



# **Missouri's FY26 Annual Grant Application**

***for National Highway Traffic Safety Administration  
Funding***

**Missouri Department of Transportation  
Highway Safety & Traffic Division**

# Missouri FY26 Annual Grant Application for National Highway Traffic Safety Administration Funding

Missouri is applying for the following incentive grants:

- 405(b) Occupant Protection - *Low Use Rate*
- 405(c) State Data Systems Improvement
- 405(d) Impaired Driving - *Mid-Range*
- 405(e) Distracted Driving
- 405(f) Motorcyclist Safety
- 405(h) Preventing Roadside Deaths

The following pages include the projects included in Missouri's FY26 Annual Grant Application and Major Purchases, including:

- Communications
- Distracted Driving
- Drowsy Driving
- Impaired Driving
- Motorcycle Safety
- Non-Motorized Safety
- Occupant Protection
- Older Driver
- Planning & Administration
- Railroad Safety
- Roadway Safety
- Speed Management
- Traffic Records
- Young Drivers

## Adjustments to the Triennial Highway Safety Plan

Missouri is not submitting any adjustments to the FY24-26 Triennial Highway Safety Plan (THSP). Missouri's THSP was recently updated

## **Adjustments to the Triennial Highway Safety Plan**

**Missouri is not submitting any adjustments to the FY24-26 Triennial Highway Safety Plan (THSP). Missouri's THSP was recently updated and approved March 20, 2025 by the NHTSA Region 7 Administrator and no other updates are necessary as the Missouri Highway Safety Office does not intend to add any new performance measures or amend any previously submitted performance targets. Problem Identifications and Countermeasure Strategies remain the same, though the amendment approved in March included an update to Countermeasure Strategies and Project Considerations in the Roadway Safety (General) section.**

**The Program Areas in the FY24-26 THSP continue to be the data-driven issues that the HSO strives to address. Funding strategy continues to target those areas that indicate continued need and have the safety partners identified who are most qualified to assist the HSO achieve the targets identified in the THSP.**

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## Communications

Project Name	General Highway Safety Paid Media
Project Description and Location	Providing a statewide speed media campaign that addresses the issue of speeding drivers, as speed is one of the top three contributing circumstances to fatal crashes in Missouri. Media includes, but is not limited to, tv, radio, digital, online, print and social media.
Federal Funding Source	402
Project Agreement Number	PM-2026-02-01-00
Subrecipient(s)	Highway Safety & Traffic Division
Organization Type*	State Government/SHSO
Amount of Federal Funds	\$550,000.00
Eligible Use of Funds (see CFR)	Paid Media
Planning and Administration Costs (If Applicable)	NO
Promised Project/Requirements of 1300.41(b)	NO
Countermeasure Strategy or Strategies	Mass Media Campaigns, Communications & Outreach

Project Name	Impaired Driving Paid Media
Project Description and Location	Providing statewide impaired driving media campaign that addresses the issue of Impaired drivers, regardless of source of impairment, as one of the top three contributing circumstances to fatal crashes in Missouri. Media includes, but is not limited to, tv, radio, digital, online, print and social media.
Federal Funding Source	405d
Project Agreement Number	M5TR-2026-03-13-00
Subrecipient(s)	Highway Safety & Traffic Division
Organization Type*	State Government/SHSO
Amount of Federal Funds	\$1,800,000.00
Eligible Use of Funds (see CFR)	Paid and Earned Media In Support of HVE Efforts
Planning and Administration Costs (If Applicable)	NO
Promised Project/Requirements of 1300.41(b)	NO
Countermeasure Strategy or Strategies	Mass Media Campaigns, Communications & Outreach

Project Name	Hands Free/Distracted Driving Paid Media
Project Description and Location	Statewide distracted driving campaign educating the public on Missouri's new hands free law and the dangers of distracted driving. Media will affect all locations throughout Missouri. Media includes, but is not limited to, tv, radio, digital, online, print and social media.
Federal Funding Source	405e
Project Agreement Number	B8APE-2026-13-02-00
Subrecipient(s)	Highway Safety & Traffic Division
Organization Type*	State Government/SHSO

<b>Amount of Federal Funds</b>	\$400,000.00
<b>Eligible Use of Funds (see CFR)</b>	Educate the Public About the Dangers of Texting or Using a Cell Phone While Driving
<b>Planning and Administration Costs (If Applicable)</b>	NO
<b>Promised Project/Requirements of 1300.41(b)</b>	NO
<b>Countermeasure Strategy or Strategies</b>	Mass Media Campaigns, Communications & Outreach

## Distracted Driving

<b>Project Name</b>	<b>2026 405e Distracted Driving (Awareness) Enforcement Group</b>
<b>Project Description and Location</b>	Funding will be used to pay for Statewide law enforcement activity including officer overtime and fringe to conduct enforcement of the Hands Free law.
<b>Federal Funding Source</b>	405e
<b>Project Agreement Number</b>	B8ADDLE-2026-13-00-GO
<b>Subrecipient(s)</b>	Arnold Police Dept., City of St. Louis Police Division, Clay County Sheriff's Office, Eureka Police Dept., Grandview Police Dept., Greene County Sheriff's Office, Jefferson County Sheriff's Office, Platte County Sheriff's Office, Stoddard County Sheriff's Dept., University City Police Dept., Wentzville Police Dept.
<b>Organization Type</b>	County and Local Law Enforcement
<b>Amount of Federal Funds</b>	\$159,218.00
<b>Eligible Use of Funds (see CFR)</b>	Law Enforcement Costs Related to the Enforcement of the Distracted Driving Law
<b>Planning and Administration Costs (If Applicable)</b>	NO
<b>Promised Project/Requirements of 1300.41(b)</b>	NO
<b>Countermeasure Strategy or Strategies</b>	High Visibility Enforcement

<b>Project Name</b>	<b>Distracted Driving</b>
<b>Project Description and Location</b>	The Boonslick Regional Planning Commission will travel throughout Lincoln, Montgomery and Warren Counties providing hands-on and educational events for all age drivers, including simulated activities, informational tabling at local events, and social media campaign support. Funding will include equipment, salary, mileage, office supplies, and institutional fees for an intended local/regional effect.
<b>Federal Funding Source</b>	405e
<b>Project Agreement Number</b>	B8ATS-2026-13-01-00
<b>Subrecipient(s)</b>	Boonslick Regional Planning Commission
<b>Organization Type*</b>	Regional Planning Commission
<b>Amount of Federal Funds</b>	\$13,800.56
<b>Eligible Use of Funds (see CFR)</b>	Educate the Public About the Dangers of Texting or Using a Cell Phone While Driving
<b>Planning and Administration Costs (If Applicable)</b>	NO
<b>Promised Project/Requirements of 1300.41(b)</b>	NO
<b>Countermeasure Strategy or Strategies</b>	Communications and Outreach

<b>Project Name</b>	<b>Hands Free Program</b>
<b>Project Description and Location</b>	Missouri Partners in Prevention (PIP) will develop and implement a Hands-free driving campaign targeting college students around the state. This project funds personnel, resource materials, and speaker/conference fees for the annual Meeting of the Minds - Distracted Driving Track for an intended statewide effect.
<b>Federal Funding Source</b>	405e
<b>Project Agreement Number</b>	B8ATS-2026-13-02-00
<b>Subrecipient(s)</b>	Curators of the University of Missouri (SPA)
<b>Organization Type</b>	University
<b>Amount of Federal Funds</b>	\$100,000.00
<b>Eligible Use of Funds (see CFR)</b>	Educate the Public About the Dangers of Texting or Using a Cell Phone While Driving
<b>Planning and Administration Costs (If Applicable)</b>	NO
<b>Promised Project/Requirements of 1300.41(b)</b>	NO
<b>Countermeasure Strategy or Strategies</b>	Communications and Outreach

<b>Project Name</b>	<b>2025 405e Distracted Driving (Awareness)</b>
<b>Project Description and Location</b>	Based upon the proven success of public awareness campaigns for impaired driving, occupant protection, and speed, the SHSO intends to conduct similar campaigns for distracted driving. In addition, educating youth on the risks of distracted driving is consistent with Show-Me Zero's goal of reaching all Missourians. This internal project will ensure funds are available for both internal and external projects that may arise throughout the fiscal year.
<b>Federal Funding Source</b>	405e
<b>Project Agreement Number</b>	B8APE-2026-13-01-00
<b>Subrecipient(s)</b>	Highway Safety and Traffic Division
<b>Organization Type</b>	State Government/SHSO
<b>Amount of Federal Funds</b>	\$93,076.75
<b>Eligible Use of Funds (see CFR)</b>	Educate the Public About the Dangers of Texting or Using a Cell Phone While Driving; Law Enforcement Costs Related to the Enforcement of the Distracted Driving Law
<b>Planning and Administration Costs (If Applicable)</b>	NO
<b>Promised Project/Requirements of 1300.41(b)</b>	NO
<b>Countermeasure Strategy or Strategies</b>	Communications and Outreach; High Visibility Enforcement

## Drowsy Driving

Project Name	TyREDD Education
<p align="center"><b>Project Description and Location</b></p>	<p>TyREDD, (Tyler Raising Education for Drowsy Driving), was founded in 2011 after the Kerrie Warne family lost their oldest son Tyler in a drowsy driving crash. TyREDD provides education to prevent drowsy driving deaths through education. Kerrie has partnered with the COO for Clayton Sleep Institute, Matthew Uhles, and together they have developed a powerful and educational presentation tailored to teens, businesses, organizations and parents that highlights Tyler's story, drowsy driving education and sleep science. This statewide project will provide travel expenses, speaker fees, conference support and resource materials for an intended statewide effect.</p>
<p align="center"><b>Federal Funding Source</b></p>	<p align="center">402</p>
<p align="center"><b>Project Agreement Number</b></p>	<p align="center">CP-2026-09-01-00</p>
<p align="center"><b>Subrecipient(s)</b></p>	<p align="center">TyREDD</p>
<p align="center"><b>Organization Type*</b></p>	<p align="center">Non-Profit</p>
<p align="center"><b>Amount of Federal Funds</b></p>	<p align="center">\$50,250.00</p>
<p align="center"><b>Eligible Use of Funds (see CFR)</b></p>	<p align="center">Driver Education</p>
<p align="center"><b>Planning and Administration Costs (If Applicable)</b></p>	<p align="center">NO</p>
<p align="center"><b>Promised Project/Requirements of 1300.41(b)</b></p>	<p align="center">NO</p>
<p align="center"><b>Countermeasure Strategy or Strategies</b></p>	<p align="center">Education</p>

## Impaired Driving (Drug & Alcohol)

<b>Project Name</b>	<b>154 Law Enforcement Group</b>
<b>Project Description and Location</b>	<p>Funding will be used to pay for Statewide law enforcement activity (see Subrecipients for locations) including officer overtime, dedicated hours, and fringe to conduct enforcement of drunken driving and underage drinking/driving. Equipment will cover police vehicles, flares, in-car video systems, vehicle lighting, preliminary breath testers/mouthpieces, dry gas simulators, wireless air cards, traffic cones, flashlights and licenses for counterfeit driver's license scanner/detectors. Funding will also be utilized to provide training for law enforcement.</p>
<b>Federal Funding Source</b>	154
<b>Project Agreement Number</b>	ENF_AL-2026-AL-00-GO
	<p>Arnold Police Dept., Ballwin Police Dept., Belton Police Dept., Blue Springs Police Dept., Board of Police Commissioners of Kansas City, MO, Bolivar Police Dept., Boone County Sheriff's Office, Branson Police Dept., Buchanan County Sheriff's Dept., Cabool Police Dept., Camden County Sheriff's Office, Cape Girardeau County Sheriff's Office, Cape Girardeau Police Dept., Cass County Sheriff's Office, Chesterfield Police Dept., Chillicothe Police Dept., Christian County Sheriff's Office, City of St. Louis Police Division, Clay County Sheriff's Office, Cole County Sheriff's Dept., Cottleville Police Dept., Crawford County Sheriff's Dept., Creve Coeur Police Dept., Dallas County Sheriff's Office, Ellisville Police Dept., Eureka Police Dept., Excelsior Springs Police Dept., Festus Police Dept., Florissant Police Dept., Franklin County Sheriff's Office, Gasconade County Sheriff's Office, Gladstone Police Department , Grain Valley Police Dept.,</p>

<p style="text-align: center;"><b>Subrecipient(s)</b></p>	<p>Grandview Police Dept., Greene County Sheriff's Office, Harrisonville Police Dept., Hazelwood Police Dept., Houston Police Dept., Howell County Sheriff's Dept., Independence Police Dept., Jackson County Sheriff's Office, Jackson Police Dept., Jasper County Sheriff's Office, Jefferson City Police Dept., Jefferson County Sheriff's Office, Johnson County Sheriff's Dept., Joplin Police Dept., Kennett Police Dept., Lake St. Louis Police Dept., Lawrence County Sheriff's Dept., Lee's Summit Police Dept., Liberty Police Dept., Livingston County Sheriff's Dept., Macon Police Dept., Manchester Police Dept., Marshall Police Dept., Maryland Heights Police Dept., Miller County Sheriff's Office, Moberly Police Dept., Mountain View Police Dept., Neosho Police Dept., Newton County Sheriff's Office, Nixa Police Dept., Oak Grove Police Dept., O'Fallon Police Dept., Oronogo Police Department, Osage Beach Police Department, Overland Police Dept., Ozark Police Dept., Pacific Police Dept., Phelps County Sheriff's Dept., Platte County Sheriff's Office, Pleasant Hill Police Dept., Potosi Police Dept., Ray County Sheriff's Office, Raymore Police Dept., Republic Police Dept.,</p> <p>Rogersville Police Dept., Rolla Police Dept., Sedalia Police Dept., Smithville Police Dept., Springfield Police Dept., St. Charles City Police Dept., St. Charles County Police Department, St. Clair Police Dept., St. John Police Dept., St. Joseph Police Dept., St. Louis County Police Dept., St. Peters Police Dept., St. Robert Police Dept., Sugar Creek Police Dept., Sullivan Police Dept., Troy Police Dept., University City Police Dept., University of Central Missouri DPS, Warrenton Police Dept., Washington Police Dept., Waynesville Police Dept., Webb City Police Dept., Webster County Sheriff's Office, Webster Groves Police Dept., Wentzville Police Dept., West Plains Police Dept.</p>
<p style="text-align: center;"><b>Organization Type</b></p>	<p style="text-align: center;">State, County and Local Law Enforcement</p>
<p style="text-align: center;"><b>Amount of Federal Funds</b></p>	<p style="text-align: center;">\$6,035,036.11</p>
<p style="text-align: center;"><b>Eligible Use of Funds (see CFR)</b></p>	<p style="text-align: center;">Purchase of Equipment; Training of Officers; Use of Additional Personnel for Specific Impaired Driving Countermeasures</p>
<p style="text-align: center;"><b>Planning and Administration Costs (If Applicable)</b></p>	<p style="text-align: center;">No</p>
<p style="text-align: center;"><b>Promised Project/Requirements of 1300.41(b)</b></p>	<p style="text-align: center;">No</p>
<p style="text-align: center;"><b>Countermeasure Strategy or Strategies</b></p>	<p>Integrated Enforcement; Enforcement of Drug-Impaired Driving; High Visibility Saturation Patrol; Zero Tolerance Law Enforcement; Alcohol Vendor Compliance Checks</p>

<b>Project Name</b>	<b>Impaired Driving Enforcement</b>
<b>Project Description and Location</b>	Funding will be used to pay for impaired driving enforcement in Byrnes Mill including officer overtime and training for law enforcement.
<b>Federal Funding Source</b>	405d
<b>Project Agreement Number</b>	M5HVE-2026-03-05-00
<b>Subrecipient(s)</b>	Byrnes Mill Police Dept.
<b>Organization Type</b>	Law Enforcement
<b>Amount of Federal Funds</b>	\$10,000.00
<b>Eligible Use of Funds (see CFR)</b>	High Visibility Enforcement; Equipment and Related Expenditures Used in Connection With Impaired Driving Enforcement; Training and Education
<b>Planning and Administration Costs (If Applicable)</b>	No
<b>Promised Project/Requirements of 1300.41(b)</b>	No
<b>Countermeasure Strategy or Strategies</b>	Integrated Enforcement; Enforcement of Drug-Impaired Driving; High Visibility Saturation Patrol; Zero Tolerance Law Enforcement; Alcohol Vendor Compliance Checks

<b>Project Name</b>	<b>Statewide 154 Impaired Driving</b>
<b>Project Description and Location</b>	Funding will be used to pay for Statewide law enforcement officer enforcement activity (including fringe), police vehicles, and equipment to include flares, in-car video systems, vehicle lighting, preliminary breath testers/mouthpieces (for both alcohol and marijuana), dry gas simulators, wireless air cards, traffic cones, fatal vision goggles and flashlights. Funding will also be utilized to provide training for law enforcement in impaired driving traffic safety countermeasures.
<b>Federal Funding Source</b>	154
<b>Project Agreement Number</b>	ENF_AL_2026-03-46-00
<b>Subrecipient(s)</b>	Highway Safety and Traffic Division
<b>Organization Type</b>	High Visibility Enforcement; Equipment and Related Expenditures Used in Connection With Impaired Driving Enforcement; Training and Education; Oral Fluid Screening Technologies
<b>Amount of Federal Funds</b>	\$184,245.00
<b>Eligible Use of Funds (see CFR)</b>	Purchase of Equipment; Training of Officers; Use of Additional Personnel for Specific Impaired Driving Countermeasures
<b>Planning and Administration Costs (If Applicable)</b>	No
<b>Promised Project/Requirements of 1300.41(b)</b>	No
<b>Countermeasure Strategy or Strategies</b>	Integrated Enforcement; Enforcement of Drug-Impaired Driving; High Visibility Saturation Patrol; Zero Tolerance Law Enforcement; Alcohol Vendor Compliance Checks

<b>Project Name</b>	<b>Statewide 405d Impaired Driving</b>
<b>Project Description and Location</b>	Funding will be used to pay for Statewide law enforcement officer enforcement activity (including fringe), police vehicles, and equipment to include flares, in-car video systems, vehicle lighting, preliminary breath testers/mouthpieces (for both alcohol and marijuana), dry gas simulators, wireless air cards, traffic cones, fatal vision goggles and flashlights. Funding will also be utilized to provide training for law enforcement in impaired driving traffic safety countermeasures.
<b>Federal Funding Source</b>	405d
<b>Project Agreement Number</b>	M5HVE-2026-03-03-00
<b>Subrecipient(s)</b>	Highway Safety and Traffic Division
<b>Organization Type</b>	Law Enforcement
<b>Amount of Federal Funds</b>	\$202,440.00
<b>Eligible Use of Funds (see CFR)</b>	High Visibility Enforcement; Equipment and Related Expenditures Used in Connection With Impaired Driving Enforcement; Training and Education; Oral Fluid Screening Technologies
<b>Planning and Administration Costs (If Applicable)</b>	No
<b>Promised Project/Requirements of 1300.41(b)</b>	No
<b>Countermeasure Strategy or Strategies</b>	Integrated Enforcement; Enforcement of Drug-Impaired Driving; High Visibility Saturation Patrol; Zero Tolerance Law Enforcement; Alcohol Vendor Compliance Checks

<b>Project Name</b>	<b>ATC- ASAP Enforcement</b>
<b>Project Description and Location</b>	Statewide enforcement of liquor laws via programs such as Badges in Business (preventing underage buying), Joint Enforcement Teams (partnering with other law enforcement agencies during special events) and Stategic Enforcement Teams (addressing specific complaints of suspected underage drinking) to prevent young or overserved individuals from also driving impaired. Program works in conjunction with MO ATC's Server Training program.
<b>Federal Funding Source</b>	405d
<b>Project Agreement Number</b>	M5TR-2026-03-11-00
<b>Subrecipient(s)</b>	MO Division of Alcohol and Tobacco Control
<b>Organization Type</b>	Law Enforcement
<b>Amount of Federal Funds</b>	\$275,000.00
<b>Eligible Use of Funds (see CFR)</b>	High Visibility Enforcement; Equipment and Related Expenditures Used in Connection With Impaired Driving Enforcement
<b>Planning and Administration Costs (If Applicable)</b>	No
<b>Promised Project/Requirements of 1300.41(b)</b>	No

<b>Countermeasure Strategy or Strategies</b>	Integrated Enforcement; Enforcement of Drug-Impaired Driving; High Visibility Saturation Patrol; Zero Tolerance Law Enforcement; Alcohol Vendor Compliance Checks
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<b>Project Name</b>	<b>Impaired Driving Enforcement</b>
<b>Project Description and Location</b>	Overtime for Statewide impaired-driving enforcement (including Aircraft Division), preliminary breath testers, breath instrument supplies and maintenance such as photocells and dry gas cylinders, oral fluid testing cartridges.
<b>Federal Funding Source</b>	405d
<b>Project Agreement Number</b>	M5HVE-2026-03-02-00
<b>Subrecipient(s)</b>	MO State Highway Patrol
<b>Organization Type</b>	Law Enforcement
<b>Amount of Federal Funds</b>	\$222,500.00
<b>Eligible Use of Funds (see CFR)</b>	High Visibility Enforcement; Equipment and Related Expenditures Used in Connection With Impaired Driving Enforcement; Training and Education; Oral Fluid Screening Technologies
<b>Planning and Administration Costs (If Applicable)</b>	No
<b>Promised Project/Requirements of 1300.41(b)</b>	No
<b>Countermeasure Strategy or Strategies</b>	Integrated Enforcement; Enforcement of Drug-Impaired Driving; High Visibility Saturation Patrol; Zero Tolerance Law Enforcement; Alcohol Vendor Compliance Checks

<b>Project Name</b>	<b>Impaired Driving Enforcement - Targeted</b>
<b>Project Description and Location</b>	Travel and overtime costs for select troopers to target specific areas of the state in Troops A, C, D, F and H based on crash characteristics, known tourist and special event populations and/or large population areas where impaired driving is known to occur.
<b>Federal Funding Source</b>	405d
<b>Project Agreement Number</b>	M5HVE-2026-03-01-00
<b>Subrecipient(s)</b>	MO State Highway Patrol
<b>Organization Type</b>	Law Enforcement
<b>Amount of Federal Funds</b>	\$87,000.00
<b>Eligible Use of Funds (see CFR)</b>	High Visibility Enforcement; Equipment and Related Expenditures Used in Connection With Impaired Driving Enforcement; Training and Education; Oral Fluid Screening Technologies
<b>Planning and Administration Costs (If Applicable)</b>	No
<b>Promised Project/Requirements of 1300.41(b)</b>	No
<b>Countermeasure Strategy or Strategies</b>	Integrated Enforcement; Enforcement of Drug-Impaired Driving; High Visibility Saturation Patrol; Zero Tolerance Law Enforcement; Alcohol Vendor Compliance Checks

<b>Project Name</b>	<b>Impaired Driving Enforcement</b>
<b>Project Description and Location</b>	Funding will be used to pay for impaired driving enforcement in St. Joseph, including officer overtime and training for law enforcement.
<b>Federal Funding Source</b>	405d
<b>Project Agreement Number</b>	M5HVE-2026-03-04-00
<b>Subrecipient(s)</b>	St. Joseph Police Dept.
<b>Organization Type</b>	Law Enforcement
<b>Amount of Federal Funds</b>	\$20,000.00
<b>Eligible Use of Funds (see CFR)</b>	High Visibility Enforcement; Equipment and Related Expenditures Used in Connection With Impaired Driving Enforcement; Training and Education
<b>Planning and Administration Costs (If Applicable)</b>	No
<b>Promised Project/Requirements of 1300.41(b)</b>	No
<b>Countermeasure Strategy or Strategies</b>	Integrated Enforcement; Enforcement of Drug-Impaired Driving; High Visibility Saturation Patrol; Zero Tolerance Law Enforcement; Alcohol Vendor Compliance Checks

<b>Project Name</b>	<b>THC Education/Prevention</b>
<b>Project Description and Location</b>	The Boonslick Regional Planning Commission will travel throughout Lincoln, Montgomery and Warren Counties providing hands-on and educational events for all age drivers, including impaired goggles and simulated activities, informational tabling at local events, and social media campaign support. Funding will include equipment, salary, mileage, office supplies, and institutional fees
<b>Federal Funding Source</b>	405d
<b>Project Agreement Number</b>	M5TR-2026-03-08-00
<b>Subrecipient(s)</b>	Boonslick Regional Planning Commission
<b>Organization Type</b>	Regional Planning Commission
<b>Amount of Federal Funds</b>	\$18,420.56
<b>Eligible Use of Funds (see CFR)</b>	Paid and Earned Media; Equipment and Related Expenditures Used in Connection With Impaired Driving Enforcement; Other
<b>Planning and Administration Costs (If Applicable)</b>	No
<b>Promised Project/Requirements of 1300.41(b)</b>	No
<b>Countermeasure Strategy or Strategies</b>	Youth Programs

<b>Project Name</b>	<b>Safe and Sober</b>
<b>Project Description and Location</b>	The Safe and Sober program educates students statewide on the dangers of drugs and alcohol while reinforcing positive decision making and responsibility. The program is designed to give high school and middle school students, along with their parents and teachers, the information they need to prevent underage drinking impairment. The funding will provide support for equipment, program development, travel, educational materials and operational expenses of the program for an intended statewide effect.
<b>Federal Funding Source</b>	405d
<b>Project Agreement Number</b>	M5TR-2026-03-12-00
<b>Subrecipient(s)</b>	Community Partnership of the Ozarks
<b>Organization Type</b>	Non-Profit
<b>Amount of Federal Funds</b>	\$360,000.00
<b>Eligible Use of Funds (see CFR)</b>	Paid and Earned Media in Support of High-Visibility Enforcement Efforts
<b>Planning and Administration Costs (If Applicable)</b>	No
<b>Promised Project/Requirements of 1300.41(b)</b>	No
<b>Countermeasure Strategy or Strategies</b>	Youth Programs, Zero-Tolerance Enforcement

