30, 2014	ThinkFirst Missouri	0	325	0	0
<u>Agency Types</u> Think First				<u>Group Totals:</u>			
				0	325	0	0
<b>Location: Farmington</b>							
14-CP-09-004	2014	May 09, 2014	ThinkFirst Missouri	0	250	0	0
<u>Agency Types</u> Think First				<u>Group Totals:</u>			
				0	250	0	0
<b>Location: Fenton</b>							
14-CP-09-004	2014	May 06, 2014	ThinkFirst Missouri	0	35	0	0
<u>Agency Types</u> Think First				<u>Group Totals:</u>			
				0	35	0	0
<b>Location: St. Louis</b>							
14-CP-09-004	2014	October 08, 2013	ThinkFirst Missouri	0	500	0	0
<u>Agency Types</u> Think First				<u>Group Totals:</u>			
				0	500	0	0
<b>Location: St. Louis</b>							
14-CP-09-004	2014	October 08, 2013	ThinkFirst Missouri	0	535	0	0
<u>Agency Types</u> Think First				<u>Group Totals:</u>			
				0	535	0	0

<u>Project Number</u>	<u>Fiscal Year</u>	<u>Training Date</u>	<u>Training Provider</u>	<u>CEU Hours</u>	<u># Part.</u>	<u>Passed</u>	<u>Failed</u>
<u>Location:</u> Festus 14-CP-09-004	2014	October 24, 2013	ThinkFirst Missouri	0	250	0	0
<u>Agency Types</u> Think First	<u>Counties</u> Jefferson					<u>Cities</u> Festus	
<b>Group Totals:</b>				0	250	0	0
<u>Location:</u> Fulton 14-CP-09-004	2014	October 15, 2013	ThinkFirst Missouri	0	50	0	0
<u>Agency Types</u> Think First	<u>Counties</u> Callaway					<u>Cities</u> Fulton	
<b>Group Totals:</b>				0	50	0	0
<u>Location:</u> Glasgow - Chariton County 14-CP-09-004	2014	October 18, 2013	ThinkFirst Missouri	0	150	0	0
<u>Agency Types</u> Think First	<u>Counties</u> Chariton					<u>Cities</u> Glasgow - Chariton County	
<b>Group Totals:</b>				0	150	0	0
<u>Location:</u> Green City 14-CP-09-004	2014	December 10, 2013	ThinkFirst Missouri	0	55	0	0
<u>Agency Types</u> Think First	<u>Counties</u> Sullivan					<u>Cities</u> Green City	
<b>Group Totals:</b>				0	55	0	0
<u>Location:</u> Harrisburg 14-CP-09-004	2014	May 14, 2014	ThinkFirst Missouri	0	310	0	0
<u>Agency Types</u> Think First	<u>Counties</u> Boone					<u>Cities</u> Harrisburg	
<b>Group Totals:</b>				0	310	0	0

<u>Project Number</u>	<u>Fiscal Year</u>	<u>Training Date</u>	<u>Training Provider</u>	<u>CEU Hours</u>	<u># Part.</u>	<u>Passed</u>	<u>Failed</u>
<b>Location: Iberia</b>							
14-CP-09-004	2014	October 16, 2013	ThinkFirst Missouri	0	310	0	0
<b>Group Totals:</b>							
				0	310	0	0
<b>Agency Types</b>							
Think First			<u>Counties</u> Miller				
			<u>Cities</u> Iberia				
<b>Location: Imperial</b>							
14-CP-09-004	2014	November 26, 2013	ThinkFirst Missouri	0	430	0	0
<b>Group Totals:</b>							
				0	430	0	0
<b>Agency Types</b>							
Think First			<u>Counties</u> Jefferson				
			<u>Cities</u> Imperial				
<b>Location: Jackson</b>							
14-CP-09-004	2014	October 11, 2013	ThinkFirst Missouri	0	700	0	0
<b>Group Totals:</b>							
				0	700	0	0
<b>Agency Types</b>							
Think First			<u>Counties</u> Cape Girardeau				
			<u>Cities</u> Jackson				
<b>Location: Jefferson City - Cole County</b>							
14-CP-09-004	2014	October 11, 2013	ThinkFirst Missouri	0	800	0	0
<b>Group Totals:</b>							
				0	800	0	0
<b>Agency Types</b>							
Think First			<u>Counties</u> Cape Girardeau				
			<u>Cities</u> Jackson				
<b>Group Totals:</b>							
				0	1,500	0	0

Project Number 14-CP-09-004     
 Fiscal Year 2014     
 Training Date November 11, 2013     
 Training Provider ThinkFirst Missouri     
 CEU Hours 0     
 # Part. 25     
 Passed 0     
 Failed 0

<u>Agency Types</u> Think First	<u>Counties</u> Cole	<u>Cities</u> Jefferson City - Cole County
14-CP-09-004	2014	March 06, 2014      ThinkFirst Missouri
		0      600      0      0

<u>Agency Types</u> Think First	<u>Counties</u> Cole	<u>Cities</u> Jefferson City - Cole County
14-CP-09-004	2014	March 14, 2014      ThinkFirst Missouri
		0      25      0      0

<u>Agency Types</u> Think First	<u>Counties</u> Cole	<u>Cities</u> Jefferson City - Cole County
<b>Group Totals:</b>		
		0      650      0      0

<u>Location:</u> Joplin - Jasper County		
14-CP-09-004	2014	April 03, 2014      ThinkFirst Missouri
		0      120      0      0

<u>Agency Types</u> Think First	<u>Counties</u> Jasper	<u>Cities</u> Joplin - Jasper County
<b>Group Totals:</b>		
		0      120      0      0

<u>Location:</u> Laddonia		
14-CP-09-004	2014	October 16, 2013      ThinkFirst Missouri
		0      170      0      0

<u>Agency Types</u> Think First	<u>Counties</u> Audrain	<u>Cities</u> Laddonia
<b>Group Totals:</b>		
		0      170      0      0

<u>Location:</u> Louisiana		
14-CP-09-004	2014	February 18, 2014      ThinkFirst Missouri
		0      55      0      0

<u>Agency Types</u> Think First	<u>Counties</u> Pike	<u>Cities</u> Louisiana
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<u>Project Number</u>	<u>Fiscal Year</u>	<u>Training Date</u>	<u>Training Provider</u>	<u>CEU Hours</u>	<u># Part.</u>	<u>Passed</u>	<u>Failed</u>
<b>Location: Macon</b>							
14-CP-09-004	2014	December 19, 2013	ThinkFirst Missouri	0	55	0	0
<b>Agency Types</b> Think First				<b>Group Totals:</b>			
			<u>Counties</u> Macon				
			<u>Cities</u> Macon				
14-CP-09-004	2014	December 10, 2013	ThinkFirst Missouri	0	65	0	0
<b>Agency Types</b> Think First				<b>Group Totals:</b>			
			<u>Counties</u> Macon				
			<u>Cities</u> Macon				
<b>Location: Madison</b>							
14-CP-09-004	2014	November 06, 2013	ThinkFirst Missouri	0	120	0	0
<b>Agency Types</b> Think First				<b>Group Totals:</b>			
			<u>Counties</u> Monroe				
			<u>Cities</u> Madison				
<b>Location: Marble Hill</b>							
14-CP-09-004	2014	September 26, 2014	ThinkFirst Missouri	0	285	0	0
<b>Agency Types</b> Think First				<b>Group Totals:</b>			
			<u>Counties</u> Bollinger				
			<u>Cities</u> Marble Hill				
<b>Location: Memphis</b>							
14-CP-09-004	2014	October 29, 2013	ThinkFirst Missouri	0	150	0	0
<b>Agency Types</b> Think First				<b>Group Totals:</b>			
			<u>Counties</u> Scotland				
			<u>Cities</u> Memphis				
<b>Agency Types</b> Think First				<b>Group Totals:</b>			

<u>Project Number</u>	<u>Fiscal Year</u>	<u>Training Date</u>	<u>Training Provider</u>	<u>CEU Hours</u>	<u># Part.</u>	<u>Passed</u>	<u>Failed</u>
<u>Location:</u> Moberly 14-CP-09-004	2014	May 29, 2014	ThinkFirst Missouri	0	35	0	0
<u>Agency Types</u> Think First	<u>Counties</u> Randolph					<u>Cities</u> Moberly	
<b>Group Totals:</b>				0	35	0	0
<u>Location:</u> Monroe City 14-CP-09-004	2014	May 12, 2014	ThinkFirst Missouri	0	200	0	0
<u>Agency Types</u> Think First	<u>Counties</u> Marion					<u>Cities</u> Monroe City	
14-CP-09-004	2014	November 06, 2013	ThinkFirst Missouri	0	330	0	0
<u>Agency Types</u> Think First	<u>Counties</u> Marion					<u>Cities</u> Monroe City	
<b>Group Totals:</b>				0	530	0	0
<u>Location:</u> Mountain Grove - Texas Count 14-CP-09-004	2014	October 17, 2013	ThinkFirst Missouri	0	70	0	0
<u>Agency Types</u> Think First	<u>Counties</u> Texas					<u>Cities</u> Mountain Grove - Texas County	
<b>Group Totals:</b>				0	70	0	0
<u>Location:</u> New Bloomfield 14-CP-09-004	2014	September 16, 2014	ThinkFirst Missouri	0	20	0	0
<u>Agency Types</u> Think First	<u>Counties</u> Callaway					<u>Cities</u> New Bloomfield	
<b>Group Totals:</b>				0	20	0	0
<u>Location:</u> Norwood							



Project Number 14-CP-09-004     
 Fiscal Year 2014     
 Training Date October 23, 2013     
 Training Provider ThinkFirst Missouri     
 CEU Hours 0     
 # Part. 180     
 Passed 0     
 Failed 0

Agency Types  
 Think First

Counties  
 Wright

Group Totals:      0      180      0      0

**Location: Osage Beach - Miller County**  
 14-CP-09-004      2014      June 04, 2014      ThinkFirst Missouri

Agency Types  
 Think First

Counties  
 Miller

Cities  
 Osage Beach - Miller County

Group Totals:      0      50      0      0

**Location: Philadelphia**  
 14-CP-09-004      2014      October 03, 2013      ThinkFirst Missouri

Agency Types  
 Think First

Counties  
 Marion

Cities  
 Philadelphia

Group Totals:      0      115      0      0

**Location: Potosi**  
 14-CP-09-004      2014      October 30, 2013      ThinkFirst Missouri

Agency Types  
 Think First

Counties  
 Washington

Cities  
 Potosi

Group Totals:      0      650      0      0

**Location: Queen City**  
 14-CP-09-004      2014      May 06, 2014      ThinkFirst Missouri

Agency Types  
 Think First

Counties  
 Schuyler

Cities  
 Queen City

Group Totals:      0      150      0      0

<u>Project Number</u>	<u>Fiscal Year</u>	<u>Training Date</u>	<u>Training Provider</u>	<u>CEU Hours</u>	<u># Part.</u>	<u>Passed</u>	<u>Failed</u>
<u>Location:</u> Rocheport 14-CP-09-004	2014	February 13, 2014	ThinkFirst Missouri	0	50	0	0
<u>Agency Types</u> Think First	<u>Counties</u> Boone	<u>Cities</u> Rocheport					
<b>Group Totals:</b>				<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>
<u>Location:</u> Saint Charles 14-CP-09-004	2014	April 24, 2014	ThinkFirst Missouri	0	225	0	0
<u>Agency Types</u> Think First	<u>Counties</u> St. Charles	<u>Cities</u> Saint Charles					
<b>Group Totals:</b>				<b>0</b>	<b>225</b>	<b>0</b>	<b>0</b>
<u>Location:</u> Saint Elizabeth 14-CP-09-004	2014	November 11, 2013	ThinkFirst Missouri	0	100	0	0
<u>Agency Types</u> Think First	<u>Counties</u> Cole	<u>Cities</u> Eugene					
<b>Group Totals:</b>				<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>
<u>Location:</u> Saint Joseph 14-CP-09-004	2014	June 03, 2014	ThinkFirst Missouri	0	100	0	0
<u>Agency Types</u> Think First	<u>Counties</u> Buchanan	<u>Cities</u> Saint Joseph					
<b>Group Totals:</b>				<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>
<u>Agency Types</u> Think First	<u>Counties</u> Buchanan	<u>Cities</u> Saint Joseph					
<b>Group Totals:</b>				<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>
<u>Location:</u> Saint Louis				0	200	0	0

Project Number  
 14-CP-09-004

Fiscal Year  
 2014

Training Date  
 July 26, 2014

Training Provider  
 ThinkFirst Missouri

CEU Hours  
 0

# Part.  
 10

Passed  
 0

Failed  
 0

Agency Types  
 Think First

Counties  
 St. Louis City

Cities  
 Saint Louis

14-CP-09-004

2014

May 21, 2014

ThinkFirst Missouri

0

680

0

0

Agency Types  
 Think First

Counties  
 St. Louis City

Cities  
 Saint Louis

14-CP-09-004

2014

October 28, 2013

ThinkFirst Missouri

0

150

0

0

Agency Types  
 Think First

Counties  
 St. Louis City

Cities  
 Saint Louis

14-CP-09-004

2014

January 28, 2014

ThinkFirst Missouri

0

600

0

0

Agency Types  
 Think First

Counties  
 St. Louis City

Cities  
 Saint Louis

14-CP-09-004

2014

February 11, 2014

ThinkFirst Missouri

0

100

0

0

Agency Types  
 Think First

Counties  
 St. Louis

Cities  
 Eureka

**Group Totals:**

0

1,540

0

0

0

0

0

Location: Saint Peters

2014

April 17, 2014

ThinkFirst Missouri

0

1,400

0

0

Agency Types  
 Think First

Counties  
 St. Charles

Cities  
 Saint Peters

**Group Totals:**

0

1,400

0

0

0

0

0

Location: Sainte Genevieve

Project Number  
 14-CP-09-004

Fiscal Year  
 2014

Training Date  
 April 04, 2014

Training Provider  
 ThinkFirst Missouri

CEU Hours  
 0

# Part.  
 720

Passed  
 0

Failed  
 0

Agency Types  
 Think First

Counties  
 Ste. Genevieve

Cities  
 Sainte Genevieve

14-CP-09-004      2014      November 21, 2013      ThinkFirst Missouri      0      250      0      0

Agency Types  
 Think First

Counties  
 Ste. Genevieve

Cities  
 Sainte Genevieve

**Group Totals:**      0      970      0      0

**Location: Salisbury**  
 14-CP-09-004      2014      February 28, 2014      ThinkFirst Missouri      0      220      0      0

Agency Types  
 Think First

Counties  
 Chariton

Cities  
 Salisbury

**Group Totals:**      0      220      0      0

**Location: Savannah**  
 14-CP-09-004      2014      May 23, 2014      ThinkFirst Missouri      0      110      0      0

Agency Types  
 Think First

Counties  
 Andrew

Cities  
 Savannah

14-CP-09-004      2014      December 03, 2013      ThinkFirst Missouri      0      100      0      0

Agency Types  
 Think First

Counties  
 Andrew

Cities  
 Savannah

**Group Totals:**      0      210      0      0

**Location: Sheldon**  
 14-CP-09-004      2014      November 01, 2013      ThinkFirst Missouri      0      75      0      0

Agency Types  
 Think First

Counties  
 Vernon

Cities  
 Sheldon

<u>Project Number</u>	<u>Fiscal Year</u>	<u>Training Date</u>	<u>Training Provider</u>	<u>CEU Hours</u>	<u># Part.</u>	<u>Passed</u>	<u>Failed</u>
<b>Location: Sikeston - Scott County</b>							
14-CP-09-004	2014	October 21, 2013	ThinkFirst Missouri	0	75	0	0
<b>Group Totals:</b>							
				0	75	0	0
<b>Agency Types</b>							
Think First	<u>Counties</u> Scott						
14-CP-09-004	2014	October 22, 2013	ThinkFirst Missouri	0	1,100	0	0
<b>Agency Types</b>							
Think First	<u>Counties</u> Scott						
<b>Group Totals:</b>							
				0	1,650	0	0
<b>Location: Stover</b>							
14-CP-09-004	2014	October 31, 2013	ThinkFirst Missouri	0	250	0	0
<b>Agency Types</b>							
Think First	<u>Counties</u> Morgan						
<b>Group Totals:</b>							
				0	250	0	0
<b>Location: Sturgeon</b>							
14-CP-09-004	2014	April 14, 2014	ThinkFirst Missouri	0	200	0	0
<b>Agency Types</b>							
Think First	<u>Counties</u> Boone						
<b>Group Totals:</b>							
				0	200	0	0
<b>Location: Tuscumbia</b>							
14-CP-09-004	2014	April 16, 2014	ThinkFirst Missouri	0	150	0	0
<b>Agency Types</b>							
Think First	<u>Counties</u> Miller						
<b>Group Totals:</b>							
				0	150	0	0

<u>Project Number</u>	<u>Fiscal Year</u>	<u>Training Date</u>	<u>Training Provider</u>	<u>CEU Hours</u>	<u># Part.</u>	<u>Passed</u>	<u>Failed</u>
<u>Location:</u> Unionville 14-CP-09-004	2014	May 15, 2014	ThinkFirst Missouri	0	150	0	0
<u>Agency Types</u> Think First	<u>Counties</u> Putnam						
						<u>Cities</u> Unionville	
<b>Group Totals:</b>				<b>0</b>	<b>150</b>	<b>0</b>	<b>0</b>
<u>Location:</u> Vienna 14-CP-09-004	2014	October 29, 2013	ThinkFirst Missouri	0	250	0	0
<u>Agency Types</u> Think First	<u>Counties</u> Maries						
						<u>Cities</u> Vienna	
<b>Group Totals:</b>				<b>0</b>	<b>250</b>	<b>0</b>	<b>0</b>
<u>Location:</u> Waverly 14-CP-09-004	2014	April 08, 2014	ThinkFirst Missouri	0	40	0	0
<u>Agency Types</u> Think First	<u>Counties</u> Lafayette						
						<u>Cities</u> Waverly	
<b>Group Totals:</b>				<b>0</b>	<b>40</b>	<b>0</b>	<b>0</b>
<u>Location:</u> Wellington 14-CP-09-004	2014	December 20, 2013	ThinkFirst Missouri	0	250	0	0
<u>Agency Types</u> Think First	<u>Counties</u> Lafayette						
						<u>Cities</u> Wellington	
<b>Group Totals:</b>				<b>0</b>	<b>250</b>	<b>0</b>	<b>0</b>
<u>Location:</u> Wellsville 14-CP-09-004	2014	November 05, 2013	ThinkFirst Missouri	0	180	0	0
<u>Agency Types</u> Think First	<u>Counties</u> Montgomery						
						<u>Cities</u> Wellsville	
<b>Group Totals:</b>				<b>0</b>	<b>180</b>	<b>0</b>	<b>0</b>

<u>Project Number</u>	<u>Fiscal Year</u>	<u>Training Date</u>	<u>Training Provider</u>	<u>CEU Hours</u>	<u># Part.</u>	<u>Passed</u>	<u>Failed</u>
<b>Location: Westphalia</b>							
14-CP-09-004	2014	May 02, 2014	ThinkFirst Missouri	0	180	0	0
<b>Group Totals:</b>							
				0	180	0	0
<b>Agency Types</b>							
Think First							
	<u>Counties</u>						
	Osage						
	<u>Cities</u>						
	Westphalia						
<b>Location: Wildwood - St. Louis County</b>							
14-CP-09-004	2014	March 25, 2014	ThinkFirst Missouri	0	30	0	0
<b>Group Totals:</b>							
				0	30	0	0
<b>Agency Types</b>							
Think First							
	<u>Counties</u>						
	St. Louis						
	<u>Cities</u>						
	Wildwood - St. Louis County						
14-CP-09-004	2014	March 26, 2014	ThinkFirst Missouri	0	65	0	0
<b>Group Totals:</b>							
				0	65	0	0
<b>Agency Types</b>							
Think First							
	<u>Counties</u>						
	St. Louis						
	<u>Cities</u>						
	Wildwood - St. Louis County						
<b>Location: Windsor - Henry County</b>							
14-CP-09-004	2014	October 11, 2013	ThinkFirst Missouri	0	300	0	0
<b>Group Totals:</b>							
				0	300	0	0
<b>Agency Types</b>							
Think First							
	<u>Counties</u>						
	Henry						
	<u>Cities</u>						
	Windsor - Henry County						
<b>Course: Traffic Control for Emergency I</b>							
<b>Location: Greenfield</b>							
14-EM-02-001	2014	March 29, 2014	MU FRTI	1	15	15	0
<b>Group Totals:</b>							
				0	300	0	0
<b>Agency Types</b>							
Fire							
	<u>Counties</u>						
	Barton, Butler, Dade, Greene, Lawrence						
	<u>Cities</u>						
	Golden City, Poplar Bluff, Greenfield, Lockwood, South Greenfield, Walnut Grove, Miller						



<u>Project Number</u>	<u>Fiscal Year</u>	<u>Training Date</u>	<u>Training Provider</u>	<u>CEU Hours</u>	<u># Part</u>	<u>Passed</u>	<u>Failed</u>
<b>Location: Viburnum</b>							
14-EM-02-001	2014	November 02, 2013	MU FRTI	1	15	15	0
<b>Group Totals:</b>							
				1	15	15	0
<b>Agency Types</b>							
Fire							
<u>Counties</u>				<u>Cities</u>			
Crawford, Dent, Iron				Davisville, Steelville, Boss, Salem, Viburnum			
<b>Course: Vehicle Rescue</b>							
<b>Location: Dexter</b>							
14-EM-02-001	2014	April 05, 2014	MU FRTI	2	37	37	0
<b>Group Totals:</b>							
				2	37	37	0
<b>Agency Types</b>							
Fire							
<u>Counties</u>				<u>Cities</u>			
Cape Girardeau, Dunklin, Stoddard				Millersville, Jackson, Cape Girardeau, Malden, Bloomfield, Dexter			
<b>Location: Jadwin</b>							
14-EM-02-001	2014	March 29, 2014	MU FRTI	2	31	30	1
<b>Group Totals:</b>							
				2	31	30	1
<b>Agency Types</b>							
Fire							
<u>Counties</u>				<u>Cities</u>			
Dent, Jefferson, Phelps, Shannon, St. Charles, St. Louis				Jadwin, Lenox, House Springs, Rolla, Eminence, Lake Saint Louis, Saint Peters			
<b>Location: Marshfield</b>							
14-EM-02-001	2014	October 04, 2013	MU FRTI	16	24	24	0
<b>Group Totals:</b>							
				16	24	24	0
<b>Agency Types</b>							
Fire							
<u>Counties</u>				<u>Cities</u>			
Dallas, Greene, Webster, Wright				Louisburg, Republic, Rogersville, Marshfield, Niangua, Mansfield, Springfield - Greene County			
<b>Location: Piedmont</b>							
<b>Group Totals:</b>							
				16	24	24	0

Project Number 14-EM-02-001      Fiscal Year 2014      Training Date January 25, 2014      Training Provider MU FRTI      CEU Hours 2      # Part. 33      Passed 33      Failed 0

Agency Types  
Fire

Counties  
Benton, Clay, Madison, Pettis, Stoddard, Wayne, St. Louis City

Cities  
Mora, Excelsior Springs - Clay County, Fredericktown, Marquand, Dexter, Piedmont, Saint Louis

**Group Totals:**      2      33      33      0

Location: **Pierce City**      2014      November 08, 2013      MU FRTI

Agency Types  
Fire

Counties  
Barry, Dade, Lawrence

Cities  
Monett, Purdy, Cassville, Shell Knob - Barry County, Lockwood, Pierce City, Aurora

**Group Totals:**      2      25      25      0

Location: **Richland - Laclede County**      2014      October 05, 2013      MU FRTI

Agency Types  
Fire

Counties  
Laclede, Phelps, Pulaski, Texas

Cities  
Newburg, Saint James, Fort Leonard Wood CDP, Laquey, Dixon, Saint Robert, Waynesville, Licking, Roby, Richland - Laclede County

**Group Totals:**      2      20      20      0

Course: **Vehicle Search and Seizure**  
Location: **14-PT-02-065**      2014      July 28, 2014      Missouri Southern State University

Agency Types  
Sheriff

Counties  
Jasper, Polk

Cities  
Jasper, Bolivar

**Group Totals:**      0      6      6      0

Location: **Buffalo**      2014      May 14, 2014      Missouri Southern State University

Agency Types  
Sheriff

Counties  
Christian, Dallas, Laclede, Lawrence, Polk, Webster

Cities  
Ozark, Buffalo, Lebanon, Mount Vernon, Bolivar, Marshfield

**Group Totals:**      0      34      30      4

<u>Project Number</u>	<u>Fiscal Year</u>	<u>Training Date</u>	<u>Training Provider</u>	<u>CEU Hours</u>	<u># Part.</u>	<u>Passed</u>	<u>Failed</u>
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<b>Location: Nixa</b>							
14-PT-02-065	2014	April 14, 2014	Missouri Southern State University	0	34	30	4
<b>Group Totals:</b>							
				0	35	35	0

<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>
Police	Camden, Christian, Greene, Lawrence, McDonald, Polk, Stone, Taney	Osage Beach - Camden County, Nixa, Ozark, Clever, Rogersville, Strafford, Walnut Grove, Miller, Mount Vernon, Pineville, Bolivar, Hurley

<b>Program: HWY SAFETY</b>							
<b>Course: CPS Certification Course</b>							
<b>Location: Hayti</b>							
14-K3-05-002	2014	May 15, 2014	Highway Safety	24	13	13	0
<b>Group Totals:</b>							
				0	35	35	0

<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>
Sheriff	Pemiscot	Caruthersville
Health Department	New Madrid, Pemiscot	New Madrid, Caruthersville
Fire	Pemiscot	Caruthersville
Police	Pemiscot	Caruthersville

<b>Location: Linn</b>							
14-K3-05-002	2014	December 06, 2013	Highway Safety	24	16	16	0
<b>Group Totals:</b>							
				24	13	13	0

<u>Agency Types</u>	<u>Counties</u>	<u>Cities</u>
EMS	Osage	Linn
Fire	Osage	Linn
MoDOT	Cole	Jefferson City - Cole County
Health Department	Osage	Linn
Sheriff	Osage	Linn

<b>Location: Waynesville</b>							
				24	16	16	0
<b>Group Totals:</b>							
				24	16	16	0

**Project Number** 14-K3-05-002     
**Fiscal Year** 2014     
**Training Date** November 09, 2013     
**Training Provider** Highway Safety     
**CEU Hours** 24     
**# Part.** 17     
**Passed** 17     
**Failed** 0

Agency Types  
 Fire  
 Other

Counties  
 Pulaski  
 Pulaski

**Group Totals:**

24      17      17      0

**Course:** PIRE

**Location:** Cape Girardeau      2014      October 21, 2013      PIRE

Agency Types

Police  
 Sheriff  
 MSHP

Counties

Butler, Cape Girardeau, Iron, Madison, Mississippi, New Madrid, Pemiscot, Perry, Scott, St. Francois, Ste. Genevieve, Stoddard  
 Butler, Perry  
 Butler, St. Louis

Cities

Poplar Bluff, Cape Girardeau, Arcadia, Fredericktown, Bertrand, Portageville, Hayti, Caruthersville, Perryville, Miner, Scott City, Desloge, Saint Mary, Advance, Essex, Sikeston - Scott County  
 Poplar Bluff

**Group Totals:**

6      55      55      0

**Location:** Columbia

2014      June 02, 2014      McGee, Bartalotta, Friedlein

Agency Types

MSHP  
 Police

Counties

Cole, Greene, Macon, St. Charles, St. Louis  
 Audrain, Callaway, Cole, Cooper, Lawrence, Lincoln, Ralls, Randolph, Saline, St. Charles, St. Louis

Cities

Macon, Weidon Spring, Jefferson City - Cole County, Springfield - Greene County  
 Mexico, Auxvasse, Boonville, Mount Vernon, Winfield, New London, Moberly, Slater, Wentzville, Manchester, Jefferson City - Cole County

**Group Totals:**

6      36      36      0

**Location:** Kansas City - Jackson County

2014      March 24, 2014      Underage Drinking LE Training

6      49      49      0

Project Number      Fiscal Year      Training Date      Training Provider      CEU Hours      # Part.      Passed      Failed

Agency Types	Counties	Cities
Sheriff	Clay, Jackson, McDonald	Saint Joseph, Oakview, Pleasant Valley - Clay County, Kearney, Plattsburg, Deepwater, Independence, Mount Vernon, Lake Waukomis, Weatherby Lake, Slater, Lees Summit - Jackson County
Police	Buchanan, Clay, Clinton, Henry, Jackson, Lawrence, Platte, Saline	Saint Joseph, Kansas City - Jackson County, Lees Summit - Jackson County, Springfield - Greene County
MSHP	Buchanan, Greene, Jackson	
Other	Clay	

**Group Totals:**      6      49      49      0

**Program: LAW ENF**  
**Course: Professional Development**  
**Location: Springfield - Greene County**  
 14-K8-03-031      2014      August 08, 2014      Greene County Sheriff's Office

Agency Types	Counties	Cities

**Group Totals:**      8      13      13      0

**Grand Totals:**      3,201      27,319      4,160      27

**PROJECT TITLE:**

Tween Safety Program

**PROJECT NUMBER:**

14-PT-02-109

**PROGRAM AREA:**

02

**JURISDICTION SIZE:**

5,700,000

**TYPE OF JURISDICTION:**

Statewide

**TARGETED POPULATION:**

Statewide

**AGENCY NAME:**

Traffic and Highway Safety Division

**AGENCY CONTACT:**

Mrs. Pamela Hoelscher

**PROJECT DESCRIPTION:**

The TWEEN Safety Program will target children ages of 8 through 12 years old and their parents. The project consists of intervention programs designed to educate parents and their kids regarding general traffic safety.

Suggested programs are created with specific age groups in mind. For younger TWEENS between the ages of 8 and 10, activities such as "Spot theTot", "Trunk Entrapment", "Safety Belt Fit Test" and "Never Leave your Child Unattended" provide information critical to keeping kids safe in and around vehicles. For all TWEENS and older TWEENS, the focus will be to learn about basic airbag safety and proper safety belt usage.

The activities and related information will be primarily facilitated through school assemblies, after school programs, safety fairs, and summer programs. Each program will have printed material with the target age groups for students and parents. Focus groups will be conducted prior to the programs to gather ideas to best fit the needs of the TWEEN population and their parents. The Program Coordinator will be responsible for the completion of these focus groups.

Finally, if possible, the Coordinator will distribute and collect pre and post tests or another selected form of evaluation that will be completed by students and/or parents following the completion of activities. Results would then be compiled into descriptive reports.

**PROBLEM IDENTIFICATION:**

At a young age, too many children are still riding in the front seat of a vehicle and often without any type of restraint, child safety seat or safety belt. In addition, this puts a number of children at risk of airbag-related injuries and deaths. While child safety seats and booster seats for children under 8 years of age are being used more often, children 8 through 12 years of age are at a greater risk of danger because of the lack of education about restraint use and airbag safety. These children are the drivers of the future, and the foundation for safety belt use needs to occur at this level before they are behind the wheel of a vehicle.

In 2009, there were 8 fatalities in Missouri (5 fewer than the previous year), however, the disabling injuries for this age group increased by 55 during the same time frame. While a multitude of programs and other resources have been directed toward child restraint or booster seat use by younger children, there is not enough focus on ensuring that TWEENS ride properly restrained.

**GOALS AND OBJECTIVES:**

To reduce the number of fatalities and injuries of children between the ages 8 through 12.

**EVALUATION:**

The MHTC will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract\*
5. Accomplishing the Objectives\* established to meet the project Goals, such as:



- Programs (number and success of programs held compared to planned programs, evaluations if available)
  - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
  - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
  - Public awareness activities (media releases, promotion events, incentive items or education materials produced or purchased)
  - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Traffic and Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

\*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

The above Evaluation criteria do not apply to program coordination contracts.

#### RESULTS:

Eight "Be the Back Seat Boss" School assemblies were held  
 Thirteen Community Events were attended  
 Total students/parents reached was 4,159

"Be the Back Seat Boss" School Assembly - focus is on proper seat belt use and airbag safety.  
 Airbag Education Piece:

The assembly begins with a discussion about the speed at which an airbag deploys. Students are asked to guess the speed of deployment and students' guesses are then illustrated via a balloon demonstration. An airbag is then set off. Students learn the best safety practice concerning airbags. The Tween body is not fully developed and cannot withstand the force of an airbag until the age of 13. Until bones and muscles develop completely, Tweens should never sit in the front of a vehicle near the airbag.

Seat Belt Education Piece:

Students are selected to assist with this demonstration. Students are shown proper seat belt placement across the hipbones, chest, and shoulder. Improper belt positions are also demonstrated. If applicable, a booster seat best practice is shown (K-2nd grade).

"Be the Back Seat Boss" Beat Box Rap:

A beat box rap is performed in order to reinforce the theme discussed during the assembly. This is always a big hit! All students who volunteer to participate with demonstrations receive an Arrive Alive/Buckle Up t-shirt. All students receive educational materials which explain the information presented during the assembly.

Community Events - focus is on proper seat belt use

Students and parents are shown proper seat belt placement across the hipbones, chest, and shoulder. Improper belt positions are discussed. If applicable, a booster seat best practice is shown (K-2nd grade). All students who participate receive an Arrive Alive/Buckle Up t-shirt. All students receive educational materials which explain seat belt and air bag safety.

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<b>FUNDING:</b>	<b>AWARDED AMOUNT:</b>	<b>DISBURSED AMOUNT:</b>
	\$20,000.00	\$9,627.31



**HS CONTACT:**

Pam Hoelscher

P.O. Box 270

830 MoDOT Drive

Jefferson City, MO 65102

1-800-800-2358



**PROJECT TITLE:**

Traffic Safety Officer

**PROJECT NUMBER:**

14-PT-02-082

**PROGRAM AREA:**

02

**JURISDICTION SIZE:**

90,000

**TYPE OF JURISDICTION:**

Urban

**TARGETED POPULATION:**

All Drivers

**AGENCY NAME:**

Platte County Sheriff's Office

**AGENCY CONTACT:**

Sgt. Tom Taulbee

**PROJECT DESCRIPTION:**

Project Description information will be captured in the supplemental section.

**PROBLEM IDENTIFICATION:**

Hazardous driving is a serious problem on Missouri's roadways and has contributed substantially to traffic crashes, especially crashes resulting in death. Many of these crashes are caused by aggressive drivers of motorized vehicles who have committed one or more of the following violations: speeding; driving too fast for conditions; and/or following too close. Other hazardous driving may include improper lane change, red-light running, or impaired driving.

From 2009-2011, there were 1,021 fatalities resulting from aggressive drivers. Of those fatalities, 41.1% resulted from exceeding the speed limit, 56.5% resulted from driving too fast for conditions, and 5.2% from following too close. Also, during the same time frame there were 755 people killed and 3,051 seriously injured in crashes where drivers or pedestrians were impaired by alcohol and/or other drugs.

**GOALS AND OBJECTIVES:****Goal:**

To decrease Hazardous Moving Violation driving-related fatalities by 2 percent annually to:

- 305 by 2012
- 299 by 2013
- 293 by 2014
- 287 by 2015

**Objective:**

Develop and implement a plan that focuses on hazardous moving violations (such as speeding, following too closely, driving too fast for conditions, red-light running, improper lane changes, and failure to yield) at high crash locations and corridors.

**EVALUATION:**

The MHTC will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Law enforcement compliance with state UCR, Racial Profiling, and STARS reporting requirements (law enforcement contracts only)
2. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
3. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
4. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
5. Attaining the Goals set forth in this contract\*
6. Accomplishing the Objectives\* established to meet the project Goals, such as:
  - Enforcement activities (planned activities compared with actual activities)
  - Programs (number and success of programs held compared to planned programs, evaluations if available)
  - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
  - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort, documentation of equipment use and frequency of use)

- Public awareness activities (media releases, promotion events, incentive items or education materials produced or purchased)
  - Other (any other information or material that supports the Objectives)
7. The project will be evaluated by the Traffic and Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

\*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

## RESULTS:

### Full-Time DWI/Traffic Unit FY2014 Annual Report

Law enforcement agencies with full-time DWI or Traffic Officers are required to complete and send an annual report for Fiscal Year 2014 (October 2013 - September 30, 2014). Please provide information to the following questions and return to Marcus D. Holmes by November 9, 2013.

1. What roadways did your agency focus the enforcement details?
  - a. The primary focus was put on the state highways, primarily M-45, M-92, M-273 with some enforcement on I-29, I-435 and M-9. We also put minor emphasis on the arterial county roads, primarily Humphreys Rd. and Jones-Myer Rd.
2. What schedule did your officers/deputies work (time of day and day of week)?
  - a. All the officers worked a variation of days and evenings with Sunday and Monday off. Currently Deputy Dudley works Tuesday and Wednesday from 0700-1700 and Friday and Saturday from 1900-0500.
3. How frequently did supervisors conduct briefings with the full-time unit officers/deputies to discuss operations plans that would impact fatal and injury crashes? I talk with Deputy Dudley several times a month about current areas of concern and citizen complaints. We are currently conducting an accident study to better correlate our enforcement activities with our accident data.
4. How did you engage the local community to raise awareness of the purpose of the DWI/Traffic Unit? We participated in several news conferences and frequently issue press released on items that are traffic safety related.
5. Please give examples of how the media was used to highlight the DWI/Traffic Unit activities and raise awareness with the public (press releases, TV/radio interviews, newspaper articles, etc.) We hosted a large press conference prior to Cinco de Mayo and dedicating our checkpoint to Michael Clark, who was killed on May 5, 2011 in Gladstone.
6. What type of training did your officers/deputies receive this grant year (please list each officer/deputy individually and the training they received)?
  - a. Deputy Steve Alvord - Search & seizure, AS-IV and DMT Breathalyzer Type III, required online courses, semi-annual defensive tactics and firearms qualification.
  - b. Deputy N. Blair Dudley - Dealing with Intoxicated persons, LETSAC Conference, required online courses, semi-annual defensive tactics and firearms qualification.
7. Please provide any changes to personnel working in the DWI/Traffic Unit that occurred this grant year.
  - a. Deputy Steve Alvord was the traffic officer November, 2013 to June 15, 2014.
  - b. Deputy N. Blair Dudley has been assigned since June 16, 2014.

8. Do the officers in this unit work any type of non-traffic related duties (hours per month)? Please explain. No.
9. Was any of the equipment purchased with Highway Safety grant funds damaged and/or replaced this grant year? No.
10. At the Full Time Unit Workshop held in January 2014 each unit was informed they must host a minimum of six sobriety checkpoints each year (though strongly encouraged to host twelve). Please list the dates and locations of the sobriety checkpoints hosted by your agency. Please list the dates, locations, and host agency of sobriety checkpoints your agency assisted at.

- a. March 15, 2014 - M-45 and 65th Street.
- b. April 11, 2014 - M-9 Hwy and Maddox Rd.
- c. May 5, 2014 - M-45 and Klamm Drive
- d. May 24, 2014 - M-273 and Town Court.
- e. June 13, 2014 - Z Highway and Commercial Street.
- f. June 27, 2014 - M-92 and Prairie View Road
- g. July 5, 2014 - M-45 and 65th Street
- h. August 8, 2014 - I-29 and 24 mile marker.
- i. August 15, 2014 - M-45 and Woolston Road
- j. August 30, 2014 - M-92 and North Creek Road.
- k. September 19, 2014 - M-9 and Berkley

All sobriety checkpoints were hosted by the Platte County Sheriff's Dept. Most utilized help from various other agencies associated with the Northland DWI Task Force. Deputies were also sent to assist other task force agencies with their sponsored sobriety checkpoints.

11. Please list each officer/deputy individually and the number of vehicle stops, DWI arrests, HMV citations, and seatbelt citations they had during the grant year.

- a. Deputy Steve Alvord, 1205 stops, 15 DWI arrests, 699 HMV citations, 5 seat belt / child restraint citations,
- b. Deputy N. Blair Dudley 466 stops, 6 DWI arrests, 255 HMV citations, 13 seat belt / child restraint citations.

12. Has your county/city had an increase or decrease in fatal and injury crashes the past three years? If you're experiencing an increase please explain your strategy to reduce them. The number of injury and fatal accidents has remained relatively the same in the past three years with only a slight difference between the lowest and highest year. In the three year period of 2010 thru 2013 in Platte County there was 1828 injury and fatality accidents. There were 1782 injury accidents and 46 fatal accidents. The years break down as follows. In 2010 there were 457 injury or fatality accidents that injured 640 people and killed 13. In 2011 there were 471 injury or fatality accidents that injured 621 and killed 13. In 2012 the numbers were 461 accidents, 640 injured and 13 killed. In 2013 there were 471 injury or fatality accidents that injured 588 and killed 12. Year to date through September driving while intoxicated arrests are up 13.4%. With increased enforcement we hope and anticipate these numbers will decline.

13. Are there any resources or information that the Highway Safety Office can provide to your agency to help with traffic safety improvements? Our main requirement is funding for manpower to aggressively enforce the traffic laws. I think the above statistics clearly show that there is a strong need for dedicated traffic enforcement, specifically dedicated DWI enforcement deputies patrolling Platte County on a full time basis. With our low staffing and high call volume it is impossible for us to provide adequate enforcement without outside assistance. It is our intention, on the next cycle, to attempt to get funding for a full time DWI enforcement car.

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**FUNDING:**

**AWARDED AMOUNT:**

**DISBURSED AMOUNT:**

\$20,434.50

\$18,020.04

**HS CONTACT:**

Marcus Holmes

P.O. Box 270

830 MoDOT Drive

Jefferson City, MO 65102

1-800-800-2358



**PROJECT TITLE:**

PI Creative Services

**PROJECT NUMBER:**

14-PT-02-111

**PROGRAM AREA:**

02

**JURISDICTION SIZE:**

5,700,000

**TYPE OF JURISDICTION:**

Statewide

**TARGETED POPULATION:**

All Drivers

**AGENCY NAME:**

Traffic and Highway Safety Division

**AGENCY CONTACT:**

Ms. Kelly Martin

**PROJECT DESCRIPTION:**

This funding would be used for professional marketing and advertising services to generate effective and compelling messages to reach Missourians regarding safe driving. Creative work produced could include television and radio scripts and/or production, posters, billboards, online banners, etc. It could also include any technical services such as dubbing fees for created products.

**PROBLEM IDENTIFICATION:**

It takes a strong marketing message to reach Missouri motorists about the importance of buckling up, driving sober, etc. Funding for creative services will allow the use of the creative ideas and professional services of an advertising agency for a variety of campaigns, such as Click It or Ticket, impaired driving, teen safety belts, motorcycle safety, CPS, etc.

**GOALS AND OBJECTIVES:**

To craft an effective message to reach Missourians with our safety messages and change behavior.

**EVALUATION:**

The MHTC will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract\*
5. Accomplishing the Objectives\* established to meet the project Goals, such as:
  - Programs (number and success of programs held compared to planned programs, evaluations if available)
  - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
  - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
  - Public awareness activities (media releases, promotion events, incentive items or education materials produced or purchased)
  - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Traffic and Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

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The above Evaluation criteria do not apply to program coordination contracts.

**RESULTS:**

This funding was used to outsource creative services such as creative content, graphics design, videography and ad resizing.

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<b>FUNDING:</b>	<b>AWARDED AMOUNT:</b>	<b>DISBURSED AMOUNT:</b>
	\$30,000.00	\$24,425.00

**HS CONTACT:**

Kelly Jackson

P.O. Box 270

830 MoDOT Drive

Jefferson City, MO 65102

1-800-800-2358

**PROJECT TITLE:**

Public Information and Education General

**PROJECT NUMBER:**

14-PT-02-110

**PROGRAM AREA:**

02

**JURISDICTION SIZE:**

5,700,000

**TYPE OF JURISDICTION:**

Statewide

**TARGETED POPULATION:**

All Drivers

**AGENCY NAME:**

Traffic and Highway Safety Division

**AGENCY CONTACT:**

Ms. Kelly Martin

**PROJECT DESCRIPTION:**

A variety of items are needed to reach Missourians and maintain front-of-mind awareness, including brochures, posters, incentive items, etc.

**PROBLEM IDENTIFICATION:**

Educational and incentive items are effective in reaching the target audience and maintaining front-of-mind awareness

**GOALS AND OBJECTIVES:**

Provide drivers with educational materials.

Maintain strong awareness of safety messages.

**EVALUATION:**

The MHTC will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
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Evaluation results will be used to determine:

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- Whether grantee will receive funding for future projects.

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The above Evaluation criteria do not apply to program coordination contracts.

**RESULTS:**

This funding was used for print needs for three rest stops across the state. Large print advertisements were placed in lighted

kiosks promoting current statewide media campaigns.

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**FUNDING:**

**AWARDED AMOUNT:**

**DISBURSED AMOUNT:**

\$20,000.00

\$496.00

**HS CONTACT:**

Kelly Jackson

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830 MoDOT Drive

Jefferson City, MO 65102

1-800-800-2358



## ALCOHOL

This program area addressed issues related to the driver whose ability to safely operate a motor vehicle has been impaired by the use of alcohol or other drugs. Although only 4.1% out of every 100 traffic crashes in Missouri were identified as drinking related, there are strong indications that investigating officers under-report drinking involvement as a contributing factor in traffic crashes. The offender's symptoms may be masked (shock, injuries) or the person may be transported for treatment before the officer had a chance to observe or interview them. The other issue is that there may not be enough evidence for the officer to verify that the person's drinking actually contributed to the crash.

### BENCHMARKS

Established	Result
<p>To decrease fatalities involving drivers with .08 BAC or greater by 2 percent annually to:</p> <ul style="list-style-type: none"> <li>• 253 by 2011</li> <li>• 248 by 2012</li> <li>• 243 by 2013</li> <li>• 238 by 2014</li> </ul> <p>Benchmark:</p> <ul style="list-style-type: none"> <li>• 2010 fatalities involving impaired drivers = 258</li> </ul>	<p>In 2010, there were 258 fatalities involving drivers with a .08 BAC or greater. In 2011, there were 280, an increase of 9%.</p> <p>*No current FARS Data available.</p>
<p>To increase impaired driving arrests made during grant-funded enforcement activities and mobilizations by 2 percent annually to:</p> <ul style="list-style-type: none"> <li>• 9,009 by 2012</li> <li>• 9,189 by 2013</li> <li>• 9,373 by 2014</li> <li>• 9,560 by 2015</li> </ul> <p>Benchmark:</p> <ul style="list-style-type: none"> <li>• 2011 impaired driving arrests made during grant-funded enforcement activities and mobilizations = 8,832 (DWI)</li> </ul>	<p>In 2011, there were 8,832 impaired driving arrests made during grant-funding enforcement mobilizations. In 2012, there were 8,176, a decrease of 7%.</p> <p>In 2013, there were 6,917 arrests made. This is a 15% decrease from the previous year.</p>
<p>To decrease fatalities involving substance impaired drivers under the age of 21 years by 2 percent annually to:</p> <ul style="list-style-type: none"> <li>• 33 by 2012</li> <li>• 33 by 2013</li> <li>• 32 by 2014</li> <li>• 31 by 2015</li> </ul> <p>Benchmark:</p> <ul style="list-style-type: none"> <li>• 2011 fatalities involving impaired drivers under the age of 21 years = 34</li> </ul>	<p>In 2011, there were 34 fatalities involving impaired drivers under the age of 21. In 2012 there were 19, a decrease of 44%.</p> <p>In 2013, there were 31 fatalities involving impaired drivers under the age of 21. This is a 63% increase from 2012 and a 9% reduction from 2011.</p>

### Strategies—Public Information and Education

Identified	Implemented
<p>Educate the public on the dangers of driving after drinking or using other drugs through public awareness campaigns such as <i>Drive Sober or Get Pulled Over</i>, through quarterly impaired driving mobilizations, and through the distribution of educational materials at traffic safety workshops, health and safety fairs, displays, on the website, and through public service announcements</p>	<p>In addition to the <i>Drive Sober or Get Pulled Over</i> Campaign, education on the dangers of drinking and driving was also provided through other campaigns held during the year (Holiday DWI Campaign-- December 10-16, 2012; St. Patrick's Day Campaign--March 14-17, 2013; Youth Alcohol Enforcement-- May 2-13, 2013; and the 4<sup>th</sup> of July Campaign--July 3-7, 2013). Information was distributed to law enforcement agencies that received grants which included a sample press release. Local and state law enforcement agencies conducted numerous media interviews throughout the campaigns.</p>
<p>Incorporate impaired driving educational programs into school systems and businesses</p>	<p>Numerous school presentations were made during FY2014 by many different partners, as well as the distribution of promotional/educational items at schools and events.</p>
<p>Continue statewide designated driver programs which stress alternatives to drinking and driving (CHEERS designated</p>	<p>CHEERS continues to expand across the state with approximately 300 bars and restaurants promoting the</p>

driver program)	<p>program and the designated driver program.</p> <p>The “Choose Your Ride” media campaign also encouraged safe alternatives to drinking and driving.</p>
Educate large numbers of alcohol servers in intervention techniques utilizing the Server Training program conducted by the Division of Alcohol and Tobacco Control and through the SMART Web-based server training program; continue to expand and promote the programs	Continue to support and encourage participation in the SMART Web-based server training program. 1996 establishments are currently enrolled, reaching 34,978 individuals.
Provide support for the MCRS Impaired Driving Subcommittee to address impaired driving crashes and underage impaired driving	The MCRS Impaired Driving subcommittee meets several times per year. The subcommittee is comprised of several agencies/organizations that work in the impaired driving area such as MADD, Missouri Office of Prosecution Services, Department of Health and Senior Services, Revenue, Public Safety, Mental Health and the Office of State Courts Administrator. The subcommittee is co-chaired by a local prosecutor and a Captain with the Missouri State Highway Patrol. THSD staff provides support and coordination functions for the subcommittee.
Implement, as appropriate, recommendations identified in the 2008 Statewide Impaired Driving Assessment	The assessment report is on file in the OHS and was used in the development of Missouri’s Impaired Driving Strategic plan, which was finalized and printed in January of 2010 and updated in August of 2013.
Work with the MCRS Impaired Driving Subcommittee to implement strategies outlined in the Impaired Driving Strategic Plan	The Impaired Driving Subcommittee members provide technical expertise to the Department of Public Safety and many legislators across the state during the legislative session. In addition, many strategies are piloted in local jurisdictions and brought to the subcommittee for statewide expansion.
Continue support for youth and young adult prevention and education programs including Team Spirit Leadership Conference; Team Spirit Reunion; Think First Programs (School Assembly Programs, Elementary School Curriculum, Young Traffic Offenders Program); university level Partners in Prevention); local community educational programs	Team Spirit Conferences, Reunion and up to 4 one-day mini conferences continue to be implemented across the state reaching approximately 70 high schools annually. ThinkFirst continues to excel in safety education efforts reaching 23,047 Missouri students 1,381 Missouri employees through school and worksite/organization presentations, and 185 high-risk Missouri drivers through the Traffic Offenders Program. Other programs, such as Every 15 Minutes, DWI docudramas, Safe Communities programs, CHEERS and the Battle of the Belt competition continue to be promoted and conducted statewide with great success.
Revise and reprint impaired driving educational materials as needed; expand partnerships to encourage use of these materials in their publications	Impaired driving educational materials are updated on a continuous basis as needed. New partnerships are constantly sought out and provided with the educational materials appropriate for their audience. In addition, the MCRS website, <a href="http://www.saveMOLives.com">www.saveMOLives.com</a> , is an invaluable tool for educating the public about traffic safety issues and providing resources.
Develop campaigns/materials to reach targeted high-risk groups	High risk groups such as teens and young adults in their twenties are continually targeted in campaigns and materials relating to alcohol use and driving. A media campaign along with an enforcement campaign was conducted in the spring targeting underage drinking.
Develop materials to educate legislators about alcohol and other drug-related driving issues	The OHS provided a myriad of printed materials for legislators during the legislative session. These materials supported efforts to pass comprehensive DWI reform.
Participate in interagency committees to share ideas, avoid duplication of efforts, and maximize resources (MCRS and the MCRS Impaired Driving Subcommittee, Missouri Youth/Adult Alliance, Partners in Prevention)	The staff in the Traffic and Highway Safety Division regularly attends committee and subcommittee meetings to share ideas and avoid duplication of effort.
Support local efforts to reduce drinking and driving – especially underage drinking – by providing technical assistance to develop programs such as DWI docudramas or	The Highway Safety Office in partnership with all MoDOT regional offices and the Missouri Coalition for Roadway safety continue to provide technical assistance to schools and



Every 15 Minutes, loaning them collateral materials to enhance their efforts (fatal vision goggles, videos, community program guides), and providing speakers	communities in order to develop and conduct programs addressing impaired driving and underage drinking.
Provide Drug Impairment Training for Educational Professionals across the state	HSO provides grant funding to the Missouri Police Chiefs Association to coordinate this training. MPCA conducted 10 classes, providing training to 288 law enforcement officers and educational professionals across the state.
Organize and/or participate in press events and work with media outlets across the state to promote highway safety initiatives	Several press conferences were held in 2014 with the help of local MoDOT offices, law enforcement agencies and coalition members.

#### Strategies—Enforcement

Identified	Implemented
Provide funding for alcohol saturation enforcement teams, DWI Task Forces, sobriety checkpoints, quarterly impaired driving mobilizations, overtime salaries for Breath Alcohol Testing (BAT) van operations, and maintenance for BAT vans	Increased participation is promoted during the scheduled annual quarterly statewide impaired driving campaigns as well as with the law enforcement agencies that receive year round DWI enforcement overtime funding. The HSO continues to work with the local law enforcement in the expansion of DWI task forces throughout the state, primarily for increasing the number of sobriety checkpoints being conducted.
Provide equipment to enhance enforcement efforts and appropriate training to ensure effective use of this equipment (e.g., breath alcohol testing instruments; enforcement vehicles; digital in-car video cameras; and sobriety checkpoint supplies) .	The following equipment was provided to law enforcement agencies for sobriety checkpoints: generators, lighting, flares, cones, signs, striping, safety vests, tint meters and PBT's.
Provide training on detection and apprehension of impaired drivers (e.g., standardized field sobriety testing (SFST), sobriety checkpoint supervisor training, courtroom testimony, drug recognition experts (DRE), ARIDE, and DWI crash investigation techniques)	During this fiscal year training was provided through Missouri Southern State University, the Missouri Safety Center, Missouri State Highway Patrol, Department of Revenue and the Missouri Office of Prosecution Services. A more detailed listing of the training is included as part of this report.
Provide supplies, support, and training for DREs and the DRE recertification training to ensure continuity of the program	OHS provides grant funding to the Missouri State Highway Patrol and the Missouri Safety Center to provide DRE training.
Support a state SFST/DRE coordinator who will work in cooperation with the Impaired Driving Subcommittee of the MCRS and the DRE/SFST Advisory Committee in order to maintain standardization of the program	The SFST/DRE Coordinator is a regular member of the Impaired Driving Subcommittee of the MCRS and meets with that committee on a routine basis. The coordinator is also a member of the SFST/DRE Oversight Board that meets four times a year. He sends out notices and updates as needed and when appropriate. He maintains an email list of both DRE and SFST instructors.
Support projects designed to prevent underage alcohol purchase, apprehend minors attempting to purchase alcohol, and provide a physical enforcement/intervention presence (e.g., Server Training, Party Patrol, PIRE law enforcement training, selective enforcement, compliance checks, and special events)	On-going training opportunities for professionals, law enforcement and students were provided that addressed effective environmental management strategies for decreasing the abuse of alcohol and other drugs on campus and in the community, preventing alcohol sales to intoxicated individuals and minors and preventing impaired driving. Training was provided by the contractors who are well trained in law and law enforcement, and the Partners in Prevention Coalition for law enforcement agencies.
Incorporate, as appropriate, recommendations identified in the 2008 Impaired Driving Assessment	The assessment report is on file in the OHS and was used in the development of Missouri's Impaired Driving Strategic Plan, which was finalized and printed in January 2010.
Increase participation in statewide multi-jurisdiction mobilization enforcement efforts	Increase participation is promoted during Quarterly Statewide DWI campaigns and Occupant Protection. It is also heavily promoted during the national campaigns such as "Drive Sober or Get Pulled Over" and Click it or Ticket.
Support selective enforcement efforts to address young drinking drivers by funding statewide underage drinking	An underage drinking and driving law enforcement campaign was conducted in May 2014 with 157 agencies

enforcement projects and training	participating and resulted in 217 DWI, 36 MIP, 2 Zero Tolerance and 1 Fake ID citations.
Support DWI traffic units with local law enforcement agencies	OHS continues to support DWI units in Boone County, Columbia P.D., Creve Coeur P. D., Franklin County, Greene County, Jackson County, Jefferson County, Joplin P.D., Platte County and St. Louis County.
Update administrative rules for the ignition interlock program as needed to insure that DWI offenders cannot operate a vehicle while intoxicated	OHS worked with the Missouri Department of Revenue, ignition interlock providers, and the courts to determine what changes needed to be made to the administrative rules for the ignition interlock program since passage of recent legislation. The rulemaking process was completed and the final rules were published on February 28, 2014.

#### Strategies—Prosecution/Adjudication

Identified	Implemented
Provide training for judges, prosecutors and law enforcement personnel on local/national DWI issues utilizing the expertise of the Missouri Office of Prosecution Services, Department of Revenue, Office of State Courts Administrator, and the Department of Health and Senior Services	OHS provides grant funding to the DOR for law enforcement seminars that are held across the state. The seminars are four hours in length and cover a variety of DWI issues including case law, legislation, courtroom testimony, etc. A combined total of over 300 law enforcement officers, judges and court personnel attended the sessions.
Provide continued funding for the statewide Traffic Safety Resource Prosecutor whose job it is to provide training and technical support for prosecutors in Missouri	The Missouri Office of Prosecution Services was awarded a grant to fund a Traffic Safety Resource Prosecutor in Missouri. This was the tenth year of a grant originally awarded in October 2004. A comprehensive training program is presented annually, geared toward prosecutors and law enforcement, featuring local and national speakers. In addition, the TSRP provides technical assistance to local prosecutors in the area of DWI prosecution.
Continue to provide funding for the MADD Court Monitoring project in selected counties and municipalities in order to increase conviction rates	The MADD Missouri court monitors continue to work with prosecutors and judges across the state to improve conviction rates in DWI cases.
Provide equipment and training to enhance the DWI Tracking System (DWITS)	Equipment and training was provided during the fiscal year.
Provide an integrated system, a web link and/or specifications to local law enforcement agencies that will allow them to access the DWITS and enter DWI arrest information that can be tracked through prosecution and sentencing	Law enforcement agencies, prosecuting attorney offices, courts and correctional agencies are registered users of the DWITS. A website link is provided to them on how to use the system once registered.
Continue expansion of DWI courts throughout the state	DWI Courts have expanded dramatically in the last two years, increasing to 19 stand-alone county programs and 38 adult drug court programs that accept DWI offenders. As of June 30, 2014, there were 908 individuals participating in DWI courts. There were also 243 DWI court graduates thus far in Calendar year 2014, with a program graduation rate of 89 percent.
Provide funding for an additional transportation attorney at the Missouri Department of Revenue to provide legal representation for alcohol-related license appeals to Missouri appellate courts	The Appeals Attorney conducted extensive legal research; drafted court briefs and other pleadings; and presented a number of oral arguments before the Missouri Court of Appeals in its eastern, western and southern districts.
Provide funding for a paralegal position in the legal counsel's office at the Missouri Department of Revenue whose dedicated function will be to serve as the ignition interlock Coordinator	The full-time Paralegal position was created in the DOR, General Counsel's Office to review and monitor alcohol-related traffic offenders. The position has enabled the Department to provide a dedicated, trained legal professional to review and engage in ongoing monitoring of all applications by repeat alcohol offenders for limited driving privileges.

#### Strategies--Technologies

Continue to provide DWITS enhancements: design specifications for program linkages; develop reports as needed by the users; conduct training for users of the system	Within DWITS there is a canned statistical report for users. Reports are provided on an ad hoc basis.
Support the efforts of the Missouri Safety Center Breath Alcohol Instrument Training and Repair Laboratory to calibrate and repair breath test instruments in order to improve their reliability, and reassign instruments as needed	The Breath Alcohol Lab continues the process of reconditioning and/or rebuilding older breath instruments for local law enforcement agencies in the state. Breath Lab Staff has been active in purchasing and placement of new breath instruments in the state.
Seek ways to expedite processing of DWI offenders	The Traffic Safety Resource Prosecutor programs have been offered to encourage cooperation between law enforcement, prosecutors and judges to streamline the process for warrants to obtain blood samples in DWI refusal cases.
Improve the process of tracking DWI offenders who have been sanctioned to install ignition interlock devices	HSO staff work with partnering agencies such as DOR, OSCA to improve ignition interlock use and offender compliance.
Monitor ignition interlock manufacturers/installers for adherence to the Breath Alcohol Ignition Interlock Device Program guidelines and administrative rules	A retired law enforcement officer serves as the Ignition Interlock Monitor for the State. Ninety percent of the ignition interlock installation/service centers were monitored during this grant period. The centers were monitored to ensure compliance with the state guidelines. In addition, the ignition interlock coordinator conducted field tests on the approved ignition interlock devices in the State to verify compliance with the administrative rules.

### DWI TRACKING SYSTEM

The DWI Tracking System, a major component of Missouri's use of transfer funds, has resulted in the ability to track the full life cycle of a DWI event and identify missing reportable information. The system has provided information on both criminal and administrative sanctions imposed for DWI violations, as well as treatment program participation by offenders. Federal requirements for incentive grant funding specify that DWI incidents must be tracked from arrest through adjudication. For each DWI arrest, it should be possible to determine if charges were filed, amended or nolle prosequi. When charges are filed, the dispositions are readily available. Once the full life cycle of DWI events are recorded in the repository, inconsistencies in the process of enforcing DWI statutes can be examined. If the difference between the number of arrests and number of convictions is significant, potential causes can be studied and remedies implemented. The reporting capabilities of the new system include reporting on aggregated DWI data by specific categories such as geographic locations, demographic groups, and sanctions imposed. Additional reports are provided that identify non-reporting agencies and information missing within individual DWI incidents. This system provides Missouri with the most comprehensive information on DWI offender records ever available. The program became operational in February of 2005.

### SOBRIETY CHECKPOINTS

Sobriety Checkpoints have proven their worth as a deterrent, intervention, apprehension, and public awareness tool in the DWI enforcement arsenal. For this reason, a state must have a statewide sobriety checkpoint program in order to qualify for Section 410 Alcohol Incentive grant funds. Utilizing Section 410, 154 alcohol incentive funds, and 405d, the OHS was able to provide funding to support checkpoints through 108 local law enforcement agencies (and the Missouri State Highway Patrol). It is important to note that other law enforcement agencies not listed below may also be conducting sobriety checkpoints.

- |  |                                       |
|--|---------------------------------------|
| 1. Arnold Police Department                  | 15. Caruthersville Police Department  |
| 2. Barry County Sheriff's Office             | 16. Charlack Police Department        |
| 3. Bell City Police Department               | 17. Chesterfield Police Department    |
| 4. Bellefontaine Neighbors Police Department | 18. Christian County Sheriff's Office |
| 5. Belton Police Department                  | 19. Clark County Sheriff's Office     |
| 6. Bloomfield Police Department              | 20. Cleveland Police Department       |
| 7. Boone County Sheriff's Office             | 21. Cole County Sheriff's Office      |
| 8. Breckenridge Police Department            | 22. Columbia Police Department        |
| 9. Calverton Park Police Department          | 23. Cottleville Police Department     |
| 10. Camden County Sheriff's Office           | 24. Creve Coeur Police Department     |
| 11. Cape Girardeau Sheriff's Office          | 25. Cuba Police Department            |
| 12. Cape Girardeau Police Department         | 26. Dallas County Sheriff's Office    |
| 13. Cartersville Police Department           | 27. Dexter Police Department          |
| 14. Carthage Police Department               | 28. Douglass County Sheriff's Office  |
|  | 29. Duquesne Police Department        |



30. Eureka Police Department
31. Farmington Police Department
32. Franklin County Sheriff's Office
33. Gladstone Police Department
34. Granby Police Department
35. Grandview Police Department
36. Greene County Sheriff's Office
37. Hallsville Police Department
38. Harrisonville Police Department
39. Hartville Police Department
40. Hayti Police Department
41. Hazelwood Police Department
42. Hollister Police Department
43. Howell County Sheriff's Office
44. Independence Police Department
45. Jackson County Sheriff's Office
46. Jackson Police Department
47. Jasper County Sheriff's Office
48. Jasper Police Department
49. Jefferson County Sheriff's Office
50. Joplin Police Department
51. Kansas City Police Department
52. Kennett Police Department
53. Lake Ozark Police Department
54. Lake St. Louis Police Department
55. Lake Winnebago Police Department
56. Lamar Police Department
57. Lawrence County Sheriff's Office
58. Lebanon Police Department
59. Lees Summit Police Department
60. Missouri State Highway Patrol
61. Moberly Police Department
62. Monett Police Department
63. Morgan County Sheriff's Office
64. Mountain View Police Department
65. Neosho Police Department
66. Nixa Police Department
67. O'Fallon Police Department
68. Olivette Police Department
69. Oronogo Police Department
70. Osage Beach Department of Public Safety
71. Overland Police Department
72. Ozark Police Department
73. Parma Police Department
74. Platte County Sheriff's Office
75. Pleasant Valley Police Department
76. Potosi Police Department
77. Portageville Police Department
78. Raymore Police Department
79. Raytown Police Department
80. Republic Police Department
81. Rolla Police Department
82. Sarcoxie Police Department
83. Scott City Police Department
84. Scott County Sheriff's Office
85. Sedalia Police Department
86. Seneca Police Department
87. Sikeston Department of Public Safety
88. Silex Police Department
89. Smithville Police Department
90. Springfield Police Department
91. St. Charles City Police Department
92. St. Charles County Sheriff's Office
93. St. John Police Department
94. St. Joseph Police Department
95. St. Louis County Police Department
96. St. Louis Metro Police Department
97. St. Peters Police Department
98. St. Robert Police Department
99. Stone County Sheriff's Office
100. Sugar Creek Police Department
101. Summersville Police Department
102. Troy Police Department
103. Velda City Police Department
104. Vernon County Sheriff's Office
105. Washington County Police Department
106. Waynesville Police Department
107. Willow Springs Police Department
108. Wright County Sheriff's Office

**PROJECT TITLE:**

Enforcement - Statewide DWI

**PROJECT NUMBER:**

14-154-AL-062

**PROGRAM AREA:**

AL

**JURISDICTION SIZE:**

6,000,000

**TYPE OF JURISDICTION:**

Statewide

**TARGETED POPULATION:**

Impaired Drivers

**AGENCY NAME:**

Missouri Safety Center

**AGENCY CONTACT:**

Mr. Terry Butler

**PROJECT DESCRIPTION:**

The Missouri Safety Center will help encourage law enforcement agencies to participate in the State's DWI enforcement and special mobilization efforts. This will be accomplished through sub-award grants to law enforcement agencies, selected by the Traffic and Highway Safety Division at MoDOT. These overtime funds will be used to encourage law enforcement agencies to increase their DWI enforcement efforts during:

- Holiday DWI enforcement campaign (Dec., 2013),
- St. Patrick's Day weekend DWI enforcement campaign (March, 2014),
- Youth Alcohol enforcement campaign (May, 2014),
- Fourth of July enforcement campaign (July, 2014), and
- "Drive Sober or Get Pulled Over" DWI enforcement campaign (August - September, 2014).

Other enforcement campaigns, as well as additional agencies, may be added or removed based on available funds and guidance from the Traffic and Highway Safety Division at MoDOT.

Personnel: The Missouri Safety Center will provide one full-time Support Staff, Office Professional at 20% of total salary and fringe or \$6,887.03 to meet the goals and objectives of this grant (this individual manages 4 additional enforcement grants for an additional \$34,435.15 in grant contributions covering a total of 100% salary).

Upon receipt of the Traffic and Highway Safety Division at MoDOT enforcement database which includes the identified law enforcement agencies and their individual funding amounts, a pre-post news release and the enforcement informational letter with the established deadlines for submission, the Missouri Safety Center will:

- E-mail invitations and sub-award grant contracts to all designated agencies,
- Either by phone or electronically make a minimum of two contacts to those agencies that did not respond by the established deadline and determine their participation status, and inform Traffic and Highway Safety Division representative,
- E-mail the participation and informational documents to law enforcement agencies upon receipt of their signed contracts indicating their desire to participate,
- Receive, upon completion of the enforcement effort, the agency Manpower Report Form indicating the number of officers and hours worked for reimbursement,
- Receive, upon completion of the enforcement effort, departmental documentation for verification of officer(s) overtime payment,
- Make, as needed, additional contacts to those agencies that have not submitted their Manpower Report Form by the established deadline,
- Verify the participating agency has submitted their Enforcement Statistics Reports via the Traffic and Highway Safety Division Online Mobilization Reporting system,
- Verify the Manpower Report Form and requested reimbursement amounts are accurate and within the contract specifications, approve, and process for payment,
- Submit a report and reimbursement voucher to the Traffic and Highway Safety Division at MoDOT upon completion of the enforcement effort,
- Submit back to Traffic and Highway Safety the updated databases,

## **PROBLEM IDENTIFICATION:**

Alcohol and other drugs contribute substantially to traffic crashes on Missouri's roads, particularly those resulting in death or disabling injury. From 2009 through 2011, 447,397 traffic crashes occurred in the state. Of those, 0.5% resulted in a fatality and 3.2% involved someone being seriously injured. During the same time period, there were 21,947 traffic crashes where one or more drivers and/or pedestrians were under the influence of intoxicants and in the opinion of the investigating officer their intoxicated condition was a contributing factor to the crash. In these crashes where drivers or pedestrians were impaired by alcohol or other drugs, 755 people were killed and another 3,051 were seriously injured. It also is important to note that impaired driving is under-reported as a contributing factor in traffic crashes. This under-reporting is due to drivers undergoing injuries sustained from crashes without being tested for blood alcohol content. Also, some forms of drug impairment may not be apparent to officers on the scene. As a result, it is an even greater problem than these statistics would indicate. In addition, 87.3% of impaired drivers killed also failed to wear a safety belt further compounding the problem of impaired driving.

A common misconception is that impaired drivers are primarily injuring and killing themselves. While that is often true, a substantial number of people killed and seriously injured in these crashes were not intoxicated. Their actions in these incidents probably did not contribute to the cause of the collision. Of the 755 people killed in alcohol and other drug-related traffic crashes, 68.6% were the impaired driver/pedestrian and 31.4% were some other involved party. Of the 3,051 seriously injured, 60% were the impaired drivers/pedestrians while 40% were other persons in the incidents.

Youth make up a significant proportion of impaired drivers of motorized vehicles causing traffic crashes on Missouri roadways. Of the 21,674 impaired drivers involved in traffic crashes during 2009-2011, 11.8% were under the age of 21 (in known cases). This is especially significant when you consider it is illegal for someone under 21 to possess or consume alcohol in Missouri.

In 2009-2011, a total of 656 impaired drivers were involved in crashes where one or more persons were killed. In known cases, 12.9% of these drivers were under the age of 21. A total of 95 persons were killed in traffic crashes involving these young drivers. Of those persons killed, 50.5% were the underage impaired driver and 49.5% were some other party in the crash.

A need exists to assist the Traffic and Highway Safety Division of MoDOT to encourage increased law enforcement participation in DWI enforcement and specialized mobilization efforts. Missouri's Blueprint to Save More Lives (2012-2016) established "increase law enforcement participation in driving while intoxicated enforcement and specialized mobilization efforts" as a key substance-impaired driver strategy.

## **GOALS AND OBJECTIVES:**

### **Goal:**

The goal of this project is to increase law enforcement participation in Missouri DWI enforcement campaigns to effectively deter, identify, arrest and adjudicate alcohol and other drug impaired drivers.

### **Objective:**

The Missouri Safety Center will provide law enforcement agencies with overtime funding for high visibility DWI enforcement. These resources will be sub-awards grants to law enforcement agencies depending on need and demand as established by the Traffic and Highway Safety Division of MoDOT.

## **EVALUATION:**

The MHTC will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract\*
5. Accomplishing the Objectives\* established to meet the project Goals, such as:
  - Programs (number and success of programs held compared to planned programs, evaluations if available)
  - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
  - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
  - Public awareness activities (media releases, promotion events, incentive items or education materials produced or purchased)
  - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Traffic and Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

\*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

**RESULTS:**

Project Annual Report Traffic and Highway Safety Division

FY-2014

Project Number: 14-154-AL-062

FY'14 Annual Report

Project Title: Statewide DWI Enforcement

Objectives and Results:

Objective: The Missouri Safety Center will provide law enforcement agencies with overtime funding for high visibility DWI enforcement. These resources will be sub-awards grants to law enforcement agencies depending on need and demand as established by the Traffic and Highway Safety Division of MoDOT.

Results: The following data are the results of the enforcement efforts:

Enforcement conducted:

Holiday Enforcement, Dec. 13, 2013 - Jan. 2, 2014

Total agencies responded (out of 212) = 171 (81%)

Total participating agencies (out of 212) = 126 (60%)

Total paid = \$44,492.07 ? Total hours = 2130.1

Total hours = 2130.1

Total officers= 301

St. Patrick's Enforcement, March 14 - 17, 2014

Total agencies responded (out of 184) = 159 (87%)

Total agencies responded (out of 184) = 159 (87%)

Total participating agencies (out of 184) = 125 (68%)

Total paid = \$46,001.02

Total hours = 2,195.47

Total officers = 317

Youth Alcohol Enforcement, May 1 - 12, 2014

Total agencies responded (out of 184) = 157 (86%)

Total participating agencies (out of 184) = 117 (64%)

Total paid = \$43,753.00

Total hours = 2,073.33

Total officers = 283

July 4th Enforcement, July 2 - 6, 2014

Total agencies responded (out of 189) = 157 (83%)

Total agencies responded (out of 189) = 157 (83%)

Total participating agencies (out of 189) = 110 (59%)

Total paid = \$43,045.09

Total hours = 2033.37

Total officers = 281

Drive Sober or Get Pulled Over Enforcement, Aug. 15 - Sept. 1, 2014

Total agencies responded (out of 245) = 173 (71%)

Total agencies responded (out of 245) = 173 (71%) )

Total participating agencies (out of 245) = 119 (49%)

Total paid = \$69,921.76

Total hours = 2,867.97

Total officers = 378



DWI Enforcement Total # of Agencies Responded (out of 1014) = 817 (81%)  
DWI Enforcement Total # of Agencies Participating (out of 1014) = 597 (59%)  
DWI Enforcement Total Grant Money = \$366,061.89  
DWI Enforcement Total Amount Paid = \$247,212.94  
DWI Enforcement Total Overtime Hours = 11,300.24  
DWI Enforcement Total # of Officers = 1,560

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<b>FUNDING:</b>	<b>AWARDED AMOUNT:</b>	<b>DISBURSED AMOUNT:</b>
	\$362,032.96	\$256,042.40

**HS CONTACT:**

Marcus Holmes

P.O. Box 270

830 MoDOT Drive

Jefferson City, MO 65102

1-800-800-2358

**PROJECT TITLE:**

Missouri Safe and Sober

**PROJECT NUMBER:**

14-154-AL-103

**PROGRAM AREA:**

AL

**JURISDICTION SIZE:**

6,000,000

**TYPE OF JURISDICTION:**

Statewide

**TARGETED POPULATION:**

Youth

**AGENCY NAME:**

Safe and Sober, Inc.

**AGENCY CONTACT:**

Ms. Pam Holt

**PROJECT DESCRIPTION:**

Safe and Sober Prom Night was started in Missouri eight years ago by attorney Kurt Larson. Larson, who had teens at home, recognized that peer pressure and decisions teens face are commonly complicated by choices about alcohol use. With permission, Larson replicated a program that was started in North Carolina known as Safe and Sober Prom Night. As a successful attorney, Larson did the unthinkable. He asked his friends for money so he could fund the start of a program to educate teens about the dangers of alcohol and impaired driving, specifically targeting prom night. He made a large financial investment himself, took time away from his law practice and started meeting with schools to gauge interest. From the first year, in 2005, through 2012, the program has gained support, garnered interest and grown significantly.

In 2010, Larson approached Pam Holt and Mercy Hospital about expanding their existing partnership with Safe and Sober. Both Holt and Larson had visions of expansion and further growth for the program. Both recognized the need to target teens year-round with a Safe and Sober lifestyle message instead of focusing on one night. They also recognized the need to educate parents and middle school parents to create a culture of prevention and behavior change instead of stifling dangerous and risky behavior on one night of the year.

For 2 years, Holt and Larson planned for the program expansion that would provide this education throughout the entire school year on a statewide basis. They held focus groups with teens, teachers and parents; developed educational material; developed web content; sought program partners and studied their results.

In 2013, Holt and Larson were able to secure a grant from the MoDOT Highway Safety Division to fund the expansion of the Safe and Sober program. The Safe and Sober program has now been made available to every high school in the state of Missouri. This expansion in breadth has enabled Safe and Sober to deliver our life saving, culture changing education to over 66,000 of our state's high school students in over 120 schools! That's more students in one year, than in all previous years combined!

The following plan is a continuation of their efforts.

**The Project:**

Continue the Missouri Safe and Sober program and expand participation in 2013. The program has identified three key educational elements vital to changing the culture of underage drinking in Missouri: 1) middle school students, 2) high school students and 3) their parents.

Using the model of education already established by Safe and Sober, this project will create a new student video and additional educational program materials for a more thorough, statewide implementation of the Safe and Sober program. The project will also include the continuation of current website capabilities and improve data collection for the middle school component. Schools will continue to register online as a Safe and Sober School, and a school kit containing instructions and all materials necessary for successful program implementation will be mailed to the school. The school will also have access to all elements of this program via web portal. The program will continue to be housed on the existing Safe and Sober website, [www.missourisafeandsober.com](http://www.missourisafeandsober.com)

Safe and Sober is creating a culture of change. To be successful, it is advised that schools implement the comprehensive program that includes all three elements; however, the program is flexible. One, some or all aspects of this program can be implemented in a school. Again, the best results will come when all three components are used together. Holt, Larson,

Peck, their staff, an unpaid intern, and consultants will carry out this project.

#### High School:

High school students will be targeted through a peer-led education campaign that uses specific, concise video components to relay the real life experiences and consequences of underage drinking and impaired driving. Existing video is high quality and has been well received; therefore, the same communication, production techniques, and messaging will be used in the new video. It is important that the project continue to build the library of available videos for the schools to keep the message fresh, the students engaged, and create a message that best targets their audience. A school club or group within the school, with advisor support, should register on the Safe and Sober website to be a Safe and Sober School. After the registration process, the school will have access to online resources and will receive in the mail, a school kit with instructions and materials to successfully implement the Safe and Sober program. The school can make the Safe and Sober program a year-round effort or limit it to a semester project. Students will encourage others to live a Safe and Sober lifestyle.

Besides the online materials, students can use additional materials and resources to build their education campaign. Guest speakers and the use of outside campaign materials are encouraged. As part of the program, students at the Safe and Sober School will be asked to commit, with parental support to a Safe and Sober Lifestyle. A variety of accountability choices exist. A list of accountability options will be provided to the school and the school will determine the accountability tool. One option includes posting the names of students who have made the commitment in a visible location at the school.

To support the educational efforts of the high school students, public information material will be created and provided in an effort to reach the teens away from school, and inform the general public and parents of the high school students.

#### Middle/Junior High School:

High Schools who register as a Safe and Sober School will be encouraged to implement a peer-led middle school education program. This project will improve upon the previous year middle school program as determined during the evaluation phase. Safe and Sober will continue to provide program materials and talking points for the high school students who commit to the Safe and Sober Lifestyle, so they can share their commitment in middle school classrooms. The video components targeting high school students can also be used for the middle school program. It is important for high school students to deliver the message to the middle school students. Many middle school students form belief systems and make decisions based on the behavior of their peers and role models. This component is a vital part of culture change because it targets the youth before they reach high school. High school students will encourage peers to make the Safe and Sober Lifestyle Commitment, just as the high school program does. All program materials will be provided in the school kit and mailed to each registered school. The program materials are housed on the Safe and Sober website as well.

#### Parents/Guardians:

The parent program is vital to creating a culture of change in our students and communities. Safe and Sober will create video, public service announcements (PSAs), and educational material that target parents about the dangers of underage drinking and impaired driving. Schools who register to be a Safe and Sober school will be encouraged to share the presentation video at parent meetings. These schools will also be encouraged to send educational materials to parents via e-mail or the school website and to share the public information materials with their local media. Schools will also be encouraged to share the information at school events. Every student in our focus groups, who does not consume alcohol, lists their parent as the reason they decided to abstain from alcohol, which makes this portion of the program a vital component as well. The program materials will be provided in the school kit mailed to each registered school. The program materials are housed on the Safe and Sober website as well.

Missouri Safe and Sober will also continue to engage parents and the public through traditional and social media campaigns. The previous year television media buy was a great success and our PSA was very well received. We were able to reach 1,367,905 people an average of 5 times during the campaign for a total of 7,113,107 views! It is our goal to improve our reach beyond the five major markets to areas not previously accessed. This project will also continue to provide education to the community through new video created and made available for PSAs and online web ads, in order to grow our library of available tools. Safe and Sober will also continue the use of previously created video and PSAs to achieve this goal.

The public has responded well to our outreach campaign and they have encouraged their schools to participate in the program. Social media has also been an effective tool, in fact, we have had interest in our program from other states. This project seeks to improve the efficacy of social media marketing in the upcoming program year.

#### Timeline:

Phase 1: Planning and Recruitment; 3 months August 2013-January 2014

- Analyze information collected during Evaluation phase
- Update school contact information
- Update program materials: videos, talking points, pledge cards, parent cards, campaign promotion ideas and materials,

how-to guide and talking points.

- Initiate traditional and online/social media campaigns for issue awareness and recruitment
- Improve and update online reporting system
- Update existing website
- Encourage participating schools to implement parent program during orientations
- Encourage past participants to deliver education to middle schools during Red Ribbon Week

Phase 2: Implementation/Action Plan; 7 months February 2014-Sustained

- Mail school kits containing program materials
- Follow up with registered schools to answer questions/aid implementation
- Launch updated program
- Maintain online reporting system
- Maintain website

Phase 3: Evaluation; 2 months June through August 2014

- Participant feedback, results
- Replication - results sharing with other schools and states.

#### **PROBLEM IDENTIFICATION:**

Underage drinking presents an enormous public health problem in Missouri. Young drivers were involved in 31,507 crashes in 2011, and over 19% of young driver fatality crashes involved drinking. In addition to these preventable vehicular crashes, alcohol remains the drug of choice among children and adolescents, with more than 33% of Missouri youth aged 12 to 20 using alcohol, and one in four youth beginning use of alcohol by age 12.

Research indicates that underage experimentation with alcohol is a strong predictor of alcohol dependence later in life. Youth who begin drinking before age 15 are four times more likely to develop alcohol dependence, and are two and a half times more likely to become abusers of alcohol, compared to those who begin drinking at age 21. Each day that we postpone a child's first drink will improve highway safety by reducing the number of future impaired drivers on Missouri roads. And each day that we postpone a child's first drink, we will improve their chances of living a life free of addiction and help them avoid the myriad of societal problems that accompany addiction.

Adults are a big part of the problem, and the solution. According to the latest information from the Substance Abuse and Mental Health Services Administration (SAMHSA), 26% percent of all teen drinkers get their alcohol from a parent or adult family member, and more than 50% of teens who drink are getting their alcohol from adults. The role of a parent, and other adult role models, in preventing underage drinking cannot be overstated. Three out of four youth say their parents remain their leading influence on their decisions about drinking. An evaluation of STARS data from the Missouri State Highway Patrol shows the fatalities and injuries related to alcohol impairment begins in youth and peaks in adulthood.

See attachments:

Figure A: STARS graphical representation of Missouri crashes involving alcohol that resulted in serious injury.

Figure B: STARS graphical representation of Missouri crashes involving alcohol that resulted in fatality.

Missouri Safe and Sober is specifically designed to educate students and their parents/guardians, throughout the year about the dangers of underage alcohol use. By providing a platform for the conversation about alcohol use, Safe and Sober creates the opportunity for parents to communicate with their youth about correct behavior. The Safe and Sober program initiates this dialog in middle school, before the onset of alcohol use. In order to change student behavior, their environment must be reshaped, and the attitudes and behavior of adults and institutions around them must support appropriate decisions. Comprehensive programs like Missouri Safe and Sober that facilitate change in the environment in which we make decisions offer the greatest probability of success.

#### **Sources**

2010 Missouri Traffic Safety Compendium, Missouri Youth Driver Crashes by type of circumstance  
Center for Disease Control and Prevention (CDC); and, Pemberton, M. R., Colliver, J. D., Robbins, T. M., & Groerer, J. C. (2008).

Underage alcohol use: Findings from the 2002-2006 National Surveys on Drug Use and Health (DHHS Publication No. SMA 08-4333, Analytic Series A-30). Rockville, MD: Substance Abuse and Mental Health Services Administration, Office of Applied Studies.

Spear, L. Alcohol's effects on adolescents. *Alcohol Research and Health*. Vol. 236(4), 287-291. (2002)

Grant, B.F. & Dawson, D.A. Age at onset of alcohol use and its association with the DSM-IV alcohol abuse and dependence: Results from the national Longitudinal Epidemiological Survey. *Journal of Substance Abuse* 9:103-110 (1997)

Substance Abuse and Mental Health Services Administration (SAMHSA) National Survey on Drug Use and Health

MADD, Power of Parents handbook (2012).