<b>Project Name</b>	<b>SMART, CHEERS, DRIVE SAFE, DRIVE SMART</b>
<b>Project Description and Location</b>	The Drive Safe, Drive Smart educational campaign, the SMART responsible beverage service online and live training programs address the driving issues facing college students throughout the state of Missouri and the communities that they impact. With the Missouri Partners in Prevention statewide network of 24 campuses, programs will be implemented that have proven successful at increasing awareness, providing education, enacting behavior change, and improving enforcement of laws and policies on college campuses and in their communities. The programs also work with retail and liquor establishments to educate employees on over service of alcohol and selling to minors. This project will provide training, salary, conference support, educational materials and operational expenses of the program for an intended statewide effect. This is a statewide program.
<b>Federal Funding Source</b>	405d
<b>Project Agreement Number</b>	M5TR-2026-03-09-00
<b>Subrecipient(s)</b>	Curators of the University of Missouri (SPA)
<b>Organization Type</b>	University
<b>Amount of Federal Funds</b>	\$300,000.00
<b>Eligible Use of Funds (see CFR)</b>	Paid and Earned Media; Equipment and Related Expenditures Used in Connection With Impaired Driving Enforcement; Other
<b>Planning and Administration Costs (If Applicable)</b>	No

<b>Promised Project/Requirements of 1300.41(b)</b>	No
<b>Countermeasure Strategy or Strategies</b>	Youth Programs

<b>Project Name</b>	<b>Ignition Interlock Device Program (HS)</b>
<b>Project Description and Location</b>	This project will be utilized to fund the annual administrative costs associated with the current ignition interlock program. These annual costs include user licenses, community logins, government cloud services, and a document upload license. This project also includes attendance to the annual Association of Ignition Interlock Program Administrators (AIIPA) conference.
<b>Federal Funding Source</b>	154
<b>Project Agreement Number</b>	II_AL-2026-03-01-00
<b>Subrecipient(s)</b>	Highway Safety and Traffic Division
<b>Organization Type</b>	State Government/SHSO
<b>Amount of Federal Funds</b>	\$55,000.00
<b>Eligible Use of Funds (see CFR)</b>	Alcohol Ignition Interlock Programs
<b>Planning and Administration Costs (If Applicable)</b>	No
<b>Promised Project/Requirements of 1300.41(b)</b>	No
<b>Countermeasure Strategy or Strategies</b>	Ignition Interlocks

<b>Project Name</b>	<b>2026 405d Impaired Driving Coordination</b>
<b>Project Description and Location</b>	Funding for Statewide SHSO coordination activities for Impaired Driver coordination to include salaries and fringe benefits of program staff
<b>Federal Funding Source</b>	405d
<b>Project Agreement Number</b>	M5IDC-2026-03-01-00
<b>Subrecipient(s)</b>	Highway Safety and Traffic Division
<b>Organization Type</b>	State Government/SHSO
<b>Amount of Federal Funds</b>	\$75,000.00
<b>Eligible Use of Funds (see CFR)</b>	Hiring a Full-Time or Part-Time Impaired Driving Coordinator
<b>Planning and Administration Costs (If Applicable)</b>	No
<b>Promised Project/Requirements of 1300.41(b)</b>	No
<b>Countermeasure Strategy or Strategies</b>	Highway Safety Office Program Management

<b>Project Name</b>	<b>In-House Impaired Driving Project</b>
<b>Project Description and Location</b>	This project will cover activities in the impaired driving program area including: development and printing costs; educational programs; travel expenses for speaking engagements or conferences; supplies for training programs or educational activities, etc. Funding was also made available for conferences/trainings, which includes funds to send all newly certified DREs to the National DRE Conference.
<b>Federal Funding Source</b>	405d
<b>Project Agreement Number</b>	M5TR-2026-03-02-00
<b>Subrecipient(s)</b>	Highway Safety and Traffic Division

<b>Organization Type</b>	State Government/SHSO
<b>Amount of Federal Funds</b>	\$84,000.00
<b>Eligible Use of Funds (see CFR)</b>	Improving Blood Alcohol and Drug Concentration Screening and Testing; Training and Education
<b>Planning and Administration Costs (If Applicable)</b>	No
<b>Promised Project/Requirements of 1300.41(b)</b>	No
<b>Countermeasure Strategy or Strategies</b>	Law Enforcement Training

<b>Project Name</b>	<b>Judicial Outreach Liaison Program</b>
<b>Project Description and Location</b>	<p>The goal of this project is to establish and maintain peer-to-peer relationships with the judiciary of the State of Missouri in order to increase their knowledge and participation of State Highway Safety Office (SHSO) safety initiatives and increase the judiciary knowledge of challenges in adjudicating impaired driving cases. The SJOL will address these challenges through establishing a partnership with the judiciary by providing education and technical assistance utilizing resources such as current science, research and data, information on evidence-based sentencing practices, DWI Courts, Ignition Interlocks, case law, and offender assessment and treatment throughout the State. Also, the SJOL will contact as many court districts, as allowed by funding, to establish good working relationships with the courts and will seek input from those court districts the type of trainings needed in those areas for the judiciary. Further, the SJOL will work with the Missouri Department of Revenue to educate court districts and the judiciary regarding the need and use for the Ignition Interlock program in Missouri. This project covers salaries, supplies, travel expenses, and indirect costs. Trainings are for local jurisdictions statewide.</p>
<b>Federal Funding Source</b>	405d
<b>Project Agreement Number</b>	M5CS-2026-03-01-00
<b>Subrecipient(s)</b>	Missouri Assoc. of Treatment Court Professionals
<b>Organization Type</b>	Court System/Non-Profit
<b>Amount of Federal Funds</b>	\$53,053.00
<b>Eligible Use of Funds (see CFR)</b>	Training and Education of Court Professionals
<b>Planning and Administration Costs (If Applicable)</b>	No
<b>Promised Project/Requirements of 1300.41(b)</b>	No
<b>Countermeasure Strategy or Strategies</b>	Judicial Training

<b>Project Name</b>	<b>Enforcement-Drive Sober Campaign</b>
<b>Project Description and Location</b>	<p>These overtime funds will be used to encourage law enforcement agencies to increase their impaired driving enforcement efforts during the following campaigns: Holiday Impaired Driving, Spring Impaired Driving, and DSOGPO.</p>
<b>Federal Funding Source</b>	154

<b>Project Agreement Number</b>	ENF_AL_2026-03-68-00
<b>Subrecipient(s)</b>	Missouri Safety Center
<b>Organization Type</b>	University
<b>Amount of Federal Funds</b>	\$486,365.50
<b>Eligible Use of Funds (see CFR)</b>	Use of Additional Personnel for Specific Impaired Driving Countermeasures
<b>Planning and Administration Costs (If Applicable)</b>	No
<b>Promised Project/Requirements of 1300.41(b)</b>	No
<b>Countermeasure Strategy or Strategies</b>	High Visibility Saturation Patrol, Integrated Enforcement, Enforcement of Drug-Impaired Driving

<b>Project Name</b>	<b>Ignition Interlock Device Program (MSC)</b>
<b>Project Description and Location</b>	The Missouri Safety Center at the University of Central Missouri will coordinate the breath alcohol ignition interlock monitoring and training program. These funds are used to provide monitoring oversight of the ignition interlock service centers and field testing of approved devices. Ignition interlock related training is also provided to law enforcement utilizing this project.
<b>Federal Funding Source</b>	154
<b>Project Agreement Number</b>	II_AL-2026-03-02-00
<b>Subrecipient(s)</b>	Missouri Safety Center
<b>Organization Type</b>	University
<b>Amount of Federal Funds</b>	\$151,284.52
<b>Eligible Use of Funds (see CFR)</b>	Alcohol Ignition Interlock Programs
<b>Planning and Administration Costs (If Applicable)</b>	No
<b>Promised Project/Requirements of 1300.41(b)</b>	No
<b>Countermeasure Strategy or Strategies</b>	Ignition Interlocks

<b>Project Name</b>	<b>Alcohol Law Enforcement Liaison (LEL)</b>
<b>Project Description and Location</b>	The Missouri Safety Center will employ up to three law enforcement liaisons (LEL's) to meet the goals and objectives of the impaired driving program area.
<b>Federal Funding Source</b>	405d
<b>Project Agreement Number</b>	M5HVE-2026-03-06-00
<b>Subrecipient(s)</b>	Missouri Safety Center
<b>Organization Type</b>	University
<b>Amount of Federal Funds</b>	\$181,554.42
<b>Eligible Use of Funds (see CFR)</b>	High Visibility Enforcement; Equipment and Related Expenditures Used in Connection With Impaired Driving Enforcement; Training and Education
<b>Planning and Administration Costs (If Applicable)</b>	No
<b>Promised Project/Requirements of 1300.41(b)</b>	No
<b>Countermeasure Strategy or Strategies</b>	Law Enforcement Liaisons

<b>Project Name</b>	<b>Impaired Driving Countermeasures</b>
<b>Project Description and Location</b>	The Missouri Safety Center provides professional staff for coordination of the breath alcohol and SFST programs. The Safety Center provides oversight of breath instrument placement, maintenance and service, inventory, and technical assistance across the State. The MSC provides a call center for those who have questions about each of the programs. The funding covers costs such as salaries and fringe, equipment, operational expenses, training, travel, and indirect costs. Trainings are for local jurisdictions statewide.
<b>Federal Funding Source</b>	405d
<b>Project Agreement Number</b>	M5TR-2026-03-03-00
<b>Subrecipient(s)</b>	Missouri Safety Center
<b>Organization Type</b>	University
<b>Amount of Federal Funds</b>	\$326,228.12
<b>Eligible Use of Funds (see CFR)</b>	Equipment and Related Expenditures Used in Connection With Impaired Driving Enforcement; Training and Education
<b>Planning and Administration Costs (If Applicable)</b>	No
<b>Promised Project/Requirements of 1300.41(b)</b>	No
<b>Countermeasure Strategy or Strategies</b>	Law Enforcement Training, Breath Test Devices

<b>Project Name</b>	<b>Drug Impaired Driving &amp; SFST</b>
<b>Project Description and Location</b>	The Highway Safety Office contracts with the Missouri Safety Center for coordination of the DRE program in the state. The DRE State Coordinator provides oversight of the program and works with members of the DRE/SFST Technical Panel, chaired by a member of the Missouri State Highway Patrol. This project covers salaries, equipment, operational and travel expenses, and indirect costs. Trainings are for local jurisdictions statewide.
<b>Federal Funding Source</b>	405d
<b>Project Agreement Number</b>	M5TR-2026-03-04-00
<b>Subrecipient(s)</b>	Missouri Safety Center
<b>Organization Type</b>	University
<b>Amount of Federal Funds</b>	\$448,824.06
<b>Eligible Use of Funds (see CFR)</b>	Equipment and Related Expenditures Used in Connection With Impaired Driving Enforcement; Training and Education
<b>Planning and Administration Costs (If Applicable)</b>	No
<b>Promised Project/Requirements of 1300.41(b)</b>	No
<b>Countermeasure Strategy or Strategies</b>	Law Enforcement Training, Enforcement of Drug-Impaired Driving

<b>Project Name</b>	<b>LE Phlebotomy Program (LEPP) Training</b>
<b>Project Description and Location</b>	This is a continuation of the Law Enforcement Phlebotomy Program (LEPP) in Missouri. This project provides training to approx. 20 law enforcement officers to be qualified as Law Enforcement Phlebotomists (LEP) in Missouri. Funding will provide for travel expenses, supplies for each new law enforcement phlebotomist, replenishment of consumable equipment, for training from Moberly Area Community College for the selected officers for both their initial law enforcement phlebotomy training, and a requalification class for approx. 20 LEPs that is required every 2 years. The funding also covers salary/fringe, supplies, and indirect costs for MSC. Trainings are for local jurisdictions statewide.
<b>Federal Funding Source</b>	405d
<b>Project Agreement Number</b>	M5TR-2026-03-05-00
<b>Subrecipient(s)</b>	Missouri Safety Center
<b>Organization Type</b>	University
<b>Amount of Federal Funds</b>	\$83,533.28
<b>Eligible Use of Funds (see CFR)</b>	Training on the use of alcohol and drug screening and brief intervention; Improving blood alcohol and drug concentration screening and testing
<b>Planning and Administration Costs (If Applicable)</b>	No
<b>Promised Project/Requirements of 1300.41(b)</b>	No
<b>Countermeasure Strategy or Strategies</b>	Law Enforcement Training

<b>Project Name</b>	<b>Appellate Counsel and DOR/LE Training</b>
<b>Project Description and Location</b>	This project provides for Appellate Counsel (AP) for the Department of Revenue (DOR) for impaired driving cases. The AP works with the Missouri State Highway Patrol, the Missouri Safety Center and other law enforcement agencies to train officers in impaired driving laws, historical case law, and provides dedicated legal representation to DOR for appeals to the Missouri appellate courts. The funding for this project will cover the AP's salary/fringe, travel expenses for conferences, miscellaneous trainings, and other office supplies. Trainings are for local jurisdictions statewide.
<b>Federal Funding Source</b>	405d
<b>Project Agreement Number</b>	M5CS-2026-03-02-00
<b>Subrecipient(s)</b>	MO Dept. of Revenue
<b>Organization Type</b>	State Government
<b>Amount of Federal Funds</b>	\$155,880.00
<b>Eligible Use of Funds (see CFR)</b>	Court support of impaired driving prevention efforts - training and education of criminal justice professionals
<b>Planning and Administration Costs (If Applicable)</b>	No

<b>Promised Project/Requirements of 1300.41(b)</b>	No
<b>Countermeasure Strategy or Strategies</b>	Prosecutor Training; Law Enforcement Training

<b>Project Name</b>	<b>Ignition Interlock Device Program (DOR)</b>
<b>Project Description and Location</b>	This position serves as the Ignition Interlock Device (IID) Coordinator for DOR to monitor those offenders required to maintain proof of installation of an IID for either limited privileges or license reinstatement. The Research/Data Analyst provides training to law enforcement, prosecutors and judges on ignition interlock devices and help to shape rules, processes and laws regarding ignition interlock devices, criminal history checks and ignition interlock devices.
<b>Federal Funding Source</b>	405d
<b>Project Agreement Number</b>	M5II-2026-03-01-00
<b>Subrecipient(s)</b>	MO Dept. of Revenue
<b>Organization Type</b>	State Government
<b>Amount of Federal Funds</b>	\$118,239.39
<b>Eligible Use of Funds (see CFR)</b>	Alcohol Ignition Interlock Programs
<b>Planning and Administration Costs (If Applicable)</b>	No
<b>Promised Project/Requirements of 1300.41(b)</b>	No
<b>Countermeasure Strategy or Strategies</b>	Ignition Interlocks

<b>Project Name</b>	<b>ATC- ASAP Server Training</b>
<b>Project Description and Location</b>	This statewide program will provide alcohol server training designed to address the problem of underage drinking and over-service of patrons. This program allows retailers to get all the information needed to legally operate and assist in preventing underage drinking and impaired driving crashes. ATC Agents will provide training to servers which includes distributing ID Checking Guides and liquor law books provided through this project. Through this training liquor establishments will gain an understanding of Missouri's liquor laws and the liabilities they may encounter with underage or over-served patrons. This project will provide educational and resource materials, salary, consultant services, supplies, and travel expenses for an intended statewide effect.
<b>Federal Funding Source</b>	405d
<b>Project Agreement Number</b>	M5TR-2026-03-10-00
<b>Subrecipient(s)</b>	MO Division of Alcohol and Tobacco Control
<b>Organization Type</b>	State Government
<b>Amount of Federal Funds</b>	\$80,000.00
<b>Eligible Use of Funds (see CFR)</b>	Training on the use of alcohol and drug screening and brief intervention; Equipment and Related Expenditures Used in Connection With Impaired Driving Enforcement; Other
<b>Planning and Administration Costs (If Applicable)</b>	No
<b>Promised Project/Requirements of 1300.41(b)</b>	No

<b>Countermeasure Strategy or Strategies</b>	Zero Tolerance Law Enforcement, Alcohol vendor compliance checks
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<b>Project Name</b>	<b>Traffic Safety Resource Prosecutor</b>
<b>Project Description and Location</b>	<p>This project provides for two traffic safety resource prosecutors (TSRP) that focus on traffic safety issues, particularly impaired driving, and serve as a resource to other prosecutors and law enforcement officers. The Deputy Director of the Missouri Office of Prosecution Services serves half-time as a TSRP and a special prosecutor in the office serves fulltime. The TSRP Program will provide training to law enforcement, prosecutors and other traffic safety advocates in the state. Traffic Safety updates will be sent out as necessary to inform the criminal justice community of any new issues, including any new case law. In addition, the TSRP program will provide technical assistance and serve as special prosecutor on some cases. The funding for this project covers salaries, coordination costs for training programs, operational &amp; educational expenses and travel expenses. Trainings are for local jurisdictions statewide.</p>
<b>Federal Funding Source</b>	405d
<b>Project Agreement Number</b>	M5CS-2026-03-03-00
<b>Subrecipient(s)</b>	MO Office of Prosecution Services
<b>Organization Type</b>	State Government
<b>Amount of Federal Funds</b>	\$373,478.48
<b>Eligible Use of Funds (see CFR)</b>	Court Support - Training and Education of Prosecutors and Law Enforcement
<b>Planning and Administration Costs (If Applicable)</b>	No
<b>Promised Project/Requirements of 1300.41(b)</b>	No
<b>Countermeasure Strategy or Strategies</b>	Law Enforcement Training, Prosecutor Training

<b>Project Name</b>	<b>Alcohol BAC/DRE/ARIDE</b>
<b>Project Description and Location</b>	This project covers impaired driving training for both the Missouri State Highway Patrol and local law enforcement agencies. The grant covers expenses associated with attendance at national impaired driving conferences/training and courses offered at the Highway Patrol Training Academy such as Breath Alcohol training, SFST Instructor, ARIDE and DRE training/recertification. Some equipment will also be purchased under this grant for the DREs, as well as dry gas cylinders for the lab. The Patrol has calculated each course to include \$22 per day for meals at the Patrol Academy, \$50 per day classroom fee (lights, maintenance for the room, etc.), \$50 per day lodging at the Patrol Academy; which totals \$122 per day per student, per training session. Trainings are for local jurisdictions statewide.
<b>Federal Funding Source</b>	405d
<b>Project Agreement Number</b>	M5TR-2026-03-06-00
<b>Subrecipient(s)</b>	MO State Highway Patrol
<b>Organization Type</b>	State Government/Law Enforcement
<b>Amount of Federal Funds</b>	\$126,864.00
<b>Eligible Use of Funds (see CFR)</b>	Training on the use of alcohol and drug screening and brief intervention; Equipment and Related Expenditures Used in Connection With Impaired Driving Enforcement; Other
<b>Planning and Administration Costs (If Applicable)</b>	No
<b>Promised Project/Requirements of 1300.41(b)</b>	No
<b>Countermeasure Strategy or Strategies</b>	Law Enforcement Training

<b>Project Name</b>	<b>MADD's Court Monitoring Program</b>
<b>Project Description and Location</b>	Mothers Against Drunk Driving continues to partner with the Office of Highway Safety to track and monitor DWI offenses (misdemeanor and felony) in specific, targeted counties in Missouri. Through data collected, any trends and/or breakdowns that occur throughout the judicial proceedings will be identified, analyzed and offered solutions. Court monitoring in the state is conducted by both paid and volunteer staff with MADD. Funding for this project covers salaries for coordination of the program, travel expenses, office supplies and indirect costs.
<b>Federal Funding Source</b>	405d
<b>Project Agreement Number</b>	M5CS-2026-03-04-00
<b>Subrecipient(s)</b>	Mothers Against Drunk Driving
<b>Organization Type</b>	Non-Profit
<b>Amount of Federal Funds</b>	\$135,175.66
<b>Eligible Use of Funds (see CFR)</b>	Court Support of Impaired Driving Efforts - Training & Education of Court Staff
<b>Planning and Administration Costs (If Applicable)</b>	No
<b>Promised Project/Requirements of 1300.41(b)</b>	No

<b>Countermeasure Strategy or Strategies</b>	Court Monitoring
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<b>Project Name</b>	<b>Youth Prevention</b>
<b>Project Description and Location</b>	<p>As part of their statewide program, MADD Power of Parents and Power of Youth programs educate communities throughout the state about the dangers and impact of underage alcohol use and impaired driving. Power of Parents seek to equip parents to have intentional, ongoing and potentially lifesaving conversations about alcohol with their kids. Power of Youth empowers teens to resist peer pressure to make smart, healthy decisions about not drinking alcohol before they turn 21 and to never get in a car after drinking nor with someone who has been drinking. This project will provide salary, educational materials, and indirect costs for an intended statewide effect.</p>
<b>Federal Funding Source</b>	405d
<b>Project Agreement Number</b>	M5TR-2026-03-01-00
<b>Subrecipient(s)</b>	Mothers Against Drunk Driving
<b>Organization Type</b>	Non-Profit
<b>Amount of Federal Funds</b>	\$132,537.45
<b>Eligible Use of Funds (see CFR)</b>	Training on the Use of Alcohol and Drug Screening and Brief Intervention
<b>Planning and Administration Costs (If Applicable)</b>	No
<b>Promised Project/Requirements of 1300.41(b)</b>	No
<b>Countermeasure Strategy or Strategies</b>	Youth Programs, Zero-Tolerance Enforcement

<b>Project Name</b>	<b>FY26 DWI Court Team Training</b>
<b>Project Description and Location</b>	<p>The Office of State Courts Administrator will facilitate an interactive 2-Day Tune-up that is designed for established impaired driving treatment courts (DWI courts) or hybrid courts seeking to fine-tune their program to ensure it meets the latest evidence-based best practice standards. Tune-up workshops will improve outcomes in DWI Court programs by expanding the team's knowledge and skills. Participating teams will review the critical foundational practices of successful programs, gain advanced knowledge leading to higher success rates, and learn about innovative treatment practices. Highway Safety funding covers meeting room fees, travel expenses, and training materials. Trainings are for local jurisdictions statewide.</p>
<b>Federal Funding Source</b>	405d
<b>Project Agreement Number</b>	M5TR-2026-03-07-00
<b>Subrecipient(s)</b>	Office of State Courts Administrator
<b>Organization Type</b>	State Government/Courts
<b>Amount of Federal Funds</b>	\$90,000.00
<b>Eligible Use of Funds (see CFR)</b>	Training and Education of Court Professionals
<b>Planning and Administration Costs (If Applicable)</b>	No

<b>Promised Project/Requirements of 1300.41(b)</b>	No
<b>Countermeasure Strategy or Strategies</b>	DWI Courts, Judicial Training

<b>Project Name</b>	<b>BAIT/SFST Application Services</b>
<b>Project Description and Location</b>	<p>The Highway Safety Office contracts with the REJIS Commission to host an automated system for Breath Instruments and SFST Instructors. Breath Instrument are placed through the Missouri Safety Center with agencies throughout the state and need to be tracked. Ensuring that Missouri's breath instruments are maintained properly and according to a mandatory fixed schedule will minimize challenges to the instruments' results by defense counsels in court proceedings. In addition, REJIS Commission will host a database that houses information regarding qualified SFST Instructors to support the impaired driving program and the arrest and prosecution of DWI arrests. Similarly, by being able to track SFST instructors and their training, Missouri's SFST instructors (and those they instruct) will be professionally trained which will also minimize challenges to their credentials in court.</p>
<b>Federal Funding Source</b>	405d
<b>Project Agreement Number</b>	M5OT-2026-03-01-00
<b>Subrecipient(s)</b>	REJIS
<b>Organization Type</b>	Quasi-Governmental
<b>Amount of Federal Funds</b>	\$61,272.00
<b>Eligible Use of Funds (see CFR)</b>	Developing impaired driving information systems
<b>Planning and Administration Costs (If Applicable)</b>	No
<b>Promised Project/Requirements of 1300.41(b)</b>	No
<b>Countermeasure Strategy or Strategies</b>	(Supports Law Enforcement in) High Visibility Saturation Patrol, Integrated Enforcement, Enforcement of Drug-Impaired Driving

<b>Project Name</b>	<b>DRE Application Services</b>
<b>Project Description and Location</b>	<p>The Highway Safety Office contracts with the REJIS Commission to host an automated system for data collection, data sharing, tracking of certification and overall administration of the DRE program. This system allows for automatic transmission of drug evaluations to the regional coordinators.</p>
<b>Federal Funding Source</b>	405d
<b>Project Agreement Number</b>	M5OT-2026-03-02-00
<b>Subrecipient(s)</b>	REJIS
<b>Organization Type</b>	Quasi-Governmental
<b>Amount of Federal Funds</b>	\$61,272.00
<b>Eligible Use of Funds (see CFR)</b>	Developing impaired driving information systems
<b>Planning and Administration Costs (If Applicable)</b>	No
<b>Promised Project/Requirements of 1300.41(b)</b>	No

**Countermeasure Strategy or Strategies**

(Supports Law Enforcement in) High Visibility Saturation Patrol, Integrated Enforcement, Enforcement of Drug-Impaired Driving

## Motorcycle

Project Name	Motorcycle Safety Training
Project Description and Location	Funding used to provide six (6) civilian motorcycle safety courses during the fiscal year in which approximately 150+ civilians are provided with instruction in safe motorcycle operation techniques. Also includes funding for police motorcycle instructor certification and traffic cones for course instruction.
Federal Funding Source	405f
Project Agreement Number	M11MT-2026-12-02-00
Subrecipient(s)	Board of Police Commissioners of Kansas City, MO
Organization Type	Local Law Enforcement
Amount of Federal Funds	\$38,407.04
Eligible Use of Funds (see CFR)	Instructional materials, Mobile training units
Planning and Administration Costs (If Applicable)	NO
Promised Project/Requirements of 1300.41(b)	NO
Countermeasure Strategy or Strategies	Motorcycle Rider Training

Project Name	Missouri Motorcycle Safety Program
Project Description and Location	This project will be utilized in conjunction with the Missouri Motorcycle Safety Program (MMSP) to aid in motorcycle maintenance for approximately fifty (50) motorcycles utilized for training, education, and awareness to citizens statewide.
Federal Funding Source	402
Project Agreement Number	MC-2026-12-01-00
Subrecipient(s)	Highway Safety and Traffic Division
Organization Type	State Government/SHSO
Amount of Federal Funds	\$20,000.00
Eligible Use of Funds (see CFR)	Procurement or repair of practice motorcycles, Public awareness
Planning and Administration Costs (If Applicable)	NO
Promised Project/Requirements of 1300.41(b)	NO
Countermeasure Strategy or Strategies	Motorcycle Rider Training