National Highway Transportation Safety Administration (NHTSA) online Community How To Guide (2012).

STARS Online Analysis- Missouri State Highway Patrol [www.mshp.dps.missouri.gov](http://www.mshp.dps.missouri.gov)

Community Needs Assessment - Community Partnership

#### **GOALS AND OBJECTIVES:**

Ultimate Outcome: Educate Missouri youth and parents on the dangers of underage drinking and drunk driving in an effort to reduce the incidence of Missouri youth who: 1) drink underage or 2) who drink and drive.

Goal 1. Continue to offer the Safe and Sober program to schools statewide. By continuing statewide expansion, the program can reach beyond the schools in Missouri who participated in 2013.

Objective A. By February 2014, promote the web-based safe and sober program, to Missouri schools that participated in the program the previous year.

Objective B. By February 2014, Provide resources necessary for schools to completely implement this educational, peer-to-peer campaign in their school. This includes a fresh assembly video, pledge cards, incentive items, parent cards, educational activity log, campaign promotion ideas, media material including PSA's and talking points.

Goal 2. Increase parent awareness of the issues of underage drinking.

Objective C. By February 2014, promote content that facilitates underage drinking prevention education for parents.

Objective D. By January 2014, provide new PSA targeting parents.

Objective E. By January 2014, provide educational material (including talking points and video) that can be shared by educators in parent meetings (freshman orientation, scheduling meetings) at schools to raise awareness of the issues of underage drinking and drunk driving.

Goal 3. Improve the peer-led educational program targeting middle school students that is provided by high school students. The program emphasizes the safe and sober lifestyle as a social norm.

Objective F. By February 2014, provide a program outline and how-to guide for high school students who take the pledge to exemplify leadership and reach out to middle schools in their district to sharing their safe and sober life decision with middle school students.

Objective G. By February 2014, provide a presentation outline and questionnaire to guide the high school student in crafting the safe and sober message for middle school students.

Objective H. By February 2014, provide the participating middle schools with printable pledge cards for their students, available through the website.

Goal 4. Update and maintain an online reporting system to track the program through the existing website.

Objective I. By January 2014, create and implement the improved components of the website to be determined after completion of the 2013 program.

Objective J. Update and improve the web based reporting and tracking system for schools to record their participation, assembly dates, educational campaign components and results, pledge rates and share best practices, as determined after completion of the 2013 program.

#### **EVALUATION:**

The MHTC will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required



3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract\*
5. Accomplishing the Objectives\* established to meet the project Goals, such as:
  - Programs (number and success of programs held compared to planned programs, evaluations if available)
  - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
  - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
  - Public awareness activities (media releases, promotion events, incentive items or education materials produced or purchased)
  - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Traffic and Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

\*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

## RESULTS:

Safe and Sober had a record amount of participation and engagement in fiscal year 2014. Through the generous grant from MoDOT, and other private donations, we have been able to make a great impact in the state of Missouri. Even though we cannot be present in each school as the program is implemented, the schools remind us that this education is making a difference. The powerful program is getting through to Missouri teens and their parents. A few testimonials from this year:

"We chose to use Safe and Sober because it has been proven to be an effective program to use to bring schools, parents and students together in the fight against underage drinking." - Mickee Anderson, Counselor at South Iron R-1

"Our Safe and Sober assembly and video made an impact on our student body." - Teresa Nash, Principal at Ava High School

"The program helped inform our students about the harmful effects of alcohol and the consequences that often come from its misuse ... This program helped contribute to the fact that none of our students were involved in alcohol-related incidents for prom or end-of-the year activities." - Brian Smith, Principal at Orchard Farm High School

All strategies implemented

1. We provided the necessary resources schools needed to take this program into their schools. First, we did this through the creation of brand-new student video to use in assemblies. We refreshed our content by adding new stories and transition pieces. Secondly, we updated all of our existing print materials to make instructions clearer. Third, we produced, packaged and mailed school kits to all participating high schools. Our goal was to make this program as simple as possible for these schools to use.

2. Safe and Sober attended several conferences and conventions to spread the message of the program and to speak about the dangers of drinking and driving and underage drinking to students, parents, school administrators, teachers and law enforcement. The following is a list of the conferences or events we attended or presented at this year:

- Oct. 19, 2013 - Missouri Parent Teacher Association Conference
- Feb. 21, 2014 - Missouri Association of Rural Education Conference
- March 22, 2014 - Safe and Sound Convention
- June 19-21, 2014 - Missouri Association of Trial Attorneys Conference
- June 23, 2014 - Missouri Police Chiefs Law Enforcement Combined Conference
- July 16, 2014 - Law Enforcement Traffic Safety Advisory Council Conference
- July 21, 2014 - Team Spirit Conference
- July 29, 2014 - RADAR (Responding Appropriately to Drug and Alcohol Referrals) Speakers Bureau
- Sept. 25, 2014 - Northland Youth Leadership Summit
- Sept. 29 - Oct. 1 - Blueprint Conference

3. As students statewide participated in our program, we simultaneously targeted their parents in a few ways. Beginning in late February and ending in May, we aired two thirty-second PSAs targeted for parents in all major Missouri broadcast TV markets. We also had a fifteen second PSA that was used for an advanced retargeting campaign. Third, we utilized banner ads to direct parents to our website.

4. We improved our website in multiple ways this year. In the first quarter we improved the site's school reporting functionality. In the fourth quarter we launched our website refresh. This website refresh was done to accommodate devices



that many school leaders and students utilize such as tablets and smart phones. We wanted to make sure that new content, graphics and page layout now speaks to our teachers and school administration in the most effective way possible. In the fourth quarter we also improved our registration back-end again to ensure that schools can register and report easily.

5. We evaluated our program success in the summer by sending out an online survey to all of our participating schools and by holding a focus group with a few high school students. Forty-two schools responded to the online survey and overall comments were positive regarding our program and content. Four students attended the focus group and gave insight into what they liked and did not like about the student video we produced this year. We are considering the comments from both the administrators and students as we plan to create our new high school video and program content.

6. We improved the peer-led educational program that targets middle school students by producing a peer-led discussion guide for high school students to use in their presentations to middle school students. We also worked on producing and filming a brand-new middle school video that is designed specifically to ease and calm middle school students' nervousness about entering high school.

#### Results/Outcomes

1. We were able to continue to offer the Safe and Sober program to schools statewide. We reached our goal of continuing statewide expansion as we went from 157 schools in 2013 to 189 schools in the 2014.

2. We reached more than 76,400 high students in addition to reaching middle school students and parents.

3. Our targeted parent campaign raised parents' awareness of the issues of underage drinking. Our parent TV PSA reached approximately 1.6 million viewers. Our 15 second online PSA had approximately 260,000 impressions, as well as over 1.16 million digital banner ad impressions during the same time span. Both the PSA and the Banner Ads were designed to boost awareness, but also generated a number of website interactions. Our website traffic for the first 5 months of the year was up over 230% from the previous 5 months, as well as having over 14,000 views on our YouTube channel.

#### Extenuating Circumstances

Overall we had a successful year. The thing that stunted our active participation the most was the weather. Unfortunately many of our participating schools had several snow and ice days which delayed their assemblies and held up our communication. While we still know they received the education and participated in some way, the weather inhibited us from seeing the pledge rates we would have wanted to see.

Additionally we operated completely with volunteers during the program implementation phase of Safe and Sober. Many schools did not report back their numbers or pledge rates. Since we only had volunteers we did not have the time to follow up with each and every school that did not account for how many students signed their pledge cards. Next year we hope to have more schools report their numbers, especially since we have the addition of a full-time employee in the fiscal year 2015. Safe and Sober Inc. is a 501 (c)(3) organization, and all donations are tax exempt in accordance with the law.

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<b>FUNDING:</b>	<b>AWARDED AMOUNT:</b>	<b>DISBURSED AMOUNT:</b>
	\$188,000.00	\$187,815.43

#### HS CONTACT:

Carrie Wolken

P.O. Box 270

830 MoDOT Drive

Jefferson City, MO 65102

1-800-800-2358

**PROJECT TITLE:**

Youth Alcohol

**PROGRAM AREA:**

03

**TYPE OF JURISDICTION:**

Urban

**AGENCY NAME:**

Jefferson County Sheriff's Office

**PROJECT NUMBER:**

14-M5HVE-03-010

**JURISDICTION SIZE:**

195,675

**TARGETED POPULATION:**

Youth

**AGENCY CONTACT:**

Lt. David Marshak

**PROJECT DESCRIPTION:**

The Jefferson County Sheriff's Office will schedule overtime enforcement for deputies to focus on youth alcohol violations. This will include traffic enforcement, party patrols, disturbance calls and compliance checks.

**PROBLEM IDENTIFICATION:**

Youth make up a significant proportion of impaired drivers of motorized vehicles causing traffic crashes on Missouri roadways. Of the 21,674 impaired drivers who caused traffic crashes during 2009-2011, 11.8% were under the age of 21 (in known cases). This is especially significant when you consider it is illegal for someone under 21 to possess or consume alcohol in Missouri.

In 2009-2011, a total of 656 impaired drivers were involved in crashes where one or more persons were killed. In known cases, 12.9% of these drivers were under the age of 21. A total of 95 persons were killed in traffic crashes involving these young impaired drivers. Of those persons killed, 50.5% were the underage impaired driver and 49.5% were some other party in the crash.

**GOALS AND OBJECTIVES:**

## Goal:

To decrease fatalities involving impaired drivers under the age of 21 years by 2 percent annually to:

- 33 by 2012
- 33 by 2013
- 32 by 2014
- 31 by 2015

## Objectives:

1. Participate in the National Impaired Driving Crackdown campaign
2. Participate in the quarterly impaired driving enforcement campaigns
3. Develop and implement a high visibility DWI enforcement plan focused on drivers ages 15 through 20 years old

**EVALUATION:**

The MHTC will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Law enforcement compliance with state UCR, Racial Profiling, and STARS reporting requirements (law enforcement contracts only)
2. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
3. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
4. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
5. Attaining the Goals set forth in this contract\*
6. Accomplishing the Objectives\* established to meet the project Goals, such as:
  - Enforcement activities (planned activities compared with actual activities)
  - Programs (number and success of programs held compared to planned programs, evaluations if available)
  - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)

- Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
  - Public awareness activities (media releases, promotion events, incentive items or education materials produced or purchased)
  - Other (any other information or material that supports the Objectives)
7. The project will be evaluated by the Traffic and Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

\*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

**RESULTS:**

Due to exhausting the remaining Section 410 grant funding, this project was created under Section 405(d) funding and is a continuation from project 14-K8-03-036. Combined, the Jefferson County Sheriff's Office expended a total of \$178,069.74 in grant funding to combat youth alcohol violations. Enforcement included general traffic enforcement centered around youth activities, compliance checks, party patrols and disturbance calls. The number of calls are as follows:

-Party Calls	219
-Disturbances	121
-Compliance Checks	44
-Contacts	4,062

In addition to these statistics, 273 standardized field sobriety tests were conducted. Thirteen arrests were made for DWI (alcohol), along with 261 HMV citations (479 warnings) and 590 non-HMV citations (78 warnings) issued. A total of 925 vehicle stops were made with 4,528 deputy overtime hours worked.

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<b>FUNDING:</b>	<b>AWARDED AMOUNT:</b>	<b>DISBURSED AMOUNT:</b>
	\$17,969.66	\$17,839.40

**HS CONTACT:**

Scott Jones  
P.O. Box 270  
830 MoDOT Drive  
Jefferson City, MO 65102  
1-800-800-2358

**PROJECT TITLE:**

Impaired Driving Paid Media Campaigns

**PROJECT NUMBER:**

14-154-AL-102

**PROGRAM AREA:**

AL

**JURISDICTION SIZE:**

5,700,000

**TYPE OF JURISDICTION:**

Statewide

**TARGETED POPULATION:**

All Drivers

**AGENCY NAME:**

Traffic and Highway Safety Division

**AGENCY CONTACT:**

Ms. Kelly Martin

**PROJECT DESCRIPTION:**

Provide paid media.

Media will include television, radio, digital, online, social media, and print.

**PROBLEM IDENTIFICATION:**

Too many impaired driving fatalities.

**GOALS AND OBJECTIVES:**

Raise awareness and educate the public about the perils of impaired driving.

**EVALUATION:**

The MHTC will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract\*
5. Accomplishing the Objectives\* established to meet the project Goals, such as:
  - Programs (number and success of programs held compared to planned programs, evaluations if available)
  - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
  - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
  - Public awareness activities (media releases, promotion events, incentive items or education materials produced or purchased)
  - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Traffic and Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

\*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

The above Evaluation criteria do not apply to program coordination contracts.

**RESULTS:**

Paid media covered four quarterly campaigns and the annual Drive Sober or Get Pulled Over campaign.

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**FUNDING:**

**AWARDED AMOUNT:**

**DISBURSED AMOUNT:**

\$505,000.00

\$473,677.49

**HS CONTACT:**

Kelly Jackson

P.O. Box 270

830 MoDOT Drive

Jefferson City, MO 65102

1-800-800-2358

**PROJECT TITLE:**

Attorney and Legal Assistant

**PROJECT NUMBER:**

14-154-AL-065

**PROGRAM AREA:**

AL

**JURISDICTION SIZE:**

6,000,000

**TYPE OF JURISDICTION:**

Statewide

**TARGETED POPULATION:**

Impaired Drivers

**AGENCY NAME:**

MO Dept. of Revenue

**AGENCY CONTACT:**

Mr. Charles Gooch

**PROJECT DESCRIPTION:**

The Missouri Department of Revenue will:

Employ one (1) FTE Appellate Counsel in the General Counsel's Office, Transportation Section, under the direct supervision of the Managing Counsel, at its Jefferson City office. The Appellate Counsel is to be exclusively assigned case files involving intoxication-related license actions on appeal with the Missouri appellate courts, and to work as Department liaison to the Office of the Attorney General for appellate cases, and as a trainer for Department attorneys.

Employ one (1) FTE Legal Assistant/Paralegal in the General Counsel's Office, Transportation Section, under the direct supervision of the Managing Counsel, at its Jefferson City office. The Legal Assistant/Paralegal would be assigned responsibility for all section 577.041, RSMo Chemical Refusal appeal cases handled by local prosecuting attorneys, statewide. The employee would process petitions and stay orders as served on the Department; prepare correspondence to local prosecutors; send certified records consisting of the arrest report of the officer and attachments; and monitor the cases statewide, through final disposition by the court. The Legal Assistant/Paralegal would further communicate with local prosecuting attorney offices and court personnel, and advise the Department's Drivers License Bureau upon disposition. The employee would further compile statistical data on all chemical refusal cases, and promote strict prosecution standards for repeat offenders and ignition interlock requirements. The Legal Assistant/Paralegal would further conduct extensive background checks for all applicants reinstatement on section 302.060.1(9) ten-year license denial reinstatement, and for section 302.309.3 limited driving privileges, with special emphasis on those subject to five- and ten-year license denials, and offenders enrolled in certified DWI Court programs statewide. This employee would also serve as Ignition Interlock Device (IID) Coordinator for the Department to monitor those offenders required to maintain proof of installation of an IID for either limited privileges or license reinstatement.

**PROBLEM IDENTIFICATION:**

Department of Revenue, General Counsel's Office, Transportation Unit attorneys preside at administrative alcohol hearings (Sections 302.500 - 302.540, RSMo) and also prosecute alcohol and drug-related license suspension and revocation cases statewide (Section 302.311, RSMo, for alcohol-related point suspension and revocation appeals; Section 577.041, RSMo, "refusal" appeals; Section 302.060, RSMo, five and ten-year multiple DWI license denial appeals, etc.).

Due to ongoing budget restraints, there exists a lack of Department funding available to permit Department attorneys to attend specialized training on impaired driving prosecution techniques. The need for this specialized training is ongoing given the dynamic nature of developments in DWI and related motor vehicle case law as well as the continual revision of statutory and regulatory provisions. Further, as administrative alcohol hearings and court cases are dependent upon the admission of breath or blood test results, Department attorneys who hear and prosecute these cases require special knowledge in the areas of breath and blood testing and the related scientific fields of toxicology and pharmacology.

Further, the growth in DWI Courts during fiscal year 2012 has created an expanding class of individuals now eligible for limited driving privileges that were previously ineligible. This new class includes repeat offenders, primarily five- and ten-year denial drivers, who have demonstrated a propensity to consistently pose the greatest risk to the public safety. The granting of limited privileges to these drivers requires a considerable increase in background investigation and monitoring by Department attorneys and staff to ensure that these offenders comply with the requirements for legal licensure under the DWI court program requirements and for financial responsibility and ignition interlock installation as well. Over the past year, the total number of approved DWI Courts has greatly increased and these courts are now found in 37 circuit courts within 23 judicial





circuits statewide.

There is also a great need for consistent, professional training for law enforcement, judges and attorneys in the state on Missouri impaired driving and license laws, as applicable laws change with every legislative session and appellate courts interpret existing law from time to time.

Significantly, too, the Department lacks dedicated funding for equipment and supplies to more effectively meet trial and appellate court requirements. There is also a need for current reference materials to more effectively communicate with attorneys, prosecutors and judges in regard to alcohol-related license actions, due to the high turnover experienced in these positions in recent years. This need and lack of a reliable funding source is an ongoing problem.

#### **GOALS AND OBJECTIVES:**

Goals for the Appeals Attorney:

- 1) To provide dedicated, effective, and knowledgeable legal representation for the Department of Revenue for alcohol-related license appeals to the Missouri appellate courts, as delegated by the Office of the Attorney General;
- 2) To provide a Department liaison for targeted expert legal advice regarding impaired driving issues to the Office of the Attorney General for appellate cases represented by that office for Department cases involving impaired driving;
- 3) To provide ongoing, active and knowledgeable support to the Office of the Attorney General on behalf of the Department, by drafting appellate briefs, motions and legal memorandum addressing impaired driving issues common to 577.041 chemical refusal and 302.500 administrative alcohol appeals from trial courts statewide.

Goals for the Legal Assistant/Paralegal:

- 1) To provide a knowledgeable legal representative for the Department to properly and effectively administer the provisions of the administrative ignition interlock provisions for repeat intoxication-related offenders;
- 2) To provide dedicated support for court applications for 302.309 limited driving privileges (LDP) for five- and ten-year license denial persons, and those seeking 302.060.1(9) license reinstatement on ten-year minimum license denial actions, for repeat (three or more alcohol-related conviction) offenders.
- 3) To provide a dedicated Department employee with legal training to review, track and monitor petitions for court-ordered LDPs, conduct criminal background checks (state and federal), and provide documentation and other evidence to Department attorneys and courts regarding the applicant's habits and conduct.
- 4) To provide a trained Department legal representative to monitor repeat alcohol offenders requiring ignition interlock installation for either license reinstatement or LDP issuance, and to prepare statistical reports regarding these offenders.

#### **EVALUATION:**

The MHTC will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
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5. Accomplishing the Objectives\* established to meet the project Goals, such as:
  - Programs (number and success of programs held compared to planned programs, evaluations if available)
  - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
  - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
  - Public awareness activities (media releases, promotion events, incentive items or education materials produced or purchased)
  - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Traffic and Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.



\*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.**APPELLATE COURT CASE OUTCOMES**

Review periodically the quality of the appellate work produced by the Department to ensure that it is consistent and correct, and solicit and evaluate feedback from the Office of the Attorney General in this regard.

#### DWI COURT LIMITED PRIVILEGE AND IGNITION INTERLOCK MONITORING

Track statistics for compliance with conditions for limited driving privileges and required ignition interlock device installation to determine if these requirements are effective to reduce the recidivism rate for repeat alcohol-related traffic offenders. Review and evaluate results of IID monitoring reports to determine the nature and rate of violations committed by persons requiring IID installation to determine the impact of new S.B. 480 requirements.

#### **RESULTS:**

A full-time Appeals Attorney position was created within the Department of Revenue, General Counsel's Office to represent the Department in selected appeals to the Missouri Court of Appeals, including the Supreme Court, involving alcohol-related legal issues.

The vast majority of cases now handled by the Department involve alcohol-related issues, either as appeals of § 302.500 - § 302.540, RSMo Administrative Alcohol license suspension or revocations, or Chemical Refusal revocations under § 577.041, RSMo. The opinions issued by appellate courts establish case law precedent for future impaired driving cases, both criminal and civil. The Department, as Appellant in a number of these cases, is able to select key cases where the facts would best serve as a "test" case to potentially strengthen the State's position for the prosecution of future alcohol-related actions. In other cases, where the Department is named as Respondent, our Appeals Attorney is required to defend appeals filed by alcohol offenders contesting trial court decisions upholding alcohol-related license suspensions or revocation actions.

The Appellate Counsel routinely handles or assists the Attorney General's Office in handling 30-40 active appeal cases from start to finish.

Regular appeal meetings are conducted by the Appellate Counsel and are attended by the General Counsel for the Department, as well as the Managing Counsel and Senior Counsel for the Transportation Section, together with the counsel for the Division Director for the Drivers License Bureau. The Appellate Counsel reviews all cases presented for possible appeal from all three Transportation Section offices and prepares a detailed summary of the facts and law of each case. These summaries are typed up and distributed to attendees at the bi-weekly meetings, and the Appellate Counsel makes a presentation to the group on each case. Cases are either recommended for appeal or are closed based upon the collective recommendation of the attendees. These meetings serve as an excellent forum for the development of strategies on how to best address the relevant legal and factual issues involved in these appellate cases.

The Appellate Counsel's primary responsibilities include keeping track of all ongoing appeals, preparing and filing appellate documents, and acting as a liaison with the Missouri Attorney General's Office. In the year 2014, Rachel had over 145 case files assigned to her; completed briefing or provided suggestions and legal research to assist the Attorney General's Office in approximately 35 appellate cases; and participated in a number of oral arguments, including one conducted at the annual DWI defense seminar at Tan Tar A resort, Osage Beach, Missouri, July 2014.

Crucial this year was extensive work on legal research and briefs by the Appellate Counsel on the "and/or" issue, that dealt with the interpretation of the Department of Health and Senior Services Rule 19 CSR 25-30.050, which dealt with the concentration of wet-bath calibration solutions used to perform calibration checks on evidential breath testing devices statewide. The rule was amended in December, 2012, to add a .08% standard; however, the amended language was interpreted by a number of trial courts (primarily in the St. Louis region) to require the use of three standard solutions for each monthly calibration check—.04, .08 and .10—not one, as traditionally required or intended. While, on its face, the argument appears to be merely a matter of semantics, the result of the court rulings has negatively affected outcomes in nearly 800 administrative alcohol trials de novo statewide.

Although the rule was amended effective February 28, 2014 to use the disjunctive term "or" to indicate the original intent to use only one solution for such checks, many cases decided under the old rule (during the fourteen-month period of December, 2012 through February, 2014) continue to be affected by the ruling. Now on appeal, this issue is before the Eastern District Court of Appeals for oral argument on December 3, 2014, in the lead case *Steirs v. Director of Revenue*, ED #101407, with an opinion resolving the issue expected to be filed January, 2015. Rachel has been a crucial component in the development of legal arguments and strategies, and in tracking the numerous appeal files maintained for all three districts of the Missouri Courts of Appeal.

Rachel also participates in the Department's ongoing efforts to educate attorneys and law enforcement officers regarding Missouri impaired-driving laws. She answers legal questions posed to her by the Department's trial attorneys and develops arguments to counter novel legal challenges raised by defense attorneys in civil license cases. She has created a reference guide containing case law on major legal issues in chemical refusal and administrative alcohol cases for the Department's



attorneys to utilize at trial, and provides updates periodically. Rachel has also presented a case law update session at a number of the Department's annual law enforcement DWI seminars (in combination with or in lieu of long-time Department Senior Counsel Jim Chenault).

The year 2014 continues to be challenging for the Department in the appellate courts for the state of Missouri. Due to the fact that the Director's civil license cases are no longer reviewed under a standard of review which is deferential to the Director, the Department has experienced difficulty prevailing in certain types of cases. To compensate for the fact that the appellate standard of review is not as favorable to Department as it once was, Rachel has assisted by drafting and filing post-trial motions at the trial court level in a number of these cases, rendering appeal unnecessary in some. She has also developed and circulated a sample request for findings of fact to Department attorneys to assist them in obtaining explicit credibility findings from the trial court. Such findings increase the Department's odds of obtaining a favorable result on appeal.

#### OVERALL RESULT:

The creation of the Appeals Attorney position has enabled the Department to dedicate a trained and knowledgeable legal professional to research, brief, argue and monitor cases on appeal to the Missouri Court of Appeals involving alcohol-related legal issues. The result has been a more focused, reasoned and coordinated effort to both pursue and defend appeals bearing on issues crucial to the effective prosecution and sanction of alcohol-related traffic offenders. The Appeals Attorney position has been an invaluable asset for the Department in its efforts to combat impaired driving, and we look forward to the further expansion of the duties of the position in fiscal year 2015 to include the provision of litigation support at the trial level for Transportation Section attorneys.

#### Paralegal Position:

A paralegal position was also created and covered under this grant. This full-time Paralegal position was created in the Department of Revenue, General Counsel's Office to review and monitor alcohol-related traffic offenders. This position has enabled the Department to isolate and review all court petitions served on the Director of Revenue requesting § 302.309, RSMo limited driving privileges (LDP) and reinstatement on § 302.060, RSMo five- and ten-year license denial cases. The targeted population was repeat alcohol or drug-related traffic offenders who clearly pose the greatest threat to public safety. Placement of the position in the Jefferson City office was critical, as all petitions for court-ordered LDPs and reinstatement for repeat offenders require service on the Director at this office. The Paralegal daily receives and reviews all Petitions for Review and for LDPs, has a legal file opened in the General Counsel's Office, and assigns a licensed Department attorney to each case. The Paralegal then processes the numerous criminal history checks received for repeat offenders from the Missouri State Highway Patrol, reviews for evidence of any alcohol or drug related offenses, then forwards to the Department attorney of record.

The paralegal handled over 2,062 limited driving privilege and reinstatements during fiscal year 2014, most all of which required installation of an ignition interlock device as a condition for issuance; handled 228 DWI Court limited driving privilege application files; and has received, scanned and routed over 900 criminal history checks for repeat DWI offenders who have applied for license reinstatement. In addition, she carefully reviewed the history checks for alcohol or drug-related offenses for limited privileges or reinstatement applications, and has drafted hundreds of LDP answers for courts throughout the state of Missouri for limited driving privileges. This figure does not include the thousands of ignition interlock devices installed for reinstatement or restricted privileges for other alcohol-related license suspension or revocations for first offenders.

**Criminal Background Checks:** Individuals subject to five or ten-year license denial seeking reinstatement are required to apply for a "criminal history check", as defined in § 302.010(4), RSMo with the Missouri State Highway Patrol. Prior to ordering reinstatement, courts are mandated to review the criminal history check results. If the criminal history check reveals an alcohol or drug related offense—vehicle or non-vehicle related—within the specified 'look-back' period, reinstatement is prohibited. For five-year reinstatement, the look-back period is five years. For ten-year reinstatement, the period is ten years. If the court finds that the applicant has been convicted, found guilty of, pled guilty to, or has any pending charges for any offense related to alcohol or drugs (traffic or non-traffic offenses) or has any other alcohol-related enforcement contact (as defined in § 302.525, RSMo) during the applicable period, reinstatement must be denied.

**LDP Coordinator/Review of Five- and Ten-Year Denial Reinstatements:** The Paralegal position has also enabled the Department to create programs and processes to continually monitor and track repeat offenders granted a LDP throughout the term of the LDP. This permits the Department to work closely with courts around the state to ensure that these offenders maintain the requirements for their limited privileges, namely, proof of installation of the proper Ignition Interlock Device (IID) and financial responsibility with the Department.

Where noncompliance is found, files are flagged for immediate administrative termination of the LDP on Department records, and the legal file is referred to a Department attorney to seek termination of the limited driving privilege order in the issuing court. Currently, the Paralegal is directly responsible for all applications for court-ordered LDPs, whether with a DWI Court or regular circuit court. This function has enabled the Department to monitor these repeat alcohol offenders to a greater extent





than ever before possible. Offenders will not be shown as having a valid LDP until all required filings are completed.

DWI Court Monitor: Fifty special "DWI Courts" or dockets (including stand-alone and hybrid) have been established over the past five years to deal with certain repeat alcohol offenders and issue LDPs to those otherwise ineligible under the provisions of § 302.309, RSMo. For fiscal year 2014, the Department was served and filed special responsive pleadings in over 228 cases, the majority filed with the St. Charles County and Greene County DWI courts.

The Paralegal reviews the DWI Court LDP applications as they are served; conducts criminal and license history background checks; opens a legal file and assigns a Department attorney to each case. The Paralegal also operates as a contact person for the Department for the various DWI Courts, responding to inquiries regarding Ignition Interlock Device (IID) and financial responsibility filings and requirements. Significantly, the Department views this as a vital component in the developing DWI Court program, as the availability of an LDP in this context is designed to operate as an incentive to encourage repeat offenders to participate in DWI Court programs.

The Department desires to make every effort to closely monitor these offenders (something the DWI Courts do not always have the resources or time to do), and the Paralegal position enables it to do so. The Paralegal has created a database that will allow applicants to be monitored from the time the petition is received at the Department through the expiration of their LDP for violations, subsequent convictions and terminations by either the Department or the DWI Court. Monitoring is necessary, as the jurisdiction of the DWI Court over an LDP case is continuing through the termination date of the privilege. This is particularly important, too, as some ten-year minimum denial LDP holders may be in a LDP status for a period of up to nine years or more.

During fiscal year 2014, the Paralegal has obtained authority to access ignition interlock manufacturers' databases in order to obtain and confirm more information about each LDP recipient including installation and removal dates as well as violation and monitoring reports. It is expected that the number of DWI Court applications will greatly increase over the next several years, too, as more DWI Courts are established, which will result in an increasing number of applicants to be screened and monitored by the Department.

Ignition Interlock Device (IID) Monitor/Contact Liaison: The Paralegal position continues to perform duties previously performed, in part, by members of the Missouri Department of Transportation, Highway Safety Division, and the Drivers License Bureau of the Department of Revenue, regarding Ignition Interlock Device (IID) installations. This has required additional training for the Paralegal, which included attendance at special training sessions covering IID installation and operation, to enable the Paralegal to field inquiries from offenders, courts and IID service providers. This specialized training has enabled the Department to assume a greater role in monitoring these offenders to better protect the public safety. The Paralegal has recently been engaged in creating a system to track all court-issued LDP orders, with a focus on DWI court-issued privileges. The purpose of this monitoring is to foster communication between the issuing courts and the Department so that notification of termination of an LDP by a court may promptly be keyed and reflected on a Missouri Driver Record to assist law enforcement officers in the field, and to the courts from the Department for administrative termination.

#### OVERALL RESULT:

The Paralegal position has enabled the Department to provide a dedicated, trained legal professional to review and engage in ongoing monitoring of all applications by repeat alcohol offenders for limited driving privileges and reinstatement. The Department also now has the ability to track and compile statistical data regarding administrative IID installations statewide, and is also able to shoulder additional responsibilities added by the issuance of LDPs by DWI Courts to repeat alcohol offenders previously ineligible for such privileges.

The Paralegal has increased communication with all six ignition interlock companies approved to provide devices in the state of Missouri to decrease tampering and circumvention of the function of these devices, and to improve reporting of violations to DWI courts.

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<b>FUNDING:</b>	<b>AWARDED AMOUNT:</b>	<b>DISBURSED AMOUNT:</b>
	\$123,086.80	\$111,874.69

#### HS CONTACT:

Jackie Rogers  
P.O. Box 270  
830 MoDOT Drive  
Jefferson City, MO 65102  
1-800-800-2358



**PROJECT TITLE:**

DWI Court Project

**PROGRAM AREA:**

AL

**TYPE OF JURISDICTION:**

Statewide

**AGENCY NAME:**

Office of State Courts Administrator

**PROJECT NUMBER:**

14-154-AL-073

**JURISDICTION SIZE:**

6,000,000

**TARGETED POPULATION:**

Impaired Drivers

**AGENCY CONTACT:**

Mrs. Melissa Kampeter

**PROJECT DESCRIPTION:**

The Drug Courts Coordinating Commission (DCCC) will expand stand-alone DWI court programs that follow specific guidelines for best practices. The statutory interagency commission will provide oversight for this grant.

Because of DWI legislation passed in 2010, the Missouri Supreme Court adopted COR 26 on August 27, 2010. This rule requires all courts that seek to establish a DWI court or docket to submit a Plan of Operation to the DCCC for approval. As of January 18, 2013, 46 jurisdictions have had their Plans of Operation approved and have collectively granted 397 and revoked 42 Limited Driving Privileges.

The DCCC also requested a set of DWI court program guidelines to be developed that programs can incorporate in their individual Plans of Operation. The Missouri DWI Court Guidelines were subsequently created by the Supreme Court Committee on Alternative Treatment Courts (ATCC) with the assistance of a DWI court workgroup established in 2010, which included multiple stakeholders from several different agencies: Missouri Department of Transportation-Traffic and Highway Safety Division, Missouri Department of Revenue, Missouri Department of Public Safety, Missouri Department of Mental Health, Missouri Division of Probation and Parole as well as judges and administrators from highly operational DWI court programs in Missouri. The effort and dedication of the DWI court workgroup continues to be important to the success of DWI court programs in Missouri. The workgroup meets once or twice a year as needed to discuss new legislation and establish guidelines for DWI court programs.

A requirement for DWI court team training was included in the Missouri DWI Court Guidelines. After January 1, 2011, each court who had not attended DWI Court training through NCDC was required to attend a 3-day DWI Court training before their Plan of Operation would be approved to grant a Limited Driving Privilege. The DWI Court training included over 18 hours of instruction time and six additional breakout sessions for each team to work on their individual policy and procedure manual and their Plan of Operation for their DWI court program.

In response to the guidelines, NCDC and NHTSA, Office of Safety Programs, Enforcement and Justice Services Division agreed to provide DWI Court Training in Missouri. A total of 36 teams attended DWI court training with 320 DWI court team members in attendance in 2011 and 2012.

Since evidence-based research continues to evolve, it is imperative to provide continuing education to promote effective operations of DWI court programs. For the 46 jurisdictions who have previously attended the 3-day DWI Training and are approved to grant Limited Driving Privileges by the DCCC, a DWI Operational Tune-Up is needed. This advanced subject-matter training would provide the latest research and best practice techniques to improve outcomes and provide an update on legislation and case law pertaining to DWI court programs.

OSCA implemented targeted DWI court programs in the 12th, 13th, 20th, 31st, and 36th Judicial Circuits from federal fiscal 2008 - 2010. Courts are identified in conjunction with the Traffic and Highway Safety Division, based upon the frequency of DWI cases in their jurisdiction. DWI court programs targeted for Highway Safety funding for fiscal 2011, 2012 and the upcoming grant period have the highest state population and the highest rate of alcohol fatalities and include programs in the 6th, 13th, 17th, 19th, 21st and 40th Judicial Circuits with possible expansion into other targeted judicial circuits as agreed to by the Traffic and Highway Safety Division. The identified programs targeted for Highway Safety funding have a current DWI participant population of 249. All of the selected programs have completed the mandatory DWI Court 3-day training.



Unlike drug courts, DWI court programs primarily operate within a post-conviction model. In a supported resolution by National Mothers Against Drunk Driving, "MADD recommends that DUI/DWI courts should not be used to avoid a record of conviction and/or license sanctions."

Additional stipulations are placed on DWI court programs who receive funding from the Traffic and Highway Safety Division and the Drug Courts Coordinating Commission to include the following:

- No SIS is given;
- A withdraw of guilty plea is not allowed (even after completion of the program);
- If the charges are reduced, the lesser charge must be an intoxication related offense (for enhancement purposes if the individual is arrested for DWI in the future); and
- If the participant has an operator's license, an ignition interlock device is mandatory.

DWI courts utilize all criminal justice stakeholders (judge, prosecutors, defense attorneys, probation, law enforcement, and others) coupled with alcohol or drug treatment professionals. This group of professionals comprises a "DWI Court Team," and uses a cooperative approach to systematically change offender behavior. This approach includes identification and referral of participants early in the legal process to a full continuum of drug or alcohol treatment and other rehabilitative services. Compliance with treatment and other court-mandated requirements is verified by frequent alcohol/drug testing, close community supervision and ongoing judicial supervision in non-adversarial court review hearing. During review hearings, the judge employs a science-based response to participant compliance (or non-compliance) in an effort to further the team's goal to encourage pro-social, sober behaviors that will prevent future DWI recidivism (Loeffler, Huddleston & Daugherty, 2005).

DWI Court Best Practices - According to the National Drug Court Institute, there are Ten elements to successful DWI courts. Missouri courts will address each area during implementation and ongoing offender management.

#### GUIDING PRINCIPLE #1 - TARGET THE POPULATION

The DWI courts will clearly define the target population of the DWI program with distinct eligibility criteria. These potential participants will have two or more DWI offenses and a clinical assessment showing severe chemical abuse or addiction.

#### GUIDING PRINCIPLE #2 - PERFORM A CLINICAL ASSESSMENT

The DWI courts will use certified treatment professionals to perform a clinically competent, objective assessment of the impaired driving offender. This assessment will address a number of bio-physical domains including alcohol use severity and drug involvement, the level of needed care, medical and mental health status, extent of social support systems, and individual motivation to change.

#### GUIDING PRINCIPLE #3 - DEVELOP THE TREATMENT PLAN

The DWI courts will develop a specific treatment plan under the direction of a certified treatment provider to address the substance dependence of each participant offender. A significant proportion of the DWI population also suffers from a variety of co-occurring disorders. Therefore, the DWI courts will carefully select and implement treatment practices demonstrated through research to be effective with the hard-core impaired driver to ensure long term success.

#### GUIDING PRINCIPLE #4 - SUPERVISE THE OFFENDER

The DWI courts will use a coordinated strategy and available technologies to closely supervise and monitor participant offenders to protect against future impaired driving.

#### GUIDING PRINCIPLE #5 - FORGE AGENCY, ORGANIZATION, AND COMMUNITY PARTNERSHIPS

The DWI courts will solicit the cooperation of other agencies, as well as community organizations to form a partnership in support of the goals of the DWI court program to protect against future impaired driving.

#### GUIDING PRINCIPLE #6 - TAKE A JUDICIAL LEADERSHIP ROLE

The DWI courts will have a judge that will act as the leader of the DWI court program who will have the capability to motivate the DWI court team and elicit buy-in from various community stakeholders.

#### GUIDING PRINCIPLE #7 - DEVELOP CASE MANAGEMENT STRATEGIES





The DWI courts will provide participant offenders with case management services through a coordinated team strategy and seamless collaboration across treatment and justice systems.

#### GUIDING PRINCIPLE #8 - ADDRESS TRANSPORTATION ISSUES

The DWI courts will assist participants to plan for transportation alternatives after the loss of their driving privileges. The loss of driving privileges poses a significant issue for DWI court participants. In many cases, the participant solves the transportation problem created by the loss of the driver's license by driving anyway and taking the chance that they will not get caught. With this knowledge, the DWI court will sanction the participant for driving without a license while in the program and caution them against taking such actions in the future.

#### GUIDING PRINCIPLE #9 - EVALUATE THE PROGRAM

The DWI courts will design and implement an evaluation model with the assistance of the Office of the State Courts Administrator that will be capable of documenting behavioral change in DWI court participants resulting in a reduction in future impaired driving.

#### GUIDING PRINCIPLE #10 - CREATE A SUSTAINABLE PROGRAM

The DWI courts will create and implement a strategic plan that includes considerations of structure and scale, organization and participation, and future funding sources.

#### PROBLEM IDENTIFICATION:

Alcohol and other drugs contribute substantially to traffic crashes on Missouri roads, particularly those resulting in death or disabling injury. From 2009 through 2011, 447,397 traffic crashes occurred in the state. Of those, 0.5% resulted in a fatality and 3.2% involved someone being seriously injured. During the same time period, there were 21,947 traffic crashes where one or more drivers and/or pedestrians were under the influence of intoxicants and in the opinion of the investigating officer their intoxicated condition was a contributing factor to the crash. In these crashes where drivers or pedestrians were impaired by alcohol or other drugs, 755 people were killed and another 3,051 were seriously injured. It also is important to note that impaired driving is under-reported as a contributing factor in traffic crashes. This under-reporting is due to drivers undergoing injuries sustained from crashes without being tested for blood alcohol content. Also, some forms of drug impairment may not be apparent to officers on the scene. As a result, it is an even greater problem than these statistics would indicate. In addition, 87.3% of impaired drivers killed also failed to wear a safety belt further compounding the problem of impaired driving.

A common misconception is that impaired drivers are primarily injuring and killing themselves. While that is often true, a substantial number of people killed and seriously injured in these crashes were not intoxicated. Their actions in these incidents probably did not contribute to the cause of the collision. Of the 755 people killed in alcohol and other drug-related traffic crashes, 68.6% were the impaired driver/pedestrian and 31.4% were some other involved party. Of the 3,051 seriously injured, 60% were the impaired drivers/pedestrians while 40% were other persons in the incidents.

In 2009-2011, a total of 656 impaired drivers were involved in crashes where one or more persons were killed. In known cases, 12.9% of these drivers were under the age of 21. A total of 95 persons were killed in traffic crashes involving these young drivers. Of those persons killed, 50.5% were the underage impaired driver and 49.5% were some other party in the crash.

DWI courts are dedicated to changing the behaviors of persistent impaired drivers through the highly successful drug court model that ensures offender accountability by utilizing judicial supervision and long-term treatment. DWI court participants learn to develop self-discipline and the skills required to remain sober. They become dependable tax-paying citizens that support their families and contribute to their communities.

Currently, there are 21 DWI courts in Missouri. Of the 240 participants that exited DWI court in 2011, 176 successfully graduated, resulting in a 73% graduation rate. The Research Unit at Missouri's Office of State Court Administrator is conducting an ongoing recidivism study which is following a cohort that consists of 81 graduates who successfully completed DWI Court between October 1, 2008 and September 30, 2009. There is currently a recidivism rate of 4.9% for the cohort. Research suggests that, over time, recidivism for DWI courts will be close to the 10% rate that is being experienced with drug court participants.

An evaluation in Michigan found that participants in DWI courts were considerably less likely than DWI offenders sentenced in a traditional court to be arrested for a new DWI offense or any new criminal offense within two years of entering the program. Traditionally sentenced offenders were three times more likely to be re-arrested for any charge and were 19 times more likely to be re-arrested for a DWI charge than DWI court participants. There is no doubt that drinking and driving continues to be a significant public safety issue on Missouri's roadways. In an effort to help hold offenders accountable,



Missouri courts have attempted to employ offender-specific methods to deter impaired driving. However, persistent impaired drivers are not impacted by general deterrence methods such as public awareness campaigns or traditional sanctions such as incarceration or probation. Punishment, unaccompanied by treatment and accountability, is an ineffective deterrent for the persistent offender. DWI court programs provide intensive judicial supervision and evidence-based treatment to address the root cause of impaired driving: alcohol and other substance addiction and abuse.

#### **GOALS AND OBJECTIVES:**

The goal of this project is to reduce the recidivism of DWI offenders and promote public safety for all Missouri citizens that use Missouri's transportation systems.

#### **Objectives:**

- Conduct DWI Court Operational Tune-Up training sessions and DWI workgroup meetings to ensure best practice techniques are being utilized and provide an update on legislation and case law pertaining to DWI court programs;
- Continue to implement and support DWI court programs in the targeted judicial circuits during the grant period;
- Reduce the recidivism rate for DWI offenders by serving additional participants in the targeted DWI court programs during the grant period.

#### **EVALUATION:**

The MHTC will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract\*
5. Accomplishing the Objectives\* established to meet the project Goals, such as:
  - Programs (number and success of programs held compared to planned programs, evaluations if available)
  - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
  - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
  - Public awareness activities (media releases, promotion events, incentive items or education materials produced or purchased)
  - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Traffic and Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

\*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided. OSCA will monitor the pilot court programs and collect performance data similar to the data currently collected for Missouri's drug court programs. A complete copy of the data elements to be collected is available upon request.

Progress reports will be prepared by the OSCA project manager and forwarded to the Traffic and Highway Safety Division. The final grant report will include process data to help determine the most effective way to implement new programs and ensure evidence-based practices are being followed in DWI court programs around the state.

#### **RESULTS:**

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. In 2010 the General Assembly passed legislation which reformed Missouri's DWI laws in an effort to reduce drunk driving. This statute (478.007 RSMo) authorized circuit courts to establish DWI courts and allowed DWI court judges to grant participants and graduates a Limited Driving Privilege (LDP). Since 2010, there has been an overwhelming response to the legislation with an increase of more than 169% in the DWI court participant population.

The Drug Courts Coordinating Commission (DCCC) has sought to expand DWI courts that follow specific guidelines for best practice. As a result of the 2010 DWI legislation the Missouri Supreme Court adopted Court Operating Rule (COR) 26 on August 27, 2010. This rule requires all courts that seek to establish a DWI court or docket to submit a Plan of Operation to the DCCC for approval before issuing a LDP. As of September 26, 2014, there were 47 approved DWI court programs that



had granted 779, revoked 98 and suspended 26 LDP's.

The DCCC also requested a set of DWI court program guidelines to be developed that programs can incorporate in their individual Plans of Operation. The Missouri DWI Court Guidelines were subsequently created by the Supreme Court Committee on Treatment Courts (TCC) with the assistance of a DWI court workgroup which includes multiple stakeholders from several different agencies: Missouri Department of Transportation-Traffic and Highway Safety Division, Missouri Department of Revenue, Missouri Department of Public Safety, Missouri Department of Mental Health, Missouri Division of Probation and Parole, Mothers Against Drunk Driving as well as Judges and administrators from highly operational DWI court programs in Missouri. The effort and dedication of the DWI court workgroup continues to be important to the success of DWI court programs in Missouri. The workgroup meets once or twice a year, as needed, to discuss new legislation and establish guidelines for DWI court programs.

A requirement for DWI court team training was included in the DWI Court Guidelines. After January 1, 2011, each court who has not attended DWI Court training through NCDC is required to attend a 3-day DWI Court training before their plan of operation will be approved to grant a LDP. The DWI Court training includes over 18 hours of instruction time and six additional breakout sessions for each team to work on their individual policy and procedure manual and their Plan of Operation for their DWI Court. A total of 38 teams have attended the 3-day DWI court training with 335 DWI court team members in attendance since 2011.

As of June 30, 2014, there were 908 individuals participating in DWI courts through the 19 stand-alone county programs and 37 adult drug court programs that accept DWI offenders. There were 243 DWI court graduates in calendar year 2014, with a program graduation rate of 89%.

**Performance Measures & Objectives:**

1. Conduct DWI Court Operational Tune-Up training sessions and DWI workgroup meetings to ensure best practice techniques are being utilized and provide an update on legislation and case law pertaining to DWI Court programs.

An Operational Tune-Up was not conducted in fiscal 2014. The National Center for DWI Courts had a change in directors and was unable to fulfill the proposed agreement for providing an Operational Tune-Up for the approved DWI court programs. The allotted funding for training was subsequently provided to the St. Louis County DWI court program who needed additional funding for testing and supervision for their growing population,

2. Continue to implement and support DWI court programs in the targeted judicial circuits during the grant period.

The targeted DWI court programs who received Highway Safety funding between October 1, 2011 and September 30, 2014 and their populations are outlined below (according to population in JIS):

- \* 6th Judicial Circuit (Platte County) - the DWI court population as of 10/1/2011 was 30; the DWI court population as of 9/30/2014 was 29
- \* 13th Judicial Circuit (Callaway County) - the DWI court population as of 10/1/2011 was 5; the DWI court population as of 9/30/2014 was 8
- \* 17th Judicial Circuit (Cass County) - the DWI court population as of 10/1/2011 was 19; the DWI court population as of 9/30/2014 was 24
- \* 19th Judicial Circuit (Cole County) - the DWI court population as of 10/1/2011 was 19; the DWI court population as of 9/30/2014 was 20
- \* 21st Judicial Circuit (St. Louis County) - the DWI court population as of 10/1/2011 was 31; the DWI court population as of 9/30/2014 was 129
- \* 35th Judicial Circuit (Dunklin and Stoddard Counties) - the DWI court population as of 10/1/2011 was 14; the DWI court population as of 9/30/2014 was 27

3. Reduce the recidivism rate for DWI offenders by serving additional participants in the targeted DWI court programs during the grant period.

The Drug Courts Coordinating Commission is currently reviewing the parameters of recidivism in all treatment court programs to ensure accuracy of data. It is anticipated that recidivism data for all treatment court programs will be available January 2015. Research suggests that, over time, recidivism for DWI courts will be close to the 10% rate that is being experienced with drug court participants (as reported to the Office of State Courts Administrator by individual drug court programs).

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<b>FUNDING:</b>	<b>AWARDED AMOUNT:</b>	<b>DISBURSED AMOUNT:</b>
	\$351,617.60	\$327,146.63





**HS CONTACT:**

Jackie Rogers

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Jefferson City, MO 65102

1-800-800-2358



**PROJECT TITLE:**

MADD Court Monitoring Project

**PROJECT NUMBER:**

14-154-AL-068

**PROGRAM AREA:**

AL

**JURISDICTION SIZE:**

6,000,000

**TYPE OF JURISDICTION:**

Statewide

**TARGETED POPULATION:**

Impaired Drivers

**AGENCY NAME:**

Mothers Against Drunk Driving

**AGENCY CONTACT:**

Ms. Meghan Carter

**PROJECT DESCRIPTION:**

In order to measure program objectives, MADD Missouri State will implement the following activities:

1. Compile pertinent statistical information on the handling of DWI cases;
2. Provide feedback to the Highway Safety Division about the effectiveness and enforceability of the current DWI laws;
3. Make the courts aware of the public's scrutiny of DWI case results;
4. Inform the public of the trends in DWI enforcement through the judicial system; and,
5. Notify appropriate agencies, media, and public about the correlation of raising the DWI conviction rate and correspondingly lowering the alcohol fatality and injury crashes in those monitored counties.

MADD Missouri will attract support and help in this project from other segments of the community (e.g. college and law school students). Senior citizens, who represent a large untapped volunteer pool, should also be approached. By harnessing volunteer support from several areas, MADD Missouri will be able to track a substantial number of cases in the targeted counties. Recruiting and training members of volunteer organizations is critical to placing people in the courtrooms. Community members and volunteers participating in the court monitoring project will help to ascertain whether court monitoring is effective in reducing alcohol-related fatalities. Their monitoring of the sentences handed down will show whether the appropriate sentences for impaired driving have been adjudicated.

The 2013-2014 MADD Missouri Court Monitoring Project will monitor the counties with a conviction rate at or below 23% on highway patrol arrests. This is an increase from the previous rate of 21.5%. Those counties are Butler, Carroll, Carter, Cass, Clay, Crawford, Dade, Dent, Gasconade, Gentry, Grundy, Hickory, Jackson, Johnson, Nodaway, Osage, Platte, Ripley, St. Louis, Scott, Sullivan, Washington and Wayne counties.

**TRAINING:**

MADD Missouri State will use the court monitoring training kit developed by MADD National for use with this project. The kit will consist of a CD-ROM, video, how-to manual, notebook, and forms. The Court Monitoring Project Specialist will use these training materials to train the volunteers how to monitor DWI courts, document relevant case information, and collect public record data.

**MONITOR DWI'S IN ALL COURTS:**

Volunteer court monitors will observe in their assigned counties at all pertinent phases of the trial or criminal/administrative process. They will record the disposition of each case as well as note the original charge and whether or not the conviction was based on the original charge or a lesser-included crime. They will also note any plea offers in the court. The program will follow each defendant from arraignment through the post-conviction process: jail, probation and/or appeals. This method allows a comprehensive observation of the entire judicial process, including prosecutors, defense attorneys, evidence collected and testimony given by law enforcement officers as well as judicial conduct both in the courtroom and during sentencing. It also allows a post-courtroom look at how the system works following adjudication.

Each volunteer monitor will fill out a worksheet (reporting form) that will be turned into the Project Program Specialist.

**DATA COLLECTION:**

Following cases in this manner will allow trends to become readily apparent and also show differences in jurisdictions. Issues to address include the effects of court monitoring on:



- The basic disposition of DWI cases (guilty, dismissed, not guilty, guilty of some other offense, amended to a non-moving violation);
- The sanctions imposed;
- How the effect may vary by whether judges are appointed versus elected (i.e. pleas at arraignment, pleas at subsequent appearances, plea bargains, summary judgments, jury trials, deferred judgments);
- Disposition by BAC at time of arrest or refusal;
- Disposition by prior record;
- How the defendant is handled by the system after conviction; and other issues that will evolve through discussions with the expert panel.

#### PROJECT PERSONNEL:

Program Specialist (Project Director): Bud Balke will oversee all aspects of the court monitoring project, including recruiting, training, and supervising court monitoring volunteers; gather baseline data, compile written reports and statistics on disposition of cases and alcohol-related deaths/injuries/crashes, court monitoring and writing and submitting progress and final reports. He will obtain the monthly project transaction reports, submit his monthly contract reimbursement vouchers, and final year reimbursement reports. Mr. Balke will monitor Carroll, Carter, Cass, Clay, Dade, Gentry, Grundy, Jackson, Johnson, Nodaway, Osage, Platte and Sullivan counties, but will travel into other counties listed if necessary or as needed.

Program Specialist: Eva Shumpert will oversee and participate in court monitoring in Butler, Crawford, Dent, Gasconade, Ripley, St. Louis, Scott, Washington and Wayne, but will travel into other counties if necessary or as needed. Eva Shumpert will recruit, train, and supervise volunteer monitors; gather baseline data, compile written reports and statistics on disposition of cases and alcohol-related deaths/injuries/crashes, and court monitoring.

Executive Director: Meghan Carter submits all monthly reimbursement vouchers.

Regional Accountant: Valerie Muckley compiles and submits all monthly reimbursement vouchers and request.

#### SPECIFIC TASKS:

The goal of this project for 2013-2014 will be based on the following timeline:

Month 1: Distribute the previous years data to involved and interested parties or agencies as well as the media.

Month 2-4: Collected and submitted all information for holiday projects or special alcohol enforcement projects for media debut.

Month 4-6: Recruit/Train Volunteers, submit progress report to Office of Highway Safety.

Month 3-11: Monitor Courts/Collect Data.

Month 4: Progress Report for first quarter due to Office of Highway Safety on or before the 15th.

Month 7: Progress Report for second quarter due to Office of Highway Safety on or before the 15th.

Month 10: Progress Report for third quarter due to Office of Highway Safety on or before the 15th.

Month 12: Analyze Data and Prepare Final Report and Submit

A computerized tracking system is the most effective method of compiling statistical information and providing feedback to the state legislators/safety advocates on the effectiveness and enforceability of the current DWI laws. The systematic documentation that a case-tracking database provides also gives credibility to the court-monitoring program. Courts cannot claim that any organization conducting court monitoring is changing results when the information is systematically recorded into a database. The utilization of a case-tracking database has proven a powerful tool to tighten up a lenient county court or municipal courts system. The database reports show a change in the behavior of the prosecutors and judges as fines and jail sentences have increased and dismissals have decreased.





## EVALUATION

Following the conclusion of the project, a final report will be delivered to the project director of the Office of Highway Safety, documenting the project activities and reporting the effects of the court monitoring/partnership program in each community and overall. The report will set out what components of monitoring worked and what did not work and why. The final report will also conclude whether court monitoring is an effective tool to reduce the number of alcohol-related fatalities in the communities monitored.

In addition to the agency evaluation, the Missouri Highways and Transportation Commission (MHTC) will administratively evaluate this project. Evaluation and requests to fund future projects will not be based solely on attaining Goals and /or Objectives if satisfactory justification is provided.

## PROBLEM IDENTIFICATION:

Alcohol and other drugs contribute substantially to traffic crashes on Missouri roads, particularly those resulting in death or disabling injury. From 2009 through 2011, 447,397 traffic crashes occurred in the state. Of those, 0.5% resulted in a fatality and 3.2% involved someone being seriously injured. During the same time period, there were 21,947 traffic crashes where one or more drivers and/or pedestrians were under the influence of intoxicants and in the opinion of the investigating officer their intoxicated condition was a contributing factor to the crash. In these crashes where drivers or pedestrians were impaired by alcohol or other drugs, 755 people were killed and another 3,051 were seriously injured. It also is important to note that impaired driving is under-reported as a contributing factor in traffic crashes. This under-reporting is due to drivers undergoing injuries sustained from crashes without being tested for blood alcohol content. Also, some forms of drug impairment may not be apparent to officers on the scene. As a result, it is an even greater problem than these statistics would indicate. In addition, 87.3% of impaired drivers killed also failed to wear a safety belt further compounding the problem of impaired driving.

A common misconception is that impaired drivers are primarily injuring and killing themselves. While that is often true, a substantial number of people killed and seriously injured in these crashes were not intoxicated. Their actions in these incidents probably did not contribute to the cause of the collision. Of the 755 people killed in alcohol and other drug-related traffic crashes, 68.6% were the impaired driver/pedestrian and 31.4% were some other involved party. Of the 3,051 seriously injured, 60% were the impaired drivers/pedestrians while 40% were other persons in the incidents.

Youth make up a significant proportion of impaired drivers of motorized vehicles causing traffic crashes on Missouri roadways. Of the 21,674 impaired drivers involved in traffic crashes during 2009-2011, 11.8% were under the age of 21 (in known cases). This is especially significant when you consider it is illegal for someone under 21 to possess or consume alcohol in Missouri.

In 2009-2011, a total of 656 impaired drivers were involved in crashes where one or more persons were killed. In known cases, 12.9% of these drivers were under the age of 21. A total of 95 persons were killed in traffic crashes involving these young drivers. Of those persons killed, 50.5% were the underage impaired driver and 49.5% were some other party in the crash.

The mission of Mothers Against Drunk Driving (MADD) is to stop drunk driving, support victims of this violent crime and prevent underage drinking. We are a group of men, women and youth of all ages, victims and concerned citizens all working together to keep our communities safe.

The DWI conviction rate for the Missouri Highway Patrol (only) cases is 40.4% on 9,327 arrests. The BAC conviction percentage rate is 2.9% revealing a total of 43.3% for both. The identified problems are the low DWI conviction rate, the low BAC conviction rate and the high SIS (suspended imposition of sentence) rate.

The 2013-2014 MADD Missouri Court Monitor project will focus on and monitor the counties with a conviction rate at or below 23.0% on Highway Patrol arrests, an increase of 1.5% from the previous conviction rate of 21.5% from the start of 2007. They are: Butler, Carroll, Carter, Cass, Clay, Crawford, Dade, Dent, Gasconade, Gentry, Grundy, Hickory, Jackson, Johnson, Nodaway, Osage, Platte, Ripley, St. Louis, Scott, Sullivan, Washington and Wayne counties.

Comparing 2012 Missouri alcohol related total crashes to the start of this project in 2004, the alcohol related total crashes shows a preliminary decrease of 14% of alcohol related crashes statewide.

In 1990, the National Highway Traffic Safety Administration (NHTSA) examined court monitoring in the state of Maine (Impact of Court Monitoring on DWI Adjudication, December 1990, DOT HS 807 678). The results showed that court monitoring is an effective tool to affect the adjudication process. In cases where court monitors were present, the conviction rates of DWI/DUI offenders were higher by ten percent, and the case dismissal rates were lower by seventy percent. Cases that were monitored showed that an individual's refusal of a BAC test resulted in a higher conviction rate of approximately twenty five percent over refusal cases that were not monitored. The overall case rate dismissal was nearly ninety percent lower. The study noted that the effects on sentences, in terms of strictness and adherence to the limits set out in statutes, were greatest for drivers with blood alcohol levels (BAC) between .10 and .11 and in cases where the driver had refused a BAC test when monitors were in the courtroom. This was especially true for first time offenders.



Conviction rates for impaired driving vary widely from state to state, indicating failures and inconsistencies in case processing systems. The most current study from "It's Time to Get MADD All Over Again - Resuscitating the Nations Efforts to Prevent Impaired Driving" 2002, showed that Connecticut reported in 1998, 72 percent of DWI arrests were adjudicated "other than guilty." By contrast, California reported that 72 percent of DWI arrestees were convicted in 1998. (It's Time To Get MADD All Over Again - Resuscitating the Nation's Efforts to Prevent Impaired Driving).

In court monitoring programs, volunteers observe, track, and report on court activities related to impaired driving cases. Ideally, they follow cases from arrest through disposition, recording the proportion of cases that are dismissed or reduced down to lesser offenses, the rate of convictions, the sanctions imposed, and whether the sanctions are carried out. Studies of court monitoring programs indicate that monitored cases produced higher conviction rates and stiffer sentences than cases that were not monitored. Court monitors are able to draw attention to the system's shortcomings. In 2010, the court monitoring volunteer for the St. Louis region, J.R. Gitlin, was selected as the "MADD National Court Monitor Volunteer of the Year" for his continued commitment to tracking DWI dispositions in the metropolitan area. Mr. Gitlin continues to monitor in St. Louis County. His level of service to this project remains a benefit due to his respected nature and monitoring of DWI offenses.

Court monitoring has also proven to be a highly effective method of creating ongoing productive discussions between citizens and the judiciary. This makes the courts more accountable to the communities they serve. This dialogue often serves to advance improvements such as identifying shortcomings in the system, recommending solutions and advocating for change in the court system and procedures. MADD Missouri believes that previous court monitoring has empowered and encouraged a number of judicial circuits to consider Drug/DWI courts for their particular area and to begin implementing those processes as well as opening clear lines of communication on the needs of law enforcement responders.

Since its inception in 1980, Mothers Against Drunk Driving has made great strides in our mission. Laws have been changed, and people have rallied to save lives and support those who have lived through the tragic consequences. As an organization, MADD could not have not have met this objective alone. We are fortunate to have the help of volunteers, victims whose loved ones were injured or lost to this tragic, preventable crime.

In addition to the great work and support of our volunteers, MADD understands that the work of law enforcement is vital to the future success of our mission. Our support of and partnership with law enforcement is crucial. These men and women put their lives on the line each day to keep our communities safe. When it comes to drunk driving issues they are the first to be scrutinized and the last to be commended.

The collaboration and partnerships with the members of the Regional Coalitions for Roadway Safety has been beneficial in setting goals for roadway safety, enforcement efforts, partners that have a bearing on court monitoring, i.e. Bonnie Prigge of the former Willow Springs region. These partnerships have had a major bearing on reducing six years of fatality reductions. While there was unfortunately a slight increase in fatalities in 2012, MADD will work along with other enforcement agencies and partners to fully embrace and work toward our statewide goal of 700 fatalities by 2016.

#### **GOALS AND OBJECTIVES:**

##### **GOAL:**

The goal of the court monitoring program is to analyze the criminal justice system to determine where breakdowns are occurring in the trials and adjudications of impaired-driving defendants and offer solutions.

The 2013-2014 MADD Missouri Court Monitoring project will focus on and monitor the counties with a conviction rate at or below 23.0% on Highway Patrol arrests. This is an increase of 1.5% from the previous rate of 21.5%. Those counties are: Butler, Carroll, Carter, Cass, Clay, Crawford, Dade, Dent, Gasconade, Gentry, Grundy, Hickory, Jackson, Johnson, Nodaway, Osage, Platte, Ripley, St. Louis, Scott, Sullivan, Washington and Wayne counties.

##### **OBJECTIVES:**

MADD Missouri State will measure the success of this goal through the following outcome objectives:

1. To increase the conviction rates of DWI offenders in counties with monitors present;
2. Observe the alcohol fatality and injury rates to determine if conviction rates improve as alcohol fatality and injury crashes decrease in those monitored counties using information from the traffic studies and traffic engineers;
3. Place monitors in courts to record court action from arraignment through post-conviction and create a decrease in the DWI case dismissal rate; and
4. Place monitors in courts to bring about an increase in the sentence length for DWI offenders.

##### **EVALUATION:**

The MHTC will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for



expenditures (i.e., personal services, equipment, materials)

2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract\*
5. Accomplishing the Objectives\* established to meet the project Goals, such as:
  - Programs (number and success of programs held compared to planned programs, evaluations if available)
  - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
  - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
  - Public awareness activities (media releases, promotion events, incentive items or education materials produced or purchased)
  - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Traffic and Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

\*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

## **RESULTS:**

MADD concentrates on the counties in the state that have a DWI conviction rate at or below 23 percent on DWI arrests made by the Missouri State Highway Patrol. Twenty-five associate/circuit courts and 16 municipal courts were monitored during this grant period. Those included 13 counties (associate/circuit courts) with less than 23% DWI conviction rate and BAC ratio specifically referred to for this grant period and 12 St. Louis municipal courts.

MADD has two paid court monitors under this grant; one in Central Missouri and the second is located in St. Louis. The court monitor in Central Missouri and St. Louis each logged approximately 155 direct hours of court monitoring and the volunteers had approximately 217 hours resulting in a total of approximately 527 hours of direct court monitoring.

Through the court monitoring, MADD Missouri has seen less than a one percent dismissal rate in the counties monitored. In addition, the 13 counties that were monitored experienced a 10.1% improvement ratio over the eight counties that were not monitored.

The court monitors also provide presentation and exhibits throughout the year in addition to training new court monitors. A few of those activities are listed below.

- Eight volunteers were trained as court monitors
- Provided an exhibit at the State Fair Community College
- Provided a presentation table at the Waynesville Police Department for participating law enforcement agencies, mayor, and city council for the first sanctioned/approved sobriety checkpoint. Bud Balke and Harlin, a court monitor volunteer, attended the meeting, training, set-up, and met with the Chief, Assistant Chief and a number of officers while manning their designated position at the checkpoint
- Provided a presentation and exhibit in Fort Leonard Wood on court monitoring/victim services at the Employees Assistance Program for the Fort's military and civilian personnel. This was done in conjunction with the Missouri State Highway Patrol and Addiction Crisis Center at the Fort
- Provided presentation materials at the California High School during the Focus on the Road presentation provided by Think First and members of the Missouri Coalition for Roadway Safety in the Central Region
- Participated in the statewide Blueprint Conference in St. Louis
- Participated in the MADD National teleconference/webinar training which occur on a monthly basis
- Attended meetings with the DWI working group through the Office of State Courts Administrator
- Attended quarterly meetings of the State Impaired Driving Subcommittee





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**FUNDING:**

**AWARDED AMOUNT:**

**DISBURSED AMOUNT:**

\$112,568.00

\$98,231.65

**HS CONTACT:**

Jackie Rogers

P.O. Box 270

830 MoDOT Drive

Jefferson City, MO 65102

1-800-800-2358



**PROJECT TITLE:**

Impaired Driving Countermeasures

**PROGRAM AREA:**

AL

**TYPE OF JURISDICTION:**

Statewide

**AGENCY NAME:**

Missouri Safety Center

**PROJECT NUMBER:**

14-154-AL-063

**JURISDICTION SIZE:**

6,000,000

**TARGETED POPULATION:**

Impaired Drivers

**AGENCY CONTACT:**

Mr. Terry Butler

**PROJECT DESCRIPTION:**

The Missouri Safety Center, University of Central Missouri, will coordinate the breath alcohol instrument lab operations, standardized field sobriety testing program, sobriety checkpoint supervisor training and the breath alcohol ignition interlock monitoring program. The Missouri Safety Center will perform the following program activities as part of this contract:

- Continue to provide necessary or requested service, repairs and maintenance to law enforcement agency breath alcohol testing instrumentation and simulators.
- Continue the on-going efforts of partial replacement of law enforcement agency breath alcohol testing instruments each year.
- Print and distribute, as requested, instrument specific evidence tickets to state and local law enforcement agencies.
- Continue the on-going efforts to upgrade/repair or replace wet bath simulators as needed.
- Continue to provide mouthpieces for testing on the breath alcohol instruments.
- Maintain a database of the Type II Supervisors trained through UCM and keep them updated with new case law or legal changes as needed.
- Upon request and as available, provide Missouri's law enforcement academies with breath alcohol testing instrumentation.
- Provide coordination, expert testimony and consultation to agencies across the state in the area of breath alcohol testing, standardized field sobriety testing, sobriety checkpoints and breath alcohol ignition interlock.
- Maintain a master of the latest NHTSA SFST curriculum and Missouri DWI law and provide to all current SFST Instructors electronically.
- Maintain a database of Missouri SFST certified instructors.
- Maintain a database of Missouri 24-hour SFST trained officers.
- Annually monitor ignition interlock installers and service providers to ensure compliance with all BAIID State statutes and rules. These inspections will include evaluation of the wet bath or dry-gas simulators, as well as the temperature of the simulators for compliance by use of a National Institute of Standards and Technology (NIST) trace thermometer.
- Hold meetings, as necessary, with the manufacturer representatives of the certified ignition interlock devices concerning their inspection reports, and possible rule changes to the IID Program in Missouri.
- Work with MoDOT and DOR to develop/establish a testing process for the ignition interlock devices to ensure that the devices are programmed according to the administrative rules.
- Provide a toll-free for IID callers and support for answering IID questions and complaints.

•Provide a professional staff person to serve as the State's Standard Field Sobriety Testing (SFST) Coordinator, appointed by the Traffic and Highway Safety Division of MoDOT. This individual will serve on the State DRE/SFST Advisory Board with an appointed alternate.

#### TRAINING:

The Missouri Safety Center will provide training to Missouri law enforcement officers who meet the requirements under Missouri statutes for Peace Officer Standards and Training (POST). Students and/or their departments will be responsible for costs associated with travel and lodging. In addition, Missouri Safety Center will prepare all instructional materials, schedule and advertise the training programs, maintain the appropriate training records, and provide POST CEU's. The following training will be offered:

•Conduct 36-hour SFST Instructor training for up to 25 officers. The SFST Instructor Course is a train-the-trainer course designed for officers who wish to become certified SFST Instructors and teach others how to administer and score the SFST battery. The emphasis of the course is on how to teach SFST. Students are required to have a thorough and above average knowledge of all aspects of SFSTs and be proficient in administering and scoring the SFSTs prior to attending.

•Conduct 24-hour SFST Basic training for up to 250 Missouri officers. Designed to provide law enforcement officers the opportunity to develop the practical SFST skills needed for successful apprehension and conviction of impaired drivers. Students who successfully complete this course will be able to properly administer and score the standard SFST battery. These courses meet or exceed the 8-hour HGN requirement as per Hill v. State of Missouri and will be delivered across the state.

•Conduct 4-hour NHTSA Refresher training for up to 100 SFST trained officers. The goal of the SFST Refresher is to improve the overall consistency and administration of the SFST test battery. Officers will be able to refresh their skills, recognizing and interpreting evidence of DWI, administering and interpreting the scientifically validated sobriety tests, and information regarding recent case law and research studies.

•Conduct 2-hour SFST Instructor Update training for up to 100. This course is designed as an SFST Instructor curriculum update pending and based on the release of an updated NHTSA SFST model curriculum.

•Conduct 11-hour Sobriety Checkpoint Supervisor Training for up to 100, held on location at a host law enforcement agency recognized for their success and efficiency with conducting sobriety checkpoints. This course is designed to provide law enforcement field supervisors from medium to large agencies with the knowledge and skills necessary to successfully conduct sobriety checkpoints within their own jurisdictions. A primary component of this training program includes an actual sobriety checkpoint conducted by the host law enforcement agency. One course is typically limited to 25 students.

•Provide POST hours for the Sobriety Checkpoint Supervisor Refresher training for 100 participants.

•Conduct Breath Alcohol Ignition Interlock Device training and awareness presentations for law enforcement personnel, as well as other interested individuals and organizations involved in the criminal justice system.

#### PERSONNEL:

The Missouri Safety Center will provide three full-time professional staff and additional support staff to perform the duties of this grant as part or in total of their overall duties for the Missouri Safety Center:

IDC Professional Staff, Tracey Durbin at 50% of salary and fringe at \$39,932.03 (40% out of DRE grant \$31,945.62 and \*match = \$16,188.42). IDC Professional Staff, Don Deboard at 100% of salary and fringe at \$47,618.65. IDC Support Staff, Paige Walters-Young at 50% of salary and fringe at \$18,139.68 (\*match = \$18,139.68).

#### PROBLEM IDENTIFICATION:

Alcohol and other drugs contribute substantially to traffic crashes on Missouri roads, particularly those resulting in death or disabling injury. From 2009 through 2011, 447,397 traffic crashes occurred in the state. Of those, 0.5% resulted in a fatality and 3.2% involved someone being seriously injured. During the same time period, there were 21,947 traffic crashes where one or more drivers and/or pedestrians were under the influence of intoxicants and in the opinion of the investigating officer their intoxicated condition was a contributing factor to the crash. In these crashes where drivers or pedestrians were impaired by alcohol or other drugs, 755 people were killed and another 3,051 were seriously injured. It also is important to note that impaired driving is under-reported as a contributing factor in traffic crashes. This under-reporting is due to drivers undergoing injuries sustained from crashes without being tested for blood alcohol content. Also, some forms of drug impairment may not be apparent to officers on the scene. As a result, it is an even greater problem than these statistics would indicate. In addition, 87.3% of impaired drivers killed also failed to wear a safety belt further compounding the problem of impaired driving.

A common misconception is that impaired drivers are primarily injuring and killing themselves. While that is often true, a substantial number of people killed and seriously injured in these crashes were not intoxicated. Their actions in these incidents probably did not contribute to the cause of the collision. Of the 755 people killed in alcohol and other drug-related traffic crashes, 68.6% were the impaired driver/pedestrian and 31.4% were some other involved party. Of the 3,051 seriously injured, 60% were the impaired drivers/pedestrians while 40% were other persons in the incidents.

Youth make up a significant proportion of impaired drivers of motorized vehicles causing traffic crashes on Missouri roadways. Of the 21,674 impaired drivers involved in traffic crashes during 2009-2011, 11.8% were under the age of 21 (in known cases). This is especially significant when you consider it is illegal for someone under 21 to possess or consume alcohol in Missouri.

In 2009-2011, a total of 656 impaired drivers were involved in crashes where one or more persons were killed. In known cases, 12.9% of these drivers were under the age of 21. A total of 95 persons were killed in traffic crashes involving these young drivers. Of those persons killed, 50.5% were the underage impaired driver and 49.5% were some other party in the crash.

The Missouri Safety Center is committed to assisting the Traffic and Highway Safety Division and Missouri law enforcement in detecting, apprehending and properly adjudicating alcohol and drug-impaired drivers from our state's roadways. An important component of this goal is the Missouri Drug Evaluation and Classification program which provides police officers the training and equipment necessary to recognize drug-impaired drivers and remove them from our roadways. Continuous training must occur in order to maintain a sufficient number of Drug Recognition Experts (DRE) in Missouri.

#### **GOALS AND OBJECTIVES:**

##### **GOALS:**

- 1) To reduce deaths and injuries associated with crashes involving impaired drivers; and
- 2) To increase DWI arrests and conviction rates through the use of technology and training of law enforcement personnel, Department of Revenue attorneys, prosecutors, judges and others associated with the DWI apprehension/arrest/adjudication process.

##### **OBJECTIVES:**

- 1) Provide breath alcohol instrument placement, maintenance and service across the State of Missouri.
- 2) Provide technical training to law enforcement officers and others in the criminal justice system in the area of breath alcohol testing, standardized field sobriety testing, breath alcohol ignition interlock and sobriety checkpoint supervisors.
- 3) Provide coordination, expert testimony and consultation to agencies across the state in the area of breath alcohol testing, standardized field sobriety testing, sobriety checkpoints and breath alcohol ignition interlock.
- 4) Work with MoDOT, Missouri Department of Revenue and Missouri Courts to monitor breath alcohol ignition interlock manufacturers/service centers for compliance with RSMo 577.600 - 577.614 and 7 CSR 60-2.010 - 7 CSR 60-2.060.

#### **EVALUATION:**

The MHTC will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract\*
5. Accomplishing the Objectives\* established to meet the project Goals, such as:
  - Programs (number and success of programs held compared to planned programs, evaluations if available)
  - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
  - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
  - Public awareness activities (media releases, promotion events, incentive items or education materials produced or purchased)
  - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Traffic and Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and



- Whether grantee will receive funding for future projects.

\*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

## **RESULTS:**

The Missouri Safety Center provided coordination of the breath alcohol instrument program, breath alcohol ignition interlock, standardized field sobriety testing and sobriety checkpoint supervisor training program. Below is a list of accomplishments under this project.

### **Breath Alcohol Instrument Training and Instrument Placement**

#### **Service Summary:**

Provided service, repair and/or recalibration for fifty-seven (57) breath alcohol instruments to the following agencies: Harrisonville PD, Independence PD, Waverly PD, Glendale PD, Marshall PD, Eldon PD, Sedalia PD, Brookfield PD, Franklin County SD, Jackson County SD, Belton PD, Edmundson PD, Jefferson County SD (x2), Desloge PD, Cuba PD, Willard PD, Jackson County SD, Miner PD, Excelsior Springs PD, Marshall PD, Eldon PD, Waverly PD, Oakview PD, Duquesne PD, Centralia PD, St. Louis County Intake, Lake Lotowana PD, Ferguson PD, Whiteman AFB, Potosi PD, Jefferson City PD, Columbia PD, Breckenridge Hills PD, Raytown PD, Cass County SD, Pevely PD, Concordia PD, LaGrange PD, Cape Girardeau PD, Bonne Terre PD, Greene County SD, Gladstone PD, Parkville PD, Hannibal PD, Waverly PD and Knob Noster PD.

#### **Instrument Placement Summary:**

Twenty-three (23) additional breath-alcohol instruments were placed or assigned to the following law enforcement agencies: Edmundson PD, Jefferson County SD (two units), Cass County SD, Jackson County SD (two units), Kearney PD, Columbia PD (two units), Wellston PD, Wright City PD, Odessa PD, Woodson Terrace PD, Henry County PD, Smithville PD, Warrensburg PD, Raymore PD, Webb City PD, El Dorado Springs PD, Raytown PD, Mountain View PD, Leadington PD, UMKC PD, and Branson West PD.

Fifty (50) PBT units were distributed to the following law enforcement agencies: Grandview PD, Wentzville PD (2 units), Greenwood PD, Chillicothe PD, El Dorado Springs PD, Joplin PD (8), Clinton County SD (2), Harrisonville PD (3), Wellston PD, Bella Villa PD, Miner PD, Jefferson City PD (3), Archie PD, UCM DPS, KCMO PD, St. Charles County SD (2), Breckenridge Hills PD, O'Fallon PD, Peveley PD, Woodson Terrace PD (2), Steele PD (2), Sweet Springs PD (2), Clay County SD (2), Branson West PD, MSHP and Boonville PD (4). Note: Not all of these PBTs were new purchases. Some of them were refurbished after being previously traded in. In addition, forty-five (45) PBT units were serviced and/or calibrated.

#### **Training Summary:**

Breath Instrument training for Type II and Type IIIs was provided by MSC both regionally and at their facility in Warrensburg.

- A total of 46 students attended the Type II Supervisor training
- A total of 210 students attended the Type II Lab training
- A total of 103 students attended the Type III Operator training
- A total of 174 students attended the Type III Operator Lab training

#### **Evidence Tickets Distribution Summary:**

- Distributed 10,500 evidence tickets to law enforcement agencies

#### **Simulator Check/Calibration Summary:**

- Verified calibration/operation of two hundred fifty six (256) simulators
- Replaced 19 simulators
- The simulators turned in where reconditioned or rebuilt and reassigned or placed in MSC inventory

#### **Mouthpieces Distribution Summary:**

- Distributed 3,500 breath alcohol instrument mouthpieces, and another 1,500 PBT mouthpieces, to law enforcement agencies

#### **Type II Database Summary:**

- Maintained and updated the Type II Supervisor database that includes a list of all trained Type IIs and placement of all breath-alcohol instruments statewide

#### **Type II Assistance Summary:**

- Provided over 50 email updates announcing case law decisions, webinar notifications and impaired driving related training information

#### **Breath Alcohol Instrument Loan Summary:**

- Provided (loaned) twelve (12) breath alcohol instruments to law enforcement academies and agencies to assist with their

Type III training

Court Assistance Summary:

- Received and complied with eight (8) subpoenas for court appearances
- Worked with several prosecutors (Statewide) answering questions, giving advice/guidance and testimony when needed

Standard Field Sobriety Testing Program:

- New NHTSA SFST curriculum was developed and made available during the fiscal year however; the refresher class curriculum was not updated at the same time
- Created a plan to update all SFST Instructors which was completed in March
- Updated new Instructor list within the new instrument placement database
- Twelve new SFST Instructors attended a class held at MSHP GHQ. The DRE/SFST advisory board voted on the admittance of individuals into this class.
- SFST Course (24-hour): Conducted nine courses training 97 practitioners
- SFST Refresher (4-hour): Conducted two courses training 15 practitioners. Curriculum was not updated.
- SFST Instructor Update (4-hour): Conducted seven courses updating 204 current Instructors. 204 Instructors being tracked along with training they provide under the new state guidelines for the SFST program.
- Assist many Prosecutors across the state with answers to SFST questions without appearing in court
- Assisted the Missouri Department of Revenue in both DOR attorney training and regional legal update training

Sobriety Checkpoint Supervisor:

- Conducted four courses training 73 new sobriety checkpoint supervisors
- No testimony, consultation or coordination given in this area

Note: The Sobriety Checkpoint Supervisor course is conducted at various locations throughout the state. Attempts were made to hold a class in the South East region but no host agency was found. Attempts will be made again during the new fiscal year.

Sobriety Checkpoint Refresher (2-Hr Update):

- Conducted four courses updating 113 current sobriety checkpoint supervisors

The Missouri Safety Center works with MoDOT, Missouri Department of Revenue and Missouri Courts to monitor breath alcohol ignition interlock manufacturers/service centers for compliance with RSMo 577.600 - 577.614 and 7 CSR 60-2.060. The following activities were conducted during this grant cycle:

- Presented ignition interlock device overview at Type II and Type III training courses
- Presented information at Impaired Driving Subcommittee Meetings
- Conducted meetings with IID manufacturers regarding new IID rules
- Conducted meetings with IID manufacturer and installers regarding new inspection procedures
- Conducted presentations to civilian groups regarding IID use and installation
- Attended IID planning meetings with MoDOT & DOR regarding new rules
- Presented IID training to DOR attorneys state wide
- Completed inspections on 85% of the listed install sites. All locations passed the inspections. Some minor infractions were noted during these inspections.
- Completed 100% of the field testing of IIDs. Only one device passed during the first inspection. All other manufacturers required two inspections and some software updates to pass inspections.

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<b>FUNDING:</b>	<b>AWARDED AMOUNT:</b>	<b>DISBURSED AMOUNT:</b>
154 AL / 20.607	\$294,615.22	\$233,088.59

**HS CONTACT:**

Jackie Rogers  
P.O. Box 270  
830 MoDOT Drive  
Jefferson City, MO 65102  
1-800-800-2358



**PROJECT TITLE:**

Breath Instrument Upgrade

**PROJECT NUMBER:**

14-154-AL-104

**PROGRAM AREA:**

AL

**JURISDICTION SIZE:**

6,000,000

**TYPE OF JURISDICTION:**

Statewide

**TARGETED POPULATION:**

Impaired Drivers

**AGENCY NAME:**

MO State Highway Patrol

**AGENCY CONTACT:**

Sgt. Joe Armistead

**PROJECT DESCRIPTION:**

The Missouri State Highway Patrol will purchase breath alcohol simulators and PBTs for placement in each of the troops across the state. The MSHP will maintain a list of all simulators and PBTs placed across the state.

**PROBLEM IDENTIFICATION:**

Between 2008 and 2010, 2,658 people were killed and 163,854 people were injured in traffic crashes occurring on Missouri roadways. Drivers impaired by alcohol and other drugs were responsible for a significant number of these deaths and injuries. Between 2008 and 2010, 745 people were killed and 12,692 people were injured in crashes where alcohol or drug impairment was identified as a contributing factor in the crash. Although these statistics are alarming, impaired driving is an even greater problem than they suggest because impaired driving is under-reported as a contributing factor in traffic crashes.

Impaired driving and other traffic safety cases can be among the most difficult to prosecute due to the technical and scientific nature of the evidence involved and the general inclination of juries to disregard the serious nature of these offenses. Therefore, it is imperative that law enforcement officers have access to new technology and training.

The majority of breath-alcohol testing instruments currently in use by Missouri's law enforcement agencies are approximately 15-20 years old, many of which have performed thousands of breath tests. While they continue to perform accurate and precise test results the ability to provide on-going maintenance and repair could affect performance and call into question their reliability.

The instrument manufacturers no longer produce the existing models in favor of new generation units making access to replacement parts or complete units very difficult, if not impossible in many cases. Therefore, effective service and maintenance of an aging inventory of instruments is a growing challenge. The logical course of action is to replace these instruments with newer generation models.

In addition, the number of breath instruments approved in the state has been limited. The Missouri Department of Health and Senior Services' Breath Alcohol Program recently approved three newer models of breath instruments. This has created an opportunity to purchase and replace a majority of, if not all, of the State's aging inventory with updated instrumentation, using the newest technologies available

The simulators used to calibrate the breath instruments also need to be replaced and will be incorporated as part of the instrument replacement program across the state. In addition, portable breath testing devices will be purchased to replace older units used in the field.

**GOALS AND OBJECTIVES:**

Goals:

1. To reduce deaths and injuries associated with crashes involving impaired drivers; and
2. To increase DWI arrests and conviction rates through the use of technology and training of law enforcement personnel, Department of Revenue attorneys, prosecutors, judges and others associated with the DWI apprehension/arrest/adjudication process.