Project Name	405f Motorcycle Training & Awareness
Project Description and Location	This project will be utilized in conjunction with the Missouri Motorcycle Safety Program (MMSP) to aid in motorcycle safety, training, education, and awareness to citizens statewide. It will also be used to fund any 405f motorcycle related projects, by either law enforcement or non-law enforcement grantees.
Federal Funding Source	405f
Project Agreement Number	M11MT-2026-12-01-00
Subrecipient(s)	Highway Safety and Traffic Division
Organization Type	State Government/SHSO
Amount of Federal Funds	\$76,189.72

<b>Eligible Use of Funds (see CFR)</b>	Improvements to Motorcyclist Training Curricula, Program Delivery of Motorcycle Training to Urban and Rural Areas, Instructional Materials, Procurement or Repair of Practice Motorcycles, Public awareness
<b>Planning and Administration Costs (If Applicable)</b>	NO
<b>Promised Project/Requirements of 1300.41(b)</b>	NO
<b>Countermeasure Strategy or Strategies</b>	Motorcycle Rider Training

<b>Project Name</b>	<b>Motorcycle Safety Training</b>
<b>Project Description and Location</b>	Funding used to provide four (4) civilian motorcycle safety courses during the fiscal year in which approximately 120 civilians are provided with instruction in safe motorcycle operation techniques.
<b>Federal Funding Source</b>	405f
<b>Project Agreement Number</b>	M11MT-2026-12-03-00
<b>Subrecipient(s)</b>	Springfield Police Department
<b>Organization Type</b>	Local Law Enforcement
<b>Amount of Federal Funds</b>	\$19,490.00
<b>Eligible Use of Funds (see CFR)</b>	Instructional materials, Mobile training units
<b>Planning and Administration Costs (If Applicable)</b>	NO
<b>Promised Project/Requirements of 1300.41(b)</b>	NO
<b>Countermeasure Strategy or Strategies</b>	Motorcycle Rider Training

## Non-Motorized

<b>Project Name</b>	<b>SafeAcross Pedestrian Safety Program</b>
<b>Project Description and Location</b>	This funding will be used to assist the City of Springfield - Public Works to continue the SafeAcross program. SafeAcross focuses on pedestrian and driver education and safety. This project will use funding for the SafeAcross coordinator to continue to educate and focus on connecting with other communities and expanding this program statewide. Since the initial program was adopted by the City of Springfield, driver crosswalk yield compliance rates have increased from about 25% to about 60%. This project had its first host city adopt the SafeAcross program in FY25.
<b>Federal Funding Source</b>	402
<b>Project Agreement Number</b>	PS-2026-02-03-00
<b>Subrecipient(s)</b>	City of Springfield - Public Works
<b>Organization Type</b>	City Government
<b>Amount of Federal Funds</b>	\$22,600.00
<b>Eligible Use of Funds (see CFR)</b>	Public Education and Awareness Programs
<b>Planning and Administration Costs (If Applicable)</b>	NO
<b>Promised Project/Requirements of 1300.41(b)</b>	NO
<b>Countermeasure Strategy or Strategies</b>	Pedestrian Safety Zones, Mass Media Campaigns/Communication/Outreach

<b>Project Name</b>	<b>ATV/UTV/ROHV Safety</b>
<b>Project Description and Location</b>	This project will provide funding to support the build and development of a second ATV simulator trailer for safety programming provided throughout the state to address the rising issue of Off-Road Vehicle Crashes. This project has an intended statewide effect.
<b>Federal Funding Source</b>	402
<b>Project Agreement Number</b>	CP-2026-09-07-00
<b>Subrecipient(s)</b>	Highway Safety and Traffic Division
<b>Organization Type</b>	State Government/SHSO
<b>Amount of Federal Funds</b>	\$33,000.00
<b>Eligible Use of Funds (see CFR)</b>	Training and Education
<b>Planning and Administration Costs (If Applicable)</b>	NO
<b>Promised Project/Requirements of 1300.41(b)</b>	NO
<b>Countermeasure Strategy or Strategies</b>	School Programs, Driver Improvement

<b>Project Name</b>	<b>Non-Motorized Safety Program Support</b>
<b>Project Description and Location</b>	This project will provide funding to increase awareness of pedestrian and other non-motorized user challenges by supporting the expansion of programs such as SafeAcross, supporting the implementation of traffic gardens in communities around the state, and supporting MoDOT's sustained pedestrian awareness campaign.
<b>Federal Funding Source</b>	402
<b>Project Agreement Number</b>	PS-2026-02-02-00
<b>Subrecipient(s)</b>	Highway Safety and Traffic Division
<b>Organization Type</b>	State Government/SHSO
<b>Amount of Federal Funds</b>	\$15,000.00
<b>Eligible Use of Funds (see CFR)</b>	Public Education and Awareness Programs
<b>Planning and Administration Costs (If Applicable)</b>	NO
<b>Promised Project/Requirements of 1300.41(b)</b>	NO
<b>Countermeasure Strategy or Strategies</b>	Pedestrian Safety Zones, Mass Media Campaigns/Communication/Outreach

<b>Project Name</b>	<b>Pedestrian Safety Enforcement</b>
<b>Project Description and Location</b>	Officers will work alone or in teams with enforcement efforts targeting high crash locations or increased pedestrian traffic as designated. Officers will monitor pedestrian and cyclist traffic and make contact with observed traffic violators in the form of pedestrian checks or traffic stops.
<b>Federal Funding Source</b>	402
<b>Project Agreement Number</b>	PS-2026-02-01-00
<b>Subrecipient(s)</b>	Independence Police Department
<b>Organization Type</b>	County and Local Law Enforcement
<b>Amount of Federal Funds</b>	\$30,000.00
<b>Eligible Use of Funds (see CFR)</b>	High Visibility Enforcement
<b>Planning and Administration Costs (If Applicable)</b>	NO
<b>Promised Project/Requirements of 1300.41(b)</b>	NO
<b>Countermeasure Strategy or Strategies</b>	High Visibility Enforcement

<b>Project Name</b>	<b>MRPC Bike/Ped. Safety Education</b>
<b>Project Description and Location</b>	The MRPC covers eight counties in the central southeastern part of the state. This project will provide a bicycle and pedestrian safety curriculum to the region's elementary schools and child-focused organizations, such as Head Start, with the goal of providing in-person training to the elementary-aged children. MRPC also plans to reach out to middle schools, high schools, and local colleges in their area to spread awareness and education around pedestrian/bicycle safety.
<b>Federal Funding Source</b>	402
<b>Project Agreement Number</b>	PS-2026-02-04-00
<b>Subrecipient(s)</b>	Meramec Regional Planning Commission

<b>Organization Type</b>	Regional Planning Commission
<b>Amount of Federal Funds</b>	\$46,599.60
<b>Eligible Use of Funds (see CFR)</b>	Public education and awareness programs
<b>Planning and Administration Costs (If Applicable)</b>	NO
<b>Promised Project/Requirements of 1300.41(b)</b>	NO
<b>Countermeasure Strategy or Strategies</b>	Public education and awareness programs; Mass media campaigns, communications, and outreach

<b>Project Name</b>	<b>Bicycles &amp; More Safety Education</b>
<b>Project Description and Location</b>	This project will provide funding to allow the Putnam County Health Department to host a bicycle rodeo for their community in May 2026. Bike rodeos are a proven practice to increase bike safety among children. This bike rodeo will impact young children in Putnam County.
<b>Federal Funding Source</b>	402
<b>Project Agreement Number</b>	PS-2026-02-05-00
<b>Subrecipient(s)</b>	Putnam County Health Department
<b>Organization Type</b>	Local Government/Health Department
<b>Amount of Federal Funds</b>	\$15,805.80
<b>Eligible Use of Funds (see CFR)</b>	Public education and awareness programs
<b>Planning and Administration Costs (If Applicable)</b>	NO
<b>Promised Project/Requirements of 1300.41(b)</b>	NO
<b>Countermeasure Strategy or Strategies</b>	Public education and awareness programs

<b>Project Name</b>	<b>Pedestrian HMV Enforcement</b>
<b>Project Description and Location</b>	Funding will be used to pay for officer overtime and fringe to enforce laws for pedestrian safety as well as educational pamphlets for the public.
<b>Federal Funding Source</b>	402
<b>Project Agreement Number</b>	PT-2026-02-75-00
<b>Subrecipient(s)</b>	Springfield Police Department
<b>Organization Type</b>	County and Local Law Enforcement
<b>Amount of Federal Funds</b>	\$17,800.00
<b>Eligible Use of Funds (see CFR)</b>	High Visibility Enforcement
<b>Planning and Administration Costs (If Applicable)</b>	NO
<b>Promised Project/Requirements of 1300.41(b)</b>	NO
<b>Countermeasure Strategy or Strategies</b>	High Visibility Enforcement

<b>Project Name</b>	<b>FY26 Parking Lot Safety</b>
<b>Project Description and Location</b>	This project will provide funding to allow Ste. Genevieve County Health Department to teach a curriculum to elementary school students in the county about how to be safe in parking lots when entering and exiting vehicles. By teaching this curriculum to students and parents, frontover and backover incidents will be reduced or eliminated in Ste. Genevieve County.
<b>Federal Funding Source</b>	402
<b>Project Agreement Number</b>	PS-2026-02-06-00

<b>Subrecipient(s)</b>	Ste. Genevieve Health Department
<b>Organization Type</b>	Local Government/Health Department
<b>Amount of Federal Funds</b>	\$3,700.50
<b>Eligible Use of Funds (see CFR)</b>	Public education and awareness programs
<b>Planning and Administration Costs (If Applicable)</b>	NO
<b>Promised Project/Requirements of 1300.41(b)</b>	NO
<b>Countermeasure Strategy or Strategies</b>	Public education and awareness programs

<b>Project Name</b>	<b>FY26 Bike Safety</b>
<b>Project Description and Location</b>	This project will provide funding to allow the Ste. Genevieve County Health Department to host a bicycle rodeo for their community using FHWA's Bike Safer Journey program. Bike rodeos are a proven practice to increase bike safety among children. This bike rodeo will impact young children in Ste. Genevieve County. This funding will also be used to hold bike safety courses for young children in Ste. Genevieve County using NHTSA's Cycling Skills Clinic Guide.
<b>Federal Funding Source</b>	402
<b>Project Agreement Number</b>	PS-2026-02-07-00
<b>Subrecipient(s)</b>	Ste. Genevieve Health Department
<b>Organization Type</b>	Local Government/Health Department
<b>Amount of Federal Funds</b>	\$14,450.64
<b>Eligible Use of Funds (see CFR)</b>	Public education and awareness programs
<b>Planning and Administration Costs (If Applicable)</b>	NO
<b>Promised Project/Requirements of 1300.41(b)</b>	NO
<b>Countermeasure Strategy or Strategies</b>	Public education and awareness programs

## Occupant Protection

<b>Project Name</b>	<b>405b Law Enforcement Occupant Protection</b>
<b>Project Description and Location</b>	Funding will be used to pay for Statewide officer overtime for year-round occupant protection enforcement projects and for special mobilization campaigns such as Click It or Ticket. See Subrecipients list for cities/counties covered.
<b>Federal Funding Source</b>	405b
<b>Project Agreement Number</b>	M2HVE-2026-05-00-GO
<b>Subrecipient(s)</b>	Ballwin Police Dept., Board of Police Commissioners of Kansas City, MO, Creve Coeur Police Dept., Dexter Police Dept., Festus Police Dept., Florissant Police Dept., Grandview Police Dept., Harrisonville Police Dept., Hazelwood Police Dept., Independence Police Dept., Kirkwood Police Dept., Lake St. Louis Police Dept., Manchester Police Dept., Missouri Safety Center, MO State Highway Patrol, Mountain View Police Dept., St. Louis County Police Dept., Webster Groves Police Dept., Wentzville Police Dept.
<b>Organization Type</b>	State, County & Local Law Enforcement
<b>Amount of Federal Funds</b>	\$445,517.30
<b>Eligible Use of Funds (see CFR)</b>	Support High Visibility Enforcement Mobilizations
<b>Planning and Administration Costs (If Applicable)</b>	NO
<b>Promised Project/Requirements of 1300.41(b)</b>	NO
<b>Countermeasure Strategy or Strategies</b>	Short-Term/High Visibility Enforcement

<b>Project Name</b>	<b>Car Seats for Kids</b>
<b>Project Description and Location</b>	The project will provide funding to allow the Barton County Health Department to continue their child passenger safety outreach by sending two of their CPSTs to the Kidz in Motion (KIM) conference to gain skills and knowledge that they can bring back to their local area. This project will also provide funding for miscellaneous supplies needed to operate as a car seat check location, such as pool noodles, lock offs, and training dolls. This project will impact infants and children and their caregivers in Barton County.
<b>Federal Funding Source</b>	405b
<b>Project Agreement Number</b>	B2CPS_US-2026-05-02-00
<b>Subrecipient(s)</b>	Barton County Health Department
<b>Organization Type</b>	County Government - Health Department
<b>Amount of Federal Funds</b>	\$5,696.71
<b>Eligible Use of Funds (see CFR)</b>	To educate parents and caregivers in low-income and underserved populations regarding the importance of proper use and correct installation of child restraints, Train CPS Technicians
<b>Planning and Administration Costs (If Applicable)</b>	NO
<b>Promised Project/Requirements of 1300.41(b)</b>	NO

<b>Countermeasure Strategy or Strategies</b>	Strategies for Child Restraint/Booster Use; Inspection Stations
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<b>Project Name</b>	<b>Child Passenger Safety</b>
<b>Project Description and Location</b>	The project will provide funding to allow the Cape Girardeau County Public Health Center (CGCPHC) to establish a child passenger safety program. Through this program, CGCPHC will be able to provide education and outreach to caregivers to ensure their child's car seat is installed correctly and that their child is in the correct type of seat. This project will impact infants and children and their caregivers in Cape Girardeau County.
<b>Federal Funding Source</b>	405b
<b>Project Agreement Number</b>	B2CPS_US-2026-05-03-00
<b>Subrecipient(s)</b>	Cape Girardeau County Public Health Center
<b>Organization Type</b>	County Government - Health Department
<b>Amount of Federal Funds</b>	\$9,475.84
<b>Eligible Use of Funds (see CFR)</b>	To educate parents and caregivers in low-income and underserved populations regarding the importance of proper use and correct installation of child restraints, Train CPS Technicians
<b>Planning and Administration Costs (If Applicable)</b>	NO
<b>Promised Project/Requirements of 1300.41(b)</b>	NO
<b>Countermeasure Strategy or Strategies</b>	Strategies for Child Restraint/Booster Use; Inspection Stations

<b>Project Name</b>	<b>Occupant Safety</b>
<b>Project Description and Location</b>	The Carter County Health Department is located in the southeastern part of the state. They will hold Child Passenger Safety events in their community during this fiscal year. These events will have Child Passenger Safety Technicians available educate parents/caregivers on the proper way to install car seats and answer any questions they may have. This funding will also be used to purchase advertising for the events as well as printed educational handouts for caregivers and children regarding car seat safety.
<b>Federal Funding Source</b>	405b
<b>Project Agreement Number</b>	B2CPS_US-2026-05-04-00
<b>Subrecipient(s)</b>	Carter County Health Center
<b>Organization Type</b>	County Government - Health Department
<b>Amount of Federal Funds</b>	\$26,366.45
<b>Eligible Use of Funds (see CFR)</b>	To educate parents and caregivers in low-income and underserved populations regarding the importance of proper use and correct installation of child restraints, Train CPS Technicians
<b>Planning and Administration Costs (If Applicable)</b>	NO
<b>Promised Project/Requirements of 1300.41(b)</b>	NO

<b>Countermeasure Strategy or Strategies</b>	Strategies for Child Restraint/Booster Use; Inspection Stations
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<b>Project Name</b>	<b>Charlie's House - Child Proof Your Ride</b>
<b>Project Description and Location</b>	The funding for this project will allow Charlie's House to enhance their virtual safety experience (VSE) by adding a module that discusses safety while on the road. The VSE will provide parents and caregivers with information about how to travel safely on the road and provide them with information to ensure their child's safety seat is being used correctly. This will be a statewide project.
<b>Federal Funding Source</b>	402
<b>Project Agreement Number</b>	CP-2026-09-15-00
<b>Subrecipient(s)</b>	Charlie's House
<b>Organization Type</b>	Non-Profit
<b>Amount of Federal Funds</b>	\$87,950.00
<b>Eligible Use of Funds (see CFR)</b>	To provide community child passenger safety services; To educate the public concerning the proper use and installation of child restraints
<b>Planning and Administration Costs (If Applicable)</b>	NO
<b>Promised Project/Requirements of 1300.41(b)</b>	NO
<b>Countermeasure Strategy or Strategies</b>	Strategies for Low Belt Use Groups, Strategies for Child Restraint and Booster Seat use

<b>Project Name</b>	<b>Occupant Protection for Complex Kids</b>
<b>Project Description and Location</b>	This project will provide funding to allow Children's Mercy Hospital to establish child passenger safety clinics for parents and caregivers of children with complex behavioral needs that require more than a conventional car seat. Children's Mercy Hospital will be able to provide adaptive restraints and support to six families a month in the Kansas City area. These children would otherwise not be served by the existing car seat check stations in the area.
<b>Federal Funding Source</b>	405b
<b>Project Agreement Number</b>	B2CPS_US-2026-05-05-00
<b>Subrecipient(s)</b>	Children's Mercy Hospital
<b>Organization Type</b>	Health Care/Hospital
<b>Amount of Federal Funds</b>	\$47,612.50
<b>Eligible Use of Funds (see CFR)</b>	To educate parents and caregivers in low-income and underserved populations regarding the importance of proper use and correct installation of child restraints, Train CPS Technicians
<b>Planning and Administration Costs (If Applicable)</b>	NO
<b>Promised Project/Requirements of 1300.41(b)</b>	NO
<b>Countermeasure Strategy or Strategies</b>	Strategies for Child Restraint/Booster Use; Inspection Stations

<b>Project Name</b>	<b>Booster to Belts Program</b>
<b>Project Description and Location</b>	<p>The "Booster to Belts" program is provided via an interactive 30-minute presentation that highlights booster seat usage and the importance of buckling up to travel safely on every ride. This project will provide the programs to Missouri teens who already participate in programs like TRACTION and SAFE. These teen leaders will take the programs to their elementary schools and present to the children and youth in their schools.</p> <p>This project can be statewide, but primarily on the western side of the state as DCCCA is based out of Kansas.</p>
<b>Federal Funding Source</b>	405b
<b>Project Agreement Number</b>	M2CPS-2026-05-03-00
<b>Subrecipient(s)</b>	DCCCA
<b>Organization Type</b>	Non-Profit
<b>Amount of Federal Funds</b>	\$94,486.66
<b>Eligible Use of Funds (see CFR)</b>	To provide community child passenger safety services; To educate the public concerning the proper use and installation of child restraints
<b>Planning and Administration Costs (If Applicable)</b>	NO
<b>Promised Project/Requirements of 1300.41(b)</b>	NO
<b>Countermeasure Strategy or Strategies</b>	Strategies for Low Belt Use Groups, Strategies for Child Restraint and Booster Seat use, Strategies for Older Children, School-Based Programs

<b>Project Name</b>	<b>405b Car Seat Distribution</b>
<b>Project Description and Location</b>	<p>Child passenger safety programs are conducted statewide focusing on age birth through age 14. Car seats are distributed through Missouri's network of over 200 NHTSA registered Inspection Stations and over 1,100 CPS Technicians to low-income individuals in need of a seat. This program will help ensure that parents/caregivers properly install safety seats for young children. Funding will be used for the purchase of convertible and high back booster child safety seats.</p>
<b>Federal Funding Source</b>	405b
<b>Project Agreement Number</b>	B2CPS_US-2026-05-01-00
<b>Subrecipient(s)</b>	Highway Safety and Traffic Division
<b>Organization Type</b>	State Government/SHSO
<b>Amount of Federal Funds</b>	\$200,000.00
<b>Eligible Use of Funds (see CFR)</b>	To purchase and distribute child restraints to low-income and underserved populations
<b>Planning and Administration Costs (If Applicable)</b>	NO
<b>Promised Project/Requirements of 1300.41(b)</b>	NO
<b>Countermeasure Strategy or Strategies</b>	Strategies for Child Restraint/Booster Use; Inspection Stations

<b>Project Name</b>	<b>2026 405b Low CPS Coordination</b>
<b>Project Description and Location</b>	Funding will be allocated for SHSO cocordination activities for Child Passenger Safety coordination to include salaries and fringe benefits of program staff
<b>Federal Funding Source</b>	405b
<b>Project Agreement Number</b>	M2CPS-2026-05-01-00
<b>Subrecipient(s)</b>	Highway Safety and Traffic Division
<b>Organization Type</b>	State Government/SHSO
<b>Amount of Federal Funds</b>	\$65,000.00
<b>Eligible Use of Funds (see CFR)</b>	Provide community child passenger safety services
<b>Planning and Administration Costs (If Applicable)</b>	NO
<b>Promised Project/Requirements of 1300.41(b)</b>	NO
<b>Countermeasure Strategy or Strategies</b>	Highway Safety Office Program Management

<b>Project Name</b>	<b>CPS Program Training &amp; Activities Admin.</b>
<b>Project Description and Location</b>	<p>This project will help ensure that parents/caregivers properly install safety seats for young children. This will be accomplished by providing funding for travel/training expenses for CPS instructors to teach the CPS technician certification and recertification statewide. In addition, funding will be utilized for expenses related to continuing education training for the CPS instructors in order to ensure they receive current CPS information to help maintain a successful CPS program in Missouri. The HSO will also provide funding for the certification and recertification fees for those individuals across the state of Missouri in need of financial assistance to attend the CPS technician courses offered. Funding will also be used to purchase the 2025 edition LATCH manuals for CPSTs and Instructors across the state.</p>
<b>Federal Funding Source</b>	405b
<b>Project Agreement Number</b>	M2CPS-2026-05-02-00
<b>Subrecipient(s)</b>	Highway Safety and Traffic Division
<b>Organization Type</b>	State Government/SHSO
<b>Amount of Federal Funds</b>	\$50,000.00
<b>Eligible Use of Funds (see CFR)</b>	Train Occupant Protection Safety Professionals, Recruit and Train CPS Techs
<b>Planning and Administration Costs (If Applicable)</b>	NO
<b>Promised Project/Requirements of 1300.41(b)</b>	NO
<b>Countermeasure Strategy or Strategies</b>	Strategies for Child Restraint/Booster Use; Inspection Stations

<b>Project Name</b>	<b>Keeping Kids Safe in Greater Kansas City</b>
<b>Project Description and Location</b>	This project will provide funding to allow Keeping Kids Safe in Greater KC to partner with Head Starts and Parent Cafes in the Mid-America Regional Council (MARC) service area to provide education and support to parents and caregivers to ensure that their children's car seats are being used correctly. During this project, Keeping Kids Safe in Greater KC will also train parents and caregivers as CPSTs so they can continue to provide education and support to their peers with the Head Start and Parent Cafe programs.
<b>Federal Funding Source</b>	405b
<b>Project Agreement Number</b>	M2CPS-2026-05-04-00
<b>Subrecipient(s)</b>	Keeping Kids Safe in Greater KC
<b>Organization Type</b>	Non-Profit
<b>Amount of Federal Funds</b>	\$22,147.30
<b>Eligible Use of Funds (see CFR)</b>	To educate parents and caregivers in low-income and underserved populations regarding the importance of proper use and correct installation of child restraints, Train CPS Technicians
<b>Planning and Administration Costs (If Applicable)</b>	NO
<b>Promised Project/Requirements of 1300.41(b)</b>	NO
<b>Countermeasure Strategy or Strategies</b>	Strategies for Child Restraint/Booster Use; Inspection Stations

<b>Project Name</b>	<b>CPS and Child Safety Restraints</b>
<b>Project Description and Location</b>	This project will provide funding to allow Live 2 Give Hope to have one of their staff trained as a CPST and to attend the Kidz in Motion (KIM) conference. Once trained, their staff will provide education and support to their clients, foster and adoptive families recently paired with young children, to ensure that their children's car seats are being used correctly. Live 2 Give Hope will be assisting any of their clients, which could have a statewide impact, but it will most likely be a local impact where Live 2 Give Hope is located in Lebanon, MO.
<b>Federal Funding Source</b>	405b
<b>Project Agreement Number</b>	B2CPS_US-2026-05-06-00
<b>Subrecipient(s)</b>	Live 2 Give Hope
<b>Organization Type</b>	Non-Profit
<b>Amount of Federal Funds</b>	\$15,292.00
<b>Eligible Use of Funds (see CFR)</b>	To educate parents and caregivers in low-income and underserved populations regarding the importance of proper use and correct installation of child restraints, Train CPS Technicians
<b>Planning and Administration Costs (If Applicable)</b>	NO
<b>Promised Project/Requirements of 1300.41(b)</b>	NO
<b>Countermeasure Strategy or Strategies</b>	Strategies for Child Restraint/Booster Use; Inspection Stations

<b>Project Name</b>	<b>Child Restraint Protection Program</b>
<b>Project Description and Location</b>	The Madison County Health Department is located in the southeastern part of the state. The funding will be used to train community members as CPS techs. and they will hold Child Passenger Safety events in their community during this fiscal year. These events will have Child Passenger Safety Technicians available educate parents/caregivers on the proper way to install car seats and answer any questions they may have.
<b>Federal Funding Source</b>	405b
<b>Project Agreement Number</b>	B2CPS_US-2026-05-07-00
<b>Subrecipient(s)</b>	Madison County Health Department
<b>Organization Type</b>	County Government - Health Department
<b>Amount of Federal Funds</b>	\$19,202.98
<b>Eligible Use of Funds (see CFR)</b>	To educate parents and caregivers in low-income and underserved populations regarding the importance of proper use and correct installation of child restraints
<b>Planning and Administration Costs (If Applicable)</b>	NO
<b>Promised Project/Requirements of 1300.41(b)</b>	NO
<b>Countermeasure Strategy or Strategies</b>	Strategies for Child Restraint/Booster Use; Inspection Stations