**Objectives:**

1. Purchase new simulators used for calibration of breath instruments.
2. Provide breath alcohol instrument maintenance, repairs and service for MSHP instruments across the state.
3. Purchase portable breath testing devices for use in the state.

**EVALUATION:**

The MHTC will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract\*
5. Accomplishing the Objectives\* established to meet the project Goals, such as:
  - Programs (number and success of programs held compared to planned programs, evaluations if available)
  - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
  - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
  - Public awareness activities (media releases, promotion events, incentive items or education materials produced or purchased)
  - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Traffic and Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

\*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

**RESULTS:**

At this time current generation breath instruments are being introduced into the field for use by law enforcement. Long term results have not been measured but the use of new instruments is expected to enhance law enforcement efforts in the arrest and conviction of impaired drivers. The equipment listed below was purchased under this grant for distribution across the state as law enforcement officers receive the appropriate training

- 170 wet bath simulators
- 93 portable breath testing devices
- 85 dry gas cylinders

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<b>FUNDING:</b>	<b>AWARDED AMOUNT:</b>	<b>DISBURSED AMOUNT:</b>
	\$188,450.00	\$183,457.10

**HS CONTACT:**

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 830 MoDOT Drive  
 Jefferson City, MO 65102  
 1-800-800-2358



**PROJECT TITLE:**

Breath Alcohol Instrument Upgrade #2

**PROGRAM AREA:**

AL

**TYPE OF JURISDICTION:**

Statewide

**AGENCY NAME:**

Missouri Safety Center

**PROJECT NUMBER:**

14-164-AL-001

**JURISDICTION SIZE:**

6,000,000

**TARGETED POPULATION:**

Law Enforcement

**AGENCY CONTACT:**

Mr. Terry Butler

**PROJECT DESCRIPTION:**

## Instrument and Equipment Purchase:

The Missouri Safety Center will purchase breath alcohol testing instruments for placement with Missouri law enforcement agencies across the state. Instruments will be placed with law enforcement agencies based on the placement and distribution schedule approved by the Missouri Department of Transportation, Traffic and Highway Safety Division.

The MSC will work with The University of Central Missouri's Procurement and Materials Management office to establish a cooperative bid with each manufacturer for the purchase of breath-alcohol instruments recently placed on Missouri's approved list and in accordance with the requirements of State laws and university regulations.

The three "new" instruments approved by the Missouri Department of Health and Senior Services' Breath Alcohol Program for use in evidential breath alcohol testing: CMI, Inc. - Intoxilyzer 8000; Intoximeters - ECIR 2; and National Patent Analytical Systems - Datamaster DMT

## Breath Alcohol Instrument Placement:

The MSC will work with MoDOT, Traffic and Highway Safety staff, to notify the selected law enforcement agencies of the plan to replace/upgrade breath alcohol testing instruments in the state. In addition, a Memorandum of Understanding will be developed between the participating law enforcement agency, MoDOT and MSC to outline requirements of the agreement between the three parties for placement of the new instrument.

The MSC will maintain a list of all instruments placed with law enforcement agencies. The listing will include the name of the law enforcement agency, type of instrument, model and serial number, and any other pertinent information. An inventory listing will be kept by MSC and monitored at least every other year to ensure that the instrument is still at the assigned department, being used for the intended purpose and is still in good operating condition.

## Training:

## Internal (MSC Staff) Training:

The MSC staff assigned to the Impaired Driving Countermeasures (IDC) project will attend the necessary factory technician training on each new breath-alcohol instrument. Typically, factory service training is from 3 to 5 days in length and conducted on-site at the manufacturer's facility.

The Missouri Safety Center will provide training to Missouri law enforcement officers who meet the requirements under Missouri statutes for Peace Officer Standards and Training (POST). Students and/or their departments will be responsible for costs associated with travel and lodging. In addition, Missouri Safety Center will prepare all instructional materials, schedule and advertise the training programs, maintain the appropriate training records, and provide POST CEU's. The following training will be offered:

- Type II Supervisor training for up to 65 Missouri law enforcement officers.
- Type III Operator training for up to 350 law enforcement officers.

- Type II Update training for up to 315 law enforcement officers.
- Type III Operator lab for up to 200 law enforcement officers.
- Type II Lab training for up to 90 law enforcement officers.

**Returned Breath-Alcohol Instrument Reallocation:**

1. All of the older instruments that are returned will be evaluated as to condition and status by a lab technician with MSC.
2. All instruments that are serviceable will be reassigned to the field. Those instruments that are not serviceable will be scheduled for dis-assembly and recycling. No instruments will be disposed of intact.

Personnel: The Missouri Safety Center will provide the full-time professional staff and additional support staff to perform the duties of this grant: Professional Staff, Robert Welsh at 90% of salary plus fringe at \$72,102.96 (\*match = \$8,071.45). Support Staff #1, Lab Technician at 100% of salary and fringe at \$43,595.70. The Missouri Safety Center will utilize additional trainers (temporary employees) to assist with the statewide training requirements of this project.

**PROBLEM IDENTIFICATION:**

Between 2009 and 2011, there were a total of 447,397 Missouri traffic crashes where 2,485 people were killed and 18,279 suffered disabling injuries. Drivers impaired by alcohol and other drugs were responsible for a significant number of these deaths and injuries. During the same time period, there were 21,947 alcohol or drug impaired traffic crashes resulting in 755 deaths and 2,051 serious injuries. It should be noted that impaired driving may be an even greater problem than these data suggest because impaired driving is under-reported as a contributing factor in traffic crashes. In addition, 87.3% of impaired drivers killed also failed to wear a safety belt further compounding the problem of impaired driving.

Impaired driving and other traffic safety cases can be among the most difficult to prosecute due to the technical and scientific nature of the evidence involved and the general inclination of juries to disregard the serious nature of these offenses. Therefore, it is imperative that law enforcement officers have access to new technology and training.

The majority of breath-alcohol testing instruments currently in use by Missouri's law enforcement agencies are approximately 15-20 years old, many of which have performed thousands of breath tests. While they continue to perform accurate and precise test results the ability to provide on-going maintenance and repair could affect performance and call into question their reliability.

The instrument manufacturers no longer produce the existing models in favor of new generation units making access to replacement parts or complete units very difficult, if not impossible in many cases. Therefore, effective service and maintenance of an aging inventory of instruments is a growing challenge. The logical course of action is to replace these instruments with newer generation models.

In addition, the number of breath instruments approved in the state has been limited. The Missouri Department of Health and Senior Services' Breath Alcohol Program recently approved three newer models of breath instruments. This has created an opportunity to purchase and replace a majority of, if not all, of the State's aging inventory with updated instrumentation, using the newest technologies available.

Missouri's Blueprint to Save More Lives (2012-2016) established "increase efforts to reduce the number of substance-impaired vehicle drivers and motorcycle operators" as one of the necessary nine strategies.

**GOALS AND OBJECTIVES:**

**Goals:**

1. To reduce deaths and injuries associated with crashes involving impaired drivers; and
2. To increase DWI arrests and conviction rates through the use of technology and training of law enforcement personnel, Department of Revenue attorneys, prosecutors, judges and others associated with the DWI apprehension/arrest/adjudication process.

**Objectives:**

1. Purchase new breath alcohol instruments for placement across the state.
2. Provide breath alcohol instrument maintenance, repairs and service for law enforcement agencies across the state.
3. Provide technical training to law enforcement officers and others in the criminal justice system in the area of breath alcohol instrumentation.
4. Provide coordination, expert testimony and consultation to agencies across the state in the area of breath alcohol testing.

**EVALUATION:**

The MHTC will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)



2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract\*
5. Accomplishing the Objectives\* established to meet the project Goals, such as:
  - Programs (number and success of programs held compared to planned programs, evaluations if available)
  - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
  - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
  - Public awareness activities (media releases, promotion events, incentive items or education materials produced or purchased)
  - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Traffic and Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

\*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

**RESULTS:**

Below is a detailed list of the activities conducted by the Missouri Safety Center during the grant year

**Oct/2013:**

- Assigned 25 DMT breath instruments to the following 21 agencies: Richmond PD, Pleasant Valley PD, Grandview PD, Oak Grove PD, Johnson Co SO, Platte Co SO, St. Louis Co PD (4), Hillsboro PD, Eureka PD, St. Louis Co Intake (2), Frontenac PD, Sunset Hills PD, Marshall PD, Richmond Heights PD, Higginsville PD, Sedalia PD, Grandview PD, Neosho PD, Peculiar PD, and Carl Junction PD. Note: In addition to placing the instruments, 35 Type IIs were trained with the agencies above.

**Nov/2013:**

- Ordered 18 breath alcohol simulators
- Ordered the following breath-alcohol instruments: 44 EC/IR IIs, 14 DMTs, 44 AS IVs, and 54 FST (PBT)
- Assigned 25 EC/IR II breath instruments to the following 23 agencies: Wentzville PD, Florissant PD (2), St. Louis Metro PD (2), University City PD, Kirkwood PD, Ellisville PD, Manchester PD, Ballwin PD, Hazelwood PD, Chesterfield PD, Des Peres PD, Bellefontaine Neighbors PD, St. Peters PD, Rock Hills PD, New Haven PD, Lake Saint Louis PD, Olivette PD, Town and Country PD, Foristell PD, Ferguson PD, Overland PD, O'Fallon PD, and Byrnes Mill PD. Note: In addition to placing the instruments, 27 Type IIs were trained with the agencies above.

**Dec/2013:**

- Received shipments of EC/IR IIs, DMTs and AS IV breath instruments
- Assigned DMT to Caruthersville PD
- The following agencies returned old breath instruments: Creve Coeur PD, Joplin PD, Lee's Summit PD, Johnson Co SD, Hillsboro PD, Springfield PD

**Feb/2014:**

- The following four agencies returned old breath instruments: Kansas City PD, St. Louis PD, O'Fallon PD and Foristell PD

**Mar/2014:**

- Assigned nine EC/IR II breath instruments to the following six agencies: Washington PD, DeSoto PD, Jefferson County (3), Union PD, Gerald PD and Franklin Co SD. Note: In addition to placing the instruments, ten Type IIs were trained with the agencies above.
- The following seven agencies returned old breath instruments: St. Louis Metro PD, Oak Grove PD, Jefferson Co SD, Union PD, Richmond Heights PD, Town and Country PD and Bellefontaine Neighbors PD

**Apr/2014:**

- Assigned three AS IV breath instruments to the following agencies: Wellston PD, Wright City PD and Woodson Terrace PD
- Trained 12 Type IIs for the following agencies: Ferguson PD (1), Harrisonville PD (1), Smithville PD (1), Raymore PD (2), Clay County SD (3), Warrensburg PD (2) and Raytown PD (2)
- The following 11 agencies returned old breath instruments: Woodson Terrace PD, Harrisonville PD, Olivette PD, Ballwin PD, Frontenac PD, Manchester PD, St. Louis Co Intake, Ferguson PD, Wentzville PD, St. Peters PD and Lamonte PD

**May/2014:**

- Assigned EC/IR II breath instruments to the following eight agencies: Odessa PD, Henry County SD, Butler PD,

Harrisonville PD, Smithville PD, Warrensburg PD, Raytown PD and Raymore PD

- Assigned an Intoxilizer 8000 to: Carthage PD

Note: In addition to placing the instruments, ten Type IIs were trained with the agencies above.

Jun/2014:

- Assigned two DMT breath instruments at the following agencies: Chillicothe and UCM PD (MSC unit)
- Trained six Type IIs for the AS IV unit (not new placements)
- Trained 40 Type IIIs for Maryland Heights PD on new unit
- Trained nine Type IIIs for UCMO DPS on new unit

Jul/2014:

- Reevaluated new breath instrument needs - determined a need for 13 EC/IR IIs and 64 DMT breath instruments to finish the placement program
- Assigned EC/IR II breath instruments to the following six agencies: Riverside DPS, Lake Lotawana PD, Belton PD, Rolla PD, Waynesville PD and Holts Summit PD

Note: In addition to placing the instruments, seven Type IIs were trained with the agencies above.

Jul/2014:

- The following ten agencies returned old breath instruments: UCMO DPS, Chillicothe PD, Independence PD, Odessa PD, Maryland Heights PD, Webster Groves PD, Kirkwood PD, Washington PD, Des Peres PD and Franklin CO SD
- The Missouri State Highway Patrol returned 28 old Datamaster breath instruments

Aug/2014:

- Ordered 13 EC/IR II and 64 DMT breath instruments
- The following six agencies returned old breath instruments: Lake Winnebago PD, NWMO PD, Maryland Heights PD, Duquesne PD, Henry CO SD and Lake Lotawana PD

Sep/2014:

- Assigned a DMT breath instrument to Leadington PD
- Assigned AS IV breath instruments to Branson West PD and UMKC PD
- The following four agencies returned old breath instruments: Franklin CO SD, Eureka PD, Leadington PD and North Kansas City PD
- Breath instrument placement in the St. Louis and Kansas City regions are nearly 100% completed and will begin moving out toward the rural parts of the State. Both regional and MSC training sites are being utilized.

The Missouri Safety Center also provides coordination, expert testimony and consultation to agencies across the state in the area of breath alcohol testing. Several subpoenas were received and staff complied with and/or assisted as needed:

- January 2014 - St. Francois County (Felony DWI w/injury)
- February 2014 - Cedar County (Misdemeanor DWI)
- July 2014 - Saline County (Felony DWI)
- August 2014 - Ray County (Misdemeanor DWI)
- September 2014 - St. Louis County (Misdemeanor DWI)

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<b>FUNDING:</b>	<b>AWARDED AMOUNT:</b>	<b>DISBURSED AMOUNT:</b>
164 AL / 20,608	\$1,284,531.40	\$1,282,167.06

**HS CONTACT:**

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1-800-800-2358

**PROJECT TITLE:**

Traffic Safety Resource Prosecutor

**PROJECT NUMBER:**

14-K8-03-052

**PROGRAM AREA:**

03

**JURISDICTION SIZE:**

6,000,000

**TYPE OF JURISDICTION:**

Statewide

**TARGETED POPULATION:**

Statewide

**AGENCY NAME:**

MO Office of Prosecution Services

**AGENCY CONTACT:**

Ms. Susan Glass

**PROJECT DESCRIPTION:**

This project will provide continuing legal education programs, consultation in complex prosecutions, and technical assistance and other resources to Missouri prosecutors and law enforcement officers to improve their ability to investigate and prosecute violations of Missouri's traffic safety laws. The Missouri Office of Prosecution Services received contracts from the Division of Traffic and Highway Safety in fiscal years 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012 and 2013 to fund the Traffic Safety Resource Prosecutor project. The MOPS office will continue this project for the upcoming fiscal year.

A) **PERSONNEL:** MOPS will provide an experienced attorney to serve as the Traffic Safety Resource Prosecutor who will oversee this project. Fifty percent of the TSRP's salary will be paid under this grant and 50 percent of the salary will be paid with MOPS funding. This position will also serve as the Deputy Director and supervise the activities of a staff attorney whose salary and duties will be allocated 50 percent to the TSRP project and 50 percent to general MOPS programs and activities.

The TSRP project will provide training, technical assistance, reference materials, consultation and assistance with complex prosecutions, and other general guidance to Missouri prosecutors and law enforcement officers. In addition, the TSRP will serve as a liaison with relevant committees, task forces and victim advocacy groups.

The staff under this project will provide technical assistance and serve as consultants to Missouri prosecutors and law enforcement officers through telephone assistance, email and personal visits to prosecutor offices as necessary. For this reason, the supporting budget will include amounts for general office operations, including but not limited to, phone charges, office and training supplies, equipment, postage and professional dues.

The staff will remain current on traffic safety issues and problems in Missouri and nationally by visiting prosecutor offices, attending task force and committee meetings, attending local and national traffic safety conferences, and attending meetings with local and national traffic safety partners. For this reason, the supporting budget will include amounts for travel including, but not limited to, attendance at conferences within Missouri, visits to local prosecuting attorney offices, attendance at task force and committee meetings, assistance in training at Missouri DRE schools, assistance with other prosecutor or law enforcement training, participating in the statewide and elected prosecutor training, attending national traffic safety conferences, attending meetings of the National Association of Prosecutor Coordinators, and attending meetings of Traffic Safety Resource Prosecutors from around the nation.

B) **TRAINING PROGRAMS AND EQUIPMENT:** MOPS will provide continuing professional education programs for Missouri prosecutors and law enforcement officers to improve their ability to investigate and prosecute traffic safety violations. This will include both basic training for new prosecutors and officers and advanced training for experienced prosecutors and officers handling complex cases. The potential training audience will be county prosecuting attorneys and their assistant prosecutors and staff, full time municipal prosecutors, law enforcement officers, circuit, associate circuit and municipal judges, and other related traffic safety personnel. The training offered will include, but not be limited to:

1) a general traffic safety conference available to all Missouri prosecutors and law enforcement officers as well as other traffic safety organizations and professionals;

2) a specialized program for Missouri prosecutors focusing on complex traffic safety issues, with an emphasis on impaired driving topics;



3) an introductory course for new prosecutors and law enforcement officers covering basic issues of DWI enforcement and prosecution, and focusing on building relationships and improving communication between prosecutors and officers;

4) half or full-day in service workshops, scheduled as needed or upon request, for prosecutors and law enforcement officers; and

5) additional workshops, conferences and webinars focusing on new or complex issues, scheduled as necessary.

Costs to be covered will include, but may not be limited to, meeting room expenses, rental of A/V equipment, meals, conference materials and supplies, promotional items, MOPS staff expenses, speaker fees and travel expenses, and lodging expenses for attendees from the Missouri State Highway Patrol and other agencies that may have limited training budgets. Registration fees may be charged for some or all of these programs to cover costs not payable from federal funds. Those fees will be tracked and go back in to the impaired driving programs that the fees were collected for.

**C) REFERENCE MATERIALS:** A major goal of the TSRP project is to produce and provide quality, up-to-date legal materials to assist prosecutors, law enforcement officers and other traffic safety professionals to more effectively investigate and prosecute traffic safety cases. This will include a newsletter, to be published bi-monthly, with case law, administrative and legislative updates, and development of PowerPoint presentations and other computer based training in the area of traffic safety. This will also include updating the "DWI Resource Manual for Missouri Prosecutors" as necessary. This may also include the purchase of manuals or other reference materials that may be necessary, or the purchase of transcripts of trials or hearings where new or emerging issues were dealt with, or relevant expert testimony was presented. The supporting budget will include amounts for reference materials including, but not limited to, the production of electronic copies of the DWI Resource Manual, the newsletter, and other materials, printing of hard copies of the manual and other reference materials, the distribution of these materials, and the purchase of relevant materials or transcripts.

**D) OTHER EQUIPMENT:** Another goal of the TSRP project is to encourage prosecutors to seek search warrants in every case where an impaired driving suspect refuses to provide a sample for chemical testing and to facilitate the search warrant application process. The supporting budget will include, but not be limited to, the purchase of laptop computers or tablets that may be used to draft and submit search warrant applications and printers to print copies of the application and warrant for review and signature by prosecutors and judges. Counties will be encouraged to apply for funding for this equipment. The MOPS office will select those counties to be funded based on criteria which may include, but not be limited to: the number of impaired driving arrests in the county in the preceding year, whether the county has a history of actively seeking warrants from impaired driving suspects who refuse chemical tests, demonstrated financial need, and whether the courts in the county are cooperative in the search warrant process. Prior approval from MoDOT, Traffic and Highway Safety Division is required for all equipment purchases of \$5,000 or more.

**E) TRAFFIC SAFETY LIAISON ACTIVITIES:** The TSRP will also act as a dedicated liaison between the state's prosecutors and the traffic safety community to work toward better coordination in the investigation and prosecution of traffic safety violations. It is assumed that no additional resources will be required for these activities.

#### **PROBLEM IDENTIFICATION:**

Between 2010 and 2012, 2,423 people were killed and 146,133 people were injured in traffic crashes occurring on Missouri roadways. Drivers impaired by alcohol and other drugs were responsible for a significant number of these deaths and injuries. Between 2010 and 2012, 636 people were killed and 10,500 people were injured in crashes where alcohol impairment was identified as a contributing factor in the crash. Although these statistics are alarming, impaired driving is an even greater problem than they suggest because impaired driving is under-reported as a contributing factor in traffic crashes.

Impaired driving and other traffic safety cases can be among the most difficult to prosecute due to the technical and scientific nature of the evidence involved and the general inclination of juries to disregard the serious nature of these offenses. Prosecutors often do not have technical expertise in these areas or access to the resources necessary to prosecute these cases. In contrast, a highly specialized defense bar has developed in Missouri. Because impaired driving defendants are often willing to spend thousands of dollars to defeat the charges against them, the defense bar has access to training, expert witnesses and other resources that are out of reach of most prosecuting attorneys.

Thus, there is a need in Missouri for an accessible source of training, information and other resources on impaired driving and other traffic safety issues. This training needs to be consistent, continual, and progressive. The Traffic Safety Resource Prosecutor project has provided the necessary training and resources. It is important to continue this project as new issues and challenges are raised almost daily in impaired driving prosecutions. Moreover, due to high turnover rates in prosecuting attorney offices, there is a constant stream of new and inexperienced attorneys handling impaired driving cases.

#### **GOALS AND OBJECTIVES:**

The goal of this project is to provide continuing legal education programs, consultation and technical assistance focusing on impaired driving and other traffic safety issues to Missouri prosecutors. This project will also provide POST-approved training





on impaired driving enforcement to Missouri law enforcement officers.

**Objectives:**

1. Conduct a minimum of twelve (12) training programs for Missouri prosecutors, law enforcement officers, and other traffic safety advocates.
2. Publish up to six (6) editions of Traffic Safety News.
3. Provide technical assistance as requested.

**EVALUATION:**

The MHTC will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract\*
5. Accomplishing the Objectives\* established to meet the project Goals, such as:
  - Programs (number and success of programs held compared to planned programs, evaluations if available)
  - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
  - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
  - Public awareness activities (media releases, promotion events, incentive items or education materials produced or purchased)
  - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Traffic and Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

\*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided. Participants in all training programs will be asked to complete evaluations to rate the effectiveness of the training provided. In addition, the success of this project may be judged on the extent to which multiple jurisdictions around the state are being reached. Records of all persons attending training will be maintained. POST and CLE accreditation will be sought for training where applicable. A log will be kept of all persons requesting technical assistance and/or reference materials.

**RESULTS:**

This project was moved to 405 (d) funding with a project number of 14-M5CS-03-001. In FY 2014, these projects provided for a traffic safety resource prosecutor to focus on traffic safety issues, particularly impaired driving, and serve as a resource to other prosecutors and law enforcement officers on these issues. This position is shared between two attorneys, one of whom also serves as the Deputy Director of the Missouri Office of Prosecution Services and one whom also serves as a special prosecutor for general projects. Each person is funded 50% on the grant.

The activities of these two attorneys will be described collectively as the work of the Traffic Safety Resource Prosecutor or TSRP Program as most projects were a collaborative effort. The goals of the program are to present training programs, provide reference materials, act as a traffic safety liaison, and provide technical assistance upon request.

**I. Training Programs**

Pursuant to the grant award one of the primary functions of the Traffic Safety Resource Prosecutor Program was to provide training to prosecutors, law enforcement officers and others on impaired driving and other traffic safety issues. To accomplish this goal, funds were received to conduct one general traffic safety conference available to all Missouri prosecutors and law enforcement officers, a trial advocacy program focusing on complex traffic safety prosecutions, one "Protecting Lives, Saving Futures" course for new prosecutors and law enforcement officers, a DRE and SFST Recertification and Refresher workshop, in-service workshops scheduled as needed or upon request, and additional workshops or conferences focusing on new or emerging issues, scheduled as needed. The overall objective was to conduct a minimum of twelve training programs for Missouri prosecutors and law enforcement officers.

**A. DWI/Traffic Safety Conference**



The annual DWI/Traffic Safety Conference was held from June 4-6, 2014, in Osage Beach. For the fourth year, this conference was combined with the annual DRE and SFST Recertification training. The combined conference was attended by a total of 162 people, including 127 law enforcement officers, 19 prosecutors, and 16 other traffic safety advocates. All attendees received training on: understanding the threat posed by sovereign citizens, presenting effective DRE testimony, current drug trends, innovative approaches to DWI enforcement, the toxicology of marijuana, investigating and prosecuting the synthetic drug case, eye signs as indicators of impairment, and street survival for the road officer.

#### B. Lethal Weapon

The trial advocacy course offered this year was called Lethal Weapon. This course was held in Kansas City from September 17-19, 2014. This course was attended by a total of 23 people, including 13 prosecutors from around the state and 10 troopers who all serve as crash reconstructionists in their jurisdictions. Attendees received training on: the reconstruction vocabulary, pedestrian reconstruction methodologies, single vehicle collisions, evaluating defense expert reports, making a case with no or bad SFSTs, defending the results of a blood test, the equipment and technology used in crash reconstruction, and identifying and proving criminal negligence.

Although the trial advocacy course is usually open to only prosecutors, the decision was made for this class to include a Highway Patrol reconstructionist from every troop. The primary presenter for this conference was John Kwasnoski, a nationally renowned reconstruction expert. The troopers who attended this training will be able to rely on Professor Kwasnoski for advice and consult in future cases. Including the troop reconstructionists also allowed for them to network with prosecutors from their respective jurisdictions.

#### C. Protecting Lives, Saving Futures

The Protecting Lives, Saving Futures conference was held from March 5-7, 2014, in Columbia. This conference brought together prosecutors and law enforcement officers to receive training on how DWI investigations and prosecutions can be improved with effective communication and teamwork. This training was attended by a total of 35 people, including 24 law enforcement officers and 11 prosecutors. At this conference, attendees received training on detection of impaired drivers, overcoming common defense challenges, writing an effective DWI report, understanding standardized field sobriety testing, understanding HGN, and pretrial preparation in the DWI case. The students also participated in a controlled drinking workshop which allowed them to witness intoxicated subjects performing standardized field sobriety tests.

#### D. Additional in-service workshops and training programs

Other training programs were offered to prosecutors and law enforcement officers in FY 2014 by request or where an interest or need was determined to exist. These programs are described below.

1. On October 10-11, 2013, an ARIDE class was conducted in Springfield in conjunction with the Greene County Sheriff's Department. This class was attended by 2 prosecutors, 13 law enforcement officers, and one other traffic safety advocate for a total of 16 people.
2. On March 26-27, 2014, an ARIDE class was conducted in conjunction with the Jefferson County Sheriff's Department. This class was attended by 2 prosecutors, 17 law enforcement officers, and one other traffic safety advocate for a total of 20 people.
3. On May 6-7, 2014, an ARIDE class was conducted in conjunction with the Joplin Police Department. A total of 21 people attended this class, including 1 prosecutor and 20 law enforcement officers.
4. On June 30, 2014, a webinar entitled "DWI Case Law Update: January—June 2014" was conducted. A total of 80 people participated in this webinar, including 21 prosecutors, 44 law enforcement officers, and 15 other traffic safety advocates.
5. On July 10-11, 2014, an ARIDE class was conducted in conjunction with the Cass County Sheriff's Office. A total of 13 people attended this class, all law enforcement officers.
6. On July 11, 2014, a class was held for the St. Louis City Circuit Attorney's Office entitled "Overcoming Common Challenges in DWI Cases." This class was attended by 25 people, all assistant circuit attorneys or legal interns.
7. On August 11-12, 2014, an ARIDE class was conducted in conjunction with the Nixa Police Department. A total of 13 people attended this class, all law enforcement officers.
8. On August 14, 2014, a Cops in Court class was conducted in conjunction with the Callaway County Prosecutor's Office. A total of 19 people attended, all law enforcement officers.



In total, there were 11 training programs presented by the Traffic Safety Resource Prosecutor Program in FY 2014 which were attended by a combined total of 427 people. This total includes 107 prosecutors, 300 law enforcement officers, and 37 other traffic safety advocates.

#### E. Other Training

In addition to the above training programs that were planned and funded with the grant, the TSRP Program also served as an instructor or arranged for presentations at various seminars as described below.

On February 14, 2014, the TSRP program gave a presentation entitled "Special Considerations in Prosecuting a DWI" at the Prosecutors Bootcamp training hosted by the Missouri Office of Prosecution Services.

On March 14, 2014, the TSRP Program presented a lecture on the legal aspects of sobriety checkpoints at a checkpoint supervisor class in Columbia.

On March 19, 2014, the TSRP Program was part of a panel presentation on the impact of Missouri v. McNeely at the MADD No Refusal Workshop in Seattle.

On April 23, 2014, the TSRP Program presented a lecture on Courtroom Preparation and Testimony at the Drug Recognition Expert school held at the Missouri State Highway Patrol Law Enforcement Academy in Jefferson City.

On June 13, 2014, the TSRP Program presented on prosecuting DWI cases to the law clerks of the Missouri Supreme Court.

On July 17, 2014, the TSRP Program presented on the National TSRP Webinar Series at the annual TSRP meeting in Denver.

On August 28, 2014, the TSRP Program was part of a panel presentation on Best Practices for DWI Enforcement at the Annual Meeting and Statewide Training of the Missouri Association of Prosecuting Attorneys. This presentation focused on No Refusal policies and the use of electronic search warrants.

On September 24, 2014, the TSRP Program presented a lecture on Courtroom Preparation and Testimony at the Drug Recognition Expert school held at the Missouri State Highway Patrol Law Enforcement Academy in Jefferson City.

#### II. Reference Materials

Another objective of the Traffic Safety Resource Prosecutor Program was to produce and distribute reference materials for prosecutors and law enforcement officers. This goal was achieved in FY 2014 as described below.

##### A. Traffic Safety News

Traffic Safety News was prepared and published 6 times in FY 2014. These newsletters were distributed to prosecutors, law enforcement officers, and other interested traffic safety professionals in November 2013 and in January, March, May, July and September 2014. These newsletters contained case law and legislative updates, training announcements, and other information and articles pertinent to traffic safety. The newsletters are sent out in electronic format to a list of several hundred individuals.

##### B. Miscellaneous Reference Materials

In FY 2014, the TSRP Program also prepared and distributed legal memoranda on emerging issues. The first outlined the legal requirements for search warrants in Missouri and encouraged prosecutors around the state to use electronic means whenever possible. Another memorandum discussed the issue with the calibration of breath testing instruments and provided prosecutors with arguments in response to defense motions on this issue.

The TSRP Program also purchased and distributed "Kwasnoski's Little Red Book," which is a primer on crash reconstruction for prosecutors and law enforcement officers. Copies were provided to each Prosecuting Attorney's office in Missouri. Attendees at the Lethal Weapon course held in Kansas City were also provided a copy.

The TSRP Program also printed and distributed hard copies of the 2013 revision to the Standardized Field Sobriety Testing Manual. Copies were distributed at the DWI/Traffic Safety and DRE Recertification Conference as well as the Missouri Association of Prosecuting Attorneys Annual Meeting and Statewide Training.

#### III. Traffic Safety Liaison





Another goal of the Traffic Safety Resource Prosecutor Program was to serve as a liaison between the state's prosecutors and the traffic safety community. This goal was achieved through serving as a member of the Impaired Driving Subcommittee of the Missouri Coalition for Roadway Safety and the DRE/SFST Advisory Board.

The TSRP Program also convened and held meetings of a blood draw working group to discuss whether and how to implement a law enforcement phlebotomy program in Missouri.

The TSRP Program also served as staff counsel to the DWI Best Practices Subcommittee. This subcommittee works under the umbrella of the Missouri Association of Prosecuting Attorneys Best Practices Committee. To date, the subcommittee proposed and approved recommendations that every prosecutor adopt a no refusal policy in his or her jurisdiction, that search warrants be secured via electronic means, that law enforcement officers inform impaired driving suspects that a warrant will be sought in the event of a chemical test refusal as an addition to the standard implied consent warning, and that prosecutors adopt a standard set of bond conditions in DWI cases.

The Traffic Safety Resource Prosecutors also participated in several local, state and national conferences and meetings, including the IACP International Conference on Drugs and Driving held in Phoenix, the Lifesavers Conference held in Nashville, the Spring and Fall Statewide conferences presented by the Missouri Association of Prosecuting Attorneys, the Winter and Summer Conferences of the National Association of Prosecutor Coordinators, a meeting of the Traffic Safety Resource Prosecutors from around the country, meetings of the Missouri Coalition for Roadway Safety, the Blueprint conference, the DWI Unit Workshop in Columbia, SFST Update Workshops in Columbia and a MADD No Refusal Workshop in Seattle.

#### IV. Technical Assistance

The final goal of the Traffic Safety Resource Prosecutor Program was to provide technical assistance to prosecutors and law enforcement officers upon request. In FY 2014, approximately 234 requests for technical assistance were received from prosecuting attorney's offices and law enforcement agencies around the state. In response to these requests for assistance, motion responses and research memorandums were drafted, information was provided on expert witnesses, jury instructions were drafted, appropriate charging was discussed, and information and materials were provided on various impaired driving topics.

The following counties and agencies received technical assistance from the TSRP Program in FY 2014: Buchanan, Christian, Johnson, St. Louis, Camden, Franklin, Boone, Lincoln, Montgomery, Jackson, Ray, Lawrence, Platte, Clay, Maries, Taney, Linn, Stone, Randolph, Pike, Caldwell, Pettis, Polk, Newton, Mercer, Phelps, Jasper, Cooper, Chariton, Dallas, Jefferson, Greene, Lafayette, St. Charles, Douglas, Laclède, Cape Girardeau, Henry, Schuyler, Daviess, Cole, Moniteau, Morgan, Scotland, Cedar, Hickory, Stoddard, Audrain, Clark, Scott, Ray, Marion, Saline, Nodaway, and Cass counties as well as the St. Louis Circuit Attorney's Office, Missouri State Highway Patrol, Missouri Department of Revenue, Missouri Safety Center, Kirkwood Police Department, the City of O'Fallon Prosecutor's Office, the City of Kansas City Prosecutor's Office, Kansas City Police Department, Springfield Police Department, St. Charles County Sheriff's Department, Lee's Summit Police Department, Raymore Police Department, Wentzville Police Department, Washington Police Department, Attorney General's Office, Kimberling City Police Department, Excelsior Springs Police Department, the City of Kearney Prosecutor's Office, Branson Police Department, Creve Coeur Police Department, Cass County Sheriff's Department, Monett Police Department, St. Louis Metropolitan Police Department, and St. Joseph Police Department.

#### V. Miscellaneous Activities

In FY 2014, the TSRP Program also conducted other miscellaneous activities.

##### A. Electronic Search Warrant Equipment

In order to assist counties with securing search warrants via electronic means, funding was procured to purchase equipment for this purpose. To date, Platte County has been provided with 6 iPads used to transmit electronic copies of search warrants between officers, prosecutors and judges. A memorandum of understanding has also been signed to provide 3 iPads to Polk County.

##### B. Special Prosecutions

The TSRP Program took on a new aspect when Stephanie Watson joined the office in December 2013. Due to her experience as an assistant prosecutor in Randolph County, the TSRP Program was able to begin offering her services as a special prosecutor in DWI and other traffic safety cases. This included assisting prosecutors with motion hearings, sitting as second chair in trials, or taking over a complex or difficult case. To date, Stephanie has provided assistance as described below.



1. Appeared in Maries County to represent the state in a motion to suppress a breath test raising the calibration issue.
2. Appointed as a special prosecutor on a DWI case in Randolph County. She has reviewed the case file and formally filed charges against the defendant.
3. Served as second chair in a DWI trial in Mercer County and assisted with post-trial motions.
4. Represented the state at a motion hearing in an involuntary manslaughter case from Randolph County in which she is serving as a special prosecutor.
5. Prepared to serve as second chair in a second degree assault, reckless driving case in Chariton County.
6. Assisted Saline County in reviewing a case for possible charges of involuntary manslaughter in a reckless driving case.

Assisting prosecutor's offices around the state will continue to be a large part of services the TSRP Program, Stephanie Watson in particular, will be able to offer.

NOTE: This project was split between two contracts: 14-K8-03-052 and 14-M5CS-03-001.

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<b>FUNDING:</b>	<b>AWARDED AMOUNT:</b>	<b>DISBURSED AMOUNT:</b>
	\$153,882.78	\$153,882.78

**HS CONTACT:**

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Jefferson City, MO 65102  
1-800-800-2358



**PROJECT TITLE:**

Drug Impaired Driving

**PROGRAM AREA:**

03

**TYPE OF JURISDICTION:**

Statewide

**AGENCY NAME:**

Missouri Safety Center

**PROJECT NUMBER:**

14-M5TR-03-001

**JURISDICTION SIZE:**

6,000,000

**TARGETED POPULATION:**

Impaired Drivers

**AGENCY CONTACT:**

Mr. Terry Butler

**PROJECT DESCRIPTION:**

The Missouri Safety Center, University of Central Missouri, will provide a professional staff person to serve as coordinator of the State's Drug Evaluation and Classification Program. This individual will serve on the State Drug Recognition Expert/Standardized Field Sobriety Testing (DRE/SFST) Advisory Board.

The Missouri Safety Center will perform the following activities as part of this contract:

- Provide coordination, expert testimony and consultation to agencies across the state in the area of drug impaired driving recognition.
- Maintain a master of the latest NHTSA DRE curriculums and provide to all current instructors in the DRE program.
- Maintain records, databases and provide logistics for all DRE Instructors and DREs.
- Provide equipment and supplies as needed for DRE training, to include but not be limited to; pupilometers, drug reference books, equipment bags, stethoscopes, blood pressure cuffs, student and instructor manuals, matrix / 12-step cards, pen lights and other equipment or supplies as needed.
- Provide DRE program coordination including attendance at all meetings with course administrators and selected instructors for the purpose of training material review to verify compliance with NHTSA and IACP requirements. Training methods and standards will be reviewed and updated as needed. The meetings will also be utilized to plan certification and recertification training.
- Provide funding for DRE Instructors to assist in teaching at two separate centralized DRE/DRE Instructor schools. Funding to be used for lodging, travel and/or meals.
- Provide funding for DRE students and DRE Instructors for traveling to receive certification credentials. Travel to a host law enforcement agency recognized for their success and efficiency with conducting and providing drug evaluation candidates.
- Provide funding for attendance to the national DRE conference or other DRE-related conferences or training as needed. Funding may be used for lodging, registration, travel and/or meals.

**PROBLEM IDENTIFICATION:**

Alcohol and other drugs contribute substantially to traffic crashes on Missouri's roads, particularly those resulting in death or disabling injury. From 2009 through 2011, 447,397 traffic crashes occurred in the state. Of those, 0.5% resulted in a fatality and 3.2% involved someone being seriously injured. During the same time period, there were 21,947 traffic crashes where one or more drivers and/or pedestrians were under the influence of intoxicants and in the opinion of the investigating officer their intoxicated condition was a contributing factor to the crash. In these crashes where drivers or pedestrians were impaired by alcohol or other drugs, 755 people were killed and another 3,051 were seriously injured. It also is important to note that impaired driving is under-reported as a contributing factor in traffic crashes. This under-reporting is due to drivers undergoing injuries sustained from crashes without being tested for blood alcohol content. Also, some forms of drug impairment may not be apparent to officers on the scene. As a result, it is an even greater problem than these statistics would indicate. In addition, 87.3% of impaired drivers killed also failed to wear a safety belt further compounding the problem of impaired

driving.

A common misconception is that impaired drivers are primarily injuring and killing themselves. While that is often true, a substantial number of people killed and seriously injured in these crashes were not intoxicated. Their actions in these incidents probably did not contribute to the cause of the collision. Of the 755 people killed in alcohol and other drug-related traffic crashes, 68.6% were the impaired driver/pedestrian and 31.4% were some other involved party. Of the 3,051 seriously injured, 60% were the impaired drivers/pedestrians while 40% were other persons in the incidents.

Youth make up a significant proportion of impaired drivers of motorized vehicles causing traffic crashes on Missouri roadways. Of the 21,674 impaired drivers involved in traffic crashes during 2009-2011, 11.8% were under the age of 21 (in known cases). This is especially significant when you consider it is illegal for someone under 21 to possess or consume alcohol in Missouri.

In 2009-2011, a total of 656 impaired drivers were involved in crashes where one or more persons were killed. In known cases, 12.9% of these drivers were under the age of 21. A total of 95 persons were killed in traffic crashes involving these young drivers. Of those persons killed, 50.5% were the underage impaired driver and 49.5% were some other party in the crash.

The Missouri Safety Center is committed to assisting the Traffic and Highway Safety Division and Missouri law enforcement in detecting, apprehending and properly adjudicating alcohol and drug-impaired drivers from our state's roadways. An important component of this goal is the Missouri Drug Evaluation and Classification program which provides police officers the training and equipment necessary to recognize drug-impaired drivers and remove them from our roadways. Continuous training must occur in order to maintain a sufficient number of Drug Recognition Experts (DRE) in Missouri.

#### **GOALS AND OBJECTIVES:**

##### **GOALS:**

- 1) To reduce deaths and injuries associated with crashes involving impaired drivers; and
- 2) To increase DWI arrests and conviction rates through the use of technology and training of law enforcement personnel, Department of Revenue attorneys, prosecutors, judges and others associated with the DWI apprehension/arrest/adjudication process.

##### **OBJECTIVES:**

- 1) Provide technical training to law enforcement officers and others in the criminal justice system in the area of drug impaired driving recognition.
- 3) Provide coordination, expert testimony and consultation to agencies across the state in the area of drug impaired driving recognition.

#### **EVALUATION:**

The MHTC will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract\*
5. Accomplishing the Objectives\* established to meet the project Goals, such as:
  - Programs (number and success of programs held compared to planned programs, evaluations if available)
  - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
  - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
  - Public awareness activities (media releases, promotion events, incentive items or education materials produced or purchased)
  - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Traffic and Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

\*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory



justification is provided.

**RESULTS:**

The Missouri Safety Center provides statewide coordination of the Drug Evaluation and Classification Program. Below is a list of accomplishments under this grant during the last year.

- Established a centralized training location and conducted two DEC programs
- Conducted update training at the State DWI/DRE conference (approximately 75 DREs received training), on the newly designed curriculum and the acceptance of the UV light protocol
- Conducted two DRE courses, training 23 new DREs
- Accepted and trained two new DRE Instructors
- Completed Field Certifications for 11 DRE students, conducted at the Maricopa County, Arizona Jail facility. Note: able to streamline the field certification process down to five days by partnering with Maricopa County. Please note that 12 students will complete the field evaluations in October of 2014 during FY'15 grant cycle.
- Assisted the Missouri Department of Revenue with their DOR attorney and regional legal update training
- Assisted Susan Glass, Traffic Safety Resource Prosecutor, with Prosecutor Training at the DWI/DRE Recertification conference
- Answered hundreds of email questions and phone calls from officers, attorneys, judges and prosecutors

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<b>FUNDING:</b>	<b>AWARDED AMOUNT:</b>	<b>DISBURSED AMOUNT:</b>
	\$109,845.28	\$92,129.90

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## OCCUPANT PROTECTION

It is well recognized that one of the best forms of protection from death and injury when traveling in a motor vehicle is seat belts and child safety seats. In Missouri the usage rate for seat belts was 80% in 2014. Misuse of child safety seats is conservatively figured in the upper 80 percentile. This program area addressed means to encourage people to wear their seat belts (every time they are riding in a vehicle) and also to educate parents/caregivers on the proper installation and use of child safety seats.

The greatest effort in the Occupant Restraint area was implementation of Missouri's *Click It or Ticket* seat belt campaign. Paid advertising was used to produce radio public service announcements and billboards. Emphasis was placed on reaching the population of the general public with special emphasis on minorities.

### OTHER OCCUPANT PROTECTION INITIATIVES

In order to effectively determine misuse of child safety seats, and correct that misuse, parents/caregivers must be able to bring their vehicle and child safety seat to a certified technician to be taught how to correctly install their child safety seats. In order to accomplish this, individuals must be trained as certified child safety seat training instructors. These instructors then train certified technicians who are equipped to check the safety seats and provide education to parents/caregivers for proper installation. Established locations, dubbed "inspection stations" have to be identified where the seats and vehicles can be brought for the proper check. To date, Missouri has a database of 36 instructors, 1,053 certified technicians, and 193 operational inspection stations throughout the state.

### BENCHMARKS

Established	Result
<p>To increase statewide safety belt usage by 2 percent annually to:</p> <ul style="list-style-type: none"> <li>• 81% by 2012</li> <li>• 83% by 2013</li> <li>• 85% by 2014</li> <li>• 87% by 2015</li> </ul> <p>Benchmark:</p> <ul style="list-style-type: none"> <li>• 2012 statewide safety belt usage rate = 79%</li> </ul>	<p>In 2013, the statewide safety belt usage rate was 80%. The rate dropped 1% in 2014 to 79%.</p>
<p>To reduce unrestrained passenger vehicle occupant fatalities by 2 percent annually to:</p> <ul style="list-style-type: none"> <li>• 376 by 2012</li> <li>• 372 by 2013</li> <li>• 369 by 2014</li> <li>• 365 by 2015</li> </ul> <p>Benchmark:</p> <ul style="list-style-type: none"> <li>• 2011 unrestrained passenger vehicle occupant fatalities = 380</li> </ul>	<p>In 2011, there were 380 unrestrained passenger vehicle occupant fatalities. In 2012, there were 396, an increase of 4%.</p> <p>*No current FARS data available.</p>
<p>To increase safety belt citations by 2 percent annually to:</p> <ul style="list-style-type: none"> <li>• 36,319 by 2012</li> <li>• 37,046 by 2013</li> <li>• 37,786 by 2014</li> <li>• 38,542 by 2015</li> </ul> <p>Benchmark:</p> <ul style="list-style-type: none"> <li>• 2012 safety belt citations (grant-funded enforcement and mobilizations) = 30,745</li> </ul>	<p>In 2013, there were 31,840 citations (4,907 warnings), an increase of 4% from the previous year. In 2014, there were 26,744 safety belt citations issued (4,132 warnings) during grant-funded enforcement campaigns and mobilizations, a decrease of 16%.</p>
<p>To increase teen safety belt usage by 2 percent usage annually to:</p> <ul style="list-style-type: none"> <li>• 69% by 2012</li> <li>• 71% by 2013</li> <li>• 73% by 2014</li> <li>• 75% by 2015</li> </ul> <p>Benchmark:</p> <ul style="list-style-type: none"> <li>• 2012 teen safety belt usage rate = 66%</li> </ul>	<p>In 2011, the teen safety belt usage rate was 67%. In 2012, the usage rate decreased by 1% to 66%. In 2013, the usage rate increased by 1% to 67%. The usage rate remained unchanged as reported in the 2014 teen safety belt survey.</p>
<p>To increase safety belt usage by commercial motor vehicle</p>	<p>In 2010, the CMV driver usage rate was 81%. In 2011, the</p>

<p>drivers by 2 percent annually to:</p> <ul style="list-style-type: none"> <li>• 83% by 2011</li> <li>• 85% by 2012</li> <li>• 87% by 2013</li> <li>• 89% by 2014</li> <li>• 91% by 2015</li> </ul> <p>Benchmark:</p> <ul style="list-style-type: none"> <li>• 2012 CMV driver usage rate = 81.5%</li> </ul>	<p>usage rate increased to 81.5%. In 2012 the driver usage rate was unchanged at 81.5%. In 2014, the driver usage rate was 81%, a .5% decrease from the previous survey.</p>
<p>To increase child safety seat usage by 1 percent annually to:</p> <ul style="list-style-type: none"> <li>• 92% by 2010</li> <li>• 93% by 2011</li> <li>• 94% by 2012</li> <li>• 95% by 2013</li> <li>• 96% by 2014</li> <li>• 97% by 2015</li> </ul> <p>Benchmark:</p> <ul style="list-style-type: none"> <li>• 2009 child safety seat usage rate = 91%</li> </ul>	<p>In 2009 the observational survey indicated a child restraint usage rate of 91.3%. The 2014 survey resulted in a very small reduction in the usage rate (reduced by .01% from 2009—to 91.2%).</p>
<p>To maintain an adequate base of certified Child Passenger Safety Technicians throughout the state to fall within the following range:</p> <ul style="list-style-type: none"> <li>• 800-1,000 with representation in each of the seven <i>Blueprint</i> regional coalitions</li> </ul> <p>Benchmark:</p> <ul style="list-style-type: none"> <li>• Certified Technicians as of June 2013 = 934</li> </ul>	<p>A data base of certified CPS technicians is made available to all State CPS Coordinators and is downloaded from the Safe Kids Worldwide website on a regular basis and maintained in the Highway Safety Office. Currently there are 1,053 certified technicians in Missouri, an increase from the previous year (934).</p>
<p>To maintain an adequate base of certified Child Passenger Safety Instructors throughout the state to fall within the following range:</p> <ul style="list-style-type: none"> <li>• 30-40 with representation in each of the seven <i>Blueprint</i> regional coalitions</li> </ul> <p>Benchmark:</p> <ul style="list-style-type: none"> <li>• Certified Instructors as of June 2013 = 37</li> </ul>	<p>A data base of certified CPS instructors is also maintained in the Highway Safety Office. There are currently 36 certified instructors located around the state, a slight decrease from the previous year. There are several instructor candidates pending certification at this time.</p>
<p>To maintain an adequate base of Missouri inspection stations (that are listed on the NHTSA website) throughout the state to fall within the following range:</p> <ul style="list-style-type: none"> <li>• 125 – 200 with representation in each of the seven blueprint regional coalitions</li> </ul> <p>Benchmark:</p> <ul style="list-style-type: none"> <li>• Inspection stations in Missouri as of June 2013 = 196</li> </ul>	<p>There are currently 193 inspection stations listed on the NHTSA website; a slight decrease from the previous year (196).</p>

#### Strategies-Child Passenger Safety

Identified	Implemented
<p>Produce, promote and distribute educational materials addressing: the proper installation of child safety seats and booster seat use</p>	<p>Brochures detailing the benefits of using safety seats, booster seats and the proper installation of child safety seats are developed and/or updated as needed. These publications are promoted and provided to attendees at exhibits in which members of the OHS staff participate each year.</p>
<p>Maintain a state CPS Advisory Committee and implement their recommendations where appropriate</p>	<p>The Missouri CPS Advisory Committee meets each year to discuss goals and the objectives by which those goals will be met. Each region in the state is represented by a CPS instructor/technician from his/her area. During the meeting held in August, the committee discussed the budget for 2015, recertification issues, state fatalities and injuries, the CPS survey and the upcoming National CPS Enforcement Campaign scheduled during National CPS Week, and the child safety seat order. A Media Skills Workshop was provided for committee members by Ginny Vineyard,</p>

	NHTSA. The next advisory meeting will be held in August of 2015.
Conduct six certified Child Passenger Safety Technician classes statewide	There were twelve MoDOT-sponsored CPS courses held during this fiscal year. One hundred and eighty new CPS technicians became certified. Classes were held in Hannibal, Waynesville, Springfield, Linn, Fenton, West Plains, Hayti, Potosi, St. James, Ft. Wood, Columbia, and Joplin.
Certify an additional CPS Instructor each year	There is one CPS instructor candidate scheduled to be certified during fiscal year 2015.
Maintain a statewide computer list-serve of CPS technicians and instructors	A database of certified CPS technicians and instructors is made available to all State CPS Coordinators. In Missouri the list is downloaded from the Safe Kids Worldwide website on a regular basis and maintained in the HSO. The list is also forwarded to members that serve on the MO CPS Advisory Committee. Committee members maintain a regional database of technicians for communication purposes.
Support child safety seat checkup events and educational programs through local law enforcement agencies, fire departments, Safe Communities, hospitals and health care agencies, safety organizations such as Safe Kids, and the Traffic and Highway Safety Division	The Highway Safety CPS Coordinator receives requests from time to time for assistance in locating technicians to help with statewide check-up events and CPS Courses. When asked for assistance, the Coordinator will send out a statewide instructor email to help contact an instructor to fill in at CPS Courses. Requests for assistance at CPS events are forwarded to technicians in those respective areas.
Work with partners and with the media to garner support for annual CPS Week in September	Child Passenger Safety Week ran from September 14-20, 2014. A media contract covered expenses to develop an interactive infographic that was placed on the savemolives website. This infographic provided education to parents and caregivers about the importance of child restraint usage, Missouri law, instructions on how/where one could locate a safety seat inspection station on the local level, and other miscellaneous child safety related information. The infographic is available to order online in addition to other CPS-related materials through the online ordering system. A CPS Enforcement Campaign also ran during National CPS Week. Law Enforcement efforts/results are covered in a Missouri Safety Center grant.
When funding is available, provide child safety seats/booster seats and supplies to inspection stations for distribution to low income families (note: inspection stations must meet guidelines established by Missouri's CPS Advisory Committee and must be listed on the NHTSA Web site <a href="http://www.nhtsa.dot.gov/people/injury/childps/CPSFittingStations/CPSinspection.htm">http://www.nhtsa.dot.gov/people/injury/childps/CPSFittingStations/CPSinspection.htm</a> )	This fiscal year 805 child safety seats were purchased and distributed to low income families through Missouri inspection stations listed on the NHTSA website.
Develop educational pieces to heighten awareness concerning the life-saving and economic benefits derived from enhanced child safety seat laws	This information is captured in the PI&E section of this Annual Report.
Conduct Child Restraint Observational Survey every other year	Due to budget constraints, it has not been possible to conduct a CPS Survey since 2009. Funding was allocated for a survey that was conducted in the Spring of 2014. Results indicated little change in the usage rate (reported in the benchmarks above). Every effort will be made to conduct a survey every other year; the next planned for 2016.
Conduct annual CPS enforcement and public awareness campaign during National CPS Week	Brochures relating to CPS are updated as needed and are available to order through the online ordering system at <a href="http://www.modot.org">www.modot.org</a> .



### Strategies-Teen Passengers/Drivers

Identified	Implemented
Conduct annual teen statewide safety belt enforcement and public awareness campaign in March followed by the teen observational safety belt survey in April	The Youth Seat Belt Enforcement Campaign was conducted from March 15-31, 2014. 107 LE agencies participated and wrote 1296 seat belt citations. The Teen Safety Belt Survey was conducted between April 1 and April 29, 2013. A total of 35,192 observations were collected at 150 high schools statewide. Of the teenage drivers and passengers observed, 67.0% were wearing their safety belt.
Conduct youth safety belt selective traffic enforcement efforts statewide coupled with press releases, radio spots, and materials targeting young drivers	Funding was used to create and distribute awareness advertisements, posters, web pages, billboards, ice chest wraps and gas pump toppers to display the messages of underage drinking, seat belt usage and distracted driving. The messages were also posted on many social networking sites and high internet traffic sites such as Facebook, Twitter, Instagram and Pandora.
Promote occupant protection youth campaigns; modify or enhance campaigns as needed to keep a fresh approach for the teen audience	The teen seat belt message this year included a new message targeting young males with a humorous approach followed by a hard hitting seat belt message. Posters, videos and incentive items are also used to gain the attention of high-risk groups focusing on seat belt use.
Develop youth safety belt public awareness materials with input from young drivers	Focus groups, social networking sites and other internet sites are used when developing new public awareness materials to determine what sites young drivers frequent and types of material that attracts the target group.
Educate youth on the importance of safety belts through programs such as Team Spirit Youth Traffic Safety Leadership Conferences & Reunion, Think First and the Young Traffic Offenders Program	Team Spirit Conferences, Reunion and up to 4 one-day mini conferences continue to be implemented across the state reaching approximately 70 high schools annually. ThinkFirst continues to excel in safety education efforts reaching 23,047 Missouri students 1,381 Missouri employees through school and worksite/organization presentations, and 185 high-risk Missouri drivers through the Traffic Offenders Program. Other programs, such as Every 15 Minutes, DWI docudramas, Safe Communities programs, CHEERS and the Battle of the Belt competition continue to be promoted and conducted statewide with great success.

### Strategies-General Occupant Protection

Identified	Implemented
Conduct NHTSA-approved statewide observational safety belt survey every year, in May/June (pre, peak, and post surveys in conjunction with enforcement mobilizations and public awareness campaigns)	The 2014 statewide safety belt survey was conducted June 2 – 15, 2014 utilizing the new methodology that was developed per new NHTSA guidelines. The 2014 statewide safety belt usage rate was calculated to be 79%.
Produce, promote and distribute educational materials addressing: occupant protection laws; important of wearing safety belts all the time and air bag safety	Funding was allocated for printing of brochures designed to educate the public on traffic safety issues. Funding was also used for creative development of internet advertising.
Promote the <i>Saved by the Belt</i> survivor program; maintain a database of survivors to contact those who are willing to speak publicly about their life-saving experience	The OHS continues to add to the database of survivors for the <i>Saved by the Belt</i> campaign. Information on the program is also available on the <a href="http://saveMOlives.com">saveMOlives.com</a> website.
Conduct annual <i>Click It or Ticket</i> selective traffic enforcement wave during May/June, augmented with collateral public information and awareness efforts such as press releases, observational surveys, and educational programs utilizing the <i>Click It or Ticket</i> safety belt campaign message	The <i>Click It or Ticket</i> Enforcement Campaign ran from May 19 to June 1, 2014. One hundred fifty total law enforcement agencies participated and reported statistics to the Mobilization Reporting website. A total of 7,365 hours were worked, with 5,886 safety belt citations and 241 child passenger citations written. Statewide media supplemented the effort before and during campaign, along with individual agency press releases.
Compliment annual <i>Click It or Ticket</i> campaign with quarterly occupant protection enforcement days, augmented	Four quarterly Occupant Protection Enforcement Days were conducted in FY2014. The dates for these quarterly

with collateral public information and awareness efforts, namely through press releases.	enforcements were: November 15, 2013, and February 21, April 14, and September 14 - 20, 2014. A total of 1,615 safety belt citations (363 warnings) and 94 child passenger citations (69 warnings) were issued during these campaigns, with an average of 74 agencies participating in each campaign. Each agency was supplied with press releases and a statewide release was distributed for each campaign.
Conduct paid media efforts and work toward continual increases in earned media efforts	Paid media is utilized during Click It or Ticket, with unpaid advertising at both the statewide and local levels during the quarterly campaigns.
Develop educational pieces to heighten awareness concerning the life-saving and economic benefits derived from primary safety belt laws	Efforts continued throughout current fiscal year to heighten awareness.
Continue funding traffic occupant protection strategies training to law enforcement agencies throughout the state.	A total of 5 presentations were conducted throughout the State of Missouri in 2014, hosted either by individual departments or sponsored through various police academies throughout the state. A total of 80 participants were presented the training throughout the year.
Provide motivational and educational speakers for law enforcement personnel during training events such as the annual Law Enforcement Traffic Safety Advisory Council (LETSAC) conference	Educational/motivational speakers at LETSAC included Dave Smith and Cpl. Jeff White, both of which were highly regarded. A total of 293 officers received POST certified credit for attending the conference.

## SCHOOL BUSES

Although school buses provide one of the safest modes of transportation, there are still school bus related injuries and, unfortunately, some fatalities every year. Some of these are due to crashes with other vehicles while others are due to the school bus striking a pedestrian or bicyclist. The responsibility borne by school bus drivers is considerable.

A vehicle must meet safety standards that are appropriate for its size and type because different types of vehicles perform differently in a crash. For example, because a large school bus is heavier than most other vehicles, its weight can protect its occupants from crash forces better than a light vehicle such as a passenger car. The passive protection engineered into large school buses, combined with other factors such as weight, provides passenger protection similar to that provided by safety devices in passenger cars. Both types of vehicles protect children from harm but in different ways.

School buses are not involved in a large number of traffic crashes in Missouri. Of all 2009-2011 Missouri traffic crashes, 0.7% involved a school bus or school bus signal. In 84.7% of the school bus crashes, a school bus was directly involved in the crash and in 15.3% of the crashes, no school bus was directly involved but a school bus signal was involved.

Of the eight persons killed during 2009-2011 in crashes involving school buses, one was an actual occupant of the school bus and seven were some other person in the incident. Of the 88 persons seriously injured, 36 were occupants of the school bus, five were pedestrians and 47 were some other person in the incident.

## BENCHMARKS

Established	Result
<p>To decrease by 2% the number of fatalities and serious injuries resulting from crashes involving school buses or school bus signals in comparison to the previous 3-year period to:</p> <ul style="list-style-type: none"> <li>• 94 for the period 2010-2012</li> <li>• 92 for the period 2011-2013</li> <li>• 90 for the period 2012-2014</li> <li>• 89 for the period 2013-2015</li> </ul> <p>Benchmark:</p> <ul style="list-style-type: none"> <li>▪ 2009-2011 fatalities and serious injuries occurring in crashes involving school buses or school bus signals = 96</li> </ul>	<p>During 2009-2011, there were 96 fatalities and serious injuries occurring in crashes involving school buses or school bus signals.</p> <p>During 2010-2012, there were 70, a decrease of 26 (27%).</p> <p>During 2011-2013, there were 60, a decrease of 10 (14%).</p>

**Strategies**

<b>Identified</b>	<b>Implemented</b>
Support and implement, if feasible, recommendations made by the 2005 Governor's School Bus Task Force	Recommendations from the 2005 Governor's School Bus Task Force are considered by the current task force and supported and implemented when possible.
Continue to serve on any state school bus safety committees	A member of the Highway Safety staff continues to actively serve on the School Bus Task Force committee (a 30-member team) and attend the quarterly meetings on a regular basis. The charge of this committee is to provide support, training topics, and trainers for the Certified School Bus Driver Instructor Program. It provides connectivity between key stakeholders on the state and local level to promote the safe transportation of Missouri public school students.
Expand current public awareness materials to address seat belts on school buses, compartmentalization of school buses, general safety issues regarding riding a school bus, safety around the loading zones and sharing the road with school buses	A section of NHTSA's Child Passenger Safety course curriculum is dedicated solely to the safety of children who travel on school buses. Safety materials relating to school buses are available to the public through the online ordering system. Presentations are made to schools upon request.

**PROJECT TITLE:**

Enforcement - CPS Week

**PROJECT NUMBER:**

14-K3-05-001

**PROGRAM AREA:**

05

**JURISDICTION SIZE:**

6,000,000

**TYPE OF JURISDICTION:**

Statewide

**TARGETED POPULATION:**

Youth

**AGENCY NAME:**

Missouri Safety Center

**AGENCY CONTACT:**

Mr. Terry Butler

**PROJECT DESCRIPTION:**

The Missouri Safety Center will help encourage law enforcement agencies to participate in the State's child passenger restraint enforcement and special mobilization efforts. This will be accomplished through sub-award grants to law enforcement agencies, selected by the Traffic and Highway Safety Division at MoDOT. These overtime funds will be used to encourage law enforcement agencies to increase their DWI enforcement efforts during the 2014 Child Passenger Safety Week enforcement campaign.

Personnel: The Missouri Safety Center will provide one full-time Support Staff, Office Professional at 20% of total salary and fringe or \$6,887.03 to meet the goals and objectives of this grant (this individual manages 4 additional enforcement grants for an additional \$34,435.15 in grant contributions covering a total of 100% salary).

Upon receipt of the Traffic and Highway Safety Division at MoDOT enforcement database which includes the identified law enforcement agencies and their individual funding amounts, a pre-post news release and the enforcement informational letter with the established deadlines for submission, the Missouri Safety Center will:

- E-mail invitations and sub-award grant contracts to all designated agencies,
- Either by phone or electronically make a minimum of two contacts to those agencies that did not respond by the established deadline and determine their participation status, and inform Traffic and Highway Safety Division representative,
- E-mail the participation and informational documents to law enforcement agencies upon receipt of their signed contracts indicating their desire to participate,
- Receive, upon completion of the enforcement effort, the agency Manpower Report Form indicating the number of officers and hours worked for reimbursement,
- Receive, upon completion of the enforcement effort, departmental documentation for verification of officer(s) overtime payment,
- Make, as needed, additional contacts to those agencies that have not submitted their Manpower Report Form by the established deadline,
- Verify the participating agency has submitted their Enforcement Statistics Reports via the Traffic and Highway Safety Division Online Mobilization Reporting system,
- Verify the Manpower Report Form and requested reimbursement amounts are accurate and within the contract specifications, approve, and process for payment,
- Submit a report and reimbursement voucher to the Traffic and Highway Safety Division at MoDOT upon completion of the enforcement effort,
- Submit back to Traffic and Highway Safety the updated databases.

**PROBLEM IDENTIFICATION:**

Traffic crashes are the leading cause of death in the US. It is well recognized that one of the best means of defense in a crash is to be protected by a seat belt or a child safety seat. The 2009 Child Safety Seat Survey developed and conducted by the Missouri Safety Center revealed that 91.3 percent of the 4,233 children under age four were restrained. This is a 1.1 percent increase over the reported 2008 restraint use figure (90.2%). Ninety-four percent of the children were located in the back seat of the vehicle. Of the 3,866 children who were restrained, 59 percent were in forward facing child safety seats. Eighteen percent were in booster seats which is a four percent increase from 2008. Children restrained by safety belts decreased from 7 percent in 2008 to 4 percent in 2009. A total of 367 children (9%) were not restrained. Most of those children, 93 percent (342), were "loose" in the vehicle either sitting, standing, or lying in the seat. The remaining seven



percent (25) were being held on the lap of another passenger. Twenty-nine percent (107) of the children not restrained were located in the front seat.

In 2009-2011, 15 children under the age of 4 were killed in a motor vehicle; 20% were not using any type of restraint device (in known cases). Another 107 were seriously injured. In known cases, 16.8% were not in any restraint device and 5.6% were in an adult safety belt. During that same period of time 13 children, ages 4 through 7, were killed in a motor vehicle; in known cases, 46.2% were not using any type of restraint device. Another 208 children within this age group were seriously injured - 27.4% were not secured in any type of restraint device, 34.6% were in a child restraint, and 25.5% were in an adult safety belt.

Missouri continues to make progress in public information and enforcement efforts to increase the proper use of occupant restraint devices. The child safety seat usage rate continues to increase slowly, however more effort is needed in the area of enforcement by also focusing on child passenger safety during this major campaign. Local law enforcement agencies will be augmented with collateral public information and awareness efforts such as press releases, observational surveys, and educational programs utilizing the Child Passenger Safety (CPS) campaign message during law enforcement efforts in May of 2014.

Missouri's Blueprint to Save More Lives (2012-2016) established "aggressively enforce the child safety seat and booster seat laws," "encourage law enforcement to take a zero tolerance policy when enforcing the secondary occupant protection law," and "increase the emphasis on special occupant protection mobilizations that include information campaigns and selective traffic enforcement programs" as key unrestrained drivers and occupants strategies.

#### **GOALS AND OBJECTIVES:**

**Goal:**  
The goal of this project is to increase law enforcement participation in the Child Passenger Safety (restraint) enforcement campaign to encourage increased use of proper child occupant restraint devices.

**Objective:**  
The Missouri Safety Center will provide law enforcement agencies with overtime funding for the Child Passenger Safety (restraint) enforcement campaign. These resources will be sub-awards grants to law enforcement agencies depending on need and demand as established by the Traffic and Highway Safety Division of MoDOT.

#### **EVALUATION:**

The MHTC will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract\*
5. Accomplishing the Objectives\* established to meet the project Goals, such as:
  - Programs (number and success of programs held compared to planned programs, evaluations if available)
  - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
  - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
  - Public awareness activities (media releases, promotion events, incentive items or education materials produced or purchased)
  - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Traffic and Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

\*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

#### **RESULTS:**

The following data are the results of this enforcement effort: Child Passenger Safety (CPS) Enforcement, Sept. 14 - 20, 2014

Child Passenger Safety (CPS) Enforcement, Sept. 14 - 20, 2014  
Total agencies responded (out of 83) = 74 (89%)

Total agencies responded (out of 83) = 74 (89%) Total agencies participating (out of 83) = 57 (69%)  
Total agencies participating (out of 83) = 57 (69%) Total paid = \$48,110.40  
Total paid = \$48,110.40 Total hours = 1,498.36  
Total hours = 1,498.36 Total officers = 231  
Total officers = 231

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<b>FUNDING:</b>	<b>AWARDED AMOUNT:</b>	<b>DISBURSED AMOUNT:</b>
	\$86,432.92	\$6,784.72

**HS CONTACT:**

Pam Hoelscher

P.O. Box 270

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Jefferson City, MO 65102

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Our mission is to provide a world-class transportation experience that delights our customers and promotes a prosperous Missouri.

### CPS 2014 Enforcement Mobilization (85 agencies)

HSD Home
MODOT Home
Mobilization Results
Select Agency
Staff Reports
Administration
Logout

<b>DWI</b>	<b>Too Close</b>	<b>Stop Sign</b>	<b>Signal Yield</b>	<b>CI Driving</b>	<b>Speeding</b>	<b>Other HMV</b>	<b>Total HMV</b>	<b>Seat Belt</b>	<b>Child Rest</b>	<b>MIP</b>	<b>Open Con</b>	
62	49	469	124	62	43	1998	347	3160	1042	61	1	5

<b>Zero</b>	<b>Fake ID</b>	<b>Other Liquor</b>	<b>Sus/Rev Lic</b>	<b>Uni Mot</b>	<b>Fel Arr</b>	<b>Drug Arr</b>	<b>Stol Veh Rec</b>	<b>Fug App</b>	<b>Other Non HMV</b>	<b>Total Non HMV</b>	<b>Total Viol</b>
0	0	0	421	942	30	59	3	187	1057	3690	6850

<b>Traffic Stops</b>	<b>Hours Worked</b>	<b>Sobriety Chk</b>	<b>BAC Given</b>	<b>BAC Refused</b>	<b>Field Test SFST</b>	<b>DWI 16-20</b>	<b>DWI 21-29</b>	<b>DWI 30-39</b>	<b>DWI 40-50</b>	<b>DWI 50+</b>
5818	2149	1	32	21	62	2	11	22	10	5

<b>Ad Radio</b>	<b>Ad TV</b>	<b>Ad News</b>	<b>Ad Press</b>	<b>Print Website</b>	<b>Warn Too Close</b>	<b>Warn Stop</b>	<b>Warn Signal</b>	<b>Warn Yield</b>	<b>Warn CI Drive</b>	<b>Warn Speed</b>	<b>Warn Other HMV</b>	<b>Warn Total HMV</b>	
2	2	31	2	8	11	18	91	42	11	12	812	280	1266

<b>Warn Seat Belt</b>	<b>Warn Child Rest</b>	<b>Warn MIP</b>	<b>Warn Open Con</b>	<b>Warn Zero</b>	<b>Warn Fake</b>	<b>Warn Other Liquor</b>	<b>Warn Sus</b>	<b>Warn UnInsured</b>	<b>Warn Other Non-HMV</b>	<b>Warn Total Non-HMV</b>	<b>Warn Total</b>
256	69	0	2	0	0	0	0	111	835	1296	2562

<b>Party Calls</b>	<b>Disturbances</b>	<b>Comp Checks</b>	<b>DUI Drug Arrests</b>	<b>Drug Influence</b>
0	11	1	6	3

Total number of records submitted: 88



**PROJECT TITLE:**

Survey Statewide Seatbelt

**PROJECT NUMBER:**

14-OP-05-003

**PROGRAM AREA:**

05

**JURISDICTION SIZE:**

6,000,000

**TYPE OF JURISDICTION:**

Statewide

**TARGETED POPULATION:**

All Drivers

**AGENCY NAME:**

Missouri Safety Center

**AGENCY CONTACT:**

Mr. Terry Butler

**PROJECT DESCRIPTION:**

The Missouri Safety Center proposes to conduct a statewide seat belt survey between June 2 and June 13, 2014.

The 2014 survey will be developed and conducted with an underlying rationale based upon the Uniform Criteria For State Observational Surveys of Seat Belt Use published in the Federal Register (vol. 76, no. 63, Friday, April 1, 2011, pp 18056 -18059) by the National Traffic Safety Administration of the U. S. Department of Transportation. "The sampling frame from which observations sites are selected shall include counties...that account for at least 85 percent of the State's passenger vehicle occupant fatalities..." (Federal Register, op. cit.). While in compliance with the subsequent Final Rule (effective May 2, 2011), it is intended that this survey will utilize a stratified multistage sampling plan which will build upon the strengths of the current Missouri Seat Belt Usage Survey and expand its output to include seat belt usage rates for each of Missouri's seven Missouri Department of Transportation (MoDOT) Regions.

Personnel: The Missouri Safety Center will provide one full-time Professional Staff, LaGena Spence, at 40% of total salary and fringe at \$28,864.88 (this individual could potentially manage 3 additional surveys for an additional \$39,689.21 in grant contributions covering a total of 95% salary, \*match = \$3,608.12) to manage this survey project and complete the following:

- Schedule and conduct methodology meetings with the project team, including the use of statistical consultants, to compare current methodology to the new NHTSA revisions for possible changes resulting in an additional expense to the grant. If methodology revisions require additional observations it may be necessary to employ more observers at an additional expense to the grant.
- Data collector and Quality Control (QC) monitor training will be conducted regionally prior to the June observational survey.
- QC monitor will be given additional training focusing on their specific duties. These include conducting random and unannounced site visits to no less than five percent of the observation sites. Each QC monitor will be given a minimum number of sites they must monitor.
- Be conducted as a continuation of efforts to ensure proper emphasis on road types through statistical weighting to enable daily vehicle miles to become an equalizing factor.

Upon completion of the survey, all data will be collected and analyzed and a final report will be issued to the MoDOT Traffic and Highway Safety Division.

**PROBLEM IDENTIFICATION:**

Traffic crashes are the leading cause of death in the United States. It is well recognized that one of the best means of defense in a crash is to be protected by a seat belt or a child safety seat. Increasing safety belt use has tremendous potential for saving lives, preventing injuries, and reducing the economic costs associated with traffic crashes. The overwhelming percentage of people killed on Missouri roads or seriously injured in 2009-2011, in all probability, had a safety belt available for use (except for pedestrians, bicyclists, and motorcyclists). A substantial number of 2,485 occupants killed in 2009-2011 Missouri traffic crashes were not wearing safety belts compared to those injured and not injured. In fatal crashes where safety belt usage was known, 67.8% of the people who died were not buckled up. Of those 18,279 seriously injured, 35.8% were not belted. Conversely, of those not injured, 722,486 were wearing a safety belt.

Safety belt use dramatically reduces a person's chance of being killed or seriously injured in a traffic crash. Of the drivers involved in 2009-2011 crashes, 1 in 2 was injured when they failed to wear their safety belt, however, when they were wearing a safety belt, their chances of being injured in the crash were 1 in 8. When examining driver deaths, the differences are much more significant. Drivers had a 1 in 30.4 chance of being killed if they were not wearing a safety belt; but that chance dropped dramatically to only 1 in 1,418 if the driver was wearing a safety belt.

The possibility of death and serious injury dramatically increases in cases where the person is ejected from the vehicle at the time of the crash. One of the benefits of being belted is it increases the probability of the person staying in the vehicle and being protected by the vehicle passenger compartment. In known cases of those occupants killed who were totally ejected from the vehicle, 92.3% were not wearing safety belts and of those partially ejected, 88.74% were not belted. Of the occupants not ejected from their vehicles, 53.3% failed to wear their safety belts.

A need exists to assist the Traffic and Highway Safety Division of MoDOT to continue to observe, analyze and report a statewide seat belt usage rate for 2014.

#### **GOALS AND OBJECTIVES:**

##### **Goal:**

To establish a NHTSA-recognized Missouri statewide seat belt usage rate for 2014, through a statewide seat belt observational survey.

##### **Objectives:**

During this grant period the Missouri Safety Center will conduct a statewide seat belt survey between June 2 and June 13, 2014. Upon completion of the survey, all data will be collected and analyzed and a final report will be issued to the MoDOT Traffic and Highway Safety Division.

#### **EVALUATION:**

The MHTC will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract\*
5. Accomplishing the Objectives\* established to meet the project Goals, such as:
  - Programs (number and success of programs held compared to planned programs, evaluations if available)
  - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
  - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
  - Public awareness activities (media releases, promotion events, incentive items or education materials produced or purchased)
  - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Traffic and Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

\*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

#### **RESULTS:**

The National Highway Traffic Administration (NHTSA) issued a new Uniform Criteria for State Observational Surveys of Seat Belt Use, with the Final Rule being published in the Federal Register (Vol. 76, No. 63, Friday, April 1, 2011, Rules and Regulations, pp. 18042 - 10859). The Uniform Criteria was revised in an effort to standardize the requirements for the state-wide observing and reporting of seat belt use for drivers and right front-seat passengers. The new requirements contain numerous important changes to include: county selection based upon fatality-based exclusion criterion rather than the population-based criterion of the past, the use of a weighted calculation based upon several factors, a change in the standard error from 5.0 percent to 2.5 percent, and the involvement of a qualified statistician in the sampling design and annual reporting aspects of the survey. Missouri's methodology was approved by NHTSA March 29, 2013.

The following reports the 2014 results of Missouri's annual state-wide seat belt use survey, the principal objective being to establish a seat belt usage rate of drivers and right front-seat passengers from which strategies targeting educational and

enforcement occupant protection programs can be developed. Missouri's sampling plan addresses both the need for a state-wide seat belt usage rate (required by NHTSA) and a usage rate for each of the seven Missouri Department of Transportation (MoDOT) Districts. A regional coalition consisting of traffic safety experts exists within each of the seven MoDOT District's and is tasked with the development of a regionally based strategy to reduce crash-related fatalities. The ability to provide each regional coalition with a district seat belt use estimate would be helpful in the establishment of programs to improve seat belt use.

Missouri's observational survey of seat belt usage took place June 2nd through June 15th, 2014. MoDOT's Traffic and Highway Safety Division contracted with the Missouri Safety Center located at the University of Central Missouri to help develop, implement, and analyze the 2014 observational survey with the statistical expertise being provided by Dr. Donald N. Nimmer, Director Emeritus of Institutional Research at the University of Central Missouri.

Observers recorded data from 560 sites within the 28 Missouri counties on 117,297 vehicle occupants of whom 90,015 were drivers and 27,282 were outboard front seat passengers; of these, belt use was unknown for 1,044 vehicle occupants.

Based upon a total of 117,297 vehicle occupants observed, the 2014 seat belt use rate on Missouri roadways was found to be 78.8 percent with a standard error of 0.241. Of these 117,297 occupants, seat belt use could not be determined for 1,044 drivers and right front seat passengers. Therefore, the non-response or unknown use rate for the 1,044 occupants was 0.8900 percent, and does not exceed the 10 percent requirement established by NHTSA.

A total of 46 observers were hired and trained by the Missouri Safety Center. All but twelve of the observers were experienced data collectors who had conducted seat belt observations in past surveys. The twelve newly hired surveyors received additional and individual training from the Missouri Safety Center.

The Quality Control (QC) Monitors were given additional training that focused on their specific duties. These duties included verifying that the observers were at the appropriate observation site during the assigned time, ensuring that the observers were following field protocol and offering assistance if needed. Seven quality control monitors were utilized to conduct random unannounced visits to 161 of the total 560 observation sites. This represents a 28 percent monitoring rate which is well above the 5 percent rate required by NHTSA.

Statewide Official Final Report to MoDOT's Traffic and Highway Safety Division is forthcoming as of November 20, 2014.

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<b>FUNDING:</b>	<b>AWARDED AMOUNT:</b>	<b>DISBURSED AMOUNT:</b>
402 / 20.600	\$138,883.35	\$129,226.16

**HS CONTACT:**

Scott Jones  
P.O. Box 270  
830 MoDOT Drive  
Jefferson City, MO 65102  
1-800-800-2358





**PROJECT TITLE:**

Enforcement - CIOT

**PROJECT NUMBER:**

14-OP-05-002

**PROGRAM AREA:**

05

**JURISDICTION SIZE:**

6,000,000

**TYPE OF JURISDICTION:**

Statewide

**TARGETED POPULATION:**

All Drivers

**AGENCY NAME:**

Missouri Safety Center

**AGENCY CONTACT:**

Mr. Terry Butler

**PROJECT DESCRIPTION:**

Through this grant the Missouri Safety Center will help encourage law enforcement agencies to participate in the State's occupant protection enforcement and special mobilization efforts to increase the awareness and compliance of seat belt usage by all Missouri drivers. This will be accomplished through sub-award grants to law enforcement agencies, selected by the THSD, making available overtime funds to encourage law enforcement agencies to increase their occupant protection enforcement during the May and June national Click It or Ticket (CIOT) campaign. Additional agencies may be added or removed based on available funds and guidance from the Traffic and Highway Safety Division - MoDOT.

Personnel: The Missouri Safety Center will provide one full-time Support Staff, Office Professional at 20% of total salary and fringe or \$6,887.03 to meet the goals and objectives of this grant (this individual manages 4 additional enforcement grants for an additional \$34,435.15 in grant contributions covering a total of 100% salary).

Upon receipt of the Traffic and Highway Safety Division at MoDOT enforcement database which includes the identified law enforcement agencies and their individual funding amounts, a pre-post news release and the enforcement informational letter with the established deadlines for submission, the Missouri Safety Center will:

- E-mail invitations and sub-award grant contracts to all designated agencies,
- Either by phone or electronically make a minimum of two contacts to those agencies that did not respond by the established deadline and determine their participation status, and inform Traffic and Highway Safety Division representative,
- E-mail the participation and informational documents to law enforcement agencies upon receipt of their signed contracts indicating their desire to participate,
- Receive, upon completion of the enforcement effort, the agency Manpower Report Form indicating the number of officers and hours worked for reimbursement,
- Receive, upon completion of the enforcement effort, departmental documentation for verification of officer(s) overtime payment,
- Make, as needed, additional contacts to those agencies that have not submitted their Manpower Report Form by the established deadline,
- Verify the participating agency has submitted their Enforcement Statistics Reports via the Traffic and Highway Safety Division Online Mobilization Reporting system,
- Verify the Manpower Report Form and requested reimbursement amounts are accurate and within the contract specifications, approve, and process for payment,
- Submit a report and reimbursement voucher to the Traffic and Highway Safety Division at MoDOT upon completion of the enforcement effort,
- Submit back to Traffic and Highway Safety the updated databases.

**PROBLEM IDENTIFICATION:**

Traffic crashes are the leading cause of death in the United States. It is well recognized that one of the best means of defense in a crash is to be protected by a seat belt or a child safety seat. Increasing safety belt use has tremendous potential for saving lives, preventing injuries, and reducing the economic costs associated with traffic crashes. The overwhelming percentage of people killed on Missouri roads or seriously injured in 2009-2011, in all probability, had a safety belt available for use (except for pedestrians, bicyclists, and motorcyclists). A substantial number of 2,485 occupants killed in 2009-2011 Missouri traffic crashes were not wearing safety belts compared to those injured and not injured. In fatal crashes where safety belt usage was known, 67.8% of the people who died were not buckled up. Of those 18,279 seriously injured, 35.8%

were not belted. Conversely, of those not injured, 722,486 were wearing a safety belt.

Safety belt use dramatically reduces a person's chance of being killed or seriously injured in a traffic crash. Of the drivers involved in 2009-2011 crashes, 1 in 2 was injured when they failed to wear their safety belt, however, when they were wearing a safety belt, their chances of being injured in the crash were 1 in 8. When examining driver deaths, the differences are much more significant. Drivers had a 1 in 30.4 chance of being killed if they were not wearing a safety belt; but that chance dropped dramatically to only 1 in 1,418 if the driver was wearing a safety belt.

The possibility of death and serious injury dramatically increases in cases where the person is ejected from the vehicle at the time of the crash. One of the benefits of being belted is it increases the probability of the person staying in the vehicle and being protected by the vehicle passenger compartment. In known cases of those occupants killed who were totally ejected from the vehicle, 92.3% were not wearing safety belts and of those partially ejected, 88.74% were not belted. Of the occupants not ejected from their vehicles, 53.3% failed to wear their safety belts.

Missouri continues to make progress, through public information and enforcement efforts, to increase the use of seat belts, however; more effort is needed in the area of enforcement during the national Click It or Ticket campaign. Missouri's Blueprint to Save More Lives (2012-2016) established "aggressively enforce the occupant protection component of the GDL law," "encourage law enforcement to take a zero tolerance policy when enforcing the secondary occupant protection law," and "increase the emphasis on special occupant protection mobilizations that include information campaigns and selective traffic enforcement programs" as key unrestrained drivers and occupants strategies.

#### **GOALS AND OBJECTIVES:**

##### **Goal:**

The goal of this project is to encourage increased participation by law enforcement partners in the State's occupant protection enforcement and special mobilization efforts during the national Click It or Ticket (CIOT) campaign.

##### **Objective:**

During this grant period the Missouri Safety Center will provide targeted law enforcement agencies with the resources to pay full, part-time and reserve officers overtime for occupant protection enforcement in targeted locations to increase the awareness and compliance of seat belt usage by all Missouri drivers during the national Click It or Ticket (CIOT) campaign. These resources will be in the form of sub-award grants to law enforcement identified by the Traffic and Highway Safety Division of MoDOT (THSD).

#### **EVALUATION:**

The MHTC will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract\*
5. Accomplishing the Objectives\* established to meet the project Goals, such as:
  - Programs (number and success of programs held compared to planned programs, evaluations if available)
  - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
  - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
  - Public awareness activities (media releases, promotion events, incentive items or education materials produced or purchased)
  - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Traffic and Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

\*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

#### **RESULTS:**

Out of 152 agencies that were offered mini-grants through the Missouri Safety Center, 119 responded (79%). Eighty-six agencies used the funding (57%) using \$124,187.86 of grant funds. There were a total of 3,883 officer hours billed, with 460 officers participating. Including administrative costs incurred by the Missouri Safety Center, a total of \$132,214.48 was

expended on this project.

Total participation in Click It or Ticket for 2014 included 150 agencies reporting to the on-line Mobilization Reporting website. Agencies reported a total of 5,660 seat belt citations (301 warnings) and 226 child restraint citations (15 warnings). Several larger agencies used their own grant funds to schedule overtime enforcement during this mobilization and did not utilize mini-grant funding.

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<b>FUNDING:</b>	<b>AWARDED AMOUNT:</b>	<b>DISBURSED AMOUNT:</b>
402 / 20.600	\$224,945.57	\$132,214.48

**HS CONTACT:**

Scott Jones

P.O. Box 270

830 MoDOT Drive

Jefferson City, MO 65102

1-800-800-2358



**PROJECT TITLE:**

Survey - CPS

**PROJECT NUMBER:**

14-OP-05-023

**PROGRAM AREA:**

05

**JURISDICTION SIZE:**

6,000,000

**TYPE OF JURISDICTION:**

Statewide

**TARGETED POPULATION:**

Youth

**AGENCY NAME:**

Missouri Safety Center

**AGENCY CONTACT:**

Mr. Terry Butler

**PROJECT DESCRIPTION:**

The Missouri Safety Center proposes to conduct a child safety seat survey between March 1st and May 31st, 2014, in 18 counties at 21 Wal-Mart stores. The purpose of the survey is to determine observed restraint use versus nonuse of restraint devices (i.e. child safety seat, booster seat and safety belt) by children under the age of four. Observations will be based upon use vs. nonuse and will not determine "correct" usage of these restraints. The survey will observe use vs. nonuse in all cars, pickup trucks, vans and buses manufactured with safety belts. The methodology will continue to be the same as all previous child safety seat surveys.

For the child safety seat survey, the Missouri Safety Center, in cooperation with the Traffic & Highway Safety Division, MoDOT, and the MO CPS Advisory Committee, will maintain a core group of trained observers to ensure accurate and consistent data collection. Detailed reports will be submitted to the Highway Safety Division upon completion of the survey.

Personnel: The Missouri Safety Center will provide one full-time Professional Staff, LaGena Spence, at 15% of total salary and fringe at \$10,824.33 (this individual could potentially manage 3 additional surveys for an additional \$57,729.76 in grant contributions covering a total of 95% salary, \*match = \$3,608.12) to manage this survey project and complete the following:

The 2014 survey will be developed and conducted as a replication of former surveys and will be conducted at the same locations, time of day and day of the week and conducted by a similar number of observers.

Upon completion of the survey, all data will be collected and analyzed and a final report will be issued to the Traffic and Highway Safety Division - MoDOT.

**PROBLEM IDENTIFICATION:**

In 2009-2011, 15 children under the age of 4 were killed in a motor vehicle; 20% were not using any type of restraint device (in known cases). Another 107 children were seriously injured. In known cases, 16.8% were not in any restraint device and 5.6% were in an adult safety belt.

During that same period of time 13 children, ages 4 through 7, were killed in a motor vehicle; in known cases, 46.2% were not using any type of restraint device. Another 208 children within this age group were seriously injured - 27.4% were not secured in any type of restraint device, 34.6% were in a child restraint, and 25.5% were in an adult safety belt.

The last child safety seat usage observational survey was conducted in 2009, an opportunity exists to update the data by conducting another child safety seat survey to establish current usage rates in Missouri.

**GOALS AND OBJECTIVES:****Goal:**

1. Conduct a child safety seat survey between March 1st and May 31st, 2014, in 18 counties at 21 Wal-Mart stores.

**Objective:**

1. To determine observed restraint use (i.e. child safety seat, booster seat and safety belt) versus non use by children under the age of four. The methodology will continue to be the same as all previous child safety seat surveys.



## EVALUATION:

The MHTC will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract\*
5. Accomplishing the Objectives\* established to meet the project Goals, such as:
  - Programs (number and success of programs held compared to planned programs, evaluations if available)
  - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
  - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
  - Public awareness activities (media releases, promotion events, incentive items or education materials produced or purchased)
  - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Traffic and Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

\*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

## RESULTS:

Summary of the Findings

- The 2014 data from 21 survey sites revealed that 91.2 percent of the 2,432 children under age four were restrained. This is a 0.1 percent decrease from the reported 2009 restraint use figure (91.3%).
- Manchester (97%), Troy (97%), Kirkwood (96%), Festus (96%), and Warrensburg (96%) had the highest child restraint use respectfully. Gladstone, Aurora, Springfield, Wentzville, Osage Beach, Bolivar, Higginsville, Lee's Summit, Oak Grove, and Kirksville had over 90 percent child restraint use. Sikeston had the lowest restraint use rate at 79 percent.
- Ninety-two percent of the children were located in the back seat of the vehicle.

The 18 counties were randomly selected from the list of Urban and Rural counties utilized for the Statewide Safety Belt Survey prior to 2013. Jackson and St. Louis Counties were automatically placed in the pool, due to their large population base. Three additional Urban counties (population of 50,000 or more) and 13 rural counties (population less than 50,000) were randomly selected from the pool of five remaining Urban and 13 Rural counties. The Urban counties selected were: Boone, Clay, Greene, Jackson, St. Louis, and St. Charles. Adair, Camden, Callaway, Jefferson, Johnson, Lawrence, Lafayette, Lincoln, Platte, Polk, Scott, and Webster were selected from the Rural county pool. Greene County was in the original pool of counties selected for the statewide safety belt survey but was later replaced.

Most surveys were conducted on Friday, Saturday or Sunday. Collection periods were in two hour blocks from 9:00-11:00 am, 1:00-3:00 pm, and 5:00-7:00 pm totaling six observational hours per site. There were a total of 126 hours of observational time for the 21 survey sites. A total of 2,432 children were observed under the age of four riding in 2,056 vehicles.

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<b>FUNDING:</b>	<b>AWARDED AMOUNT:</b>	<b>DISBURSED AMOUNT:</b>
	\$39,241.70	\$31,375.79

## HS CONTACT:

Pam Hoelscher

P.O. Box 270

830 MoDOT Drive

Jefferson City, MO 65102

1-800-800-2358

**PROJECT TITLE:**

CPS 2011(d)

**PROJECT NUMBER:**

14-K3-05-002

**PROGRAM AREA:**

05

**JURISDICTION SIZE:**

5,700,000

**TYPE OF JURISDICTION:**

Statewide

**TARGETED POPULATION:**

Statewide

**AGENCY NAME:**

Traffic and Highway Safety Division

**AGENCY CONTACT:**

Mrs. Pamela Hoelscher

**PROJECT DESCRIPTION:**

Funding will cover the costs of CPS training and supplies (including child safety seats and booster seats), printing, and travel expenses relating to child passenger safety education. In addition, a supply of child safety seats will be provided to Inspection Stations listed on the NHTSA website (that also follow guidelines as set forth by the Missouri CPS Advisory Committee). Law Enforcement overtime and Media expenses will be covered under a separate 2011(d) grant.

Note: Missouri has been awarded Section 2011(d) grant funding every year since 2006 when it qualified for the funding. Staff will continue to make application if funding is available during the coming fiscal year.

**PROBLEM IDENTIFICATION:**

Motor vehicle crashes remain the leading cause of unintentional injury-related deaths among children under the age of 16 years in Missouri. In 2010, 17 fatalities, and 100 reported disabling injuries to children under age 8 were due to motor vehicle crashes in Missouri. Many of the injuries and fatalities occur when children ride unrestrained or are improperly restrained. It is estimated that 73 percent of children nationwide who are placed in child safety seats are improperly restrained.

Lack of funds to purchase child safety seats and booster seats contributes to lower usage rates among low-income families. However, research shows that 95 percent of low-income families who own a child safety seat use it. Improving access to affordable child restraint systems and educating parents or care-givers about proper installation and use are key components to increase use rates in these socio-economic groups

**GOALS AND OBJECTIVES:**

Goal:

Expand efforts to reduce the total number of fatalities and serious injuries to children ages birth to eight.

Objectives:

- Support 6 CPS classes this fiscal year
- Distribute 100,000 brochures on the proper installation and use of child safety seats
- Distribute 6000 car seats/booster seats to low income families
- Participate in statewide CPS enforcement/education campaign

**EVALUATION:**

The MHTC will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract\*
5. Accomplishing the Objectives\* established to meet the project Goals, such as:

- Programs (number and success of programs held compared to planned programs, evaluations if available)
  - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
  - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
  - Public awareness activities (media releases, promotion events, incentive items or education materials produced or purchased)
  - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Traffic and Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

\*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

The above Evaluation criteria do not apply to program coordination contracts.

**RESULTS:**

There were 12 MoDOT-sponsored CPS courses held during this fiscal year. One hundred eighty new CPS technicians became certified. The certification classes were held in Hannibal, Waynesville, Linn, Springfield, Fenton, West Plains, Hayti, Potosi, St. James, Fort Wood, Columbia, and Joplin. In addition, some registration fees were reimbursed for these classes. Equipment such as a lap top, car seats and pool noodles were purchased for use during classes.

Approximately 805 child safety seats were provided throughout the fiscal year to approximately 100 inspection stations statewide.

Media buys and CPS Week Enforcement Mobilizations were also supported with the 2011(d) funding. Those projects are covered under 2 other separate reports and are included in this 2014 Annual Report.

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FUNDING:	AWARDED AMOUNT:	DISBURSED AMOUNT:
	\$50,835.62	\$31,638.35

**HS CONTACT:**

Pam Hoelscher  
P.O. Box 270  
830 MoDOT Drive  
Jefferson City, MO 65102  
1-800-800-2358

**PROJECT TITLE:**

2014 CPS Summit

**PROJECT NUMBER:**

14-CR-05-003

**PROGRAM AREA:**

05

**JURISDICTION SIZE:**

36,556

**TYPE OF JURISDICTION:**

Rural

**TARGETED POPULATION:**

Statewide

**AGENCY NAME:**

Lincoln County Health Dept.

**AGENCY CONTACT:**

Ms. Lisa Sittler

**PROJECT DESCRIPTION:**

This funding will be used to finance the travel/hotel expenses for the Missouri CPS Advisory Committee. Attendance to the Annual CPS Summit will afford members (strategically placed around the state) to come together to discuss budget/plans for CPS programs in Missouri, including improvements/enhancements to the existing CPS programs.

**PROBLEM IDENTIFICATION:**

Due to passage of Booster Seat legislation in 2006, the MO CPS Advisory Committee was organized to assist with policy regarding the new legislation. The Advisory Committee needs to meet on an annual basis so members can discuss enhancements to existing CPS programs in Missouri, and a budget/plan for coming fiscal year.

**GOALS AND OBJECTIVES:**

To fund travel/hotel/banquet expenses for CPS Advisory Committee members to attend the annual CPS Summit

**EVALUATION:**

The MHTC will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract\*
5. Accomplishing the Objectives\* established to meet the project Goals, such as:
  - Programs (number and success of programs held compared to planned programs, evaluations if available)
  - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
  - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
  - Public awareness activities (media releases, promotion events, incentive items or education materials produced or purchased)
  - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Traffic and Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

\*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

**RESULTS:**

The MO CPS Advisory Committee met during its Annual CPS Summit on July 31-August 1, 2014. A Media Skills Course sponsored by NHTSA was provided for the group. Ginny Vineyard facilitated the class for all committee members on the first

day of the Summit. A working lunch was held with representatives attending from local media groups. A question/answer session was held.

CPS Coordinator Pam Hoelscher provided or reported on the following: Current Instructor/Technician/Inspection Station Listings, status of Missouri recertifications; status of child safety seat order for 2014, fatalities/serious injuries map for ages 8-12; Seat Check Saturday September 20, 2014, the 2013 National Survey of the Use of Booster Seats, Budget/Priorities for FY2015. The coordinator also informed the group about the CPS Enforcement Mobilization that will be held during National CPS Week, and that a CPS Survey was held in the spring of 2014, however, results were not available at this time.

Daphne Greenlee reported she is planning a CPS Buckle Up Conference the following May. All members were invited/encouraged to attend. The scheduled dates are May 27-28, 2015.

Other members reported on CPS activities in each of their areas. The next CPS Summit will be scheduled during the same time frame next year.

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<b>FUNDING:</b>	<b>AWARDED AMOUNT:</b>	<b>DISBURSED AMOUNT:</b>
	\$10,000.00	\$1,245.04

**HS CONTACT:**

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## ENGINEERING SERVICES

The most effective traffic safety program includes three component parts: 1) Enforcement; 2) Education; and 3) Engineering. This program area identified engineering issues and incorporates them into a comprehensive countermeasure effort. In addition, data collection supplements these components—without the timely collection of statistics, none of the countermeasures would be complete.

### BENCHMARKS

Established	Result
<p>To assure there is a robust traffic data system available to assist all data users in development of appropriate traffic safety countermeasures</p> <p>Benchmark:</p> <ul style="list-style-type: none"> <li>In 2009, local law enforcement agencies began electronically submitting crash reports through LETS.</li> </ul>	<p>In 2014, there were four (4) LETS training courses conducted. A total of five (2) webinars were also conducted to instruct law enforcement agencies in their implementation of LETS. A one hour webinar was recorded for reuse and reference for LETS administrators. In total eighteen (18) law enforcement agencies took advantage of the training provided.</p>
<p>To provide adequate training on an annual basis that will support and enhance the ability of state and local agencies in developing accident countermeasures</p> <p>Benchmark:</p> <ul style="list-style-type: none"> <li>Conduct one road safety audit with law enforcement</li> </ul>	<p>Agencies are capable of electronically filing their crash reports into the Missouri State Accident Reporting System (STARS). MSHP Traffic Records Division personnel completed 7 STARS Accident Report/ Classification Training sessions to 132 representatives from 51 local law enforcement agencies. These seminars were held at Jefferson City, Lee's Summit, Macon, Poplar Bluff, Springfield, and Weldon Spring.</p>

### Strategies

Identified	Implemented
<p>Encode all accident reports into the STARS system, ensuring accuracy and efficiency, and provide equipment to support STARS maintenance</p>	<p>The total number of motor vehicle accident reports encoded into STARS was 139,004 compared to 123,858 reports encoded for the period October 1, 2012, through September 30, 2013. Traffic Records Division personnel worked 2,777 overtime hours processing 47,194 accident reports. A total of 500 coroner kits were purchased for coroners and medical examiners to collect specimens from traffic fatality victims. A total of 606 kits were distributed when division personnel attend the fall and spring coroner training.</p>
<p>Utilize statistics gathered from STARS to assist MoDOT's Traffic and Highway Safety Division and local communities in developing problem identification</p>	<p>STARS statistical reports are available to all local agencies. MoDOT's Traffic and Highway Safety Division utilize the maps when assessing statewide grants based on problem identification.</p>
<p>Provide expertise and funding to assure communities are in compliance with uniform traffic codes and that the bridges within their jurisdictions are upgraded in terms of their safety</p>	<p>Consulting services were provided for Traffic engineering projects around the state. Funding was focused on correcting operational problems on city and county streets, and highways.</p> <p>A total of 18 consultant projects were funded through the grant this fiscal year. Those consultant services were provided on projects located in Belton County, Jefferson County, Hillsboro, St. Peters, O'Fallon, Harrisonville, Rolla, Independence, Strafford, Holts Summit and Ashland.</p>
<p>Provide training to assure state and local engineers are kept abreast of current technology</p>	<p>In May 2014, the state of Missouri held its annual Traffic and Safety Conference. Over 200 participants attended this year's conference that covered various safety and traffic topics. Many of the speakers came from locations across the United States to demonstrate their knowledge of exciting subject matter. During the conference, separate workshops were held to train individuals on various subjects. The 2014 conference received many positive remarks documented on the evaluation forms.</p>

Continue LETS software improvement and training – train users on accessing and utilizing LETS system, log users into the system, and provide help desk through REJIS	LETS training was performed at the REJIS St Louis location and Kansas City Police Academy on four (4) separate dates during 2014. A total of nineteen (18) LETS agencies were trained.
Continue to serve on the Traffic Records Coordinating Committee and assist in the redevelopment of the Missouri Traffic Records Strategic Plan	THSD serve as members and facilitators on the TRCC Committee. THSD provides crucial data and contact information for completion of the strategic plan.
Continue to emphasize linkage capability within the traffic records data systems to generate merged records for analytic purposes.	Merged records are generated for analytic purposes. The recommendations made by the Traffic Records Assessment Team are continually reviewed and implemented when possible.
Implement recommendations of the 2011 Traffic Records Assessment into the statewide strategic plan (as required in Section 405C implementing guidelines)	The Traffic Records Coordinating Committee reviews guidelines and continues to consider and include recommendations from the 2011 Assessment on an annual basis.
Continually refine and enhance Missouri’s data collection and analysis systems in order to produce tables and reports that provide standardized exposure data for use in developing traffic safety countermeasure programs	The THSD worked the MSHP statistical analysis center to provide updated information on the MSHP web site. Crash data is made available to cities and counties needing to develop highway safety countermeasure projects.
Promote use of the online law enforcement mobilization reporting system	The online law enforcement mobilization reporting system continues to be very effective. Reports can be generated from the information entered by law enforcement agencies into the system. This reporting system is promoted during grant workshops, conferences, and visits with the agencies.
Collaborate with the Missouri State Highway Patrol to assure that Missouri’s traffic crash report form complies with 2008 revised MMUCC standards	The MSHP has revised the crash report to include the necessary MMUCC guidelines. The MSHP is using the revised report and has issued local agencies the revised report so that all agencies in the state will be completing the same crash report. The new crash reports were fully implemented in January 2012.
Maintain and improve as needed a totally Web-based Highway Safety grants management system working in conjunction with the Highway Safety Office, REJIS, and MoDOT’s Information Technology division	The GMS is continually updated/enhanced as needed. The most recent rewrite was completed and was made available for the processing of the 2010 grants. We are currently reviewing the process to develop a complete online paperless grant submission system.

**PROJECT TITLE:**

MoDOT Traffic Safety Conference

**PROJECT NUMBER:**

14-RS-11-001

**PROGRAM AREA:**

11

**JURISDICTION SIZE:**

5,700,000

**TYPE OF JURISDICTION:**

Statewide

**TARGETED POPULATION:**

Statewide

**AGENCY NAME:**

Traffic and Highway Safety Division

**AGENCY CONTACT:**

Mrs. Pamela Hoelscher

**PROJECT DESCRIPTION:**

Host a traffic safety conference. The conference will provide a forum for the discussion of highway safety engineering topics and include speakers from both the public and private sectors. The conference will be approximately two days in length and include about one hundred (100) participants. It will be held in the spring. Contract expenses include location and speaker costs.

**PROBLEM IDENTIFICATION:**

On the local government level there exists a lack of trained personnel in traffic engineering. Often the task of evaluating or recognizing traffic problems lies with personnel whose primary responsibilities are directed elsewhere. Their training and qualifications are not always related to traffic or safety engineering. This becomes a support problem in that trained personnel are needed who are aware of the traveling and pedestrian public.

**GOALS AND OBJECTIVES:**

Provide a conference for traffic safety engineers and advocates to share success stories and ideas regarding traffic safety.

**EVALUATION:**

The MHTC will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract\*
5. Accomplishing the Objectives\* established to meet the project Goals, such as:
  - Programs (number and success of programs held compared to planned programs, evaluations if available)
  - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
  - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
  - Public awareness activities (media releases, promotion events, incentive items or education materials produced or purchased)
  - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Traffic and Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

\*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

The above Evaluation criteria do not apply to program coordination contracts.

**RESULTS:**

In May 2014, the state of Missouri held its annual Traffic and Safety Conference. Over 200 participants attended this year's conference that covered various safety and traffic topics. Many of the speakers came from locations across the United States to demonstrate their knowledge of exciting subject matter. During the conference, separate workshops were held to train individuals on various subjects. The 2014 conference received many positive remarks documented on the evaluation forms.

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<b>FUNDING:</b>	<b>AWARDED AMOUNT:</b>	<b>DISBURSED AMOUNT:</b>
	\$36,000.00	\$35,207.06

**HS CONTACT:**

Pam Hoelscher

P.O. Box 270

830 MoDOT Drive

Jefferson City, MO 65102

1-800-800-2358

**PROJECT TITLE:**

CPS Program Activities

**PROJECT NUMBER:**

14-CR-05-001

**PROGRAM AREA:**

05

**JURISDICTION SIZE:**

5,700,000

**TYPE OF JURISDICTION:**

Statewide

**TARGETED POPULATION:**

Statewide

**AGENCY NAME:**

Traffic and Highway Safety Division

**AGENCY CONTACT:**

Mrs. Pamela Hoelscher

**PROJECT DESCRIPTION:**

Fewer children will be injured or killed in motor vehicle crashes every year by ensuring that parents and care-givers are provided with accurate information about the correct installation and proper use of child restraints.

In an effort to provide consistency among CPS Instructors, this funding may also be used to finance the travel expenses for two members of the Missouri CPS Advisory Committee (who are required to hold instructor certification) to a CPS related Conference where they can obtain technical updates. Attendance at a CPS related conference will also afford them the opportunity to network with other instructors/technicians as well as other safety professionals from other states so they can bring back valuable information that will be shared with CPS communities around the state.

In addition, this funding may be used to purchase child safety seats and other necessary expenses for exhibits not allowable under the 2011(d) grant funding, such as t-shirts or other incentives with safety messages.

**PROBLEM IDENTIFICATION:**

Motor vehicle crashes are the leading cause of death for children ages 2-14. More than 90% of child restraints are estimated to be used incorrectly in Missouri. Many children age 14 and under ride in the wrong restraint type for their age and size. Sometimes manufacturer's instructions are difficult to understand. Therefore, parents or care-givers may need assistance in understanding the procedures for correct installation of child safety seats.

It is imperative that instructors stay abreast of the most current technology regarding child passenger safety issues so the information may be passed on to the public through certified child passenger safety technicians. Travel and expenses for Missouri CPS Instructors are not allowed under the 2011(d) grant, therefore, some instructors who serve on the MO CPS Advisory Committee are not able to attend the Annual Lifesavers Conference or other CPS-related conferences or meetings, during which new technology or other CPS updates regarding child safety seats are offered.

**GOALS AND OBJECTIVES:**

To provide funding for expenses for CPS professionals which are not authorized under 2011(d) funding.

**Objectives:**

- Fund expenses for state or national CPS Conferences/Meetings/Trainings
- Purchase child safety seats for exhibits, etc.
- Other purchases relating to CPS activities not authorized under 2011(d) funding

**EVALUATION:**

The MHTC will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract\*



5. Accomplishing the Objectives\* established to meet the project Goals, such as:

- Programs (number and success of programs held compared to planned programs, evaluations if available)
  - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
  - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
  - Public awareness activities (media releases, promotion events, incentive items or education materials produced or purchased)
  - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Traffic and Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

\*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

The above Evaluation criteria do not apply to program coordination contracts.

**RESULTS:**

This grant funding was used to cover travel expenses for a member of the MO CPS Advisory Committee to attend a CPS related Conference; this year Kathy Zents attended the 2014 KIM Conference where she took the opportunity to discuss issues/concerns with car seat manufacturers involving the newest child safety seats on the market. She shared this information with other Committee members during the Annual CPS Summit. This funding is important as it is the only funding opportunity for some MO CPS Advisory Committee members to be able to travel to and attend these valuable child passenger safety conferences.

Child safety seats were also purchased and distributed to the remaining inspection stations that had not received a previous order for the current fiscal year. A few car seats used for training purposes were also purchased.

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<b>FUNDING:</b>	<b>AWARDED AMOUNT:</b>	<b>DISBURSED AMOUNT:</b>
402 / 20,600	\$22,600.00	\$12,769.72

**HS CONTACT:**

Pam Hoelscher  
P.O. Box 270  
830 MoDOT Drive  
Jefferson City, MO 65102  
1-800-800-2358



**PROJECT TITLE:**

TEAP

**PROJECT NUMBER:**

14-RS-11-002

**PROGRAM AREA:**

11

**JURISDICTION SIZE:**

5,700,000

**TYPE OF JURISDICTION:**

Statewide

**TARGETED POPULATION:**

Statewide

**AGENCY NAME:**

Traffic and Highway Safety Division

**AGENCY CONTACT:**

Mrs. Pamela Hoelscher

**PROJECT DESCRIPTION:**

Traffic Engineering Assistance Program (TEAP)

The purpose of this task is to retain private consulting firms with expertise in traffic engineering to aid cities and counties with specific operational problems on their streets and highways. This project will provide for the retention of at least two consultants, which can address local agency problems anywhere in the state without geographical limitations. Requests are submitted to the Missouri Department of Transportation by local agencies. If the local agencies meet the criteria for participation in the Traffic Engineering Assistance Program, selections will be made by the Missouri Department of Transportation based upon need and ability. NOTE: This project does not provide for actual design in connection with the solution. It attempts to provide solutions to traffic problems.

**Conditions**

All announcements, printings, and reports shall list the MoDOT Highway Safety Division and the Federal Highway Administration as program sponsors.

The Missouri Department of Transportation will submit a letter of notification to the Highway Safety Division's Program Coordinator stating that a study has been completed. The letter must include a brief description of the study and information about the local agency that benefited from the study.

**PROBLEM IDENTIFICATION:**

Traffic Engineering Assistance Program (TEAP)

It is often necessary for cities and counties to obtain the services of private consulting engineering firms in order to aid them in correcting operational problems on their streets and highways. Correction of these problems can require detailed assessment of traffic crash analysis, traffic counts, speed surveys, minor origin and destination studies, non-rapid transit studies, parking supply and demand, capacity analysis, lighting analysis and design, traffic control devices (inventory and layout), or traffic signal progression analysis and design. Most cities and counties do not have personnel with expertise in these areas to perform the necessary analysis. (This is not a complete list of what studies a traffic engineer 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.

**GOALS AND OBJECTIVES:****TEAP:**

The TEAP Program is aimed at correcting operational problems on city and county streets and highways

**EVALUATION:**

The MHTC will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)

4. Attaining the Goals set forth in this contract\*
5. Accomplishing the Objectives\* established to meet the project Goals, such as:
  - Programs (number and success of programs held compared to planned programs, evaluations if available)
  - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
  - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
  - Public awareness activities (media releases, promotion events, incentive items or education materials produced or purchased)
  - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Traffic and Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

\*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

The above Evaluation criteria do not apply to program coordination contracts.

**RESULTS:**

Consulting services were provided for Traffic engineering projects around the state. Funding was focused on correcting operational problems on city and county streets, and highways.

A total of 18 consultant projects were funded through the grant this fiscal year. Those consultant services were provided on projects located in Belton County, Jefferson County, Hillsboro, St. Peters, O'Fallon, Harrisonville, Rolla, Independence, Strafford, Holts Summit and Ashland.

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FUNDING:	AWARDED AMOUNT:	DISBURSED AMOUNT:
	\$60,000.00	\$55,820.68

**HS CONTACT:**

Pam Hoelscher  
 P.O. Box 270  
 830 MoDOT Drive  
 Jefferson City, MO 65102  
 1-800-800-2358



## PUBLIC INFORMATION & EDUCATION

This program area addresses the broad spectrum of educating the public about traffic-safety related issues. Although included within the Statewide Problem Analysis information, public information & education components were built into each program area where possible.

Overall since 2005, due to the combined efforts of highway safety advocates in the Missouri Coalition for Roadway Safety, 2,940 lives have been saved on Missouri roadways, a decrease of 40.6 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.

While our roads are safer than they have been in many years, there are still too many senseless crashes and 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.

Note: The State Attitudes Survey Results is included in this report (see Appendix A).

### BENCHMARKS

Established	Result
2011 Fatalities--786	2012 Fatalities—826; 2013-No FARS data available.
Promote Missouri's traffic safety issues to improve understanding and increase compliance with state traffic laws, thereby reducing fatalities and disabling injuries <ul style="list-style-type: none"> <li>• Traffic crash stats relevant to target audiences</li> <li>• Develop campaign messages</li> <li>• Increase safety device use</li> <li>• Distribute pieces of traffic safety materials through on-line ordering system</li> </ul>	See graph attached to this report for campaign message information.
Increase Safety devices used: Statewide safety belt use rate = 79 percent in 2012; Teen safety belt use rate = 66 percent in 2012; Commercial vehicle safety belt use rate (note: this survey is not conducted annually) = 80.6 percent in 2010—74; Child safety seat and/or booster seat use rate = 91 percent in 2009; Motorcycle helmet usage rate (note: this survey is not conducted annually) =99.2 percent in 2005	Statewide safety belt use rate = 79% in 2012 (2013 final results is unavailable at this time) Teen safety belt use rate = 66 % in 2012, 67% in 2013 Commercial vehicle safety belt use rate (note: this survey is not conducted annually) = 80.6 % in 2010, 81.5% in 2012 Child safety seat and/or booster seat use rate = 91 % in 2009 (additional survey scheduled in 2014) Motorcycle helmet usage rate (note: this survey is not conducted annually) = 99.3 percent in 2005, in 2013 usage rate was 99.2
Distribute pieces of traffic safety materials	Pieces of traffic safety materials distributed in 2010 – 300,416; 2011 – 218,462, 2012 – 184,404, 2013--191,421

### Strategies

Identified	Implemented
Serve as the point of contact for the media and the general public to field questions, conduct interviews, and provide information	Contact information is listed on our web site. Every press release that goes out contains contact information. Various questions are also fielded through social media outlets such as Facebook and Twitter.
Conduct an attitude and awareness survey. The survey will contain questions on occupant protection, impaired driving, speeding, and distracted driving (cell phone/texting)	An attitude and awareness survey was conducted with the final report published in May 12, 2014. The research project surveyed 2,513 adult Missouri drivers in April 2014 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. Special emphasis was placed on ensuring that the sample reflected Missouri's geographic, age, and gender diversity. A complete copy of the survey can be found in Appendix A of this document.
Organize and/or participate in press events and work with media outlets across the state to promote highway safety initiatives	Press conferences were held for various statewide media campaigns and were well attended and supported.

Encourage the media to participate in campaigns by publicizing our messages	Every paid media campaign is introduced with a statewide press release, and several with press conferences.
Publicize the services and resources of the Highway Safety Office to the general public through our Web sites at <a href="http://www.saveMOLives.com">www.saveMOLives.com</a> , in workshops, at conferences/exhibits, and through our materials	Every press release, advertisement or promotional item that goes out contains the web address. The web site is continually being updated with campaign and statistical information.
Develop, update and disseminate public information/promotional/educational materials and websites	Continual updates to the <a href="http://saveMOLives.com">saveMOLives.com</a> web site and educational materials ensure that we're getting the most current information to the public.
Develop and promote materials/campaigns to reach specific audiences (e.g., high risk drivers, vulnerable roadway users, impaired drivers, mature drivers)	Aside from the national campaigns, Missouri has developed a Focus on the Road distracted driving campaign, and is also working toward a parent/teen program to educate and promote safe driving practices with teens.
Actively participate in the Missouri Coalition for Roadway Safety (MCRS) Public Information Subcommittee in order to increase coordination, communication and cooperation among safety advocates statewide	The MCRS PI Subcommittee meets monthly to oversee statewide campaigns, regional happenings and entertains new ideas from outside entities in its efforts to promote highway safety.
Promote and incorporate the ARRIVE ALIVE theme and logo developed by the MCRS	The ARRIVE ALIVE logo is placed on all advertising elements sent out by MCRS.
Work with the MCRS regional coalitions to appropriately target their messages and develop programs to meet their needs	Campaign information is relayed to each regional coalition to use in supplemental advertising in their respective areas. Consultation is given on an as needed basis to the regions to help address advertising needs and implement new programs.
Develop strategies to work with partners—both traditional and nontraditional—in order to reach wider audiences and maximize resources	Ongoing outreach to recruit new coalition partners is obtained through statewide and regional events promoting highway safety.
Solicit public information activity reports from law enforcement partners and district coalitions	Law enforcement reporting is made to the office of highway safety after each enforcement campaign.
Work with the Motor Carrier Safety Assistance Program, Missouri Motorcycle Safety Education Program, and others to promote joint traffic safety awareness campaigns when possible	Two paid media campaigns were held this year to promote commercial motor vehicle awareness – Commercial Motor Vehicle Awareness and Operation Safe Driver. May is Motorcycle Awareness month and is promoted on through the summer riding season.
Give presentations and provide training to community groups, schools, etc. as available	Each regional coalition provides informational and educational presentations through regional contacts and statewide organizations such as ThinkFirst Missouri.
Serve on federal, state, and regional committees/boards in order to broaden opportunities to promote traffic safety issues	All HSO staff members serve on various committees such as the Injury Prevention and Advisory Committee, School Bus Task Force, Partners in Prevention, MCRS Legislative Committee, Impaired Driving Subcommittee, Motorcycle Safety Committee, Statewide Traffic Records Committee, Operation Lifesaver Council, and the Head Injury Advisory Council.
Promote law enforcement mobilization efforts: <i>Click It or Ticket</i> safety belt campaign; <i>Drive Sober or Get Pulled Over</i> alcohol campaign; quarterly occupant protection and impaired driving mobilizations; youth seat belt enforcement campaign	Paid media campaigns were held for <i>Click It or Ticket</i> , <i>Driver Sober or Get Pulled Over</i> , <i>March Impaired Quarterly Awareness</i> , <i>Youth Alcohol Awareness</i> , <i>July Quarterly Awareness</i> and <i>Holiday (December) Quarterly Awareness</i> , and <i>Youth Seat Belt</i> .
Purchase paid advertising to support traffic safety campaigns (e.g., occupant protection and impaired driving)	Statewide paid media campaigns promote all aspects of highway safety.
Support and promote MoDOT's construction work zone public awareness campaign	April is Work Zone Awareness month. Paid media promotes safe driving in and around work zones. This campaign is stretched throughout the summer to cover heavy maintenance and construction times. Emphasis has been given to moving work zones such as signing, mowing and striping operations.
Promote the <i>Battle of the Belt</i> program	<i>Battle of the Belt</i> Competition continues to be promoted statewide involving 200 high schools.
Promote the <i>Seat Belt Convincer</i> , <i>Rollover Simulator</i> , and <i>SIDNE</i> educational programs to	Each of the seven regions house similar educational equipment and programs. Scheduling through regional contacts or MSHP PI&E

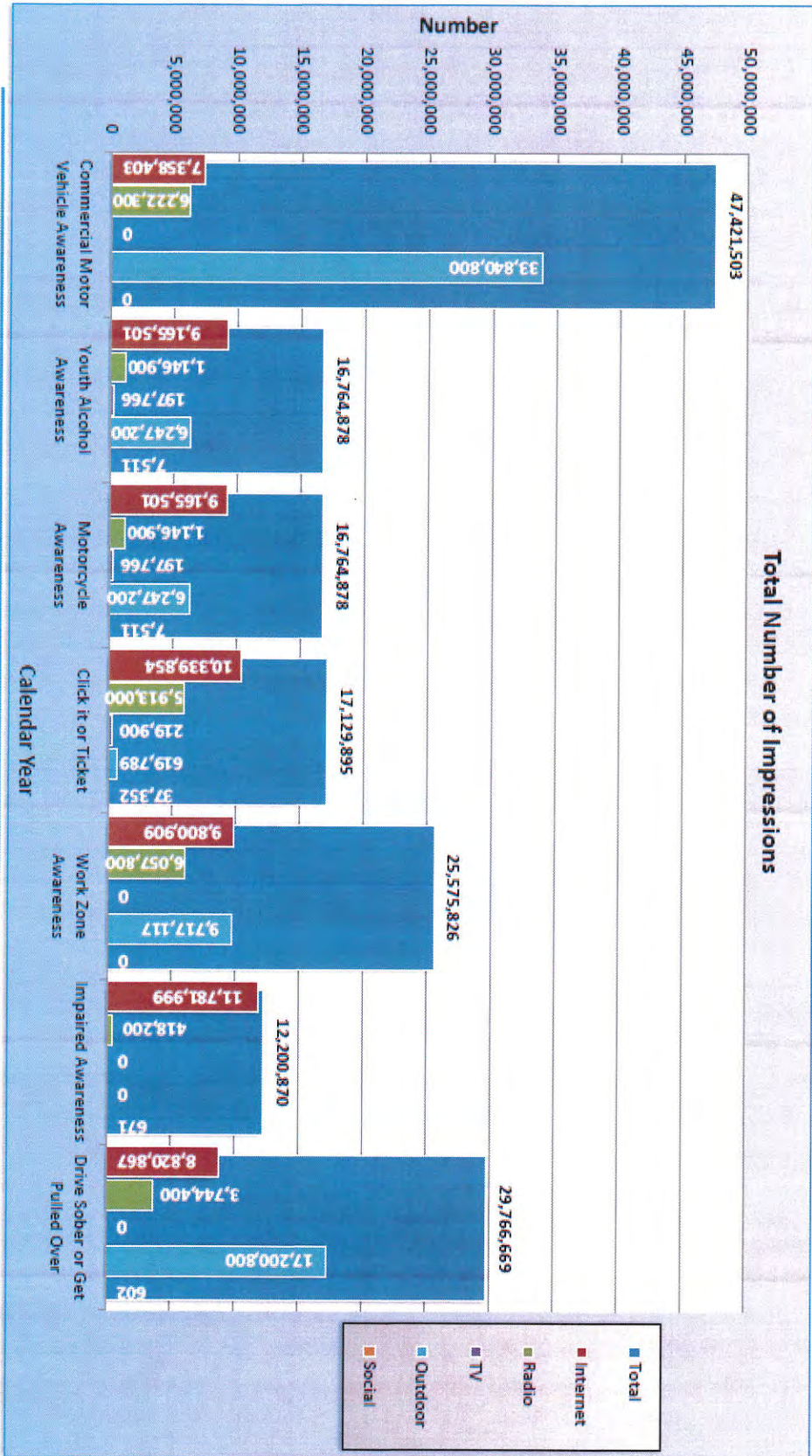


assure the units are used to reach as many people as possible	officers provides the needed equipment at school assemblies and other safety events.
Participate in the Missouri State Fair to educate the public on traffic safety issues and any modifications to traffic safety laws	Highway Safety booths are available at the MoDOT Highway Gardens at the Missouri State Fair. Educational pamphlets are provided on various safety topics.
Promote the cellular phone ICE program (In Case of Emergency) which is designed to assist first responders in rapidly identifying a crash victim's emergency contacts	ICE has been promoted heavily through our social media channels, Facebook and Twitter.
Promote Commercial Motor Vehicle Awareness through public awareness campaigns geared primarily toward passenger vehicle drivers, then CMV drivers.	A Commercial Motor Vehicle Awareness campaign was held in the spring, as well as an Operation Safe Driver campaign in the fall. Both promoted safe driving around big rigs and education on the "no zone."





2012 Campaign Media Source and Impressions (April – December)





**PROJECT TITLE:**

Child Passenger Safety Paid Media

**PROJECT NUMBER:**

14-K3PM-05-001

**PROGRAM AREA:**

05

**JURISDICTION SIZE:**

5,700,000

**TYPE OF JURISDICTION:**

Statewide

**TARGETED POPULATION:**

All Drivers

**AGENCY NAME:**

Traffic and Highway Safety Division

**AGENCY CONTACT:**

Ms. Kelly Martin

**PROJECT DESCRIPTION:**

Research has shown that the combination of education and enforcement achieve results. The CPS Enforcement Campaign will take place Sept. 15-21, 2014. During the campaign, paid media will be used to target parents or care givers about the importance of properly restraining children as they travel on our roadways.

**PROBLEM IDENTIFICATION:**

Seven out of 10 children are at risk in a traffic crash. Car crashes are the No. 1 killer of children. Nearly 73 percent of all child restraints are not used correctly. Even with all the advancements in automobile safety and education on the importance of child safety seat use, children continue to die or suffer from disabling injuries in Missouri.

**GOALS AND OBJECTIVES:**

To provide education through media services in an effort to save children's lives and reduce disabling injuries.

**EVALUATION:**

The MHTC will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract\*
5. Accomplishing the Objectives\* established to meet the project Goals, such as:
  - Programs (number and success of programs held compared to planned programs, evaluations if available)
  - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
  - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
  - Public awareness activities (media releases, promotion events, incentive items or education materials produced or purchased)
  - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Traffic and Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

\*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

The above Evaluation criteria do not apply to program coordination contracts.

**RESULTS:**

Advertising for this campaign consisted of large print infographics that were located in community health centers, daycares, laundromats and physicians offices. They stressed the importance of having your child in the right safety seat and listed the age/weight requirements and also contact information for any questions.

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<b>FUNDING:</b>	<b>AWARDED AMOUNT:</b>	<b>DISBURSED AMOUNT:</b>
	\$130,000.00	\$123,075.12

**HS CONTACT:**

Kelly Jackson  
P.O. Box 270  
830 MoDOT Drive  
Jefferson City, MO 65102  
1-800-800-2358

**PROJECT TITLE:**

Work Zone Awareness 2014 Media

**PROGRAM AREA:**

02

**TYPE OF JURISDICTION:**

Statewide

**AGENCY NAME:**

Traffic and Highway Safety Division

**PROJECT NUMBER:**

14-PM-02-001

**JURISDICTION SIZE:**

5,700,000

**TARGETED POPULATION:**

All Drivers

**AGENCY CONTACT:**

Ms. Kelly Martin

**PROJECT DESCRIPTION:**

Paid media to supplement the statewide Work Zone Awareness campaign. Media will include television, radio, digital, online, social media, and print.

**PROBLEM IDENTIFICATION:**

Work zones are necessary to improve our highways. In 2003, MoDOT formed Missouri's first ever work-zone safety campaign to reduce work-zone related crashes by informing and educating drivers about work-zone safety.

In 2013, 8 people were killed in Missouri work zones, compared to 7 in 2012. Between 2009 and 2013, 53 people were killed and 2,781 people were injured in Missouri work zones. Since 2000, 16 MoDOT employees have been killed in the line of duty.

The top five contributing circumstances for work zone crashes in 2013 were following too closely, improper lane usage/change, inattention, driving too fast for conditions and failure to yield - in that order. In 2013, 63% of vehicled occupant fatalities were not wearing a seat belt.

**GOALS AND OBJECTIVES:**

Ultimately decrease fatalities, injuries, crashes and driver frustrations on Missouri highways and in work zones.

**EVALUATION:**

The MHTC will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract\*
5. Accomplishing the Objectives\* established to meet the project Goals, such as:
  - Programs (number and success of programs held compared to planned programs, evaluations if available)
  - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
  - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort, documentation of equipment use and frequency of use)
  - Public awareness activities (media releases, promotion events, incentive items or education materials produced or purchased)
  - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Traffic and Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

\*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory



justification is provided.

The above Evaluation criteria do not apply to program coordination contracts.

**RESULTS:**

Statewide efforts promoted work zone awareness and included moving work zones, such as striping, signing and mowing crews.

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<b>FUNDING:</b>	<b>AWARDED AMOUNT:</b>	<b>DISBURSED AMOUNT:</b>
	\$50,000.00	\$50,000.00

**HS CONTACT:**

Kelly Jackson

P.O. Box 270

830 MoDOT Drive

Jefferson City, MO 65102

1-800-800-2358

**PROJECT TITLE:**

Click It or Ticket Paid Media

**PROJECT NUMBER:**

14-PM-02-003

**PROGRAM AREA:**

02

**JURISDICTION SIZE:**

5,700,000

**TYPE OF JURISDICTION:**

Statewide

**TARGETED POPULATION:**

All Drivers

**AGENCY NAME:**

Traffic and Highway Safety Division

**AGENCY CONTACT:**

Ms. Kelly Martin

**PROJECT DESCRIPTION:**

Media will be purchased during the time frame of the Click it Ticket program. Media will include television, radio, digital, online, social media, and print.

**PROBLEM IDENTIFICATION:**

Six out of 10 people killed in Missouri traffic crashes are unbuckled. And even with all the advancements in automobile safety and education on the importance of seat belt use, Missouri seat belt use has remained relatively unchanged in the last seven years and consistently below the national average. Missouri has 80 percent seat belt use, which is well below the national average of 87 percent. Teens and pick-up truck drivers are among those least likely to buckle up at 67 and 65 percent.

**GOALS AND OBJECTIVES:**

To save lives and reduce injuries on Missouri roads by increasing Missouri seat belt usage rate to AT LEAST 85 percent.

**EVALUATION:**

The MHTC will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract\*
5. Accomplishing the Objectives\* established to meet the project Goals, such as:
  - Programs (number and success of programs held compared to planned programs, evaluations if available)
  - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
  - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
  - Public awareness activities (media releases, promotion events, incentive items or education materials produced or purchased)
  - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Traffic and Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

\*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

The above Evaluation criteria do not apply to program coordination contracts.

**RESULTS:**

Through paid media and outreach efforts Missouri saw no significant change in seat belt usage numbers. With only a secondary statewide seat belt law, the strong enforcement during specific campaign times results in a \$10 fine for not wearing a seat belt.

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<b>FUNDING:</b>	<b>AWARDED AMOUNT:</b>	<b>DISBURSED AMOUNT:</b>
	\$175,000.00	\$47,890.65

**HS CONTACT:**

Kelly Jackson  
P.O. Box 270  
830 MoDOT Drive  
Jefferson City, MO 65102  
1-800-800-2358

**PROJECT TITLE:**

Youth Seat Belt Media Campaign

**PROJECT NUMBER:**

14-PM-02-002

**PROGRAM AREA:**

02

**JURISDICTION SIZE:**

5,700,000

**TYPE OF JURISDICTION:**

Statewide

**TARGETED POPULATION:**

Youth

**AGENCY NAME:**

Traffic and Highway Safety Division

**AGENCY CONTACT:**

Ms. Kelly Martin

**PROJECT DESCRIPTION:**

Work with 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.

**PROBLEM IDENTIFICATION:**

A young driver's inexperience combined with extreme risk taking behavior can have tragic consequences. Young drivers are substantially over-involved in traffic crashes. Most of these crashes are both predictable and preventable and should not be accepted by society. Behaviors more frequently associated with injury and death in motor vehicle crashes are non-use of safety belts, driver inattention, speeding and driving under the influence of alcohol or drugs.

**GOALS AND OBJECTIVES:**

Goal: Produce a media campaign aimed to address seat belt use among teens.

Objective: Work with 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.

**EVALUATION:**

The MHTC will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract\*
5. Accomplishing the Objectives\* established to meet the project Goals, such as:
  - Programs (number and success of programs held compared to planned programs, evaluations if available)
  - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
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6. The project will be evaluated by the Traffic and Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

\*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

The above Evaluation criteria do not apply to program coordination contracts.

**RESULTS:**

Despite moving media buys to a new agency and new creative for this campaign, teen seat belt usage remains at 67%.

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<b>FUNDING:</b>	<b>AWARDED AMOUNT:</b>	<b>DISBURSED AMOUNT:</b>
	\$150,000.00	\$149,456.88

**HS CONTACT:**

Kelly Jackson

P.O. Box 270

830 MoDOT Drive

Jefferson City, MO 65102

1-800-800-2358





## MISCELLANEOUS PROGRAMS

### (Section 2010 Motorcycle Safety, Bicycle/Pedestrian Safety, Young Drivers under 21, Older Drivers, Safe Communities, Rail Safety)

#### Motorcycle Safety

A responsible motorcyclist must think about the consequences of their riding behavior in traffic and accept personal responsibility for the results of their decisions and actions, as well as develop good skills and judgment. The motorcyclist must consider their personal margin of safety or margin for error – how much extra time and space they need given their skill level.

Likewise, the general motoring public must be aware of their surroundings while driving and share the road with motorcyclists. A significant number of motorcycle crashes involve another vehicle.

Although motorcycle traffic crashes do not occur with great frequency in Missouri, they usually result in deaths or serious injuries at a considerably greater rate than other traffic crashes. This reality makes helmet use imperative. In 2008, Missouri ranked 19<sup>th</sup> in helmet use nationwide (ranking is based on an overall percentage of motorcyclists wearing their helmets).

Of the 419,663 traffic crashes in 2011-2013, 0.5% resulted in a fatality and 3.0% involved someone being seriously injured in the incident. During the same period, there were 7,494 traffic crashes involving motorcycles. In these incidents, 250 (3.3%) resulted in a fatality and 1,758 (23.5%) resulted in someone being seriously injured in the crash. These figures demonstrate the overrepresentation of motorcycles in fatal and serious injury crashes.

An area of particular concern is the number of unlicensed motorcyclists involved in crashes. Between 2011-2013 15.5% of the 7,494 motorcycle involved traffic crashes involved an unlicensed motorcycle driver. In fatal crashes, 30.1% involved an unlicensed motorcycle driver, while 18.8% of the serious injury crashes involved an unlicensed motorcycle driver.

#### BENCHMARKS—Motorcycle Safety

Established	Result
To decrease motorcyclist fatalities by 2 percent annually to: <ul style="list-style-type: none"> <li>• 79 by 2012</li> <li>• 78 by 2013</li> <li>• 76 by 2014</li> <li>• 75 by 2015</li> </ul> Benchmark: <ul style="list-style-type: none"> <li>• Number of 2011 motorcyclist fatalities = 81</li> </ul>	In 2011, there were 82 motorcycle fatalities. In 2012, there were 102, an increase of 24%.  *No current FARS data available.
To decrease un-helmeted motorcyclist fatalities by one per year (does not include fatalities where helmet use was “unknown”): <ul style="list-style-type: none"> <li>• 7 by 2012</li> <li>• 6 by 2013</li> <li>• 5 by 2014</li> <li>• 4 by 2015</li> </ul> Benchmarks: <ul style="list-style-type: none"> <li>• Number of 2011 un-helmeted motorcyclist fatalities = 8</li> </ul>	In 2011, there were 10 unhelmeted motorcyclist fatalities. In 2012, there were 7, a decrease of 30%.  *No current FARS data available.
To decrease fatalities involving motorcycle operators who are not licensed or improperly licensed by two per year: <ul style="list-style-type: none"> <li>• 32 by 2012</li> <li>• 30 by 2013</li> <li>• 28 by 2014</li> <li>• 26 by 2015</li> </ul> Benchmark: <ul style="list-style-type: none"> <li>• 2011 fatalities involving an unlicensed motorcycle operator = 34</li> </ul>	In 2011, there were 34 fatalities involving motorcycle operators who were not licensed or improperly licensed. In 2012 there were 48, an increase of 41%.  In 2013, there were 23, a decrease of 52%.

#### Strategies—Motorcycle Safety

Identified	Implemented
Continue support for the Missouri Motorcycle Safety Program	The Traffic and Highway Safety Division continues to

administered by the Missouri Safety Center at University of Central Missouri	work with the Missouri Motorcycle Safety Program housed within the Missouri Safety Center at the University of Central Missouri to provide statewide motorcycle training, education and awareness with the collaborative goal of reducing motorcycle involved fatal and serious injury crashes.
Continue to provide motorcycle rider education statewide in order to train 4500+ riders annually	In 2014 the MMSP trained 4,602 riders during the 669 classes held.
Conduct RiderCoach (Instructor) Preparation courses as needed in order to train and expand the base of certified motorcycle RiderCoaches to meet demand	The MMSP has historically offered at least one new instructor training course each year, with the ability to conduct additional courses if demand calls for it. Current MMSP staffing levels have been sufficient to require only one instructor training course per year. Twelve instructors were trained during this fiscal year.
Create and distribute Missouri Helmet Law cards to law enforcement statewide on detecting non-compliant helmets	These cards were created, developed and distributed to the highway patrol.
Continue working with numerous grass-roots motorcycle safety groups in promoting the "Watch for Motorcycles" message throughout the state	The Traffic and Highway Safety Division partnered with several groups, dealerships and individuals to promote the "Watch for Motorcycles" message.

### Pedestrians and Bicyclists

For the period 2011-2013, there were 234 fatal pedestrian-involved crashes and 787 serious injury pedestrian-involved crashes. During that three-year period, of the 239 persons killed in pedestrian involved crashes, 236 (98.7%) were the pedestrians. Of the 840 seriously injured in pedestrian involved crashes, 807 (96.1%) were the pedestrians.

For the period 2011-2013, there were 11 fatal bicycle-involved crashes and 212 serious injury bicycle-involved crashes. For that same three-year period, of the 11 persons killed in bicycle-involved crashes, all were the bicyclists. Of the 215 persons seriously injured in bicycle-involved crashes, 212 (97.3%) were the bicyclists.

#### BENCHMARKS—Pedestrian/Bicyclist

<p>To decrease one pedestrian fatality annually to:</p> <ul style="list-style-type: none"> <li>• 74 by 2012</li> <li>• 73 by 2013</li> <li>• 72 by 2014</li> <li>• 71 by 2015</li> <li>•</li> </ul> <p>Benchmarks:</p> <ul style="list-style-type: none"> <li>• 2011 pedestrian fatalities = 75</li> </ul>	<p>There were 75 pedestrian fatalities in 2011. In 2012 there were 86, an increase of 15%.</p> <p>*No 2013 FARS data available.</p>
<p>To decrease by one the number of bicyclist fatalities in comparison to the previous five-year period to:</p> <ul style="list-style-type: none"> <li>• 20 by 2008-2012</li> <li>• 19 by 2009-2013</li> <li>• 18 by 2010-2014</li> <li>• 17 by 2011-2015</li> </ul> <p>Benchmarks:</p> <ul style="list-style-type: none"> <li>• 2007-2011 bicyclist fatalities = 21</li> <li>• 2011 bicyclist fatalities = 1</li> </ul>	<p>During the 2007-2011 five-year period there were 21 bicyclist fatalities. During 2008-2012 there were 18, a decrease of 14%. (There were 6 fatalities in 2012.)</p> <p>*No 2013 FARS data available.</p>

#### Strategies—Pedestrian/Bicyclist

Educate the motoring public on sharing the road safely with pedestrians and bicyclists	A small grant was available through the Highway Safety office. This year assorted bicycle helmets were purchased and will be distributed at safety events where the message regarding bicycle safety is provided.
Educate pedestrians and bicyclists on safely interacting with motor vehicles	Safety materials are available to order online through the MoDOT online ordering system.
Purchase helmets for distribution at exhibits and for school/local safety awareness programs	This year the funding was used to purchase bike helmets for safety awareness programs.

Promote bicycle safety events/awareness programs at the local level utilizing the Safe Communities programs and the <i>Blueprint</i> regional coalitions	Safe Communities provide education on bike/pedestrian safety using Highway Safety funding. Bike/Ped education is also provided through a separate grant in the St. Louis area, a copy of which is included in the OP section of this report.
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### Young Drivers

Young drivers are categorized as those ages 15 through 20 years. These young drivers are substantially over-involved in Missouri traffic crashes. In 2013, 16% of all fatal crashes involved a young driver of a motor vehicle; this is particularly significant since young drivers comprised only 7.8% of the licensed driver population in Missouri.

Of all 2011-2013 fatal and serious injury crashes in Missouri, 20.1% involved a young driver of a motor vehicle. In 2011-2013, 406 persons were killed and 3,563 were seriously injured in traffic crashes involving a young driver of a motor vehicle.

#### BENCHMARKS—Young Drivers

Established	Result
<p>To decrease fatalities involving drivers age 15 through 20 by 2 percent annually to:</p> <ul style="list-style-type: none"> <li>• 144 by 2012</li> <li>• 141 by 2013</li> <li>• 138 by 2014</li> <li>• 136 by 2015</li> </ul> <p>Benchmark: 2011 fatalities involving drivers age 15 through 20 = 147</p>	<p>In 2012, the number of fatalities involving drivers age 15 through 20 was 103, a decrease of 30%.</p> <p>*No 2013 FARS data available.</p>
<p>To decrease serious injuries involving drivers age 15 through 20 by 2 percent annually to:</p> <ul style="list-style-type: none"> <li>• 1,198 by 2012</li> <li>• 1,174 by 2013</li> <li>• 1,150 by 2014</li> <li>• 1,127 by 2015</li> </ul> <p>Benchmarks: • 2011 serious injuries involving drivers age 20 or younger = 1,222</p>	<p>In 2012, the number of serious injuries involving drivers age 20 or younger was 970, a decrease of 21%.</p> <p>In 2013, there were 1,050, an increase of 8% from the previous year.</p>

#### Strategies—Young Drivers

Identified	Implemented
Continue support for youth prevention and education programs to include Team Spirit Youth Traffic Safety Leadership Conferences and Reunion; Think First Programs (school assemblies, Traffic Offenders Program and the corporate program); <i>Every15 Minutes</i> ; DWI docu dramas; CHEERS university-based designated driver program, Safe Communities programs throughout the state and statewide Battle of the Belt competition	Team Spirit Conferences, Reunion and up to 4 one-day mini conferences continue to be implemented across the state reaching approximately 70 high schools annually. ThinkFirst continues to excel in safety education efforts reaching 23,047 Missouri students 1,381 Missouri employees through school and worksite/organization presentations, and 185 high-risk Missouri drivers through the Traffic Offenders Program. Other programs, such as Every 15 Minutes, DWI docudramas, Safe Communities programs, CHEERS and the Battle of the Belt competition continue to be promoted and conducted statewide with great success.
Continue statewide distribution of <i>Road Wise: Parent/Teen Safe Driving Guide</i> through DOR licensing offices and Highway Patrol driver examination stations and upon request	Approximately 34,000 copies of the guide were created and distributed through DOR Field Offices, MSHP Driver Examination and requests to the Highway Safety Office.
Seek out and continually assess young driver educational programs to determine the best and most cost-effective way to	The regional youth coordinators and the Missouri Coalition for Roadway Safety meet and discuss



reach the largest number of parents and teens	opportunities to educate parents and schools for effective means to reach teens that are learning to drive.
Continue to update, as needed, materials and web site information on young, high-risk drivers; develop materials that are especially appealing to young drivers	The SaveMOLives website and brochures continue to be updated and promoted to educate young drivers and their parents/guardians on driving behaviors.
Include information on the graduated driver license (GDL) law in materials, on the website, and within presentations	No updates to Missouri's GDL law were made in 2014. Materials, website and presentations continue to educate new drivers and parents of the restrictions outlined in the GDL law.
Support projects designed to prevent underage alcohol purchase, educate law enforcement and the public about underage drinking, apprehend minors attempting to purchase alcohol, and provide a physical enforcement/intervention presence (e.g., Badges in Business, Server Training, SMART Web-based server training, PIRE law enforcement training, compliance checks and multi-jurisdiction enforcement teams)	On-going training opportunities for professionals, law enforcement and students were provided that addressed effective environmental management strategies for decreasing the abuse of alcohol and other drugs on campus and in the community, preventing alcohol sales to intoxicated individuals and minors and preventing impaired driving. Training was provided by the contractors who are well trained in law and law enforcement, and the Partners in Prevention Coalition for law enforcement agencies.
Conduct an annual safety belt survey of young drivers and their passengers and conduct annual law enforcement mobilizations and public awareness campaigns targeting lack of safety belt use at high schools	The Teen Safety Belt Survey was conducted between April 1 and April 29, 2013. A total of 35,192 observations were collected at 150 high schools statewide. Of the teenage drivers and passengers observed, 67.0% were wearing their safety belt. The Youth Seat Belt Enforcement Campaign was conducted from March 15-31, 2014. 107 LE agencies participated and wrote 1296 seat belt citations.
Conduct an annual law enforcement campaign focused on underage drinking and driving	An underage drinking and driving law enforcement campaign was conducted in May 2014 with 157 agencies participating and resulted in 217 DWI, 36 MIP, 2 Zero Tolerance and 1 Fake ID citations.
Provide funding to support college/university prevention programs (Partners in Prevention, CHEERS Designated Driver program, SMART online server training and START online student alcohol awareness training) that focus on the development and implementation of UMC's <i>Drive Safe. Drive Smart</i> campaign	Funding continues to be provided to the University of Missouri to provide alcohol prevention programs to college/university campuses and sellers of alcohol across the state.
Encourage strict enforcement of Missouri laws targeting young drivers (e.g., Graduated Driver License, Zero Tolerance, Abuse and Lose)	Law enforcement continues to support the Youth Seat Belt campaign in March and the Youth Alcohol Enforcement campaign in May to target high risk, young drivers. Many School Resource Officers also participate in safe driving campaigns in their schools such as Battle of the Belt and Team Spirit activities.
Promote the saveMOLives website and other social marketing sites that appeal to youth (Facebook, Twitter, etc.)	Funding was used to create and distribute awareness advertisements, posters, web pages, billboards, ice chest wraps and gas pump toppers to display the messages of underage drinking, seat belt usage and distracted driving. The messages were also posted on many social networking sites and high internet traffic sites such as Facebook, Twitter, Instagram and Pandora.
Provide support for the Missouri Coalition for Roadway Safety Impaired Driving Subcommittee to address underage impaired driving	The Youth Coordinator in the Highway Safety Office continues to serve on this committee and is available to address underage drinking issues.
Implement, if possible, recommendations identified in the 2009 Statewide Underage Impaired Driving Strategic Advance	Strategies are discussed and recommendations are implemented as plans of action are outlined.
Develop campaigns/materials to reach targeted high-risk groups	Crash statistics are used to determine the high-risk groups in which to target with campaigns and materials. Focus groups and social networking sites are used determine the type of messaging to use to reach this population.
Promote the seat belt campaign, Battle of the Belt, and the youth	Posters, PSA's, social media and promotional items are

alcohol campaigns; modify or enhance campaigns as needed to keep a fresh approach for the teen audience	all used to get the attention of teens in order to get them the safety messages.
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### OLDER DRIVERS

In relation to all other licensed drivers in the state, drivers 65 and over are almost equally involved in Missouri's traffic crash experience; however, older drivers do not travel as many miles or as frequently as other drivers. This may be due, in part, to the fact that older drivers tend to self-regulate. As their nighttime vision begins to deteriorate, they begin to restrict their driving to daylight hours. If they are uncomfortable or frightened driving in unfamiliar surroundings, they limit their driving to locations that are well known to them.

In December of 2013, there were 804,485 people licensed in Missouri who were age 65 or over. They accounted for 18.2% of the 4,430,734 persons licensed in Missouri.

Of all 2011-2013 fatal and serious injury crashes in Missouri, 14.2% involved an older driver of a motor vehicle. In 2011-2013, 421 persons were killed and 2,275 were seriously injured in traffic crashes involving an older driver of a motor vehicle.

#### BENCHMARKS—Older Drivers

Established	Result
<p>To decrease fatalities involving older drivers by 2 percent annually to:</p> <ul style="list-style-type: none"> <li>• 122 by 2012</li> <li>• 119 by 2013</li> <li>• 117 by 2014</li> <li>• 114 by 2015</li> </ul> <p>Benchmark:</p> <ul style="list-style-type: none"> <li>• 2011 fatalities involving older drivers = 124</li> </ul>	<p>In 2012 fatalities involving older drivers amounted to 141. In 2013 there were 151, an increase of 7%.</p>
<p>To decrease serious injuries involving older drivers by 2 percent annually to:</p> <ul style="list-style-type: none"> <li>• 774 by 2012</li> <li>• 759 by 2013</li> <li>• 744 by 2014</li> <li>• 729 by 2015</li> </ul> <p>Benchmark:</p> <ul style="list-style-type: none"> <li>• 2011 serious injuries involving older drivers = 790</li> </ul>	<p>In 2012, there were 765 serious injuries to older drivers. In 2013, there were 707, a decrease of 8%.</p>

#### Strategies—Older Drivers

Identified	Implemented
Work with safety advocates and partners to assess and implement countermeasures to reduce crashes involving older drivers identified in the SHSP <i>Missouri's Blueprint to Save More Lives</i>	The Subcommittee on Elder Mobility and Safety sponsored a strategic planning workshop and developed strategies to reduce traffic crashes involving older drivers. The strategies were adopted and included in <i>Missouri's Blueprint to Save More Lives</i> published in FY 2013.
Maintain a database of partners that have an interest in older driver issues; keep these partners apprised of new developments and materials in this field	A database of safety partners interested in Older Driver issues is maintained by the THSD and efforts continue through that group.
Develop and distribute public informational materials to assist older drivers and their families	Fit to Drive brochures were printed and distributed. In addition, the NHTSA brochures related to specific health concerns and driving are available through THSD (e.g. stroke, diabetes, glaucoma, etc).
Provide educational programs to community groups and the public	Educational programs and presentations are provided upon request by both THSD staff and Regional Coalition members.
Train law enforcement personnel to identify signs of impairment specific to older drivers	Older Driver training specific to law enforcement is offered upon request. In addition, the Subcommittee on Elder Mobility and Safety worked with the University of California to modify the Driver Orientation Screen

	for Cognitive Impairment (DOSCI) in order to implement the tool in Missouri.
Identify and promote self-assessment tools to enable older drivers to check their own driving abilities	The THSD promotes the use of self-assessment tools such as AAA Roadwise Review.
Improve the process for reporting unsafe or medically unfit drivers (revisions of forms, internal processes, and needed training)	Work in this area has focused on personnel in the driver license renewal offices in the state. The University of Missouri worked with the Missouri Department of Revenue to provide on-line training for license office staff.
Work with the Subcommittee on Elder Mobility and Safety under the Missouri Coalition for Roadway Safety to address older driver safety	The Subcommittee meets quarterly and is very active. The Subcommittee has worked on several projects such as the training program for the license office staff.
Develop a package of office-based screening tools that can be used by healthcare providers and agencies involved in licensing decisions	The THSD through a contract with Washington University are piloting office based assessment tools to determine a persons' fitness to drive.



**PROJECT TITLE:**

Motorcycle Safety Awareness

**PROJECT NUMBER:**

14-K6-12-001

**PROGRAM AREA:**

12

**JURISDICTION SIZE:**

5,700,000

**TYPE OF JURISDICTION:**

Statewide

**TARGETED POPULATION:**

All Drivers

**AGENCY NAME:**

Traffic and Highway Safety Division

**AGENCY CONTACT:**

Ms. Kelly Martin

**PROJECT DESCRIPTION:**

Funds from this grant will be used to run a media campaign aimed at other motorists on Missouri roads. The awareness campaign will begin in early April in coordination with the month of May being designated Motorcycle Safety Awareness month. Paid media in the form of radio advertising, internet advertising, gas pumper topper ads, etc.

Incentive items in the form of yard signs, bumper sticker magnets, key chains, etc., will be also used in a grassroots approach to raise awareness.

**PROBLEM IDENTIFICATION:**

Motorcycle use is growing in Missouri. In 2008 there were 332,225 registered motorcycle operators in Missouri. By 2010 that number had grown to 356,183. In 2011 there were 82 people killed in motorcycle crashes. Approximately half of all motorcycle crashes involve another vehicle.

**GOALS AND OBJECTIVES:**

Raise awareness to the motoring public about motorcycles.  
Reduce the number of crashes involving other vehicles.

**EVALUATION:**

The MHTC will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract\*
5. Accomplishing the Objectives\* established to meet the project Goals, such as:
  - Programs (number and success of programs held compared to planned programs, evaluations if available)
  - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
  - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
  - Public awareness activities (media releases, promotion events, incentive items or education materials produced or purchased)
  - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Traffic and Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

\*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

The above Evaluation criteria do not apply to program coordination contracts.

**RESULTS:**

Despite the popularity of the "Watch for Motorcycles" campaign, Missouri still sees a large number of motorcycle fatalities. We will continue to educate motorcyclists and motorists alike on the importance of sharing the road.

---

<b>FUNDING:</b>	<b>AWARDED AMOUNT:</b>	<b>DISBURSED AMOUNT:</b>
2010 / 20.612	\$89,667.46	\$89,667.46

**HS CONTACT:**

Kelly Jackson

P.O. Box 270

830 MoDOT Drive

Jefferson City, MO 65102

1-800-800-2358

**PROJECT TITLE:**

Motorcycle Safety Awareness

**PROJECT NUMBER:**

14-M9MA-12-002

**PROGRAM AREA:**

12

**JURISDICTION SIZE:**

5,700,000

**TYPE OF JURISDICTION:**

Statewide

**TARGETED POPULATION:**

All Drivers

**AGENCY NAME:**

Traffic and Highway Safety Division

**AGENCY CONTACT:**

Ms. Kelly Martin

**PROJECT DESCRIPTION:**

Funds from this grant will be used to run a media campaign aimed at other motorists on Missouri roads. The awareness campaign will begin in early April in coordination with the month of May being designated Motorcycle Safety Awareness month. Paid media in the form of radio advertising, internet advertising, gas pumper topper ads, etc.

**PROBLEM IDENTIFICATION:**

There are a large number of motorcycle fatalities and injuries caused by drivers of other vehicles.

**GOALS AND OBJECTIVES:**

Raise awareness to the motoring public about motorcycles. Reduce the number of motorcycle involved crashes with other vehicles.

**EVALUATION:**

The MHTC will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract\*
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  - Programs (number and success of programs held compared to planned programs, evaluations if available)
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Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
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- Whether grantee will receive funding for future projects.

\*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

The above Evaluation criteria do not apply to program coordination contracts.

**RESULTS:**

Despite the popularity of the "Watch for Motorcycles" campaign, Missouri still sees a large number of motorcycle fatalities.

We will continue to educate motorcyclists and motorists alike on the importance of sharing the road.

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<b>FUNDING:</b>	<b>AWARDED AMOUNT:</b>	<b>DISBURSED AMOUNT:</b>
	\$12,000.00	\$10,930.33

**HS CONTACT:**

Kelly Jackson

P.O. Box 270

830 MoDOT Drive

Jefferson City, MO 65102

1-800-800-2358

**PROJECT TITLE:**

Bicycle/Pedestrian Safety Program

**PROJECT NUMBER:**

14-PS-02-001

**PROGRAM AREA:**

02

**JURISDICTION SIZE:**

5,700,000

**TYPE OF JURISDICTION:**

Statewide

**TARGETED POPULATION:**

Statewide

**AGENCY NAME:**

Traffic and Highway Safety Division

**AGENCY CONTACT:**

Mrs. Pamela Hoelscher

**PROJECT DESCRIPTION:**

Instructional materials will be distributed statewide to educators, health care professionals, emergency response teams, law enforcement departments and safety advocates to communicate the safety message. The broad goal is to reduce bicycle/pedestrian fatalities and serious injuries. Educating motorists is the most crucial missing element. The second most important focus is on educating the bicyclists or pedestrians to employ safer, defensive behavior (including wearing helmets for bikers, skaters and boarders). Providing non motorists with something simple that can be worn or fastened to equipment would increase visibility (arm bands, leg bands, lanyards, zipper pulls, blinker lights).

**PROBLEM IDENTIFICATION:**

Safety for nonmotorized travelers is a strong concern in Missouri. From 2009 to 2011, there were 10 fatal bicycle-involved crashes and 213 disabling injuries. During that same time frame, there were 202 pedestrian-involved crashes and 804 disabling injury pedestrian-involved crashes. More crashes were recorded in hospital records of bicycle/pedestrian injuries that did not involve a motorist. The people involved in these crashes were motorists, bicyclists and pedestrians. An educational campaign is necessary to instruct all of these road users on how to share the road, supported by safety equipment such as helmets, reflective arm and leg bands and lights.

Although bicycle and pedestrian-involved crashes occur across the entire state, they occur with higher frequency in locations of denser population (such as St. Louis, Kansas City, Springfield, Columbia, Joplin, St. Joseph, Jefferson City, Cape Girardeau). Other clumps of high incidences include Sikeston, Moberly, Branson and Camdenton. Surprising clusters occur along major corridors such as I-44, I-70 and Highway 50; some of these may be attributable to pedestrians walking along the interstate because their vehicle has become disabled.

**GOALS AND OBJECTIVES:**

- To provide education through brochures
- To provide helmets to bicyclists in an effort to reduce fatalities/injuries

**EVALUATION:**

The MHTC will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract\*
5. Accomplishing the Objectives\* established to meet the project Goals, such as:
  - Programs (number and success of programs held compared to planned programs, evaluations if available)
  - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
  - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
  - Public awareness activities (media releases, promotion events, incentive items or education materials produced or purchased)

- Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Traffic and Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

\*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

The above Evaluation criteria do not apply to program coordination contracts.

**RESULTS:**

This year the funding was used to purchase and distribute bike helmets to agencies that sponsor bike/ped safety events. 84 bike helmets were purchased. A portion of those was provided to the Osage County Health Department for a safety event they planned in April.

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<b>FUNDING:</b>	<b>AWARDED AMOUNT:</b>	<b>DISBURSED AMOUNT:</b>
	\$500.00	\$495.30

**HS CONTACT:**

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Jefferson City, MO 65102  
1-800-800-2358



**PROJECT TITLE:**

Missouri Operation Lifesaver

**PROJECT NUMBER:**

15-RH-02-001

**PROGRAM AREA:**

02

**JURISDICTION SIZE:**

5,700,000

**TYPE OF JURISDICTION:**

Statewide

**TARGETED POPULATION:**

All Drivers

**AGENCY NAME:**

Missouri Operation Lifesaver

**AGENCY CONTACT:**

Director Rick Mooney

**PROJECT DESCRIPTION:**

Operation Lifesaver will conduct safety presentations, Positive Enforcement Efforts, Officer on the Train programs, and Grade Crossing Collision Investigation courses across Missouri. Fifteen counties will be targeted that have been identified as having the most highway-rail collisions/trespass incidents and unsafe motorist actions for the past two years. These 15 counties have had almost 60% of the crashes and incidents, as well as, over 65% of the fatalities the last two years.

Safety materials and supplies to supplement our education/enforcement efforts will be provided to the recipients. Spring, summer and fall will be the time frame for most of these safety events to occur. Rail Safety Week will be held the first week in October to coincide with our national new safety campaign.

In conjunction with these programs our national office will launch a new campaign incorporating the new slogan "See Tracks? Think Train!". This national campaign will be conducted by regions around the country with Missouri scheduled for October and November, 2014 along with KS, IA, NE and CO. We hope to be able to air radio ads around the state to emphasize the dangers that exist at railroad crossings and around railroad tracks. However, our MO OL program will be utilizing this slogan beginning in April and will run with it in all our press releases through the entire year.

**PROBLEM IDENTIFICATION:**

Operation Lifesaver and MoDOT, along with the Highway Patrol, have partnered together for many years to promote rail safety in Missouri.

With Missouri having the second and third largest hubs for rail traffic in the nation, the number of trains traveling through Missouri reach record numbers. Missouri continues to see too many highway-rail fatalities and an alarming number of trespass fatalities. While fatalities at highway-rail crossings decreased substantially from 7 in 2012 to 2 in 2013 serious injuries increased from 22 to 31. Twelve people were killed and 7 injured while walking on or along the railroad tracks in 2013 which increased from 2012 when 10 people were killed and 6 injured. Educational and enforcement opportunities are critical to reversing these numbers.

The Missouri Department of Transportation Railroad Section, Operation Lifesaver, Missouri State Highway Patrol and many Missouri railroad companies have teamed up to try to reduce the number of highway-rail collisions and trespass incidents through the emphasis on the three E's:

- \* Education
- \* Enforcement
- \* Engineering

This year we will be combining our educational and enforcement activities especially in our target counties to try to reduce the number of crashes and incidents.

**GOALS AND OBJECTIVES:**

The following items are target programs that partnerships have identified as critical elements to the success of outreach efforts:

- \* Increase educational outreach in target/problem countries in which grade crossing collisions occur.

- \* Reduce trespassers on railroad property through educational and enforcement programs.
- \* Educate motor vehicle operators on hazards of driving around lights and gates in the down position.
- \* Identify ways of reaching driver education programs to emphasize rail safety within their programs.
- \* Alert law enforcement groups to motorists driving around gates or "near misses" to help enforce local/state laws.
- \* Increase enforcement activities such as "Officer on the Train" and "Positive Enforcement Programs" to attempt to convince drivers that it is unwise and unsafe to try to beat the train.
- \* Conduct several "Grade Crossing Collision Investigation" courses around the state to inform law enforcement officers of the complexities in working grade crossing collisions.
- \* Work with the existing Blueprint for Highway Safety Coalitions to combine rail safety efforts with existing highway safety initiatives.

#### **EVALUATION:**

The MHTC will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract\*
5. Accomplishing the Objectives\* established to meet the project Goals, such as:
  - Programs (number and success of programs held compared to planned programs, evaluations if available)
  - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
  - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
  - Public awareness activities (media releases, promotion events, incentive items or education materials produced or purchased)
  - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Traffic and Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

\*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

#### **RESULTS:**

Crossing crashes in Missouri for 2014 appear to be on the rise, but fatalities remain low. The number of crossing crashes is projected to rise above 50 for the first time since 2006 when we had 56 crashes. However, the severity of these crashes is much less than expected as only one fatality has occurred to date. This is the second straight year that the severity rate is down significantly. In 2014 we have had only one crossing fatality along with 12 injuries in 34 crashes.

Pedestrian/trespass incidents appear they will remain constant in the mid-teens as they have for the past decade. To date there have been 11 trespass incidents resulting in 7 fatalities and 5 injuries. These trespass numbers are down a little from 2013.

We are continuing to implement our action plan set forth by the Missouri Operation Lifesaver Board of Directors. While more Officer on the Train events were conducted several were cancelled at the last moment due to mechanical and traffic problems with the trains. In addition weather conditions created problems and resulted in our not using all the funds available for these activities. The breakdown by project is as follows:

Educational Material for PEPs, OOTs and Safety Presentations - \$5,000.00  
(Expended \$4,999.95)

We purchased 11,000 Key Safety Tips for Drivers and 15,000 plastic key tags with the new slogan "See Tracks? Think Train!" to hand out to the drivers we talk to at the crossings. A key safety tip brochure is given to each driver and then if they

are buckled in their seat belt we give them a key tag. If they are not buckled we politely ask them if they would buckle up and if they do then we give them the key tag. To date we have conducted Positive Enforcement Programs (PEP) in 10 target counties at 38 crossings and reached almost 3,500 drivers.

Officer on the Train & Grade Crossing Collision Investigation Events - \$10,000.00  
(Expended \$7,625.61)

We conducted 16 Officer on the Train (OOT) events around the state, but primarily focused them in and near our targets counties. These OOTs are performed with law enforcement officers in the engine of the train and multiple officers on the ground to chase violators. A total of 185 violations were written by the law enforcement officers during these events. This was a significant increase over 2013. Media releases were issued primarily through the MO State Highway Patrol or railroads for these OOT events. Radio, TV and newspaper interviews were conducted during most of these events. Ten Grade Crossing Collision Investigation Classes (GCCl) were given to 131 law enforcement officers primarily in our target counties. This almost doubled the number of classes and participants compared to 2013.

#### Results of Targeting Counties - Decline in the Number of Crashes

Fifteen counties were targeted in 2014 using crash data from 2012-2013. A total of 48 crashes with 5 fatalities and 37 injuries occurred in those 15 target counties during the years 2012 and 2013. As a result of stepped up enforcement efforts through OOTs, PEPs and GCCIs in those specific counties the preliminary numbers for crash data in 2014 are 13 crashes, 1 fatality and 4 injuries. Although the year is not over a substantial decline has resulted to date encouraging us to conduct even more of these enforcement events in 2015 and continue to target our highest incident locations.

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<b>FUNDING:</b>	<b>AWARDED AMOUNT:</b>	<b>DISBURSED AMOUNT:</b>
402 / 20.600	\$30,010.00	\$0.00

#### HS CONTACT:

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**PROJECT TITLE:**

Expanding Medical Fitness to Drive

**PROJECT NUMBER:**

14-DL-02-002

**PROGRAM AREA:**

02

**JURISDICTION SIZE:**

6,000,000

**TYPE OF JURISDICTION:**

Statewide

**TARGETED POPULATION:**

Impaired Drivers

**AGENCY NAME:**

Washington University in St. Louis

**AGENCY CONTACT:**

Ms. Tiffany Rounsville

**PROJECT DESCRIPTION:**

Staff at Washington University have published on a screening battery on a sample of drivers with dementia that involves brief, simple, office-based testing to predict the ability to pass a performance based road test in a sample of medically impaired drivers. Similarly, a combination of brief tests (e.g. Trailmaking Test A, Clock Drawing Task, Snellgrove Maze Task) have been identified in additional samples such as stroke that assist in risk stratification and could potentially reduce the number of road tests by occupational therapists and/or the Department of Motor Vehicles by > 50%. It is hoped that data collected at an additional medical site (e.g. Springfield, MO) will replicate those findings. Washington University has current grant funding focusing on determining the usefulness of the tests in the outpatient physician office setting in St. Louis, MO.

Phase1: The focus of this phase one is to perform additional analysis prior to further needed data collection in subsequent years as follows:

1. To merge two separate databases to establish one common database

Washington University has been collecting data from different diagnoses and sites - and need to merge this data into one data base for a larger analysis. This requires some data base management and variable recoding/labeling to ensure that no data is lost in the process. Data is preserved in Washington University Secure RedCap Data base - and this data base is set up to managing merging needs.

2. To perform analyses on fitness to drive database to study additional screening tools and effectiveness in different settings (e.g., study traffic signs in relationship to predicting driving safety, and study effectiveness of the model of brief tests to predict driving in different settings, i.e., Springfield, MO and outpatient office settings).

3. To present these findings at a minimum of two national conferences

4. To publish three additional peer review manuscripts in peer review journals during the year of funding that identify new tools validated against new driving outcomes

a. The first manuscript will focus on traffic sign recognition and written tests as predictors of road test performance. The entire dataset will be analyzed (including the addition of the Springfield, MO site) and perform sub analyses on specific medical categories (e.g. dementia, stroke).

b. The second manuscript will focus on physician office predictors, since data entry will be completed at the end of this year of funding and will require additional time to complete analyses.

c. Finally, the dataset has grown and there has been enough time to examine the predictive power of the screens and the impact of road tests on crash data, retrospectively and prospectively from the time of the evaluation. Thus, a publication on this important outcome is critical.

Phase 2: Building a Collaborative Network for the Future

Washington University will expand the sample to include other sites in Missouri to validate the brief office test model of predicting road test performance.

1. To meet the phase 2 goal, a conference will be held and meet with other OT-based driving clinic professionals across the state of Missouri to begin a dialogue to build a coalition of clinician investigators to expand the approach and sample size for further validation.

Plan: Washington University will work closely with a colleague at a central location (e.g. Dr. James Stowe, Columbia, MO) and reach out to additional professionals who perform fitness-to-drive evaluations in OT-based driving clinics. A one-day conference at this central location will be held with individuals who are interested in a collaboration to validate the published models, with intent to learn any new approaches from other sites that should be studied. This conference will review previous and current research, review the current evaluation process from each site, and then try to reach a consensus on what tools each site would be willing to adopt, along with addressing key issues such as funding, biostatistical input,



administrative location, and the tricky issue of blinding, which increases cost with another examiner, but will probably be critical for the scientific validity of testing.

2. A meeting with key stakeholders in the Missouri State Highway Patrol will be held to begin a dialogue to determine if it is feasible to initiate pilot testing of the screening tools in the license renewal setting in fitness-to-drive evaluations.

Plan: This meeting will include key stakeholders in Jefferson City - Highway Patrol, Office of License Testing, Traffic and Highway Safety Division and the Washington University research team. The goal of this meeting will be to discuss the feasibility, legal and/or ethical issues of moving our efforts into a pilot phase in the DOR setting.

#### **PROBLEM IDENTIFICATION:**

Driving continues to be the most viable mode of transportation for older drivers, and safety on the road is an ongoing concern. Patients, families, clinicians, and Department of Motor Vehicles across the country are faced with an increasing number of older medically impaired drivers. The crash rate for older adults (per miles driven) is elevated in comparison to middle-aged drivers and approaches that of teenage drivers. Medical conditions that occur during the aging process may predispose older adults to a higher risk of crashes and are the reasons for referral for fitness to drive evaluations in the state of Missouri. Cognitive impairment, which can be associated with a number of conditions (e.g. dementia, Parkinson's Disease, Multiple Sclerosis, psychiatric disease, stroke, heart conditions) has been associated with elevated crash risk or impaired driving performance.

Numerous stakeholders (e.g. State Highway Patrol (SHP), Missouri Department of Transportation (MoDot), and Department of Revenue (DORS), have a primary concern to maintain or improve traffic safety. The State of Missouri has made improvements in their evaluation process by passing a voluntary reporting law in 1998. Approximately, 800 medical impaired drivers a year require further fitness to drive testing by the state. It is anticipated that these numbers will likely triple over the next few decades. In addition, office based clinicians (e.g. physicians, occupational therapists) are on the front line in determining whether their patients should even continue driving and/or be referred to the state for an evaluation. The Missouri reporting law has been effective in identifying unsafe drivers with medical impairments. However, the need for a battery of off-road tests is sorely needed to reduce the costs of road testing in our state, reduce unnecessary road tests and anxiety when performing these tests on our medically impaired drivers, and reduce the risk to examiners and the public when taking these impaired drivers out on the road for evaluations.

As medically impaired older adults are reported to the State through our voluntary reporting law, the Missouri protocol mandates physician medical information with recommendations for driving/further testing. It is at this point, that physicians may recommend a road test by the state to determine fitness to drive. The standard procedure is to have the road test performed in the individual's own car (without a passenger brake available) and the DORS evaluator takes the individual on a planned testing route in the community. This imposes a level of safety risk (as well as costs) that could be reduced if there were brief tests available that could predict failure on the road test with a high degree of certainty. Thus, this supports the need to have reliable and valid tests that can be used to predict driving performance in a majority of medically impaired drivers.

#### **GOALS AND OBJECTIVES:**

The goals of the project are:

1. To further develop and analyze the fitness to drive database (e.g. examining the abilities of the model to predict a heterogeneous group of medically impaired drivers and not just specific samples such as stroke or dementia), study additional key screens (e.g. traffic sign recognition, written test), and examine an additional outcome measure (e.g. such as motor vehicle crashes using the Missouri STARS database).
2. Development of a plan to enlarge the sample and carry through the model into DMV settings. Convene a meeting with key stakeholders such as OT's in driving clinic settings across Missouri and the State Highway Patrol who are responsible for testing medically impaired drivers, could start a process of creating a major collaboration to expand the approach to other sites and data sets to replicate findings and increase the sample size. If successful it believed that this will provide the evidence required to adopt these types of tools and approaches in other health professional sights as well as potential DMV settings.