<b>Project Name</b>	<b>Statewide Seat Belt Survey</b>
<b>Project Description and Location</b>	The Missouri Safety Center will manage the NHTSA-approved Missouri statewide seat belt survey for 2026. This survey will be conducted in 28 counties statewide that are in the top 85% of vehicle occupant fatalities in the state. This project will cover the expense to train and monitor data collectors (surveyors), scheduling, field protocols and reporting requirements, compile and analyze the survey data, furnish a detailed report of the findings, and provide updated maps of safety belt usage by site.
<b>Federal Funding Source</b>	405b
<b>Project Agreement Number</b>	M2HVE-2026-05-20-00
<b>Subrecipient(s)</b>	Missouri Safety Center
<b>Organization Type</b>	University
<b>Amount of Federal Funds</b>	\$214,996.78
<b>Eligible Use of Funds (see CFR)</b>	To establish and maintain information systems containing data about occupant protection, including the collection and administration of child passenger safety and occupant protection surveys
<b>Planning and Administration Costs (If Applicable)</b>	NO
<b>Promised Project/Requirements of 1300.41(b)</b>	NO
<b>Countermeasure Strategy or Strategies</b>	Strategies for low-belt-use groups

<b>Project Name</b>	<b>Survey Prep – Teen (HS) Seat Belt</b>
<b>Project Description and Location</b>	The Missouri Safety Center will manage the preparation for NHTSA approved Missouri statewide teen seat belt survey which will be conducted in October 2026. This project will provide staff salaries, office supplies, and indirect costs for an intended statewide effect.
<b>Federal Funding Source</b>	405b
<b>Project Agreement Number</b>	M2TR-2026-05-01-00
<b>Subrecipient(s)</b>	Missouri Safety Center
<b>Organization Type</b>	University
<b>Amount of Federal Funds</b>	\$24,999.85
<b>Eligible Use of Funds (see CFR)</b>	To establish and maintain information systems containing data about occupant protection, including the collection and administration of child passenger safety and occupant protection surveys
<b>Planning and Administration Costs (If Applicable)</b>	NO
<b>Promised Project/Requirements of 1300.41(b)</b>	NO
<b>Countermeasure Strategy or Strategies</b>	Strategies for low-belt-use groups

<b>Project Name</b>	<b>FY26 CPS Car Seat Safety Program</b>
<b>Project Description and Location</b>	The Perry County Health Department is located in the southeastern part of the state. They will hold Child Passenger Safety events in their community during this fiscal year. These events will have Child Passenger Safety Technicians available educate parents/caregivers on the proper way to install car seats and answer any questions they may have. The funding will also be used to help expand their CPST's skills by attending applicable highway safety or child passenger safety conferences.
<b>Federal Funding Source</b>	405b
<b>Project Agreement Number</b>	B2CPS_US-2026-05-08-00
<b>Subrecipient(s)</b>	Perry County Health Department
<b>Organization Type</b>	County Government - Health Department
<b>Amount of Federal Funds</b>	\$19,519.01
<b>Eligible Use of Funds (see CFR)</b>	To educate parents and caregivers in low-income and underserved populations regarding the importance of proper use and correct installation of child restraints
<b>Planning and Administration Costs (If Applicable)</b>	NO
<b>Promised Project/Requirements of 1300.41(b)</b>	NO
<b>Countermeasure Strategy or Strategies</b>	Strategies for Child Restraint/Booster Use; Inspection Stations

<b>Project Name</b>	<b>Occupant Protection for all ages</b>
<b>Project Description and Location</b>	This project will help ensure that parents/caregivers properly install safety seats for young children. This will be accomplished by providing funding for travel/training expenses, fees, and other necessary items for CPS instructors to teach the CPS technician certification, recertification, and CEU classes statewide. This is a statewide project.
<b>Federal Funding Source</b>	405b
<b>Project Agreement Number</b>	M2TR-2026-05-02-00
<b>Subrecipient(s)</b>	Safety & Health Council of Western MO KS
<b>Organization Type</b>	Non-Profit/Safety Council
<b>Amount of Federal Funds</b>	\$100,000.00
<b>Eligible Use of Funds (see CFR)</b>	To educate parents and caregivers in low-income and underserved populations regarding the importance of proper use and correct installation of child restraints; To recruit and train nationally certified child passenger safety technicians
<b>Planning and Administration Costs (If Applicable)</b>	NO
<b>Promised Project/Requirements of 1300.41(b)</b>	NO
<b>Countermeasure Strategy or Strategies</b>	Strategies for Child Restraint/Booster Use; Inspection Stations

<b>Project Name</b>	<b>FY26 Car Seat/Seat Belt Safety Program</b>
<b>Project Description and Location</b>	The Ste. Genevieve County Health Department is located in the southeastern part of the state. The funding will be used to recertify their staff as CPSTs and add one more of their staff as a CPST. They will hold Child Passenger Safety events in their community during this fiscal year. These events will have CPSTs available educate parents/caregivers on the proper way to install car seats and answer any questions they may have. The health department will also present the Booster to Belts program at at least four elementary schools in their county.
<b>Federal Funding Source</b>	405b
<b>Project Agreement Number</b>	B2CPS_US-2026-05-09-00
<b>Subrecipient(s)</b>	Ste. Genevieve Health Department
<b>Organization Type</b>	County Government - Health Department
<b>Amount of Federal Funds</b>	\$18,565.84
<b>Eligible Use of Funds (see CFR)</b>	To educate parents and caregivers in low-income and underserved populations regarding the importance of proper use and correct installation of child restraints
<b>Planning and Administration Costs (If Applicable)</b>	NO
<b>Promised Project/Requirements of 1300.41(b)</b>	NO
<b>Countermeasure Strategy or Strategies</b>	Strategies for Child Restraint/Booster Use; Inspection Stations

Project Name	Child Safety Seat Usage
<b>Project Description and Location</b>	The Vernon County Health Department is located in the southwestern part of the state. They will hold Child Passenger Safety events in their community during this fiscal year. These events will have Child Passenger Safety Technicians available educate parents/caregivers on the proper way to install car seats and answer any questions they may have. This funding will also be used to purchase advertising for the events.
<b>Federal Funding Source</b>	405b
<b>Project Agreement Number</b>	B2CPS_US-2026-05-10-00
<b>Subrecipient(s)</b>	Vernon County Health Department
<b>Organization Type</b>	County Government - Health Department
<b>Amount of Federal Funds</b>	\$15,942.43
<b>Eligible Use of Funds (see CFR)</b>	To educate parents and caregivers in low-income and underserved populations regarding the importance of proper use and correct installation of child restraints
<b>Planning and Administration Costs (If Applicable)</b>	NO
<b>Promised Project/Requirements of 1300.41(b)</b>	NO
<b>Countermeasure Strategy or Strategies</b>	Strategies for Child Restraint/Booster Use; Inspection Stations; Communications/Outreach

## Older Drivers

<b>Project Name</b>	<b>In-House Project for Mature Driver Prog.</b>
<b>Project Description and Location</b>	Printing costs of educational materials (i.e. Fit to Drive Book); educational programs; travel expenses for speaking engagements or conferences; supplies for training programs or educational activities; etc. to increase awareness of safe driving habits among Missouri drivers over the age of 65.
<b>Federal Funding Source</b>	402
<b>Project Agreement Number</b>	DE-2026-02-01-00
<b>Subrecipient(s)</b>	Highway Safety and Traffic Division
<b>Organization Type</b>	State Government/SHSO
<b>Amount of Federal Funds</b>	\$10,000.00
<b>Eligible Use of Funds (see CFR)</b>	Education, Training
<b>Planning and Administration Costs (If Applicable)</b>	NO
<b>Promised Project/Requirements of 1300.41(b)</b>	NO
<b>Countermeasure Strategy or Strategies</b>	Courses for Older Drivers

## Planning & Administration

Project Name	2026 Planning & Administration
<p align="center"><b>Project Description and Location</b></p>	<p>SHSO project for costs for federally funded P&amp;A include staff payroll not chargeable against other specific projects, travel, grant application and award meetings, public engagement planning, and allowable office supplies. Missouri SHSO does not charge indirect costs to P&amp;A. Federal participation does not exceed 50% of the total cost of P&amp;A. Federal P&amp;A does not exceed 18% of the total 402 funds reimbursed.</p>
<p align="center"><b>Federal Funding Source</b></p>	<p align="center">402</p>
<p align="center"><b>Project Agreement Number</b></p>	<p align="center">PA-2026-02-01-00</p>
<p align="center"><b>Subrecipient(s)</b></p>	<p align="center">Highway Safety &amp; Traffic Division</p>
<p align="center"><b>Organization Type</b></p>	<p align="center">State Government/SHSO</p>
<p align="center"><b>Amount of Federal Funds</b></p>	<p align="center">\$270,000.00</p>
<p align="center"><b>Eligible Use of Funds (see CFR)</b></p>	<p align="center">Planning and Administration Costs</p>
<p align="center"><b>Planning and Administration Costs (If Applicable)</b></p>	<p align="center">YES</p>
<p align="center"><b>Promised Project/Requirements of 1300.41(b)</b></p>	<p align="center">NO</p>
<p align="center"><b>Countermeasure Strategy or Strategies</b></p>	<p align="center">Planning and Administration</p>

## Railroad Safety

<b>Project Name</b>	<b>Missouri Operation Lifesaver Inc</b>
<b>Project Description and Location</b>	Missouri Operation Lifesaver will conduct safety presentations, Positive Enforcement Efforts, Officer on the Train programs, and Grade Crossing Collision Investigation courses across Missouri. Funding will provide safety materials, supplies, and expenses to conduct the enforcement. A media campaign will also be developed regarding safety at railroad crossings. This is a statewide project.
<b>Federal Funding Source</b>	402
<b>Project Agreement Number</b>	RS-2026-02-03-00
<b>Subrecipient(s)</b>	Missouri Operation Lifesaver
<b>Organization Type</b>	Non-Profit
<b>Amount of Federal Funds</b>	\$15,000.00
<b>Eligible Use of Funds (see CFR)</b>	Training, Education, Enforcement
<b>Planning and Administration Costs (If Applicable)</b>	NO
<b>Promised Project/Requirements of 1300.41(b)</b>	NO
<b>Countermeasure Strategy or Strategies</b>	Railroad Safety Education

## Roadway Safety (General)

Project Name	Crash Investigation
Project Description and Location	Funding for specialized crash investigation and reconstruction training courses for Accident Investigation Section members of KCPD.
Federal Funding Source	402
Project Agreement Number	AI-2026-04-01-00
Subrecipient(s)	Board of Police Commissioners of Kansas City, MO
Organization Type	Law Enforcement
Amount of Federal Funds	\$22,045.00
Eligible Use of Funds (see CFR)	Training and Education
Planning and Administration Costs (If Applicable)	NO
Promised Project/Requirements of 1300.41(b)	NO
Countermeasure Strategy or Strategies	Law Enforcement Training; Crash Reconstruction and Investigation

Project Name	MoDOT Smart Riders Program (Elementary)
Project Description and Location	The funding for this project will allow Campus Multimedia to utilize their proprietary contact network of elementary schools in Missouri to initiate phone and email campaigns to enroll 200 Missouri elementary schools in the Smart Riders program. Schools that enroll to participate in the program through Campus Multimedia will receive support and resources. The Smart Riders program educates students K-3 about safe biking and walking, distracted driving, booster/seat belt safety, and large trucks and buses. This will be a statewide project.
Federal Funding Source	402
Project Agreement Number	RS-2026-02-02-00
Subrecipient(s)	Campus Multimedia
Organization Type	Advertising Agency
Amount of Federal Funds	\$70,000.00
Eligible Use of Funds (see CFR)	Training and Education
Planning and Administration Costs (If Applicable)	NO
Promised Project/Requirements of 1300.41(b)	NO
Countermeasure Strategy or Strategies	Communications and Outreach

Project Name	Patient Extrication Recovery
Project Description and Location	The funding for this project will allow the fire department to purchase enhanced extrication equipment and training on the new equipment. This equipment and training will improve scene response times and extrication times and will ultimately improve crash victim outcomes. This project will have a local impact among the fire department and their mutual aid partners in the Clarksdale area.
Federal Funding Source	402

<b>Project Agreement Number</b>	EM-2026-02-02-00
<b>Subrecipient(s)</b>	Clarksdale Fire Protection District
<b>Organization Type</b>	Local EMS
<b>Amount of Federal Funds</b>	\$15,000.00
<b>Eligible Use of Funds (see CFR)</b>	Equipment
<b>Planning and Administration Costs (If Applicable)</b>	NO
<b>Promised Project/Requirements of 1300.41(b)</b>	NO
<b>Countermeasure Strategy or Strategies</b>	Support for First Responders

<b>Project Name</b>	<b>Highway Emergency Response Training</b>
<b>Project Description and Location</b>	Institute will provide training to first responders in an
<b>Federal Funding Source</b>	402
<b>Project Agreement Number</b>	EM-2026-02-01-00
<b>Subrecipient(s)</b>	Curators of the University of Missouri (SPA)
<b>Organization Type</b>	University
<b>Amount of Federal Funds</b>	\$85,400.00
<b>Eligible Use of Funds (see CFR)</b>	Training and Education
<b>Planning and Administration Costs (If Applicable)</b>	NO
<b>Promised Project/Requirements of 1300.41(b)</b>	NO
<b>Countermeasure Strategy or Strategies</b>	Support For First Responders

<b>Project Name</b>	<b>Missouri Highway Safety and Traffic Conference</b>
<b>Project Description and Location</b>	To partially fund the Statewide Show Me Zero Conference, with expenses including salary, indirect and fees associated with conference coordination
<b>Federal Funding Source</b>	402
<b>Project Agreement Number</b>	RS-2026-11-02-00
<b>Subrecipient(s)</b>	Curators of the University of Missouri (SPA)
<b>Organization Type</b>	University
<b>Amount of Federal Funds</b>	\$20,000.00
<b>Eligible Use of Funds (see CFR)</b>	Training and Education
<b>Planning and Administration Costs (If Applicable)</b>	NO
<b>Promised Project/Requirements of 1300.41(b)</b>	NO
<b>Countermeasure Strategy or Strategies</b>	Communications and Outreach

<b>Project Name</b>	<b>Motor Vehicle Crash and Extrication</b>
<b>Project Description and Location</b>	The funding for this project will allow the fire department to purchase enhanced extrication equipment and training on the new equipment. This equipment and training will improve scene response times and extrication times and will ultimately improve crash victim outcomes. This project will have a local impact among the fire department and their mutual aid partners in Doolittle, MO.
<b>Federal Funding Source</b>	402
<b>Project Agreement Number</b>	EM-2026-02-03-00
<b>Subrecipient(s)</b>	Doolittle Rural Fire Protection District
<b>Organization Type</b>	Local EMS
<b>Amount of Federal Funds</b>	\$25,000.00

<b>Eligible Use of Funds (see CFR)</b>	Equipment
<b>Planning and Administration Costs (If Applicable)</b>	NO
<b>Promised Project/Requirements of 1300.41(b)</b>	NO
<b>Countermeasure Strategy or Strategies</b>	Support for First Responders

<b>Project Name</b>	<b>Frontenac FD Rescue Equipment</b>
<b>Project Description and Location</b>	The funding for this project will allow the fire department to purchase enhanced extrication equipment and training on the new equipment. This equipment and training will improve scene response times and extrication times and will ultimately improve crash victim outcomes. This project will have a local impact among the fire department and their mutual aid partners in Frontenac, MO.
<b>Federal Funding Source</b>	402
<b>Project Agreement Number</b>	EM-2026-02-04-00
<b>Subrecipient(s)</b>	Frontenac Fire Department
<b>Organization Type</b>	Local EMS
<b>Amount of Federal Funds</b>	\$17,000.00
<b>Eligible Use of Funds (see CFR)</b>	Equipment
<b>Planning and Administration Costs (If Applicable)</b>	NO
<b>Promised Project/Requirements of 1300.41(b)</b>	NO
<b>Countermeasure Strategy or Strategies</b>	Support for First Responders

<b>Project Name</b>	<b>Roadway Rescue &amp; Safety</b>
<b>Project Description and Location</b>	The funding for this project will allow the fire department to purchase enhanced extrication equipment and training on the new equipment. This equipment and training will improve scene response times and extrication times and will ultimately improve crash victim outcomes. This project will have a local impact among the fire department and their mutual aid partners in the Gerald and Rosebud area.
<b>Federal Funding Source</b>	402
<b>Project Agreement Number</b>	EM-2026-02-05-00
<b>Subrecipient(s)</b>	Gerald/Rosebud Fire Protection District
<b>Organization Type</b>	Local EMS
<b>Amount of Federal Funds</b>	\$20,000.00
<b>Eligible Use of Funds (see CFR)</b>	Equipment
<b>Planning and Administration Costs (If Applicable)</b>	NO
<b>Promised Project/Requirements of 1300.41(b)</b>	NO
<b>Countermeasure Strategy or Strategies</b>	Support for First Responders

<b>Project Name</b>	<b>2026 Show Me Zero Coordinator</b>
<b>Project Description and Location</b>	This project provides for a staff position at the SHSO in Jefferson City who is responsible for developing and implementing Missouri's Strategic Highway Safety Plan, also known as "Show Me Zero". This position will coordinate those functions throughout Missouri with the Highway Safety Office staff and NHTSA-funded projects. This project will cover salary, fringe benefits and travel.
<b>Federal Funding Source</b>	402
<b>Project Agreement Number</b>	CP-2026-09-12-00
<b>Subrecipient(s)</b>	Highway Safety and Traffic Division
<b>Organization Type</b>	State Government/SHSO
<b>Amount of Federal Funds</b>	\$151,704.00
<b>Eligible Use of Funds (see CFR)</b>	Coordination
<b>Planning and Administration Costs (If Applicable)</b>	NO
<b>Promised Project/Requirements of 1300.41(b)</b>	NO
<b>Countermeasure Strategy or Strategies</b>	Highway Safety Office Program Management

<b>Project Name</b>	<b>2026 402 Operations</b>
<b>Project Description and Location</b>	Provide training expenses for Highway Safety Staff, law enforcement and other external partners; Dedicated Impaired Driving Enforcement/Dedicated HMV Enforcement workshop; enhancements to the Grant Management System; sponsorship, workshop and miscellaneous program administration costs; Occupant Protection Assessment, and the TOPS training program. This is a Statewide project but benefits many local entities as well.
<b>Federal Funding Source</b>	402
<b>Project Agreement Number</b>	RS-2026-02-01-00
<b>Subrecipient(s)</b>	Highway Safety and Traffic Division
<b>Organization Type</b>	State Government/SHSO
<b>Amount of Federal Funds</b>	\$123,000.00
<b>Eligible Use of Funds (see CFR)</b>	Coordination
<b>Planning and Administration Costs (If Applicable)</b>	NO
<b>Promised Project/Requirements of 1300.41(b)</b>	NO
<b>Countermeasure Strategy or Strategies</b>	Highway Safety Office Program Management

<b>Project Name</b>	<b>Traffic Engineering Assistance Program</b>
<b>Project Description and Location</b>	In most cases, safety improvements will never be constructed without an adequate understanding of the need and scale of a potential solution. By supporting TEAP, we are providing necessary assistance to these local agencies in the hope safety improvements are ultimately budgeted and constructed. Funding provides assistance in carrying out the necessary analysis or studies but does not provide funding for any actual construction or improvements. This is a statewide project.

<b>Federal Funding Source</b>	402
<b>Project Agreement Number</b>	RS-2026-11-01-00
<b>Subrecipient(s)</b>	Highway Safety and Traffic Division
<b>Organization Type</b>	State Government/SHSO
<b>Amount of Federal Funds</b>	\$60,000.00
<b>Eligible Use of Funds (see CFR)</b>	Engineering, Planning, Pedestrian Safety
<b>Planning and Administration Costs (If Applicable)</b>	NO
<b>Promised Project/Requirements of 1300.41(b)</b>	NO
<b>Countermeasure Strategy or Strategies</b>	Highway Safety Office Program Management

<b>Project Name</b>	<b>HAAS Alert</b>
<b>Project Description and Location</b>	The Holts Summit Fire Protection District will be enhancing the safety of personnel and the public by renewing the HAAS Alert System subscriptions previously installed on department firetrucks. These alert units are used as a way to enhance traditional sirens and lights, digital alerts which are delivered via apps, navigation systems, or mobile devices and notify nearby drivers of on scene crews, including emergency workers and road crews, advising drivers to be alert and slow down. Holts Summit is in mid-Missouri.
<b>Federal Funding Source</b>	405h
<b>Project Agreement Number</b>	M12BDAT-2026-17-01-00
<b>Subrecipient(s)</b>	Holts Summit Fire Protection District
<b>Organization Type</b>	Local EMS
<b>Amount of Federal Funds</b>	\$2,150.00
<b>Eligible Use of Funds (see CFR)</b>	Equipment
<b>Planning and Administration Costs (If Applicable)</b>	NO
<b>Promised Project/Requirements of 1300.41(b)</b>	NO
<b>Countermeasure Strategy or Strategies</b>	Support for First Responders

<b>Project Name</b>	<b>JCFD MODOT Hwy Safety - HAAS renewal</b>
<b>Project Description and Location</b>	The Jefferson City Fire Department (JCFD) will be enhancing the safety of personnel and the public by renewing the HAAS Alert System subscriptions previously installed on department firetrucks. These alert units are used as a way to enhance traditional sirens and lights, digital alerts which are delivered via apps, navigation systems, or mobile devices and notify nearby drivers of on scene crews, including emergency workers and road crews, advising drivers to be alert and slow down.
<b>Federal Funding Source</b>	405h
<b>Project Agreement Number</b>	M12BDAT-2026-17-02-00
<b>Subrecipient(s)</b>	Jefferson City Fire Department
<b>Organization Type</b>	Local EMS
<b>Amount of Federal Funds</b>	\$7,199.00
<b>Eligible Use of Funds (see CFR)</b>	Equipment
<b>Planning and Administration Costs (If Applicable)</b>	NO

<b>Promised Project/Requirements of 1300.41(b)</b>	NO
<b>Countermeasure Strategy or Strategies</b>	Support for First Responders

<b>Project Name</b>	<b>Childproof Your Ride: Injury Prevention</b>
<b>Project Description and Location</b>	Kids and Cars operates throughout the entire state of Missouri in nine designated regions. This funding will allow Kids and Cars' Childproof Your Ride program to work with the Safe Kids Missouri coalitions to create a professional development course for CPSTs regarding injury prevention and car safety. The course will provide information that the CPSTs can share with families during their car seat check events.
<b>Federal Funding Source</b>	402
<b>Project Agreement Number</b>	CP-2026-09-16-00
<b>Subrecipient(s)</b>	Kids and Cars Inc.
<b>Organization Type</b>	Non-Profit
<b>Amount of Federal Funds</b>	\$27,743.00
<b>Eligible Use of Funds (see CFR)</b>	Outreach
<b>Planning and Administration Costs (If Applicable)</b>	NO
<b>Promised Project/Requirements of 1300.41(b)</b>	NO
<b>Countermeasure Strategy or Strategies</b>	Communication and Outreach

<b>Project Name</b>	<b>CPS, DD, &amp; Pedestrian Safety</b>
<b>Project Description and Location</b>	The Mercy Hospital Injury Prevention program based out of Springfield will help train Child Passenger Safety Technicians in their area and hold pedestrian safety and Child Passenger Safety events to educate the public on the proper way to walk in their communities and how to properly install car seats. Mercy will also continue educating on the dangers of distracted driving. They will also begin implementing pop-up traffic gardens at local elementary schools.
<b>Federal Funding Source</b>	402
<b>Project Agreement Number</b>	CP-2026-09-17-00
<b>Subrecipient(s)</b>	Mercy Hospital
<b>Organization Type</b>	Hospital/Non-Profit
<b>Amount of Federal Funds</b>	\$23,525.00
<b>Eligible Use of Funds (see CFR)</b>	Training and Education
<b>Planning and Administration Costs (If Applicable)</b>	NO
<b>Promised Project/Requirements of 1300.41(b)</b>	NO
<b>Countermeasure Strategy or Strategies</b>	Communication and Outreach

<b>Project Name</b>	<b>E-Tools for Safety</b>
<b>Project Description and Location</b>	The funding for this project will allow the fire department to purchase an advanced extrication training prop and training on the new equipment. This training prop and training will improve scene response times and extrication times and will ultimately improve crash victim outcomes. This project will have a local impact among the fire department and their mutual aid partners. Mid-County FPD serves the Camdenton, MO area.
<b>Federal Funding Source</b>	402
<b>Project Agreement Number</b>	EM-2026-02-06-00
<b>Subrecipient(s)</b>	Mid-County Fire Protection District
<b>Organization Type</b>	Local EMS
<b>Amount of Federal Funds</b>	\$20,480.00
<b>Eligible Use of Funds (see CFR)</b>	Equipment
<b>Planning and Administration Costs (If Applicable)</b>	NO
<b>Promised Project/Requirements of 1300.41(b)</b>	NO
<b>Countermeasure Strategy or Strategies</b>	Support for First Responders

<b>Project Name</b>	<b>Regional Emergency Warning</b>
<b>Project Description and Location</b>	The Mid-County Fire Protection District will be enhancing the safety of personnel and the public in the Lake of the Ozarks region (Camden, Miller, and Morgan counties) by acting as the lead agency in a regional implementation of HAAS Alert System digital alert technology. These alert units are used as a way to enhance traditional sirens and lights, digital alerts which are delivered via apps, navigation systems, or mobile devices and notify nearby drivers of on scene crews, including emergency workers and road crews, advising drivers to be alert and slow down. HAAS will be equipped on 133 front-line apparatus across 10 firefighting agencies in the region.
<b>Federal Funding Source</b>	405h
<b>Project Agreement Number</b>	M12BDAT-2026-17-03-00
<b>Subrecipient(s)</b>	Mid-County Fire Protection District
<b>Organization Type</b>	Local EMS
<b>Amount of Federal Funds</b>	\$69,027.00
<b>Eligible Use of Funds (see CFR)</b>	Equipment
<b>Planning and Administration Costs (If Applicable)</b>	NO
<b>Promised Project/Requirements of 1300.41(b)</b>	NO
<b>Countermeasure Strategy or Strategies</b>	Support for First Responders

<b>Project Name</b>	<b>MOPATA's Driving Safe Awareness Program</b>
<b>Project Description and Location</b>	The Missouri Parents as Teachers Association (MOPATA) will coordinate with public safety resource officers to provide training to parent educators that promote safe driving habits to all families ensuring children are buckled correctly in the proper restraint and that drivers do not drive distracted. MOPATA also aims to ensure that families across the state have access to certified child passenger safety technicians by increasing the number of parent educators who are certified child passenger safety technicians. This project is statewide.
<b>Federal Funding Source</b>	402
<b>Project Agreement Number</b>	CP-2026-09-18-00
<b>Subrecipient(s)</b>	Missouri Parents As Teachers Association MOPATA
<b>Organization Type</b>	Non-Profit
<b>Amount of Federal Funds</b>	\$84,755.00
<b>Eligible Use of Funds (see CFR)</b>	Training and Education
<b>Planning and Administration Costs (If Applicable)</b>	NO
<b>Promised Project/Requirements of 1300.41(b)</b>	NO
<b>Countermeasure Strategy or Strategies</b>	Communication and Outreach

<b>Project Name</b>	<b>Crash Investigation</b>
<b>Project Description and Location</b>	This project covers crash investigation training for both the Missouri State Highway Patrol and local law enforcement agencies. The grant covers expenses associated with courses offered at the Highway Patrol Training Academy, such as Basic Crash Investigation and the Crash Investigation series of courses, Advanced Crash Investigation and Crash Reconstruction. The Patrol has calculated each course to include \$22 per day for meals at the Patrol Academy, \$50 per day classroom fee (lights, maintenance for the room, etc.), \$50 per day lodging at the Patrol Academy; which totals \$122 per day per student, per training session. Trainings are for local jurisdictions statewide.
<b>Federal Funding Source</b>	402
<b>Project Agreement Number</b>	AI-2026-04-02-00
<b>Subrecipient(s)</b>	MO State Highway Patrol
<b>Organization Type</b>	Law Enforcement
<b>Amount of Federal Funds</b>	\$101,382.00
<b>Eligible Use of Funds (see CFR)</b>	Training and Education
<b>Planning and Administration Costs (If Applicable)</b>	NO
<b>Promised Project/Requirements of 1300.41(b)</b>	NO
<b>Countermeasure Strategy or Strategies</b>	Law Enforcement Training

<b>Project Name</b>	<b>Radar/EVOC Equip Purchase</b>
<b>Project Description and Location</b>	This project covers training for both the Missouri State Highway Patrol and local law enforcement agencies. The grant covers expenses associated with courses offered at the Highway Patrol Training Academy, such as Radar/Laser Operator and Instructor, Emergency Vehicle Operations Course (EVOC), EVOC Instructor and Refresher (Tactical Vehicle Intervention), additional training opportunities requested by academy instructors, and educational equipment and materials necessary for each of the courses. Additional equipment requirements will be covered under the grant for items such as safety vests, helmets, tires for cars used in EVOC, safety cones, etc. Trainings are for local jurisdictions statewide.
<b>Federal Funding Source</b>	402
<b>Project Agreement Number</b>	PT-2026-02-68-00
<b>Subrecipient(s)</b>	MO State Highway Patrol
<b>Organization Type</b>	Law Enforcement
<b>Amount of Federal Funds</b>	\$83,430.00
<b>Eligible Use of Funds (see CFR)</b>	Training and Education
<b>Planning and Administration Costs (If Applicable)</b>	NO
<b>Promised Project/Requirements of 1300.41(b)</b>	NO
<b>Countermeasure Strategy or Strategies</b>	Law Enforcement Training

<b>Project Name</b>	<b>MVA Extrication Tools Grant-2026</b>
<b>Project Description and Location</b>	The funding for this project will allow the fire department to purchase enhanced extrication equipment and training on the new equipment. This equipment and training will improve scene response times and extrication times and will ultimately improve crash victim outcomes. This project will have a local impact among the fire department and their mutual aid partners near Cameron, MO.
<b>Federal Funding Source</b>	402
<b>Project Agreement Number</b>	EM-2026-02-07-00
<b>Subrecipient(s)</b>	Osborn Fire Protection
<b>Organization Type</b>	Local EMS
<b>Amount of Federal Funds</b>	\$41,582.84
<b>Eligible Use of Funds (see CFR)</b>	Equipment
<b>Planning and Administration Costs (If Applicable)</b>	NO
<b>Promised Project/Requirements of 1300.41(b)</b>	NO
<b>Countermeasure Strategy or Strategies</b>	Support for First Responders

<b>Project Name</b>	<b>Protocols to Police Engagement</b>
<b>Project Description and Location</b>	DOC DASH aims to address the issue of safety and communication gaps during traffic stops or medical emergencies. Specifically, it seeks to provide a proactive and safe method for individuals to communicate with law enforcement and first responders while simultaneously displaying all state-required motor vehicle documents.
<b>Federal Funding Source</b>	405i
<b>Project Agreement Number</b>	M13BTR-2026-18-01-00
<b>Subrecipient(s)</b>	Oteka Solutions
<b>Organization Type</b>	Non-Profit
<b>Amount of Federal Funds</b>	\$30,000.00
<b>Eligible Use of Funds (see CFR)</b>	The production of educational materials and training of staff for driver education and driving safety courses and peace officer training
<b>Planning and Administration Costs (If Applicable)</b>	NO
<b>Promised Project/Requirements of 1300.41(b)</b>	NO
<b>Countermeasure Strategy or Strategies</b>	Communications and Outreach

<b>Project Name</b>	<b>Communication for Responder Safety</b>
<b>Project Description and Location</b>	The funding for this project will allow the fire department to purchase up-to-date radios and training on the new equipment. This equipment and training will improve on-scene communication and extrication times and will ultimately improve crash victim outcomes. This project will have a local impact among the fire department and their mutual aid partners in the Ozark area.
<b>Federal Funding Source</b>	402
<b>Project Agreement Number</b>	EM-2026-02-08-00
<b>Subrecipient(s)</b>	Ozark Fire Protection District
<b>Organization Type</b>	Local EMS
<b>Amount of Federal Funds</b>	\$24,000.00
<b>Eligible Use of Funds (see CFR)</b>	Equipment
<b>Planning and Administration Costs (If Applicable)</b>	NO
<b>Promised Project/Requirements of 1300.41(b)</b>	NO
<b>Countermeasure Strategy or Strategies</b>	Support for First Responders

<b>Project Name</b>	<b>Mobilization Application Hosting</b>
<b>Project Description and Location</b>	Costs associated with hosting the Mobilization system for use by Statewide law enforcement reporting activity for special enforcements such as CIOT, DSOGPO, and other NHTSA initiatives
<b>Federal Funding Source</b>	402
<b>Project Agreement Number</b>	PT-2026-02-B1-00
<b>Subrecipient(s)</b>	REJIS
<b>Organization Type</b>	Quasi-Governmental
<b>Amount of Federal Funds</b>	\$20,328.00
<b>Eligible Use of Funds (see CFR)</b>	Coordination

<b>Planning and Administration Costs (If Applicable)</b>	NO
<b>Promised Project/Requirements of 1300.41(b)</b>	NO
<b>Countermeasure Strategy or Strategies</b>	Highway Safety Office Program Management

<b>Project Name</b>	<b>Extrication Tools</b>
<b>Project Description and Location</b>	The funding for this project will allow the fire department to purchase enhanced extrication equipment and training on the new equipment. This equipment and training will improve scene response times and extrication times and will ultimately improve crash victim outcomes. This project will have a local impact among the fire department and their mutual aid partners in and around Union, MO.
<b>Federal Funding Source</b>	402
<b>Project Agreement Number</b>	EM-2026-02-09-00
<b>Subrecipient(s)</b>	Union Fire Protection District
<b>Organization Type</b>	Local EMS
<b>Amount of Federal Funds</b>	\$17,000.00
<b>Eligible Use of Funds (see CFR)</b>	Equipment
<b>Planning and Administration Costs (If Applicable)</b>	NO
<b>Promised Project/Requirements of 1300.41(b)</b>	NO
<b>Countermeasure Strategy or Strategies</b>	Support for First Responders

## Speeding & Speed Management

Project Name	402 Enforcement Group
<p><b>Project Description and Location</b></p>	<p>Funding will be used to pay for Statewide law enforcement officer enforcement activity (including fringe) and equipment which includes radars/lidars, radar display trailers, window tint meters, crash reconstruction total stations, in-car cameras, flares and flashlights. Funding will also be utilized to provide training for law enforcement in traffic safety countermeasures and reconstruction. See subrecipients for locations.</p>
<p><b>Federal Funding Source</b></p>	<p>402</p>
<p><b>Project Agreement Number</b></p>	<p>PT-2026-02-00-GO</p>
	<p>Arnold Police Dept., Ballwin Police Dept., Belton Police Dept., Blue Springs Police Dept., Board of Police Commissioners of Kansas City, MO, Bolivar Police Dept., Boone County Sheriff's Office, Bourbon Police Dept., Branson Police Dept., Buchanan County Sheriff's Dept., Byrnes Mill Police Dept., Cabool Police Dept., Callaway County Sheriff's Office, Camden County Sheriff's Office, Cameron Police Dept., Cape Girardeau County Sheriff's Office, Cape Girardeau Police Dept., Cass County Sheriff's Office, Chesterfield Police Dept., Chillicothe Police Dept., Christian County Sheriff's Office, City of St. Louis Police Division, Clay County Sheriff's Office, Clayton Police Dept., Cole County Sheriff's Dept., Cottleville Police Dept., Crawford County Sheriff's Dept., Crestwood Police Dept., Creve Coeur Police Dept., Crystal City Police Dept., Dallas County Sheriff's Office, Des Peres Dept. of Public Safety, Dexter Police Dept., Douglas County Sheriff's Office, Ellisville Police Dept., Eureka Police Dept., Excelsior Springs Police Dept., Farmington Police Dept., Ferguson Police Dept., Festus Police Dept., Florissant Police Dept., Franklin County Sheriff's Office, Fredericktown Police Dept., Gasconade County Sheriff's Office, Gladstone Police Department, Glendale Police Dept.,</p>

**Subrecipient(s)**

Grain Valley Police Dept., Grandview Police Dept., Greene County Sheriff's Office, Harrisonville Police Dept., Hazelwood Police Dept., Henry County Sheriff's Office, Highway Safety and Traffic Division, Houston Police Dept., Howell County Sheriff's Dept., Independence Police Dept., Jackson County Sheriff's Office, Jackson Police Dept., Jasper County Sheriff's Office, Jefferson City Police Dept., Jefferson County Sheriff's Office, Johnson County Sheriff's Dept., Joplin Police Dept., Kearney Police Dept., Kennett Police Dept., Kimberling City Police Dept., Kirkwood Police Dept., Lake St. Louis Police Dept., Lawrence County Sheriff's Dept., Lee's Summit Police Dept., Liberty Police Dept., Licking Police Dept., Lincoln County Sheriff's Office, Livingston County Sheriff's Dept., Macon Police Dept., Malden Police Dept., Manchester Police Dept., Marshall Police Dept., Maryland Heights Police Dept., Miller County Sheriff's Office, Missouri Safety Center, MO State Highway Patrol, Mountain View Police Dept., Neosho Police Dept., Newton County Sheriff's Office, Nixa Police Dept., Oak Grove Police Dept., O'Fallon Police Dept., Olivette Police Dept., Oronogo Police Department, Osage Beach Police Department, Osage County Sheriff's Office, Overland Police Dept., Ozark Police Dept., Pacific Police Dept., Palmyra Police Dept., Phelps County Sheriff's Dept., Platte County Sheriff's Office, Pleasant Hill Police Dept., Pleasant Valley Police Dept,

Potosi Police Dept., Ray County Sheriff's Office, Raymore Police Dept., Republic Police Dept., Richmond Heights Police Dept., Ripley County Sheriff's Dept., Rogersville Police Dept., Rolla Police Dept., Sedalia Police Dept., Shrewsbury Police Dept., Smithville Police Dept., Sparta Police Dept., Springfield Police Dept., St. Ann Police Dept., St. Charles City Police Dept., St. Charles County Police Department, St. Clair Police Dept., St. John Police Dept., St. Joseph Police Dept., St. Louis County Police Dept., St. Peters Police Dept., St. Robert Police Dept., Steelville Police Dept., Stoddard County Sheriff's Dept., Sugar Creek Police Dept., Sullivan Police Dept., Taney County Sheriff's Office, Town & Country Police Dept., Troy Police Dept., University City Police Dept., University of Central Missouri DPS, Vinita Park (City of Vinita Park), Warrenton Police Dept., Washington Police Dept., Wayne County Sheriff's Office, Waynesville Police Dept., Webb City Police Dept., Webster County Sheriff's Office, Webster Groves Police Dept., Wentzville Police Dept., West Plains Police Dept.

**Organization Type**

State, County & Local Law Enforcement

<b>Amount of Federal Funds</b>	\$4,666,725.90
<b>Eligible Use of Funds (see CFR)</b>	Enforcement
<b>Planning and Administration Costs (If Applicable)</b>	NO
<b>Promised Project/Requirements of 1300.41(b)</b>	NO
<b>Countermeasure Strategy or Strategies</b>	Short-Term/High Visibility Enforcement

<b>Project Name</b>	<b>Move Over Enforcement Group</b>
<b>Project Description and Location</b>	Funding will be used to pay for Statewide law enforcement activity including officer overtime and fringe to enforce the Move Over Safety Law/Officer Roadside Safety.
<b>Federal Funding Source</b>	405h
<b>Project Agreement Number</b>	M12BLE-2026-17-00-GO
<b>Subrecipient(s)</b>	Arnold Police Dept., Eureka Police Dept., Festus Police Dept., Phelps County Sheriff's Dept., Wentzville Police Dept.
<b>Organization Type</b>	State, County & Local Law Enforcement
<b>Amount of Federal Funds</b>	\$60,000.00
<b>Eligible Use of Funds (see CFR)</b>	Enforcement of the "Move Over" Law
<b>Planning and Administration Costs (If Applicable)</b>	NO
<b>Promised Project/Requirements of 1300.41(b)</b>	NO
<b>Countermeasure Strategy or Strategies</b>	Short-Term/High Visibility Enforcement

<b>Project Name</b>	<b>2026 LETSAC Conference &amp; Other Trainings</b>
<b>Project Description and Location</b>	This funding will cover expenses for the LETSAC Conference (hotel rooms, meals & mileage) and provide funds for conference costs (speakers, equipment, conference break drinks and snacks, the breakfast on the final day of the conference, & equipment). Conduct one multi-day training conference which may provide up to 22 hours of POST approved training hours and recognitions of officers and agencies for their efforts in the area of traffic enforcement in Missouri. Responsibilities of this conference are shared between the LETSAC Board and the Missouri Safety Center, who is the 3rd party contractor with the board. Funding was also made available for additional needed trainings throughout the state for LETSAC to host. Trainings are for local jurisdictions statewide.
<b>Federal Funding Source</b>	402
<b>Project Agreement Number</b>	PT-2026-02-67-00
<b>Subrecipient(s)</b>	Highway Safety and Traffic Division
<b>Organization Type</b>	State Government/SHSO
<b>Amount of Federal Funds</b>	\$75,000.00
<b>Eligible Use of Funds (see CFR)</b>	Training and Education
<b>Planning and Administration Costs (If Applicable)</b>	NO
<b>Promised Project/Requirements of 1300.41(b)</b>	NO
<b>Countermeasure Strategy or Strategies</b>	Law Enforcement Training

<b>Project Name</b>	<b>2026 PTS Coordination</b>
<b>Project Description and Location</b>	Funding will be allocated for coordination activities for three law enforcement project coordinators at the SHSO in Jefferson City. Costs will include salaries, fringe benefits and travel by highway safety program staff.
<b>Federal Funding Source</b>	402
<b>Project Agreement Number</b>	PT-2026-02-B2-00
<b>Subrecipient(s)</b>	Highway Safety and Traffic Division
<b>Organization Type</b>	State Government/SHSO
<b>Amount of Federal Funds</b>	\$345,000.00
<b>Eligible Use of Funds (see CFR)</b>	Program Management
<b>Planning and Administration Costs (If Applicable)</b>	NO
<b>Promised Project/Requirements of 1300.41(b)</b>	NO
<b>Countermeasure Strategy or Strategies</b>	Highway Safety Office Program Management

<b>Project Name</b>	<b>Driver Improvement Program - DIP</b>
<b>Project Description and Location</b>	Funding will be used to provide quality management of the statewide Driver Improvement Program which will manage all DIP approved providers and instructors, perform compliance audits, maintain and up-to-date list of approved program providers and survey all approved providers for annual training figures.
<b>Federal Funding Source</b>	402
<b>Project Agreement Number</b>	PT-2026-02-81-00
<b>Subrecipient(s)</b>	Missouri Safety Center
<b>Organization Type</b>	University
<b>Amount of Federal Funds</b>	\$60,332.18
<b>Eligible Use of Funds (see CFR)</b>	Training and Education
<b>Planning and Administration Costs (If Applicable)</b>	NO
<b>Promised Project/Requirements of 1300.41(b)</b>	NO
<b>Countermeasure Strategy or Strategies</b>	Communications and Outreach

<b>Project Name</b>	<b>HMV, OP &amp; Speed LE Liaison (LEL)</b>
<b>Project Description and Location</b>	The Missouri Safety Center employ up to three law enforcement liaisons (LEL's) to meet the goals and objectives of the occupant protection and speed enforcement program areas.
<b>Federal Funding Source</b>	402
<b>Project Agreement Number</b>	PT-2026-02-F3-00
<b>Subrecipient(s)</b>	Missouri Safety Center
<b>Organization Type</b>	University
<b>Amount of Federal Funds</b>	\$85,879.21
<b>Eligible Use of Funds (see CFR)</b>	Communication and Outreach
<b>Planning and Administration Costs (If Applicable)</b>	NO
<b>Promised Project/Requirements of 1300.41(b)</b>	NO
<b>Countermeasure Strategy or Strategies</b>	Law Enforcement Liaisons

## Traffic Records

<b>Project Name</b>	<b>LE Traffic Records Projects</b>
<b>Project Description and Location</b>	Projects provide data equipment to improve efficiency, data quality, timeliness and officer safety for traffic stops, issuance of citations and/or crash reporting. See Subrecipient names for locations of projects.
<b>Federal Funding Source</b>	405c
<b>Project Agreement Number</b>	M3DA-2026-04-00-GO
<b>Subrecipient(s)</b>	Buchanan County Sheriff's Dept., Cape Girardeau County Sheriff's Office, Christian County Sheriff's Office, Dallas County Sheriff's Office, Farmington Police Dept., Greene County Sheriff's Office, Hallsville Police Dept., Livingston County Sheriff's Dept., Moberly Police Dept., Ripley County Sheriff's Dept., Warrenton Police Dept., Wayne County Sheriff's Office, Webb City Police Dept.
<b>Organization Type</b>	County and Local Law Enforcement
<b>Amount of Federal Funds</b>	\$206,143.27
<b>Eligible Use of Funds (see CFR)</b>	Purchasing equipment to improve a process by which data are identified, collated, and reported to State and local government agencies, including technology for use by law enforcement for near-real time, electronic reporting of crash data
<b>Planning and Administration Costs (If Applicable)</b>	NO
<b>Promised Project/Requirements of 1300.41(b)</b>	NO
<b>Countermeasure Strategy or Strategies</b>	Improve Integration Between One or More Highway Safety Databases

<b>Project Name</b>	<b>Traffic Records Data Improvement</b>
<b>Project Description and Location</b>	Internal project that provides data equipment and/or e-citation software to local jurisdictions statewide to improve efficiency, data quality, timeliness and officer safety for traffic stops, issuance of citations and/or crash reporting . Located in Jefferson City/SHSO.
<b>Federal Funding Source</b>	405c
<b>Project Agreement Number</b>	M3DA-2026-04-08-00
<b>Subrecipient(s)</b>	Highway Safety & Traffic Division
<b>Organization Type</b>	State Government/SHSO
<b>Amount of Federal Funds</b>	\$15,000.00
<b>Eligible Use of Funds (see CFR)</b>	Purchasing equipment to improve a process by which data are identified, collated, and reported to State and local government agencies, including technology for use by law enforcement for near-real time, electronic reporting of crash data; Supporting traffic records improvement training and expenditures for law enforcement, emergency medical, judicial, prosecutorial, and traffic records professionals

<b>Planning and Administration Costs (If Applicable)</b>	NO
<b>Promised Project/Requirements of 1300.41(b)</b>	NO
<b>Countermeasure Strategy or Strategies</b>	Highway Safety Office Program Management; Improve Integration

<b>Project Name</b>	<b>EMS NEMSIS 3 Sustainability</b>
<b>Project Description and Location</b>	Statewide program (located in Jefferson City) that provides support to maintain NEMSIS 3 sustainability and to improve the EMS data collection and analysis across the target audience of Missouri State EMS Agencies.
<b>Federal Funding Source</b>	405c
<b>Project Agreement Number</b>	M3DA-2026-04-10-00
<b>Subrecipient(s)</b>	MO Department of Health & Senior Services
<b>Organization Type*</b>	State Government
<b>Amount of Federal Funds</b>	\$130,055.56
<b>Eligible Use of Funds (see CFR)</b>	Software or applications to identify, collect, and report data to State and local government agencies
<b>Planning and Administration Costs (If Applicable)</b>	NO
<b>Promised Project/Requirements of 1300.41(b)</b>	NO
<b>Countermeasure Strategy or Strategies</b>	Improve Integration Between One or More Highway Safety Databases

<b>Project Name</b>	<b>DVSD School Bus Inspection Modernization</b>
<b>Project Description and Location</b>	The school bus inspection modernization project included the creation of a web-based software system that will help the MSHP transition from the current manual inspection documentation method to a tablet-based inspection documentation method. The project will improve communication between the MSHP and school districts, provide additional protections to schools, the Patrol and Missouri constituents, and replace the outdated system. The first phase of developing the web-based software will be completed in FY25. Phase 2 of the project will be to purchase the needed tablets for the Patrol to use for the inspections that will have the software uploaded to them.
<b>Federal Funding Source</b>	405c
<b>Project Agreement Number</b>	M3DA-2026-04-11-00
<b>Subrecipient(s)</b>	MO State Highway Patrol
<b>Organization Type</b>	State Law Enforcement
<b>Amount of Federal Funds</b>	\$100,000.00
<b>Eligible Use of Funds (see CFR)</b>	Software or applications to identify, collect, and report data to State and local government agencies
<b>Planning and Administration Costs (If Applicable)</b>	NO
<b>Promised Project/Requirements of 1300.41(b)</b>	NO
<b>Countermeasure Strategy or Strategies</b>	Improve Integration

<b>Project Name</b>	<b>DWI Tracking System (DWITS)</b>
<b>Project Description and Location</b>	Providing a statewide repository for impaired driving arrests/prosecutions/dispositions/sentencing for all law enforcement agencies.
<b>Federal Funding Source</b>	154
<b>Project Agreement Number</b>	M5OT-2026-03-03-00
<b>Subrecipient(s)</b>	MO State Highway Patrol
<b>Organization Type</b>	State Law Enforcement
<b>Amount of Federal Funds</b>	\$17,975.00
<b>Eligible Use of Funds (see CFR)</b>	Software or applications to identify, collect, and report data to State and local government agencies
<b>Planning and Administration Costs (If Applicable)</b>	NO
<b>Promised Project/Requirements of 1300.41(b)</b>	NO
<b>Countermeasure Strategy or Strategies</b>	Improve Integration

<b>Project Name</b>	<b>Missouri Crash Analysis Reporting System</b>
<b>Project Description and Location</b>	Statewide program located in MSHP Jefferson City headquarters that will continue the activities of supporting Missouri Crash Analysis Reporting System (MOCARS) as the statewide crash repository. Project includes salary, overtime, training, travel and consultant services to ensure crash reports are reported timely and accurately.
<b>Federal Funding Source</b>	405c
<b>Project Agreement Number</b>	M3DA-2026-04-12-00
<b>Subrecipient(s)</b>	MO State Highway Patrol
<b>Organization Type</b>	State Law Enforcement
<b>Amount of Federal Funds</b>	\$186,099.60
<b>Eligible Use of Funds (see CFR)</b>	Software or applications to identify, collect, and report data to State and local government agencies; Hiring traffic records professionals for the purpose of improving traffic information systems
<b>Planning and Administration Costs (If Applicable)</b>	NO
<b>Promised Project/Requirements of 1300.41(b)</b>	NO
<b>Countermeasure Strategy or Strategies</b>	Improve Integration

<b>Project Name</b>	<b>MOCARS and FARS Support</b>
<b>Project Description and Location</b>	This project will work on enhancements to the Missouri Crash Analysis Reporting System (MOCARS) for statewide law enforcement use. These enhancements include creating internal edits to eliminate the use of QC reports that do not update when the report is corrected and will work on modernizing and migrating from Legacy asp.net framework web forms to .Net9 MVC to keep up with MoDOTS modernization.
<b>Federal Funding Source</b>	405c
<b>Project Agreement Number</b>	M3DA-2026-04-20-00
<b>Subrecipient(s)</b>	MO State Highway Patrol
<b>Organization Type</b>	State Law Enforcement

<b>Amount of Federal Funds</b>	\$54,625.00
<b>Eligible Use of Funds (see CFR)</b>	Software or applications to identify, collect, and report data to State and local government agencies
<b>Planning and Administration Costs (If Applicable)</b>	NO
<b>Promised Project/Requirements of 1300.41(b)</b>	NO
<b>Countermeasure Strategy or Strategies</b>	Improve Integration

<b>Project Name</b>	<b>Support and Training of Show-Me Courts</b>
<b>Project Description and Location</b>	The Office of State Courts Administrator (located in Jefferson City) will use funding to improve the collection and management of traffic records, as well as increase the accuracy and timeliness of reporting disposition information from Statewide courts. The new case management system, Show Me Courts was implemented in FY24. This project will fund positions to continue to monitor and train Show Me Courts.
<b>Federal Funding Source</b>	405c
<b>Project Agreement Number</b>	M3DA-2026-04-15-00
<b>Subrecipient(s)</b>	Office of State Courts Administrator
<b>Organization Type</b>	State Court System
<b>Amount of Federal Funds</b>	\$300,095.00
<b>Eligible Use of Funds (see CFR)</b>	Software or applications to identify, collect, and report data to State and local government agencies; Hiring traffic records professionals for the purpose of improving traffic information systems
<b>Planning and Administration Costs (If Applicable)</b>	NO
<b>Promised Project/Requirements of 1300.41(b)</b>	NO
<b>Countermeasure Strategy or Strategies</b>	Improve Integration