#### **EVALUATION:**

The MHTC will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract\*
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  - Programs (number and success of programs held compared to planned programs, evaluations if available)
  - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations,



location of classes, class cancellation information)

- Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
  - Public awareness activities (media releases, promotion events, incentive items or education materials produced or purchased)
  - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Traffic and Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
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- Whether grantee will receive funding for future projects.

\*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

## RESULTS:

### SUMMARY OF PROJECT ACTIVITY

Phase One: The focus of this phase was to perform additional analyses and set up infrastructure to plan for additional data collection in the future:

1. To merge two separate databases to establish one common database

Data has been collected from different diagnoses and sites and has now successfully been merged into one database in preparation for a larger analysis. This involved a lengthy process of recoding/labeling variables for continuity across all collected data so as not to lose any data. Washington University has achieved this process and begun to take initial steps to develop a "core" (e.g., Washington University Driving and Community Mobility Assessment and Intervention Core).

Washington University staff has met with key administrators in Human Subjects Department to determine if the criteria have been met for the establishment of a "core"- and it does with the combined data set. As defined by Washington University (<http://research.wustl.edu/Cores/About/Pages/default.aspx>)

"Washington University Core Research Facilities and Resources (CRFRs) are defined as specialized data centers, laboratories, state-of-the-art equipment facilities and service units that offer shared assets to University investigators. Examples of core offerings include novel technologies, equipment, sample and data collections, informatics, analysis tools, consultation, evaluation, specialized technical training, and expertise. Access may be restricted or prioritized for specific groups or open to all investigators."

A core will have the benefits of furthering the research within Washington University as well as both nationally and internationally. Procedures will be established for interfacing with other researchers interested in driving for data-sharing. This will allow the Washington University database in driving to expand and reach other interested researchers (e.g. autism, distracted driving). Project staff is in the initial stages of core development and are researching other protocols and operating manuals from already developed cores in the Washington University Medical School for important information regarding policies and procedures. This will provide a structure to the driving lab that is necessary as growth occurs.

2. To perform analyses on the fitness to drive database to study additional screening tools and effectiveness in different settings and diagnoses (e.g., study traffic signs in relationship to predicting driving safety, and study effectiveness of the model of brief tests)

- a. Traffic Signs and Written Rules of the Road Test. (refer to tables in the attached Document 1 Traffic Signs)

Project staff has performed an inter-rater reliability study on the traffic sign naming task which utilizes the traffic signs from Missouri State Licensing/DMV offices. They have found generally better inter-rater reliability amongst the "naming component of the task" (e.g., what is the name of this sign) when compared to "meaning" (e.g., what would you do if you came up to this sign in traffic) (sign naming kappa .80, sign meaning kappa .54)(Table 6)

Validation of the traffic sign test is supported by the strong relationship it has with various cognitive assessment measures utilized as part of the driving assessment. (Table 1b). Additionally, all individual signs show a significant relationship to failing the road test except the sharp right turn sign (Table 2). The written test involving "rules of the road" showed that 8 of 13 questions were related to failing the road test (Table 3).

Stepwise logistic regression for Road Test Failure on sign name tests and their total resulted in a model that included the total of all the signs that were correct as well as sign 3 (no left turn) which suggests that sign 3 is more predictive than the other signs. A high sign name total corresponded to a higher probability of passing. Getting sign 3 correct related more to

passing than other sign tests. This model has an ROC AUC of 0.784.

Traffic Sign Naming Test appears to be a very good predictor of road test performance. Project staff is continuing to analyze this data but are very close to manuscript preparation on this novel data.

b. Glaucoma and Driving. (Refer to attachment - Document 2 Glaucoma and Driving)

Dr. Borade has been instrumental in the submission of the first study on glaucoma and driving which looked at the differences in controls and individuals with glaucoma in driving performance.

In this investigation, it was found that among the glaucoma group, there were no statistically significant differences in visual field, visual acuity, contrast sensitivity or glare between participants rated as pass vs. marginal/fail ( $p > 0.05$ ). However, glaucoma participants rated as marginal/fail performed significantly worse on measures of cognition (Trail Making Tests A and B), mobility (Rapid Pace Walk, Braking Response Time, right-sided Jamar grip strength) and identifying traffic signs ( $p < 0.05$ ).

Thus, while approximately half of patients with bilateral moderate or advanced glaucoma were at-risk drivers, about half were rated as safe drivers. Impairment in cognition and mobility may be more important predictors for unsafe driving than vision alone in these patients.

This paper was submitted to JAMA Ophthalmology and returned due to being over the allotted word count. We have re-submitted with a reduction in word count. The paper is not for sharing at this time due to pending publication status.

c. Driving Error Studies. Refer to Attachments 3 (RODE Inter-rater Reliability Study) and Attachment 4 (Dementia and Driving Errors)

Washington University staff has continued to pursue their interest in studying the types of driving errors individuals make while on the performance based road test. The Record of Driving Errors (RODE) was developed (by Peggy P. Barco) as a standardized approach to measure driving errors on the road test. Since the development of this instrument, it has become the major outcome measure in a funded NIH study where Drs. Carr and Barco are co-investigators: (NIH) (R01 AG043434 PI: Roe). As part of MODOT grants, they studied the RODE's inter-rater reliability which was shown to be strong across most error types (Attachment 3), and this paper currently has been accepted for publication in the American Journal of Occupational Therapy (accepted March 2014).

Drs. Carr and Barco have also submitted a paper (to JAGS/under review) which looks at the types of driving errors in dementia. The primary aim of this study is to describe in detail the number and types of driving errors made by people with dementia who fail a road test in comparison to those that pass. The secondary aim is to contrast driving errors made between drivers with dementia and cognitively intact older adults. In this investigation, sixty-two percent (37/60) of individuals with dementia failed the road test in comparison to three percent (1/32) of healthy elders. Based on the RODE, individuals with dementia made twice as many driving errors as controls. Within the dementia sample individuals that failed the road test had more difficulties when driving in straight away conditions and when making left and right turns. Dangerous actions occurred most often while driving straight on the road and while making left turns. Specific driving behaviors associated with road test failure in the dementia sample included difficulties in lane positioning/usage, stopping the vehicle appropriately, attention, decision making, and following rules of the road. Informants of individuals with dementia that failed the road test reported more impairment with cognitive functioning through the Assessing Dementia 8 (AD8).

This paper highlights the driving errors most common in those with dementia that fail a road test. The finding that most of the dangerous actions in the dementia sample occurred while driving in a straight away condition is novel, as driving on straight roads has not been considered a condition of "high challenge" in prior driving studies with dementia. This finding has potential implications for future interventions related to vehicle instrumentation, traffic policy, and driving recommendations for those with dementia. The paper is not for sharing at this time due to pending publication status.

d. Caregiver Tools in Predicting Road Test Performance. (Refer to Attachment 5 Caregiver Tools)

Informants or caregivers need brief, simple screens to assist with the decision of when to consider evaluating driving skills in older adults with dementia. The objective of this study was to determine if informant report of abnormal driving behaviors and driving quality ratings, impairments in IADL tasks as measured by the Functional Assessment Questionnaire (FAQ)<sup>3</sup> or the AD8,<sup>4</sup> and/or a brief cognitive screen (Short Blessed Test)<sup>5</sup> could predict on-road performance. In this sample of older adult drivers, functional impairments in higher order activities of daily living, caregiver ratings, and a cognitive screen were the best correlates of impaired road test performance. Detailed checklists of abnormal in-traffic driving behaviors observed by informants were suboptimal predictors. Further study of checklists may be warranted and could possibly be improved by requesting more direct observation by informants and/or adding a Likert scale to the responses. More studies are needed in larger samples and in additional clinical settings to validate these findings and develop multi-domain models for

informant/caregiver prediction of driver performance. This paper is still being developed and has not yet been submitted.

3. To present these findings at a minimum of two national conferences

The co-investigators have presented the caregiver tools data at the International Conference on Alzheimer's Disease in 2013 and have also presented many of their studies at the national AOTA conference. Going forward they will commit to presenting future studies at the Transportation Research Board meeting in Washington DC.

Barco, PP., Carr, DB., Ott, B.R., Ice, S., Baum, C, Roe, CM. Assessing Driving Errors in Dementia thru the Record of Driving Errors (RODE). American Occupational Therapy Association National Conference, Baltimore, Maryland, April 3, 2014.

Carr, DB, Barco, PP, Dolan, K, Waldendorf, M, Roe, CM. Caregiver Prediction of Road Test Performance. American Occupational Therapy Association National Conference, Baltimore, Maryland, April 5, 2014.

\*\*Drs. Carr and Barco have been accepted to present a three hour workshop on driving assessment with other driving and community mobility specialists at the 2015 American Occupational Therapy Association National Conference. As part of this workshop they will be presenting and discussing the predictive model along with case studies illustrating the model.

4. To publish three additional peer review manuscripts in peer review journals during the year of funding that identify new tools validated against new driving outcomes

Barco PP, Carr DB, Rutkoski KR, Xiong C., Roe CM. Inter-rater reliability of the record of driving errors (RODE), American Journal of Occupational Therapy (accepted for publication).

Barco PP, Baum CM, Ott BR, Ice S, Johnson A, Wallendorf M, Carr, DB. Driving Errors in Persons with Dementia (submitted October 2014 to JAGS; under review).

Bhorade AM, YomVH, Barco PP, Wilson B, Gordon M, Carr, DB. On-road Driving Performance of Patients with Bilateral Moderate and Advanced Glaucoma. (pending acceptance to Jama Ophthalmology).

Barco PP, Wallendorf MJ, Shellgrove CA, Ott BR, Carr DB (2014). Predicting Road Test Performance in Drivers with Stroke. American Journal of Occupational Therapy, 68(2), 221-229. (Not supported by NIH funds)

Hetland AJ, Carr DB, Wallendorf MJ, Barco PP (2014). 'Potentially driver impairing' (PDI) medication use in medically impaired adults referred for driving evaluation. Annuals of Pharmacotherapy. 2014 Jan 28. [Epub ahead of print] PMID:24473491

The following papers are still being developed for submission:

1. Traffic Sign Test as Predictor of Road Test Performance in Dementia
2. Summary of Caregiver Prediction of Road Test Performance

Phase 2: Building a Collaborative Network for the Future

Drs. Carr and Barco have the intention of expanding their sample to include other sites in Missouri to validate the brief office test model of predicting road test performance.

To meet the phase 2 goal, they plan to have a conference and meet with other OT-based driving clinic professionals across the state of Missouri to begin a dialogue to build a coalition of clinician investigators to expand their approach and sample size for further validation.

Drs. Carr and Barco have spoken to facilities with driving specialist across Missouri to determine interest in attending a small workshop focused on tools to predict driving performance and to discuss potential collaboration in the future. The workshop has been scheduled for November 3, 2014. The agenda will include providing overview of current evidence related to assessment tools and prediction of road test performance, review of current evaluation process from each site, the current model of prediction to be studied across Missouri, discussion and input through case examples and consensus building, and education on Human Subjects, and unique research needs (e.g. 2nd evaluator for blinding). Interest, willingness, and ability to participate in a potential future study with Washington University will be explored. In attendance will be driving specialists from St. Louis (TRISL, VA, and hopefully St. John's Mercy), Springfield, and Cape Girardeau.

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<b>FUNDING:</b>	<b>AWARDED AMOUNT:</b>	<b>DISBURSED AMOUNT:</b>
	\$74,055.62	\$74,055.23

**HS CONTACT:**

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Jefferson City, MO 65102

1-800-800-2358



## Missouri Department of Transportation (MODOT) Report

M. Wallendorf

October 15, 2014

**Demographics**

In our sample (n = 202), 159 (78.7%) had dementia, 96 (47.5%) failed the road test, 76 (37.6%) were female, 159 (81.5%) were caucasian, 185 (91.6%) completed at least 12 years of education, 99 (49.0%) completed at least 16 years of education, 184 (91.1%) were current drivers at the time of testing, and 132 of 192 (68.7%) were married. The median age was 74.

**Sign and Written Tests**

Table 1a. Simple statistics for association of Sign and Written Tests with measures of cognition.

Simple Statistics							
Variable	N	Mean	Std Dev	Sum	Minimum	Maximum	Label
sbt	205	7.28780	6.65907	1494	0	28.00000	Short Blessed:
ctdf	204	5.32353	2.10400	1086	0	7.00000	Clock Drawing: Freund Score
trailsasec	204	60.46186	38.42550	12334	19.53000	235.00000	Trails A: seconds
trailsacompleted	203	23.67980	2.29095	4807	1.00000	24.00000	Trails A: Number completed out of 24
trailsbsec	184	168.48462	83.68069	31001	41.68000	301.00000	Trails B: seconds
trailsbcompleted	184	22.11957	4.47786	4070	3.00000	24.00000	Trails B: Number completed out of 24
mazesec	198	50.16717	35.17137	9933	15.97000	299.00000	Maze Test: Seconds
dhiufov	118	255.52542	151.40367	30152	100.00000	500.00000	UFOV: Milliseconds
dhimfvpt	162	3.41358	2.51615	553.00000	0	11.00000	Visual Closure/MVPT: Errors
ad8tot	203	4.34975	2.52725	883.00000	0	8.00000	Total number of positive responses on AD8
SignNameTotal	205	7.86341	2.36620	1612	1.00000	12.00000	Traffic Sign Naming total accurate
SignFuncTotal	205	8.20976	2.74753	1683	0	12.00000	Traffic Sign Meaning total accurate
TotWDT	154	9.62987	2.50998	1483	0	13.00000	Total Written Driving Test

Table 1b. Pearson correlation for association of Sign and Written Tests with measures of cognition.

Pearson Correlation Coefficients Prob >  r  under H0: Rho=0 Number of Observations			
	SignNameTotal	SignFuncTotal	TotWDT
<b>sbt</b> Short Blessed:	-0.58766 <.0001 205	-0.54024 <.0001 205	-0.39506 <.0001 154
<b>ctdf</b> Clock Drawing: Freund Score	0.40205 <.0001 204	0.50642 <.0001 204	0.43652 <.0001 154
<b>trailsasec</b> Trails A: seconds	-0.36950 <.0001 204	-0.45798 <.0001 204	-0.37778 <.0001 153
<b>trailsacompleted</b> Trails A: Number completed out of 24	0.12407 0.0778 203	0.19602 0.0051 203	0.10939 0.1783 153
<b>trailsbsec</b> Trails B: seconds	-0.45219 <.0001 184	-0.47468 <.0001 184	-0.51904 <.0001 136
<b>trailsbcompleted</b> Trails B: Number completed out of 24	0.26219 0.0003 184	0.36210 <.0001 184	0.43326 <.0001 136
<b>mazesec</b> Maze Test: Seconds	-0.32620 <.0001 198	-0.35944 <.0001 198	-0.23041 0.0048 148
<b>dhiufov</b> UFOV: Milliseconds	-0.50515 <.0001 118	-0.56964 <.0001 118	-0.51375 <.0001 78
<b>dhimfvpt</b> Visual Closure/MVPT: Errors	-0.37276 <.0001 162	-0.40920 <.0001 162	-0.37275 <.0001 118
<b>ad8tot</b> Total number of positive responses on AD8	-0.38170 <.0001 203	-0.36476 <.0001 203	-0.19489 0.0161 152



Table 2. Association of Sign Name Test with Road Test Failure.

	Sign Name Test	Correct	Incorrect	Pearson Chi-square P-value
		N (Percent Fail)	N (Percent Fail)	
1	Stop	189 (44)	13 (92)	0.0008
2	Merge	91 (27)	110 (65)	<0.0001
3	No left turn	159 (36)	43 (88)	<0.0001
4	Road construction	196 (46)	6 (100)	0.009
5	Do not enter	45 (29)	157 (53)	0.0045
6	Traffic signal ahead	122 (36)	80 (65)	<0.0001
7	Slippery when wet	132 (39)	70 (64)	0.0005
8	Yield	75 (36)	126 (55)	0.010
9	Railroad crossing	193 (46)	9 (89)	0.011
10	Pedestrian crossing	181 (43)	21 (86)	0.0002
11	Divided highway	77 (31)	125 (58)	0.0003
12	Sharp right curve	129 (49)	73 (45)	0.62

Table 3. Association of Written Driving Test with Road Test Failure.

	Written Test	Correct	Incorrect	Pearson Chi-square P-value
		N (Percent Fail)	N (Percent Fail)	
1	tailgate	185 (44)	11 (73)	0.066
2	pedestrian	164 (45)	32 (53)	0.371
3	emergency vehicle	182 (43)	14 (79)	0.011
4	speed limit	100 (41)	96 (51)	0.159
5	lane change	132 (35)	64 (69)	<0.0001
6	school bus	170 (39)	26 (92)	<0.0001
7	solid and broken yellow lines	87 (36)	109 (54)	0.010
8	flashing yellow light	127 (36)	69 (64)	0.0002
9	two or more lanes	160 (41)	35 (66)	0.009
10	yield	141 (38)	54 (65)	0.0009
11	left lane	139 (36)	55 (69)	<0.0001
12	pedestrian outside crosswalk	178 (44)	16 (56)	0.361
13	turn signals	182 (44)	12 (67)	0.126

### Road Test Failure

Stepwise logistic regression for Road Test Failure on sign name tests and their total resulted in a model that included the following parameters,

(Table 4)

Analysis of Maximum Likelihood Estimates					
Parameter	DF	Estimate	Standard Error	Wald Chi-Square	Pr > ChiSq
Intercept	1	3.8712	0.7159	29.2375	<.0001
sign3nam	1	-1.4332	0.5826	6.0511	0.0139
SignNameTotal	1	-0.3509	0.0950	13.6323	0.0002

A high sign name total corresponded to a higher probability of passing. Getting sign 3 correct related more to passing than other sign tests. This model has an ROC AUC of 0.784.

Stepwise logistic regression for Road Test Failure on written driving tests and their total resulted in a model that included the following parameters,

(Table 5)

Analysis of Maximum Likelihood Estimates					
Parameter	DF	Estimate	Standard Error	Wald Chi-Square	Pr > ChiSq
Intercept	1	5.1675	1.1623	19.7674	<.0001
wdt6	1	-1.8203	0.7844	5.3857	0.0203
TotWDT	1	-0.3305	0.0979	11.3894	0.0007

Here, high written driving test total corresponds to passing and test 6 relates to passing more than other written tests in the set. The AUC is 0.754.

## Reliability

A subsample of 40 records were randomly selected to have tests evaluated by 2 raters.

Table 4. Test-retest Kappa statistics for sign tests.

(Table 6)

variable	Kappa	ASE	LowerCL	UpperCL
sign1nam	1.00000	0.0000	1.0000	1.0000
sign2nam	0.88000	0.0819	0.7195	1.0000
sign3nam	0.91648	0.0821	0.7556	1.0000
sign4nam	1.00000	0.0000	1.0000	1.0000
sign5nam	0.74483	0.1165	0.5165	0.9732
sign6nam	0.61743	0.1299	0.3629	0.8720
sign7nam	0.93964	0.0594	0.8232	1.0000
sign8nam	0.86296	0.0940	0.6786	1.0000
sign9nam				
sign10nam	1.00000	0.0000	1.0000	1.0000
sign11nam	0.64423	0.1321	0.3854	0.9031
sign12nam	0.67023	0.1334	0.4087	0.9317
sign1fun	1.00000	0.0000	1.0000	1.0000
sign2fun	0.47293	0.1355	0.2073	0.7386
sign3fun	0.62777	0.1437	0.3461	0.9094
sign4fun	0.61053	0.1694	0.2785	0.9425
sign5fun	0.87108	0.0879	0.6988	1.0000
sign6fun	0.37672	0.1553	0.0724	0.6811
sign7fun	0.72040	0.1516	0.4233	1.0000
sign8fun	0.72694	0.1269	0.4783	0.9756
sign9fun	0.80108	0.1355	0.5355	1.0000
sign10fun	0.22105	0.1873	-0.1460	0.5881
sign11fun	0.37465	0.1272	0.1253	0.6240
sign12fun	0.52361	0.1687	0.1930	0.8542
signnametotal	0.79946	0.0555	0.6907	0.9082

variable	Kappa	ASE	LowerCL	UpperCL
signfunctotal	0.53935	0.0821	0.3785	0.7002

For sign name 9 (Rail Road Crossing), all 37 of the non-missing evaluations were the same value, 1. Sign function tests had low reliability as seen in the Kappa and the lower confidence limit (CL).

We are encouraged by our findings that show modest/fair prediction with the traffic sign naming test and the written tests in regarding to predicting road test performance. Our next step is to choose those written test questions that show differences in those that pass and those that fail the road test and use both tests in our model of road test failure prediction. We are confident that we will be able to improve our AUC/ROC to .8 which is a good level of prediction and then using two cut-points (high and low) be able to correctly classify a significant number of drivers. This twenty item test could easily be administered in the officer examination section and reduce the number of road tests that would be necessary in this setting.

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sign8fun	0.72694	0.1269	0.4783	0.9756
sign9fun	0.80108	0.1355	0.5355	1.0000
sign10fun	0.22105	0.1873	-0.1460	0.5881
sign11fun	0.37465	0.1272	0.1253	0.6240
sign12fun	0.52361	0.1687	0.1930	0.8542
signnametotal	0.79946	0.0555	0.6907	0.9082

variable	Kappa	ASE	LowerCL	UpperCL
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For sign name 9 (Rail Road Crossing), all 37 of the non-missing evaluations were the same value, 1. Sign function tests had low reliability as seen in the Kappa and the lower confidence limit (CL).

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**PROJECT TITLE:**

Physician Input on Cited Older Drivers

**PROJECT NUMBER:**

14-DL-02-001

**PROGRAM AREA:**

02

**JURISDICTION SIZE:**

1,000,000

**TYPE OF JURISDICTION:**

Urban

**TARGETED POPULATION:**

All Drivers

**AGENCY NAME:**

Curators of University of Missouri - St. Louis

**AGENCY CONTACT:**

Dr. Thomas Meuser

**PROJECT DESCRIPTION:**

The Curators of University of Missouri - St. Louis will work with the Missouri Department of Revenue to obtain and access information reported on the Driver Condition Report, Form 4319; the physician input on Form 1528; vision information on Form 999; and written and on-road testing from the Missouri State Highway Patrol, Form 232. All of the forms mentioned are maintained in the Driver License Bureau (DLB). Together, these data will provide a complete story of what happened with each driver reported as unfit with a special emphasis on the quality and impact of the medical data utilized for the licensing restriction and revocation decisions. Current data will be compared with data from the 2006-2007 AAFTS-funded study to confirm efficacy of the revised form implemented in February of 2009. The information will also be linked to the Missouri Driver Record and the STARS crash database to evaluate the overall effectiveness of Physician Statement Form 1528 revised and implemented in February 2009.

Tablet computers will be utilized to enter data in a Microsoft Access Database similar to the data entry during the 2006-2007 study. This will allow teams from the UMSL to travel to Jefferson City to gather data at the DOR office. The team will work approximately twenty, eight hour work days at the DOR offices in Jefferson City, Missouri.

The project will involve three distinct phases during the funding period.

(1) Lay the Groundwork for Data Acquisition (10/1/13 - 12/31/13). During this phase, the team from UMSL will:

- Collect and organize articles and other sources of authoritative data on medical fitness to drive.
- Travel to Jefferson City to meet with DLB officials to discuss data collection protocols, update the prior MOU for data collection, revise the Microsoft Access system developed for the 2006-2007 project, and plan training for project staff to access DLB files appropriately.
- Obtain IRB approval from University of Missouri-St. Louis and Saint Louis University.

(2) Data Acquisition, Organization & Preliminary Analysis (1/1//14 - 7/31/14). During this phase, the team from UMSL will:

- Organize and mount approximately 20 trips to Jefferson City to obtain case data on all reported drivers during the study period for a total of approximately 350 person hours. Drs. Meuser and Berg-Weger and two student assistants will form the core of the data collection group. Data will be entered to Android Tablets with data fields defined for this effort. A total sample of approximately 1,500 cases will be obtained. Data will be organized, checked, cleaned and merged continuously. In addition, periodic analyses will be conducted to ensure data integrity and develop preliminary findings concerning the guiding questions.

(3) Final Data Analysis & Reporting (8/1/14 - 9/31/14). During this phase, the team will conduct final analyses and prepare a detailed report for MoDOT, DLB, and for submission to an academic journal. The team will also travel to Jefferson City to present the findings and their implications for making further improvements to the driver reporting and evaluation system in Missouri.

**PROBLEM IDENTIFICATION:**

Adults over the age of 65 years comprise 18 percent of the population in Missouri as of 2010 and will exceed 20 percent by





2020 (OSEDA, 2008). The most notable gains will be in those older adults living past age 85 years of age. Approximately 16 percent of licensed drivers in Missouri are currently age 65 or older, hence this proportion will increase with the aging population.

The presence of drivers who are unable to drive safely due to medical impairments can impact the public safety of our state. With fourteen percent of drivers already age 65 and older and the Baby Boom generation aging over the next two to three decades, an increasing number of older drivers will experience changes in health and functional status that impact their fitness to safely drive an automobile (NHTS, 2001). For example, approximately 20 percent of older drivers who report for renewal of their driver licenses may be experiencing a form of cognitive impairment (Stutts, Stewart & Martell, 1998). For some, accommodation strategies and driver training programs may allow continued safe driving. For others, however, retirement from driving will be required for reasons of personal and public safety. As a result, a 34 percent increase in law enforcement reports of older drivers is expected by 2030 (Lyman, Ferguson, Braver & Williams, 2002). The average older adult will outlive his or her "driving life expectancy" by seven to ten years (Bauer, Rottunda & Adler, 2003; Foley, 2002)

Licensing decisions for medically at-risk drivers, the majority of whom are age 65 and older, depend on "expert" input from primary care and specialist physicians. All drivers reported as unfit to the Missouri Department of Revenue, Driver License Bureau (DLB) must be seen by a physician of their choice and submit a Physician Statement (Form 1528) for DLB review. Few physicians are trained to evaluate driver fitness, however. So, the quality of this medical input varies. Restriction or revocation of the driver license is a sensitive area, and incomplete or contradictory medical input can complicate the work of DLB officials and even cause harm to some drivers (i.e., when medical information relative to the driving task is interpreted too loosely or strictly).

In 2006-2009' Drs. Tom Meuser and Marla Berg-Weger evaluated the efficacy of Missouri's voluntary reporting and evaluation system for medically at-risk drivers (Meuser et al, 2008). This effort, funded by the AAA Foundation for Traffic Safety, was a first-of-its kind study and yet to be replicated in any other US State. The study examined 1,881 cases with Form 1528. While 95 percent of these forms included driver safety ratings (safe vs. unsafe) and testing recommendations (written, on-road, or both), in many instances the responding physician did not provide sufficient supporting evidence for DLB officials to accept the given conclusion. For example, physicians rated 620 of 1,881 drivers in the sample as safe to continue driving without restriction. DLB officials disagreed on 397 of these and required on-road testing to confirm safety. Better physician input from the start could have prevented unnecessary testing and hassle for those individuals.

With funding support from the Missouri Department of Transportation in 2008, Meuser and colleagues investigated how other jurisdictions approach medical evaluation of at-risk drivers. Along with supporting data from the AAAFTS project, this effort led to the development of an evidence- and best practices-based version of Form 1528. This new Form 1528, adopted by the DLB in February of 2009 was designed to: (1) educate responding physicians about key aspects of driver fitness evaluation, and (2) guide them in a step-by-step approach to gathering and interpreting key information (e.g., past driving patterns, awareness of health issues and their impacts on function, vision, neurological, musculo-skeletal, psychiatric). Data from the first 135 cases to use the form and conversations with DLB staff indicated improvements with respect to both aims (Meuser et al, 2012).

Since 2009, approximately 1,500 drivers reported as medically unfit have been evaluated with the new Form 1528. There is a need to collect all the relevant medical and driver licensing-related data (including citations, crash, input from family, police reports in DLB files) on these cases to document the true safety impacts of the new Form 1528.

Guiding questions to be answered are:

(a) Are Missouri physicians now providing the kind of detailed, reasoned input on driver fitness necessary for DLB officials to make sound judgments concerning driver license restrictions and/or revocations? In other words, is Form 1528 working as intended or are further revisions needed?

(b) Are appropriate drivers being required to participate in extra testing? In other words, do DLB decisions on licensing, testing and/or license restriction correspond with the medical fitness data and recommendations from physicians on the new Form 1528?

Answers to these questions will have immediate implications for driver licensing policies and practices, especially for older drivers who are most likely to suffer from medical and/or functional conditions which can impact on roadway safety for all of us.

Resources:

Bauer, M., Rottunda, S. & Adler, G. (2003). Older women and driving cessation. *Qualitative Social Work*, 2(3), 309-325.

Foley, D., Heimovitz, H.K., Garalnik, J.M. & Brock, D.B. (2002). Driving life expectancy of persons aged 70 years and older in the U.S. *American Journal of Public Health*, 92(8), 1284-1989.



Lyman, S., Ferguson, S., Braver, E. & Williams, A. (2002). Older driver involvement. Police reported crashes and fatal crashes: Trends and predictions. *Injury Prevention*, 8, 116-120.

Office of Social and Economic Data Analysis (OSED). Missouri Senior Report. Retrieved from <http://www.oseda.missouri.edu>

Meuser, T.M., Carr, D.B., Ulfarsson, G.F., Berg-Weger, M., Niewoehner, P., Kim, J.K., Epplin-Zalpf, T.J., Barco, P., MacLean, K., & Osberg, S. (2008). Medical Fitness to Drive & A State Voluntary Reporting Law: Characteristics of Reported Older Drivers & Safety Outcomes. AAA Foundation for Traffic Safety: Washington, DC.

Meuser, T.M., Berg-Weger, M., Niewoehner, P.M., Harmon, A.C., Kuenzie, J.C., Carr, D.B., Barco, P.D. (2012). Physician input and licensing of at-risk drivers: A review of all-inclusive medical evaluation forms in the US and Canada, *Accident Analysis & Prevention*, 46 (May 2012), 8-17. ISSN 0001-4575, 10.1016/j.aap.2011.12.009.

National Household Travel Survey. (2001). U.S. Department of Transportation, Bureau of Transportation Statistics and Federal Highway Administration (Access 4/2007 via AAA Foundation trafficSTATS System: <http://www.aaafoundation.org/trafficstats/>).

Stutts, J.C., Stewart, J.R. & Martell, C. (1998). Cognitive test performance and crash risk in an older driver population. *Accident Analysis Prevention*, 30(3), 337-346.

#### **GOALS AND OBJECTIVES:**

The goal of this project is to document and confirm that the Physician Statement Form 1528, implemented through the DLB in 2009, achieved the purpose of educating physicians concerning driver fitness and improving the through-put of detailed, reasoned medical information and opinions on safety.

#### **EVALUATION:**

The MHTC will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract\*
5. Accomplishing the Objectives\* established to meet the project Goals, such as:
  - Programs (number and success of programs held compared to planned programs, evaluations if available)
  - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
  - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
  - Public awareness activities (media releases, promotion events, incentive items or education materials produced or purchased)
  - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Traffic and Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

\*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

#### **RESULTS:**

The primary objective of this project was to determine if the new Physician Statement (Form 1528) enhances licensing review (and by extension roadway safety) in how physicians use it and in how it is analyzed by staff with the Missouri Department of Revenue, Driver License Bureau. The project involved 20 trips to Jefferson City to access records involving the new Form 1528 (n = 994) and an additional 300 cases involving the old Form 1528.

The team with University of Missouri - St. Louis found that the new Form 1528 largely performed as anticipated. The form is completed more thoroughly than the prior version and licensing recommendations are more logical (evidence-based). Only minor recommendations were made for a revision of the form based on the findings. The findings were reported on October 3, 2014 and are attached. The form works and should continue in regular use.



The team also found indicators of change in how DOR staff process cited drivers. Some of what was presented on October 3, 2014 came as a surprise to Driver License Bureau staff. While approximately the same proportions of cited older drivers are rated as "capable of safe driving" by their physicians now as in the past, there is a difference in how physician ratings are viewed. Being rated as capable today is not a guarantee of continued licensure; many drivers rated as capable in the recent data were sent on for on-road testing even though physicians did not recommend this.

This tendency to require testing may be prudent, but it also utilizes more resources than in the past and can place a greater burden on some drivers. Whether rated as capable or of questionable capability, the larger portion of drivers that were tested behind the wheel did eventually pass and retain a valid license. This is different from the prior dataset where most failed and faced license revocation. It is believed that the difference today is that there is greater sensitivity among Highway Patrol driver examiners with respect to the needs of older drivers and possibly more encouragement for drivers who fail their first test to return and try again. The team saw this in the data: forty drivers passed on their third and final attempt. There were only a few such cases in the data from the early 2000's.

#### Recommendations Concerning Form 1528 Revisions

Submitted by: Tom Meuser, PhD  
University of Missouri - St. Louis  
meusert@umsl.edu; 314-516-5421

Dr. Meuser and his team (Dr. Berg-Weger, Dr. Carr, & others) presented findings on their latest data collection on Form 1528 to Missouri Department of Revenue, Missouri Department of Transportation and Missouri State Highway Patrol staff on October 3, 2014. The slide set for this presentation (copy attached) detailed how the form was completed and suggested a few changes/modifications for discussion.

The following edits to Form 1528 are suggested based on prior discussions and subsequent analyses.

- o The team recommended that the current two page layout and content structure of the form be retained. Cited drivers and physicians complete their respective sections with reasonable consistency and thoroughness now (in comparison with the data obtained prior version of Form 1528).
- o Extending the form to three pages (as proposed in the recent form revisions process at DOR) and reworking the location of some sections will not enhance the form, and actually could detract from current completion patterns.
- o While some sections of the form are not completed as often as others (e.g., vision, AHA rating), the consensus on October 3, 2014 was that this is acceptable. The goal is to prime the responding physician to consider as much data as possible, and even sections that are considered less still support this goal in many cases. All current content elements should be retained.
- o Only minor wording and formatting changes are suggested:
  - o Page 1, Bottom Right - Move AHA levels (I II III IV) up and to the right next to the "circle level" instructions. Use extra space to add VISION heading with this instruction "For completion by evaluating physician or vision specialist."
  - o Page 2, Top Section - Change the current Other check box to the following: "Other (list): \_\_\_\_\_."
  - o Page 2, Top Section - Delete "Anti-Infective" and replace with "Antihypertensive." This suggestion came from a geriatrician who visited Dr. Meuser's poster presentation at the GSA Annual Meeting and makes good sense. Antihypertensives are common and known to impact on driving (see <http://www.nhtsa.gov/People/injury/olddrive/OlderDriversBook/pages/Ch9-Section5.html>).
  - o Page 2, Bottom Right - Under Unclear if Capable, add new check box "Evaluation by OT/Driving Specialist." Work on spacing so as to retain the current "Evaluation by Specialist \_\_\_\_\_" also.

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<b>FUNDING:</b>	<b>AWARDED AMOUNT:</b>	<b>DISBURSED AMOUNT:</b>
	\$91,310.56	\$82,222.08

#### HS CONTACT:

Jackie Rogers  
P.O. Box 270  
830 MoDOT Drive  
Jefferson City, MO 65102  
1-800-800-2358







MISSOURI DEPARTMENT OF REVENUE  
 DRIVER LICENSE BUREAU, P.O. BOX 200  
 301 WEST HIGH STREET, ROOM 470  
 JEFFERSON CITY, MO 65105-0200

TELEPHONE: (573) 751-2730  
 FAX: (573) 522-8174  
 WEB SITE: [www.dor.mo.gov](http://www.dor.mo.gov)

FORM  
**1528**  
 (REV. 10-2012)

**PHYSICIAN'S STATEMENT**

<b>DRIVER OR PATIENT SECTION</b>	PATIENT NAME (LAST, FIRST, MIDDLE)	SOCIAL SECURITY NUMBER	DATE OF BIRTH (MM/DD/YYYY)	
	PATIENT'S MAILING ADDRESS	CITY	STATE	ZIP CODE

**I hereby authorize and accept that:**

- My physician will conduct a medical examination to determine my fitness to operate a motor vehicle safely and responsibly.
- My physician will respond to any additional questions from the Driver License Bureau (DLB) and, if necessary, he or she may submit copies of my medical records to the DLB.
- The DLB will make a final decision concerning my eligibility for driver licensure based on all available information.

Signature of Driver or Patient \_\_\_\_\_ Date (MM/DD/YYYY) \_\_\_\_\_

**DRIVER AND PATIENT** (respond to all questions below before seeing your physician)

- How many driving trips do you make in a typical week? \_\_\_\_\_
- Do any of your regular trips involve driving at night?  Yes  No
- What is the one-way distance of your furthest regular trip? \_\_\_\_\_ miles
- Do any of your regular trips involve speeds  $\geq$  55 MPH?  Yes  No
- Were you pulled over by a police officer in the past year?  Yes  No
- Were you involved in a crash as a driver in the past year?  Yes  No

7. In addition to driving, what other modes of transportation do you use regularly? (check all that apply)

- Ride with Family Member or Friend
- Walk or Ride a Bicycle
- Public Bus, Van or Train
- Private Bus, Van or Taxi
- Other \_\_\_\_\_

**PHYSICIAN SECTION**

Pursuant to Section 302.291 RSMo, completing this report does not violate physician or patient privilege, and when in good faith, the physician shall be immune from any civil liability that might otherwise result from making this report. **INSTRUCTIONS:** Use your best clinical judgement as you REVIEW AND

COMPLETE ALL SECTIONS. Attach additional sheets as necessary. Base severity ratings within each category on your overall assessment of impairment relative to the driving task.

**EXAMINATION DATE (MM/DD/YYYY):** \_\_\_\_\_

- \_\_\_\_\_ Supplemental page(s) attached.
- Are you a regular or primary care provider for this patient?  Yes  No
- If yes, how many times have you seen this patient in the past year? \_\_\_\_\_
- If no, are you evaluating this patient for the first time today?  Yes  No
- If no, have you reviewed the patients medical records?  Yes  No

**To your knowledge, is this patient:**

- Aware of his or her medical diagnosis & status?  
 Yes  Somewhat  No
- Aware of functional impairments that may impact driving?  
 Yes  Somewhat  No
- Compliant with medications & basic requirements of self-care?  
 Yes  Somewhat  No

**Does this patient have:**

- Cardiovascular Disease  Yes  No
- Cardiac Arrhythmia  Yes  No
- Heart Failure  Yes  No
- History of MI  Yes  No
- History of Syncope  Yes  No

**AHA Functional Capacity**

(circle level if applicable)

I      II      III      IV

Distance Acuity	LEFT	RIGHT	BOTH
With Correction	20/	20/	20/
W/O Correction	20/	20/	20/
Field Width °			

Date (MM/DD/YYYY) \_\_\_\_\_ Phone \_\_\_\_\_  
 \_\_\_\_\_ (\_\_\_\_\_) \_\_\_\_\_  
 Licensed Physician Name (printed) \_\_\_\_\_  
 Signature (required) \_\_\_\_\_  
 License # \_\_\_\_\_

**VISION & HEARING**

- Macular Degeneration  Glaucoma  Cataracts
- Field Deficit on Confrontation  Retinopathy  Other Vision \_\_\_\_\_
- Significant Hearing Loss (for commercial drivers only)

Should patient be required to wear glasses or lenses while driving?  Yes  No

Should patient be restricted to daylight driving?  Yes  No

Does patient have visual field deficit which makes driving unsafe?  Yes  No



**CURRENT MEDICATIONS (check all that apply)**

- |   |  |   |                                    |
|---|--|---|------------------------------------|
| <input type="checkbox"/> Sedative       | <input type="checkbox"/> CNS Stimulant | <input type="checkbox"/> Antidepressant | <input type="checkbox"/> Insulin   |
| <input type="checkbox"/> Narcotic       | <input type="checkbox"/> Tranquilizer  | <input type="checkbox"/> Antihistamine  | <input type="checkbox"/> Digitalis |
| <input type="checkbox"/> Anticonvulsant | <input type="checkbox"/> Anticoagulant | <input type="checkbox"/> Anti-Infective | <input type="checkbox"/> Sleep Aid |
| <input type="checkbox"/> Other _____    |  |   |                                    |

To your knowledge, is this patient subject to any consistent side effects or interactions that may impair driving ability?  
 Yes  Possibly  Not Likely  No

**COGNITIVE, CEREBROVASCULAR OR NEUROLOGICAL**

Condition is:  Permanent  Temporary

**Mental Status**

(list test and score)

- |   |   |
|---|---|
| <input type="checkbox"/> Confusion or Disorientation    | <input type="checkbox"/> Memory Loss or Forgetfulness |
| <input type="checkbox"/> Inattention or Distractibility | <input type="checkbox"/> Impaired Judgement           |
| <input type="checkbox"/> Visual-Spatial Deficit         | <input type="checkbox"/> Slowed Processing Speed      |

- |  |  |  |
|--|--|--|
| <input type="checkbox"/> Cognitive Impairment        | <input type="checkbox"/> Cerebrovascular Disease       | <input type="checkbox"/> Neurological Condition        |
| <input type="checkbox"/> Alzheimer's Disease         | <input type="checkbox"/> Cerebral Infraction or Stroke | <input type="checkbox"/> Brain Injury (open or closed) |
| <input type="checkbox"/> Vascular Dementia           | <input type="checkbox"/> Hemorrhage or Aneurysm        | <input type="checkbox"/> Tumor or Malformation         |
| <input type="checkbox"/> Frontotemporal or Pick's    | <input type="checkbox"/> Transient Ischemic Attack     | <input type="checkbox"/> Parkinson's Disease           |
| <input type="checkbox"/> Dementia (other or unknown) | <input type="checkbox"/> Carotid Occlusion or Hypoxia  | <input type="checkbox"/> Multiple Sclerosis            |

**Combined Impairment for Driving**

Check (X) Highest Level for Section

<b>UNIMPAIRED</b> <i>Likely Fit to Drive</i>	<b>VERY MILD</b> <i>Likely Fit to Drive</i>	<b>MILD</b> <i>Questionable Fitness</i>	<b>MODERATE</b> <i>Likely Unfit to Drive</i>	<b>SEVERE</b> <i>Likely Unfit to Drive</i>
---	--	--	---	---

**CONSCIOUSNESS, METABOLIC OR RESPIRATORY**

Condition is:  Permanent  Temporary

\*DATE of last event with impaired consciousness (MM/DD/YYYY): \_\_\_\_\_

- Disorder of Consciousness or Alertness\*
- |   |  |
|---|--|
| <input type="checkbox"/> Blackout or Syncope*         | <input type="checkbox"/> Sleep Apnea or Narcolepsy         |
| <input type="checkbox"/> Medication Effect            | <input type="checkbox"/> Chronic Sleep Deprivation         |
| <input type="checkbox"/> Epilepsy or Seizure Disorder | <input type="checkbox"/> Dizziness or Postural Hypotension |

- Metabolic Condition
- |  |  |
|--|--|
| <input type="checkbox"/> Diabetes (Type 1 or 2)            | <input type="checkbox"/> Asthma or Shortness of Breath |
| <input type="checkbox"/> Thyroid Condition (Hypo or Hyper) | <input type="checkbox"/> COPD                          |
| <input type="checkbox"/> Morbid Obesity or Fluid Retention | <input type="checkbox"/> Oxygen Dependent              |
- Respiratory Condition

**Combined Impairment for Driving**

Check (X) Highest Level for Section

<b>UNIMPAIRED</b> <i>Likely Fit to Drive</i>	<b>VERY MILD</b> <i>Likely Fit to Drive</i>	<b>MILD</b> <i>Questionable Fitness</i>	<b>MODERATE</b> <i>Likely Unfit to Drive</i>	<b>SEVERE</b> <i>Likely Unfit to Drive</i>
---	--	--	---	---

**MUSCULOSKELETAL, MOVEMENT OR NEUROMUSCULAR**

Condition is:  Permanent  Temporary

**CHECK ALL THAT APPLY**

- |  |  |
|--|--|
| <input type="checkbox"/> Arthritis (Osteo or Rheumatoid) | <input type="checkbox"/> Frailty or Generated Weakness |
| <input type="checkbox"/> Uses Cane or Walker             | <input type="checkbox"/> Paralysis - Arm               |
| <input type="checkbox"/> Wheelchair Dependent            | <input type="checkbox"/> Paralysis - Leg               |
| <input type="checkbox"/> Difficulty Transferring         | <input type="checkbox"/> Prosthesis or Brace - Arm     |
| <input type="checkbox"/> Problems with Balance           | <input type="checkbox"/> Prosthesis or Brace - Leg     |

- |  |  |
|--|--|
| <input type="checkbox"/> Motor Neuron Disease            | <input type="checkbox"/> Muscular Dystrophy  |
| <input type="checkbox"/> Multiple Sclerosis              | <input type="checkbox"/> Parkinson's Disease |
| <input type="checkbox"/> Restricted or Weakness - Arm    | <input type="checkbox"/> Loss of Limb        |
| <input type="checkbox"/> Restricted or Weakness - Leg    | <input type="checkbox"/> History of Falls    |
| <input type="checkbox"/> Restricted Neck Range of Motion | <input type="checkbox"/> Other _____         |
| <input type="checkbox"/> Orthopedic or Movement          |  |

**Combined Impairment for Driving**

Check (X) Highest Level for Section

<b>UNIMPAIRED</b> <i>Likely Fit to Drive</i>	<b>VERY MILD</b> <i>Likely Fit to Drive</i>	<b>MILD</b> <i>Questionable Fitness</i>	<b>MODERATE</b> <i>Likely Unfit to Drive</i>	<b>SEVERE</b> <i>Likely Unfit to Drive</i>
---	--	--	---	---

**PSYCHIATRIC, EMOTIONAL OR ADDICTION**

Condition is:  Permanent  Temporary

- |  |   |  |   |  |
|--|---|--|---|--|
| <input type="checkbox"/> Depression            | <input type="checkbox"/> Bipolar Mood Disorder            | <input type="checkbox"/> Psychosis or Schizophrenia      | <input type="checkbox"/> Alcohol Abuse or Addiction | <input type="checkbox"/> Drug Abuse or Addiction |
| <input type="checkbox"/> Suicidal or Homicidal | <input type="checkbox"/> Anxiety or Post-Traumatic Stress | <input type="checkbox"/> Chronic Pain (causing distress) | Other _____   |  |

**Combined Impairment for Driving**

Check (X) Highest Level for Section

<b>UNIMPAIRED</b> <i>Likely Fit to Drive</i>	<b>VERY MILD</b> <i>Likely Fit to Drive</i>	<b>MILD</b> <i>Questionable Fitness</i>	<b>MODERATE</b> <i>Likely Unfit to Drive</i>	<b>SEVERE</b> <i>Likely Unfit to Drive</i>
---	--	--	---	---



Based on my observations of this patient and information relayed to me by this individual, I, reasonably and in good faith, believe that \_\_\_\_\_ PATIENT NAME \_\_\_\_\_ is:

MUST CHOOSE ONE

**Recommended license restriction(s):**

- Daylight Driving Only
- No Highway Driving
- Outside Rearview Mirror
- Special Hand Device
- 25 Mile Radius Only
- Restricted 25 MPH
- Restricted 45 MPH
- Specialty Cushion
- Special Foot Device
- Other \_\_\_\_\_

**LIKELY CAPABLE** of operating a motor vehicle safely and responsibly. There are no medical contraindications at this time. No further evaluation appears to be needed.

**UNCLEAR IF CAPABLE** of operating a motor vehicle safely and responsibly due to current medical-functional status. I recommend additional evaluations to include:

- |   |  |
|---|--|
| <input type="checkbox"/> Driving Skills Examination | <input type="checkbox"/> Evaluation by Vision Specialist |
| <input type="checkbox"/> Written Examination        | <input type="checkbox"/> Evaluation by Specialist _____  |

**NOT CAPABLE** of operating a motor vehicle safely and responsibly due to significant medical-functional compromise or deficit.

SPECIALTY	LICENSE NUMBER	PHONE
		( ) - -

OFFICE MAILING ADDRESS (INCLUDING ZIP CODE)

PHYSICIAN NAME (PRINTED)	SIGNATURE (REQUIRED)	DATE (MM/DD/YYYY)
		/ /



## Predictors of Physician Safety Ratings of Medically Impaired Older Drivers

Thomas M. Meuser<sup>1</sup>, Marla Berg-Weger<sup>2</sup>, David B. Carr<sup>3</sup>,  
Shaoxuan Julia Shi<sup>1</sup>, S. Daniel Stewart<sup>1</sup>

<sup>1</sup>University of Missouri - St. Louis; <sup>2</sup>Saint Louis University;  
<sup>3</sup>Washington University in St. Louis

### RESEARCH QUESTIONS

- A. What patient-related information and clinical judgments predict physicians' ratings of older driver safety for a state licensing authority?
- B. How do these ratings correspond to objective findings from on-road testing ordered afterwards by the state licensing authority?

### BACKGROUND

Various medical, functional, sensory and other deficits associated with advancing age can impact on a given person's ability to operate a motor vehicle safely and responsibly.

Driver licensing authorities rely on licensed physicians – primary care and specialist – to evaluate *medical fitness to drive* of at-risk drivers and render "expert" opinions on driver safety. These opinions are considered, along with other data, in a final decision on license revocation, suspension, or restriction for a given individual.

Despite years of research and educational programming on medical fitness to drive, relatively little is known about what practicing physicians actually consider and emphasize in their clinical evaluation of medically at-risk older drivers. This study sheds important light on how physicians judge the safety of at-risk older drivers in the context of license review.

## THE MISSOURI CONNECTION

Like most US States, Missouri employs a voluntary reporting law which allows certain stakeholders (law enforcement, health and social service professionals, family members, and others) to report a driver suspected to be unfit due to medical and/or functional compromise. Reports must be signed and the identity of the reporter is kept strictly confidential. Police officers, driver license officials, physicians, and family members (in this order) are the most common reporters in Missouri.

The Driver License Bureau (DLB), Missouri Department of Revenue, sends an official letter to the reported driver with a blank copy of a Physician Statement form (Form 1528) and directions to be evaluated by a licensed physician in the next 30 days.. Most reported drivers choose to see their current personal physician for this evaluation (88% in present sample).

The driver completes the section on driving history, signs in agreement to be evaluated, and the physician does the rest. Depending on the final safety rating, DLB staff may send the driver for testing (i.e., written followed by on-road driving skills testing) through the Driver Examination Division, Missouri State Highway Patrol.

The authors (TMM, MBW, DC & colleagues) formulated, pilot tested, and directed the implementation of the current Form 1528 in 2009. This revised Form 1528 incorporated best practices from a detailed review of other similar forms used across the US and Canada. Findings from a prior study of Missouri's voluntary reporting law also informed the process.

Form 1528 is structured to guide the evaluating physician through relevant aspects of medical review for driver safety determination. Three components emphasize a deeper knowing of the patient with respect to driving:

1. DRIVING HISTORY and use of alternative transportation.
2. PATIENT AWARENESS/COMPLIANCE. Three questions asking the physician to judge patient awareness (of disease severity, of impact on driving) and compliance with care.
3. CONDITION-RELATED DRIVING SEVERITY RATINGS. A series of four driving safety judgments specific to neuro-cognitive status, consciousness, movement, and psychiatric concerns.

## SOURCE OF THE DATA

The data for this study were derived from records maintained by the Missouri DLB. The DLB provided a dummy coded, quasi-random listing of drivers, age 60+, reported as unfit to drive between 1/1/2009 and 1/10/2014. A "Data Entry Team" which traveled from St. Louis



to Jefferson City, Missouri, on a weekly basis from 1/14-6/14 to input data to tablet computers.

Most cases in the current sample were from years 2009-2012; less than ten were from years 2013-2014 due to a change in DLB policies in 2012 about retaining scanned copies of driver records. Case frequencies by year were: 2009 (19%), 2010 (29%), 2011 (32%), 2012 (19%).

## SAMPLE CHARACTERISTICS & PHYSICIAN RATINGS (N = 808)

A total of 808 cases were analyzed for this presentation. An additional 188 cases were collected, but missing values prevented their use in this investigation.

### *Demographics:*

- Age – 80 Years Mean (Range 60-97, SD 8.3)
- Gender – 53% Male, 47% Female
- Race – *Not collected by the Missouri DLB*

### *Driving History:*

- Trips as Driver per Week            6 Trips Mean (Range 0-82; SD 5.6)
- Furthest Regular Trip                20 Miles Mean (Range 0-300; SD 31.6)
- Drives at Night?                        30% Yes
- Drives at 55 MPH?                      41% Yes
- Stopped by Police in Past Year?        22% Yes
- Involved in Crash as Driver in Past Year?    24% Yes

### *Patient Awareness & Compliance:*

#### Is your patient:

- Aware of his/her medical diagnosis & status?
  - 82% Yes, 17% Somewhat, 2% No
- Aware of functional impairments that may impact on driving?
  - 59% Yes, 21% Somewhat, 20% No
- Compliant with medications and basic requirements of self-care?
  - 80% Yes, 14% Somewhat, 6% No

*Diagnosed Condition in a Medical Category:*

- Vision 28%
- Cognitive/Dementia/Neurological 46% (12% Alzheimer’s disease)
- Consciousness 37%
- Musculoskeletal/Movement 48% (35% Arthritis)
- Psychiatric 24%

**Sum of Med Categories (Vision & Page 2)**

	Frequency	Percent	Valid Percent	Cumulative Percent
Valid .00	86	10.6	10.6	10.6
1.00	260	32.2	32.2	42.8
2.00	211	26.1	26.1	68.9
3.00	163	20.2	20.2	89.1
4.00	76	9.4	9.4	98.5
5.00	12	1.5	1.5	100.0
Total	808	100.0	100.0	

*Condition-Specific Driver Safety Ratings:*

- Cognitive-Neurological-Dementia 21% (Moderate-Severe Driving Impairment)
- Consciousness 6% “
- Musculoskeletal/Movement 10% “
- Psychiatric 6% “

*Final Safety Ratings for Driver Licensing Authority:*

- Safe to Drive 48%
- Questionable 36%
- Unsafe to Drive 16%

**DEPENDENT VARIABLE**

Physician Driver Safety Rating – SAFE (0), UNSAFE/Questionable (1)

**PREDICTOR VARIABLES**

***Demographic:***

Age at Evaluation

Gender – Female (0), Male (1)

***Driving Status:***

Trips as Driver per Week

Pulled Over / Crashed – None (0), One or Both (1)

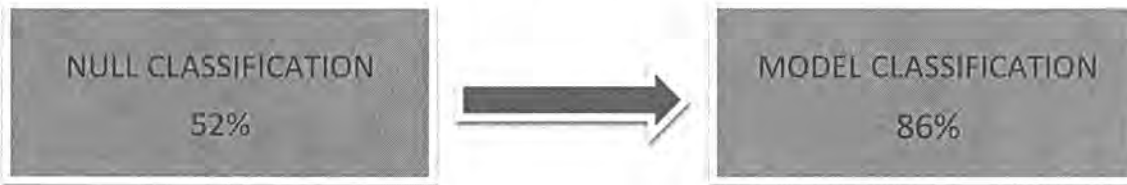
***Clinical Judgment:***

Most Impaired Awareness/Compliance Rating  
(0 Fully, 1 Somewhat, 2 Not)

Most Impaired Condition Severity for Driving Rating  
(0 Normal, 1 Very Mild, 2 Mild, 3 Moderate, 4 Severe)

## RESEARCH QUESTION A

### LOGISTIC REGRESSION FINDINGS (n = 808)



**Table 1** (Dan – Retype and combine all below into a single table or grouping of related tables to look good. Thanks.)

#### Model Summary

Step	-2 Log likelihood	Cox & Snell R Square	Nagelkerke R Square
1	559.139 <sup>a</sup>	.500	.667

a. Estimation terminated at iteration number 8 because parameter estimates changed by less than .001.

#### Hosmer and Lemeshow Test

Step	Chi-square	df	Sig.
1	15.994	8	.042

#### Variables in the Equation

	B	S.E.	Wald	df	Sig.	Exp(B)	95% C.I. for EXP(B)	
							Lower	Upper
Step 1 <sup>a</sup>								
AGE	.036	.013	7.751	1	.005	1.037	1.011	1.063
GENDER	.196	.215	.828	1	.363	1.216	.798	1.853
DRIVING TRIPS	.006	.020	.081	1	.776	1.006	.967	1.046
STOPPED / CRASHED	-.396	.221	3.219	1	.073	.673	.437	1.037
IMPAIRED AWARENESS & COMPLIANCE	3.393	1.171	8.395	1	.004	29.753	2.997	295.333
IMPAIRED CONDITION DRIVING SAFETY RATING	2.021	.150	182.345	1	.000	7.549	5.629	10.123
Constant	-5.400	1.097	24.213	1	.000	.005		

a. Variable(s) entered on step 1.

## RESEARCH QUESTION B

Table 2

Physician Safety Rating by Highway Patrol Testing Outcome

Count		e_finaloutcome				Total
		Passed Driving	Failed Driving	Failed Written/No Driving Test	Did Not Report for Testing	
DocSafety	Likely Capable of Safe Driving	135	39	14	39	227
	Unclear if Capable of Safe Driving	88	33	23	63	207
	Not Capable due to Compromise/Deficit	2	2	2	2	8
Total		225	74	39	104	442

(Dan – these are the relevant percentages by rows. Please keep the numbers and add in parentheses after each. Combine the middle two columns into one called Failed Testing)

135 (60%)...	23%	17%
43%	27%	30%
25%	50%	25%



**Table 3 Final License Outcomes x Physician Driver Safety Rating**

Count		Lic_status_2levels		Total
		License Revoked or Suspended	Valid License	
DocSafety	Likely Capable of Safe Driving	107	203	310
	Unclear if Capable of Safe Driving	150	93	243
	Not Capable due to Compromise/Deficit	113	2	115
Total		370	298	668

## EXPLANATION OF FINDINGS

- The test model improves over the null by 34% in terms of classification.
- 
- One demographic (Age) and two clinical judgment variables (Awareness of Disease & Care Compliance Rating, Condition-Related Driving Safety Rating) are significant in the test model (see Table 1).
  - *For every one year increase in driver age, physicians are 1.04 times more likely to rate the driver as Unsafe or of Questionable Safety.*
  - *For every single level increase in condition severity related to driving, physicians are 7.5 times more likely to rate the driver as Unsafe or of Questionable Safety.*
  - *For every single level increase in concern over patient awareness of disease or care compliance, physicians are 29.7 times more likely to rate the driver as Unsafe or of Questionable Safety.*
- One demographic (Gender) and two driving status variables (Trips per Week, Involved in Crash &/or Pulled Over in Past Year) are non-significant predictors in the test model (see Table 1).
- Physician safety ratings (Table 2) were compared to driving test outcomes for the subset of drivers (n = 338) who presented for required testing. 104 others were required to be tested, but did not present for it and so had their licenses revoked immediately.
  - *Physician judgments were confirmed through testing outcomes in 195/338 (57.6%) of cases for which testing occurred.*
  - *Physician judgments were proved incorrect through testing in 143/338 (42.4%) of cases for which testing occurred.*
- Table 3 shows the final licensing outcome for cases where this information was available. The majority of those found safe by the physician retained a valid license, whereas the majority of those in the questionable and unsafe categories did not.

## DISCUSSION

This study addresses an important gap in the literature by showing the specific components of a medical fitness to drive evaluation that influence physician thinking and safety ratings provided to a state driver licensing authority.

We tested the predictive value of six variables derived from common guidelines – two demographic, two driving status, two clinical – with respect to a physician finding of unsafe to drive. The logistic regression model is instructive for both significant and non-significant predictors (see Table 1).

By far, physicians in this sample based their ratings of driver safety on impressions of a patient's disease awareness, awareness of deficit with respect to driving, &/or compliance with medical care. We tested the highest (most impaired) rating among the three. The Odds Ratio of 29.7 for an Unsafe rating is telling.

The physician's "gestalt" sense of the patient's awareness/compliance is applied to the specific issue of driving, suggesting, perhaps, that "trust" or "confidence" in the patient's ability to manage health condition(s) is the primary deciding factor. The next strongest predictor was the severity rating for driving applied to one of four condition categories (Cognitive, Consciousness, Movement, Psychiatric). We tested the highest (most impaired) rating among the four. The Odds Ratio in this case was 7.5; a tangible influence, but not nearly as strong as the awareness/compliance factor. .

Age is a minor significant predictor in the expected direction.

Just as meaningful for physician education and outreach are the three variables that were non-significant predictors in this study:

- GENDER
- DRIVING EXPOSURE ADVERSE DRIVING EVENT

## ACCURACY OF PHYSICIAN RATINGS

The "gold standard" for determining if a driver is safe (or not) is the on-road driving skills test. In Missouri, drivers must pass a written knowledge test first, and then take the driving skills test.

Most drivers deemed unsafe by physicians were not required to participate in testing; only eight in this sample were sent for testing. Two of these passed and retained a valid license. It is likely in these eight cases that special circumstances influenced the decision to allow the driver to test despite an unsafe rating.

Many rated as safe were still required to participate in testing. The majority (60%) of these did pass testing which speaks to physician accuracy on the driving safety issue. On the other hand, a substantial minority also failed or did not show for testing.

A similar, mixed pattern exists for those rated of questionable safety or unsafe. A substantial number of questionable drivers (43%) passed testing. When physicians express uncertainty to the driver licensing authority, the chances that a given driver will pass on testing are not much more than a flip of a coin.

## IMPLICATIONS FOR PHYSICIAN EDUCATION

- It is important that physicians form and act on their clinical judgments with respect to older driver safety evaluation. Our findings support that this happens. Physicians rely most on their sense of a patient's awareness and compliance profile and less so on relevant from past research and clinical guidelines. Our data suggest that additional, targeted education focused on evidence-based findings could further enhance these ratings.
- Targeted education concerning how to complete Form 1528 fully and correctly may be valuable to further increase the accuracy of physician findings.
- Other issues to consider include physician specialization (Do physicians with specialized training form opinions on a broader set of variables?), location of the responding physician (urban vs. rural differences?), and the specific diagnostic combinations of reported drivers in this sample.

## IMPLICATIONS FOR DRIVER LICENSING AUTHORITIES

- Driver licensing authorities rely on the expertise of physicians to rate driver safety. Our findings support the idea that physicians rely on *what they know the best* in this process. Is this what licensing authorities want? Is it acceptable to the driver licensing authority that other, more specific, factors for driving were less impactful on physician opinion in this study? Should medical fitness to drive decisions rest more heavily on known indicators from the research literature?
  - If yes, then how physicians are utilized needs to change. Some states, such as Maryland, employ physicians with specialty training in driver fitness evaluation to conduct more challenging assessments. Is this something Missouri and other similar states might consider?
  - If no, then it seems reasonable for Missouri and similar states to acknowledge that physician input to the licensing process is helpful but not determinant.

This seems to be what's happening by default, as some drivers rated as safe by their physicians are still required to participate in testing. If there was full trust in this expert opinion, then all safe drivers should keep their licenses, and this is not the case.

## SELECTED REFERENCES

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## CONTACT THE AUTHORS

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Marla Berg-Weger, PhD, Saint Louis University (email)

David Carr, MD, Washington University (email)



## PHYSICIAN STATEMENT (FORM 1528) EVALUATION PROJECT

Friday, 10/3/14  
10:30 – Noon

Tom Meuser, PhD, University of Missouri – St. Louis  
Marla Berg-Weger, PhD, Saint Louis University  
David Carr, MD, Washington University

Research funded by the Division of Highway Safety, MoDOT

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## AGENDA

- Introductions & Acknowledgements
- History of this Research
- Current Question(s) & Approach
- Key Findings on Form 1528
  - How the Form Performed, Possible Edits, What it Tells Us
- Predictors of Physician Safety Ratings
  - A New Physician Education Initiative Linked to 1528?
- Time to Revise Form 153? – A Discussion
- An Attitude Survey of Older Missouri Drivers
  - Questions for DOR, MoDOT, & Older Driver Education

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## Introductions & Acknowledgements

- Let's go around the room and please introduce yourself.
  - Where do you work and what is your role?

### Special Thanks:

- Norma Hensiek & Brad Brester for their unwavering and ever generous support!
- All the DLB staff who help us log onto the computer, share their potluck food, and treat us as more than guests!
- Data Entry & Management Team – Dan Stewart, Chris Linhorst, Julia Shi, James Stowe, Pat Niewoehner
- Jackie Rogers and Leanna Depue from MoDOT Highway Safety

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### A Visit to DOR with Sheldon Suroff

- As many of you know, Shel Suroff led the effort (with Carr and many others) to develop and pass Missouri's current Voluntary Reporting Process (HB-1536) in 1998.
- Shel had lost his son to a wrong way driver on I-70, and he channeled his grief into productive efforts to help others.
- I accompanied him on one of his periodic visits with DOR officials in Fall 2005. We discussed the number of drivers reported under HB-1536 and how the process was working.
- This discussion was the genesis of a research project to evaluate the efficacy of HB-1536 process funded by AAA Foundation for Traffic Safety starting in Summer, 2006.




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### 2006-2008 Study

- Funded by AAA Foundation for Traffic Safety.
- Evaluated the functional efficacy of Missouri's voluntary reporting law (HB-1536) and review process for at-risk drivers – most older.
- Data from over 15K document pages stored in microfilm and PDF formats.
- Showed that the DLB does a good job administering the process, but improvements are possible.
- Led to a new project, funded by MoDOT, to revise Form 1528 in 2009.




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### Old Form 1528 – Physician Statement

Relatively few diagnostic check boxes. Physicians encouraged to write in relevant information.

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### Medical Forms Project

Funded by the Missouri Department of Transportation



- Qualitative-Quantitative Project
- Review of all-inclusive medical forms from all US States and Canadian Provinces
- "Best Practice" Recommendations
- Enhanced translation of medical data from providers to inform the driver licensing process
- Revisions to Form 1528

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### Best Practices Sample (n = 52)

- Arkansas
- Alabama
- Alberta
- Arizona
- British Columbia
- California
- Colorado
- Washington, DC
- Delaware
- Georgia
- Hawaii
- Iowa
- Idaho
- Illinois
- Indiana
- Kansas
- Kentucky
- Louisiana
- Massachusetts
- Manitoba
- Maryland
- Michigan
- Missouri
- Mississippi
- Montana
- North Dakota
- Nebraska
- New Brunswick
- New Mexico
- Nova Scotia
- Nunavut
- Nevada
- NW Territory
- New York
- Ohio
- Oklahoma
- Ontario
- Oregon
- Prince Edward Island
- Quebec
- Saskatchewan
- South Dakota
- Tennessee
- Texas
- Utah
- Virginia
- Vermont
- Washington
- Wisconsin
- West Virginia
- Wyoming
- Yukon

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### 1528A – Test Version 2/09-6/09



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### "New" 1528

The image shows a screenshot of a computer-based medical form titled "New 1528". The form is divided into several sections, including a header with a logo and title, a main body with various input fields, checkboxes, and tables, and a footer with additional information. The form appears to be a detailed medical or safety report.

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### Research Questions (& Short Answers)

- How well and thoroughly do physicians complete the "new" Form 1528 in terms of diagnoses, severity ratings, and safety recommendations?
  - Largely, the Form does what we intended.
- Has the new Form 1528 enhanced physician input to driver licensing decisions since the 2009 implementation?
  - The answer is less clear and something to discuss today.
- What, if any, components of the new Form 1528 could be improved for the future?
  - Minor changes may be worth considering.

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### Methods

- We, again, returned to the DLB Offices in the Truman Building for a series of ~20 data entry trips.
- We were provided desks and computer terminals, as well as accounts to access data from the MDR and document storage program.
- We entered data to tablet computers using the database developed for the prior project.
- Our primary focus was on the new Form 1528, but we also captured other forms in order to tell a full story for each case.
- We captured ~300 old Form 1528 cases, also. We have not reviewed these as yet.

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### Data Entry Team in Action



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### OUR FINDINGS

There are many ways to review the data we collected and we have numerous analyses yet to perform.

This presentation emphasizes what we learned about the new Form 1528 and includes some comparisons to our 2001-2005 dataset.

We will be presenting some very interesting findings from this study next month at the Gerontological Society of America Annual Meeting in Washington, DC.

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### FORM COMPLETION

How were fields on Form 1528 completed by cited drivers and physicians?

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### Form Completion Rates (n = 994)

Either Yes or No Checked

Page 1 / Top		Page 1 / Bottom	
• Driver Signature	74%	• Regular Physician	95%
• Driving Trips	79%	• Patient Aware Dx	94%
• Night Driving	79%	• Aware Dx/Driving	90%
• Furthest Trip	78%	• Patient Compliant	91%
• 55 MPH	84%	• Cardio Disease	81%
• Pulled Over	84%	• AHA Function Rating	22%
• Crashed	84%	• Wear Glasses	66%
		• Daylight Restriction	62%
		• Field Deficit	62%
		• Corr Acuity Both	41%
		• Field Width Both	27%

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### Page 1 Completion Notes

- Cited drivers take the authorization signature and driving history sections quite seriously.
  - It is unlikely that we can improve on present compliance rates.
- Physicians usually complete the relationship to patient, patient awareness/compliance, and core vision questions (i.e., those retained from the original 1528).
  - These sections should remain the same.
- Physicians also check off heart-related information, but often ignore the AHA Rating.
  - The AHA Rating does not take much space and serves a similar function to the condition ratings on page 2. Keep it?
- Few physicians complete the vision portion in total.
  - Is even partial data on this section useful to DLB staff?
  - Is there value in maintaining the specialist signature section? This could confuse primary care physicians into not completing this portion.

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### Form Completion Rates (n = 994)

Either Yes or No Checked

Page 2		Page 2 (cont)	
<b>MEDICATION</b>		<b>CONSCIOUSNESS</b>	
• 1+ Meds Checked	46%	• Perm/Temp	17%
• Meds ↔ Driving	76%	• 1+ Condition	34%
		• Safety Rating	61%
<b>COGNITIVE</b>		<b>MOVEMENT</b>	
• Perm/Temp	32%	• Perm/Temp	23%
• 1+ Symptoms	35%	• 1+ Condition	49%
• 1+ Dementia	23%	• Safety Rating	68%
• 1+ Other Neuro	29%	<b>PSYCHIATRIC</b>	
• Safety Rating	77%	• Perm/Temp	10%
		• 1+ Condition	23%
		• Safety Rating	61%

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### Page 2 Completion Notes

- Physicians do an acceptable job of checking off medications, but the percentage could be higher given the mean age of 80 in this sample.
  - Is there anything we can do to increase this? An added instruction, for example?
- Physicians are checking conditions and severity ratings across the four main categories, but often neglect to check if a condition is permanent or temporary.
  - Is it worth having the perm/temp distinction at all?
  - In some ways, the condition specific severity rating may provide the same information.

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### Form Completion Rates (n = 994)

Bottom Page 2		Bottom Page 2	
• Safety Rating	95%	<b>Restrictions</b>	
• Of the 340 responding physicians who chose the <b>Unclear if Capable</b> option, 31 (9%) made no recommendation for additional testing or specialist evaluation.		• No Restrictions	65%
• Neurologists were the most frequently recommended (7 instances).		• One	7%
		• Two	4%
		• Three	2%
		• Daylight Driving (112), No Highway (77), and 25 Mile Radius (39) were given most frequently.	

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### Page 2 Completion Notes

- Physicians checked off a safety rating (capable, unclear, not capable) on 95% of forms reviewed.
- When **Unclear if Capable** was chosen, a secondary testing or specialist evaluation was recommended in 91% of cases, thus giving clear guidance to DLB officials on what to do next. This did not happen in 9% of cases.
  - Is this 9% non-response rate acceptable? Should instructions be added that at least one recommendation must be checked? How about listing specialist types to guide recommendations?
- Restrictions counts in the current sample are more than double that observed in the 2001-2005 sample.
  - What impact are noted restrictions having on the licensing process today? Are restriction recommendations more useful to the process today than before?

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## DATA OF CITED DRIVERS EVALUATED BY A PHYSICIAN

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What do the forms tell us?

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### Age Distribution (n = 994)

Age Range	Count
60-64	~50
65-69	~80
70-74	~100
75-79	~150
80-84	~250
85-89	~200
90-94	~100
95+	~20

**53% Male**

Mean = 80  
SD = 8.3  
Range 60-97  
Median = 82  
Mode = 82

Similar distribution to what we saw in 2001-2005.

*Remember, these are individuals who saw their doctor and had Form 1526 submitted. Most from 2009-2012.*

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### Driving History Questions

• # of Driving Trips / Week	Mean 6 (SD 6)	
• Furthest Regular Trip	Mean 20 miles (SD 31)	
• Drive at night?	29% Yes	
• Drive at 55+ MPH?	41% Yes	
• Pulled over past year?	21% Yes	<i>Age &amp; Gender Differences</i>
• Crash as driver past year?	24% Yes	

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- Males were more likely to report night driving ( $p < .001$ ).
- Males were also more likely to report driving at highway speeds ( $p < .001$ ).
- Males reported more trips per week (7 vs 5) and further regular trips (23 vs 17 miles,  $p < .001$ ).
- Those reporting being pulled over are younger, on average (79 vs 81,  $p < .05$ ).

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### Ratings of Awareness & Compliance

- Regular Physician? 87% Yes
- Aware of Diagnosis? 81% Yes
- Aware of Impact on Driving? 59% Yes
- Compliant with Self-Care? 80% Yes

- Older cited drivers more likely to see their primary physician ( $p < .05$ ).
- Trend in favor of men being rated as fully aware of impact on driving in comparison to women ( $p = .13$ ).

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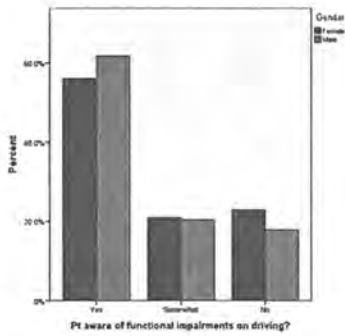
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### Awareness/Compliance "Gestalt"

Correlations

		Age at Evaluation	Pt aware of diagnosis?	Pt aware of functional impairments on driving?	Pt compliant?
Spearsman's rho	Age at Evaluation	1.000	.026	.038	-.049
	Coniusion Coefficient Sig. (2-tailed)		.291	.292	.148
	N	354	332	335	305
Pt aware of diagnosis?	Coniusion Coefficient Sig. (2-tailed)	.035	1.000	.002	.001
		.291		.002	.000
	N	332	332	300	300
Pt aware of functional impairments on driving?	Coniusion Coefficient Sig. (2-tailed)	.028	.000	1.000	.212
		.292	.000		.090
	N	300	300	300	274
Pt compliant?	Coniusion Coefficient Sig. (2-tailed)	-.049	.031	.312	1.000
		.148	.000	.000	
	N	304	300	274	304

\*\* Correlation is significant at the 0.01 level (2-tailed)

There are meaningful associations between these three questions. Physicians who rated a driver as less aware or compliant on one question, often did so on another. These questions are intended to bolster the clinical decision making process and, as we shall see later, have a substantial impact.

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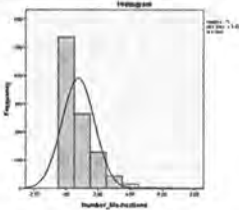
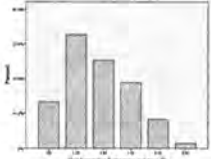
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### Medications

- Sedative 6%
- CNS Stimulant 1%
- Antidepressant 20%
- Insulin 5%
- Narcotic 9%
- Tranquilizer 5%
- Antihistamine 3%
- Digitalis 3%
- Anticonvulsant 6%
- Anticoagulant 9%
- Anti-Infective <1%
- Sleeping Aid 6%


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### Medications vs. Driving Fitness

Consistent side effects impacting driving?

	Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Yes	16	1.6	2.1
	Possibly	103	10.4	13.6
	Not Likely	252	25.4	33.2
	No	389	39.1	51.2
	Total	760	76.5	100.0
Missing	System	234	23.5	
Total		994	100.0	

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### Anti-Depressant + Narcotic (n = 40)

- 58% Female
- Mean Age 75
- Mean of 5 Trips / Week
- 9 Crashed in Past Year

**Diagnostic Frequencies:**

- 29 Psychiatric Dx
- 29 Movement Dx
- 25 Consciousness Dx
- 14 Vision Dx
- 9 Other Neuro Dx
- 8 Dementia Dx

**DocStatus \* Depressant\_Narcotic Crosstabulation**

		Depressant_Narcotic		Total
		Y=50		
DocStatus	Likely Capable of Safe Driving	19	19	38
	Unclear if Capable of Safe Driving	17	17	34
	Not Capable due to Compromised Cognition	4	4	8
	Total	40	40	80

**Operator Status \* Depressant\_Narcotic Crosstabulation**

		Depressant_Narcotic		Total
		Y=50		
Operator Status	Denied	1	1	2
	Operator Not Valid	6	6	12
	Restricted - Must Wear Seat Belt	11	11	22
	Valid	18	18	36
	Valid - Expedited	3	3	6
Total	39	39	78	

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### Vision

- Macular Degeneration 7%
- Glaucoma 5%
- Cataracts 17%
- Field Deficit (confront) 3%
- Retinopathy 1.5%



- Field deficit interferes with driving? 6.5%
- Completed by vision specialist? 16%

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### Cognitive / Neurological

- Confusion 11%
- Memory Loss 29%
- Inattention 10%
- Judgment Deficit 15%
- Visual-Spatial Def 4%
- Slowed Processing 18%
- Alzheimer disease 13%
- Vascular Dementia 3%
- FT Dementia <1%
- Dementia, NOS 12%
- CV Disease 8%
- Stroke 8%
- TIA 4%
- Carotid Occlus <1%
- Brain Injury <1%
- Parkinson disease 3%
- MS <1%




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### Neuro Rating

		n_neuroRating		Cumulative Percent	
		Frequency	Percent	Valid Percent	
Valid	Unimpaired (Likely Fit to Drive)	328	32.8	42.4	42.4
	Very Mild (Likely Fit to Drive)	155	15.6	20.2	62.5
	Mild (Questionable Fitness to Drive)	113	11.4	14.7	77.2
	Moderate (Likely Unfit to Drive)	120	12.1	15.6	92.8
	Severe (Likely Unfit to Drive)	55	5.5	7.2	100.0
	Total	766	77.4	100.0	
Missing	System	225	22.6		
	Total	994	100.0		

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### Consciousness

- Blackout/Syncope 7%
- Apnea 2%
- Med Effect 5%
- Chronic Sleep Dep <1%
- Epilepsy/Seizure 2%
- Post Hypo/Dizzy 3%
- Diabetes 14%
- Thyroid (hypo/per) 7%
- Obesity 2%
- Asthma 2%
- COPD 8%
- O2 Dependent 1%




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### Consciousness Rating

		n_ConsRating			
		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Unimpaired (Likely Fit to Drive)	396	39.8	85.7	85.7
	Very Mild (Likely Fit to Drive)	115	11.6	19.1	84.7
	Mild (Questionable Fitness to Drive)	52	5.2	8.6	93.4
	Moderate (Likely Unfit to Drive)	27	2.7	4.5	97.8
	Severe (Likely Unfit to Drive)	13	1.3	2.2	100.0
	Total	603	60.7	100.0	
Missing	System	391	39.3		
	Total	994	100.0		

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### Movement

- Arthritis 34%
- Cane/Walker 19%
- Wheelchair <1%
- Transferring Prob 3%
- Balance Problem 13%
- Frailty 11%
- Paralysis <1%
- Motor Neuron <1%
- Neck ROM Prob 3%
- Loss of Limb <1%
- Hx of Falls 5%




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### Movement Rating

		n_MovRating			
		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Unimpaired (Likely Fit to Drive)	315	31.7	46.5	46.5
	Very Mild (Likely Fit to Drive)	193	19.4	28.5	75.0
	Mild (Questionable Fitness to Drive)	98	9.9	14.5	89.5
	Moderate (Likely Unfit to Drive)	51	5.1	7.5	97.0
	Severe (Likely Unfit to Drive)	20	2.0	3.0	100.0
	Total	677	68.1	100.0	
Missing	System	317	31.9		
	Total	994	100.0		

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### Psychiatric

- Depression 18%
- Bipolar 2%
- Psychosis 1%
- Alcohol Abuse <1%
- Drug Abuse <1%
- Suicidal <1%
- Anxiety 5%
- Chronic Pain 4%




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### Psychiatric Rating

		n_PsychRating			
		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Unimpaired (Likely Fit to Drive)	423	42.6	69.9	69.9
	Very Mild (Likely Fit to Drive)	102	10.3	16.9	86.8
	Mild (Questionable Fitness to Drive)	42	4.2	6.9	93.7
	Moderate (Likely Unfit to Drive)	25	2.5	4.1	97.9
	Severe (Likely Unfit to Drive)	13	1.3	2.1	100.0
	Total	605	60.9	100.0	
Missing	System	389	39.1		
	Total	994	100.0		

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### Restrictions

- Required to wear glasses? 62% Yes
- Daytime driving only? (page 1) 30%
  
- Daytime only (page 2) 11%
- No highway 7%
- Outside RV Mirror 2%
- Special Hand Device <1%
- 25 Mile Radius 4%
- 25 MPH 2%
- 45 MPH 2%
- Cushion <1%
- Foot Device <1%

Should the daytime driving restriction on page 2 be deleted?

Should we completely rethink how restrictions are listed on the form?

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### Physician Safety Rating x Physician Road Test Recommendation

DocSafety \* Doc\_Road\_Test Crosstabulation

Count		Doc_Road_Test		Total
		Yes	False/No	
DocSafety	Likely Capable of Safe Driving	7	372	379
	Unclear if Capable of Safe Driving	293	47	340
	Not Capable due to Compromise/Deficit	3	159	162
<b>Total</b>		<b>303</b>	<b>578</b>	<b>881</b>

In 2001-2005, many physicians checked road test and capable of safe driving, or not capable and road test. Now, with the addition of the unclear category, testing recommendations are more logical overall. The Form functions as intended in this regard.

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### Physician Safety Rating x Sent for MSHP Testing/Input

DocSafety \* Form 232 in Case File Crosstabulation

Count		Form 232 in Case File		Total
		No	Yes	
DocSafety	Likely Capable of Safe Driving	101	277	378
	Unclear if Capable of Safe Driving	53	255	308
	Not Capable due to Compromise/Deficit	150	12	162
<b>Total</b>		<b>304</b>	<b>544</b>	<b>848</b>

Sample limited to cases where we attempted to collect 232 data.

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### Safety Rating & DST @ T1

DocSafety \* Presented for DST 1 Crosstabulation

Count

		Presented for DST 1		Total
		No	Yes	
DocSafety	Likely Capable of Safe Driving	76	73% 201	277
	Unclear if Capable of Safe Driving	88	65% 167	255
	Not Capable due to Compromise/Deficit	4	67% 8	12
Total		168	376	544

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### DST Testing Progression (T1, T2, T3...)

MSHP input sought by DLB in 567 cases.

	T1	T2	T3	T4	T5	T6
Persons	392 69% of 567					
Passed DST	89 20% of 303					
Failed Written &/or DST	303					

DST = Driving Skills Test

\* Only those who took the DST. Some individuals retook the written test across all T1-6. A total of 248 discrete individuals (47% female) participated in at least one DST session.

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### Operator Status (as of 1/14):

Close to Half Retained a Valid License

Operator Status

	Frequency	Percent	Valid Percent	Cumulative Percent
Valid				
Denied	94	10.6	11.6	11.6
Other Not Valid	71	8.0	8.7	20.3
Reinstated- Must Test	228	25.7	28.1	48.4
Suspended	3	.3	.4	48.8
Revoked	57	6.4	7.0	55.8
Surrendered Lic Out of State	4	.5	.5	56.3
Valid	290	32.7	35.7	92.0
Valid Expired	65	7.3	44% 8.0	100.0
Total	912	91.6	100.0	
Missing				
System	74	8.4		
Total	986	100.0		

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### Issue for Discussion: Passing the DST with a 70-75

- Many more older drivers in our current sample attempted the DST multiple times in comparison to our 2001-2005 data.
- We ran across quite a few cases where such drivers achieved a marginal passing score of 70-74 on their second or third attempt.
- Most such drivers had evidence in their records of medical-functional compromise.
- We believe that the bar for cited drivers under these conditions should be set higher. The passing score for the written test is 80. Could the DST passing score be set at this level, also? Or, at least at 75?

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### Then & Now \*

Old Form 1528 (2001-2005) N = 1,797 (age 60+)	New Form 1528 (2009-2014) N = 994 (age 60+)
<ul style="list-style-type: none"><li>• 58% Male, Total Mean Age 81</li><li>• 79% Evaluated by Regular Physician</li><li>• 42% Rated Likely Capable of Safe Driving by Physician</li><li>• 49% Recommended for Road Test by Physician</li><li>• DLB requested MSHP input for 38% of cases</li><li>• 2% Passed the Driving Skills Test (of those required to test)</li><li>• 4% Retained a Valid License</li></ul>	<ul style="list-style-type: none"><li>• 53% Male, Total Mean Age 80</li><li>• 87% Evaluated by Regular Physician</li><li>• 46% Rated Likely Capable of Safe Driving by Physician</li><li>• 33% Recommended for Road Test by Physician</li><li>• DLB requested MSHP input for 73% of cases</li><li>• 44% Passed the Driving Skills Test (of those required to test)</li><li>• 44% Retained a Valid License</li></ul>

\* Percentages exclude cases with missing values on that item.

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### Explanations?

- Could a procedural and/or staffing change at DLB be part of the reason?
- All Driver Examiners were trained in 2007-2008 concerning older drivers, their safety challenges, and what to look for in terms of function during the DST.
  - Could greater sensitivity or supportive behavior on the part of MSHP Examiners be a factor in the higher pass rate? Could Examiners be encouraging older adults to come back and re-test a second or third time?
- Implementation of the New Form 1528, designed to guide physicians to give better quality safety ratings.
  - Could the higher pass rates be due to the quality of these ratings? In other words, physicians rate patients as safe and this is validated in DST results?

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Could the higher pass rate be due to recent drivers being less ill?

**Med Categories Score (Aston and page 2)**

Yield	Frequency	Percent	Valid Percent	Cumulative Percent
0	132	13.3	13.3	13.3
1	356	35.6	35.9	46.1
2	252	25.4	25.4	71.4
3	187	18.8	18.8	90.2
4	83	8.4	8.4	98.6
5	14	1.4	1.4	100.0
Total	684	100.0	100.0	

Current Study  
Mean 1.8 (SD 1.2)

**# Primary Health Conditions**

Yield	Frequency	Percent	Valid Percent	Cumulative Percent
0	50	2.8	2.8	2.8
1	148	10.1	10.1	13.1
2	142	10.2	10.2	23.3
3	205	14.9	14.9	38.2
4	212	15.4	15.4	53.6
5	72	5.1	5.1	58.7
6	11	.8	.8	59.5
7	1	.1	.1	60.2
8	1	.1	.1	60.9
Total	1787	100.0	100.0	

2001-2005 Data  
Mean 2.2 (SD 1.3)

NO DIFFERENCE

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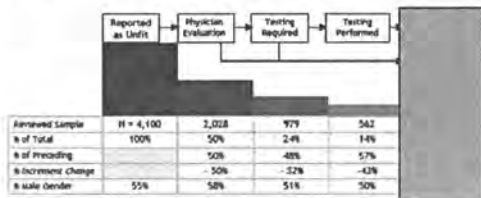
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"Big Picture" our 2001-2005 Data



Those reported in 2001-2005 were quite old (average age 82) and medically compromised. Significant attrition occurred at each step, and few retained a valid license in the end. The initial DLB letter served as a de-licensing tool for half of those reported, as these individuals chose to retire from driving immediately rather than seeing a physician.

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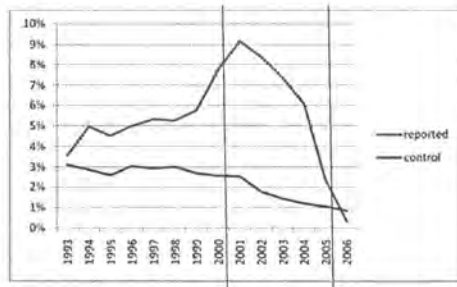
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Crash Histories Tell a Story




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## PREDICTORS OF PHYSICIAN SAFETY RATINGS

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What information and considerations contained in Form 1528 guide (and so predict) the final physician safety rating?

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<b>DEPENDENT VARIABLE</b> Physician Driver Safety Rating – SAFE (0), UNSAFE/Questionable (1)	Logistic Regression Model
<b>PREDICTOR VARIABLES</b> <i>Demographic:</i> Age at Evaluation Gender – Female (0), Male (1)	All predictors have a basis in literature concerning older driver safety.  n = 808  Reduced sample due to missing values (only limited substitution viable)
<i>Driving Status:</i> Trips as Driver per Week Pulled Over / Crashed – None (0), One or Both (1)	
<i>Clinical Judgment:</i> Most Impaired Awareness/Compliance Rating (0 Fully, 1 Somewhat, 2 Not) Most Impaired Condition Severity for Driving Rating (0 Normal, 1 Very Mild, 2 Mild, 3 Moderate, 4 Severe)	

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### Regression Findings

- Classification Improved +36% (Null 52%, Model 86%)
- Nag R<sup>2</sup> = .67 (Model predicts 67% of the variance).
- H&L Test Non-significant at the p<.01 level.

Predictors	Significance	Odds Ratios
1. Age	p<.01	1.04
2. Gender	NS	
3. Trips / week	NS	
4. Pulled/Crash	NS	
5. Awareness/Compliance	p<.001	29.8
6. Condition Severity	p<.001	7.5

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### Implications

- Despite many years of research and the dissemination of numerous clinical guidelines, practicing physicians in Missouri rely on only partial, evidence-based information when deciding on driver safety.
- While they take age and condition severity into account, by far the strongest influence on their rating is their larger view of the patient as aware and compliant with care.
- This has implications for education, as well as for how the DLB may process Physician Statements in the future.
  - What reactions do you have concerning this finding?

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### PHYSICIAN TRAINING & FORM 1528

We wish to educate physicians in Missouri to provide better data and even more reasoned, evidence-based decisions on driver safety to the DLB.

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### Ideas for a Physician Curriculum

GOAL – To develop, pilot test and finalize a curriculum tied to Form 1528 and Missouri laws/requirements with input from physicians and other health professionals.

What key information and messages should be included?

How should the curriculum be offered?

- A traditional, hour-long CME offering to be provided in person at hospital rounds, organized meal events, and conferences that physicians attend.
- 15 minute web-based (online) training program. Postcard about availability of training to be included with all Form 1528 forms sent.
- A 7-10 minute video showing Form 1528, clinical examples shot with volunteer patients, and focused guidance on completing a thorough evaluation of older driver fitness.

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**LICENSE (FEE) OFFICE STAFF  
REPORT DRIVERS AS UNFIT**

License office staff play an important role in identifying older drivers. The current Form 153 provides even less guidance than the original Form 1528. We believe it is time to revise Form 153 to guide license office staff and provide more thorough and appropriate input to the DLB.

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**Case Study #1**

- Age at 153: 77 years 11 months
- Date of 153: 4-2-05
- "Had a stroke in 99. Walking with a walker. 5 or 6 strokes since."
  - (Impaired for 2 years, impairment is permanent)
- Physical exam required
- 1528: visual impairment; restricted range of motion- rt leg weakens; must take driving skills test
- No 232.
- Operator Status: Revoked.

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**Case Study #2**

- Age at 153: 83 years 11 months
- Date of 153: 3-30-04
- "Was finally able to identify 4 of 6 road signs but I feel she may have problems driving in the near future."
  - Physical exam required.
  - No 1528.
  - Voluntary Surrender of license.
  - Operator Status: Revoked

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### Case Study #3

- Age at 153: 78 years
- Date of 153: 4-10-03  
"Was unable to walk without a cane. She attempted the road sign test 6 times and passed the 7<sup>th</sup> try. She was unable to get out the chair unassisted."
  - Physical exam required.
  - No 1528.
  - Operator Status: Reinstated-Must Test.

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### Case Study #4

- Age at 153: 77 years 2 months
- Date of 153: 3-20-03  
"The person was unable to walk to the counter without the aid of a walker."
  - Physical exam required
  - No 1528
  - 7/5/05, privilege reinstated
  - Operator Status: Reinstated-must test

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### Using MSHP Cited Driver Worksheet as a Guide

- We developed the CDW in 2007 to guide Driver Examiners and MSHP Officers to record observations of function and interpersonal behavior.
- The purpose of the form was to allow them to write a more detailed narrative to guide later licensing or legal decisions.



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### Cited Drivers Worksheet: Interpersonal

- Appears confused/disoriented
- Unaware of purpose of evaluation
- Inattentive/easily distracted
- Slow to respond to questions
- Speech is difficult to understand
- Forgetful in conversation
- Repeats statements/questions
- Possible hearing impairment
- Poor comprehension of instructions
- Needs prompting/cues to stay on task
- Hostile/angry comments to examiner
- Denies making errors while driving
- Unwilling to accept/discuss feedback

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### Cited Driver Worksheet: Vision

- Wearing glasses during evaluation
- Glasses appear broken
- Driver reports needing new glasses
- Vision appears generally impaired
- Unable to read text on form
- Unable to read road signs
- Has difficulty judging distances
- Difficulty viewing objects at sides
- Looks straight ahead (tunnel vision)
- Fails to check blind spot
- Must strain to see over dashboard

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### Cited Driver Worksheet: Motor Function-General

- Unsteady, when walking to car
- Slow, shuffling gait
- Balance problem in standing/walking
- Requires assistance so as not to fall
- Uses a cane or walker
- Limited head/neck range of motion
- Limited arm range of motion
- Hands/arms shake (tremor)
- Head Shakes
- Slow gross motor skills
- Appears generally frail and weak
- Poor endurance/tires easily
- Difficulty lifting legs

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## SURVEY OF OLDER MISSOURI DRIVERS

We would like to conduct a survey of older drivers to support development of a Missouri-specific family brochure, our other research, and the information needs of the DLB and MoDOT.

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### If we pursued a survey....

Are there questions that you would like to ask and why?

**A few of our ideas:**

- What do older adults in Missouri think about our current graduated licensing process?
- If driving skills testing were mandated based on age, what age would most older adults support? 75? 79? 80?
- Do older adults in Missouri understand current procedures for addressing the issue of unfit drivers?
- Do they know how to arrange alternative transportation if driving is no longer an option? What do they think and feel about this?

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## THANK YOU

- Thanks for kind attention to this presentation.
- This work is most gratifying for all involved, and a wonderful example of academic and state partnership to improve policies and procedures.
- Our team would appreciate any opportunities to continue working on these issues, and we look forward to talking further after today.

Tom Meuser, PhD  
University of Missouri – St. Louis  
314-516-5421; meuser@umsl.edu

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**PROJECT TITLE:**

Safety Training for Emergency Responders

**PROJECT NUMBER:**

14-EM-02-001

**PROGRAM AREA:**

02

**JURISDICTION SIZE:**

5,900,000

**TYPE OF JURISDICTION:**

Statewide

**TARGETED POPULATION:**

Statewide

**AGENCY NAME:**

University of MO Curators

**AGENCY CONTACT:**

Ms. Karen Geren

**PROJECT DESCRIPTION:**

Within the next 12 months, MU FRTI will offer the following courses six times each to a total of approximately 600 firefighters and emergency responders across the state to improve their knowledge and capability to safely and competently respond to highway emergencies.

**Emergency Vehicle Driver Training (16 hours)**

The learning objective of this course is to reduce the risk of accidents involving responders and citizens by making sure new and existing emergency vehicle drivers develop safe and competent driving skills. This course incorporates the major elements of a comprehensive driver training and safety program, including classroom instruction, a competency course and testing. The intent of the Emergency Vehicle Driver Training course is to teach the students to use their own thought processes and make them aware of the tragedy, financial loss, legal and moral responsibilities they have when operating emergency vehicles.

The course meets portions of NFPA 1002, Standard on Fire Apparatus Driver/Operator Professional Qualifications, and NFPA 1500, Standard on Fire Department Occupational Safety and Health Program. The course has been approved for: Missouri POST Program - approves this General Law Enforcement Course for continuing education in the area of 6 hours Technical - 3 hours Legal - 3 hours Skill; also approved by EMS for CEUs-Preparatory-16.

**Traffic Control for the Emergency Responder (8 hours)**

In today's "legally accountable" society, simply shutting the roadway down around an accident has become an unacceptable practice. This course is designed to provide all emergency responders with a basic knowledge of response and traffic control techniques, so they can effectively manage the safety of all on-scene personnel and the motoring public. Topics include understanding legal aspects of traffic control by emergency responders, apparatus response and positioning and proper scene and traffic control techniques.

Using video and photo presentations, case studies and practical exercises, the student will develop the necessary skills to safely and effectively control traffic movement through an emergency incident while limiting exposure to the emergency responder. This course meets applicable portions of NFPA 1006, Rescue Technician Professional Qualification, 2003 - Chapter 5-2.3 Common types of rescuer and victim risks; scene control barriers, and Chapter 8-1.2 Traffic control flow and concepts. This course has been approved for: Missouri POST Program approves this General Law Enforcement Course for continuing education in the area of 2 hrs Technical-2 hrs Legal-4 hrs Skill; also approved by EMS for CEUs-Preparatory-8.

**Vehicle Rescue: Technician (16 hours)**

Today vehicle extrication is as much a part of the fire service as firefighting. Therefore, MU FRTI offers a course to teach the tools and techniques required to remove an entrapped victim from a vehicle accident. The learning objective of this course is to teach emergency responders to establish scene control and successfully implement rescue mitigation procedures for handling a vehicle incident involving rescue. Emphasis is on proper use of powered and manual rescue tools and air bags, coordination with EMS personnel, vehicle designs, IMS and safety considerations.

Participants will have the chance to apply these techniques in practical applications. This course meets Chapter 8 of NFPA 1006, Vehicle and Machinery Rescue Technician, 2003 edition. This course will meet the vehicle extrication requirements for Firefighter I certification through the Division of Fire Safety. The course has been approved for: EMS CEUs-Non Core-16.



#### Electric Vehicle Safety for First Responders (4 hours)

The National Fire Protection Association's (NFPA) Electric Vehicle Safety Training will provide firefighters and first responders with the information and materials necessary to respond to emergency situations involving electric vehicles. This training will help first responders identify electric vehicles and respond to common hazards. Topics include: myths versus reality with regard to hybrid electric vehicles (HEV), plug-in hybrid electric (PHEV) and electric vehicle safety concerns (EV); basic electric concepts and hazards; vehicle systems and safety features; initial response procedures; and emergency operations. The course provides for student interaction and the use of scenarios to expand on the learning principles established in the course.

This course meets applicable portions of NFPA 1006 Standard for Technical Rescuer Professional Qualifications, 2008 edition; Chapter 8 - Vehicle Search and Rescue and Chapter 10 - Vehicle and Machinery Rescue NFPA 1670 Standard on Operations and Training for Technical Search and Rescue Incidents, 2008 edition, Chapter 8 - Vehicle Search and Rescue. Missouri POST Program approves this General Law Enforcement Course for 4 hours of continuing education in the technical area.

#### Educational Project Components

MU FRTI is a statewide fire training system provider for Missouri with a long and successful history of providing accredited competency-based fire and emergency response training for Missouri's emergency first responders. In past years, MU FRTI has been the provider of highway safety training to the Missouri Department of Transportation through a subcontract with the Division of Fire Safety. This year, through mutual agreement with the Division of Fire Safety, MU FRTI is applying directly to the Missouri Department of Transportation to provide the same high quality course delivery.

All courses will be taught by qualified instructional faculty of MU FRTI and will use only curricula that follow current national standards related to fire and emergency services. The MU FRTI faculty members are both full-time and part-time instructors that are certified to teach under the auspices of the Institute. The instructional faculty will be supervised and evaluated. Instruction outcomes will be monitored through direct audits and review, as well as student feedback gathered from course evaluations.

To ensure adequate enrollment and equal opportunity/access, MU FRTI will advertise the courses and provide guidance through the enrollment process to all interested parties. Descriptions of the courses, training locations and dates, and other information related to the courses will be posted on the web, sent via electronic messaging and regular mailings. Students who successfully complete the course requirements will receive a certificate of completion. MU FRTI will maintain all student records in a permanent database.

#### **PROBLEM IDENTIFICATION:**

Fire and emergency responders in Missouri are called to the scene of approximately 74 highway related incidents per day—and each time they respond they have the opportunity to reduce the severity of these incidents and possibly prevent a highway fatality. In each of these incidents the safety of the individuals involved and the first responders themselves are at stake. Reducing injuries and fatalities in highway incidents where fire safety personnel are called can only occur through continued training of first responder personnel.

Updated statistics from the National Fire Incident Reporting System indicates that in 2011 (the most recent year for which there is complete data) there were over 27,000 requests for fire and rescue assistance on the highways of Missouri—an average of 73.9 responses per day (see Table 1). The true numbers are surely even higher and the need for training even greater, because only 84% of the departments in Missouri participate in the reporting system.

The incidents Missouri firefighters and emergency personnel are dispatched to are numerous and involve thousands of lives. Specific data drawn from the National Fire Incident Reporting System for 2011 indicate that 55% of the highway crashes involve injuries; this translates to 11,821 highway incidents in Missouri last year where injuries were involved and first responders were dispatched (see Table 1). A conservative estimate of two injured persons per incident means Missouri first responders come into contact with nearly 24,000 injured persons a year. In these cases, first responders have the opportunity to minimize harm and save lives. Training helps them do this.

Number and type of highway emergency data from the National Fire Incident Reporting System, 2011 (revised)

Total Requests for assistance on MO Highways -27,470

Motor vehicle crashes with injuries-11,821

Motor vehicle crashes - 9,767

Extrication rescues (vehicle and other) - 756

Vehicle fires (passenger vehicles and other) - 3,256

Motor Vehicle/Pedestrian Crash - 800

Vehicle Crash cleanup - 1,070

Specifically, when fire and rescue personnel respond to motor vehicle crashes with injuries, they are working against the clock to treat injuries and extricate trapped individuals from the wreckage. If victims arrive at a Trauma Center within an hour



from when the crash occurred their likelihood of survival dramatically increases. Properly trained emergency personnel who can respond quickly means better treatment and survival of traffic crash victims.

Firefighters also respond to vehicle and equipment fires along highways. By responding to these calls, the fire departments extinguish the fires which eliminate many hazards to the roadways and passing vehicles. Through proper techniques of fire apparatus placement and traffic control, the emergency responders lessen the potential for additional crashes resulting from secondary collisions. Again, in these situations, properly trained emergency personnel save lives.

New emerging technologies, designed to improve transportation while addressing environmental issues, have created new potential hazards in the event of a vehicle crash. Electric and hybrid vehicles are becoming more prominent on the state's highways, which increases the odds they can become involved in an crash. These types of vehicles have additional potential hazards in a vehicle crash situation due to vehicle design and the battery/electrical systems. If proper emergency procedures are not followed, these potential hazards can create a risk to the vehicle occupants and the first responders that are performing rescue. Training of emergency personnel to respond to and safely perform rescue and mitigation of emergencies involving these new technologies is essential.

In addition to individuals involved in highway crashes, the fire safety personnel themselves are also at high risk during highway incidents. National injury and death statistics for firefighters responding to and working a crash along highways make clear that training must be provided to respondents themselves in order to improve their own safety. The most recent data (2011) from the National Fire Protection Association indicates that 5.5% of all firefighter injuries occurred while they were in transit, either responding to or returning from a call. In addition, three firefighters died while responding to or returning from calls.

Translating these national figures to Missouri means that across 27,470 emergency response calls to Missouri highways, there is the potential for over 1,600 injuries to first responders. This data makes clear that properly training first responders is a highway and road safety issue.

This is especially important in Missouri because 80% of emergency first responders are volunteers. This means that along Missouri's highways, especially in rural areas, it is most often citizens protecting other citizens—and both deserve to be protected. By better training Missouri's committed force of first responders, both volunteer and career service personnel, this proposal will enable them to continue to do their jobs safely and continue protecting the public.

#### **GOALS AND OBJECTIVES:**

**GOAL:** To improve the safety of the responders and the survival outcome for victims involved in highway crashes and emergencies.

**OBJECTIVES:** Within the next 12 months, MU FRTI will offer highway safety-related training to firefighters and emergency responders across the state to improve their knowledge and capability to safely and competently respond to highway emergencies.

#### **EVALUATION:**

The MHTC will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract\*
5. Accomplishing the Objectives\* established to meet the project Goals, such as:
  - Programs (number and success of programs held compared to planned programs, evaluations if available)
  - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
  - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
  - Public awareness activities (media releases, promotion events, incentive items or education materials produced or purchased)
  - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Traffic and Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.



\*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

**RESULTS:**

The project was scaled back in number of deliveries because of limited grant funding. The four selected courses were delivered six times, each dispersed across the state at host locations. The courses conducted were: Electric Vehicle Safety for First Responders; Emergency Vehicle Driver Training; Highway Safety for Emergency Service Personnel; and, Vehicle Rescue: Technician. Based on the revised project parameters, 24 courses were delivered, meeting 100% of the proposed course deliveries. Student numbers, based on the revised parameters of the project, were estimated at 600 fire and emergency service personnel. There were 568 responders trained in the project equating to 95% of the projected student numbers. In providing these four core training courses, the project has enabled safer responders through improved emergency response driving and scene management, along with improved on-scene patient access and treatment of an estimated 6,000 injured persons per year.

The specific outcomes of this training produced: 24 courses delivered, 568 responders trained, for a total of 6,448 student instructional hours. Responders from 47 Missouri counties (and one student from Arkansas) participated in the training. Funds expended were \$32,970, which was the total allocation to MU FRTI. Based on the available funding, the project results/outcomes were successful in providing the identified emergency response training for highway emergencies.

In review of student data voluntarily collected from course participants, it was found that overall the student composition for the project was 93% representing the fire service, 2.6% law enforcement, 2.6% emergency medical service, and 1.8% other emergency responders. Regarding occupation status, 14% were career and 86% were volunteer. This should be expected as approximately 80% of the state's fire service is volunteer.

Also the data showed that emergency responders understand the importance of continuing education and training throughout their time as career or volunteer fire and emergency service responders. Based on FY14 student data, 22% of MU FRTI students had less than one year of in-service experience, while 49% had 1 to 10 years, 16% had 11 to 20 years, and 13% had over 20 years of in-service experience. Regarding the level of formal education that student participants had completed, the highest percentage was high school graduate at 39%. The next highest category was "some college" at 34%. There were also 8% that indicated no high school diploma.

To judge the effectiveness of each course that MU FRTI presents, a course evaluation is completed by each student in the course. The evaluation form provides the opportunity for the student to give feedback through answering questions regarding six areas that include: course, visual materials, activities, printed materials, instructor(s), and classroom. A numerical rating scale is used to tabulate responses on a scale of 0 - 4 which corresponds to a letter grade of "F" to "A". MU FRTI's overall customer satisfaction rating for the courses conducted under the MODOT Highway Safety Grant was a 3.5 equating to a "B+" average.

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<b>FUNDING:</b>	<b>AWARDED AMOUNT:</b>	<b>DISBURSED AMOUNT:</b>
	\$32,970.00	\$32,970.00

**HS CONTACT:**

Jackie Rogers  
P.O. Box 270  
830 MoDOT Drive  
Jefferson City, MO 65102  
1-800-800-2358





**PROJECT TITLE:**

ThinkFirst Missouri

**PROJECT NUMBER:**

14-CP-09-004

**PROGRAM AREA:**

09

**JURISDICTION SIZE:**

5,900,000

**TYPE OF JURISDICTION:**

Statewide

**TARGETED POPULATION:**

Statewide

**AGENCY NAME:**

University of MO Curators

**AGENCY CONTACT:**

Director Michelle Gibler

**PROJECT DESCRIPTION:****THINKFIRST BACKGROUND:**

ThinkFirst Missouri is an evidence-based trauma prevention program of the University of Missouri, School of Medicine, Department of Physical Medicine & Rehabilitation. The mission of ThinkFirst Missouri is to prevent traumatic injuries, primarily traffic-related traumatic injuries, through education, research and advocacy.

ThinkFirst traffic safety education programs strive to reduce the number and severity of traffic crashes involving young drivers, young passengers, and adult drivers by increasing awareness of traffic-related traumatic brain and spinal cord injuries and providing information on ways to prevent these injuries from occurring. Over 100 presentations reaching over 20,000 Missourians are delivered by ThinkFirst each year.

**PRESENTATION COMPONENTS:**

ThinkFirst traffic safety programs are engaging group presentations delivered in schools, at worksites, and in community settings throughout Missouri. Presentations feature compelling testimonies of Voices for Injury Prevention (VIP) speakers. VIP speakers are people who have sustained a brain or spinal cord injury, usually due to a motor vehicle crash. These speakers present sobering yet motivational messages about the consequences of life-altering injuries and encourage audiences to take personal responsibility and make safe choices. Audiences learn that motor vehicle crashes can happen to anyone and simple measures like wearing a safety belt can make the difference between life and death, or living with paralysis or brain injury. VIP speakers are carefully selected for their ability to identify with audiences and serve as outstanding peer educators for traffic safety. ThinkFirst efficacy studies consistently demonstrate that students respond most favorably to the VIP speaker featured during each ThinkFirst presentation.

**TRAFFIC SAFETY TOPICS EMPHASIZED**

- Safety belt use
- Not speeding
- Not driving while distracted

- Not driving while impaired
- Not driving while using a digital device
- Not driving aggressively
- Not driving drowsy

- Safe passenger behavior

- Safe driving behavior
- Helmet use
- Bicycle safety

**THINKFIRST TRAFFIC SAFETY SOCIAL MEDIA CAMPAIGN:**

In 2009, ThinkFirst Missouri launched a Traffic Safety Social Media Campaign for Teens. The goal was to reinforce traffic safety messages presented during ThinkFirst assemblies by connecting with and engaging young people through

Facebook. The content, theme, personality and voice of the page leveraged the powerful influence of the VIP survivor testimony through regular discussion threads, video clips, and photos. Teens are recruited to the page via a personal invitation from the VIP speaker during the school assembly. Daily site management and Facebook Insights data are used to keep the intervention targeted and relevant. Based on interaction indicators, the ThinkFirst Facebook page is considered the most important reinforcement initiative conducted by ThinkFirst Missouri.

#### **ADDITIONAL THINKFIRST PREVENTION SERVICES/ROLES:**

Missouri Coalition for Roadway Safety partner  
Traffic Offenders Program  
State Chapter  
National Training Center  
Research & publications  
Public policy support  
Multi-agency collaboration  
Parent Program Development/Implementation

#### **RESOURCES & EQUIPMENT**

1. Graphix By Design—Professional graphic design services will be provided by Graphix By Design throughout FY 2013-2014. Graphix By Design created the current ThinkFirst website and consistently provides high quality work in a timely and cost-efficient manner. Graphix By Design staff will update and maintain the current ThinkFirst website and provide expert guidance and design services for marketing materials.

2. Zachary "Chase" Koeneke—Professional graphic design services needed primarily for non-web related creative items (i.e., T-shirt graphics, mailers, brochures, posters, video projects, etc.) will be provided by University of Missouri School of Journalism 2012 graduate and former ThinkFirst Social Media Intern, Chase Koeneke, of Columbia, MO. Mr. Koeneke has an impressive two-year history working with ThinkFirst VIP speakers in schools. He is intimately familiar with the components of the traffic safety assembly and VIP stories. ThinkFirst will consult w/ Mr. Koeneke primarily on video and print projects during FY 2013-2014.

3. Multi Media Presentation Package— ThinkFirst presentations are delivered to large audiences using a laptop computer with companion projector. Funds are being requested to upgrade the ThinkFirst multi-media presentation equipment during FY 2013-2014. Specifically, ThinkFirst is requesting a smaller, faster, lighter laptop for Assistant Director Penny Lorenz to use along with a more powerful projector for improved clarity in large venues. ThinkFirst will utilize University of Missouri IT personnel to identify a competitively priced multi-media presentation package (computer and projector) balancing performance, size and price.

4. University of Missouri School of Journalism—Faculty and students from the MU School of Journalism have played a key role in the development of the ThinkFirst social media effort and served as a central source for technical support and creative development. The partnership between ThinkFirst and the University of Missouri School of Journalism will continue during FY 2013-2014.

A complete description of the ThinkFirst Missouri chapter and its related programs can be found at <http://www.thinkfirst.missouri.edu>.

#### **PROBLEM IDENTIFICATION:**

##### **MISSOURI TRAFFIC CRASHES:**

Traffic deaths and injuries in Missouri, especially among young people, are truly a public health crisis. In 2011, Missouri experienced 142,966 traffic crashes and 786 fatalities. These fatalities were accompanied by 51,061 injuries and an estimated economic loss of \$3,213,233,000 (Missouri State Highway Patrol [MSHP] Statistical Analysis Center [SAC], Missouri Traffic Crashes 2011 Edition, 2012).

##### **MISSOURI TRAFFIC CRASH CLOCK:**

According to the "2011 Missouri Traffic Safety Personal Injury Problem Analysis Clock" created by the MSHP SAC:

1 person was killed in a Missouri traffic crash every 11.2 hours

1 person was injured every 10.3 minutes

1 person was killed or injured in a traffic crash every 10.1 minutes

1 young Missouri driver was killed or injured every 40.6 minutes

1 person was killed or injured in a drinking involved crash every 2.3 hours

1 person was killed or injured in a speed involved crash every 46.1 minutes

#### TRAFFIC CRASH & FATALITY TRENDS IN MISSOURI:

Thanks to a concerted effort of a multitude of partners and effective counter-measures, motor vehicle fatalities in Missouri have been declining steadily. According to Missouri's Blueprint to Save More Lives (Missouri Coalition for Roadway Safety [MCRS], 2012), between 2005 and 2011, Missouri's annual traffic fatalities dropped from 1,257 to 786 (38%)—marking the lowest number of crash fatalities since 1947. In addition, the fatality rate went from 1.8 fatalities per 100 million vehicle miles of travel in 2005 to 1.14 in 2011.

#### FATALITY TOTALS BY YEAR:

2005 1,257

2006 1,096

2007 992

2008 960

2009 878

2010 821

2011 786

2012 828 (Preliminary total per MCRS 1/27/13)

In addition to experiencing a reduction in the human toll of traffic crashes, Missouri is seeing an accompanying reduction in the economic burden of traffic crashes. Since 2005, Missouri has recorded a 14% reduction in the economic loss related to traffic crashes. In addition, hospitals reporting trauma discharge data to the state have demonstrated a 24% reduction in motor vehicle-related cause-of-injury codes since 2005 (MCRS, 2012).

In October 2012, the MCRS announced its new fatality goal: 700 or fewer fatalities by 2016. In order to reach this goal and continue moving towards the ultimate vision of zero fatalities, MCRS partners must work faster, smarter and harder than ever before.

#### HIGH-RISK DRIVERS AND UNRESTRAINED OCCUPANTS:

Several categories of traffic problem types were identified as focus areas in the 2012 Missouri Blueprint to Save More Lives, including: aggressive drivers, unrestrained drivers and occupants, distracted and drowsy drivers, young drivers, and substance-impaired drivers.

##### Aggressive Drivers:

The focus area of aggressive driving incorporates several behaviors, including speeding, driving too fast for conditions and following too close. According to MCRS, these three behaviors combined contributed to 41% of the fatalities and 35.8% of the serious injuries in Missouri between 2009-2011. By far, speeding is the most prevalent aggressive driving behavior, accounting for 40% of Missouri's fatalities.

##### Unrestrained drivers and occupants:

During a recent 3-year reporting period (2009-2011), 68% of the people killed in Missouri crashes were unrestrained. When looking specifically at the youth population, the percentage of unbelted teens killed during this same time period was 75.4%. The percentage of unrestrained drivers and passengers killed in pick up truck crashes was highest, at 84% (MCRS, 2012).

When used properly, safety belts reduce the risk of fatal injury to front-seat passengers by 45% and light-truck occupants by 60% (National Highway Traffic Safety Administration (NHTSA) Traffic Safety Facts, 2009). For drivers involved in traffic crashes not killed or injured, 97.3% were wearing a seat belt at the time of the crash (MSHP SAC 2011 Traffic Safety Compendium, 2012).

In 2011, Missouri's observed statewide safety belt use rate was 79%, well below the national average of 84%. Teen safety belt use in Missouri in 2011 was observed at 66% (MCRS, 2012). Of the 30 fatalities reported in Missouri thus far in 2013, 71% were unbuckled (MSHP, 1/27/13). These statistics indicate that safety belt use in Missouri remains a critical area of focus for prevention efforts.

#### Distracted and drowsy drivers:

NHTSA defines distracted driving as "any activity that could divert a person's attention away from the primary task of driving." These distractions include: texting, using a cell phone, eating and drinking, grooming, reading, using a navigation system, and adjusting the radio, CD player, etc. The behavior of text messaging is deemed particularly dangerous because it requires visual, manual and cognitive attention from the driver ([www.distracted.gov](http://www.distracted.gov), 1/28/13).

Distracted driving is becoming a major traffic safety problem. NHTSA's primary source for distracted driving information, [Distracted.gov](http://Distracted.gov), offers the following facts:

- In 2011, 3,331 people were killed in crashes involving a distracted driver, compared to 3,267 in 2010. An additional, 387,000 people were injured in motor vehicle crashes involving a distracted driver, compared to 416,000 injured in 2010.

- 18% of injury crashes in 2010 were reported as distraction-affected crashes.

In the month of June 2011, more than 196 billion text messages were sent or received in the US, up nearly 50% from June 2009 (The Wireless Association).

- 11% of all drivers under the age of 20 involved in fatal crashes were reported as distracted at the time of the crash. This age group has the largest proportion of drivers who were distracted.

- 40% of all American teens say they have been in a car when the driver used a cell phone in a way that put people in danger (Pew Research Center).

- Drivers who use hand-held devices are 4 times more likely to get into crashes serious enough to injure themselves (Monash University).

- Text messaging creates a crash risk 23 times worse than driving while not distracted (Virginia Tech Transportation Institute) ([www.distracted.gov](http://www.distracted.gov), 1/28/13).

In Missouri, it is estimated that approximately 20% of fatal crashes involved a distracted driver in the last three years (2009-2011). About 40% of the distracted drivers in these fatal crashes were between the ages of 15 and 30. In addition, MCRS cites a growing body of evidence that suggests distracted driving is becoming an increasingly large contributor to crashes in Missouri (2012).

Drowsy driving, like distracted driving, significantly impairs driving performance. Fatigued drivers exhibit impaired attention behaviors and slow information processing and reaction times. Young male drivers, shift workers, and people with untreated sleep disorders are at the greatest risk for being involved in a drowsy driving crash.

Thanks to improved crash reporting methods beginning in January 2012, Missouri will be able to better describe the problem of distracted and drowsy driving and focus prevention efforts accordingly (MCRS, 2012).

#### Young drivers and young passengers:

Nationally, young people 15-24 years old are over-represented in crash injuries, deaths and costs. In 2009, this group made up 28% of all fatal and nonfatal crash injuries and 31% (\$31 billion) of the costs, but represented only 14% of the population (Insurance Institute of Highway Safety (IIHS) Status Report, Sept 28, 2010).

In 2011, 24.8% of crashes in Missouri involved one or more drivers under the age of 21. Of all the fatal crashes in Missouri that same year, 18.3% involved a young driver. These statistics are especially alarming due to the fact that drivers under 21 account for only 9.3% of all licensed drivers in Missouri (MSHP SAC, 2012).

The IIHS Status Report (March 2012) describes the teenage crash problem as a problem starting years before most teens become drivers. Most of the teens ages 13-15 who died in crashes were passengers, and more often than not, another teenager was at the wheel. Thanks to improvements in Graduated Drivers Licensing (GDL) laws, teen traffic deaths are declining; however, the majority of young teens who die in crashes still don't use safety belts.

#### Substance-impaired Drivers:



Substance-impaired driving continues to be a significant factor contributing to Missouri traffic crashes. The category of substance-impaired driving includes alcohol and/or any other drugs. In terms of alcohol, a total of 208 persons were killed and 3,625 were injured in alcohol-involved crashes in Missouri 2011. Of all fatal crashes in Missouri in 2011, 26.8% involved alcohol (MSHP SAC, 2012).

When looking at the last three years of crash data combined (2009-2011), substance-impaired drivers contributed to 28.7% of Missouri fatalities. Males were responsible for 83.8% of the substance-impaired driving fatalities in Missouri. Although alcohol remains the primary contributor to the substance-impaired category, MCRS (2012) cites a growing body of evidence that other drugs are playing a growing role in the problem.

#### PARENTS

Currently, Missouri lacks a concerted effort to educate parents and provide the tools necessary to help train and monitor their new young driver. In response to this need, MoDOT Highway Safety leaders and ThinkFirst staff met in January 2014 to explore the feasibility of creating a parent-focused, evidence-based initiative in Missouri. ThinkFirst will lead the development and implementation of a statewide effort to reach parents of young drivers.

#### GOALS AND OBJECTIVES:

##### GOALS:

1. To increase knowledge and awareness of the risks related to unsafe driving practices among young people, those most at risk for traffic-related injuries and deaths.
2. To increase knowledge and awareness of the risks related to unsafe driving practices among adults and parents at the worksite and in community settings.
3. To expand the capacity and improve effectiveness of the ThinkFirst Greater Kansas City chapter and provide technical support to all ThinkFirst chapters in Missouri (Kansas City, Joplin, Springfield, Cape Girardeau, and St. Louis).
4. To expand the ThinkFirst Traffic Safety Social Media Campaign for Teens.
5. To develop and maintain a diverse panel of effective ThinkFirst Voices for Injury Prevention (VIP) speakers, chapter directors, and traffic safety advocates.
6. To promote traffic safety and the mission and programs of ThinkFirst by participating in state and national conferences and meetings.
7. Lead the development and implementation of a statewide effort to reach parents of young drivers.

##### OBJECTIVES:

1. Deliver eighty-five (85) ThinkFirst traffic safety presentations statewide by September 30, 2014

Eighty-five (85) traffic safety presentations featuring at least one (1) ThinkFirst Voices for Injury Prevention (VIP) speaker will be delivered statewide. Presentations will be tailored to accommodate the needs and size of the audience.

Primary coordination of the presentations will be conducted by the Assistant Director, with additional support provided by the Administrative Associate and Director. Presentations will reach approximately 15,000 Missourians during FY 2013-2014.

2. Deliver fifty (50) ThinkFirst traffic safety presentations in Kansas City area schools reaching approximately 30,000 youth by September 30, 2014.

ThinkFirst of Greater Kansas City has been providing outstanding traffic safety presentations to Kansas City-area students since 1987. This award-winning chapter is a program of the Research Foundation of Kansas City. Staff and VIP speakers working for this chapter are highly regarded and productive members of the Kansas City Region Missouri Coalition for Roadway Safety.

FY 2013-2014 funds are being requested to support the planning and implementation of ThinkFirst traffic safety presentations in fifty (50) schools reaching an estimated 30,000 Missouri youth in and around the Kansas City, Missouri. To accomplish this, the Greater Kansas City chapter will enter into a sub-contract agreement with the University of Missouri-Columbia and submit monthly program activity and expense reports.

In addition to the funds needed to deliver presentations in schools (part time coordinator, VIP speaker stipends and travel), funds are being requested to support travel expenses for two ThinkFirst of Greater Kansas City staff members to participate in the ThinkFirst National Injury Prevention Foundation Conference (or alternate national injury prevention conference such

as Lifesavers) in 2014. Lastly, this chapter is requesting funds to purchase miscellaneous materials needed to support program implementation, including T-shirts for VIP speakers, incentive items for youth (i.e., Arrive Alive T-shirts), wireless remote controls for Power Point presentations, and envelopes for mailing communication and promotional materials to area schools.

The Director of ThinkFirst Missouri will provide oversight to this project and perform one (1) site visit during the contract year to ensure program quality and compliance. The Administrative Associate of ThinkFirst Missouri will provide administrative oversight with attention to budget and fiscal compliance, reporting, and details related to establishing a sub-contract.

3. Expand the Traffic Safety Social Media Campaign for Teens through the services of a part-time University of Missouri social media student Intern by September 30, 2014.

The Traffic Safety Social Media Campaign for Teens was launched in 2009 as the primary educational reinforcement tool to extend safety messages provided during the ThinkFirst assembly. Thus far, the most successful social media platform utilized has been the ThinkFirst Facebook page. The Facebook page is followed by nearly 3,000 fans, with the majority (75%) coming from the teen and young adult age group. Content posted during FY 2012-2013 has generated more interaction by its users than ever before and preliminary research is demonstrating promise.

FY 2013-2-014 support is being requested to continue funding a part-time (.25 FTE) social media student intern position. The main role of the intern will be to increase interaction among teen users by locating, developing and posting relevant content. The intern will also monitor all activity, reply to posts and discussion threads, and provide assistance with the overall development of the initiative.

Preliminary plans for FY 2013-2014 include creating additional formats to generate buzz and distribute prizes. In addition, popular platforms (i.e., Instagram and Twitter) will be cultivated as methods to increase interaction and promote user generated content among students.

The ThinkFirst Director and Administrative Associate will provide direct supervision to this employee and user participation and interaction will be tracked and reported to MoDOT.

4. Plan, implement and evaluate a statewide ThinkFirst VIP Speaker Training Workshop by September 30, 2014.

ThinkFirst will plan, implement, and evaluate a 2-day statewide ThinkFirst Speaker Training Workshop for VIP's, chapter directors, volunteers, and medical personnel. The purpose of the workshop is to improve knowledge and communication skills, share current best practices in traffic safety education, provide a venue for networking and collaboration among chapters and VIPs, discuss issues of program delivery and development, and update attendees on statewide Blueprint activities.

The ThinkFirst Missouri Director, Assistant Director, and Administrative Associate will plan, conduct, and evaluate the Training Workshop during the FY 13-14 contract period. Attendance is projected to be twenty-five (25) ThinkFirst partners from across the state.

5. Promote traffic safety education and ThinkFirst chapters statewide at strategic Missouri conferences by September 30, 2014.

Funds are being requested to enable ThinkFirst staff to deliver traffic safety presentations, exhibit at, and/or attend key state conferences during FY 2013-2014. The purpose of this effort is to educate attendees about the mission and programs of the six ThinkFirst chapters statewide and motivate them to schedule a traffic safety program.

Potential in-state conference opportunities include the Missouri Coordinated School Health Coalition, Missouri Association of School Nurses, Missouri Association of School Counselors, Missouri Association of Secondary School Principals, Missouri Emergency Medical Services Association, Missouri Department of Health and Senior Services public health meetings, and other conferences sponsored by state agencies and organizations.

6. Participate in at least two (2) professional development training workshops and/or conferences by September 30, 2014.

Funds are being requested to support the travel of three (3) ThinkFirst chapter directors and/or VIP speakers to attend two (2) state and/or national professional development/ training workshops and/or conferences during FY 2013-2014. Conference travel may include the following venues: 2014 Lifesavers Conference on Highway Safety Priorities in Nashville, TN, 2014 ThinkFirst National Injury Prevention Foundation National Conference on Injury Prevention, 2014 Governors Highway Safety Association (GHSA) Conference, or the National Organization for Youth Safety (NOYS) Conference.

7. Lead the development and implementation of a statewide effort to reach parents of young drivers.



Locate, review, and select marketing research company to design and conduct market analysis of parents of teen drivers and soon-to-be teen drivers. At minimum, this research will consist of three focus group sessions.

Oversee and participate in implementation of market analysis research, including focus group sessions and preparation of final report.

Identify and recruit members to serve on statewide task force to help lead the effort to develop a Traffic Safety Program for Parents of Teen Drivers.

Host at least one meeting of the Parent Program Task Force to review current status of parent programs in Missouri and discuss strategies for program development and implementation.

Create and obtain approval to add Health Educator position to the ThinkFirst staff. This person will serve as the statewide Director of the Traffic Safety Program for Parents of Teen Drivers.

Advertise Health Educator vacancy, interview candidates and select person to lead the effort (with target start date of October 1, 2014).

#### **EVALUATION:**

The MHTC will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract\*
5. Accomplishing the Objectives\* established to meet the project Goals, such as:
  - Programs (number and success of programs held compared to planned programs, evaluations if available)
  - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
  - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
  - Public awareness activities (media releases, promotion events, incentive items or education materials produced or purchased)
  - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Traffic and Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

\*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided. ThinkFirst Missouri will be responsible for tracking and reporting the total number of ThinkFirst presentations (including ThinkFirst of Greater Kansas City presentations) presented at schools, work-sites, and community organizations. In addition, ThinkFirst will utilize social media software analytics to provide reports on the Facebook intervention.

Quarterly progress reports will be submitted to the Missouri Department of Transportation, Highway Safety Division as well as a year-end report thirty (30) days after the end of the contract period. The quarterly evaluations and year-end report will include, but may not be limited to:

- Number and location of presentations delivered during the contract year
- Number of students, employees, and members of community organizations who attended presentations
- Digital analytics of social media platforms
- Copy of educational and promotional materials
- Letters of support and/or thanks for presentations
- Essay or questionnaire information

--Newspaper articles, newsletter features, media coverage, etc.

--Other programs involved in (e.g., MCRS, Missouri Injury and Violence Prevention Advisory Committee, ThinkFirst National Injury Prevention Foundation, Traffic Offenders Programs, legislative support, etc.)

#### **RESULTS:**

##### **STRATEGY #1**

Deliver 88 ThinkFirst traffic safety presentations statewide.

#### **RESULTS:**

1. A total of 23,047 Missouri students received traffic safety education from the ThinkFirst traffic safety assembly program delivered via 131 presentations at 79 schools.
2. A total of 1,381 Missourians received traffic safety education from the ThinkFirst Corporate/Community Traffic Safety Program delivered via 33 presentations at 25 worksites/organizations
3. COMBINED, the Columbia-based ThinkFirst Missouri chapter delivered 164 presentations at 104 sites reaching 24,428 Missourians statewide during FY 14.
4. In addition to conducting the traffic safety education programs listed above, ThinkFirst Missouri delivered 11 Traffic Offender Program classes reaching 185 high-risk Missouri drivers during FY 14
5. ThinkFirst participated in 11 conferences, exhibits and events during the year, directly interacting with 2,347 people.
6. The following traffic safety-related incentive items were purchased and distributed during FY 14:

1,000 tropical flavored lip balm with ThinkFirst logo

1,000 ThinkFirst notepads - used at 2014 Blueprint Conference

300 tote bags with ThinkFirst Missouri logo & 2014 Blueprint Conference logo - used at 2014 Blueprint Conference

500 tote bags with ThinkFirst Missouri logo

300 ink pens with ThinkFirst logo and website

250 ThinkFirst Missouri #1 brochures

500 ThinkFirst Missouri 8"x3" flyers

27 ThinkFirst Missouri sweatshirts with embroidered ThinkFirst logo

1,028 ThinkFirst T-shirts

##### **STRATEGY #2**

Deliver 50 ThinkFirst traffic safety presentations to students throughout the Kansas City area via a subcontract with ThinkFirst Greater Kansas City.

#### **RESULTS:**

1. A total of 19,510 Kansas City, Missouri-area students received traffic safety education from ThinkFirst Greater Kansas City via 83 presentations conducted at fifty (50) schools.
2. A total of 1,199 people were reached through additional Kansas City chapter conference exhibits and events.
3. COMBINED, the Columbia-based ThinkFirst Missouri chapter and the ThinkFirst Greater Kansas City chapter provided 214 presentations in 129 schools reaching 42,557 students during FY 14.

##### **STRATEGY #3**

Expand the Traffic Safety Media Campaign for Teens via the services of a University of Missouri Social Media Student Intern.

#### **RESULTS:**

##### **Project Overview:**

In October 2009, ThinkFirst Missouri launched its first social media platform, a Facebook page. The primary purpose of the page was to reinforce the traffic safety messages presented during the assembly by engaging teens through social media. Since ThinkFirst initiated its social media campaign five years ago, the mainstream use of smartphones and the number of social media platforms have grown exponentially.

##### **Youth Engagement via MU Student Social Media Intern:**

The continual and rapid evolution of social media makes it a challenge for health promotion programs to stay connected and relevant to teens. To deal with this challenge, ThinkFirst based its social media outreach campaign on the theory of youth engagement. This theory is built on the premise that involving youth in programs designed for youth will create a greater impact. In an effort to stay true to the model and strategies of youth involvement, each year ThinkFirst hires a college-age media expert from the University of Missouri to manage its social media outreach effort and serve as the young voice of the

campaign.

ThinkFirst social media interns are hired on a part time basis and earn approximately \$11.50/hour. During the summer months, interns work approximately 10-15 hours per week. During the fall and spring academic semesters, work hours are reduced to a maximum of 10 hours/week. Interns provide site management, digital assessment, and technical assistance to keep all social media platforms targeted and relevant to teens. Interns are also charged with providing creative graphic design services for the various communication pieces used by ThinkFirst throughout the year.

During fiscal year 2013-2014, the leadership of the ThinkFirst Social Media effort was shared by two interns. During the first seven months of the grant year (October through April) MU senior Matthew Modelski served as the Student Intern Director of Social Media. Upon his graduation in May 2014, MU senior Rebecca "Becky" Bowman assumed the position and led the effort for the remainder of the grant year (May-September). The employment of the two interns did not overlap.

#### Social Media Growth 2013-2014:

ThinkFirst media interns have established a presence on several platforms, including Facebook, Twitter, YouTube and Instagram. The ThinkFirst Facebook platform grew only slightly over the course of the year as teens migrated away from Facebook in favor of Twitter and Instagram. As of October 24, 2014, the ThinkFirst Facebook page had 3,005 Likes, with 71% in the target demographic (age 13-24), 73% female and 26% male. As in previous years, most new Likes and user interaction scores on the Facebook page were greatest immediately following ThinkFirst assemblies.

The Twitter page started picking up growth this past year and now has 95 followers (as of 10-24-2014). Twitter and Instagram are expected to become the leading voices of ThinkFirst Missouri during 2014-2015.

#### STRATEGY #4

Plan, implement and evaluate a statewide ThinkFirst VIP Speaker Training Workshop by September 30, 2014.

#### RESULTS:

A two-day statewide VIP/Chapter Director Training Workshop was conducted June 18-19, 2014 at the Stoney Creek Inn in Columbia, MO. The primary purpose of the Workshop was to improve the knowledge and skills of ThinkFirst VIP traffic safety speakers and chapter directors, as well as to expand the network of trained speakers. Two professional leadership trainers were featured on the agenda and ThinkFirst T-shirts were distributed to attendees. The Workshop was attended by 36 ThinkFirst VIP speakers, chapter directors, staff and volunteers. Twenty-two evaluation forms were submitted with 18 people rating the workshop experience as "excellent" and 4 people rating the experience as "good." A list of attendees, agenda, and evaluations are available upon request.

#### STRATEGY #5

Promote traffic safety education and ThinkFirst chapters statewide at key Missouri conferences.

#### RESULTS:

ThinkFirst staff exhibited, participated in, and/or delivered presentations at the following statewide conferences to promote ThinkFirst as a statewide traffic safety resource:

- 2013 Missouri School Counselors Association Conference (Osage Beach)
- 2013 Missouri College Personnel Association Conference (Osage Beach)
- 2014 Missouri Driver & Traffic Safety Education Association State Conference (St. Louis)
- 2014 American Driver & Traffic Safety Education Association Conference (Wichita, KS)
- 2014 Missouri Blueprint to Save More Lives Conference (St. Louis)

#### STRATEGY #6

Participate in at least two professional development training workshops and/or conferences by September 30, 2014.

#### RESULTS:

1. 2013-2014 grant funds were used to support all conference-related travel expenses for 4 ThinkFirst staff members and VIP speakers to travel to the 2014 MCRS State Blueprint to Save More Lives Conference in St. Louis, MO. These attendees and their role at the conference are listed below:

- Katrina Rowland (ThinkFirst exhibit coordinator)
- Chad Burton (VIP speaker/exhibit assistant)
- Shawna Buchanan (VIP speaker)
- Kayle Denny (VIP speaker)

In addition, 2013-2014 grant funds were used to support portions of the conference-related expenses (meals & mileage only) for 2 additional attendees. These attendees and their role at the conference are listed below:

Michelle Gibler (Conference Co-Chair/speaker)  
Russ Burris (VIP speaker/Central Coalition Member/session moderator)

2. Grant funds were also used to support the Director's (Michelle Gibler) travel to and participation in the 2014 American Driver and Traffic Safety Education Annual Conference in Wichita, KS. The 2014 conference agenda featured national experts in current traffic safety outreach programs for parents of teen drivers. While attending the conference, Michelle networked closely with members of the Missouri Driver and Traffic Safety Education Association and AAA Foundation presenters to discuss the research and development of parent program initiatives.

#### STRATEGY #7

MID-YEAR CONTRACT AMENDMENT—Plan and implement the initial phases of program development needed to create a statewide Traffic Safety Education Program for Parents of Teen Drivers by September 30, 2014.

#### RESULTS:

##### Project Background

On May 1, 2014, a mid-year contract amendment was added to the original fiscal year 2013-2014 ThinkFirst Educational Programs contract. The purpose of the 5-month contract amendment was to begin the initial steps needed to research, plan and develop an evidence-based educational initiative to influence parents of new drivers in Missouri.

The Scope of Work for the mid-year contract amendment and an accompanying year-end progress report on the initiative are summarized below:

- Locate, review, and select marketing research company to design and conduct market analysis of parents of teen drivers and soon-to-be teen drivers.

ThinkFirst extended an invitation to bid on the design and implementation of a focus group research project to five marketing research companies. Bucket Media of Columbia, MO was selected to conduct the project.

- Oversee and participate in implementation of market analysis research, including focus group sessions and preparation of final report.

Michelle Gibler (ThinkFirst Director) and Katrina Rowland (ThinkFirst Administrative Associate) worked closely with leadership from Bucket Media throughout the duration of the research project, May 1, 2014 through July 31, 2014. Together, the team developed a survey methodology and created focus group questions to capture parental attitudes and beliefs regarding their new teen driver. An executive summary was prepared with results presented at a team meeting at Bucket Media on August 6, 2014.

- Identify and recruit members to serve on statewide task force to help lead the effort to develop a Traffic Safety Program for Parents of Teen Drivers.

Throughout the 5-month project period, Michelle Gibler reached out to safety advocates statewide to begin assembling the members of a Parent Task Force. Members thus far include: Deb Biggs (Safety Council of the Ozarks), Allyn Workman (Driver Education Instructor/ADSTEAM member), Carrie Wolken (MoDOT Traffic & Highway Safety), Katrina Rowland (ThinkFirst Administrative Associate and soon-to-be Health Educator effective 11/1/14), and Michelle Gibler (Director, ThinkFirst Missouri). Additional participants (e.g., MO Department of Revenue, MSHP, and a marketing/media expert) will be recruited in November and December 2014 with the Task Force membership finalized by December 31, 2014.

- Host at least one meeting of the Parent Program Task Force to review current status of parent programs in Missouri and discuss strategies for program development and implementation.

It was determined that spending funds to host a statewide Task Force meeting in Columbia before the Project Director/Health Educator was in place was not a good use of fiscal resources. This decision was discussed with and approved by Carrie Wolken during a contract monitoring visit on September 4, 2014. Although an official meeting of the entire Task Force was not held, Michelle Gibler met with each member individually to discuss the project.

- Create and obtain approval to add Health Educator position to the ThinkFirst staff. This person will serve as the statewide Director of the Traffic Safety Program for Parents of Teen Drivers.

Michelle Gibler began working with University of Missouri Human Resources officials in early July 2014 to create the position of Health Educator. The position requisition took several months to review and approve, with official approval granted in mid-September.

•Advertise Health Educator vacancy, interview candidates and select person to lead the effort (with target start date of October 1, 2014).

The Health Educator vacancy was posted by MU Human Resources on September 22, 2014. An offer for the position was accepted by Katrina Rowland on October 22, 2014. Katrina has served as the ThinkFirst Administrative Associate for over three years and will complete a Masters degree in 2015. She has demonstrated expertise in traffic safety program planning and implementation and possesses a strong grasp of the topic. Katrina will begin her official duties as Parent Program Health Educator on November 1, 2014.

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<b>FUNDING:</b>	<b>AWARDED AMOUNT:</b>	<b>DISBURSED AMOUNT:</b>
	\$398,199.04	\$385,387.57

**HS CONTACT:**

Carrie Wolken

P.O. Box 270

830 MoDOT Drive

Jefferson City, MO 65102

1-800-800-2358





**PROJECT TITLE:**

Missouri It Only Takes One Campaign

**PROJECT NUMBER:**

14-CP-09-002

**PROGRAM AREA:**

09

**JURISDICTION SIZE:**

3,000,000

**TYPE OF JURISDICTION:**

Statewide

**TARGETED POPULATION:**

Youth

**AGENCY NAME:**

Missouri's Youth Adult Alliance

**AGENCY CONTACT:**

Ms. Mona Lara

**PROJECT DESCRIPTION:**

## A. What is the It Only Takes One Campaign?

It Only Takes One addresses the fact that traffic crashes are the leading cause of death for youth (15-20) in Missouri, accounting for nearly 13.2 percent of traffic fatalities during the last three years[1]. It is a program that provides peer to peer education along with parent/community education with attention given specifically to distracted and substance-impaired driving. Many factors - including inexperience, alcohol, speeding, cell phones, and other countless distractions - all contribute to these crashes, with many resulting in death. Research from the "Impact Teen Drivers" organization indicates that driver distractions are the primary cause of fatal collisions. In addition, one of the greatest risk factors faced by teens is the number of passengers in the vehicle. Studies have confirmed that with the presence of just one passenger, teens are twice as likely to be involved in a fatal crash.[2]

Through a parent contract, a media campaign with t-shirts, posters, thumb bands and a community safety belt survey, the It Only Takes One campaign reminds teen drivers that it only takes ONE text, ONE song, ONE drink, ONE glance, ONE distraction to cause ONE fatal moment.

Please see the attached It Only Takes One Program Packet for a more detailed description of the campaign.

## B. Who will do what?

1) Project Staff: Youth/Adult Alliance (MYAA) Project Director and SADD State Coordinator, will be responsible for overseeing the entire project including the supervision of the other project staff or volunteers and is responsible for assuring each phase of the project is completed as planned. She will also be responsible for completing and submitting reports and evaluation results to MoDOT Traffic and Highway Safety Division.

2) Project Staff: ACT Missouri Administrative Assist, will be responsible for coordinating the distribution of It Only Takes One program packets to selected schools. She will also be responsible for program technical assistance.

3) SADD/Student Group Advisor: MYAA will be offering the It Only Takes One program to 1750 students involved in a school SADD chapter or substance abuse prevention group from schools across Missouri. Each student group will need to identify one adult to serve as the advisor to the project. They will be responsible for completing report materials and sending them to MYAA.

4) Regional Support Center Director: ACT Missouri will be offering the It Only Takes One program to 750 students participating in community and/or student groups across the Bootheel of Missouri. The Director of the Department of Behavioral Health's designated Regional Support Center in the Southeast, Family Counseling Center, Inc, will serve as the organizer for the campaign in this region. They will help to identify both school and community groups to participate in the program. A main advisor for each group who will be responsible for completing report materials and the director will be responsible for sending them to ACT Missouri.

## C. How is it going to be accomplished?

The program will be promoted to SADD advisors through email and personal contact by the SADD state coordinator during the fall 2013. By December 6, 2013, schools will sign up to be part of the campaign. In early January, we will send the



campaign supplies along with reporting forms that will be due back to ACT Missouri by March 21, 2014.

The part of the program that will be targeting the Boot heel counties will be promoted through collaboration with one Department of Mental Health Division of Alcohol and Drug Abuse Regional Support Center, located in the "Boot Heel" of Missouri. This area encompasses the counties of Dunklin, Pemiscot, New Madrid, and Mississippi. By December 6th, 2013, community/school groups will sign up to be part of the campaign. In early January, we will send the campaign supplies along with reporting forms that will be due back to ACT Missouri by March 21, 2014. Please see the attached campaign program detailed timeline for dispersal of campaign materials, completion of campaign activities, and submission of campaign reporting forms.

As an incentive for groups to complete their campaign activities on time, each group that has all of their reporting forms in on time, will be entered into a drawing for 5 of their student participants to win a \$10 iTunes gift card. If we have 50 groups participating, that will mean a total of 250 of the \$10 iTunes gift cards costing \$2500.00.

Following the culmination of the campaign, participating groups will be recognized at the annual Speak Hard Youth Conference on March 26, 2014. Registered groups who have fully completed the campaign within the noted dates will be eligible for a prize. ACT Missouri staff will deliberate based on overall campaign success including completeness of all campaign activities, review of any extra activities, media coverage, and overall rates of seatbelt usage before and after the campaign. Based on these criteria, ACT Missouri will award a first place prize of \$1000, a second place prize of \$750, and a third place prize of \$500. All funds are to be used to further safe driving education at the schools.

[1] Missouri's Blueprint to Save More Lives (2012-2016). Missouri Coalition for Roadway Safety

[2] [www.impactteendrivers.org](http://www.impactteendrivers.org)

#### **PROBLEM IDENTIFICATION:**

As noted in Missouri's Blueprint to Save More Lives, "traffic crashes are the leading cause of death among youth in Missouri, accounting for nearly 13.2 percent of traffic fatalities during the last three years." While, Missouri does have some laws in place working to keep young drivers safe, including graduated driver's license laws, they are still a high-risk population. Their lack of experience behind the wheel puts them at a higher risk of being involved in a traffic crash. In today's digital world, teenagers are easily distracted by cellular phones that send and receive text messages and calls, store their music and even serve as a Global Positioning System unit. These distractions combined with peer pressure to engage in other risky behaviors such as drinking alcohol or using other substances, speeding and low rate of safety belt use is leading to teen traffic deaths due to traffic crashes.

Alcohol is the main drug of choice for youth and we know that the average age of first use is 12.72 years old in Missouri according to the 2012 Missouri Student Survey. Youth are learning to drink long before they choose to get behind the wheel of vehicle. Teenagers who do have driver's licenses may be modeling negative behavior for their younger peers when they provide them rides. This is a time when the brain is being molded by experience and pruning itself to function as an adult.

The target population for this project will be made up of two groups. The first group includes students involved in SADD chapters or other similar student groups in high schools from across Missouri. Of the 50 total program packets, 35 will be designated to student groups from across the state and 15 will be designated specifically for counties in the "Boot heel" region of Missouri who have high poverty rates and lack services and resources for teens in this area. These counties include Dunklin, Pemiscot, New Madrid, and Mississippi. This is an economically disadvantaged area. According to US Census data, each of these four counties has at least 22% of their population living below the poverty level with two counties having 27% living below the poverty level which is a large percentage compared to an overall state rate of 15.8%. In 2011 these counties also had high rates of traffic crashes according the Traffic Safety report from MODOT. They are as follows:

#### **2011 Missouri Traffic Crashes County Summaries**

Dunklin

Fatal - 4

Injury - 163

Damage - 370

Total - 537

Pemiscot

Fatal - 5

Injury - 121

Damage - 249

Total - 375

New Madrid

Fatal - 6

Injury - 139

Damage - 297

Total - 442

Mississippi

Fatal - 2

Injury - 37

Damage - 124

Total - 163

Through this campaign, the target population will include at least 2500 students from across Missouri, concentrated in the Bootheel region. The It Only Takes One program will also target the parents/guardians and other community members surrounding these students through the safe driving contract and community safety belt survey. For the counties listed in the Bootheel region, program participation will not be limited to student groups/SADD chapters, but will also be available to community coalitions or faith based groups working with high school students.

#### **GOALS AND OBJECTIVES:**

1. To decrease teen traffic fatalities and injuries via peer-to-peer education, as well as parent/community education with specific attention to driver distraction awareness.
2. Engage at least 2500 youth in the It Only Takes One Campaign, a public information campaign that educates the teenaged roadway user of the dangers of distracted driving by completing and returning the parent-teen contract. The campaign will also reach additional peers with posters, t-shirts and other promotional materials.
3. Increase the amount of students using their safety belt from 67% to 72% after the campaign is implemented based on survey data collected in each community's seat belt observations.
4. Have 75% of schools view the Distracted Driving DVD developed at the Distracted Driving Summit.
5. Implement an educational campaign for parents on the importance of open communication with their young drivers regarding high risk driving behaviors.

#### **EVALUATION:**

The MHTC will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract\*
5. Accomplishing the Objectives\* established to meet the project Goals, such as:
  - Programs (number and success of programs held compared to planned programs, evaluations if available)
  - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
  - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
  - Public awareness activities (media releases, promotion events, incentive items or education materials produced or purchased)
  - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Traffic and Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

\*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided. The Missouri It Only Takes One Campaign will be evaluated based on the following:

- Total number of Parent-Teen contracts distributed to students.
  - Total number of Parent-Teen contracts completed and returned to project advisor.
  - Total number of showings of the Distracted Driving DVD and total number reached.
  - Pre and Post seatbelt survey results.
  - Total number of MODOT Graduated Driver's License Laws fact sheets distributed.
- There will also be a subjective evaluation compiled based on feedback from those involved in the campaign.

#### Collection of Evaluation Results:

The campaign will be conducted by groups in January to March 2014. Results will be due to ACT Missouri for analysis by March 21st, 2014 and passed onto the Missouri Highways Traffic Commission in the form of a Year End Report once compiled or within the required 30 days after the contract completion date.

#### RESULTS:

##### Participation:

Originally, the grant allowed for 50 kits to be distributed, but a change in cost allowed for 43 kits to be distributed. Thirty five schools registered to participate in the campaign and nineteen of those schools returned their reporting information. On average, 41% of the Adult Teen Driver Contracts distributed were completed and collected. There were 1,679 contracts distributed and 694 collected.

##### Promotion:

ACT Missouri and MYAA promoted the It Only Takes One Campaign through our website, Twitter, Facebook, Constant Contact, and through the Department of Mental Health Regional Support Centers. Extra shirts were disbursed at the State Fair to promote the program and safe driving. During the campaign, schools were to promote the campaign within their community. Schools used various forms of promotion including: school announcements, promotional tables, assemblies, distribution of flyers and posters, Facebook, videos, PSAs, stenciling in parking lots, bulletin boards, skits, word of mouth, marquis in town, and various presentations.

##### Responsiveness of T-shirt Campaign:

Most schools reported that the students were receptive to the t-shirts. There were two complaints about getting the contracts returned, but many of the schools enjoyed the free resources.

##### Media Contact:

Schools had the option to contact various news sources. Of the participating schools, 89% utilized media coverage for the campaign. Local news was utilized by 84% of participating schools. No schools reported utilizing local TV, but seven of the participating schools utilized their school news resources. Other media included radio, newsletters, school websites, marquis, coalitions, and Regional Support Center Newsletters.

##### Community Involvement:

Schools were encouraged to include their community leaders in the campaign and approximately 74% of schools reported doing so. Schools were also encouraged to involve their local Registered Substance Abuse Prevention Coalition, and 68% of schools reported doing so.

##### Seatbelt Checks:

Pre and Post seatbelt checks were to be completed by each group. Pretests showed an average of 59% of passengers or drivers belted and 41% not belted. Post tests showed that 62% of passengers or drivers were belted, and 37% were not belted. The pretest had 2,298 seatbelt checks, and the post test had 2,823 seatbelt checks.

##### Additional Activities:

The last part of the campaign was for each school to complete three activities in addition to those mentioned above. The schools did various activities including: Attending MYAA's Speak Hard Youth Conference, Cell Phone Surveys, Assemblies, Distracted Driving Video Showings, Stenciling, additional posters, and train safety group, creating an annual event, viral campaigns, newspaper advertising, PSAs, and guest speakers.

##### Prizes:

Each school that returned fifty completed contracts received five iTunes cards to give to five students that completed the contract. There were three grand prize winners: Campbell C2000 received 1st place with a prize of \$1,000, Platte County High School received 2nd place with a prize of \$750, and New Madrid County Family Resource Center received 3rd place with a prize of \$500. Campbell C2000 completed pre/post safety belt surveys, presented a distracted driving program to their high school and distributed It Only Takes One parent contracts and shirts to students in their community. The coalition also offered funding for two large billboard signs for the city and school ballparks promoting the "It Only Takes One" message. They have big plans for their award including creating a float for the upcoming Campbell Peach Fair Parade and hosting an information booth at the Peach Fair and at the Back To School Open House Event in Campbell.

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<b>FUNDING:</b>	<b>AWARDED AMOUNT:</b>	<b>DISBURSED AMOUNT:</b>
402 / 20.600	\$27,874.00	\$25,064.00

**HS CONTACT:**

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Jefferson City, MO 65102  
1-800-800-2358





**FY14 OBLIGATION AMOUNTS (as of 12-17-14)**

Funding Code	Problem Area	Current 2014 Funds	Carryover From 2013	Total Available 2014	Carryover to 2015	Total Obligated 2014
402	All Traffic Safety	4,839,494.22	3,157,174.36	7,996,668.58	\$ 1,902,612.95	\$ 6,094,055.63
154	Transfer Funds - AL	4,646,879.00	5,155,910.14	9,802,789.14	\$ 4,768,616.45	\$ 5,034,172.69
154	Transfer Funds - HE		16,881,137.50	16,881,137.50	-	\$ 16,881,137.50
164	Transfer Funds - AL		1,309,238.64	1,309,238.64	-	\$ 1,309,238.64
164	Transfer Funds - HE		13,028,569.09	13,028,569.09	\$ 4,000,000.00	\$ 9,028,569.09
408	Data Program		350,990.48	350,990.48	-	\$ 350,990.48
410	Alcohol SAFETEA-LU		1,647,203.97	1,647,203.97	-	\$ 1,647,203.97
2010	Motorcycle Safety		89,667.46	89,667.46	-	\$ 89,667.46
2011	Child Seats		294,997.51	294,997.51	\$ 4,028.97	\$ 290,968.54
405b	Occupant Protection Low	1,316,099.55	1,278,470.48	2,594,570.03	\$ 2,531,570.03	\$ 63,000.00
405c	Data Program	1,154,965.06	1,089,909.84	2,244,874.90	\$ 1,864,279.99	\$ 380,594.91
405d	Impaired Driving Mid	3,102,204.62	3,102,999.28	6,205,203.90	\$ 5,263,878.44	\$ 941,325.46
405f	Motorcycle Programs	97,864.51	97,205.97	195,070.48	\$ 138,070.48	\$ 57,000.00
	<b>TOTALS</b>	<b>\$ 15,157,506.96</b>	<b>\$ 47,483,474.72</b>	<b>\$ 62,640,981.68</b>	<b>\$ 20,473,057.31</b>	<b>\$ 42,167,924.37</b>





Missouri Highway Safety Plan Annual Report Budget  
as of December 17, 2014

Program	Project	Description	Obligated Funds	Expended Funds
402	PA-2014-02-01-00	THSD-Planning & Administration	\$125,000.00	\$81,070.53
402		<b>Planning and Administration Total</b>	<b>\$125,000.00</b>	<b>\$81,070.53</b>
402	AL-2014-03-01-00	THSD-Impaired Driving Program	\$40,000.00	\$36,814.01
402		<b>Alcohol Total</b>	<b>\$40,000.00</b>	<b>\$36,814.01</b>
402	EM-2014-02-01-00	University of MO Curators-Safety Train E	\$32,970.00	\$32,970.00
402		<b>Emergency Medical Services Total</b>	<b>\$32,970.00</b>	<b>\$32,970.00</b>
402	OP-2014-05-01-00	Adair Co Sheriff's Dept-Click It Or Tick	\$3,000.00	\$3,000.00
402	OP-2014-05-02-00	MO Safety Center-Enforcement CIOT	\$224,945.57	\$132,214.48
402	OP-2014-05-03-00	MO Safety Center-Survey Statewide Seatbe	\$138,883.35	\$136,596.72
402	OP-2014-05-04-00	MHSP-Click It or Ticket Enforcment	\$120,960.00	\$104,359.26
402	OP-2014-05-05-00	Arnold Police Dept-Seatbelt Compliance	\$7,527.00	\$7,526.76
402	OP-2014-05-06-00	Ballwin Police Dept-Occupant Protection	\$2,500.00	\$2,463.79
402	OP-2014-05-08-00	Bloomfield Police Dept-OP	\$2,200.00	\$0.00
402	OP-2014-05-09-00	Calverton Park Police Dept-Click It or T	\$2,508.00	\$2,507.83
402	OP-2014-05-10-00	Chillicothe Police Dept-Occupant Protect	\$2,000.00	\$281.76
402	OP-2014-05-11-00	Columbia Police Dept-Occupant Protection	\$3,000.00	\$2,059.01
402	OP-2014-05-12-00	Creve Coeur Police Dept-Click It or Tick	\$6,600.00	\$6,165.01
402	OP-2014-05-13-00	Edmundson Police Dept-Buckle Up 2014	\$3,000.00	\$0.00
402	OP-2014-05-14-00	Eureka Police Dept-Occupant Protection E	\$2,500.00	\$1,991.15
402	OP-2014-05-15-00	Florissant Police Dept-Occupant Protecti	\$5,000.00	\$2,898.91
402	OP-2014-05-16-00	Gladstone Dept of Public Safety-Occupant	\$2,000.00	\$1,366.12
402	OP-2014-05-17-00	Hazelwood Police Dept-Hazelwood Police O	\$4,995.00	\$4,994.99
402	OP-2014-05-18-00	Jackson Co Sheriff's Office-Seat Belt En	\$16,552.00	\$4,174.68
402	OP-2014-05-19-00	Kansas City Bd of Police Comm-Occupant P	\$58,320.00	\$44,541.95
402	OP-2014-05-20-00	Kirkwood Police Dept-Seatbelt Enforcemen	\$10,000.00	\$9,316.97
402	OP-2014-05-21-00	Maryland Heights Police Dept-Safety & Dr	\$3,120.48	\$1,619.27
402	OP-2014-05-22-00	MO Safety Center-Enforcement/Youth Seatb	\$96,395.57	\$38,571.78
402	OP-2014-05-23-00	MO Safety Center-Survey CPS	\$39,241.70	\$33,941.67
402	OP-2014-05-24-00	Missouri Safety Center-Survey Teen Seatb	\$67,477.99	\$67,253.14
402	OP-2014-05-25-00	Overland Police Dept-Occupant Protection	\$2,500.00	\$1,936.91
402	OP-2014-05-26-00	St Charles City Police Dept-Occupant Pro	\$2,500.00	\$0.00
402	OP-2014-05-27-00	St Louis Co Police Dept-Occupant Protect	\$40,000.00	\$13,400.47
402	OP-2014-05-28-00	Texas Co Sheriff's Office-Seat Belt Enfo	\$6,000.00	\$0.00
402	OP-2014-05-29-00	Webster Groves Police Dept-Occupant Prot	\$2,500.00	\$2,333.47
402	OP-2014-05-30-00	Wentzville Police Dept-Click It or Ticke	\$5,922.24	\$5,922.24
402	OP-2014-05-31-00	Byrnes Mill Police Dept-Click It or Tick	\$2,016.90	\$2,013.00
402		<b>Occupant Protection Total</b>	<b>\$884,165.80</b>	<b>\$633,451.34</b>
402	PS-2014-02-01-00	THSD-Bicycle/Pedestrian Safety	\$495.30	\$488.17
402		<b>Pedestrian/Bicycle Safety Total</b>	<b>\$495.30</b>	<b>\$488.17</b>
402	PT-2014-02-00-00	THSD-Statewide PTS	\$902,612.95	\$0.00
402	PT-2014-02-01-00	THSD-2014 LETSAC	\$11,500.00	\$11,314.60
402	PT-2014-02-02-00	THSD-402 Training Survey Asses	\$163,500.00	\$38,754.59
402	PT-2014-02-03-00	MSHP-Speed Enforcement	\$97,440.00	\$91,516.86
402	PT-2014-02-04-00	MSHP-Hazardous Moving Violation Enforcem	\$125,000.00	\$104,163.79
402	PT-2014-02-05-00	Arnold Police Dept-Hazardous Moving Viol	\$11,875.00	\$11,874.90
402	PT-2014-02-06-00	Ballwin Police Dept-Hazardous Moving	\$4,000.00	\$3,991.26
402	PT-2014-02-07-00	Bellefontaine Neighbors Police Dept-Aggr	\$6,000.00	\$0.00
402	PT-2014-02-08-00	Belton Police Dept-Hazardous Moving Viol	\$8,400.00	\$5,590.63
402	PT-2014-02-09-00	Berkeley Police Dept-Hazardous Moving Vi	\$3,734.06	\$2,740.97
402	PT-2014-02-10-00	Billings Police Dept-Billings HMV Enforc	\$3,000.30	\$2,996.87
402	PT-2014-02-11-00	Blue Springs Police Dept-Hazardous Movin	\$5,000.00	\$3,575.37
402	PT-2014-02-12-00	Bolivar Police Dept-Bolivar PD, HMV Gran	\$3,000.00	\$2,560.93

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402	PT-2014-02-13-00	Boone Co Sheriff's Dept-HMV Slowdown	\$21,000.00	\$12,352.58
402	PT-2014-02-14-00	Brentwood Police-Making the Roadways Saf	\$8,500.00	\$2,876.14
402	PT-2014-02-15-00	Bridgeton Police Dept-Hazardous Moving V	\$12,000.00	\$0.00
402	PT-2014-02-16-00	Buchanan Co Sheriff's Dept-Buchanan Co H	\$5,000.00	\$4,985.84
402	PT-2014-02-17-00	Butler Co Sheriff's Dept-MoDOT, HMV Enfor	\$3,674.80	\$3,672.56
402	PT-2014-02-18-00	Callaway Co Sheriff-Callaway Co Sheriff'	\$11,207.00	\$10,520.13
402	PT-2014-02-19-00	Camden Co Sheriff's Office-Hazardous Mov	\$7,500.00	\$7,489.76
402	PT-2014-02-20-00	Camdenton Police Dept-HMV Overtime Enfor	\$1,250.00	\$1,020.85
402	PT-2014-02-21-00	Cape Girardeau Police Dept-Hazardous Mov	\$6,500.00	\$5,963.28
402	PT-2014-02-22-00	Cass Co Sheriff's Office-HMV	\$6,600.00	\$2,570.78
402	PT-2014-02-23-00	Chesterfield Police Dept-HMV Enforcement	\$8,390.40	\$6,232.48
402	PT-2014-02-24-00	Chillicothe Police-Hazardous Moving Viol	\$3,000.00	\$181.69
402	PT-2014-02-25-00	Clay County Sheriff's Office-Hazardous M	\$7,500.00	\$3,875.58
402	PT-2014-02-26-00	Cole Co Sheriff's Dept-HMV Enforcement	\$5,000.00	\$4,865.73
402	PT-2014-02-27-00	Columbia Police Dept-Hazardous Moving En	\$10,000.00	\$3,759.68
402	PT-2014-02-28-00	Creve Coeur Police Dept-Speed Enforcemen	\$10,000.00	\$10,000.00
402	PT-2014-02-29-00	Crystal City Police Dept-Hazardous Movin	\$4,000.00	\$3,976.27
402	PT-2014-02-30-00	Des Peres Dept of Public Safety-HMV	\$3,570.00	\$1,750.72
402	PT-2014-02-31-00	Eureka Police Dept-Hazardous Moving Viol	\$12,000.00	\$10,830.75
402	PT-2014-02-32-00	Farmington Police Dept-Hazardous Moving	\$6,000.00	\$5,113.60
402	PT-2014-02-33-00	Ferguson Police-Hazardous Moving Violati	\$5,005.00	\$4,249.17
402	PT-2014-02-34-00	Festus Police Dept-HMV Overtime Enforcem	\$25,000.00	\$25,000.00
402	PT-2014-02-35-00	Florissant Police Dept-Hazardous Moving	\$10,000.00	\$9,429.74
402	PT-2014-02-36-00	Franklin Co Sheriff's Dept-HMV Enf	\$34,000.00	\$33,075.49
402	PT-2014-02-37-00	Gladstone Public Safety-Hazardous Moving	\$7,875.00	\$6,589.38
402	PT-2014-02-38-00	Glendale Police Dept-Hazardous Moving Vi	\$2,000.00	\$1,970.83
402	PT-2014-02-39-00	Grain Valley Police Dept-Hazardous Movin	\$2,688.00	\$431.01
402	PT-2014-02-40-00	Grandview Police Dept-Hazardous Moving V	\$10,000.00	\$9,884.76
402	PT-2014-02-41-00	Greene Co Sheriff-HMV Traffic Enforcemen	\$97,154.27	\$90,712.49
402	PT-2014-02-42-00	Greene Co Sheriff-2014 HMV Enforcement	\$75,000.00	\$74,990.66
402	PT-2014-02-43-00	Hazelwood Police Dept-Hazardous Moving V	\$16,400.00	\$16,011.97
402	PT-2014-02-44-00	Hollister Police Dept-Hazardous Moving V	\$2,500.00	\$0.00
402	PT-2014-02-45-00	Howell Co Sheriff-Hazardous Moving Viola	\$5,000.00	\$4,997.72
402	PT-2014-02-46-00	Independence Police Dept-HMV	\$170,000.00	\$170,000.00
402	PT-2014-02-47-00	Jackson Co Sheriff-Hazardous Moving Viol	\$20,000.00	\$13,784.04
402	PT-2014-02-48-00	Jackson Police Dept-Hazardous Moving Vio	\$3,000.00	\$2,632.33
402	PT-2014-02-49-00	Jasper Co Sheriff's Office-HMV	\$8,000.00	\$6,362.08
402	PT-2014-02-50-00	Jefferson City PD-Hazardous Moving Viola	\$20,000.00	\$18,046.76
402	PT-2014-02-51-00	Jefferson Co Sheriff's Office-Hazardous	\$167,895.00	\$167,878.10
402	PT-2014-02-52-00	Joplin Police Dept-HMV Officer Overtime	\$10,000.00	\$9,487.25
402	PT-2014-02-53-00	Kansas City Bd of Police Comm-HMV Grant	\$210,000.00	\$208,774.41
402	PT-2014-02-54-00	Kansas City MO Bd of Police Comm-Advance	\$13,160.00	\$10,262.96
402	PT-2014-02-55-00	Kearney Police Dept-Accident Reduction 9	\$3,000.00	\$2,803.80
402	PT-2014-02-56-00	Kennett Police Dept-Speed and HMV Enforc	\$3,500.00	\$3,445.92
402	PT-2014-02-57-00	Kirkwood Police Dept-Hazardous Moving Vi	\$10,000.00	\$9,827.48
402	PT-2014-02-58-00	Lake Lotawana Police-Hazardous Moving Vi	\$3,406.25	\$2,631.07
402	PT-2014-02-59-00	Lake St Louis Police Dept-HMV Enforcemen	\$5,067.75	\$4,605.10
402	PT-2014-02-60-00	Lawrence Co Sheriff's Dept-Hazardous Mov	\$3,160.50	\$3,024.97
402	PT-2014-02-61-00	Lee's Summit Police Dept-Hazardous Movin	\$30,000.00	\$22,491.13
402	PT-2014-02-62-00	Liberty Police Dept-Hazardous Moving Vio	\$9,000.00	\$8,783.98
402	PT-2014-02-63-00	Livingston Co Sheriff's Dept-Livingston	\$2,000.00	\$1,860.41
402	PT-2014-02-64-00	Manchester Police Dept-Hazardous Moving	\$5,075.00	\$5,019.27

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402	PT-2014-02-65-00	Missouri Southern State University-Law E	\$24,000.00	\$24,000.00
402	PT-2014-02-66-00	MSHP-Radar/EVOC/Instr Develop/Eq	\$86,784.00	\$80,947.20
402	PT-2014-02-67-00	MSHP-Skill Development	\$25,000.00	\$14,615.63
402	PT-2014-02-68-00	Moline Acres Police-Traffic Enforcement	\$8,000.00	\$7,996.07
402	PT-2014-02-69-00	Mountain View Police Dept-HMV	\$1,500.00	\$1,457.86
402	PT-2014-02-70-00	Nevada Police Dept-HMV Enforcement	\$7,295.00	\$5,903.55
402	PT-2014-02-71-00	Newton Co Sheriff's Dept-Hazardous Movin	\$6,800.00	\$6,159.81
402	PT-2014-02-72-00	Nixa Police Dept-HMV Grant	\$10,000.00	\$5,731.08
402	PT-2014-02-73-00	North Kansas City Police-Hazardous Movin	\$5,000.00	\$3,014.87
402	PT-2014-02-74-00	Olivette Police Dept-HMV Grant	\$4,500.00	\$4,436.48
402	PT-2014-02-75-00	Osage Beach Police Dept-Hazardous Moving	\$5,000.00	\$2,635.34
402	PT-2014-02-76-00	Overland Police-Hazardous & Speeding	\$7,528.05	\$6,620.61
402	PT-2014-02-77-00	Ozark Police Dept-Hazardous Moving Viola	\$4,000.00	\$3,125.90
402	PT-2014-02-78-00	Peculiar Police Dept-Hazardous Moving Vi	\$3,025.00	\$0.00
402	PT-2014-02-79-00	Pemiscot Co Sheriff-Hazardous Moving Vio	\$2,000.00	\$943.96
402	PT-2014-02-80-00	Pevely Police Dept-HMV Enforcement	\$7,000.00	\$6,953.46
402	PT-2014-02-81-00	Platte Co Sheriff-Hazardous Moving Viola	\$10,000.00	\$9,991.67
402	PT-2014-02-82-00	Platte Co Sheriff-Traffic Safety Officer	\$20,434.50	\$18,020.04
402	PT-2014-02-83-00	Potosi Police-Hazardous Moving Violation	\$5,000.00	\$3,966.61
402	PT-2014-02-84-00	Raymore Police-Hazardous Moving Violatio	\$2,000.00	\$1,997.81
402	PT-2014-02-85-00	Raytown Police-Hazardous Moving Violatio	\$10,750.00	\$4,063.56
402	PT-2014-02-86-00	Republic Police-Traffic Safety	\$2,500.00	\$2,057.32
402	PT-2014-02-87-00	Richmond Heights Police-HMV Enforcement	\$7,500.00	\$7,167.44
402	PT-2014-02-88-00	Riverside Public Safety-Hazardous Moving	\$3,000.00	\$2,378.07
402	PT-2014-02-89-00	Rolla Police-Hazardous Moving Violation	\$6,000.00	\$5,999.45
402	PT-2014-02-90-00	Scott Co Sheriff-Hazardous Moving Enforc	\$2,800.00	\$2,557.50
402	PT-2014-02-91-00	Sedalia Police-Hazardous Moving Violatio	\$5,500.00	\$1,555.10
402	PT-2014-02-92-00	Seymour Police-Traffic Safety Grant 2014	\$2,000.00	\$255.00
402	PT-2014-02-93-00	Shrewsbury Police-HMV and Speeders	\$4,000.00	\$3,978.92
402	PT-2014-02-94-00	Smithville Police-Hazardous Moving Viola	\$3,000.00	\$1,905.76
402	PT-2014-02-95-00	SpringfieldPolice-Hazardous Moving Viola	\$75,128.00	\$75,094.64
402	PT-2014-02-96-00	St Charles City Police-Hazardous Moving	\$23,000.00	\$13,835.01
402	PT-2014-02-97-00	St Charles Co Sheriff-Hazardous Moving V	\$22,000.00	\$17,508.08
402	PT-2014-02-98-00	St Clair Police-Speed / HMV Enforcement	\$5,126.40	\$5,057.73
402	PT-2014-02-99-00	St John Police-Hazardous Moving Violatio	\$6,000.00	\$5,986.64
402	PT-2014-02-A0-00	St Joseph Police-Hazardous Moving Violat	\$6,193.44	\$5,891.18
402	PT-2014-02-A1-00	St Louis Co Police-Highway Safety Unit	\$313,651.00	\$262,553.63
402	PT-2014-02-A2-00	St Louis Metro PD-Haz Violations/Speed E	\$180,014.00	\$142,374.32
402	PT-2014-02-A3-00	St Peters Police-HMV 2013-2014	\$20,000.00	\$19,991.31
402	PT-2014-02-A4-00	St Robert Police-Hazardous Moving Violat	\$3,000.00	\$2,969.02
402	PT-2014-02-A5-00	Stone Co Sheriff-Speed Demons	\$5,200.00	\$3,996.77
402	PT-2014-02-A6-00	Town & Country Police-HMV Enforcement	\$16,000.00	\$8,211.91
402	PT-2014-02-A7-00	THSD-Engineering Coordination	\$1,650.00	\$0.00
402	PT-2014-02-A8-00	THSD-Mature Driver Program	\$4,000.00	\$463.32
402	PT-2014-02-A9-00	THSD-Tween Safety Program	\$20,000.00	\$9,627.31
402	PT-2014-02-B0-00	THSD-Public Information & Education Gene	\$20,000.00	\$496.00
402	PT-2014-02-B1-00	THSD-PI Creative Services	\$30,000.00	\$24,425.00
402	PT-2014-02-B2-00	THSD-Statewide HMV	\$36,000.00	\$28,770.15
402	PT-2014-02-B3-00	THSD-PTS Program Coordination	\$250,000.00	\$249,843.32
402	PT-2014-02-B4-00	Troy Police-Hazardous Moving Violations	\$6,000.00	\$6,000.00
402	PT-2014-02-B5-00	Union Police-Hazardous Moving Violation	\$7,497.00	\$7,485.78
402	PT-2014-02-B6-00	University City Police-Hazardous Moving	\$2,520.00	\$2,481.09