<b>Project Name</b>	<b>LETS5 Application Services</b>
<b>Project Description and Location</b>	In 2024, LETS5 replaced LETS4 application in order to ensure the law enforcement agencies have the necessary tools to submit digital crash reports that meet the new MUCR 2024 standards and adhere to the MOCARS submission process. This funding of the application ensures the continued support of this services. REJIS is located in St. Louis but services Statewide law enforcement agencies.
<b>Federal Funding Source</b>	405c
<b>Project Agreement Number</b>	M3DA-2026-04-14-00
<b>Subrecipient(s)</b>	REJIS
<b>Organization Type</b>	Quasi-Governmental
<b>Amount of Federal Funds</b>	\$330,000.00
<b>Eligible Use of Funds (see CFR)</b>	Software or applications to identify, collect, and report data to State and local government agencies
<b>Planning and Administration Costs (If Applicable)</b>	NO
<b>Promised Project/Requirements of 1300.41(b)</b>	NO
<b>Countermeasure Strategy or Strategies</b>	Improve Integration

## Young Drivers

Project Name	Doug Herbert's B.R.A.K.E.S.
Project Description and Location	This project will provide hands-on, advanced driver training events for teens and their parents through both classroom and hands-on experience through workshops that focus on car control and skid avoidance, panic stop, distraction, drop wheel/off road recovery, and crash avoidance. This project will offer 2 trainings and will be conducted on a Saturday and Sunday, (2-4 hr.) classes per day, training 180 students and their parents per training. Trainings will take place in St. Louis and Jefferson City, with an intended statewide impact.
Federal Funding Source	402
Project Agreement Number	DE-2026-02-03-00
Subrecipient(s)	B.R.A.K.E.S.- Put On The Brakes, Inc.
Organization Type	Non-Profit
Amount of Federal Funds	\$70,000.00
Eligible Use of Funds (see CFR)	Training and Education
Planning and Administration Costs (If Applicable)	NO
Promised Project/Requirements of 1300.41(b)	NO
Countermeasure Strategy or Strategies	Driver Improvement Programs

Project Name	TRACTION
Project Description and Location	TRACTION is a peer-to-peer youth traffic safety leadership training program for high school students. The training promotes safe driving habits for youth including seat belt use and reducing distracted driving speed, impaired driving and drowsy driving. TRACTION assists students in developing a plan of action that addresses unsafe driving habits through events and activities to be implemented within their school and communities the following year. This project will provide staff, supplies, conference development and travel costs to conduct two conferences/trainings in Cape Girardeau and Columbia, with schools from around the state in attendance and an intended statewide effect.
Federal Funding Source	402
Project Agreement Number	CP-2026-09-19-00
Subrecipient(s)	Cape Girardeau Safe Communities
Organization Type	Safe Communities/City Government
Amount of Federal Funds	\$360,000.00
Eligible Use of Funds (see CFR)	Training & Education
Planning and Administration Costs (If Applicable)	NO
Promised Project/Requirements of 1300.41(b)	NO
Countermeasure Strategy or Strategies	School Programs

<b>Project Name</b>	<b>No Joke Totes</b>
<b>Project Description and Location</b>	Providing educational materials and resources in "No Joke Totes" to all sophomores in two public high schools and one private school in Cedar County. This project will cover mileage, salary, and travel. This area of the state does not receive any other highway safety support, and this project has been funded previously in FY2024.
<b>Federal Funding Source</b>	402
<b>Project Agreement Number</b>	CP-2026-09-10-00
<b>Subrecipient(s)</b>	Cedar County Health Department
<b>Organization Type</b>	County Health Department
<b>Amount of Federal Funds</b>	\$6,342.60
<b>Eligible Use of Funds (see CFR)</b>	Training & Education
<b>Planning and Administration Costs (If Applicable)</b>	NO
<b>Promised Project/Requirements of 1300.41(b)</b>	NO
<b>Countermeasure Strategy or Strategies</b>	School Programs

<b>Project Name</b>	<b>ThinkFirst</b>
<b>Project Description and Location</b>	ThinkFirst Missouri is a statewide, evidence-based, trauma prevention program that aims to prevent traumatic injuries from traffic-related traumatic injuries through education, research and advocacy. Funding will provide program development fees, educational materials and supplies, salary, speaker fees and travel expenses. This project also funds the First Impact program. First Impact is an evidence-based, traffic safety parent program targeted to parents and/or guardians of teen drivers in the pre-permit, permit or intermediate stage of licensure. First Impact increases parental awareness and enforcement of Missouri's graduated driver license law. Funding will be used to support travel, staff salary and program expenses. Both programs operate across the entire state, with an intended statewide effect.
<b>Federal Funding Source</b>	402
<b>Project Agreement Number</b>	CP-2026-09-20-00
<b>Subrecipient(s)</b>	Curators of the University of Missouri (SPA)
<b>Organization Type</b>	University
<b>Amount of Federal Funds</b>	\$435,428.40
<b>Eligible Use of Funds (see CFR)</b>	Training & Education
<b>Planning and Administration Costs (If Applicable)</b>	NO
<b>Promised Project/Requirements of 1300.41(b)</b>	NO
<b>Countermeasure Strategy or Strategies</b>	School Programs

<b>Project Name</b>	<b>Safe Roads, Bright Futures</b>
<b>Project Description and Location</b>	This project will provide funding for the certification of a driver's education teacher in an area where there is little to no other highway safety programming. This educator will be able to provide driver's education to any location they may teach at in the future through this certification program, with a local effect and potential for regional or statewide effect.
<b>Federal Funding Source</b>	402
<b>Project Agreement Number</b>	DE-2026-02-04-00
<b>Subrecipient(s)</b>	De Soto 73 School District
<b>Organization Type</b>	Public School
<b>Amount of Federal Funds</b>	\$5,700.00
<b>Eligible Use of Funds (see CFR)</b>	Training & Education
<b>Planning and Administration Costs (If Applicable)</b>	NO
<b>Promised Project/Requirements of 1300.41(b)</b>	NO
<b>Countermeasure Strategy or Strategies</b>	School Programs

<b>Project Name</b>	<b>Missouri FCCLA FACTS</b>
<b>Project Description and Location</b>	This project is a Statewide effort. Providing training and resources to assist statewide FCCLA chapters develop and implement traffic safety projects and give teens opportunities to collaborate with peers, building their skills in communication, teamwork and leadership. This project will provide educational materials, travel, chapter support, hands-on training for Chapter Advisers, and salary for an intended statewide effect.
<b>Federal Funding Source</b>	402
<b>Project Agreement Number</b>	CP-2026-09-21-00
<b>Subrecipient(s)</b>	Family, Career and Community Leaders of America
<b>Organization Type</b>	Non-Profit/School
<b>Amount of Federal Funds</b>	\$49,947.75
<b>Eligible Use of Funds (see CFR)</b>	Training and Education
<b>Planning and Administration Costs (If Applicable)</b>	NO
<b>Promised Project/Requirements of 1300.41(b)</b>	NO
<b>Countermeasure Strategy or Strategies</b>	School Programs

<b>Project Name</b>	<b>Keys to Independence Missouri</b>
<b>Project Description and Location</b>	FLITE Center will implement a statewide Keys 2 Independence program focusing on foster teens, providing driver's education and removing barriers that often hinder foster teens from getting proper licensing and traffic safety education. This project will provide staff, equipment, database maintenance and reimbursements for driver's education, licensing and permit fees for an intended statewide effect.
<b>Federal Funding Source</b>	402
<b>Project Agreement Number</b>	DE-2026-02-05-00
<b>Subrecipient(s)</b>	Florida Independence Training & Education (FLITE)

<b>Organization Type</b>	Non-Profit
<b>Amount of Federal Funds</b>	\$175,000.00
<b>Eligible Use of Funds (see CFR)</b>	Training and Education
<b>Planning and Administration Costs (If Applicable)</b>	NO
<b>Promised Project/Requirements of 1300.41(b)</b>	NO
<b>Countermeasure Strategy or Strategies</b>	School Programs, Driver Improvement

<b>Project Name</b>	<b>Teen Driving Program Support</b>
<b>Project Description and Location</b>	This project will provide funding to support teen and new driver programs, events, and activities statewide.
<b>Federal Funding Source</b>	402
<b>Project Agreement Number</b>	CP-2026-09-08-00
<b>Subrecipient(s)</b>	Highway Safety and Traffic Division
<b>Organization Type</b>	State Government/SHSO
<b>Amount of Federal Funds</b>	\$11,500.00
<b>Eligible Use of Funds (see CFR)</b>	Training and Education
<b>Planning and Administration Costs (If Applicable)</b>	NO
<b>Promised Project/Requirements of 1300.41(b)</b>	NO
<b>Countermeasure Strategy or Strategies</b>	School Programs, Driver Improvement, Highway Safety Office Program Management

<b>Project Name</b>	<b>2026 402 Young Driver Coordination</b>
<b>Project Description and Location</b>	Funding will be allocated for coordination activities. Costs will include salaries, fringe benefits and travel by highway safety program staff in Jefferson City.
<b>Federal Funding Source</b>	402
<b>Project Agreement Number</b>	TSP-2026-14-02-00
<b>Subrecipient(s)</b>	Highway Safety and Traffic Division
<b>Organization Type</b>	State Government/SHSO
<b>Amount of Federal Funds</b>	\$80,000.00
<b>Eligible Use of Funds (see CFR)</b>	Coordination
<b>Planning and Administration Costs (If Applicable)</b>	NO
<b>Promised Project/Requirements of 1300.41(b)</b>	NO
<b>Countermeasure Strategy or Strategies</b>	Highway Safety Office Program Management

<b>Project Name</b>	<b>Paving the Way</b>
<b>Project Description and Location</b>	This program is based in Camden and Miller counties. Live 2 Give Hope will provide free driver's education to foster and out-of-home youth as part of their Paving the Way summer program. Funding will cover instructor time, travel, equipment, educational materials, and resource materials.
<b>Federal Funding Source</b>	402
<b>Project Agreement Number</b>	DE-2026-02-02-00
<b>Subrecipient(s)</b>	Live 2 Give Hope
<b>Organization Type</b>	Non-Profit
<b>Amount of Federal Funds</b>	\$41,000.00
<b>Eligible Use of Funds (see CFR)</b>	Training & Education
<b>Planning and Administration Costs (If Applicable)</b>	NO

<b>Promised Project/Requirements of 1300.41(b)</b>	NO
<b>Countermeasure Strategy or Strategies</b>	School Programs

<b>Project Name</b>	<b>MRPC - Docudrama Planning Assistance</b>
<b>Project Description and Location</b>	The MRPC covers eight counties in the central southeastern part of the state. Providing docudrama, or mock crash, training and assistance statewide. This program offers one of four docudrama scenarios to schools to implement. This project will provide salary, travel, and supplies for an intended statewide effect.
<b>Federal Funding Source</b>	402
<b>Project Agreement Number</b>	CP-2026-09-11-00
<b>Subrecipient(s)</b>	Meramec Regional Planning Commission
<b>Organization Type</b>	Regional Planning Commission
<b>Amount of Federal Funds</b>	\$27,500.00
<b>Eligible Use of Funds (see CFR)</b>	Training & Education
<b>Planning and Administration Costs (If Applicable)</b>	NO
<b>Promised Project/Requirements of 1300.41(b)</b>	NO
<b>Countermeasure Strategy or Strategies</b>	School Programs

<b>Project Name</b>	<b>PCN Traffic Safety Data Collection</b>
<b>Project Description and Location</b>	This project will be a multi-step process focusing on 17 counties in the Central Missouri region. The Montana Institute (TMI) will consult with ACT Missouri to evaluate and report on outcomes for Year 3 of this project, with focus on Steps 6-7 of the Evidence-Based 7 Step Positive Community Norms (PCN) Framework. Key elements of the PCN approach focus on identifying & correcting misperceptions of norms and increased protective factors such as attitudes and behaviors. These factors are supported and integrated with various strategies including social media and other messaging, law enforcement, and public education. Funding will provide salary, consultant & development fees, and indirect costs. Results will determine further use of this model in statewide safety marketing.
<b>Federal Funding Source</b>	402
<b>Project Agreement Number</b>	CP-2026-09-06-00
<b>Subrecipient(s)</b>	Missouri's Youth Adult Alliance (MO ACT)
<b>Organization Type</b>	Non-Profit
<b>Amount of Federal Funds</b>	\$118,887.00
<b>Eligible Use of Funds (see CFR)</b>	Training & Education
<b>Planning and Administration Costs (If Applicable)</b>	NO
<b>Promised Project/Requirements of 1300.41(b)</b>	NO
<b>Countermeasure Strategy or Strategies</b>	School Programs

<b>Project Name</b>	<b>SADD Program 2025-2026</b>
<b>Project Description and Location</b>	Missouri SADD is a statewide organization. Missouri SADD will continue establishing more SADD chapters in schools statewide while building capacity in existing chapters, enhancing Missouri's potential to promote and improve the culture of traffic safety directly with students and peer-to-peer efforts in schools. This project will support salary, educational and resource materials, program development fees, supplies and indirect costs for an intended statewide effect.
<b>Federal Funding Source</b>	402
<b>Project Agreement Number</b>	CP-2026-09-14-00
<b>Subrecipient(s)</b>	Missouri's Youth Adult Alliance (MO ACT)
<b>Organization Type</b>	Non-Profit/School
<b>Amount of Federal Funds</b>	\$130,000.00
<b>Eligible Use of Funds (see CFR)</b>	Training & Education
<b>Planning and Administration Costs (If Applicable)</b>	NO
<b>Promised Project/Requirements of 1300.41(b)</b>	NO
<b>Countermeasure Strategy or Strategies</b>	School Programs

<b>Project Name</b>	<b>NWMO Roadway Safety Outreach Improvement</b>
<b>Project Description and Location</b>	Providing traffic safety education to young drivers in Northwest MO counties Atchison, Gentry, Holt, Nodaway and Worth through new events and programs in 17 high schools, this project will purchase salary, travel, supplies and indirect costs for an intended regional/local effect, with further statewide reach through the area's universities and colleges.
<b>Federal Funding Source</b>	402
<b>Project Agreement Number</b>	CP-2026-09-13-00
<b>Subrecipient(s)</b>	Northwest Missouri Regional Council of Governments
<b>Organization Type</b>	Regional Planning Commission
<b>Amount of Federal Funds</b>	\$52,999.50
<b>Eligible Use of Funds (see CFR)</b>	Training & Education
<b>Planning and Administration Costs (If Applicable)</b>	NO
<b>Promised Project/Requirements of 1300.41(b)</b>	NO
<b>Countermeasure Strategy or Strategies</b>	School Programs

<b>Project Name</b>	<b>Traffic Safety Task Force Projects</b>
<b>Project Description and Location</b>	The St. Joseph Safety and Health Council safe community's program focuses efforts on seat belt education, distracted and impaired driving for all ages. The health council focuses on Buchanan and Platte counties, implementing their "Teen Permit Academy", a traffic offender program, and children's traffic garden programs. This project funds operational expenses and supplies, equipment, travel expenses, salary, and educational materials with an intended local/regional effect.
<b>Federal Funding Source</b>	402

<b>Project Agreement Number</b>	CP-2026-09-09-00
<b>Subrecipient(s)</b>	St. Joseph Safety & Health Council
<b>Organization Type</b>	Non-Profit/Safety Council
<b>Amount of Federal Funds</b>	\$65,000.00
<b>Eligible Use of Funds (see CFR)</b>	Training & Education
<b>Planning and Administration Costs (If Applicable)</b>	NO
<b>Promised Project/Requirements of 1300.41(b)</b>	NO
<b>Countermeasure Strategy or Strategies</b>	Driver Improvement Programs

<b>Project Name</b>	<b>ReduceMOCrashes.org</b>
<b>Project Description and Location</b>	<p>This project will provide funding for personnel and website development &amp; maintenance fees for the delivery of a website and subsequent program based on the model of the reduceTNcrashes program in neighboring Tennessee. The website will be a compendium of programs and safety action/advocacy opportunities for students and schools to participate in as part of a yearly competition, including a leaderboard, patches, point system, and awards for leading schools. This project has an intended statewide effect in its implementation, which will begin in the 26-27 school year.</p>
<b>Federal Funding Source</b>	402
<b>Project Agreement Number</b>	CP-2026-09-05-00
<b>Subrecipient(s)</b>	Tennessee Tech University
<b>Organization Type</b>	University
<b>Amount of Federal Funds</b>	\$26,241.08
<b>Eligible Use of Funds (see CFR)</b>	Training & Education
<b>Planning and Administration Costs (If Applicable)</b>	NO
<b>Promised Project/Requirements of 1300.41(b)</b>	NO
<b>Countermeasure Strategy or Strategies</b>	School Programs

<b>Project Name</b>	<b>Roadway Safety Education</b>
<b>Project Description and Location</b>	<p>The Alliance of Southwest Missouri, based in Joplin, MO, provides multifaceted safety education to children and youth in a four-county area: McDonald, Newton, Jasper, and Barton counties. The Alliance provides their Safe Kids program, a 6-module driver education course, and a traffic safety town for youth bike-ped safety, as well as promoting safety through simulation technology and fatal vision goggles. This project will provide salary, educational and resource materials, supplies and equipment for an intended local/regional effect.</p>
<b>Federal Funding Source</b>	402
<b>Project Agreement Number</b>	CP-2026-09-04-00
<b>Subrecipient(s)</b>	The Alliance of Southwest Missouri
<b>Organization Type</b>	Non-Profit
<b>Amount of Federal Funds</b>	\$52,010.97
<b>Eligible Use of Funds (see CFR)</b>	Training and Education

<b>Planning and Administration Costs (If Applicable)</b>	NO
<b>Promised Project/Requirements of 1300.41(b)</b>	NO
<b>Countermeasure Strategy or Strategies</b>	School Programs; Driver Improvement Program

<b>Project Name</b>	<b>The Drive to Save Lives Tour</b>
<b>Project Description and Location</b>	This statewide project will provide a highly trained speaker that will guide students through a real life, powerful, and positive safe driving message at schools assemblies statewide. The message will include real life impact videos, high quality storytelling, tangible take-aways and actionable steps to keep them and their friends safe as passengers or drivers. This project will provide a fee that is inclusive of a speaking fee and all travel expenses for an intended statewide effect.
<b>Federal Funding Source</b>	402
<b>Project Agreement Number</b>	CP-2026-09-03-00
<b>Subrecipient(s)</b>	The Drive to Save Lives Tour
<b>Organization Type</b>	Highway Safety Youth Motivation Speaker
<b>Amount of Federal Funds</b>	\$107,500.00
<b>Eligible Use of Funds (see CFR)</b>	Training & Education
<b>Planning and Administration Costs (If Applicable)</b>	NO
<b>Promised Project/Requirements of 1300.41(b)</b>	NO
<b>Countermeasure Strategy or Strategies</b>	School Programs

<b>Project Name</b>	<b>ThinkFirst of Greater Kansas City</b>
<b>Project Description and Location</b>	ThinkFirst Kansas City will work in the Kansas City and Northwest regions of Missouri to prevent traumatic injuries from traffic-related injuries by providing age-appropriate programs for youth that covers all four emphasis areas outlined in Missouri's Show Me Zero Safety Plan as well as pedestrians and other non-motorized users. This Funding will provide program development fees, educational materials and supplies, salary, speaker fees and travel expenses for an intended local/regional effect.
<b>Federal Funding Source</b>	402
<b>Project Agreement Number</b>	CP-2026-09-02-00
<b>Subrecipient(s)</b>	ThinkFirst of Greater Kansas City
<b>Organization Type</b>	Non-Profit
<b>Amount of Federal Funds</b>	\$45,083.50
<b>Eligible Use of Funds (see CFR)</b>	Training & Education
<b>Planning and Administration Costs (If Applicable)</b>	NO
<b>Promised Project/Requirements of 1300.41(b)</b>	NO
<b>Countermeasure Strategy or Strategies</b>	School Programs; Driver Improvement Programs

Project Name	Arrive Alive Tour
<p align="center"><b>Project Description and Location</b></p>	<p>This statewide program provides education through state-of-the-art virtual reality simulators within high schools across the state. The simulator will be installed on an actual vehicle and will allow participants to experience, in a controlled environment, the potential consequences, legal and otherwise, of driving while distracted or impaired. For students not in the vehicle, high-definition monitors display a "passenger eye view" of the current simulation, as well as a high-impact awareness video featuring facts, statistics, and figures related to distracted and impaired driving. Each participant will then take the pledge to drive SAFE (Sober and Free of Electronics). This project will fund a fee that is inclusive of all expenses per tour stop, with an intended statewide effect.</p>
<b>Federal Funding Source</b>	402
<b>Project Agreement Number</b>	TSP-2026-14-01-00
<b>Subrecipient(s)</b>	Unite Corporation
<b>Organization Type</b>	Driver Education
<b>Amount of Federal Funds</b>	\$82,500.00
<b>Eligible Use of Funds (see CFR)</b>	Training & Education
<b>Planning and Administration Costs (If Applicable)</b>	NO
<b>Promised Project/Requirements of 1300.41(b)</b>	NO
<b>Countermeasure Strategy or Strategies</b>	School Programs

**Missouri Highway Safety Fiscal Year 2026 Equipment List (Major Purchases)**  
**All equipment is attested as Buy America Compliant by the applicant**  
**and vehicle preference is listed but is subject to availability.**

**Impaired Driving**

Agency	Item Detail (Quantity)	Budget	Source	Project Number	Purpose
Buchanan County Sheriff's Dept.	Chevrolet Tahoe Police Vehicle	\$60,500.00	154	26-ENF-03-028	Vehicle will be utilized for dedicated impaired driving enforcement
Festus Police Dept.	Chevrolet Tahoe Police Vehicle	\$60,000.00	154	26-ENF-03-097	Vehicle will be utilized for dedicated impaired driving enforcement
Franklin County Sheriff's Office	Chevrolet Tahoe Police Vehicle	\$61,393.00	154	26-ENF-03-100	Vehicle will be utilized for dedicated impaired driving enforcement
Gasconade County Sheriff's Office	Axon Fleet3 Dash Cameras (2)	\$30,548.00	154	26-ENF-03-013	Cameras will be used to record impaired driving enforcement stops for evidential purposes
Jackson County Sheriff's Office	Ford F-150 Responder Police Truck (2)	\$109,084.80	154	26-ENF-03-048	Vehicles will be utilized for dedicated impaired driving enforcement
Jefferson County Sheriff's Office	Chevrolet Tahoe Police Vehicle (or Equivalent)	\$53,000.00	154	26-ENF-03-111	Vehicle will be utilized for dedicated impaired driving enforcement

**Speed and Speed Management**

Agency	Item Detail (Quantity)	Budget	Source	Project Number	Purpose
Board of Police Commissioners of Kansas City, MO	Harley-Davidson Road King police motorcycle	\$31,365.00	402	26-PT*-02-022	Motorcycle will be solely used for speed and aggressive driving enforcement both on and off grant time
Boone County Sheriff's Office	Ford Interceptor	\$47,819.10	402	26-PT*-02-003	Vehicle will be utilized for dedicated speed and aggressive driving enforcement
Kirkwood Police Department	Dodge Durango Police Vehicle (50/50 match)	\$50,790.00 total; \$25,395.00 NHTSA cost	402	26-PT*-02-115	Vehicle will be solely utilized for speed and aggressive driving enforcement both on and off grant time
St. Louis County Police Dept.	Ford Police Interceptor Police Vehicles (2)	\$95,000.00	402	26-PT*-02-138	Vehicles will be utilized for dedicated speed and aggressive driving enforcement

**Occupant Protection**

Agency	Item Detail (Quantity)	Budget	Source	Project Number	Purpose
Charlie's House	Software - Saritasa Vehicle Occupant /Pedestrian Safety Module	\$65,000.00	402	26-CP*-09-015	Software will enhance current system to include education modules including: car seat selection, driveway safety, parking lot safety, hot car safety, vehicle submersion, vehicle fire, and what to do in a crash

## Roadway Safety (General)

Agency	Item Detail (Quantity)	Budget	Source	Project Number	Purpose
Clarksdale Fire Protection District	Brute Force Combi Tool	\$11,585.00	402	26-EM-02-002	Equipment will be used for emergency extrication of motor vehicle crash victims
Doolittle Rural Fire Protection District	Genesis S49-SL3 Spreader eFORCE 28"	\$11,597.00	402	26-EM-02-003	Equipment will be used for emergency extrication of motor vehicle crash victims
Doolittle Rural Fire Protection District	Genesis SC240-SL3 Cutter NXT Gen 28V	\$10,353.00	402	26-EM-02-003	Equipment will be used for emergency extrication of motor vehicle crash victims
Frontenac Fire Department	SP 555 Spreader	\$14,271.84	402	26-EM-02-004	Equipment will be used for emergency extrication of motor vehicle crash victims
Gerald/Rosebud Fire Protection District	Hurst Combi Tool with Batteries/Charger	\$15,050.00	402	26-EM-02-005	Equipment will be used for emergency extrication of motor vehicle crash victims
Mid-County Fire Protection District	Vehicle Extrication Training Prop	\$19,600.00	402	26-EM-02-006	Training prop simulates a crashed vehicle and can be reused to train multiple classes on extricating crash victims
Osborn Fire Protection	PCU50 Pentheon series Cutter	\$12,464.57	402	26-EM-02-007	Equipment will be used for emergency extrication of motor vehicle crash victims
Osborn Fire Protection	PSP40 Pentheon Series Spreader	\$12,853.71	402	26-EM-02-007	Equipment will be used for emergency extrication of motor vehicle crash victims
Osborn Fire Protection	PTR50 Pentheon Series Telescoping Ram	\$10,571.14	402	26-EM-02-007	Equipment will be used for emergency extrication of motor vehicle crash victims
Union Fire Protection District	PS40 Spreader	\$13,353.00	402	26-EM-02-009	Equipment will be used for emergency extrication of motor vehicle crash victims

*MISSOURI*  
*FY 2026 Application*

## **Section 405(b)**

**Occupant  
Protection Grant**  
(23 CFR § 1300.21)

## 405(b) Occupant protection grants

Occupant Protection Qualification: Lower Seat Belt Use Rate State

### Occupant Protection Plan

Strategies:

Prevention, Public Information and Education, Enforcement, Training

Problem:

During 2020-2024, 63.9% of drivers and occupants killed in crashes in Missouri were unrestrained. Missouri's observed seat belt use rate of 88.03% in 2024 is below the national average of 92%. Teen seat belt use is of particular concern coming in at just 74%, approximately 14.03% lower than the state average. Furthermore, seat belt use remains lowest amongst males, on non-highways, and in rural areas, particularly southeast and northeast Missouri. If everyone in Missouri buckled up, an estimated 250 lives would be saved each year.