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402	PT-2014-02-B7-00	Washington Co Sheriff-HMV	\$4,000.00	\$3,464.52
402	PT-2014-02-B8-00	Washington Police-Hazardous Moving Viola	\$6,000.00	\$5,896.01
402	PT-2014-02-B9-00	Wayne Co Sheriff-Hazardous Moving Vehicl	\$6,545.00	\$5,987.76
402	PT-2014-02-C0-00	Webb City Police-Hazardous Moving Violat	\$8,000.00	\$7,798.78
402	PT-2014-02-C1-00	Webster Co Sheriff-HMV Overtime 2014	\$5,000.00	\$3,199.35
402	PT-2014-02-C2-00	Webster Groves Police-HMV FY2014	\$3,500.00	\$3,494.06
402	PT-2014-02-C3-00	Wentzville Police-Hazardous Moving Viola	\$7,106.69	\$6,464.27
402	PT-2014-02-C4-00	West Plains Police-HMV 2014	\$4,000.00	\$3,411.80
402	PT-2014-02-C5-00	Willow Springs Police-Hazardous Moving V	\$3,300.00	\$952.09
402	PT-2014-02-C6-00	Byrnes Mill Police Dept-HMV	\$5,042.25	\$5,040.00
402	PT-2014-02-C8-00	MO Police Chiefs Assoc-2014 LETSAC Conf	\$23,500.00	\$20,942.04
402		<b>Police Traffic Services Total</b>	<b>\$3,907,531.61</b>	<b>\$2,530,332.43</b>
402	TR-2014-06-01-00	MSHP-SAC Support	\$5,174.92	\$0.00
402		<b>Traffic Records Total</b>	<b>\$5,174.92</b>	<b>\$0.00</b>
402	AI-2014-04-01-00	MO Safety Center-Crash Investigation Tra	\$62,999.98	\$48,339.16
402	AI-2014-04-02-00	MSHP-Accident Investigation Training	\$78,507.50	\$46,487.86
402		<b>Accident Investigation Total</b>	<b>\$141,507.48</b>	<b>\$94,827.02</b>
402	CP-2014-09-01-00	Cape Girardeau Safe Communities-Team Spi	\$180,256.29	\$139,237.47
402	CP-2014-09-02-00	MO's Youth Adult Alliance-MO It Only Tak	\$27,874.00	\$25,064.00
402	CP-2014-09-03-00	THSD-Young Driver	\$38,400.00	\$37,701.17
402	CP-2014-09-04-00	Univ of MO Curators-ThinkFirst Missouri	\$398,199.04	\$385,387.57
402		<b>Community Traffic Safety Project Total</b>	<b>\$644,729.33</b>	<b>\$587,390.21</b>
402	DE-2014-02-01-00	Missouri Police Chiefs Assoc-Law Enf Dri	\$34,058.72	\$34,058.72
402	DE-2014-02-02-00	Missouri Safety Center-Driver Improvemen	\$35,624.96	\$33,629.76
402	DE-2014-02-03-00	Missouri Sheriff's Assoc-Emergency Veh D	\$12,099.00	\$8,189.94
402	DE-2014-02-04-00	Univ of MO Curators-Mobile Age: Hosp Cra	\$77,031.36	\$64,375.57
402		<b>Driver Education Total</b>	<b>\$158,814.04</b>	<b>\$140,253.99</b>
402	DL-2014-02-01-00	Curators of Univ of MO St L-Physician In	\$91,310.56	\$82,222.08
402	DL-2014-02-02-00	Washington Univ-Expanding Medical Fitnes	\$74,055.62	\$74,055.23
402		<b>Driver Licensing Total</b>	<b>\$165,366.18</b>	<b>\$156,277.31</b>
402	RH-2014-02-01-00	MO Operation Lifesaver-MO Operation Life	\$15,000.00	\$12,625.56
402		<b>Railroad/Highway Crossings Total</b>	<b>\$15,000.00</b>	<b>\$12,625.56</b>
402	RS-2014-11-01-00	THSD-MoDOT Traffic Safety Conference	\$36,000.00	\$35,207.06
402	RS-2014-11-02-00	THSD-TEAP	\$60,000.00	\$55,820.68
402		<b>Roadway Safety Total</b>	<b>\$96,000.00</b>	<b>\$91,027.74</b>
402	SA-2014-09-01-00	Cape Girardeau Safe Comm-Cape G Safe Com	\$79,514.40	\$61,109.14
402	SA-2014-09-02-00	Ozark Technical Comm Coll-Safe Communiti	\$39,785.00	\$28,862.16
402	SA-2014-09-03-00	St Joseph Safety & Health Council-Traffi	\$59,987.80	\$58,822.75
402		<b>Safe Communities Total</b>	<b>\$179,287.20</b>	<b>\$148,794.05</b>
402	SE-2014-02-01-00	Harrisonville Police-Speeding	\$2,000.00	\$2,000.00
402	SE-2014-02-02-00	Maryland Heights Police-I 270 Speed Enfo	\$17,288.64	\$13,828.28
402	SE-2014-02-03-00	O'Fallon Police-Speeding/Red Light Enfor	\$21,838.08	\$19,772.07
402	SE-2014-02-04-00	Phelps Co Sheriff-Speed Enforcement Proj	\$4,500.00	\$3,957.88
402		<b>Speed Enforcement Total</b>	<b>\$45,626.72</b>	<b>\$39,558.23</b>
402	CR-2014-05-01-00	THSD-CPS Program Activities	\$22,600.00	\$13,635.75
402	CR-2014-05-02-00	THSD-Child Passenger Safety Coordination	\$66,000.00	\$34,122.02
402	CR-2014-05-03-00	Lincoln Co Health Dept-2014 CPS Summit	\$10,000.00	\$8,152.34
402		<b>Child Restraint Total</b>	<b>\$98,600.00</b>	<b>\$55,910.11</b>
402	PM-2014-02-01-00	THSD-Work Zone Awareness	\$50,000.00	\$50,000.00
402	PM-2014-02-02-00	THSD-Youth Seat Belt Media	\$150,000.00	\$149,456.88
402	PM-2014-02-03-00	THSD-Click It or Ticket Pd Media	\$175,000.00	\$47,890.65
402		<b>Paid Advertising Total</b>	<b>\$375,000.00</b>	<b>\$247,347.53</b>

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402	YA-2014-03-01-00	THSD-Youth Alcohol Program Coordination	\$81,400.00	\$79,531.02
402		<b>Youth Alcohol Total</b>	<b>\$81,400.00</b>	<b>\$79,531.02</b>
<b>NHTSA 402 Total</b>			<b>\$6,996,668.58</b>	<b>\$4,968,669.25</b>

408	K9-2014-04-00-00	THSD-Statewide Data Program	\$0.00	\$0.00
408	K9-2014-04-02-00	MSHP-Statewide Traffic Accident Records	\$74,831.92	\$74,831.92
408	K9-2014-04-03-00	MSHP-STARS and FARS Support	\$65,969.62	\$65,969.62
408	K9-2014-04-04-00	OSCA-JIS Conversion & Statewide Monitori	\$173,786.45	\$173,786.45
408	K9-2014-04-06-00	THSD-Traffic Records Program	\$648.77	\$648.77
408	K9-2014-04-09-00	REJIS-Electronic Records Adoption Improv	\$17,448.72	\$17,448.72
408	K9-2014-04-10-00	REJIS-LETS Sustainment and Enhancements	\$17,005.00	\$17,005.00
408	K9-2014-04-12-00	MO DHSS-CODES Linkage	\$1,300.00	\$1,300.00
<b>408 Data Program Incentive Total</b>			<b>\$350,990.48</b>	<b>\$350,990.48</b>

410	K8-2014-03-00-00	THSD-Statewide Alcohol Program	\$0.00	\$0.00
410	K8-2014-03-01-00	THSD-Travel and Sponsorship	\$500.00	\$500.00
410	K8-2014-03-03-00	Ballwin Police Dept-DWI	\$7,493.04	\$7,493.04
410	K8-2014-03-04-00	Barton Co Sheriff-Sobriety Checkpoint	\$1,202.47	\$1,202.47
410	K8-2014-03-05-00	Benton Co Sheriff-DWI Enforcement Campai	\$2,756.11	\$2,756.11
410	K8-2014-03-06-00	Berkeley Police Dept-DWI Saturation Patr	\$56.94	\$56.94
410	K8-2014-03-07-00	Billings Police Dept-DWI Enforcement	\$2,180.37	\$2,180.37
410	K8-2014-03-10-00	Carterville Police-Operation Zero Tolera	\$4,412.51	\$4,412.51
410	K8-2014-03-11-00	Carthage Police Dept-Wolf Pack / Checkpo	\$3,096.69	\$3,096.69
410	K8-2014-03-12-00	Charleston Public Safety-State & Comm Hw	\$454.80	\$454.80
410	K8-2014-03-13-00	Chesterfield Police-DWI Enforcement	\$5,723.75	\$5,723.75
410	K8-2014-03-14-00	Chesterfield Police-Sobriety Checkpoint	\$9,790.87	\$9,790.87
410	K8-2014-03-15-00	Christian Co Sheriff-DWI Enforcement	\$8,410.50	\$8,410.50
410	K8-2014-03-16-00	Clark Co Sheriff-DWI Enforcement	\$6,208.00	\$6,208.00
410	K8-2014-03-17-00	Cottleville Police-St Charles Co DWI Tas	\$1,934.91	\$1,934.91
410	K8-2014-03-18-00	Creve Coeur Police-You Drink You Drive Y	\$3,245.08	\$3,245.08
410	K8-2014-03-19-00	Creve Coeur Police-DWI Sobriety Ckpoint	\$11,037.57	\$11,037.57
410	K8-2014-03-20-00	Creve Coeur Police-DWI Officer	\$40,178.65	\$40,178.65
410	K8-2014-03-21-00	Crocker Police-DWI Saturation / Ckpoints	\$2,980.80	\$2,980.80
410	K8-2014-03-23-00	Des Peres Public Safety-DWI Enforcement	\$773.84	\$773.84
410	K8-2014-03-24-00	Dexter Police-Sobriety Checkpoint	\$4,632.35	\$4,632.35
410	K8-2014-03-25-00	Eureka Police-DWI Enforcement	\$1,753.31	\$1,753.31
410	K8-2014-03-26-00	Eureka Police-Sobriety Checkpoint	\$6,915.78	\$6,915.78
410	K8-2014-03-27-00	Festus Police-DWI Overtime Enforcement	\$7,948.16	\$7,948.16
410	K8-2014-03-28-00	Festus Police-Youth Alcohol Overtime Enf	\$2,062.71	\$2,062.71
410	K8-2014-03-29-00	Franklin Co Sheriff-Alcohol Enforcement	\$35,260.60	\$35,260.60
410	K8-2014-03-30-00	Franklin Co Sheriff-DWI Unit	\$82,809.61	\$82,809.61
410	K8-2014-03-31-00	Greene Co Sheriff-DWI Enforcement	\$52,012.44	\$52,012.44
410	K8-2014-03-32-00	Hazelwood Police-BAT Van Operator	\$3,203.60	\$3,203.60
410	K8-2014-03-33-00	Hazelwood Police-DWI Enforcement Program	\$22,426.49	\$22,426.49
410	K8-2014-03-34-00	Jefferson City Police-DWI Enforcement	\$21,133.56	\$21,133.56
410	K8-2014-03-35-00	Jefferson Co Sheriff-DWI Enforce Overtim	\$203,038.17	\$203,038.17
410	K8-2014-03-36-00	Jefferson Co Sheriff-Youth Alcohol	\$160,230.34	\$160,230.34
410	K8-2014-03-37-00	Jefferson Co Sheriff-Sobriety Checkpoint	\$24,060.64	\$24,060.64
410	K8-2014-03-38-00	Jefferson Co Sheriff-DWI Enforcement Uni	\$163,702.57	\$163,702.57
410	K8-2014-03-39-00	Kansas City Bd of Police Comm-Sobriety C	\$36,050.30	\$36,050.30
410	K8-2014-03-40-00	Kansas City Bd of Police Comm-Youth Alco	\$7,219.69	\$7,219.69
410	K8-2014-03-41-00	Kansas City Bd of Police Comm-DWI Enforc	\$24,103.55	\$24,103.55

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410	K8-2014-03-42-00	Kearney Police-DWI Enforcement Patrol	\$2,660.66	\$2,660.66
410	K8-2014-03-43-00	Lake St Louis Police-DWI Saturation Patr	\$4,302.46	\$4,302.46
410	K8-2014-03-44-00	Lake St Louis Police-DWI Checkpoint	\$4,329.49	\$4,329.49
410	K8-2014-03-45-00	Lee's Summit Police-DWI Enforcement	\$24,689.80	\$24,689.80
410	K8-2014-03-46-00	Livingston Co Sheriff-DWI Project	\$932.65	\$932.65
410	K8-2014-03-47-00	Manchester Police-DWI Saturation Patrols	\$3,481.80	\$3,481.80
410	K8-2014-03-49-00	Marshall Police-Sobriety Checkpoints	\$4,895.25	\$4,895.25
410	K8-2014-03-50-00	MO Police Chiefs Assoc-DITEP	\$27,879.02	\$27,879.02
410	K8-2014-03-51-00	MO Southern St Univ-Alcohol Training for	\$48,000.00	\$48,000.00
410	K8-2014-03-52-00	MO Offc Prosecution Serv-Traffic Safety	\$153,882.78	\$153,882.78
410	K8-2014-03-53-00	MSHP-DRE/BAC/SFST/ARIDE/DRE Conf	\$48,542.67	\$48,542.67
410	K8-2014-03-56-00	Nixa Police-DWI Enforcement	\$6,990.18	\$6,990.18
410	K8-2014-03-57-00	Noel Police-DWI Saturation Patrol	\$750.00	\$750.00
410	K8-2014-03-58-00	O'Fallon Police-DWI Saturation Enf (Wolf	\$14,577.54	\$14,577.54
410	K8-2014-03-59-00	O'Fallon Police-Sobriety Checkpoint	\$6,514.32	\$6,514.32
410	K8-2014-03-60-00	O'Fallon Police-Youth Alcohol Before Th	\$5,168.80	\$5,168.80
410	K8-2014-03-61-00	Olivette Police-DWI Ckpoint & City Wide	\$8,473.61	\$8,473.61
410	K8-2014-03-62-00	Overland Police-Checkpoint, Saturation &	\$16,601.13	\$16,601.13
410	K8-2014-03-63-00	Parma Police Dept-Southeast Missouri DWI	\$866.58	\$866.58
410	K8-2014-03-65-00	Pevely Police-DWI Wolfpack	\$7,000.00	\$7,000.00
410	K8-2014-03-66-00	Pike Co Sheriff-Pike Co Crackdown on DWI	\$648.86	\$648.86
410	K8-2014-03-67-00	Platte Co Sheriff's Office-DWI Checkpoint	\$4,097.45	\$4,097.45
410	K8-2014-03-68-00	Pleasant Hill Police Dept-DWI GRANTS	\$2,448.11	\$2,448.11
410	K8-2014-03-69-00	Potosi Police Dept-DWI Enforcement/DWI C	\$4,778.95	\$4,778.95
410	K8-2014-03-70-00	Riverside Dept of Public Safety-DWI Enfo	\$2,933.58	\$2,933.58
410	K8-2014-03-71-00	Scott City Police Dept-SE MO DWI Taskfor	\$2,077.14	\$2,077.14
410	K8-2014-03-72-00	Sedalia Police Dept-DWI Enforcement	\$2,673.84	\$2,673.84
410	K8-2014-03-74-00	Sikeston Dept of Public Safety-South Eas	\$371.43	\$371.43
410	K8-2014-03-75-00	Smithville Police Dept-DWI Wolfpack	\$2,915.70	\$2,915.70
410	K8-2014-03-76-00	Smithville Police Dept-Joint Clay Platte	\$2,296.25	\$2,296.25
410	K8-2014-03-77-00	Springfield Police Dept-Youth Alcohol En	\$21,048.55	\$21,048.55
410	K8-2014-03-78-00	St Ann Police Dept-St Ann Police DWI Enf	\$3,906.34	\$3,906.34
410	K8-2014-03-80-00	St Charles Co Sheriff-DWI Enforcement	\$20,621.06	\$20,621.06
410	K8-2014-03-81-00	St Charles Co Sheriff's Dept-DWI Check P	\$6,071.96	\$6,071.96
410	K8-2014-03-82-00	St Charles Co Sheriff's Dept-Youth Alcoh	\$8,234.29	\$8,234.29
410	K8-2014-03-83-00	St Clair Police Dept-R.I.D.	\$5,122.71	\$5,122.71
410	K8-2014-03-84-00	St John Police Dept-Sobriety Checkpoint	\$8,562.04	\$8,562.04
410	K8-2014-03-85-00	St John Police Dept-DWI Enforcement	\$1,739.60	\$1,739.60
410	K8-2014-03-86-00	St Joseph Police-Northwest MO DWI Task F	\$21,804.78	\$21,804.78
410	K8-2014-03-87-00	St Joseph Police Dept-Midland Empire Alc	\$25,992.00	\$25,992.00
410	K8-2014-03-88-00	St Louis Co Police Dept-Sobriety Ckpoint	\$13,758.16	\$13,758.16
410	K8-2014-03-89-00	THSD-Alcohol Coordination	\$73,573.87	\$73,573.87
410	K8-2014-03-90-00	Troy Police Dept-DWI Enforcement	\$3,215.20	\$3,215.20
410	K8-2014-03-91-00	Troy Police Dept-Sobriety Checkpoint	\$2,274.35	\$2,274.35
410	K8-2014-03-92-00	Union Police Dept-DWI Enforcement/Satura	\$10,536.84	\$10,536.84
410	K8-2014-03-93-00	University City Police Dept-DWI Enforcem	\$934.04	\$934.04
410	K8-2014-03-95-00	Washington Police Dept-DWI Enforcement	\$6,332.23	\$6,332.23
410	K8-2014-03-96-00	Washington Police Dept-Youth Alcohol Enf	\$2,999.78	\$2,999.78
410	K8-2014-03-97-00	Webster Co Sheriff's Office-Youth Alchoh	\$2,500.00	\$2,500.00
410	K8-2014-03-98-00	Wentzville Police Dept-Under Age Drinkin	\$340.09	\$340.09
410	K8-2014-03-99-00	Wentzville Police Dept-DWI Sobriety Chec	\$4,263.68	\$4,263.68
410	K8-2014-03-A0-00	Wentzville Police Dept-DWI Enforcement	\$8,883.36	\$8,883.36



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410	K8-2014-03-A1-00	Raymore Police-Sobriety Ckpoint/DWI Enfo	\$5,930.33	\$5,930.33
410	K8-2014-03-A2-00	Liberty Police Dept-DWI Enforcement	\$1,777.89	\$1,777.89
<b>410 Alcohol SAFETEA-LU Total</b>			<b>\$1,647,203.97</b>	<b>\$1,647,203.97</b>

2010	K6-2014-12-00-00	THSD-Statewide Motorcycle Safety Program	\$0.00	\$0.00
2010	K6-2014-12-01-00	THSD-Motorcycle Safety Awareness	\$89,667.46	\$89,667.46
<b>2010 Motorcycle Safety Incentive Total</b>			<b>\$89,667.46</b>	<b>\$89,667.46</b>

2011	K3-2014-05-00-00	THSD-Statewide CPS	\$1,028.97	\$0.00
2011	K3-2014-05-01-00	MO Safety Center-Enforcement CPS Week	\$86,432.92	\$56,038.48
2011	K3-2014-05-02-00	THSD-CPS 2011(d)	\$50,835.62	\$32,303.81
2011	K3-2014-05-03-00	THSD-Low Income Car Seats	\$23,700.00	\$23,661.19
2011		<b>2011 Child Seat Incentive Total</b>	<b>\$161,997.51</b>	<b>\$112,003.48</b>
2011	K3PM-2014-05-01-00	THSD-Child Passenger Safety Paid Media	\$130,000.00	\$123,075.12
2011		<b>2011 Paid Media Total</b>	<b>\$130,000.00</b>	<b>\$123,075.12</b>
<b>2011 Child Seats Total</b>			<b>\$291,997.51</b>	<b>\$235,078.60</b>

154	154AL-2014-AL-00-00	THSD-Statewide 154AL Program	\$2,768,616.45	\$0.00
154	154AL-2014-AL-01-00	MSHP-DWI Tracking System (DWITS)	\$8,675.00	\$2,055.31
154	154AL-2014-AL-02-00	MSHP-DWI Saturations	\$190,976.44	\$154,916.34
154	154AL-2014-AL-03-00	MSHP-Sobriety Checkpoint	\$272,350.80	\$206,486.58
154	154AL-2014-AL-04-00	Arnold Police Dept-Sobriety Ckpt/Saturat	\$31,473.00	\$31,472.91
154	154AL-2014-AL-05-00	Barry Co Sheriff-DWI Enforcement	\$2,400.00	\$979.90
154	154AL-2014-AL-06-00	Belton Police Dept-Sobriety Checkpoint	\$10,800.00	\$6,913.10
154	154AL-2014-AL-07-00	Belton Police Dept-DWI Wolfpack	\$4,220.97	\$2,820.38
154	154AL-2014-AL-08-00	Blue Springs Police-DWI Sobriety Ckpoint	\$8,000.00	\$0.00
154	154AL-2014-AL-09-00	Blue Springs Police-Wolf Pack DWI Enforc	\$6,000.00	\$2,166.48
154	154AL-2014-AL-10-00	Bolivar Police Dept-DWI Grant	\$6,000.00	\$5,998.66
154	154AL-2014-AL-11-00	Boone Co Sheriff-Youth Alcohol Enforceme	\$2,736.00	\$2,735.88
154	154AL-2014-AL-12-00	Boone Co Sheriff-Sobriety Ckpoint/Satura	\$25,160.00	\$7,540.15
154	154AL-2014-AL-13-00	Boone Co Sheriff-Full Time DWI / Traffic	\$61,000.00	\$49,002.71
154	154AL-2014-AL-14-00	Branson Police Dept-Youth Alcohol Enforc	\$3,000.00	\$0.00
154	154AL-2014-AL-15-00	Branson Police Dept-DWI Enforcement	\$4,000.00	\$0.00
154	154AL-2014-AL-16-00	Butler Co Sheriff-DWI Enforcement	\$6,751.39	\$6,751.39
154	154AL-2014-AL-17-00	Camden Co Sheriff-DWI Reduction	\$15,000.00	\$14,999.48
154	154AL-2014-AL-18-00	Cape Girardeau Co Sheriff-DWI Enforce /	\$40,000.00	\$36,846.17
154	154AL-2014-AL-19-00	Cape Girardeau Police-DWI Enforcement	\$9,800.00	\$9,785.45
154	154AL-2014-AL-20-00	Cape Girardeau Police-Sobriety Checkpoin	\$54,200.00	\$53,457.25
154	154AL-2014-AL-21-00	Cape Girardeau Police-Youth Alcohol Enfo	\$3,000.00	\$1,235.39
154	154AL-2014-AL-22-00	Caruthersville Police-Southeast DWI Task	\$4,800.00	\$1,803.31
154	154AL-2014-AL-23-00	Cass Co Sheriff-DWI / Checkpoint	\$17,687.38	\$8,374.20
154	154AL-2014-AL-24-00	Clay Co Sheriff-DWI Enforcement	\$10,000.00	\$1,631.28
154	154AL-2014-AL-25-00	Clay Co Sheriff-Sobriety Ckpoint/Task Fo	\$4,800.00	\$1,573.96
154	154AL-2014-AL-26-00	Clay Co Sheriff's-Youth Alcohol Enforcem	\$3,500.00	\$0.00
154	154AL-2014-AL-27-00	Cleveland Police Dept-Co Wide Sobriety C	\$1,998.00	\$1,035.44
154	154AL-2014-AL-28-00	Cole Co Sheriff's-DWI Enf/Sobriety Check	\$24,344.99	\$11,853.24
154	154AL-2014-AL-29-00	Columbia Police Dept-DWI Full Time Unit	\$73,468.80	\$70,772.08
154	154AL-2014-AL-30-00	Columbia Police Dept-DWI Enforcement	\$25,000.00	\$18,425.88
154	154AL-2014-AL-31-00	Crawford County Sheriff's-Traffic Safety	\$7,425.00	\$180.00
154	154AL-2014-AL-32-00	Dallas Co Sheriff's-DWI Enforcement	\$4,975.00	\$0.00
154	154AL-2014-AL-33-00	Excelsior Springs Police Dept-Clay/Platt	\$2,400.00	\$2,390.01
154	154AL-2014-AL-34-00	Florissant Police Dept-DWI Enforcement	\$15,000.00	\$3,578.87

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154	154AL-2014-AL-35-00	Florissant Police Dept-Youth Alcohol	\$5,000.00	\$0.00
154	154AL-2014-AL-36-00	Gladstone Public Safety-DWI Enforcement	\$12,200.00	\$9,240.13
154	154AL-2014-AL-37-00	Grain Valley Police Dept-DWI Enforcement	\$2,800.00	\$375.55
154	154AL-2014-AL-38-00	Grandview Police Dept-DUI Enforcement	\$14,123.93	\$12,551.89
154	154AL-2014-AL-39-00	Grandview Police Dept-Checkpoint	\$14,182.66	\$9,671.37
154	154AL-2014-AL-40-00	Greene Co Sheriff's Office-Youth Alcohol	\$40,000.00	\$39,475.56
154	154AL-2014-AL-41-00	Greene Co Sheriff-DWI Enforcement Unit	\$41,802.27	\$41,799.98
154	154AL-2014-AL-42-00	Harrisonville Police Dept-DWI/Sobriety C	\$3,000.00	\$1,757.30
154	154AL-2014-AL-43-00	Hollister Police Dept-DWI Enforcement	\$2,775.00	\$150.76
154	154AL-2014-AL-44-00	Howell Co Sheriff's Dept-DWI Enforcement	\$6,500.00	\$4,937.44
154	154AL-2014-AL-45-00	Independence Police Dept-Sobriety Ckpoin	\$207,000.00	\$207,000.00
154	154AL-2014-AL-46-00	Jackson Co Sheriff's Office-Youth Alcoho	\$3,750.00	\$3,465.00
154	154AL-2014-AL-47-00	Jackson Co Sheriff's Office-DWI Sob Ckpo	\$35,780.00	\$17,519.82
154	154AL-2014-AL-48-00	Jackson County Sheriff's Office-DWI Enf-	\$20,000.00	\$6,989.47
154	154AL-2014-AL-49-00	Jackson County Sheriff-DWI Unit Salary	\$182,176.07	\$151,233.39
154	154AL-2014-AL-50-00	Jackson Co Sheriff's Office-DWI Unit Equ	\$70,000.00	\$70,000.00
154	154AL-2014-AL-51-00	Jackson Police Dept-DWI Enforcement	\$4,750.00	\$4,514.85
154	154AL-2014-AL-52-00	Jasper Co Sheriff's Office-DWI Wolf Pack	\$23,000.00	\$19,223.93
154	154AL-2014-AL-53-00	Joplin Police Dept-DWI Enforcement and Y	\$12,000.00	\$10,069.09
154	154AL-2014-AL-54-00	Joplin Police Dept-Full Time DWI Unit	\$62,664.78	\$60,538.93
154	154AL-2014-AL-55-00	Kennett Police Dept-DWI Enforcement	\$12,000.00	\$11,999.58
154	154AL-2014-AL-56-00	Kennett Police-Sobriety Checkpoint	\$7,624.40	\$7,580.89
154	154AL-2014-AL-57-00	Lamar Police Dept-Working Together to ge	\$2,100.00	\$2,058.22
154	154AL-2014-AL-58-00	Lawrence Co Sheriff's Dept-DWI Enforceme	\$9,178.00	\$8,629.26
154	154AL-2014-AL-59-00	Lebanon Police Dept-DWI Sobriety Checkpo	\$5,000.00	\$3,767.10
154	154AL-2014-AL-60-00	Maryland Heights Police-DWI Saturation P	\$7,817.64	\$5,620.66
154	154AL-2014-AL-62-00	Missouri Safety Center-Enforcement State	\$362,032.96	\$256,042.40
154	154AL-2014-AL-63-00	Missouri Safety Center-Impaired Driving	\$343,197.09	\$233,088.59
154	154AL-2014-AL-64-00	MO Dept of Revenue-DOR and Law Enforceme	\$30,081.36	\$19,363.15
154	154AL-2014-AL-65-00	MO Dept of Revenue-Attorney and Legal As	\$146,404.54	\$111,874.69
154	154AL-2014-AL-66-00	MO Div of Alcohol & Tobacco Control-Alco	\$35,370.00	\$17,808.29
154	154AL-2014-AL-67-00	Monett Police Dept-Sobriety Checkpoints	\$4,545.00	\$2,782.88
154	154AL-2014-AL-68-00	MADD-Court Monitoring	\$112,568.00	\$98,231.65
154	154AL-2014-AL-69-00	Mountain View Police Dept-Checkpoints	\$3,000.00	\$2,890.82
154	154AL-2014-AL-70-00	Neosho Police Dept-DWI Enforcement	\$6,500.00	\$6,282.79
154	154AL-2014-AL-71-00	Nevada Police Dept-DWI Enforcement	\$3,975.00	\$2,959.87
154	154AL-2014-AL-72-00	Newton Co Sheriff's Dept-DWI	\$8,000.00	\$7,762.31
154	154AL-2014-AL-73-00	OSCA-DWI Court Project	\$370,166.45	\$327,146.63
154	154AL-2014-AL-74-00	Oronogo Police Dept-Southwest MO DWI Tas	\$1,500.00	\$902.48
154	154AL-2014-AL-75-00	Osage Beach Police Dept-DWI Enforcement	\$4,500.00	\$2,138.00
154	154AL-2014-AL-76-00	Osage Co Sheriff's Office-DWI Enf/Sobrie	\$7,345.00	\$0.00
154	154AL-2014-AL-77-00	Ozark Police Dept-DWI Enforcement	\$3,000.00	\$2,993.61
154	154AL-2014-AL-78-00	Ozark Police Dept-Sobriety Checkpoint	\$5,000.00	\$3,227.27
154	154AL-2014-AL-79-00	Phelps Co Sheriff's Dept-DWI Enforcement	\$4,000.00	\$3,993.29
154	154AL-2014-AL-80-00	Republic Police Dept-Sobriety Ckpoints/D	\$10,000.00	\$5,822.24
154	154AL-2014-AL-81-00	Rolla Police Dept-DWI Enforcement/Sobrie	\$14,000.00	\$13,833.84
154	154AL-2014-AL-82-00	Scott Co Sheriff's Office-DWI Patrol	\$5,000.00	\$4,295.00
154	154AL-2014-AL-83-00	Springfield Police-DWI Enforc/Sobriety C	\$102,795.00	\$102,060.63
154	154AL-2014-AL-84-00	St Charles City Police Dept-Sobriety Ckp	\$30,360.00	\$20,164.37
154	154AL-2014-AL-85-00	St Louis Metro Police Dept-Sobriety Chec	\$25,200.00	\$13,565.67
154	154AL-2014-AL-86-00	St Louis Metro Police-DWI Enforcement	\$144,192.00	\$64,270.03
154	154AL-2014-AL-87-00	St Peters Police Dept-DWI Enforcement	\$30,000.00	\$29,913.51

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154	154AL-2014-AL-88-00	St Robert Police Dept-Checkpoints/Satura	\$8,951.32	\$4,800.11
154	154AL-2014-AL-89-00	Ste Genevieve Co Sheriff-Impaired Dr Enf	\$11,500.00	\$9,014.75
154	154AL-2014-AL-90-00	Stone Co Sheriff's Office-Rolling Drunk	\$10,070.00	\$9,983.96
154	154AL-2014-AL-91-00	THSD-Youth Alcohol Projects	\$12,752.00	\$9,743.69
154	154AL-2014-AL-92-00	THSD-Sobriety Checkpoint Equipment	\$50,000.00	\$45,944.77
154	154AL-2014-AL-93-00	THSD-Statewide DWI	\$47,550.00	\$39,709.59
154	154AL-2014-AL-94-00	THSD-Breath Alcohol Testing Vans	\$40,000.00	\$0.00
154	154AL-2014-AL-95-00	University of MO Curators-SMART, CHEERS,	\$301,963.68	\$286,488.69
154	154AL-2014-AL-96-00	Velda City Police Dept-DWI Enforcement	\$6,000.00	\$2,631.52
154	154AL-2014-AL-97-00	Washington Co Sheriff's Dept-DWI Patrol/	\$5,200.00	\$5,105.49
154	154AL-2014-AL-98-00	Webb City Police-DWI Saturation Patrols	\$12,000.00	\$11,818.47
154	154AL-2014-AL-99-00	Webster Co Sheriff's Office-DWI 14 Overt	\$9,000.00	\$6,247.48
154	154AL-2014-AL-A0-00	West Plains Police Dept-Sobriety Check P	\$3,287.52	\$783.12
154	154AL-2014-AL-A1-00	Willow Springs Police Dept-Sobriety Chec	\$4,500.00	\$2,162.14
154	154AL-2014-AL-A2-00	THSD-Impaired Driving Paid Media Campaig	\$505,000.00	\$474,541.92
154	154AL-2014-AL-A3-00	Safe and Sober Inc-MO Safe and Sober	\$188,000.00	\$187,815.43
154	154AL-2014-AL-A4-00	MSHP-Breath Instrument Upgrade	\$229,934.87	\$183,457.10
154	154AL-2014-AL-A5-00	Byrnes Mill Police Dept-DWI Safety Grant	\$7,563.38	\$7,552.20
154		<b>154 Alcohol Total</b>	<b>\$7,802,789.14</b>	<b>\$4,069,166.41</b>
154	154HE-2014-HE-01-00	MoDOT Financial Services-154 HE	\$16,881,137.50	\$16,881,137.50
154		<b>154 Hazard Elimination Total</b>	<b>\$16,881,137.50</b>	<b>\$16,881,137.50</b>
<b>154 Transfer Funds Total</b>			<b>\$24,683,926.64</b>	<b>\$20,950,303.91</b>

164	164AL-2014-AL-00-00	THSD-Statewide 164AL Program	\$0.00	\$0.00
164	164AL-2014-AL-01-00	MO Safety Center-Breath Alcohol Instr Up	\$1,282,167.06	\$1,282,167.06
164	164AL-2014-AL-02-00	THSD-Breath Instrument Upgrade	\$2,370.58	\$2,370.58
164	164AL-2014-AL-03-00	MSHP-Impaired Driving Equipment	\$24,701.00	\$24,701.00
164		<b>164 Alcohol Total</b>	<b>\$1,309,238.64</b>	<b>\$1,309,238.64</b>
164	164HE-2014-HE-01-00	MoDOT Financial Services-164 HE	\$9,028,569.09	\$6,989,132.89
164		<b>164 Hazard Elimination Total</b>	<b>\$9,028,569.09</b>	<b>\$6,989,132.89</b>
<b>164 Transfer Funds Total</b>			<b>\$10,337,807.73</b>	<b>\$8,298,371.53</b>

405b	M2PE-2014-05-00-00	THSD-Statewide 405b OP Low	\$531,570.03	\$0.00
405b		<b>405b Low Public Education Total</b>	<b>\$531,570.03</b>	<b>\$0.00</b>
405b	M2CSS-2014-05-01-00	THSD-Child Safety Seats	\$63,000.00	\$0.00
405b		<b>405b Low CSS Purchase/Distribution Total</b>	<b>\$63,000.00</b>	<b>\$0.00</b>
<b>MAP 21 405b OP Low Total</b>			<b>\$594,570.03</b>	<b>\$0.00</b>

405c	M3DA-2014-04-00-00	THSD-Statewide 405c Data Program	\$864,279.99	\$0.00
405c	M3DA-2014-04-01-00	Nixa Police Dept-E-Citation	\$25,843.00	\$0.00
405c	M3DA-2014-04-02-00	Cape Girardeau Police Dept-E Citation	\$19,450.00	\$0.00
405c	M3DA-2014-04-03-00	THSD-Traffic Records Data Improvement	\$0.00	\$0.00
405c	M3DA-2014-04-04-00	OSCA-JIS Conversion & Statewide Monitori	\$0.00	\$0.00
405c	M3DA-2014-04-09-00	Lee's Summit Police-Electronic Ticketing	\$10,000.00	\$0.00
405c	M3DA-2014-04-10-00	THSD-Traffic Records	\$44,657.00	\$0.00
405c	M3DA-2014-04-11-00	OCSA-JIS Conversion & Monitoring	\$107,863.26	\$61,994.02
405c	M3DA-2014-04-12-00	REJIS-LETS Sustainment & Enhancements	\$111,083.00	\$13,629.36
405c	M3DA-2014-04-13-00	REJIS-Electronic Records Adoption Improv	\$12,449.28	\$11,206.42
405c	M3DA-2014-04-14-00	MSHP-Statewide Traffic Accident Records	\$44,493.08	\$32,876.21
405c	M3DA-2014-04-15-00	MSHP-STARS and FARS Support	\$4,756.29	\$2,885.62
<b>MAP 21 405c Data Program Total</b>			<b>\$1,244,874.90</b>	<b>\$122,591.63</b>



Missouri Highway Safety Plan Annual Report Budget  
as of December 17, 2014

Program	Project	Description	Obligated Funds	Expended Funds
405d	M5HVE-2014-03-00-00	THSD-Statewide 405d Mid HVE	\$2,263,878.44	\$0.00
405d	M5HVE-2014-03-01-00	Creve Coeur Police-DWI Sobriety Checkpoi	\$4,762.43	\$3,071.00
405d	M5HVE-2014-03-02-00	Festus Police-DWI Overtime Enforcement	\$17,051.84	\$2,683.52
405d	M5HVE-2014-03-03-00	Festus Police-Youth Alcohol Overtime Enf	\$2,937.29	\$1,268.52
405d	M5HVE-2014-03-04-00	Creve Coeur Police-DWI Officer	\$10,711.35	\$6,139.78
405d	M5HVE-2014-03-05-00	Franklin Co Sheriff-Alcohol Enforcement	\$4,389.40	\$3,656.88
405d	M5HVE-2014-03-06-00	Franklin Co Sheriff-DWI Unit Grant	\$12,650.39	\$5,309.11
405d	M5HVE-2014-03-07-00	St Louis Co Police-Sobriety Ckpt & DWI E	\$64,241.84	\$8,610.76
405d	M5HVE-2014-03-08-00	Jefferson Co Sheriff-DWI Enforcement Uni	\$26,436.58	\$9,255.52
405d	M5HVE-2014-03-09-00	Jefferson Co Sheriff-DWI Enforcement Ove	\$12,721.83	\$11,203.58
405d	M5HVE-2014-03-10-00	Jefferson Co Sheriff-Youth Alcohol	\$17,969.66	\$17,839.40
405d	M5HVE-2014-03-11-00	Jefferson Co Sheriff-Sobriety Checkpoint	\$45,554.36	\$37,838.78
405d	M5HVE-2014-03-12-00	O'Fallon Police-DWI Saturation Enforceme	\$4,481.15	\$3,298.75
405d	M5HVE-2014-03-13-00	O'Fallon Police-Sobriety Checkpoint	\$9,367.92	\$2,950.70
405d	M5HVE-2014-03-14-00	O'Fallon Police-Youth Alcohol, Before Th	\$1,328.48	\$1,104.04
405d	M5HVE-2014-03-15-00	St Charles Co Sheriff-DWI Enforcement	\$1,378.94	\$1,335.85
405d	M5HVE-2014-03-16-00	St Charles Co Sheriff-DWI Check Point	\$15,928.04	\$4,128.19
405d	M5HVE-2014-03-17-00	St Charles Co Sheriff-Youth Alcohol/Busi	\$2,765.71	\$2,584.74
405d	M5HVE-2014-03-18-00	Kansas City Bd of Police-Sobriety Checkp	\$110,949.70	\$87,782.16
405d	M5HVE-2014-03-19-00	Kansas City Bd of Police-Youth Alcohol	\$25,780.31	\$18,480.90
405d	M5HVE-2014-03-20-00	Kansas City Bd of Police-DWI Enforcement	\$83,962.45	\$76,800.09
405d	M5HVE-2014-03-21-00	Lee's Summit Police-DWI Enforcement	\$12,810.20	\$9,458.61
405d	M5HVE-2014-03-22-00	Carterville Police-Operation Zero Tolera	\$2,677.89	\$1,347.90
405d	M5HVE-2014-03-23-00	St. John Police-DWI Enforcement	\$4,834.92	\$3,964.66
405d	M5HVE-2014-03-24-00	St. John Police-Sobriety Checkpoint	\$7,112.96	\$2,944.68
405d	M5HVE-2014-03-25-00	Overland Police-Ckpoint, Saturation & Yo	\$6,323.87	\$4,077.79
405d	M5HVE-2014-03-26-00	Breckenridge Hills Police-Saturation Pat	\$2,880.00	\$1,012.32
405d	M5HVE-2014-03-27-00	Troy Police-DWI Enforcement	\$784.80	\$662.29
405d	M5HVE-2014-03-28-00	Troy Police-Sobriety Checkpoint	\$4,475.65	\$2,367.22
405d	M5HVE-2014-03-29-00	Christian Co Sheriff-DWI Enforcement	\$4,654.50	\$2,297.46
405d	M5HVE-2014-03-30-00	Platte Co Sheriff-DWI Ckpoint/Wolfpack	\$3,100.00	\$3,067.22
405d	M5HVE-2014-03-31-00	St Joseph Police-NWMO DWI Task Force	\$2,800.00	\$2,697.40
405d	M5HVE-2014-03-32-00	Charleston Pub Safety-St & Community Hwy	\$3,606.76	\$756.50
405d	M5HVE-2014-03-33-00	Nixa Police-DWI Enforcement	\$7,009.82	\$2,840.29
405d	M5HVE-2014-03-34-00	Parma Police-SE MO DWI Task Force	\$233.42	\$144.00
405d	M5HVE-2014-03-35-00	Berkeley Police-DWI Saturation Patrol	\$1,931.61	\$617.62
405d		<b>405d Mid HVE Total</b>	<b>\$2,804,484.51</b>	<b>\$343,598.23</b>
405d	M5CS-2014-03-01-00	MO Offc Prosecution-Traffic Safety Resou	\$47,697.18	\$38,252.15
405d		<b>405d Mid Court Support Total</b>	<b>\$47,697.18</b>	<b>\$38,252.15</b>
405d	M5TR-2014-03-01-00	MO Safety Center-Drug Impaired Driving	\$109,845.28	\$92,129.90
405d	M5TR-2014-03-02-00	THSD-Travel & Sponsorship	\$9,500.00	\$0.00
405d	M5TR-2014-03-03-00	MSHP-DRE/BAC/SFST/ARIDE/DRE Conf	\$53,676.93	\$16,041.57
405d		<b>405d Mid Training Total</b>	<b>\$173,022.21</b>	<b>\$108,171.47</b>
405d	M5OT-2014-03-01-00	THSD-Alliance Sports Marketing	\$180,000.00	\$180,000.00
405d		<b>405d Mid Other Based on Problem ID Total</b>	<b>\$180,000.00</b>	<b>\$180,000.00</b>
<b>MAP 21 405d Impaired Driving Mid Total</b>			<b>\$3,205,203.90</b>	<b>\$670,021.85</b>
405f	M9MA-2014-12-00-00	THSD-Statewide 405f Motorcyclist Awarene	\$38,070.48	\$0.00
405f	M9MA-2014-12-02-00	THSD-Motorcycle Safety Media	\$12,000.00	\$10,930.33
405f	M9MA-2014-12-03-00	THSD-Motorcycle Safety Awareness	\$45,000.00	\$36,975.06
<b>MAP 21 405f Motorcycle Programs Total</b>			<b>\$95,070.48</b>	<b>\$47,905.39</b>
<b>Grand Total</b>			<b>\$49,537,981.68</b>	<b>\$37,380,804.07</b>



**Final Report**

TR201418

## **Highway Safety Drivers Survey**

Prepared for  
Missouri Department of Transportation  
Organizational Results

By

Lance Gentry



**HEARTLAND**  
MARKET RESEARCH LLC

**May 12, 2014**

The opinions, findings, and conclusions expressed in this publication are those of the principal investigators and the Missouri Department of Transportation. They are not necessarily those of the U.S. Department of Transportation, Federal Highway Administration. This report does not constitute a standard or regulation.



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16. Abstract  Missouri drivers were surveyed 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. The results are presented for the entire state, and by district (stratified), and weighted proportionally to the region distribution in terms of geographic, gender, and age distributions. Results are also compared to that of previous years.			
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## **Executive Summary**

### **Highway Safety Findings**

This research project surveyed 2,513 adult Missouri drivers in April 2014 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. The research was designed so that in addition to providing a statewide result, statistically useful information was also available at the district level.

Special emphasis was placed on ensuring that the sample reflected Missouri's geographic, age, and gender diversity. People were surveyed from all of Missouri's counties as well as the independent city of St. Louis. Residents from 671 different zip codes are represented. The typical market research survey practice of alternatively asking for either the oldest or youngest adult was not employed. Instead, the calling center was given specific goals for each age group and gender within various geographic areas to ensure the most representative sample possible.

### **Seat Belt Findings**

84.6% of Missouri drivers claimed to always use their seat belts, statistically identical to the results from the previous four years. In 2014 those least likely to wear seat belts were males, 50 years of age and older, whose primary vehicle was a pickup truck. Similar to previous findings, those who were the least likely to wear seat belts were also the least likely to believe that people would receive a ticket if they did not wear their seat belt. Also similar to previous years, those who lived in very rural areas were also less likely to always buckle up than those living in other communities.

A majority (57.0%) of the respondents prefer to keep Missouri's seat belt law a secondary law, slightly higher, but similar to the findings from recent years. Likewise, a slight majority (51.2%) preferred to leave the penalty for violating the law unchanged. All responses were statistically identical to those from the previous year. Out of the minority who favored increasing the fine, a plurality (35.6%) thought the fine should range from \$25 to \$49. The second largest group (23.4%) thought the fine should range from \$50 to \$74. These were also the two largest groups the last four years out of the minority who wished to increase the fine.

The vast majority of the respondents (81.5%) were not aware of any publicity concerning seat belt law enforcement. This continues a downward trend in awareness for the last five years. Respondent opinion about the likelihood of receiving a ticket varied greatly, but a plurality (36.3%) thought people who did not wear their seat belt would only rarely get a ticket. 47.1% of the respondents thought people would be caught at least half of the time.

### **Speeding Findings**

72.7% of Missouri drivers stated they never or rarely drive more than 35 mph when the speed limit is 30 mph, similar to the findings from recent years. 88.2% of Missouri drivers stated they never or rarely drive more than 75 mph when the speed limit is 70 mph on local roads. There was a statistically significant drop in the number of people who stated they never drove more than 75 mph.

In 2014, men between 40 to 49 years of age were more likely to speed than other groups on local roads with speed limits of 30 mph while men 30 to 39 were more likely to speed on faster roads with speed limits of 70 mph. Similar to last year, women 65 and older were the least likely to speed under both 30 and 70 mph limits. Also similar to last year, all segments were more likely to speed on local roads with a speed limit of 30 mph than on local roads with speed limits of 70 mph. Motorcyclists continue to be the most prevalent speeders on roads with speed limits of 30 mph and this year reported being the most likely to speed on roads with speed limits of 70 miles per hour. In keeping with the findings since 2010, there was no correlation between speeding and any publicity about relevant law enforcement activities; nor was there any correlation between speeding and the respondent's perception of the chance of being caught.

The majority (71.5%) of Missouri drivers were unaware of any recent publicity regarding speed enforcement. This was virtually identical to the findings from last year. Over two-thirds (70.4%) of Missouri drivers thought their chances of receiving a ticket if they speed were at least fifty percent. This was also similar to the findings from last year.

### **Cell phone Findings**

87.5% of Missouri drivers stated they rarely or never talk on a cell phone while driving. 12.1% of Missourians talk at least half of the time they drive. Just like last year, 98.7% of Missouri drivers stated they rarely or never text on a cell phone while driving.

93.7% of Missouri drivers favored some type of restriction on how people could use cell phones while driving. 32.5% favored banning all cell phone use by drivers, while a majority (61.2%) wanted to ensure drivers could still use cell phones for talking while seeing the need for some restrictions. These results were similar to the findings from last year.

In 2014 men 65 and older were the least likely to talk on a cell phone while driving. As has been the case since this question was first asked, females between 30 to 39 were the most likely group to talk on a cell phone while driving with 22.3% of this segment stating they do so fifty percent of the time or more.



## **DUI Findings**

90.7% of Missouri drivers stated that they had not driven a vehicle within two hours of consuming an alcoholic beverage anytime in the last sixty days. This is similar to the 2012 findings. 6.7% of Missouri drivers admitted to having done so at least once in the last sixty days, including a few who stated they did so every day. Another 2.6% refused to answer the question.

Heartland Market Research concluded that approximately 9.3% of Missouri drivers have driven under the influence of alcohol in the last sixty days. Considering the margin of error, this is similar to the findings that have been measured most years of this study (11.5% in 2010, 18.7% in 2011, 8.3% in 2012, and 12.7% in 2013). Out of those who admitted to drinking before driving, the average driver did so about four times in the last sixty days (average of 3.6 times). This is identical to the findings from last year and less than previous years. It compares to an average of 5.5 times in 2012, 6.2 times in 2011, and an average of 5.2 times in 2010.

Those most likely to drive under the influence of alcohol were males of 65 years of age and older. Men were much more likely to drive after drinking than women. As was the case for the two previous years, men 18 to 29 stated they drove after drinking less than the other male segments, but this group was still more likely to drive under the influence than women 18 to 29 (the female age range most likely to drink and drive). Drivers of motorcycles were more likely to drive under the influence than drivers of other vehicles followed by drivers of pickup trucks. Drivers of vans or minivans were the least likely to drive after drinking. Those who lived in highly urbanized areas were most likely to drive under the influence of alcohol compared to residents of other areas. While awareness of DUI enforcement was not correlated with stated behavior, the expectation of being ticketed reduced the likelihood of DUI behavior similar to the results in 2013 and 2011.

Approximately half (50.6%) of Missouri drivers were aware of recent publicity regarding DUI enforcement. This was similar to the findings of the previous years. The timing of this survey made these results intriguing. Before 2013, this survey has been conducted in the summer (typically in June). In 2013 the survey was conducted in March and in 2014 the survey was conducted in April. Results were quite consistent despite the variation in timing. 70.8% of the respondents expected people who drove after drinking would be arrested at least half of the time, statistically identical to that of the previous measurements.

## **Introduction**

The Missouri Department of Transportation (MoDOT) desired to know more regarding attitudes and awareness concerning impaired driving, seat belt use, and speeding from Missouri adults. Following standard practice, MoDOT requested bids from qualified research organizations by posting a request for proposals on their public website. Heartland Market Research LLC was selected from this competitive process as having the best research proposal and was awarded the research contract. The research was conducted during April 2014 using a phone survey instrument.

## **Objective**

The primary objective of this research project was to survey adult Missouri drivers to capture their current attitudes and awareness of specific items concerning highway safety such as seat belt usage, speeding, cell phone use while driving, and alcohol impaired driving while minimizing the margin of error. The research was designed so that in addition to providing a statewide result, statistically useful information was also available at the district level. Special emphasis was placed on ensuring that the sample reflected Missouri's geographic, age, and gender diversity.

## **Technical Approach**

The survey questions were provided by MoDOT and were similar to the questions used in the 2010 and 2011 Highway Safety studies and identical to the questions asked in 2012 and 2013. In 2012 additional questions were added pertaining to cell phone and texting usage while driving and these were also employed in 2013 and 2014.

Starting on April 4 and ending on April 18, 2014, Quancor Virtual Sales and Marketing (QVSM) placed 112,921 calls in the State of Missouri. During this process, they reached 6,768 persons, of whom 2,513 completed the survey. The operators were instructed to mention MoDOT only if the respondent asked who had commissioned the survey. A copy of the operator script appears in Appendix B.

Special efforts were made to make the phone survey as representative as possible, especially in terms of the research objectives (geographic, gender, and age). People were surveyed from all of the 114 counties as well as the independent city of St. Louis. Residents from 671 different zip codes are represented. The typical phone survey practice of alternatively asking for either the oldest or youngest adult was not employed. Instead, the calling center was given specific goals for each age group and gender within various geographic areas to ensure the most representative sample possible within the constraints of the project.

The survey results were weighted proportionally to the actual population in terms of geographic, gender, and age distributions. Information from 2010 Census was used for this purpose as this was the most recent complete information available. The weighted results from the three previous phone surveys are also shown for comparative purposes and this information was taken from the 2012 Highway Safety Driver Survey report. All years compared utilized the exact same weights from the 2010 Census.

## Results and Discussion (Evaluation)

In surveying, it is usually not reasonable to survey everyone in the population of interest. Therefore, a portion of the population is surveyed and this portion is called the sample. Since the sample is usually much smaller than the population of interest, the mean of the population may vary from the mean of the sample. The expected error depends upon the size of the sample and the desired level of confidence. As the sample size increases, the margin of error decreases. The general formula for computing the margin of error at the 95% level of confidence is .98 divided by the square root of the sample size. The following table shows the margin of error for the most recent Highway Safety surveys.

**Table 1: Survey Margin of Error**

	2010 Phone Survey	2011 Phone Survey	2012 Phone Survey	2013 Phone Survey	2014 Phone Survey
Responses	3,010	1,207	2,616	2,510	2,513
Margin of Error	1.79%	2.82%	1.92%	1.96%	1.95%

Thus with an overall sample size of 2,513 we can be 95% certain that the sample mean is within 1.95% of the population mean. Thus if 17.70% of our sample is aware of any recent publicity concerning seat belt law enforcement, we can be 95% certain that between 15.75% and 19.65% of the adult driving population in Missouri would actually be aware of any recent publicity. These statistics assume honest answers by the respondents. Research has shown that people tend to answer surveys honestly unless the answer is perceived to have an appropriate answer. For example, most people believe that wearing seatbelts is the socially correct thing to do, so the answer to the seat belt question may be slightly inflated. Likewise, most people believe that driving under the influence of alcohol is socially incorrect, so the answers to these questions may be slightly deflated. In these cases, the most important factor is to look for statistically significant changes from year to year.

The results from the previous four surveys are provided along with this year's survey so that changes over time may also be reviewed. When comparing surveys, the margins of error are cumulative. Therefore, we can be 95% confident there has been a significant change in the attitudes of Missourian from 2013 to 2014 if the survey results differ by more than 3.91%.

The statewide results have been weighted proportionally to the actual population in terms of geographic, gender, and age distributions.

Readers should not use this research to draw conclusions about the behavior of those who primarily drove motorcycles. While the sample size is quite adequate for drivers of other vehicles, only six respondents stated that their primary vehicle was a motorcycle. This is to be expected in a survey that represents the general public given that only a small percentage of the US population ride motorcycles. Further, out of the entire population of motorcycle riders, many of them may have another vehicle they drive more often than their bike.

## Seat Belt Usage

Depending upon their opinions, respondents answered five to six questions pertaining to their behavior and thoughts concerning seat belts.

**Question 1:** *How often do you use seat belts when you drive or ride in a car, van, sport utility vehicle or pick up?*

In 2014, 84.6% of Missouri drivers claimed to always use their seat belts, statistically identical to the results from the previous four years. This is higher than the 75% average observed seat belt use Pickrell and Ye (2008) documented for states with secondary enforcement laws. Similarly, between 2004 and 2009, MoDOT reported an observed seat belt use ranging from 75% and 77%.

**Table 2: Statewide Seatbelt Usage**

		2010 Phone Survey	2011 Phone Survey	2012 Phone Survey	2013 Phone Survey	2014 Phone Survey
How often do you use seat belts when you drive or ride in a car, van, sport utility vehicle, or pick up?	Always	82.0%	84.1%	84.2%	82.7%	84.6%
	Most of the time	9.2%	7.7%	8.6%	9.6%	9.7%
	Half of the time	3.2%	3.4%	3.0%	2.9%	1.8%
	Rarely	2.4%	2.6%	1.9%	2.5%	1.7%
	Never	3.1%	2.1%	2.1%	2.1%	2.2%
	Refused	0.1%	0.1%	0.2%	0.2%	0.1%

In 2014 those least likely to wear seat belts were males, 50 years of age and older, whose primary vehicle was a pickup truck. Similar to previous findings, those who were the least likely to wear seat belts were also the least likely to believe that people would receive a ticket if they did not wear their seat belt. Also similar to previous years, those who lived in very rural areas were also less likely to always buckle up than those living in other communities.

In 2013 those least likely to wear seat belts were males, between the ages of 18 and 29, whose primary vehicle was a pickup truck or other type of truck. As was also the case last year, those who were the least likely to wear seat belts were the most likely to be aware of seat belt enforcement publicity, but were the least likely to believe that people would receive a ticket if they did not wear their seat belt. Also similar to last year, those who lived in very rural areas were also less likely to always buckle up than those living in other communities.

In 2012 those least likely to wear seat belts were males, between the ages of 50 and 64, whose primary vehicle was a pickup truck or a motorcycle. In 2012 those who were the least likely to wear seat belts were the most likely to be aware of seat belt enforcement publicity, but were also the least likely to believe that people would receive a ticket if they did not wear their seat belt. This was a change from the findings from the previous two years. Those who lived in very rural areas were also less likely to buckle up than those living in other communities.



In 2011 the results were similar with one major difference. While those least likely to wear seat belts were still males between the ages of 30 and 64 who drive a pickup truck, those who drove some other type of truck wear their seat belts “always” or “most of the time”. In 2011, there was no correlation between seat belt usage and any publicity about law enforcement activities. While smaller than the 2010 impact, those with a higher expectation of receiving a ticket if they did not wear their seat belt were more likely to wear one.

In 2010 those least likely to wear seat belts were males, between the ages of 30 and 64, who drove some type of truck (e.g, either a pickup truck or “other type of truck”). There was no correlation between seat belt usage and any publicity about law enforcement activities; however, those more likely to think they would receive a ticket for not wearing a seat belt were more likely to comply with the law.

**Question 2:** *Do you favor keeping Missouri's seat belt law as a "secondary law"—where you can only be pulled over or ticketed if you are observed committing another violation; or do you favor changing Missouri's seat belt law to a "primary law"—where you can be pulled over or ticketed if the officer clearly observes you are not wearing your seat belt?*

A majority (57.0%) of the respondents prefer to keep Missouri’s seat belt law a secondary law, slightly higher, but similar to the findings from recent years.

**Table 3: Secondary vs. Primary Law**

		2010 Phone Survey	2011 Phone Survey	2012 Phone Survey	2013 Phone Survey	2014 Phone Survey
Do you favor keeping Missouri's seat belt law as a "secondary law" - where you can only be pulled over or ticketed if you are observed committing another violation; or do you favor changing Missouri's seat belt law to a "primary law" - where you can be pulled over or ticketed if the officer clearly observes you are not wearing your seat belt?	Keep "secondary law"	54.7%	51.4%	51.0%	52.5%	57.0%
	Change to "primary law"	41.1%	38.5%	41.2%	36.7%	36.1%
	No Opinion/Refused	4.2%	10.0%	7.8%	10.8%	6.8%

**Question 3:** *Currently, the fine for violating Missouri's seat belt law is \$10. Would you support an increase in the fine associated with this violation?*

A slight majority (51.2%) preferred to leave the penalty for violating the law unchanged. All responses were statistically identical to those from the previous year.

**Table 4: Statewide Support for Increasing Fine for Violating Seat Belt Law**

		2010 Phone Survey	2011 Phone Survey	2012 Phone Survey	2013 Phone Survey	2014 Phone Survey
Currently, the fine for violating Missouri's seat belt law is \$10. Would you support an increase in the fine associated with this violation?	Yes	46.6%	45.8%	43.7%	44.3%	45.3%
	No	51.7%	50.1%	52.9%	51.9%	51.2%
	No Opinion / Refused	1.8%	4.1%	3.4%	3.8%	3.5%

**Question 3b:** *In your opinion, what should the fine associated with violating Missouri's seat belt law be?*

Question 3b was only asked of 1,076 respondents who supported an increase in the fine associated with not wearing a seatbelt (Question 3). Since the number of respondents for this question is smaller than for the other questions, the margin of error is slightly larger (3.0%).

Out of the minority who favored increasing the fine, a plurality (35.6%) thought the fine should range from \$25 to \$49. The second largest group (23.4%) thought the fine should range from \$50 to \$74. These were also the two largest groups the last four years out of the minority who wished to increase the fine.

**Table 5: Respondent Input on Increasing Fine**

		2010 Phone Survey	2011 Phone Survey	2012 Phone Survey	2013 Phone Survey	2014 Phone Survey
In your opinion, what should the fine associated with violating Missouri's seat belt law be?	Under \$25	14.1%	17.0%	14.5%	17.3%	15.7%
	\$25 to \$49	38.8%	31.0%	35.6%	36.5%	35.6%
	\$50 to \$74	25.9%	21.6%	24.5%	22.9%	23.4%
	\$75 to \$100	12.9%	16.1%	13.6%	12.2%	14.0%
	Over \$100	6.7%	11.8%	8.9%	8.7%	9.3%
	No Opinion/Refused	1.6%	2.5%	2.9%	2.4%	2.0%
	Margin of Error	2.7%	4.5%	3.0%	3.0%	3.0%



**Question 4:** *In the past 60 days, have you read, seen or heard anything about seat belt law enforcement by police?*

The vast majority of the respondents (81.5%) were not aware of any publicity concerning seat belt law enforcement. This continues a downward trend in awareness for the last five years.

**Table 6: Seat Belt Law Enforcement Publicity Awareness**

		2010 Phone Survey	2011 Phone Survey	2012 Phone Survey	2013 Phone Survey	2014 Phone Survey
In the past 60 days, have you read, seen, or heard anything about seat belt law enforcement by police?	Yes	31.7%	29.0%	26.5%	20.9%	17.7%
	No	68.1%	70.3%	73.2%	78.7%	81.5%
	No Opinion / Refused	0.2%	0.7%	0.2%	0.4%	0.8%

**Question 5:** *What do you think the chances are of getting a ticket if you don't wear your safety belt?*

Opinions varied greatly on this issue, but a plurality (36.3%) thought people who did not wear their seat belt would only rarely get a ticket. 47.1% of the respondents thought people would be caught at least half of the time.

The number of people who thought someone would always get a ticket for not wearing a seatbelt was similar to the findings from the last two years.

**Table 7: Perceived Chance of Obtaining Ticket for Violating Seat Belt Laws**

		2010 Phone Survey	2011 Phone Survey	2012 Phone Survey	2013 Phone Survey	2014 Phone Survey
What do you think the chances are of getting a ticket if you don't wear your seat belt?	Always	12.4%	7.6%	12.9%	12.4%	10.6%
	Most of the time	16.2%	15.0%	15.1%	15.9%	15.9%
	Half of the time	21.4%	20.5%	19.7%	16.5%	20.5%
	Rarely	37.4%	40.8%	36.4%	35.2%	36.3%
	Never	10.0%	7.1%	8.5%	10.5%	10.0%
	No Opinion/Refused	2.6%	9.0%	7.4%	9.6%	6.7%

## Speeding Issues

Missouri drivers answered four questions concerning speeding.

**Question 6:** *On a local road with a speed limit of 30 mph, how often do you drive faster than 35 mph?*

72.7% of Missouri drivers stated they never or rarely drive more than 35 mph when the speed limit is 30 mph, similar to the findings from recent years.

**Table 8: Speeding in 30 MPH Zones**

		2010 Phone Survey	2011 Phone Survey	2012 Phone Survey	2013 Phone Survey	2014 Phone Survey
On a local road with a speed limit of 30 mph, how often do you travel faster than 35 mph?	Always	4.3%	4.2%	4.2%	3.9%	3.3%
	Most of the time	9.8%	8.0%	9.5%	10.5%	10.8%
	Half of the time	13.0%	15.1%	14.9%	12.4%	12.7%
	Rarely	44.7%	43.8%	39.0%	39.5%	48.3%
	Never	27.7%	28.2%	31.2%	32.3%	24.4%
	Refused	0.5%	0.7%	1.3%	1.4%	0.5%

**Question 7:** *On a local road with a speed limit of 70 mph, how often do you drive faster than 75 mph?*

88.2% of Missouri drivers stated they never or rarely drive more than 75 mph when the speed limit is 70 mph on local roads. There was a statistically significant drop in the number of people who stated they never drove more than 75 mph.

**Table 9: Speeding in 70 MPH Zones**

		2010 Phone Survey	2011 Phone Survey	2012 Phone Survey	2013 Phone Survey	2013 Phone Survey
On a local road with a speed limit of 70 mph, how often do you driver faster than 75 mph?	Always	2.6%	1.8%	2.2%	1.9%	1.3%
	Most of the time	3.5%	3.4%	4.0%	4.0%	3.7%
	Half of the time	7.2%	9.6%	8.5%	5.9%	6.5%
	Rarely	32.3%	38.0%	32.7%	31.2%	39.2%
	Never	54.2%	46.2%	51.7%	56.4%	48.9%
	Refused	0.2%	1.0%	0.9%	0.6%	0.3%

In 2014, men between 40 to 49 years of age were more likely to speed than other groups on local roads with speed limits of 30 mph while men 30 to 39 were more likely to speed on faster roads with speed limits of 70 mph. Similar to last year, women 65 and older were the least likely to speed under both 30 and 70 mph limits. Also similar to last year, all segments were more likely to speed on local roads with a speed limit of 30 mph than on local roads with speed limits of 70 mph. Motorcyclists continue to be the most prevalent speeders on roads with speed limits of 30 mph and this year reported being the most likely to speed on roads with speed limits of 70 miles per hour. In keeping with the findings since 2010, there was no correlation between speeding and any publicity about relevant law enforcement activities; nor was there any correlation between speeding and the respondent's perception of the chance of being caught.

In 2013, women between 30 to 39 years of age were more likely to speed than other groups on both local roads with speed limits of 30 mph and faster roads with speed limits of 70 mph. Similar to last year, women 65 and older were the least likely to speed under both 30 and 70 mph limits. Motorcyclists continue to be the most prevalent speeders on roads with speed limits of 30 mph. As has been the case in the past, truck (non-pickup) drivers were the least likely to speed on roads with speed limits of 30 mph, but the most likely to speed on local roads with speed limits of 70 mph. There was no correlation between speeding and any publicity about relevant law enforcement activities; nor was there any correlation between speeding and the respondent's perception of the chance of being caught.

In 2012, people between 18 to 29 years of age and males 40 to 49 years of age were most likely to speed on local roads with a speed limit of 30 mph. On roads with speed limits of 70 mph, males between 18 to 49 and females between 30 to 39 were more likely to speed than other groups. Women 65 and older were the least likely to speed under both 30 and 70 mph limits. All segments were more likely to speed on local roads with a speed limit of 30 mph than on local roads with speed limits of 70 mph. Motorcyclists and drivers of other types of trucks (not pickups) were the outlying cases for speeding, but their behavior was the inverse of each other. Motorcyclists said they were the most likely to speed on local roads with speed limits of 30 mph, but the least like to speed on roads where the speed limit was 70 mph. Truck (non-pickup) drivers were the least likely to speed on roads with speed limits of 30 mph, but the most likely to speed on local roads with speed limits of 70 mph. As was the case in the last two years, there was no correlation between awareness of speed enforcement by police and speeding behavior nor between speeding and the respondent's perception of the chance of being caught.

In 2011 the results were similar but varied slightly. Those most likely to speed were anyone between 18 to 29, males 40 to 49, and females 65 and older. Those who stated they drove an "other type of truck" were more likely to speed than drivers of other vehicles followed by motorcyclists. Just like 2010, there was no correlation between speeding and any publicity about relevant law enforcement activities; nor was there any correlation between speeding and the respondent's perception of the chance of being caught.

In 2010 those most likely to speed were either males between 18 to 29 years of age or females between 40 to 49 years of age. Motorcycle drivers were much more likely to speed than other drivers, followed by those who stated they drove an "other type of truck" (i.e., a truck that was neither a pickup truck, a SUV, nor a crossover). There was no correlation between speeding and any publicity about relevant law enforcement activities; nor was there any correlation between speeding and the respondent's perception of the chance of being caught.

**Question 8:** *In the past 30 days, have you read, seen or heard anything about speed enforcement by police?*

The majority (71.5%) of Missouri drivers were unaware of any recent publicity regarding speed enforcement. This was virtually identical to the findings from last year.

**Table 10: Speeding Enforcement Publicity Awareness**

		2010 Phone Survey	2011 Phone Survey	2012 Phone Survey	2013 Phone Survey	2014 Phone Survey
In the past 30 days, have you read, seen or heard anything about speed enforcement by police?	Yes	37.4%	31.4%	34.6%	28.0%	28.1%
	No	62.4%	67.9%	65.0%	71.6%	71.5%
	No Opinion / Refused	0.2%	0.7%	0.4%	0.4%	0.5%

**Question 9:** *What do you think the chances are of getting a ticket if you drive over the speed limit?*

Over two-thirds (70.4%) of Missouri drivers thought their chances of receiving a ticket if they speed were at least fifty percent. This was also similar to the findings from last year.

**Table 11: Perceived Chance of Obtaining Ticket for Speeding**

		2010 Phone Survey	2011 Phone Survey	2012 Phone Survey	2013 Phone Survey	2014 Phone Survey
What do you think the chances are of getting a ticket if you drive over the speed limit?	Always	11.3%	8.5%	10.2%	9.9%	7.3%
	Most of the time	27.4%	26.4%	26.3%	27.3%	27.5%
	Half of the time	35.3%	32.8%	30.9%	31.4%	35.6%
	Rarely	21.4%	24.2%	26.3%	23.0%	25.1%
	Never	3.4%	4.5%	3.6%	4.3%	2.8%
	No Opinion/Refused	1.3%	3.5%	2.7%	4.1%	1.6%

### Cell Phone Use While Driving

Respondents were asked three questions about cell phone use while driving. The first two questions were added in 2012.

**Question 10:** *How often do you talk on a hand-held cellular phone while driving a car, van, sport utility vehicle, or pick-up?*

87.5% of Missouri drivers stated they rarely or never talk on a cell phone while driving. 12.1% of Missourians talk at least half of the time they drive.

**Table 12: Frequency of Talking while Driving**

		2012 Phone Survey	2013 Phone Survey	2014 Phone Survey
How often do you talk on a hand-held cellular phone while driving a car, van, sport utility vehicle, or pick-up?	Always	1.0%	1.0%	0.7%
	Most of the Time	2.6%	3.5%	1.8%
	Half of the Time	9.8%	8.1%	9.7%
	Rarely	44.4%	39.0%	44.0%
	Never	41.8%	47.9%	43.5%
	No Opinion/Refused	0.3%	0.5%	0.5%

**Question 11:** *How often do you use a hand-held cellular phone for texting while driving a car, van, sport utility vehicle, or pick-up?*

Just like last year, 98.7% of Missouri drivers stated they rarely or never text on a cell phone while driving.

**Table 13: Frequency of Texting while Driving**

		2012 Phone Survey	2013 Phone Survey	2014 Phone Survey
How often do you use a hand-held cellular phone for texting while driving a car, van, sport utility vehicle, or pick-up?	Always	0.4%	0.0%	0.1%
	Most of the Time	0.4%	0.2%	0.1%
	Half of the Time	1.5%	0.8%	0.5%
	Rarely	11.0%	7.6%	9.6%
	Never	86.3%	91.2%	89.1%
	No Opinion/Refused	0.4%	0.3%	0.6%



**Question 12:** *Many states have passed laws which restrict or ban cellular phone use, including texting, while driving. What level of restrictions would you support regarding cellular phone usage while driving?*

93.7% of Missouri drivers favored some type of restriction on how people could use cell phones while driving. 32.5% favored banning all cell phone use by drivers, while a majority (61.2%) wanted to ensure drivers could still use cell phones for talking while seeing the need for some restrictions. These results were similar to the findings from last year.

**Table 14: Statewide Opinions Regarding Cell Phone Restrictions**

		2010 Phone Survey	2011 Phone Survey	2012 Phone Survey	2013 Phone Survey	2014 Phone Survey
<p>Many states have passed laws which restrict or ban cellular phone use, including texting, while driving. What level of restrictions would you support regarding cellular phone usage while driving?</p>	Full Restrictions - No Cellular Phone Use Allowed	39.3%	34.2%	34.0%	28.9%	32.5%
	Ban on Texting While Driving, Phone Use Allowed	24.7%	30.8%	22.8%	21.2%	18.8%
	Ban on Texting While Driving, Hands-Free Phone Device Allowed	20.1%	16.4%	16.8%	14.2%	19.1%
	Hands-Free Phone Device Use Only	12.8%	14.0%	19.7%	26.8%	23.2%
	No Restrictions	2.4%	3.6%	4.4%	5.6%	3.8%
	No Opinion / Refused	0.7%	1.0%	2.4%	3.1%	2.5%

In 2014 men 65 and older were the least likely to talk on a cell phone while driving. As has been the case since this question was first asked, females between 30 to 39 were the most likely group to talk on a cell phone while driving with 22.3% of this segment stating they do so fifty percent of the time or more.

In 2013 women 65 and older were the least likely to talk on a cell phone while driving. Females between 30 to 39 continue to be the most likely group to talk on a cell phone while driving with 24.3% of this segment stating they do so fifty percent of the time or more. This segment was also most likely to text while driving, but only 3.4% texted at least half the time they were driving.

In 2012 females between 30 to 39 years of age were much more likely to talk on a cell phone while driving than other groups with 27.8% of this segment stating that they do so at least half of the time they are driving. People between 18 to 29 were more likely to text while driving than other segments, but only about 4% of this segment texted at least half the time they were driving.



## Alcohol Impaired Driving

Missouri drivers were asked three questions regarding alcohol impaired driving. When these questions were first asked in 2010, the researchers were concerned that people might not answer these questions honestly considering the legal and ethical implications of driving under the influence. However, the survey operators had the consistent impression that people were either answering these questions honestly or simply refused to answer the question. The same calling center has been used since the 2010 survey and the call center operators have had the identical impression every year they have conducted surveys.

**Question 13:** *In the past 60 days, how many times have you driven a motor vehicle within two (2) hours after drinking alcoholic beverages?*

90.7% of Missouri drivers stated that they had not driven a vehicle within two hours of consuming an alcoholic beverage anytime in the last sixty days. This is similar to the 2012 findings. 6.7% of Missouri drivers admitted to having done so at least once in the last sixty days, including a few who stated they did so every day. Another 2.6% refused to answer the question.

Researchers usually hesitate to draw conclusions from refusals, but after considering the implications for self-incrimination and the impressions of the survey operators, Heartland Market Research concluded that approximately 9.3% of Missouri drivers have driven under the influence of alcohol in the last sixty days. Considering the margin of error, this is similar to the findings that have been measured most years of this study (11.5% in 2010, 18.7% in 2011, 8.3% in 2012, and 12.7% in 2013).

Out of those who admitted to drinking before driving, the average driver did so about four times in the last sixty days (average of 3.6 times). This is identical to the findings from last year and less than previous years. It compares to an average of 5.5 times in 2012, 6.2 times in 2011, and an average of 5.2 times in 2010.

**Table 15: Statewide Drinking Behavior before Driving**

		2010 Phone Survey	2011 Phone Survey	2012 Phone Survey	2013 Phone Survey	2014 Phone Survey
In the past 60 days, how many times have you driven a vehicle within two (2) hours after drinking alcoholic beverages?	0	88.20%	81.30%	91.70%	87.30%	90.71%
	1	3.20%	4.60%	2.50%	2.20%	2.57%
	2	3.00%	1.80%	2.10%	2.60%	2.18%
	3	0.80%	1.10%	0.40%	0.70%	0.62%
	4	0.60%	2.20%	0.30%	0.60%	0.36%
	5	0.30%	0.40%	0.60%	0.40%	0.45%
	6	0.40%	0.00%	0.30%	0.10%	0.16%
	7	0.00%	0.00%	0.00%	0.10%	0.03%
	8	0.00%	0.10%	0.10%	0.20%	0.00%
	10	0.50%	0.40%	0.10%	0.20%	0.21%
	12	0.10%	0.00%	0.00%	0.10%	0.02%
	14	0.00%	0.00%	0.10%	0.00%	0.00%
	15	0.00%	0.30%	0.00%	0.00%	0.00%
	20	0.10%	0.00%	0.00%	0.00%	0.03%
	24	0.10%	0.00%	0.00%	0.00%	0.00%
	25	0.00%	0.00%	0.00%	0.10%	0.01%
	30	0.10%	0.40%	0.00%	0.00%	0.00%
60	0.20%	0.10%	0.30%	0.10%	0.09%	
Refused		2.20%	7.30%	1.50%	5.50%	2.58%

In 2014 those most likely to drive under the influence of alcohol were males of 65 years of age and older. Men were much more likely to drive after drinking than women. As was the case for the two previous years, men 18 to 29 stated they drove after drinking less than the other male segments, but this group was still more likely to drive under the influence than women 18 to 29 (the female age range most likely to drink and drive). Drivers of motorcycles were more likely to drive under the influence than drivers of other vehicles followed by drivers of pickup trucks. Drivers of vans or minivans were the least likely to drive after drinking. Those who lived in highly urbanized areas were most likely to drive under the influence of alcohol compared to residents of other areas. While awareness of DUI enforcement was not correlated with stated behavior, the expectation of being ticketed reduced the likelihood of DUI behavior similar to the results in 2013 and 2011.

In 2013 those most likely to drive under the influence of alcohol were males 50 to 64 years of age and older. Men were much more likely to drive after drinking than women. As was the case in 2012, men 18 to 29 stated they drove after drinking less than the other male segments, but this group was still more likely to drive under the influence than women 30 to 39 (the female age range most likely to drive and drive). Drivers of pickup trucks were more likely to drive under the influence than drivers of other vehicles followed by drivers of SUVs/crossovers. In a change from the previous year, drivers of other types of truck were the least likely to drive after drinking. While awareness of DUI enforcement was not correlated with stated behavior, the expectation of being ticketed reduced the likelihood of driving under the influence.

In 2012 those most likely to drive under the influence of alcohol were males 40 years of age and older. Men were much more likely to drive after drinking than women. Men 18 to 29 stated they drove after drinking less than the other male segments, but this group was still more likely to drive under the influence than women 30 to 39 (the female age range most likely to drive and drive). Drivers of motorcycles, SUVs, and all types of trucks were more likely to drive under the influence than drivers of other vehicles. Neither awareness of DUI enforcement nor expectations of being ticketed was correlated with drinking and driving behavior.

In 2011 those most likely to drive under the influence of alcohol were again males between 50 to 64 years of age. Males 18 to 29 and females 30 to 39 were also more likely to drive under the influence than other segments. Similar to 2010, neither motorcyclists nor drivers of “other type of truck” stated they had consumed alcohol within two hours of driving, but this year some of the motorcyclists refused to answer the question. While awareness of DUI enforcement was not correlated with stated behavior, in 2011 the expectation of being ticketed reduced the likelihood of driving under the influence.

In 2010 those most likely to drive under the influence of alcohol were males between 50 to 64 years of age. Unlike other risky behavior measured in this survey, drivers of motorcycles and those who stated they drove an “other type of truck” were the least likely to drink before driving. According to the research, not a single motorcycle driver or “other” truck driver stated they had consumed alcohol within two hours of driving.

**Question 14:** *In the past 30 days, have you read, seen or heard anything about alcohol impaired driving (or drunk driving) enforcement by police?*

Approximately half (50.6%) of Missouri drivers were aware of recent publicity regarding DUI enforcement. This was similar to the findings of the previous years. The timing of this survey made these results intriguing. Before 2013, this survey has been conducted in the summer (typically in June). In 2013 the survey was conducted in March and in 2014 the survey was conducted in April. Results were quite consistent despite the variation in timing.

**Table 16: DUI Enforcement Publicity Awareness**

		2010 Phone Survey	2011 Phone Survey	2012 Phone Survey	2013 Phone Survey	2014 Phone Survey
In the past 30 days, have you read, seen or heard anything about alcohol impaired driving (or drunk driving) enforcement by police?	Yes	54.9%	48.4%	49.9%	52.0%	50.6%
	No	44.8%	50.6%	49.3%	47.1%	48.8%
	No Opinion / Refused	0.3%	1.0%	0.8%	0.9%	0.5%

**Question 15:** *What do you think the chances are of someone getting arrested if they drive after drinking?*

70.8% of the respondents expected people who drove after drinking would be arrested at least half of the time, statistically identical to that of the previous measurements.

**Table 17: Perceived Chance of Arrest after DUI**

		2010 Phone Survey	2011 Phone Survey	2012 Phone Survey	2013 Phone Survey	2014 Phone Survey
What do you think the chances are of someone getting arrested if they drive after drinking?	Always	16.6%	14.1%	16.9%	17.4%	13.0%
	Most of the time	21.5%	22.9%	21.9%	24.3%	23.4%
	Half of the time	34.2%	32.1%	32.5%	30.5%	34.4%
	Rarely	24.6%	27.4%	24.4%	23.0%	25.8%
	Never	1.2%	0.7%	1.7%	0.7%	0.8%
	No Opinion/Refused	2.0%	2.8%	2.7%	4.1%	2.6%

## Principal Investigator and Project Members

### Heartland Market Research LLC

- Gentry, Lance      Principal Investigator: The Principal Investigator (PI) had the primary responsibility for achieving the objectives of the project, while also ensuring the project complied with the financial, administrative, and legal constraints associated with the project contract. General responsibilities of the PI included the following:
- Complete the project as documented in the contract (e.g., weight and analyze results, write reports, manage subcontractor, etc.) or make changes to the plan as needed to ensure all work is completed in accordance with the research goals and objectives within the original proposal
  - Fulfill the project's financial plan as presented in the funded proposal or make changes to the plan as needed to ensure all work is completed within the original budget
  - Report project progress to MoDOT to ensure sponsor is kept aware of key activities and benchmarks
  - Keep records of all project related expenses

### Quancor Virtual Sales and Marketing

- Korn, Marie      President and CEO: Responsible for overall operations of the company.
- Korn, Steve      Vice-President of Sales: Responsible for ensuring how QVSM's telemarketing merges in with the rest of QVSM's clients' marketing efforts to achieve their sales and marketing goals.
- Seuring, Michael      Client Relations Manager: Duties include contacting Heartland Market Research about any issues regarding this project. Helped develop caller scripts and was day-to-day contact regarding the progress of survey. Mike was also responsible for coordinating the work-flow of the QVSM programmer who built the agent screens from the scripts and ensured that QVSM's Operations staff had all the tools they need to complete all jobs and exceed the project goals.
- Bitter, Tammy      Operations Manager: Responsible for the day-to-day operations for QVSM.
- Doddy, Terry      Traffic Manager: Ensured survey calls were run at the best times to maximize their results. This included watching what days agents called, what times of day they run and which agents made the calls.
- Ying, Darral      Quality Manager: Responsible for QVSM's Quality Assurance staff.

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## Appendix A

### Work Plan

Given the objectives of this project, Heartland proposed a phone survey of Missouri drivers. MoDOT notified Heartland that their proposal was the best of those submitted and that they should proceed on March 28, 2014. Heartland immediately notified Quancor Virtual Sales and Marketing (QVSM) that the project was underway.

Quancor Virtual Sales and Marketing immediately started programming the final version of the survey into their call center system. Next their callers and their management team were trained on the new scripts. Each caller was thoroughly tested on the scripts before they were permitted to make any live calls.

Quancor Virtual Sales and Marketing started surveying people on April 4, 2014. All survey answers were recorded and stored for 30 days in case MoDOT wanted to review any of the phone interviews. Quancor Virtual Sales and Marketing delivered 2,513 completed surveys to Heartland on April 18, 2014. Heartland organized the data and provided top line (unweighted) results to MoDOT on April 19, 2014. Heartland analyzed the data and wrote a draft report for MoDOT. In accordance with MoDOT guidelines, the report was written using their Research Report Template to ensure a consistent format with other technical reports.

Heartland provided MoDOT with an initial report on April 29, 2014. MoDOT reviewed the document and provide feedback on the report to Heartland on May 9. Heartland then delivered the final report to MoDOT on May 12.

**Table 18: Timeline for 2014 Surveys**

Schedule of Events	Completion
MoDOT awarded the contract to Heartland	March 28, 2014
QVSM programs survey into call center system and tests program	April 3, 2014
QVSM conducts regional stratified survey starting April 4, 2014	April 18, 2014
QVSM provides all data to Heartland	April 18, 2014
Heartland provides top line results to MoDOT	April 19, 2014
Heartland analyzes data and provides draft report to MoDOT	April 29, 2014
MoDOT provides Heartland with feedback on draft report	May 9, 2014
Heartland completes final report and provides to MoDOT	May 12, 2014

## Appendix B

### Survey Scripts

#### Phone Survey Script

Hello, this is (RepName) calling on behalf of Heartland Market Research. We are conducting a brief survey about transportation issues facing people in Missouri. We are not selling anything, this number was selected at random, and no personal information will be gathered. This means your answers will be completely anonymous – we are just interested in the overall opinion of Missouri drivers.

- a. Are you a licensed Missouri driver?
  - a. Yes
  - b. No [end interview]
- b. What is your age?
  - a. 18-29 years old
  - b. 30-39 years old
  - c. 40-49 years old
  - d. 50-64 years old
  - e. 65+ years old

[If the respondent is under 18 years old, ask respondent if anyone over the age of 18 is available, if not, end interview]
- c. Are you male or female?
  - a. Male
  - b. Female
- d. What is your ethnicity?
  - a. American Indian or Alaska Native
  - b. Asian
  - c. Black or African American
  - d. Hispanic or Latino
  - e. Native Hawaiian or Other Pacific Islander
  - f. White

[Respondent may select multiple categories]
- e. Is the vehicle you drive most often a:
  - a. Car
  - b. Van or Minivan
  - c. Motorcycle
  - d. Sport Utility Vehicle or Crossover
  - e. Pickup Truck
  - f. Other type of truck
- f. In what county do you currently live?
  - a. \_\_\_\_\_ county name
- g. What is your home zip code:
  - a. \_\_\_\_\_ zip code

- h. What is your household income?
  - a. Under \$30,000
  - b. \$30,000 – \$49,999
  - c. \$50,000 – \$69,999
  - d. \$70,000 or greater
  - e. I prefer not to answer [do not ask, only use if respondent volunteers this answer]
  
- 1. How often do you use seat belts when you drive or ride in a car, van, sport utility vehicle or pick up?
  - a. Always
  - b. Most of the Time
  - c. Half of the Time
  - d. Rarely
  - e. Never
  
- 2. Do you favor keeping Missouri's seat belt law as a "secondary law"—where you can only be pulled over or ticketed if you are observed committing another violation; or do you favor changing Missouri's seat belt law to a "primary law"—where you can be pulled over or ticketed if the officer clearly observes you are not wearing your seat belt?
  - a. Keep "secondary law"
  - b. Change to "primary law"
  
- 3. Currently, the fine for violating Missouri's seat belt law is \$10. Would you support an increase in the fine associated with this violation?
  - a. Yes [Skip to Question 3b]
  - b. No [Skip to Question 4]
  
- 3b. In your opinion, what should the fine associated with violating Missouri's seat belt law be?
  - a. Under \$25
  - b. \$25 - \$49
  - c. \$50 - \$74
  - d. \$75 - \$100
  - e. Over \$100
  
- 4. In the past 60 days, have you read, seen or heard anything about seat belt law enforcement by police?
  - a. Yes
  - b. No

5. What do you think the chances are of getting a ticket if you don't wear your safety belt?
  - a. Always
  - b. Most of the Time
  - c. Half of the Time
  - d. Rarely
  - e. Never
  
6. On a local road with a speed limit of 30 mph, how often do you drive faster than 35 mph?
  - a. Always
  - b. Most of the Time
  - c. Half of the Time
  - d. Rarely
  - e. Never
  
7. On a local road with a speed limit of 70 mph, how often do you drive faster than 75 mph?
  - a. Always
  - b. Most of the Time
  - c. Half of the Time
  - d. Rarely
  - e. Never
  
8. In the past 30 days, have you read, seen or heard anything about speed enforcement by police?
  - a. Yes
  - b. No
  
9. What do you think the chances are of getting a ticket if you drive over the speed limit?
  - a. Always
  - b. Most of the Time
  - c. Half of the Time
  - d. Rarely
  - e. Never
  
10. How often do you talk on a hand-held cellular phone while driving a car, van, sport utility vehicle, or pick-up?
  - a. Always
  - b. Most of the Time
  - c. Half of the Time
  - d. Rarely
  - e. Never

11. How often do you use a hand-held cellular phone for texting while driving a car, van, sport utility vehicle, or pick-up?
- Always
  - Most of the Time
  - Half of the Time
  - Rarely
  - Never
12. Many states have passed laws which restrict or ban cellular phone use, including texting, while driving. What level of restrictions would you support regarding cellular phone usage while driving?
- Full Restrictions – No Cellular Phone Use Allowed
  - Ban on Texting While Driving, Phone Use Allowed
  - Ban on Texting While Driving, Hands-Free Phone Device Allowed
  - Hands-Free Phone Device Use Only
  - No Restrictions
13. In the past 60 days, how many times have you driven a motor vehicle within two (2) hours after drinking alcoholic beverages?
- \_\_\_\_\_ (number) times
14. In the past 30 days, have you read, seen or heard anything about alcohol impaired driving (or drunk driving) enforcement by police?
- Yes
  - No
15. What do you think the chances are of someone getting arrested if they drive after drinking?
- Always
  - Most of the Time
  - Half of the Time
  - Rarely
  - Never

Thank you very much. Have a great day/night.

## Appendix C

### Additional Findings: Crosstabs of Interest

The survey results in the main report were weighted proportionally to the actual population in terms of geographic, gender, and age distributions. In this appendix, the results are presented by various variables of interest, such as by district and are unweighted.

The crosstabs that the researchers thought would be of most interest to MoDOT are presented in this appendix (all research questions by district and all research questions by category of residence). Heartland Market Research will gladly provide additional crosstabs upon request.

### Research Questions by District

Since the sample size for each district is smaller than the overall survey, the respective margin of error is greater. Margins of error are cumulative, so in order for a change from 2013 to 2014 to be statistically significant, it must be greater than the sum of the district's margin of error for these years. For example, for the St. Louis District, any change from 2013 to 2014 must be greater than 10.4% (5.2% + 5.2%) in order to be 95% certain it is truly a change in opinion or behavior.

**Table 19: Margin of Error by District**

Location	2010	2011	2012	2013	2014
NW	4.5%	7.0%	5.2%	5.2%	5.2%
NE	5.0%	7.9%	5.2%	5.2%	5.2%
KC	5.4%	9.1%	5.1%	5.2%	5.2%
CD	4.9%	7.5%	5.1%	5.2%	5.2%
SL	5.7%	9.1%	5.0%	5.2%	5.2%
SW	4.2%	6.7%	5.0%	5.1%	5.2%
SE	4.1%	6.4%	5.0%	5.2%	5.1%
State	1.8%	2.8%	1.9%	2.0%	2.0%



**Table 20: District by Question 1**

istricts \* How often do you use seat belts when you drive or ride in a car, van, sport utility vehicle, or pick up? Crosstabulation<sup>a</sup>

	How often do you use seat belts when you drive or ride in a car, van, sport utility vehicle, or pick up?						Total
	Always	Most of the time	Half of the time	Rarely	Never	No Opinion/Refused	
	287	46	7	8	10	0	358
	80.2%	12.8%	2.0%	2.2%	2.8%	0.0%	100.0%
	274	64	9	5	7	0	359
	76.3%	17.8%	2.5%	1.4%	1.9%	0.0%	100.0%
	311	30	6	6	8	0	361
	86.1%	8.3%	1.7%	1.7%	2.2%	0.0%	100.0%
	285	43	9	8	8	1	354
	80.5%	12.1%	2.5%	2.3%	2.3%	0.3%	100.0%
	324	22	5	4	5	0	360
	90.0%	6.1%	1.4%	1.1%	1.4%	0.0%	100.0%
	292	45	2	7	8	1	355
	82.3%	12.7%	0.6%	2.0%	2.3%	0.3%	100.0%
	272	50	16	14	14	0	366
	74.3%	13.7%	4.4%	3.8%	3.8%	0.0%	100.0%
	2045	300	54	52	60	2	2513
	81.4%	11.9%	2.1%	2.1%	2.4%	0.1%	100.0%

**Table 21: District by Question 2**

Districts \* Do you favor keeping Missouri's seat belt law as a "secondary law"—where you can only be pulled over or ticketed if you are observed committing another violation; or do you favor changing Missouri's seat belt law to a "primary law"—where you can be pulled over if you are observed committing another violation?  
 can be pulled Crosstabulation\*

		Do you favor keeping Missouri's seat belt law as a "secondary law"—where you can only be pulled over or ticketed if you are observed committing another violation; or do you favor changing Missouri's seat belt law to a "primary law"—where you can be pulled over if you are observed committing another violation?			Total	
		Keep "secondary law"	Change to "primary law"	No Opinion/Refused		
Districts	NW	Count	219	116	23	358
		% within Districts	61.2%	32.4%	6.4%	100.0%
	NE	Count	223	113	23	359
		% within Districts	62.1%	31.5%	6.4%	100.0%
	KC	Count	187	143	31	361
		% within Districts	51.8%	39.6%	8.6%	100.0%
	CD	Count	219	107	28	354
		% within Districts	61.9%	30.2%	7.9%	100.0%
	SL	Count	198	147	15	360
		% within Districts	55.0%	40.8%	4.2%	100.0%
	SW	Count	208	111	36	355
		% within Districts	58.6%	31.3%	10.1%	100.0%
	SE	Count	226	120	20	366
		% within Districts	61.7%	32.8%	5.5%	100.0%
	Total	Count	1480	857	176	2513
		% within Districts	58.9%	34.1%	7.0%	100.0%

a. Year = 2014

**Table 22: District by Question 3**

Districts \* Currently, the fine for violating Missouri's seat belt law is \$10. Would you support an increase in the fine associated with this violation? Crosstabulation<sup>a</sup>

		Currently, the fine for violating Missouri's seat belt law is \$10. Would you support an increase in the fine associated with this violation?			Total	
		Yes	No	No Opinion/Refused		
		Districts	Count			
	NW	Count	138	212	8	358
		% within Districts	38.5%	59.2%	2.2%	100.0%
	NE	Count	155	194	10	359
		% within Districts	43.2%	54.0%	2.8%	100.0%
	KC	Count	173	173	15	361
		% within Districts	47.9%	47.9%	4.2%	100.0%
	CD	Count	141	205	8	354
		% within Districts	39.8%	57.9%	2.3%	100.0%
	SL	Count	173	175	12	360
		% within Districts	48.1%	48.6%	3.3%	100.0%
	SW	Count	149	192	14	355
		% within Districts	42.0%	54.1%	3.9%	100.0%
	SE	Count	147	208	11	366
		% within Districts	40.2%	56.8%	3.0%	100.0%
Total		Count	1076	1359	78	2513
		% within Districts	42.8%	54.1%	3.1%	100.0%

a. Year = 2014

**Table 23: District by Question 3b**

Districts \* In your opinion, what should the fine associated with violating Missouri's seat belt law be? Crosstabulation<sup>a</sup>

	In your opinion, what should the fine associated with violating Missouri's seat belt law be?						Total
	Under \$25	\$25 - \$49	\$50 - \$74	\$75 - \$100	Over \$100	No Opinion/Refused	
	41	47	23	16	9	2	138
Districts	29.7%	34.1%	16.7%	11.6%	6.5%	1.4%	100.0%
	37	51	39	12	12	4	155
Districts	23.9%	32.9%	25.2%	7.7%	7.7%	2.6%	100.0%
	25	59	45	21	21	2	173
Districts	14.5%	34.1%	26.0%	12.1%	12.1%	1.2%	100.0%
	19	53	35	12	15	7	141
Districts	13.5%	37.6%	24.8%	8.5%	10.6%	5.0%	100.0%
	22	59	41	33	16	2	173
Districts	12.7%	34.1%	23.7%	19.1%	9.2%	1.2%	100.0%
	30	49	36	19	10	5	149
Districts	20.1%	32.9%	24.2%	12.8%	6.7%	3.4%	100.0%
	26	60	30	18	11	2	147
Districts	17.7%	40.8%	20.4%	12.2%	7.5%	1.4%	100.0%
	200	378	249	131	94	24	1076
Districts	18.6%	35.1%	23.1%	12.2%	8.7%	2.2%	100.0%

**Table 24: District by Question 4**

Districts \* In the past 60 days, have you read, seen or heard anything about seat belt law enforcement by police? Crosstabulation\*

		In the past 60 days, have you read, seen or heard anything about seat belt law enforcement by police?			Total	
		Yes	No	No Opinion/Refused		
Districts	NW	Count	76	280	2	358
		% within Districts	21.2%	78.2%	0.6%	100.0%
	NE	Count	64	294	1	359
		% within Districts	17.8%	81.9%	0.3%	100.0%
	KC	Count	71	288	2	361
		% within Districts	19.7%	79.8%	0.6%	100.0%
	CD	Count	83	269	2	354
		% within Districts	23.4%	76.0%	0.6%	100.0%
	SL	Count	50	308	2	360
		% within Districts	13.9%	85.6%	0.6%	100.0%
	SW	Count	63	286	6	355
		% within Districts	17.7%	80.6%	1.7%	100.0%
	SE	Count	70	294	2	366
		% within Districts	19.1%	80.3%	0.5%	100.0%
	Total	Count	477	2019	17	2513
		% within Districts	19.0%	80.3%	0.7%	100.0%

a. Year = 2014

**Table 25: District by Question 5**

Districts \* What do you think the chances are of getting a ticket if you don't wear your safety belt? Crosstabulation\*

	What do you think the chances are of getting a ticket if you don't wear your safety belt?						Total
	Always	Most of the time	Half of the time	Rarely	Never	No Opinion/Refused	
	39	69	85	117	27	21	358
istricts	10.9%	19.3%	23.7%	32.7%	7.5%	5.9%	100.0%
	51	70	78	108	24	28	359
istricts	14.2%	19.5%	21.7%	30.1%	6.7%	7.8%	100.0%
	34	51	79	137	38	22	361
istricts	9.4%	14.1%	21.9%	38.0%	10.5%	6.1%	100.0%
	56	60	68	118	26	26	354
istricts	15.8%	16.9%	19.2%	33.3%	7.3%	7.3%	100.0%
	33	49	67	145	43	23	360
istricts	9.2%	13.6%	18.6%	40.3%	11.9%	6.4%	100.0%
	36	62	79	118	31	29	355
istricts	10.1%	17.5%	22.3%	33.2%	8.7%	8.2%	100.0%
	44	63	73	125	34	27	366
istricts	12.0%	17.2%	19.9%	34.2%	9.3%	7.4%	100.0%
	293	424	529	868	223	176	2513
istricts	11.7%	16.9%	21.1%	34.5%	8.9%	7.0%	100.0%



**Table 26: District by Question 6**

Districts \* On a local road with a speed limit of 30 mph, how often do you drive faster than 35 mph? Crosstabulation\*

	On a local road with a speed limit of 30 mph, how often do you drive faster than 35 mph?						Total
	Always	Most of the time	Half of the time	Rarely	Never	No Opinion/Refused	
	10	41	41	174	91	1	358
icts	2.8%	11.5%	11.5%	48.6%	25.4%	0.3%	100.0%
	14	37	40	172	91	5	359
icts	3.9%	10.3%	11.1%	47.9%	25.3%	1.4%	100.0%
	7	31	48	181	91	3	361
icts	1.9%	8.6%	13.3%	50.1%	25.2%	0.8%	100.0%
	13	30	44	172	95	0	354
icts	3.7%	8.5%	12.4%	48.6%	26.8%	0.0%	100.0%
	12	48	43	174	81	2	360
icts	3.3%	13.3%	11.9%	48.3%	22.5%	0.6%	100.0%
	14	38	55	149	98	1	355
icts	3.9%	10.7%	15.5%	42.0%	27.6%	0.3%	100.0%
	15	34	40	184	91	2	366
icts	4.1%	9.3%	10.9%	50.3%	24.9%	0.5%	100.0%
	85	259	311	1206	638	14	2513
icts	3.4%	10.3%	12.4%	48.0%	25.4%	0.6%	100.0%

**Table 27: District by Question 7**

Districts \* On a local road with a speed limit of 70 mph, how often do you drive faster than 75 mph? Crosstabulation<sup>a</sup>

	On a local road with a speed limit of 70 mph, how often do you drive faster than 75 mph?						Total
	Always	Most of the time	Half of the time	Rarely	Never	No Opinion/Refused	
	3	16	19	137	183	0	358
icts	0.8%	4.5%	5.3%	38.3%	51.1%	0.0%	100.0%
	3	15	18	130	192	1	359
icts	0.8%	4.2%	5.0%	36.2%	53.5%	0.3%	100.0%
	4	12	24	161	157	3	361
icts	1.1%	3.3%	6.6%	44.6%	43.5%	0.8%	100.0%
	4	17	25	124	184	0	354
icts	1.1%	4.8%	7.1%	35.0%	52.0%	0.0%	100.0%
	4	11	20	145	180	0	360
icts	1.1%	3.1%	5.6%	40.3%	50.0%	0.0%	100.0%
	8	14	26	130	176	1	355
icts	2.3%	3.9%	7.3%	36.6%	49.6%	0.3%	100.0%
	5	14	25	116	204	2	366
icts	1.4%	3.8%	6.8%	31.7%	55.7%	0.5%	100.0%
	31	99	157	943	1276	7	2513
icts	1.2%	3.9%	6.2%	37.5%	50.8%	0.3%	100.0%

**Table 28: District by Question 8**

Districts \* In the past 30 days, have you read, seen or heard anything about speed enforcement by police? Crosstabulation<sup>a</sup>

		In the past 30 days, have you read, seen or heard anything about speed enforcement by police?			Total
		Yes	No	No Opinion/Refused	
NW	Count	113	242	3	358
	% within Districts	31.6%	67.6%	0.8%	100.0%
NE	Count	107	250	2	359
	% within Districts	29.8%	69.6%	0.6%	100.0%
KC	Count	95	265	1	361
	% within Districts	26.3%	73.4%	0.3%	100.0%
CD	Count	119	233	2	354
	% within Districts	33.6%	65.8%	0.6%	100.0%
SL	Count	100	258	2	360
	% within Districts	27.8%	71.7%	0.6%	100.0%
SW	Count	92	261	2	355
	% within Districts	25.9%	73.5%	0.6%	100.0%
SE	Count	88	276	2	366
	% within Districts	24.0%	75.4%	0.5%	100.0%
Total	Count	714	1785	14	2513
	% within Districts	28.4%	71.0%	0.6%	100.0%

a. Year = 2014

**Table 29: District by Question 9**

Districts \* What do you think the chances are of getting a ticket if you drive over the speed limit? Crosstabulation<sup>a</sup>

	What do you think the chances are of getting a ticket if you drive over the speed limit?						Total
	Always	Most of the time	Half of the time	Rarely	Never	No Opinion/Refused	
	30	99	105	95	14	15	358
districts	8.4%	27.7%	29.3%	26.5%	3.9%	4.2%	100.0%
	26	103	129	85	8	8	359
districts	7.2%	28.7%	35.9%	23.7%	2.2%	2.2%	100.0%
	20	108	124	97	8	4	361
districts	5.5%	29.9%	34.3%	26.9%	2.2%	1.1%	100.0%
	31	104	119	80	12	8	354
districts	8.8%	29.4%	33.6%	22.6%	3.4%	2.3%	100.0%
	27	76	136	107	11	3	360
districts	7.5%	21.1%	37.8%	29.7%	3.1%	0.8%	100.0%
	25	112	114	78	12	14	355
districts	7.0%	31.5%	32.1%	22.0%	3.4%	3.9%	100.0%
	32	101	127	85	13	8	366
districts	8.7%	27.6%	34.7%	23.2%	3.6%	2.2%	100.0%
	191	703	854	627	78	60	2513
districts	7.6%	28.0%	34.0%	25.0%	3.1%	2.4%	100.0%

**Table 30: District by Question 10**

s \* How often do you talk on a hand-held cellular phone while driving a car, van, sport utility vehicle, or pick-up? Crosstabulation\*

	How often do you talk on a hand-held cellular phone while driving a car, van, sport utility vehicle, or pick-up?						Total
	Always	Most of the time	Half of the time	Rarely	Never	No Opinion/Refused	
	1	7	30	169	149	2	358
	0.3%	2.0%	8.4%	47.2%	41.6%	0.6%	100.0%
	3	2	46	152	154	2	359
	0.8%	0.6%	12.8%	42.3%	42.9%	0.6%	100.0%
	3	5	37	157	157	2	361
	0.8%	1.4%	10.2%	43.5%	43.5%	0.6%	100.0%
	2	12	27	161	147	5	354
	0.6%	3.4%	7.6%	45.5%	41.5%	1.4%	100.0%
	3	5	28	157	165	2	360
	0.8%	1.4%	7.8%	43.6%	45.8%	0.6%	100.0%
	2	3	32	150	167	1	355
	0.6%	0.8%	9.0%	42.3%	47.0%	0.3%	100.0%
	1	7	30	145	182	1	366
	0.3%	1.9%	8.2%	39.6%	49.7%	0.3%	100.0%
	15	41	230	1091	1121	15	2513
	0.6%	1.6%	9.2%	43.4%	44.6%	0.6%	100.0%

**Table 31: District by Question 11**

How often do you use a hand-held cellular phone for texting while driving a car, van, sport utility vehicle, or pick-up? Crosstabulation<sup>a</sup>

	How often do you use a hand-held cellular phone for texting while driving a car, van, sport utility vehicle, or pick-up?						Total
	Always	Most of the time	Half of the time	Rarely	Never	No Opinion/Refused	
	0	0	2	45	308	3	358
	0.0%	0.0%	0.6%	12.6%	86.0%	0.8%	100.0%
	0	0	2	33	320	4	359
	0.0%	0.0%	0.6%	9.2%	89.1%	1.1%	100.0%
	1	0	3	34	322	1	361
	0.3%	0.0%	0.8%	9.4%	89.2%	0.3%	100.0%
	1	0	1	32	313	7	354
	0.3%	0.0%	0.3%	9.0%	88.4%	2.0%	100.0%
	0	0	2	29	326	3	360
	0.0%	0.0%	0.6%	8.1%	90.6%	0.8%	100.0%
	0	1	1	25	325	3	355
	0.0%	0.3%	0.3%	7.0%	91.5%	0.8%	100.0%
	0	0	0	27	339	0	366
	0.0%	0.0%	0.0%	7.4%	92.6%	0.0%	100.0%
	2	1	11	225	2253	21	2513
	0.1%	0.0%	0.4%	9.0%	89.7%	0.8%	100.0%



**Table 32: District by Question 12**

which restrict or ban cellular phone use, including texting, while driving. What level of restrictions would you support regarding cellular phone usage while driving?

Crosstabulation<sup>a</sup>

Many states have passed laws which restrict or ban cellular phone use, including texting, while driving. What level of restrictions would you support regarding cellular phone usage while driving?							Total
Full Restrictions - No Cellular Phone Use Allowed	Ban on Texting While Driving, Phone Use Allowed	Ban on Texting While Driving, Hands-Free Phone Device Allowed	Hands-Free Phone Device Use Only	No Restrictions	No Opinion/Refused		
115	82	60	79	12	10	358	
32.1%	22.9%	16.8%	22.1%	3.4%	2.8%	100.0%	
99	84	64	82	18	12	359	
27.6%	23.4%	17.8%	22.8%	5.0%	3.3%	100.0%	
116	63	69	88	12	13	361	
32.1%	17.5%	19.1%	24.4%	3.3%	3.6%	100.0%	
101	83	69	84	8	9	354	
28.5%	23.4%	19.5%	23.7%	2.3%	2.5%	100.0%	
129	53	75	84	13	6	360	
35.8%	14.7%	20.8%	23.3%	3.6%	1.7%	100.0%	
122	71	66	71	17	8	355	
34.4%	20.0%	18.6%	20.0%	4.8%	2.3%	100.0%	
143	67	50	83	13	10	366	
39.1%	18.3%	13.7%	22.7%	3.6%	2.7%	100.0%	
825	503	453	571	93	68	2513	
32.8%	20.0%	18.0%	22.7%	3.7%	2.7%	100.0%	

**Table 33: District by Question 13**

**In the past 60 days, how many times have you driven a motor vehicle within two (2) hours after drinking alcoholic beverages? \* Districts Crosstabulation<sup>a</sup>**

		Districts							Total
		NW	NE	KC	CD	SL	SW	SE	
0	Count	333	331	332	312	317	328	349	2,302
	%	14.5%	14.4%	14.4%	13.6%	13.8%	14.2%	15.2%	100.0%
1	Count	3	5	9	10	13	8	4	52
	%	5.8%	9.6%	17.3%	19.2%	25.0%	15.4%	7.7%	100.0%
2	Count	6	7	5	9	12	2	4	45
	%	13.3%	15.6%	11.1%	20.0%	26.7%	4.4%	8.9%	100.0%
3	Count	1	2	1	3	3	3	2	15
	%	6.7%	13.3%	6.7%	20.0%	20.0%	20.0%	13.3%	100.0%
4	Count	1	2	1	1	3	0	0	8
	%	12.5%	25.0%	12.5%	12.5%	37.5%	0.0%	0.0%	100.0%
5	Count	0	0	2	1	3	1	0	7
	%	0.0%	0.0%	28.6%	14.3%	42.9%	14.3%	0.0%	100.0%
6	Count	1	0	2	1	0	0	0	4
	%	25.0%	0.0%	50.0%	25.0%	0.0%	0.0%	0.0%	100.0%
7	Count	0	0	0	1	0	0	0	1
	%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	100.0%
10	Count	0	1	0	1	2	0	0	4
	%	0.0%	25.0%	0.0%	25.0%	50.0%	0.0%	0.0%	100.0%
12	Count	0	0	0	1	0	0	0	1
	%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	100.0%
20	Count	0	0	0	1	0	0	0	1
	%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	100.0%
25	Count	0	1	0	0	0	0	0	1
	%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
60	Count	0	1	0	0	0	1	0	2
	%	0.0%	50.0%	0.0%	0.0%	0.0%	50.0%	0.0%	100.0%
Refused	Count	13	9	9	13	7	12	7	70
	%	18.6%	12.9%	12.9%	18.6%	10.0%	17.1%	10.0%	100.0%
Total	Count	358	359	361	354	360	355	366	2,513
	%	14.2%	14.3%	14.4%	14.1%	14.3%	14.1%	14.6%	100.0%

a. Year = 2014

**Table 34: District by Question 14**

Districts \* In the past 30 days, have you read, seen or heard anything about alcohol impaired driving (or drunk driving) enforcement by police? Crosstabulation\*

		In the past 30 days, have you read, seen or heard anything about alcohol impaired driving (or drunk driving) enforcement by police?			Total	
		Yes	No	No Opinion/Refused		
Districts	NW	Count	190	164	4	358
		% within Districts	53.1%	45.8%	1.1%	100.0%
	NE	Count	196	163	0	359
		% within Districts	54.6%	45.4%	0.0%	100.0%
	KC	Count	175	185	1	361
		% within Districts	48.5%	51.2%	0.3%	100.0%
	CD	Count	184	169	1	354
		% within Districts	52.0%	47.7%	0.3%	100.0%
	SL	Count	178	180	2	360
		% within Districts	49.4%	50.0%	0.6%	100.0%
	SW	Count	192	159	4	355
		% within Districts	54.1%	44.8%	1.1%	100.0%
	SE	Count	189	176	1	366
		% within Districts	51.6%	48.1%	0.3%	100.0%
	Total	Count	1304	1196	13	2513
		% within Districts	51.9%	47.6%	0.5%	100.0%

a. Year = 2014

**Table 35: District by Question 15**

Districts \* What do you think the chances are of someone getting arrested if they drive after drinking? Crosstabulation\*

	What do you think the chances are of someone getting arrested if they drive after drinking?						Total
	Always	Most of the time	Half of the time	Rarely	Never	No Opinion/Refused	
	50	77	123	90	4	14	358
ts	14.0%	21.5%	34.4%	25.1%	1.1%	3.9%	100.0%
	47	95	136	73	3	5	359
ts	13.1%	26.5%	37.9%	20.3%	0.8%	1.4%	100.0%
	41	79	128	103	5	5	361
ts	11.4%	21.9%	35.5%	28.5%	1.4%	1.4%	100.0%
	50	83	117	86	2	16	354
ts	14.1%	23.4%	33.1%	24.3%	0.6%	4.5%	100.0%
	34	79	123	112	4	8	360
ts	9.4%	21.9%	34.2%	31.1%	1.1%	2.2%	100.0%
	47	84	123	85	1	15	355
ts	13.2%	23.7%	34.6%	23.9%	0.3%	4.2%	100.0%
	62	94	113	84	1	12	366
ts	16.9%	25.7%	30.9%	23.0%	0.3%	3.3%	100.0%
	331	591	863	633	20	75	2513
ts	13.2%	23.5%	34.3%	25.2%	0.8%	3.0%	100.0%

### Research Questions by Rural/Urban

Differences between rural and urban communities often show themselves in various research projects. These differences in community are so common that the Nielsen Company has used the US Census data to develop four distinct categories of residence: Highly Urbanized, Relatively Urbanized, Relatively Rural, and Very Rural.

The highly urbanized responses come from the St. Louis area and a few counties adjacent to it. The relatively urbanized responses come from the Kansas City area and a few counties adjacent to it. The rest of the state falls in the categories of relatively rural or very rural. The following table may make this more apparent.

**Table 36: District by Nielson Community Type**

		Districts * Nielsen Crosstabulation <sup>a</sup>				Total
		Nielsen				
		Highly Urbanized	Relatively Urbanized	Relatively Rural	Very Rural	
NW	Count	0	20	40	298	358
	% within Districts	0.0%	5.6%	11.2%	83.2%	100.0%
NE	Count	44	0	0	315	359
	% within Districts	12.3%	0.0%	0.0%	87.7%	100.0%
KC	Count	0	243	0	118	361
	% within Districts	0.0%	67.3%	0.0%	32.7%	100.0%
CD	Count	3	0	43	308	354
	% within Districts	0.8%	0.0%	12.1%	87.0%	100.0%
SL	Count	360	0	0	0	360
	% within Districts	100.0%	0.0%	0.0%	0.0%	100.0%
SW	Count	0	0	84	271	355
	% within Districts	0.0%	0.0%	23.7%	76.3%	100.0%
SE	Count	0	0	15	351	366
	% within Districts	0.0%	0.0%	4.1%	95.9%	100.0%
Total	Count	407	263	182	1661	2513
	% within Districts	16.2%	10.5%	7.2%	66.1%	100.0%

a. Year = 2014

**It is important to note that some of Nielsen’s classifications may not be intuitive for Missourians.** For example, most people in Missouri would probably consider Springfield and Jefferson City to be relatively urbanized, but these areas are classified as relatively rural by Nielsen.

tables are by column (not by row as has been the case for most of the tables in this document). This allows w people in each Nielsen Community answered the research questions.

**Table 37: Nielsen Community Type by Question 1**

How often do you use seat belts when you drive or ride in a car, van, sport utility vehicle, or pick up? \* Nielsen Crosstabulation\*

		Nielsen				Total	
		Highly Urbanized	Relatively Urbanized	Relatively Rural	Very Rural		
Always	Count	363	239	159	1284	2045	
	% within Nielsen	89.2%	90.9%	87.4%	77.3%	81.4%	
Most of the time	Count	28	16	13	243	300	
	% within Nielsen	6.9%	6.1%	7.1%	14.6%	11.9%	
Half of the time	Count	5	5	5	39	54	
	% within Nielsen	1.2%	1.9%	2.7%	2.3%	2.1%	
Rarely	Count	4	1	3	44	52	
	% within Nielsen	1.0%	0.4%	1.6%	2.6%	2.1%	
Never	Count	7	2	2	49	60	
	% within Nielsen	1.7%	0.8%	1.1%	3.0%	2.4%	
No Opinion/Refused	Count	0	0	0	2	2	
	% within Nielsen	0.0%	0.0%	0.0%	0.1%	0.1%	
		Count	407	263	182	1661	2513
		% within Nielsen	100.0%	100.0%	100.0%	100.0%	100.0%



**Table 38: Nielson Community Type by Question 2**

law as a "secondary law"—where you can only be pulled over or ticketed if you are observed committing another violation; or do you favor changing Missouri's seat belt law to a "primary law"—where you can be pulled \* Nielsen Crosstabulation<sup>2</sup>

		Nielsen				Total
		Highly Urbanized	Relatively Urbanized	Relatively Rural	Very Rural	
p "secondary law"	Count	227	140	103	1010	1480
	% within Nielsen	55.8%	53.2%	56.6%	60.8%	58.9%
change to "primary law"	Count	162	101	66	528	857
	% within Nielsen	39.8%	38.4%	36.3%	31.8%	34.1%
Opinion/Refused	Count	18	22	13	123	176
	% within Nielsen	4.4%	8.4%	7.1%	7.4%	7.0%
	Count	407	263	182	1661	2513
	% within Nielsen	100.0%	100.0%	100.0%	100.0%	100.0%

**Table 39: Nielsen Community Type by Question 3**

For violating Missouri's seat belt law is \$10. Would you support an increase in the fine associated with this violation? \* Nielsen Crosstabulation\*

		Nielsen				Total	
		Highly Urbanized	Relatively Urbanized	Relatively Rural	Very Rural		
Yes	Count	199	128	90	659	1076	
	% within Nielsen	48.9%	48.7%	49.5%	39.7%	42.8%	
No	Count	196	130	84	949	1359	
	% within Nielsen	48.2%	49.4%	46.2%	57.1%	54.1%	
No Opinion/Refused	Count	12	5	8	53	78	
	% within Nielsen	2.9%	1.9%	4.4%	3.2%	3.1%	
		Count	407	263	182	1661	2513
		% within Nielsen	100.0%	100.0%	100.0%	100.0%	100.0%

**Table 40: Nielsen Community Type by Question 3b**

In your opinion, what should the fine associated with violating Missouri's seat belt law be? \* Nielsen Crosstabulation<sup>a</sup>

		Nielsen				Total	
		Highly Urbanized	Relatively Urbanized	Relatively Rural	Very Rural		
Under \$25	Count	28	21	17	134	200	
	% within Nielsen	14.1%	16.4%	18.9%	20.3%	18.6%	
\$25 - \$49	Count	69	45	31	233	378	
	% within Nielsen	34.7%	35.2%	34.4%	35.4%	35.1%	
\$50 - \$74	Count	44	29	27	149	249	
	% within Nielsen	22.1%	22.7%	30.0%	22.6%	23.1%	
\$75 - \$100	Count	37	17	9	68	131	
	% within Nielsen	18.6%	13.3%	10.0%	10.3%	12.2%	
Over \$100	Count	18	15	5	56	94	
	% within Nielsen	9.0%	11.7%	5.6%	8.5%	8.7%	
No Opinion/Refused	Count	3	1	1	19	24	
	% within Nielsen	1.5%	0.8%	1.1%	2.9%	2.2%	
		Count	199	128	90	659	1076
		% within Nielsen	100.0%	100.0%	100.0%	100.0%	100.0%

**Table 41: Nielson Community Type by Question 4**

In the past 60 days, have you read, seen or heard anything about seat belt law enforcement by police? \* Nielson Crosstabulation\*

		Nielson				Total
		Highly Urbanized	Relatively Urbanized	Relatively Rural	Very Rural	
Yes	Count	60	46	31	340	477
	% within Nielson	14.7%	17.5%	17.0%	20.5%	19.0%
No	Count	345	216	150	1308	2019
	% within Nielson	84.8%	82.1%	82.4%	78.7%	80.3%
No Opinion/Refused	Count	2	1	1	13	17
	% within Nielson	0.5%	0.4%	0.5%	0.8%	0.7%
Total		407	263	182	1661	2513
		100.0%	100.0%	100.0%	100.0%	100.0%

**Table 42: Nielson Community Type by Question 5**

What do you think the chances are of getting a ticket if you don't wear your safety belt? \* Nielson Crosstabulation\*

		Nielson				Total	
		Highly Urbanized	Relatively Urbanized	Relatively Rural	Very Rural		
Always	Count	38	22	16	217	293	
	% within Nielson	9.3%	8.4%	8.8%	13.1%	11.7%	
Most of the time	Count	60	39	24	301	424	
	% within Nielson	14.7%	14.8%	13.2%	18.1%	16.9%	
Half of the time	Count	72	51	32	374	529	
	% within Nielson	17.7%	19.4%	17.6%	22.5%	21.1%	
Rarely	Count	160	105	75	528	868	
	% within Nielson	39.3%	39.9%	41.2%	31.8%	34.5%	
Never	Count	50	32	23	118	223	
	% within Nielson	12.3%	12.2%	12.6%	7.1%	8.9%	
No Opinion/Refused	Count	27	14	12	123	176	
	% within Nielson	6.6%	5.3%	6.6%	7.4%	7.0%	
		Count	407	263	182	1661	2513
		% within Nielson	100.0%	100.0%	100.0%	100.0%	100.0%

**Table 43: Nielson Community Type by Question 6**

On a local road with a speed limit of 30 mph, how often do you drive faster than 35 mph? \* Nielson Crosstabulation\*

		Nielson				Total	
		Highly Urbanized	Relatively Urbanized	Relatively Rural	Very Rural		
Always	Count	14	4	5	62	85	
	% within Nielson	3.4%	1.5%	2.7%	3.7%	3.4%	
Most of the time	Count	51	24	13	171	259	
	% within Nielson	12.5%	9.1%	7.1%	10.3%	10.3%	
Half of the time	Count	45	38	29	199	311	
	% within Nielson	11.1%	14.4%	15.9%	12.0%	12.4%	
Rarely	Count	198	131	92	785	1206	
	% within Nielson	48.6%	49.8%	50.5%	47.3%	48.0%	
Never	Count	95	64	43	436	638	
	% within Nielson	23.3%	24.3%	23.6%	26.2%	25.4%	
No Opinion/Refused	Count	4	2	0	8	14	
	% within Nielson	1.0%	0.8%	0.0%	0.5%	0.6%	
		Count	407	263	182	1661	2513
		% within Nielson	100.0%	100.0%	100.0%	100.0%	100.0%



**Table 44: Nielson Community Type by Question 7**

On a local road with a speed limit of 70 mph, how often do you drive faster than 75 mph? \* Nielson Crosstabulation\*

		Nielson				Total	
		Highly Urbanized	Relatively Urbanized	Relatively Rural	Very Rural		
Always	Count	5	3	4	19	31	
	% within Nielson	1.2%	1.1%	2.2%	1.1%	1.2%	
Most of the time	Count	11	12	10	66	99	
	% within Nielson	2.7%	4.6%	5.5%	4.0%	3.9%	
Half of the time	Count	21	17	17	102	157	
	% within Nielson	5.2%	6.5%	9.3%	6.1%	6.2%	
Rarely	Count	158	126	69	590	943	
	% within Nielson	38.8%	47.9%	37.9%	35.5%	37.5%	
Never	Count	212	102	82	880	1276	
	% within Nielson	52.1%	38.8%	45.1%	53.0%	50.8%	
No Opinion/Refused	Count	0	3	0	4	7	
	% within Nielson	0.0%	1.1%	0.0%	0.2%	0.3%	
		Count	407	263	182	1661	2513
		% within Nielson	100.0%	100.0%	100.0%	100.0%	100.0%

**Table 45: Nielson Community Type by Question 8**

In the past 30 days, have you read, seen or heard anything about speed enforcement by police? \* Nielson Crosstabulation\*

		Nielson				Total	
		Highly Urbanized	Relatively Urbanized	Relatively Rural	Very Rural		
Yes	Count	116	66	59	473	714	
	% within Nielson	28.5%	25.1%	32.4%	28.5%	28.4%	
No	Count	289	196	122	1178	1785	
	% within Nielson	71.0%	74.5%	67.0%	70.9%	71.0%	
No Opinion/Refused	Count	2	1	1	10	14	
	% within Nielson	0.5%	0.4%	0.5%	0.6%	0.6%	
		Count	407	263	182	1661	2513
		% within Nielson	100.0%	100.0%	100.0%	100.0%	100.0%

**Table 46: Nielson Community Type by Question 9**

What do you think the chances are of getting a ticket if you drive over the speed limit? \* Nielson Crosstabulation\*

		Nielson				Total	
		Highly Urbanized	Relatively Urbanized	Relatively Rural	Very Rural		
Always	Count	32	14	8	137	191	
	% within Nielson	7.9%	5.3%	4.4%	8.2%	7.6%	
Most of the time	Count	90	72	45	496	703	
	% within Nielson	22.1%	27.4%	24.7%	29.9%	28.0%	
Half of the time	Count	150	88	59	557	854	
	% within Nielson	36.9%	33.5%	32.4%	33.5%	34.0%	
Rarely	Count	119	81	52	375	627	
	% within Nielson	29.2%	30.8%	28.6%	22.6%	25.0%	
Never	Count	13	5	11	49	78	
	% within Nielson	3.2%	1.9%	6.0%	3.0%	3.1%	
No Opinion/Refused	Count	3	3	7	47	60	
	% within Nielson	0.7%	1.1%	3.8%	2.8%	2.4%	
		Count	407	263	182	1661	2513
		% within Nielson	100.0%	100.0%	100.0%	100.0%	100.0%

**Table 47: Nielson Community Type by Question 10**

When do you talk on a hand-held cellular phone while driving a car, van, sport utility vehicle, or pick-up? \* Nielsen Crosstabulation<sup>2</sup>

		Nielson				Total	
		Highly Urbanized	Relatively Urbanized	Relatively Rural	Very Rural		
Always	Count	3	1	0	11	15	
	% within Nielson	0.7%	0.4%	0.0%	0.7%	0.6%	
Most of the time	Count	5	4	2	30	41	
	% within Nielson	1.2%	1.5%	1.1%	1.8%	1.6%	
Half of the time	Count	32	26	17	155	230	
	% within Nielson	7.9%	9.9%	9.3%	9.3%	9.2%	
Rarely	Count	175	122	84	710	1091	
	% within Nielson	43.0%	46.4%	46.2%	42.7%	43.4%	
Never	Count	190	109	78	744	1121	
	% within Nielson	46.7%	41.4%	42.9%	44.8%	44.8%	
No Opinion/Refused	Count	2	1	1	11	15	
	% within Nielson	0.5%	0.4%	0.5%	0.7%	0.6%	
		Count	407	263	182	1661	2513
		% within Nielson	100.0%	100.0%	100.0%	100.0%	100.0%

**Table 48: Nielson Community Type by Question 11**

do you use a hand-held cellular phone for texting while driving a car, van, sport utility vehicle, or pick-up? \* Nielson Crosstabulation\*

		Nielson				Total
		Highly Urbanized	Relatively Urbanized	Relatively Rural	Very Rural	
Always	Count	0	0	1	1	2
	% within Nielson	0.0%	0.0%	0.5%	0.1%	0.1%
Most of the time	Count	0	0	0	1	1
	% within Nielson	0.0%	0.0%	0.0%	0.1%	0.0%
Half of the time	Count	2	2	1	8	11
	% within Nielson	0.5%	0.8%	0.5%	0.4%	0.4%
Rarely	Count	33	24	15	163	225
	% within Nielson	8.1%	9.1%	8.2%	9.2%	9.0%
Never	Count	368	237	163	1485	2253
	% within Nielson	90.4%	90.1%	89.6%	89.4%	89.7%
No Opinion/Refused	Count	4	0	2	15	21
	% within Nielson	1.0%	0.0%	1.1%	0.9%	0.8%
	Count	407	263	182	1661	2513
	% within Nielson	100.0%	100.0%	100.0%	100.0%	100.0%

**Table 49: Nielson Community Type by Question 12**

Restrict or ban cellular phone use, including texting, while driving. What level of restrictions would you support regarding cellular phone usage while driving? \* Nielsen

**Crosstabulation\***

		Nielsen				Total
		Highly Urbanized	Relatively Urbanized	Relatively Rural	Very Rural	
Restrictions - No Cellular Phone	Count	145	80	52	548	825
Allowed	% within Nielsen	35.6%	30.4%	28.6%	33.0%	32.8%
in Texting While Driving, Phone	Count	63	51	48	341	503
Allowed	% within Nielsen	15.5%	19.4%	26.4%	20.5%	20.0%
in Texting While Driving, Hands-	Count	81	50	35	287	453
Phone Device Allowed	% within Nielsen	19.9%	19.0%	19.2%	17.3%	18.0%
s-Free Phone Device Use Only	Count	95	65	41	370	571
	% within Nielsen	23.3%	24.7%	22.5%	22.3%	22.7%
Restrictions	Count	17	10	3	63	93
	% within Nielsen	4.2%	3.8%	1.6%	3.8%	3.7%
Opinion/Refused	Count	6	7	3	52	68
	% within Nielsen	1.5%	2.7%	1.6%	3.1%	2.7%
	Count	407	263	182	1661	2513
	% within Nielsen	100.0%	100.0%	100.0%	100.0%	100.0%



**Table 50: Nielson Community Type by Question 13**

**In the past 60 days, how many times have you driven a motor vehicle within two (2) hours after drinking alcoholic beverages? \* Nielson Crosstabulation<sup>a</sup>**

Times Driven		Nielson				Total	
		Highly Urbanized	Relatively Urbanized	Relatively Rural	Very Rural		
In the past 60 days, how many times have you driven a motor vehicle within two (2) hours after drinking alcoholic beverages?	0	Count	359	244	169	1530	2,302
		% within Nielson	88.2%	92.8%	92.9%	92.1%	91.6%
	1	Count	13	5	2	32	52
		% within Nielson	3.2%	1.9%	1.1%	1.9%	2.1%
	2	Count	14	3	2	26	45
		% within Nielson	3.4%	1.1%	1.1%	1.6%	1.8%
	3	Count	4	1	0	10	15
		% within Nielson	1.0%	0.4%	0.0%	0.6%	0.6%
	4	Count	5	1	0	2	8
		% within Nielson	1.2%	0.4%	0.0%	0.1%	0.3%
	5	Count	3	2	1	1	7
		% within Nielson	0.7%	0.8%	0.5%	0.1%	0.3%
	6	Count	0	2	1	1	4
		% within Nielson	0.0%	0.8%	0.5%	0.1%	0.2%
	7	Count	0	0	0	1	1
		% within Nielson	0.0%	0.0%	0.0%	0.1%	0.0%
	10	Count	2	0	1	1	4
		% within Nielson	0.5%	0.0%	0.5%	0.1%	0.2%
	12	Count	0	0	0	1	1
		% within Nielson	0.0%	0.0%	0.0%	0.1%	0.0%
20	Count	0	0	0	1	1	
	% within Nielson	0.0%	0.0%	0.0%	0.1%	0.0%	
25	Count	0	0	0	1	1	
	% within Nielson	0.0%	0.0%	0.0%	0.1%	0.0%	
60	Count	0	0	0	2	2	
	% within Nielson	0.0%	0.0%	0.0%	0.1%	0.1%	
Refused	Count	7	5	6	52	70	
	% within Nielson	1.7%	1.9%	3.3%	3.1%	2.8%	
Total	Count	407	263	182	1661	2,513	
	% within Nielson	100.0%	100.0%	100.0%	100.0%	100.0%	

a. Year = 2014

**Table 51: Nielson Community Type by Question 14**

3. Have you read, seen or heard anything about alcohol impaired driving (or drunk driving) enforcement by police? \* Nielson Crosstabulation<sup>a</sup>

		Nielson				Total
		Highly Urbanized	Relatively Urbanized	Relatively Rural	Very Rural	
Yes	Count	204	131	111	858	1304
	% within Nielson	50.1%	49.8%	61.0%	51.7%	51.9%
No	Count	201	131	71	793	1196
	% within Nielson	49.4%	49.8%	39.0%	47.7%	47.6%
No Opinion/Refused	Count	2	1	0	10	13
	% within Nielson	0.5%	0.4%	0.0%	0.6%	0.5%
Total		407	263	182	1661	2513
		100.0%	100.0%	100.0%	100.0%	100.0%

**Table 52: Nielson Community Type by Question 15**

What do you think the chances are of someone getting arrested if they drive after drinking? \* Nielson Crosstabulation<sup>a</sup>

		Nielson				Total	
		Highly Urbanized	Relatively Urbanized	Relatively Rural	Very Rural		
Always	Count	38	28	23	242	331	
	% within Nielson	9.3%	10.6%	12.6%	14.6%	13.2%	
Most of the time	Count	91	55	35	410	591	
	% within Nielson	22.4%	20.9%	19.2%	24.7%	23.5%	
Half of the time	Count	146	94	64	559	863	
	% within Nielson	35.9%	35.7%	35.2%	33.7%	34.3%	
Rarely	Count	120	77	54	382	633	
	% within Nielson	29.5%	29.3%	29.7%	23.0%	25.2%	
Never	Count	4	4	1	11	20	
	% within Nielson	1.0%	1.5%	0.5%	0.7%	0.8%	
No Opinion/Refused	Count	8	5	5	57	75	
	% within Nielson	2.0%	1.9%	2.7%	3.4%	3.0%	
		Count	407	263	182	1861	2513
		% within Nielson	100.0%	100.0%	100.0%	100.0%	100.0%

## Appendix D 2013 Demographics

**Table 53: Question a**

Are you a licensed Missouri driver? <sup>a</sup>					
		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Yes	2513	100.0	100.0	100.0

a. Year = 2014

**Table 54: Question b**

What is your age? <sup>a</sup>					
		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	18 to 29	350	13.9	13.9	13.9
	30 to 39	350	13.9	13.9	27.9
	40 to 49	498	19.8	19.8	47.7
	50 to 64	627	25.0	25.0	72.6
	65 and up	688	27.4	27.4	100.0
	Total	2513	100.0	100.0	

a. Year = 2014

**Table 55: Question c**

Gender <sup>a</sup>					
		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Female	1286	51.2	51.2	51.2
	Male	1227	48.8	48.8	100.0
	Total	2513	100.0	100.0	

a. Year = 2014

**Table 56: Question d**

What is your ethnicity? <sup>a</sup>					
	Frequency	Percent	Valid Percent	Cumulative Percent	
Valid	American Indian or Alaska Native	53	2.1	2.1	2.1
	American Indian or Alaska Native and White	15	.6	.6	2.7
	American Indian or Alaska Native and Asian	1	.0	.0	2.7
	American Indian or Alaska Native and Hispanic or Latino	1	.0	.0	2.8
	American Indian or Alaska Native and Hispanic or Latino and White	1	.0	.0	2.8
	American Indian or Alaska Native and Native Hawaiian or Other Pacific Islander and White	1	.0	.0	2.9
	Asian	4	.2	.2	3.0
	Asian and White	1	.0	.0	3.1
	Black or African American	44	1.8	1.8	4.8
	Black or African American and White	3	.1	.1	4.9
	Hispanic or Latino	34	1.4	1.4	6.3
	Hispanic or Latino and White	4	.2	.2	6.4
	Native Hawaiian or Other Pacific Islander	2	.1	.1	6.5
	Refused	69	2.7	2.7	9.3
	White	2280	90.7	90.7	100.0
	Total	2513	100.0	100.0	

a. Year = 2014

**Table 57: Question e**

Is the car you drive most often a:<sup>a</sup>

	Frequency	Percent	Valid Percent	Cumulative Percent
Valid Car	1011	40.2	40.2	40.2
Van or Minivan	312	12.4	12.4	52.6
Motorcycle	6	.2	.2	52.9
Sport Utility Vehicle or Crossover	484	19.3	19.3	72.1
Pickup Truck	585	23.3	23.3	95.4
Other type of truck	103	4.1	4.1	99.5
No Opinion/Refused	12	.5	.5	100.0
Total	2513	100.0	100.0	

a. Year = 2014

**Table 58: Question f**

In what county do you currently live?<sup>a</sup>

	Frequency	Percent	Valid Percent	Cumulative Percent
Valid ADAIR	23	.9	.9	.9
ANDREW	18	.7	.7	1.6
ATCHISON	17	.7	.7	2.3
AUDRAIN	21	.8	.8	3.1
BARRY	17	.7	.7	3.8
BARTON	18	.7	.7	4.5
BATES	17	.7	.7	5.2
BENTON	18	.7	.7	5.9
BOLLINGER	14	.6	.6	6.5
BOONE	20	.8	.8	7.3
BUCHANAN	22	.9	.9	8.2
BUTLER	14	.6	.6	8.7
CALDWELL	17	.7	.7	9.4
CALLAWAY	20	.8	.8	10.2
CAMDEN	21	.8	.8	11.0
CAPE GIRARDEAU	14	.6	.6	11.6
CARROLL	18	.7	.7	12.3

In what county do you currently live?<sup>a</sup>

	Frequency	Percent	Valid Percent	Cumulative Percent
CARTER	14	.6	.6	12.9
CASS	39	1.6	1.6	14.4
CEDAR	16	.6	.6	15.0
CHARITON	17	.7	.7	15.7
CHRISTIAN	17	.7	.7	16.4
CLARK	20	.8	.8	17.2
CLAY	40	1.6	1.6	18.8
CLINTON	18	.7	.7	19.5
COLE	22	.9	.9	20.4
COOPER	20	.8	.8	21.2
CRAWFORD	20	.8	.8	22.0
DADE	17	.7	.7	22.6
DALLAS	16	.6	.6	23.3
DAVISS	20	.8	.8	24.1
DEKALB	18	.7	.7	24.8
DENT	19	.8	.8	25.5
DOUGLAS	14	.6	.6	26.1
DUNKLIN	14	.6	.6	26.7
FRANKLIN	71	2.8	2.8	29.5
GASCONADE	19	.8	.8	30.2
GENTRY	18	.7	.7	31.0
GREENE	17	.7	.7	31.6
GRUNDY	17	.7	.7	32.3
HARRISON	17	.7	.7	33.0
HENRY	17	.7	.7	33.7
HICKORY	16	.6	.6	34.3
HOLT	17	.7	.7	35.0
HOWARD	19	.8	.8	35.7
HOWELL	14	.6	.6	36.3
IRON	15	.6	.6	36.9
JACKSON	40	1.6	1.6	38.5
JASPER	17	.7	.7	39.2
JEFFERSON	73	2.9	2.9	42.1



In what county do you currently live?<sup>a</sup>

	Frequency	Percent	Valid Percent	Cumulative Percent
JOHNSON	39	1.6	1.6	43.6
KNOX	21	.8	.8	44.4
LACLEDE	19	.8	.8	45.2
LAFAYETTE	40	1.6	1.6	46.8
LAWRENCE	17	.7	.7	47.5
LEWIS	22	.9	.9	48.3
LINCOLN	22	.9	.9	49.2
LINN	18	.7	.7	49.9
LIVINGSTON	18	.7	.7	50.7
MACON	23	.9	.9	51.6
MADISON	14	.6	.6	52.1
MARIES	19	.8	.8	52.9
MARION	21	.8	.8	53.7
MCDONALD	16	.6	.6	54.4
MERCER	20	.8	.8	55.2
MILLER	19	.8	.8	55.9
MISSISSIPPI	14	.6	.6	56.5
MONITEAU	20	.8	.8	57.3
MONROE	20	.8	.8	58.1
MONTGOMERY	22	.9	.9	58.9
MORGAN	19	.8	.8	59.7
NEW MADRID	15	.6	.6	60.3
NEWTON	17	.7	.7	61.0
NODAWAY	17	.7	.7	61.6
OREGON	14	.6	.6	62.2
OSAGE	19	.8	.8	63.0
OZARK	16	.6	.6	63.6
PEMISCOT	16	.6	.6	64.2
PERRY	15	.6	.6	64.8
PETTIS	40	1.6	1.6	66.4
PHELPS	20	.8	.8	67.2
PIKE	21	.8	.8	68.0
PLATTE	41	1.6	1.6	69.7

In what county do you currently live?<sup>a</sup>

	Frequency	Percent	Valid Percent	Cumulative Percent
POLK	16	.6	.6	70.3
PULASKI	19	.8	.8	71.1
PUTNAM	17	.7	.7	71.7
RALLS	20	.8	.8	72.5
RANDOLPH	21	.8	.8	73.4
RAY	43	1.7	1.7	75.1
REYNOLDS	17	.7	.7	75.8
RIPLEY	16	.6	.6	76.4
SAINT CHARLES	71	2.8	2.8	79.2
SAINT CLAIR	17	.7	.7	79.9
SAINT FRANCOIS	14	.6	.6	80.5
SAINT LOUIS	73	2.9	2.9	83.4
SAINT LOUIS CITY	72	2.9	2.9	86.2
SAINTE GENEVIEVE	18	.7	.7	86.9
SALINE	39	1.6	1.6	88.5
SCHUYLER	20	.8	.8	89.3
SCOTLAND	20	.8	.8	90.1
SCOTT	14	.6	.6	90.6
SHANNON	13	.5	.5	91.2
SHELBY	20	.8	.8	92.0
STODDARD	14	.6	.6	92.5
STONE	18	.7	.7	93.2
SULLIVAN	17	.7	.7	93.9
TANEY	17	.7	.7	94.6
TEXAS	14	.6	.6	95.1
VERNON	17	.7	.7	95.8
WARREN	22	.9	.9	96.7
WASHINGTON	20	.8	.8	97.5
WAYNE	14	.6	.6	98.1
WEBSTER	17	.7	.7	98.7
WORTH	17	.7	.7	99.4
WRIGHT	15	.6	.6	100.0
Total	2513	100.0	100.0	

a. Year = 2014

**Table 59: Question g**

What is your home zip code? <sup>a</sup>				
	Frequency	Percent	Valid Percent	Cumulative Percent
63005	2	.1	.1	.1
63010	9	.4	.4	.4
63011	2	.1	.1	.5
63012	4	.2	.2	.7
63013	2	.1	.1	.8
63014	2	.1	.1	.8
63016	2	.1	.1	.9
63017	1	.0	.0	1.0
63020	6	.2	.2	1.2
63021	7	.3	.3	1.5
63023	1	.0	.0	1.5
63025	2	.1	.1	1.6
63026	9	.4	.4	1.9
63028	9	.4	.4	2.3
63031	2	.1	.1	2.4
Valid 63033	4	.2	.2	2.5
63034	1	.0	.0	2.6
63036	1	.0	.0	2.6
63037	5	.2	.2	2.8
63038	2	.1	.1	2.9
63039	1	.0	.0	2.9
63042	1	.0	.0	3.0
63043	1	.0	.0	3.0
63049	4	.2	.2	3.2
63050	9	.4	.4	3.5
63051	5	.2	.2	3.7
63052	15	.6	.6	4.3
63055	1	.0	.0	4.4
63060	4	.2	.2	4.5
63061	1	.0	.0	4.6
63068	9	.4	.4	4.9
63069	2	.1	.1	5.0

What is your home zip code?

	Frequency	Percent	Valid Percent	Cumulative Percent
63070	1	.0	.0	5.1
63071	1	.0	.0	5.1
63072	1	.0	.0	5.1
63074	2	.1	.1	5.2
63077	8	.3	.3	5.5
63080	9	.4	.4	5.9
63084	8	.3	.3	6.2
63087	1	.0	.0	6.2
63088	2	.1	.1	6.3
63089	3	.1	.1	6.4
63090	18	.7	.7	7.2
63104	7	.3	.3	7.4
63106	1	.0	.0	7.5
63107	3	.1	.1	7.6
63109	17	.7	.7	8.3
63110	3	.1	.1	8.4
63111	3	.1	.1	8.5
63113	1	.0	.0	8.6
63114	1	.0	.0	8.6
63116	16	.6	.6	9.2
63117	2	.1	.1	9.3
63118	6	.2	.2	9.6
63119	2	.1	.1	9.6
63120	1	.0	.0	9.7
63121	2	.1	.1	9.7
63122	3	.1	.1	9.9
63123	8	.3	.3	10.2
63125	1	.0	.0	10.2
63126	3	.1	.1	10.3
63128	2	.1	.1	10.4
63129	7	.3	.3	10.7
63130	1	.0	.0	10.7
63131	4	.2	.2	10.9

What is your home zip code?\*

	Frequency	Percent	Valid Percent	Cumulative Percent
63132	1	.0	.0	10.9
63134	1	.0	.0	11.0
63136	5	.2	.2	11.2
63137	1	.0	.0	11.2
63139	6	.2	.2	11.5
63141	1	.0	.0	11.5
63143	1	.0	.0	11.5
63144	1	.0	.0	11.6
63146	1	.0	.0	11.6
63147	3	.1	.1	11.7
63301	6	.2	.2	12.0
63303	10	.4	.4	12.4
63304	8	.3	.3	12.7
63332	1	.0	.0	12.7
63333	2	.1	.1	12.8
63334	6	.2	.2	13.1
63336	1	.0	.0	13.1
63339	1	.0	.0	13.1
63341	3	.1	.1	13.3
63343	3	.1	.1	13.4
63344	3	.1	.1	13.5
63345	1	.0	.0	13.5
63347	1	.0	.0	13.6
63348	3	.1	.1	13.7
63350	1	.0	.0	13.7
63351	1	.0	.0	13.8
63352	1	.0	.0	13.8
63353	6	.2	.2	14.0
63357	3	.1	.1	14.2
63359	3	.1	.1	14.3
63361	9	.4	.4	14.6
63362	4	.2	.2	14.8
63363	4	.2	.2	15.0

What is your home zip code?

	Frequency	Percent	Valid Percent	Cumulative Percent
63366	12	.5	.5	15.4
63367	3	.1	.1	15.6
63368	3	.1	.1	15.7
63369	2	.1	.1	15.8
63376	16	.6	.6	16.4
63377	2	.1	.1	16.5
63379	7	.3	.3	16.8
63382	7	.3	.3	17.0
63383	13	.5	.5	17.5
63384	5	.2	.2	17.7
63385	8	.3	.3	18.1
63389	3	.1	.1	18.2
63390	3	.1	.1	18.3
63401	12	.5	.5	18.8
63432	3	.1	.1	18.9
63434	5	.2	.2	19.1
63435	3	.1	.1	19.2
63436	2	.1	.1	19.3
63437	1	.0	.0	19.3
63438	3	.1	.1	19.5
63439	2	.1	.1	19.5
63440	4	.2	.2	19.7
63441	1	.0	.0	19.7
63443	1	.0	.0	19.8
63445	11	.4	.4	20.2
63446	1	.0	.0	20.3
63448	7	.3	.3	20.5
63451	3	.1	.1	20.7
63452	1	.0	.0	20.7
63453	2	.1	.1	20.8
63454	6	.2	.2	21.0
63456	6	.2	.2	21.2
63457	2	.1	.1	21.3

What is your home zip code?<sup>a</sup>

	Frequency	Percent	Valid Percent	Cumulative Percent
63458	2	.1	.1	21.4
63459	8	.3	.3	21.7
63460	2	.1	.1	21.8
63461	7	.3	.3	22.1
63462	2	.1	.1	22.2
63463	1	.0	.0	22.2
63466	1	.0	.0	22.2
63468	4	.2	.2	22.4
63469	6	.2	.2	22.6
63473	1	.0	.0	22.7
63474	5	.2	.2	22.9
63501	15	.6	.6	23.5
63530	2	.1	.1	23.6
63531	4	.2	.2	23.7
63532	1	.0	.0	23.8
63533	2	.1	.1	23.8
63536	5	.2	.2	24.0
63537	11	.4	.4	24.5
63538	2	.1	.1	24.6
63541	1	.0	.0	24.6
63543	2	.1	.1	24.7
63544	2	.1	.1	24.8
63545	1	.0	.0	24.8
63546	4	.2	.2	25.0
63548	11	.4	.4	25.4
63549	5	.2	.2	25.6
63551	1	.0	.0	25.6
63552	11	.4	.4	26.1
63555	11	.4	.4	26.5
63556	8	.3	.3	26.8
63558	1	.0	.0	26.9
63559	5	.2	.2	27.1
63560	1	.0	.0	27.1



What is your home zip code?

	Frequency	Percent	Valid Percent	Cumulative Percent
63563	5	.2	.2	27.3
63565	11	.4	.4	27.7
63566	4	.2	.2	27.9
63567	1	.0	.0	27.9
63601	1	.0	.0	28.0
63620	3	.1	.1	28.1
63621	2	.1	.1	28.2
63622	1	.0	.0	28.2
63623	1	.0	.0	28.3
63624	3	.1	.1	28.4
63625	1	.0	.0	28.4
63626	1	.0	.0	28.5
63628	3	.1	.1	28.6
63629	4	.2	.2	28.7
63630	2	.1	.1	28.8
63631	2	.1	.1	28.9
63636	1	.0	.0	28.9
63638	8	.3	.3	29.2
63640	5	.2	.2	29.4
63645	11	.4	.4	29.9
63648	1	.0	.0	29.9
63650	3	.1	.1	30.0
63653	1	.0	.0	30.1
63654	1	.0	.0	30.1
63655	1	.0	.0	30.2
63656	2	.1	.1	30.2
63660	3	.1	.1	30.4
63662	2	.1	.1	30.4
63664	7	.3	.3	30.7
63670	15	.6	.6	31.3
63673	4	.2	.2	31.5
63701	8	.3	.3	31.8
63703	3	.1	.1	31.9

What is your home zip code?<sup>a</sup>

	Frequency	Percent	Valid Percent	Cumulative Percent
63730	2	.1	.1	32.0
63735	1	.0	.0	32.0
63736	2	.1	.1	32.1
63739	1	.0	.0	32.2
63740	4	.2	.2	32.3
63751	2	.1	.1	32.4
63755	2	.1	.1	32.5
63764	7	.3	.3	32.7
63766	1	.0	.0	32.8
63774	1	.0	.0	32.8
63775	14	.6	.6	33.4
63780	2	.1	.1	33.5
63781	2	.1	.1	33.5
63801	6	.2	.2	33.8
63822	2	.1	.1	33.9
63827	1	.0	.0	33.9
63829	2	.1	.1	34.0
63830	5	.2	.2	34.2
63834	7	.3	.3	34.5
63841	6	.2	.2	34.7
63845	6	.2	.2	34.9
63846	2	.1	.1	35.0
63848	1	.0	.0	35.1
63851	3	.1	.1	35.2
63855	1	.0	.0	35.2
63857	5	.2	.2	35.4
63863	3	.1	.1	35.5
63869	5	.2	.2	35.7
63870	1	.0	.0	35.8
63873	6	.2	.2	36.0
63877	6	.2	.2	36.3
63878	1	.0	.0	36.3
63879	1	.0	.0	36.3

What is your home zip code?<sup>a</sup>

	Frequency	Percent	Valid Percent	Cumulative Percent
63882	1	.0	.0	36.4
63901	10	.4	.4	36.8
63933	3	.1	.1	36.9
63935	11	.4	.4	37.3
63937	3	.1	.1	37.4
63939	2	.1	.1	37.5
63940	1	.0	.0	37.6
63943	2	.1	.1	37.6
63944	1	.0	.0	37.7
63945	1	.0	.0	37.7
63952	1	.0	.0	37.8
63953	3	.1	.1	37.9
63954	2	.1	.1	38.0
63956	1	.0	.0	38.0
63957	13	.5	.5	38.5
63960	1	.0	.0	38.6
63965	10	.4	.4	39.0
64001	1	.0	.0	39.0
64011	3	.1	.1	39.1
64012	15	.6	.6	39.7
64014	2	.1	.1	39.8
64015	1	.0	.0	39.8
64018	2	.1	.1	39.9
64019	1	.0	.0	40.0
64020	9	.4	.4	40.3
64024	12	.5	.5	40.8
64029	2	.1	.1	40.9
64030	1	.0	.0	40.9
64035	4	.2	.2	41.1
64037	6	.2	.2	41.3
64040	6	.2	.2	41.5
64048	1	.0	.0	41.6
64050	3	.1	.1	41.7

What is your home zip code?

	Frequency	Percent	Valid Percent	Cumulative Percent
64052	3	.1	.1	41.8
64055	4	.2	.2	42.0
64057	1	.0	.0	42.0
64060	2	.1	.1	42.1
64061	4	.2	.2	42.3
64062	9	.4	.4	42.6
64063	1	.0	.0	42.7
64064	1	.0	.0	42.7
64067	7	.3	.3	43.0
64068	6	.2	.2	43.2
64071	1	.0	.0	43.3
64076	12	.5	.5	43.7
64078	2	.1	.1	43.8
64079	5	.2	.2	44.0
64080	5	.2	.2	44.2
64081	4	.2	.2	44.4
64082	2	.1	.1	44.4
64083	6	.2	.2	44.7
64084	3	.1	.1	44.8
64085	15	.6	.6	45.4
64086	3	.1	.1	45.5
64089	5	.2	.2	45.7
64093	15	.6	.6	46.3
64097	2	.1	.1	46.4
64108	2	.1	.1	46.5
64110	2	.1	.1	46.6
64113	1	.0	.0	46.6
64114	1	.0	.0	46.6
64116	1	.0	.0	46.7
64117	1	.0	.0	46.7
64118	8	.3	.3	47.0
64119	5	.2	.2	47.2
64123	1	.0	.0	47.3

What is your home zip code?

	Frequency	Percent	Valid Percent	Cumulative Percent
64126	1	.0	.0	47.3
64128	1	.0	.0	47.4
64130	1	.0	.0	47.4
64133	1	.0	.0	47.4
64137	1	.0	.0	47.5
64138	1	.0	.0	47.5
64151	9	.4	.4	47.9
64152	17	.7	.7	48.5
64153	3	.1	.1	48.7
64155	2	.1	.1	48.7
64157	4	.2	.2	48.9
64158	2	.1	.1	49.0
64183	2	.1	.1	49.1
64401	1	.0	.0	49.1
64402	5	.2	.2	49.3
64422	2	.1	.1	49.4
64424	8	.3	.3	49.7
64427	2	.1	.1	49.8
64428	1	.0	.0	49.8
64429	14	.6	.6	50.4
64430	1	.0	.0	50.4
64433	1	.0	.0	50.5
64434	1	.0	.0	50.5
64437	1	.0	.0	50.5
64439	2	.1	.1	50.6
64441	1	.0	.0	50.7
64442	4	.2	.2	50.8
64444	2	.1	.1	50.9
64446	3	.1	.1	51.0
64448	1	.0	.0	51.1
64451	2	.1	.1	51.1
64453	2	.1	.1	51.2
64454	3	.1	.1	51.3

What is your home zip code?

	Frequency	Percent	Valid Percent	Cumulative Percent
64456	7	.3	.3	51.6
64457	1	.0	.0	51.7
64463	2	.1	.1	51.7
64465	4	.2	.2	51.9
64466	2	.1	.1	52.0
64468	12	.5	.5	52.4
64469	2	.1	.1	52.5
64470	8	.3	.3	52.8
64471	2	.1	.1	52.9
64473	4	.2	.2	53.1
64474	2	.1	.1	53.2
64475	1	.0	.0	53.2
64477	3	.1	.1	53.3
64481	2	.1	.1	53.4
64482	6	.2	.2	53.6
64483	3	.1	.1	53.8
64485	9	.4	.4	54.1
64486	5	.2	.2	54.3
64487	1	.0	.0	54.4
64489	4	.2	.2	54.5
64490	5	.2	.2	54.7
64491	4	.2	.2	54.9
64494	3	.1	.1	55.0
64496	2	.1	.1	55.1
64497	1	.0	.0	55.1
64498	2	.1	.1	55.2
64499	3	.1	.1	55.3
64501	1	.0	.0	55.4
64503	1	.0	.0	55.4
64504	4	.2	.2	55.6
64505	6	.2	.2	55.8
64506	7	.3	.3	56.1
64507	4	.2	.2	56.2

What is your home zip code?

	Frequency	Percent	Valid Percent	Cumulative Percent
64601	15	.6	.6	56.8
64620	2	.1	.1	56.9
64622	2	.1	.1	57.0
64624	2	.1	.1	57.1
64628	4	.2	.2	57.2
64631	2	.1	.1	57.3
64632	1	.0	.0	57.3
64633	13	.5	.5	57.9
64636	1	.0	.0	57.9
64637	3	.1	.1	58.0
64640	7	.3	.3	58.3
64641	1	.0	.0	58.3
64642	2	.1	.1	58.4
64644	4	.2	.2	58.6
64645	1	.0	.0	58.6
64648	1	.0	.0	58.7
64649	1	.0	.0	58.7
64650	1	.0	.0	58.7
64651	1	.0	.0	58.8
64653	1	.0	.0	58.8
64655	1	.0	.0	58.9
64657	2	.1	.1	58.9
64658	4	.2	.2	59.1
64659	3	.1	.1	59.2
64660	1	.0	.0	59.3
64661	2	.1	.1	59.3
64664	1	.0	.0	59.4
64667	1	.0	.0	59.4
64668	5	.2	.2	59.6
64670	5	.2	.2	59.8
64671	4	.2	.2	60.0
64672	1	.0	.0	60.0
64673	18	.7	.7	60.7



What is your home zip code?<sup>a</sup>

	Frequency	Percent	Valid Percent	Cumulative Percent
64674	4	.2	.2	60.9
64676	1	.0	.0	60.9
64682	1	.0	.0	61.0
64683	17	.7	.7	61.6
64688	2	.1	.1	61.7
64689	3	.1	.1	61.8
64701	4	.2	.2	62.0
64720	7	.3	.3	62.3
64724	1	.0	.0	62.3
64725	1	.0	.0	62.4
64730	5	.2	.2	62.6
64733	1	.0	.0	62.6
64734	2	.1	.1	62.7
64735	10	.4	.4	63.1
64740	1	.0	.0	63.1
64742	3	.1	.1	63.2
64744	9	.4	.4	63.6
64748	1	.0	.0	63.6
64752	2	.1	.1	63.7
64755	1	.0	.0	63.7
64756	2	.1	.1	63.8
64759	14	.6	.6	64.4
64761	2	.1	.1	64.5
64762	2	.1	.1	64.5
64763	3	.1	.1	64.7
64772	13	.5	.5	65.2
64776	12	.5	.5	65.7
64779	3	.1	.1	65.8
64783	1	.0	.0	65.8
64784	3	.1	.1	65.9
64788	1	.0	.0	66.0
64790	1	.0	.0	66.0
64801	2	.1	.1	66.1

What is your home zip code?<sup>a</sup>

	Frequency	Percent	Valid Percent	Cumulative Percent
64804	13	.5	.5	66.6
64831	2	.1	.1	66.7
64832	1	.0	.0	66.7
64834	2	.1	.1	66.8
64835	1	.0	.0	66.9
64836	8	.2	.2	67.1
64842	1	.0	.0	67.1
64843	2	.1	.1	67.2
64844	1	.0	.0	67.3
64848	1	.0	.0	67.3
64850	4	.2	.2	67.4
64854	1	.0	.0	67.5
64856	8	.3	.3	67.8
64861	1	.0	.0	67.8
64863	1	.0	.0	67.9
64865	1	.0	.0	67.9
64870	2	.1	.1	68.0
65011	2	.1	.1	68.1
65013	6	.2	.2	68.3
65016	2	.1	.1	68.4
65017	2	.1	.1	68.4
65018	13	.5	.5	69.0
65020	6	.2	.2	69.2
65026	2	.1	.1	69.3
65032	3	.1	.1	69.4
65035	5	.2	.2	69.6
65037	7	.3	.3	69.9
65040	1	.0	.0	69.9
65041	7	.3	.3	70.2
65043	4	.2	.2	70.4
65046	4	.2	.2	70.5
65047	2	.1	.1	70.6
65049	2	.1	.1	70.7

What is your home zip code?<sup>a</sup>

	Frequency	Percent	Valid Percent	Cumulative Percent
65051	8	.3	.3	71.0
65052	1	.0	.0	71.0
65053	2	.1	.1	71.1
65054	1	.0	.0	71.2
65058	2	.1	.1	71.2
65061	3	.1	.1	71.3
65062	1	.0	.0	71.4
65063	2	.1	.1	71.5
65065	2	.1	.1	71.5
65066	9	.4	.4	71.9
65068	2	.1	.1	72.0
65072	2	.1	.1	72.1
65074	2	.1	.1	72.1
65075	1	.0	.0	72.2
65077	1	.0	.0	72.2
65078	2	.1	.1	72.3
65079	5	.2	.2	72.5
65081	2	.1	.1	72.6
65082	2	.1	.1	72.7
65084	2	.1	.1	72.7
65085	2	.1	.1	72.8
65101	10	.4	.4	73.2
65109	9	.4	.4	73.6
65201	3	.1	.1	73.7
65202	5	.2	.2	73.9
65203	10	.4	.4	74.3
65230	1	.0	.0	74.3
65231	1	.0	.0	74.4
65232	1	.0	.0	74.4
65233	7	.3	.3	74.7
65236	4	.2	.2	74.9
65237	2	.1	.1	74.9
65239	1	.0	.0	75.0

What is your home zip code?\*

	Frequency	Percent	Valid Percent	Cumulative Percent
65243	4	.2	.2	75.1
65248	7	.3	.3	75.4
65251	12	.5	.5	75.9
65254	5	.2	.2	76.1
65256	1	.0	.0	76.1
65257	3	.1	.1	76.2
65258	3	.1	.1	76.4
65259	5	.2	.2	76.6
65260	2	.1	.1	76.6
65261	4	.2	.2	76.8
65263	2	.1	.1	76.9
65264	1	.0	.0	76.9
65265	12	.5	.5	77.4
65270	10	.4	.4	77.8
65274	3	.1	.1	77.9
65275	8	.3	.3	78.2
65276	4	.2	.2	78.4
65279	1	.0	.0	78.4
65280	1	.0	.0	78.5
65281	6	.2	.2	78.7
65283	1	.0	.0	78.8
65284	1	.0	.0	78.8
65287	1	.0	.0	78.8
65301	29	1.2	1.2	80.0
65321	2	.1	.1	80.1
65322	1	.0	.0	80.1
65323	1	.0	.0	80.1
65324	3	.1	.1	80.3
65325	4	.2	.2	80.4
65326	2	.1	.1	80.5
65329	3	.1	.1	80.6
65332	2	.1	.1	80.7
65334	2	.1	.1	80.8

What is your home zip code?\*

	Frequency	Percent	Valid Percent	Cumulative Percent
65335	1	.0	.0	80.8
65336	10	.4	.4	81.2
65337	6	.2	.2	81.5
65338	1	.0	.0	81.5
65339	1	.0	.0	81.5
65340	23	.9	.9	82.5
65344	1	.0	.0	82.5
65345	1	.0	.0	82.5
65347	1	.0	.0	82.6
65348	2	.1	.1	82.7
65349	8	.3	.3	83.0
65351	4	.2	.2	83.1
65355	11	.4	.4	83.6
65360	3	.1	.1	83.7
65401	10	.4	.4	84.1
65438	3	.1	.1	84.2
65439	2	.1	.1	84.3
65441	3	.1	.1	84.4
65452	4	.2	.2	84.6
65453	6	.2	.2	84.8
65459	8	.3	.3	85.1
65462	1	.0	.0	85.2
65466	6	.2	.2	85.4
65470	1	.0	.0	85.4
65483	1	.0	.0	85.5
65486	5	.2	.2	85.7
65501	2	.1	.1	85.8
65536	15	.6	.6	86.4
65542	1	.0	.0	86.4
65543	1	.0	.0	86.4
65548	1	.0	.0	86.5
65550	2	.1	.1	86.5
65552	1	.0	.0	86.6

What is your home zip code?

	Frequency	Percent	Valid Percent	Cumulative Percent
65555	3	.1	.1	86.7
65556	5	.2	.2	86.9
65557	2	.1	.1	87.0
65559	6	.2	.2	87.2
65560	21	.8	.8	88.1
65565	11	.4	.4	88.5
65566	1	.0	.0	88.5
65567	1	.0	.0	88.6
65571	1	.0	.0	88.6
65580	3	.1	.1	88.7
65582	6	.2	.2	89.0
65583	5	.2	.2	89.2
65584	2	.1	.1	89.3
65588	1	.0	.0	89.3
65589	1	.0	.0	89.3
65590	2	.1	.1	89.4
65591	1	.0	.0	89.5
65604	1	.0	.0	89.5
65605	3	.1	.1	89.6
65606	5	.2	.2	89.8
65608	8	.3	.3	90.1
65609	1	.0	.0	90.2
65610	2	.1	.1	90.3
65611	2	.1	.1	90.3
65613	9	.4	.4	90.7
65615	2	.1	.1	90.8
65616	5	.2	.2	91.0
65617	1	.0	.0	91.0
65619	2	.1	.1	91.1
65622	5	.2	.2	91.3
65625	6	.2	.2	91.5
65626	3	.1	.1	91.6
65629	1	.0	.0	91.7

What is your home zip code?\*

	Frequency	Percent	Valid Percent	Cumulative Percent
65631	4	.2	.2	91.8
65632	3	.1	.1	92.0
65633	1	.0	.0	92.0
65634	1	.0	.0	92.0
65635	2	.1	.1	92.1
65637	1	.0	.0	92.2
65640	1	.0	.0	92.2
65644	1	.0	.0	92.2
65646	3	.1	.1	92.4
65647	1	.0	.0	92.4
65648	2	.1	.1	92.5
65649	2	.1	.1	92.6
65650	1	.0	.0	92.6
65652	3	.1	.1	92.7
65653	4	.2	.2	92.9
65655	6	.2	.2	93.1
65656	4	.2	.2	93.3
65660	1	.0	.0	93.3
65661	6	.2	.2	93.6
65663	2	.1	.1	93.6
65667	1	.0	.0	93.7
65668	1	.0	.0	93.7
65672	1	.0	.0	93.8
65679	1	.0	.0	93.8
65680	2	.1	.1	93.9
65681	1	.0	.0	93.9
65682	2	.1	.1	94.0
65686	2	.1	.1	94.1
65689	4	.2	.2	94.2
65692	1	.0	.0	94.3
65704	3	.1	.1	94.4
65706	7	.3	.3	94.7
65707	2	.1	.1	94.7



What is your home zip code?

	Frequency	Percent	Valid Percent	Cumulative Percent
65708	5	.2	.2	94.9
65711	11	.4	.4	95.4
65712	2	.1	.1	95.5
65714	7	.3	.3	95.7
65717	2	.1	.1	95.8
65721	3	.1	.1	95.9
65722	1	.0	.0	96.0
65723	6	.2	.2	96.2
65724	2	.1	.1	96.3
65732	1	.0	.0	96.3
65734	3	.1	.1	96.5
65735	2	.1	.1	96.5
65737	7	.3	.3	96.8
65739	1	.0	.0	96.9
65742	1	.0	.0	96.9
65746	5	.2	.2	97.1
65747	1	.0	.0	97.1
65752	4	.2	.2	97.3
65759	1	.0	.0	97.3
65761	2	.1	.1	97.4
65762	1	.0	.0	97.5
65764	3	.1	.1	97.6
65766	1	.0	.0	97.6
65767	4	.2	.2	97.8
65768	2	.1	.1	97.9
65769	4	.2	.2	98.0
65770	1	.0	.0	98.1
65772	2	.1	.1	98.1
65773	1	.0	.0	98.2
65774	3	.1	.1	98.3
65775	8	.3	.3	98.6
65777	1	.0	.0	98.6
65778	1	.0	.0	98.7

What is your home zip code?<sup>a</sup>

	Frequency	Percent	Valid Percent	Cumulative Percent
65779	2	.1	.1	98.8
65781	1	.0	.0	98.8
65785	5	.2	.2	99.0
65787	2	.1	.1	99.1
65791	7	.3	.3	99.4
65793	4	.2	.2	99.5
65802	1	0	0	99.6
65803	3	.1	.1	99.7
65804	3	.1	.1	99.8
65807	2	.1	.1	99.9
65809	1	0	0	99.9
65810	2	.1	.1	100.0
Total	2513	100.0	100.0	

a. Year = 2014

**Table 60: Question h**

What is your household income?<sup>a</sup>

	Frequency	Percent	Valid Percent	Cumulative Percent
Under \$30,000	525	20.9	20.9	20.9
\$30,000 - \$49,999	485	19.3	19.3	40.2
\$50,000 - \$69,999	372	14.8	14.8	55.0
\$70,000 or greater	584	23.2	23.2	78.2
Refused	547	21.8	21.8	100.0
Total	2513	100.0	100.0	

a. Year = 2014