Countermeasures:

- Short-term, high-visibility enforcement – 5 stars, CTW 2.2.1
- Integrated nighttime seat belt enforcement – 4 stars, CTW 2.2.2
- Sustained enforcement – 3 stars, CTW 2.2.3
- Communications and outreach – 5 stars, CTW 2.3.1
- Strategies for low-belt-use groups – 4 stars, CTW 2.3.2
- Strategies for older children – 3 stars, CTW 2.6.1
- Strategies for child restraint and booster seat use – 3 stars, CTW 2.6.2
- School-based programs – 3 stars, CTW 2.7.1
- Inspection stations – 3 stars, CTW 2.7.2
- Law enforcement liaisons (LEL's)

It is important law enforcement officers be aware of the occupant protection problem in Missouri and the steps they can take to improve the use of seat belts and child restraint systems. Law enforcement liaisons help make officers aware of available training, programs, and resources they can use to prevent unrestrained occupants in their communities. LEL's also recruit agencies to participate in the Click It or Ticket national mobilization and other occupant protection initiatives. This effort directly supports other highly rated countermeasures in CTW, such as high-visibility enforcement. The Uniform Guidelines also encourage states to utilize LEL's as part of their enforcement program.

- Highway safety office program management

The SHSO supports several occupant protection countermeasures through coordination of enforcement, training, and educational opportunities. This support is crucial to ensure resources are made available and programs are delivered.

Targets:

- Decrease unbelted fatalities from a 5-year average of 385.2 (2017-2021) to 324.4 (2022-2026)
- Increase statewide seat belt use from 88.9% in 2022 to 93% by 2026

## **Participation in Click It or Ticket National Mobilization**

The State of Missouri has participated in the Click It or Ticket national mobilization for the past 21 years. Missouri will continue to participate in future years, including the FY26 mobilization.

In FY25, Missouri awarded \$97,100 to the Missouri State Highway Patrol, \$892,740 to local cities and counties for occupant protection programs, and \$200,000 in State funding for paid media in the area of Occupant Protection. While some of this funding was used for year round support of occupant protection activities, the largest percentage was used during the Click It or Ticket campaign. For the FY26 campaign, Missouri expects to have a minimum of 145 police agencies once again participating. In addition to the contract awards already planned for FY26 to encourage other departments to participate as well.

### **Agencies planning to participate in Click-it-or-Ticket (CIOT) national mobilization:**

Adair County SD, Arnold PD, Anderson PD, Ashland PD, Bates City PD, Battlefield PD, Berkeley PD, Blue Springs PD, Boonville PD, Boone County SD, Bourbon PD, Bowling Green PD, Branson PD, Branson West PD, Buckner PD, Cabool PD, California PD, Calverton Park PD, Camden County SD, Cape Girardeau County SD, Carl Junction PD, Carter County SD, Carterville PD, Cassville PD, Chesterfield PD, Claycomo PD, Clayton PD, Clever PD, Clinton County SD, Clinton PD, Columbia PD, Cottleville PD, Crawford County SD, Cuba PD, Dallas County SD, Davies County SD, Dexter PD, Doniphan PD, Doolittle PD, Douglas County SD, Duquesne PD, Edgar Springs PD, Eldon PD, Ellisville PD, Ellsinore PD, Fair Grove PD, Fair Play PD, Foristell PD, Franklin County SD, Fredericktown PD, Gasconade County SD, Grandview PD, Greenwood PD, Hallsville PD, Hamilton PD, Hazelwood PD, Herculaneum PD, Hollister PD, Holts Summit PD, Houston PD, Independence PD, Jefferson City PD, Johnson Co. SD, Kennett PD, Kimberling City PD, Kirkwood PD, Lake Lotawana PD, Lake Tapawingo PD, Laplata PD, Lawrence County SD, Licking PD, Lincoln County SD, Lincoln University PD, Lone Jack PD, Macon County SD, Macon PD, Madison County SD, Manchester PD, Maries County SD, Marshall PD, Miller County SD, MO State Highway Patrol, Moline Acres PD, Montgomery County SD, Morgan County SD, Mount Vernon PD, Mountain View PD, New Haven PD, Newton County SD, Nixa PD, Normandy PD, North Kansas City PD, Oak Grove PD, O'Fallon PD, Olivette PD, Oronogo PD, Osage Beach PD, Osage County SD, Perry County SD, Platte County SD, Pleasant Hope PD, Pleasant Valley PD, Poplar Bluff PD, Potosi PD, Randolph County SD, Raytown PD, Republic PD, Richland PD, Richmond Heights PD, Richmond PD, Ripley County SD, Riverside PD, Rock Hill PD, Rogersville PD, Rolla PD, Scott City PD, Seneca PD, Shelbina PD, Shrewsbury PD, Sikeston PD, Sparta PD, St. Charles PD, St. Clair PD, St. Clair County SD, St. James PD, St. John PD, St. Joseph PD, St. Marys PD, Steelville PD, Strafford PD, Taney County SD, Texas County SD, Town & Country PD, Troy PD, University City PD, Van Buren PD, Vernon County SD, Vinita Park PD, Washington County SD, Webb City PD, Webster Groves PD, Willard PD, Willow Springs PD, Winfield PD, Woodson Terrace PD, Wright County SD

### **Child Restraint Inspection Stations**

**Projects demonstrating an active network of child restraint inspection stations include:**

- 405b Car Seat Distribution - SHSO
- Child Passenger Safety Paid Media - SHSO
- CPS Program Training - SHSO
- Boosters to Belts - DCCCA
- CPS Program Activities
  - SHSO - CPS Program Activities Administration
  - Barton County Health Department
  - Cape Girardeau County Public Health Center
  - Carter County Health Center
  - Children's Mercy Hospital
  - Keeping Kids Safe in Greater Kansas City
  - Live 2 Give Hope
  - Madison County Health Department
  - Mercy Hospital
  - Perry County Health Department
  - Safety & Health Council of Western MO & KS
  - Ste. Genevieve Health Department
  - Vernon County Health Department

**Total number of planned inspection stations and/or events in the State: 229**

**Total number of planned inspection stations and/or events in the State serving each of the following population categories: urban, rural, and at-risk:**

- Populations served - urban: **49**
- Populations served - rural: **180**
- Populations served - at risk: **90**

### **Child Passenger Safety Technicians**

**Projects for recruiting, training, and maintaining a sufficient number of child passenger safety technicians include:**

- CPS Program Training-HSO
- CPS Program Activities Administration-HSO
- CPS Program Activities - Safety and Health Council of Western MO

**Estimate of the total number of classes and the estimated total number of technicians to be trained in the upcoming fiscal year to ensure coverage of child passenger safety inspection stations and inspection events by nationally Certified Child Passenger Safety Technicians.**

Estimated total number of classes: 30

Estimated total number of technicians: 402

**Additional required criteria as a lower seat belt use state:**

- Occupant protection statutes
- Seat belt enforcement
- High risk population countermeasure programs
- Comprehensive occupant protection program
- Occupant protection program assessment

**Citations**

Legal Citation Requirement: Requirement for occupants to be secured in a seat belt.

Legal Citation: 307.178 RSMo

Amended Date: 8/28/2006

Legal Citation Requirement: Requirement for occupants to be secured in an age appropriate child restraint.

Legal Citation: 307.179 RSMo

Amended Date: 8/28/2006

Legal Citation Requirement: Minimum fine of at least \$25.

Legal Citation: 307.179 RSMo- for child restraints no more than a \$50 fine, 307.178 RSMo-\$10 Adult fine

Amended Date: 8/28/2006

**Seat Belt Enforcement**

**Countermeasure strategies demonstrating that the State conducts sustained enforcement throughout the fiscal year of the grant to promote seat belt and child restraint enforcement and involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred:**

- Child Restraint System Inspection Station(s)
- Communication Campaign
- OP/Speed Law Enforcement Liaison
- Short term, High Visibility Seat Belt Law Enforcement

**Planned activities demonstrating that the State conducts sustained enforcement throughout the fiscal year of the grant to promote seat belt and child restraint enforcement, and involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred:**

- 402 HMV Enforcement
- Buckle Up Phone Down Paid Media
- Click It or Ticket Paid Media
- Enforcement- Occupant Protection Campaign
- OP Law Enforcement Liaison
- Occupant Protection Enforcement
- Work Zone Paid Media
- Youth Seat Belt Campaign

**High risk population countermeasure programs**

**Countermeasure strategies demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: Drivers on rural roadways; Unrestrained nighttime drivers; Teenage drivers; Other high-risk populations identified in the occupant protection program area plan:**

- Child Restraint System Inspection Station(s)
- Communication Campaign
- Driving Simulations
- OP Law Enforcement Liaison
- School Programs

**Submit planned activities demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: Drivers on rural roadways; Unrestrained nighttime drivers; Teenage drivers; Other high-risk populations identified in the occupant protection program area plan:**

- B.R.A.K.E.S.- Put on the Brakes, Inc.
- Meramec RPC Docudrama Planning
- Missouri FCCLA FACTS
- Missouri SADD
- Occupant Protection Enforcement
- Safe Kids Driver's Education
- Speed/HMV Enforcement
- The Alliance of SWMO - Roadway Safety Education
- TyREDD
- TRACTION/Safe Communities
- ThinkFirst Missouri
- ThinkFirst Kansas City
- Unite - Arrive Alive Tour

**Comprehensive occupant protection program**

Missouri's comprehensive occupant program is included in Appendix A-Occupant Protection Strategic Plan. A NHTSA-facilitated assessment of all elements of its occupant protection program was completed on March 10, 2023.

**Countermeasure strategies designed to achieve the performance targets of the strategic plan:**

- Child Restraint System Inspection Station(s)
- Communication Campaign
- OP Law Enforcement Liaison
- Short term, High Visibility Seat Belt Law Enforcement

## **Missouri Coalition for Roadway Safety Occupant Protection Subcommittee Members**

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# **Missouri Occupant Protection Strategic Plan**

**February 2024**

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## Mission

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Improve traffic safety in Missouri by fostering effective communication, coordination, and collaboration among public and private entities committed to developing and implementing strategies to increase the proper use of seat belts, child safety restraint devices and motorcycle helmets/gear, and thereby saving lives and preventing injuries on our roadways.

## Vision

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Support Missouri's Strategic Highway Safety Plan, Show-Me Zero, in eliminating fatalities and serious injuries of unrestrained and unprotected vehicle occupants/riders on Missouri roadways.

## Overall Goal

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To create countermeasures and facilitate implementation of programs to increase the proper use of seat belts, child safety restraint devices and motorcycle helmets/gear, and thereby saving lives and preventing injuries on our roadways.

## Benchmark

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The goal will be measured by the number and percentage of unrestrained vehicle occupant and un-helmeted motorcycle fatalities as well as the percentage of seat belt usage as measured by the annual Statewide Seat Belt Survey and other related intermittent surveys.

## Background

Missouri has been utilizing a comprehensive approach to reducing fatalities and serious injuries on Missouri's roadways since the early 2000s when the state's first strategic highway safety plan (SHSP), Missouri's Blueprint for Safer Roadways, was unveiled. To support implementation of the SHSP, Missouri established a coalition of safety advocates, the Missouri Coalition for Roadway Safety (MCRS). The significance of the MCRS is paramount to traffic safety and the reduction of fatalities in Missouri. The coalition operates statewide with seven regional coalitions, numerous subcommittees dedicated to specific areas, and an executive committee who champions highway safety at the highest levels of state leadership.

Since the creation of the first SHSP and the MCRS, traffic fatalities in Missouri have seen periods of significant decline (2005-2014), periods of ups and down (2015-2019), and a significant increase during and just after the COVID-19 pandemic (2020-2022). Missouri's highway safety efforts are now guided by the state's fifth SHSP, Show-Me Zero, which identifies four key emphasis areas:

- Occupant Protection
- Distracted Driving
- Speed and Aggressive Driving
- Impaired Driving

This plan is intended to outline Missouri's efforts related to occupant protection. Specifically, it addresses strategies and activities intended to increase the proper use of seat belts, child safety restraints, and helmets.

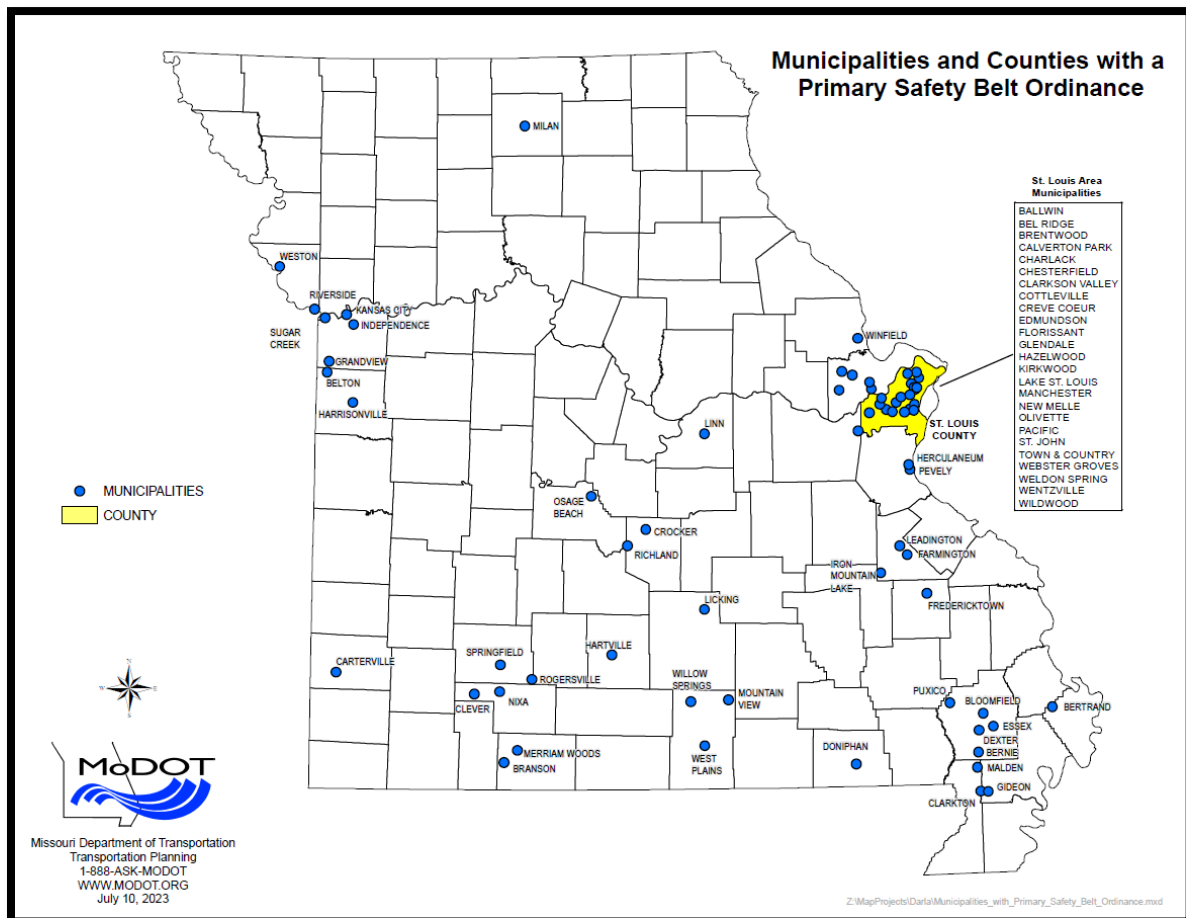
To support occupant protection efforts of the MCRS, a statewide Occupant Protection subcommittee was formed in December 2014. The Subcommittee focuses on the areas specific to reducing fatalities and serious injuries resulting from failure to properly use seat belts, use child restraints or use motorcycle helmets/gear and is the group primarily responsible for developing this plan.

The statewide Occupant Protection subcommittee is made up of a diverse group of multidisciplinary safety stakeholders, including the Highway Safety and Traffic Division of MoDOT, various local and State agencies, traffic safety advocacy groups, public and private organizations.

## I. Program Management

Currently, Missouri has a secondary seat belt law and, to date, legislative efforts to change to a primary law have been unsuccessful. In addition, violation of the seat belt law carries a minimal fine of just \$10. Although restricted by a secondary law, in 2022, Missouri reached its highest seat belt use on record, 88.9 percent.

With no primary law seat belt law, the Highway Safety and Traffic Division of MoDOT has continually worked to encourage various local and county agencies to establish primary seat belt ordinances. This includes assigning an Occupant Protection Coordinator within the office to help aid other state and local agencies on all occupant protection programs and work toward the establishment of primary seat belt ordinances. As of July 2023, there are 68 municipalities and 1 county that have passed primary seat belt ordinances.



The Highway Safety and Traffic Division of MoDOT also partners with the Law Enforcement Traffic Safety Advisory Council (LETSAC). Membership in LETSAC is granted to every police and sheriff's department in the state that wishes to participate. LETSAC is operated by a Board elected from the membership which consists of a Chairman, Vice Chairman, Treasurer, Secretary and one Board member from each of 9 Missouri State Highway Patrol Troop regions in the state. Also included on the board is an appointed representative from the Highway Safety and Traffic Division of MoDOT, Missouri State Highway Patrol, St. Louis Metro Police Department, Kansas City Police Department, the National Highway Traffic Safety Administration and the Missouri Safety Center. This group of law enforcement specialists serves as an advisory council to the Highway Safety and Traffic Division of MoDOT on law enforcement concerns. In addition, LETSAC provides law enforcement training which includes an annual week-long Traffic Safety Conference where various topics of traffic safety enforcement, education and occupant protection information is provided. This conference historically serves approximately 250 to 350 officers from around the state.

Missouri's Law Enforcement Liaisons (LEL's) are sponsored by the Highway Safety and Traffic Division of MoDOT and serve as a conduit between the Highway Safety Office and the state's law enforcement community. The Occupant Protection Coordinator also oversees the three LEL's who's primary duty is to work with law enforcement agencies throughout the state to promote and enhance state and national highway safety programs, initiatives and campaigns. They also perform a variety of functions including planning, organizing, networking, promoting, recruiting, implementing, reporting and evaluating law enforcement's role in traffic safety projects, activities, initiatives, and achievements.

The Highway Safety and Traffic Division of MoDOT conducts three occupant protection campaigns during the year, including the National Click it or Ticket (CIOT) campaign. In FFY23, the Highway Safety and Traffic Division of MoDOT issued 29 full time occupant protection enforcement grants. In addition, there were 106 CIOT, and mini grants awarded to various Missouri law enforcement 82 youth seat belt agencies. Also, in 2021 the Highway Safety and Traffic Division of MoDOT issued three grants providing funding for the NHTSA-approved statewide seat belt survey, a Missouri teen and a child passenger seat survey. The statewide seat belt survey is repeated every year.

Within the Highway Safety and Traffic Division of MoDOT there is a designated Child Passenger Safety program coordinator who oversees the grant funding in this area. Funding is provided for the purchase of Child Safety Seats as well as to provide training for certified Child Safety Seat Technicians and Inspection Stations. The coordinator assures that adequate and accurate training is provided to the professionals who deliver the occupant protection programs for parents and caregivers. The coordinator promotes activities to increase the use of booster seats by children who have outgrown infant or convertible seats. The coordinator collects and analyzes key data in order to evaluate the progress of the overall program.

The Highway Safety and Traffic Division of MoDOT encourages law enforcement partners to vigorously enforce all child occupant protection laws and will continue to enlist the support of all media outlets to increase public awareness about child occupant protection laws and the use of child restraints. Strong efforts are made to reach under-served populations and the child occupant protection programs at the local level are periodically assessed and designed to meet the unique demographic needs of the community. Carefully crafted and administered child safety seat subsidy and/or give-away programs will continue as funding allows. In order to maintain qualified Child Passenger Safety Technicians and Instructors, the Highway Safety and Traffic Division of MoDOT will continue to provide CPS training and opportunities for re-certification and CEUs, and foster networking opportunities.

The Highway Safety and Traffic Division of MoDOT also has a designated motorcycle safety program Coordinator who oversees the funding in this area. Funding provided to the Missouri Motorcycle Safety Program (MMSP) is coordinated via the Missouri Motorcycle Trust Fund in Accordance with RSMo 302.137. All judgments collected pursuant to this section, appropriations of the general assembly, federal grants, private donations and any other moneys designated for the motorcycle safety education program shall be deposited in the fund. Moneys deposited in the fund shall be received and expended by the commission of public safety (MoDOT) for the purpose of funding the motorcycle safety education program. The coordinator of the program ensures the expenses incurred via the MMSP are permissible and adhere to the operational guidelines of the program. The program provides motorcycle training to beginner and experienced riders statewide throughout the year at 21 motorcycle training site locations.

The Highway Safety and Traffic Division of MoDOT also has a designated Youth Program Coordinator who oversees the funding in this area. Missouri currently has a Graduated Driver License (GDL) law which requires applicants 16 to 18 years of age to complete at least six months of driving on a learner permit prior to applying for an intermediate license. At all times during these six months they must be accompanied by a licensed driver who is over 21 years of age and who is occupying the adjacent seat. To obtain an intermediate license the permit holder must have a parent, grandparent, or legal guardian sign the application stating that the driver has completed a minimum of 40 hours of supervised driving. As an intermediate license holder, the driver is restricted from operating a vehicle from 1:00 AM to 5:00 AM unless accompanied by a parent, grandparent, or legal guardian, unless travelling to or from a school or educational program or activity. In addition, when a driver with an intermediate license is operating a vehicle, the driver and all passengers in the vehicle must have on a safety belt, and for the first six months they may not have more than one passenger under the age of 19 in the vehicle who is not an immediate family member.

## A. Seat Belts

In 2021, there were 1,016 traffic fatalities in Missouri, of which 691 were vehicle occupant fatalities. Of the 691 vehicle occupant fatalities, 416 (65 percent) were unrestrained, 223 (34 percent) were restrained, and restraint was not known for the remaining 53 (1 percent). Preliminary data for 2022 indicates there were 1,057 traffic fatalities in Missouri with 60 percent of the vehicle occupant fatalities being unrestrained.

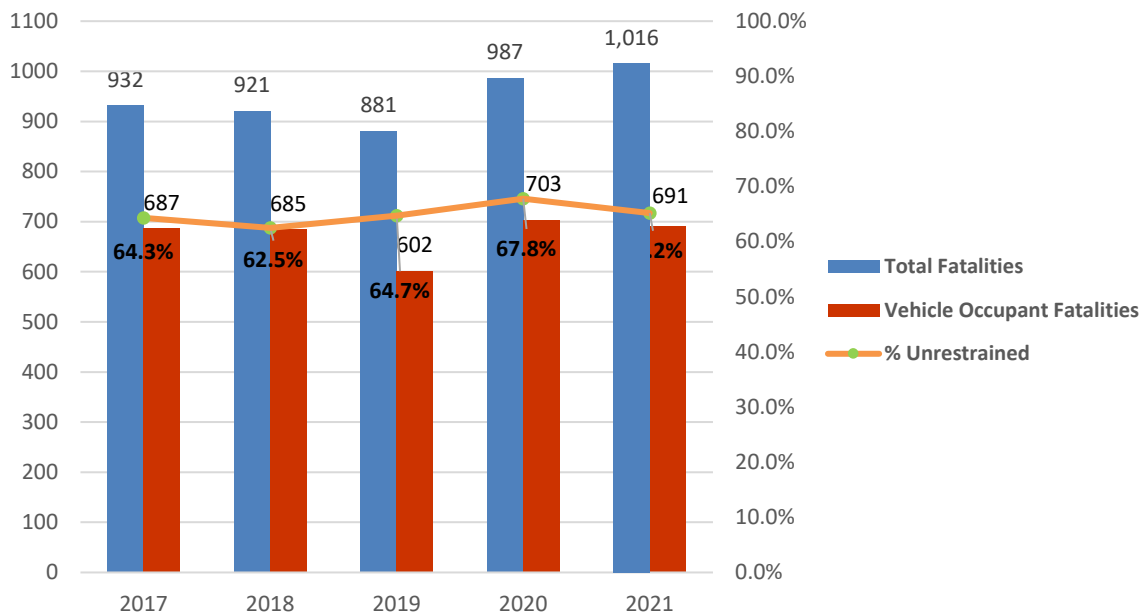
Missouri began conducting an annual seat belt survey in 1998 with results showing only 60 percent of drivers were buckling up. While safety advocates have consistently pushed for stronger public policy related to seat belt use, including a primary seat belt law, Missouri remains one of the most lenient states when it comes to seat belt laws. Despite this reality, law enforcement officers, and other safety advocates have worked hard to educate Missourians on the importance of wearing a seat belt. As a result, Missouri has experienced a steady climb in seat belt use, with an all-time high of 88.9 percent observed in 2022.

	Overall Usage (Drivers and Front Seat Outboard Passengers)		Teens (Drivers and Front Seat Outboard Passengers)	Child Safety Seats	Commercial Motor Vehicle
	Missouri	National	Missouri	Missouri	Missouri
<b>2022</b>	88.9%	91.6%	71.8%	N/A	N/A
<b>2021</b>	88.0%	90.4%	N/A	91.1%	87.7%
<b>2020</b>	86.1%	90.3%	75.5%	N/A	N/A
<b>2019</b>	87.7%	90.7%	N/A	N/A	N/A
<b>2018</b>	87.1%	89.6%	73.8%	N/A	N/A

*\*Child seat survey & CMV survey not conducted each year*

Even so, too many unrestrained fatalities continue to occur in Missouri. In 2022, 60 percent of the vehicle occupants killed in traffic crashes were unbuckled. The result is hundreds of lives lost that may have been prevented had a seat belt been properly used. In fact, the Highway Safety and Traffic Division estimates as many as 250 lives would be saved each year in Missouri if everyone buckled up. This reality proves the state still has much to do in the way of increasing seat belt use.

### Vehicle Occupant Fatalities with Percent Unrestrained



\*Vehicle Occupant Fatalities – represents the number of people killed in vehicles that require a seat belt by law.

## B. Seat Belt Surveys

Missouri conducted its first statewide seat belt survey in the fall of 1998 which revealed an overall use rate of 60 percent. The 1998 seat belt use survey was done as the base line; then each survey after and up through the 2012 seat belt use survey was conducted as a replication of the former. All were probability-based surveys with the data collection locations representative of 85 percent of the State’s population and were, at that time, in compliance with the guidelines recommended by NHTSA. Starting in 2013, NHTSA required changes in the survey methodology requiring survey locations account for 85 percent of the crash-related fatalities in the State. In addition, Missouri elected to depict the usage rate for each of Missouri's seven transportation districts, requiring at least 4 counties be included from each district. This approach was used through 2017. Missouri was required to reselect road segments and observation sites for the next five-year period starting with the 2018 survey (2018-2022). In addition to the new site selection, Missouri removed the requirement that each district be represented by at least 4 counties. The 2018-2022 survey design was approved by NHTSA on January 24, 2018.

The 2022 statewide survey was conducted June 6<sup>th</sup> through June 19<sup>th</sup>, 2022. Twenty-eight counties were selected from a pool of counties representing 85 percent of the unrestrained fatalities in the state. In each of the 28 counties, 20 roadway segments were selected for a total of 560 observation sites. A two-person team conducted the observations from 7:00 AM to 6:00 PM. The observations started at predetermined times and continued for exactly 45 minutes at

each site. Observers made note of drivers and front seat passengers in passenger cars, vans, sport utility vehicles, and pickup trucks. Based upon a total of 122,607 vehicle occupants observed, the 2022 seat belt use rate on Missouri roadways was found to be 88.9 percent.

Missouri conducted its first teen seat belt survey in 2004 which resulted in an overall use rate of 54 percent. The 2020 teen survey was conducted October 1<sup>st</sup> through October 30<sup>th</sup>, 2020. Two observers were used at each of 150 high schools selected. Schools were selected from each of the seven Missouri Department of Transportation districts. The number of schools selected from each district was in proportion to the number of schools that district has in comparison to the state total of 529 public high schools.

The teen survey was conducted in the morning as people were arriving at school. Observers noted both the driver and front seat passenger seat belt use as well as their race and gender. There were 10,171 teen and 7,450 adult drivers observed. In addition, 6,251 front seat outboard passengers were identified of which 5,846 were teens, 175 adults, and 405 children. The 2020 safety belt use for all teenage drivers and teen front seat outboard passengers was 75.5 percent.

For 2022, the list of high schools was updated to include more high schools from rural areas of Missouri as the locations typically have a lower seat belt use. As expected, this resulted in an overall lower seat belt use. However, this information is critical in allowing the department to identify high schools and areas where teen seat belt use is the lowest. The 2022 teen survey was conducted October 1<sup>st</sup> through October 30<sup>th</sup>, 2022, at 150 high schools. Schools were selected from each of the seven Missouri Department of Transportation districts. There were 12,186 teen and 9,921 adult drivers observed. In addition, 8,610 front seat outboard passengers were identified of which 7,903 were teens, 333 adults, and 374 children. The 2022 safety belt use for all teenage drivers and teen front seat outboard passengers was 71.8 percent.

The first Child Safety Seat survey was conducted in Missouri in 2001 with the result of a 64 percent use rate for child seats. The survey was conducted yearly until 2009 with the use rate increasing each year to a total of 91 percent in 2009. Due to lack of funding, the survey was not completed again until 2014 at which time the use rate was found to still be at 91 percent. The survey in 2021 was conducted in 18 counties across the state at 21 Wal-Mart Supercenters or stores. Observations were based upon the child being restrained versus not restrained and did not attempt to determine “correct” usage of the devices. The 18 counties were randomly selected from the 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. Most of the surveys were conducted on Friday, Saturday or Sunday in 2-hour blocks from 9:00-11:00 AM, 1:00-3:00 PM, and 5:00-7:00 PM totaling six hours per site. The 2021 survey found a total of 1,258 children observed in 1,075 vehicles, and that the restraint usage for children under age four was 91.1 percent.

Missouri conducted the first Commercial Motor Vehicle survey in 2004 with the results showing that only 59 percent of all drivers were buckling up. The following year that total had risen to 66 percent. The survey was conducted at 250 locations in 76 Missouri counties. The survey sites were located throughout the nine Missouri State Highway Patrol (MSHP) Troop areas. Driver shoulder belt usage in Class 7 (six to nine tires) and Class 8 (10 or more tires) was observed at each selected site. Observations were collected over a two-week period, (October 11 - 24, 2021) and each observation was 40 minutes in length.

Based upon a total of 21,071 commercial motor vehicle drivers observed, the 2021 safety belt use rate on Missouri roadways was found to be 88 percent. Due to funding, the CMV survey is not completed every year.

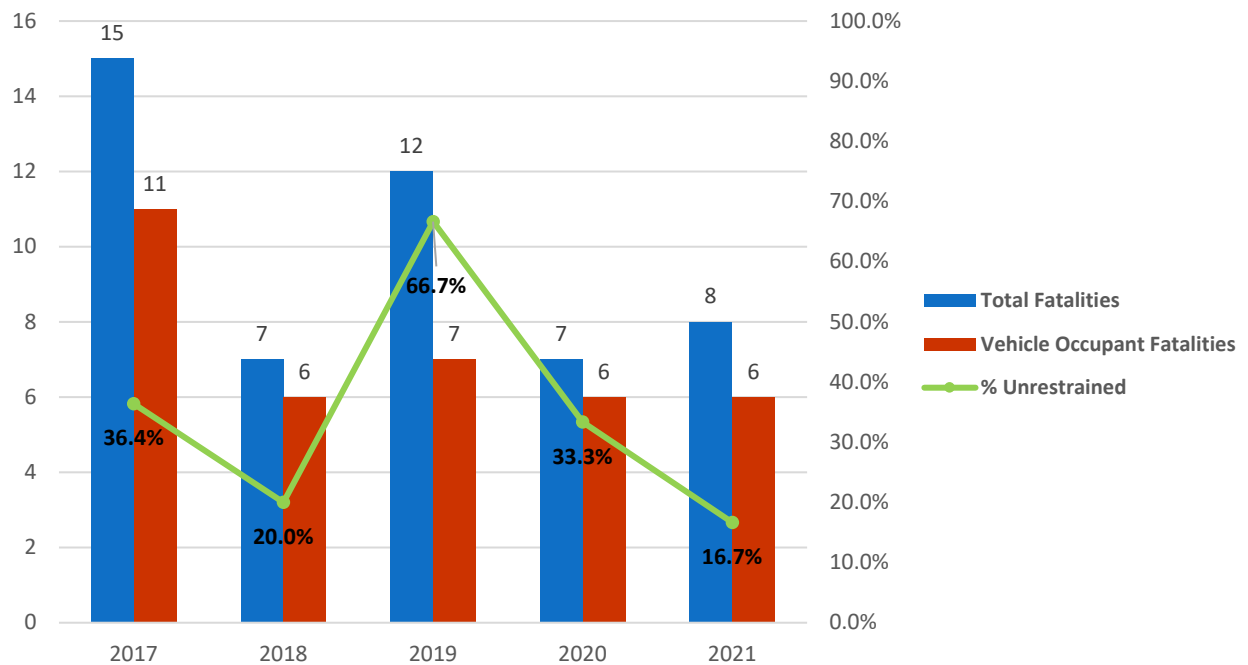
### **C. Occupant Protection for Children**

While Missouri only has a secondary Safety Belt law for adults, the Child Safety Seat and Under 16 Safety Belt law are both Primary Enforcement laws. The driver of the vehicle is responsible for ensuring that these laws are obeyed. As of August 28, 2006, Missouri law requires:

- Children less than 4 years old or less than 40 pounds must be in an appropriate child safety seat, per manufacturer's instructions for the child restraint.
- Children ages 4 through 7 who weigh at least 40 pounds must be in an appropriate child safety seat or booster seat unless they are 80 pounds or 4'9" tall.
- Children 8 and over or weighing at least 80 pounds or at least 4'9" tall are required to be secured by a safety belt or booster seat appropriate for that child.
- All children less than 16 are required to be secured in a properly adjusted and fastened restraint.

Vehicle crashes are one of the leading causes of serious injuries or death in children. Nearly 73 percent of car seat restraints are not installed properly.

### Vehicle Occupant Fatalities (Age 4 & Under) with Percent Unrestrained



## D. Missouri Motorcycle Safety

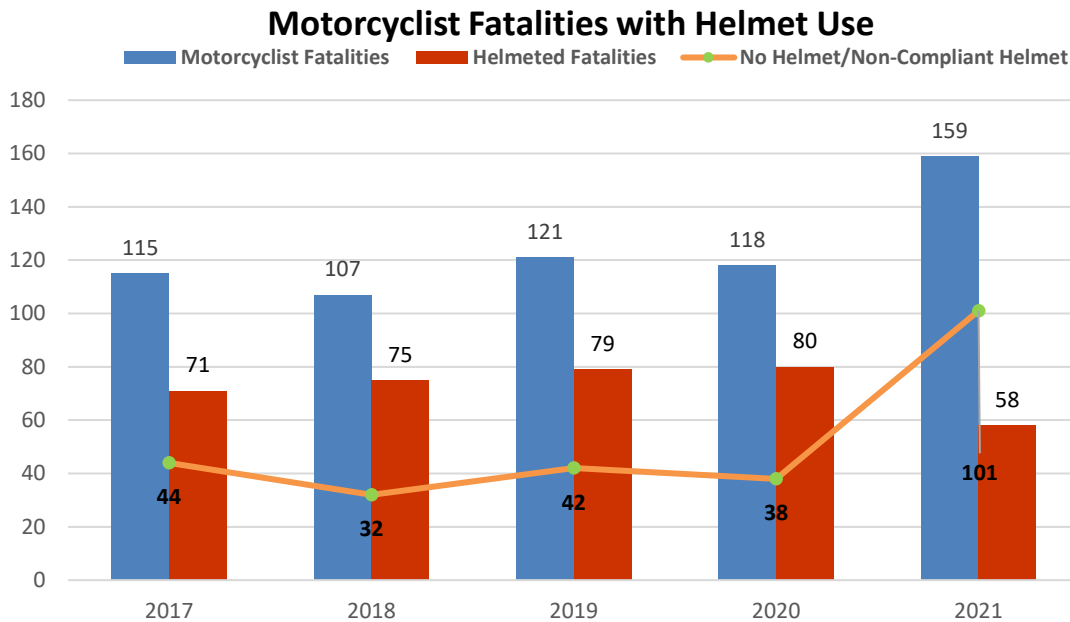
Motorcyclist safety continues to be a priority for Missouri. The Missouri Motorcycle Safety Program (MMSP) is an integral part of Missouri's overall view to address and improve motorcycle safety in the state. MMSP provides trained instructors for quality rider education to include field training that enhances rider safety and skill development. Annually, a MMSP highly qualified individual makes quality assurance visits to all public training sites to ensure the program continues its high standard of training. MMSP also strongly supports motorcycle awareness, and the proper use of motorcycle helmets/gear. MMSP has been in existence since 1995 and currently trains approximately 4,500 new and advanced riders per year.

Motorcycles are inherently more difficult to operate than a passenger vehicle, requiring more physical skill and offering riders almost no protection in a crash. Between 2016 and 2020 in Missouri, motorcycles were involved in 588 fatalities. Of those 588 fatalities, 584 were the motorcycle operators and/or riders. During the five-year period 2016-2020, motorcycles represented 2 percent of the registered vehicles in Missouri but were involved in 13 percent of all fatal traffic crashes.

In 2021, there were 159 motorcyclists killed in traffic crashes on Missouri roads. This was a 35 percent increase in motorcyclist fatalities compared to 2020 (118); 54 percent of the 2021

fatalities were unhelmeted. In 2021 motorcyclist fatalities accounted for 16 percent of all traffic fatalities in the state.

Unfortunately, Missouri repealed its universal helmet law, effective August 28, 2020. The helmet law now only covers those under 26 years of age, or anyone only operating on a permit and is only allowed as a secondary offense.



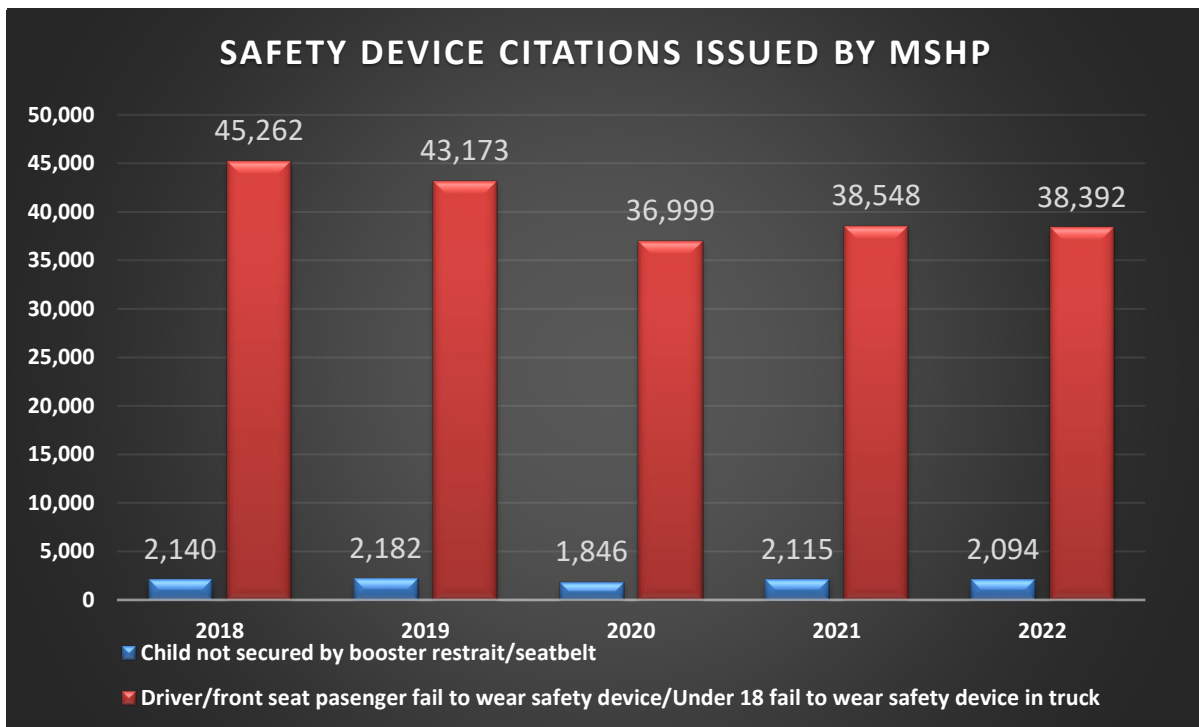
## E. Enforcement

The Highway Safety and Traffic Division of MoDOT encourages law enforcement efforts in the area of occupant protection through the use of yearly mobilizations and the Click it or Ticket Campaign. Federal grant money is used to provide funding for overtime during Click it or Ticket and Youth Seat Belt campaigns to get more departments involved in these mobilizations. Since 2017, there has been a decrease from 136 to 106 law enforcement agencies participating in the Click it or Ticket campaign.

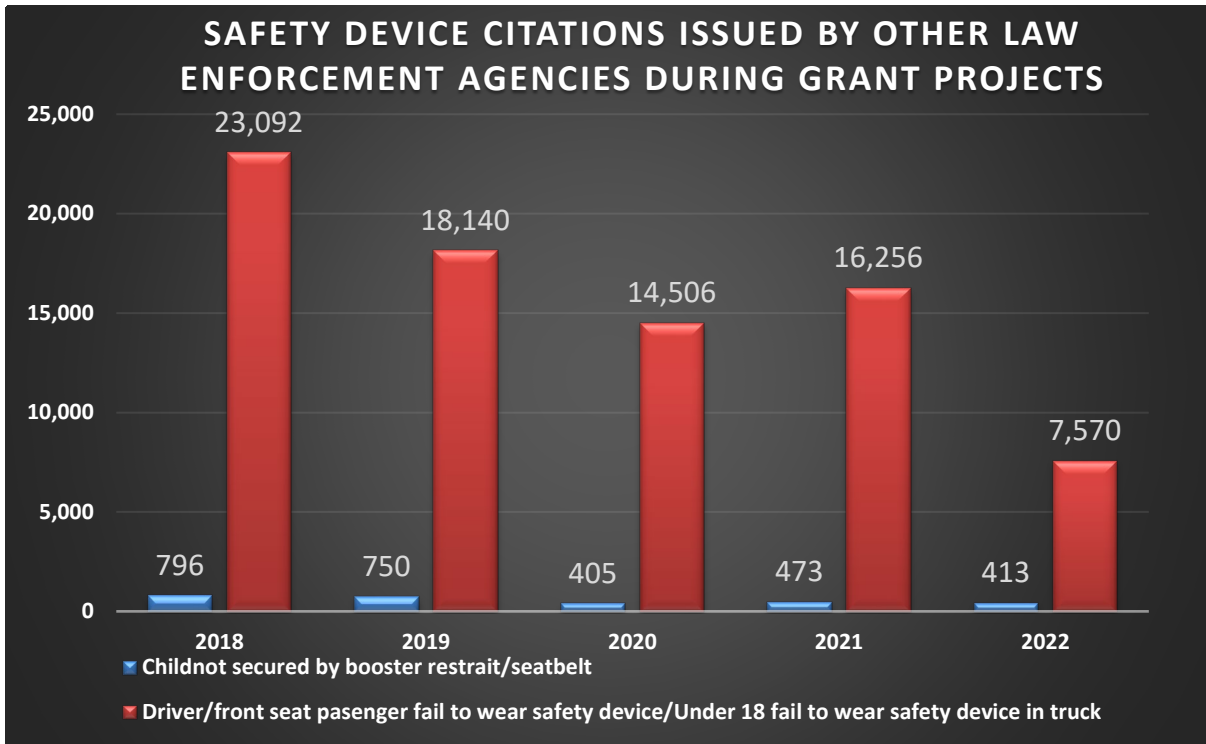
The Highway Safety and Traffic Division of MoDOT has noted an overall reduction in enforcement and grant overtime worked. Much of this reduction is the result of staffing challenges for law enforcement agencies and the need to reassign officers to other duties apart from traffic enforcement. Also, effecting these numbers is the lingering impacts of COVID. All of this coupled with new legislation in Missouri that limits the funds generated from traffic enforcement has had a noticeable effect. The Highway Safety and Traffic Division continues to work with enforcement agencies to deploy effective engagement strategies, and there are indications enforcement numbers are rebounding to an extent.

Citations/Warnings Issued During Click It or Ticket					
	2018	2019	2020	2021	2022
Participating Agencies	133	133	87	109	73
Hours Worked	6290	3348	2623	2308	1340
Traffic Stops	9866	25913	5581	21303	21051
Sobriety Checkpoints	0	0	0	0	0
DWI Arrests	476	421	399	354	337
Safety Restraint	4743	4009	2875	2836	2662
Child Passenger	178	169	23	31	29
Felonies	95	125	218	121	181
Stolen Vehicles Recovered	10	6	4	9	0
Fugitives Apprehended	237	361	141	109	56
Suspended Licenses	753	825	449	209	205
Uninsured Motorists	2004	2424	1189	659	752
Speeding	11221	8755	7948	7117	7623
Drugs	205	1017	149	108	44

The Missouri State Highway Patrol takes the lead for traffic enforcement efforts within the state, enforcing all violations including occupant protection violations. Troopers are used in various grant projects throughout the year in addition to their normal patrol duties. They target specified corridors and also participate in specifically targeted occupant protection activities. Below is the breakdown of the MSHP enforcement in Child Restraint and Fail to Wear a Safety Belt.



The Highway Safety and Traffic Division of MoDOT provides overtime funding to various law enforcement agencies to conduct enforcement activities including Hazardous Moving enforcement, DWI enforcement, and safety belt enforcement. Below is a breakdown of other law enforcement agency activity for Child Restraint and Fail to Wear a Safety Belt.



Missouri will continue to conduct frequent, high-visibility law enforcement efforts, coupled with communication strategies, to increase seat belt and child safety seat use. Essential components of the law enforcement efforts include accessing the Patrol Records Division of the Missouri State Highway Patrol data from statewide crash reports detailing occupant protection system usage, to include seat belt and child safety seat use, restraint type, and air bag presence and deployment. The Highway Safety and Traffic Division of MoDOT currently collects safety belt citation data from the Missouri State Highway Patrol and all grant funded activities, including annual mobilization campaigns. The office will continue to work with traffic safety partners, such as LETSAC, to offer occupant protection enforcement training and support safe nighttime occupant protection enforcement strategies.

## II. Legislation, Regulation and Policy

The State of Missouri currently has a secondary seat belt law that was passed in 1985. Since that time there have been numerous attempts to strengthen the law and move towards a primary law. While there have been some changes and improvements in the law concerning children, the legislature has been unwilling to pass a primary seat belt law.

The Highway Safety and Traffic Division of MoDOT continues to encourage and support enhancement of the current law, including increasing the fine for a seat belt violation. The current fine is \$10 with no court costs for the violation, and it does not get placed on the driving record of the driver or passengers. As previously stated, there have been individual cities and counties that have passed their own primary laws which now encompass over 28% of the current population in Missouri. The Highway Safety and Traffic Division of MoDOT will continue to encourage all occupants in the vehicle be required to buckle up.

The Highway Safety and Traffic Division of MoDOT works with state and local agencies to implement safety belt policies. To receive any grant funding from the office, an organization is strongly encouraged to have a safety belt policy in place. Agencies are asked to note the policy on their application and have the policy available for review. Agencies are encouraged to always enforce their safety belt policy.

The Highway Safety and Traffic Division of MoDOT encourages insurance companies to offer economic incentives for policyholders who wear safety belts and secure children in child safety seats or other appropriate restraints.

The Highway Safety and Traffic Division of MoDOT continues to encourage legislation to require driver education programs to qualify for a driver's license. So far, the state legislature has been unwilling to require such a program and large numbers of local school boards have elected to cut the program from current curriculums.

#### **IV. Communication Program:**

Missouri implements a statewide comprehensive communications plan that supports priority policies and program efforts. Campaign materials target at-risk groups who are identified through statewide traffic data and provide special emphasis during high-risk times including the national enforcement campaigns and quarterly high visibility enforcement efforts. In addition, general public awareness efforts are scheduled throughout the year to reach all Missourians with the message to always buckle up. MoDOT's Buckle Up Phone Down campaign has made a significant impact in the state and is now recognized by approximately 85 percent of Missourians. The department will continue to invest in large public awareness and paid media campaigns to promote the use of seat belts, child safety seats, and motorcycle helmets.

In 2023, the department conducted an annual public survey to nearly 4,000 Missourians in order to capture current attitudes and driving behaviors as well as awareness of specific highway safety campaigns such as Buckle Up Phone Down and Show-Me Zero. Survey respondents were also asked to weigh in on which safety issues they believed were of greatest concern, such as seat belt usage, speeding, cell phone use, and impaired driving. Results are presented for the entire state and each of the seven districts. In the 2023

survey, the lack of seat belt use and/or proper child safety seats was ranked as the 2<sup>nd</sup> least concerning issue among respondents, with only 5 percent of those surveyed considering it the greatest concern in Missouri. The most concerning behaviors according to the survey were distracted driving, impaired driving, and speed. This is not to say respondents don't find the lack of seat belt use and/or child safety seats concerning, but it does reveal it's not considered to be as big of a concern as other areas. These findings support the need for ongoing encouragement about the proper use a seat belts and child safety seats at all times.

Missouri publicizes its high visibility enforcement efforts through paid and earned media and uses messages consistent with national campaigns. Missouri participates in each of the national mobilizations and encourages all law enforcement agencies to increase their enforcement efforts during these events.

When enforcement activities are being conducted, the Highway Safety and Traffic grant funded agencies are strongly encouraged to provide press releases to their local media. The releases announce their upcoming events and release their results after the activity.

Often times during these campaigns, the Highway Safety and Traffic staff will conduct interviews with local media outlets, providing another opportunity for public awareness and education on the topic.

In order to continue to raise awareness and change driving attitudes and behaviors, the Highway Safety and Traffic Division of MoDOT enlists the support of a variety of media, including mass media, to improve public awareness and knowledge and to support occupant protection efforts related to seat belts, child safety seats, and motorcycle helmets. These safe driving messages are perpetuated through traditional media vehicles (TV, radio, print, outdoor, digital and web) as well as through social media and out-of-home assets throughout the year. Social media and out-of-home messaging have become key parts of the highway safety campaigns, increasing awareness and conversation about safe driving, complementing PSA distributions, and helping to spread campaign messages in new ways. Social media efforts will continue through mainstream platforms such as Facebook, Twitter and Instagram. Media outlets will continue to be encouraged to report seat belt use and nonuse in motor vehicle crashes. Media campaigns are regularly evaluated and tracked for effectiveness and statewide reach. All MCRS partners and Office of Highway Safety grantees are encouraged to use and distribute such messages. The Highway Safety and Traffic Division of MoDOT will continue to ensure that the MCRS and the Public Information and Education Subcommittee create and distribute occupant protection messages to be used in all media outlets, including social media.

Missouri publicizes the various safety information and public messaging, including for occupant protection, on the MCRS website, [www.savemolives.com](http://www.savemolives.com). This site serves as a clearinghouse of sorts for coalition partners, media outlets, and citizens alike.

## **VI. Outreach Program**

The Highway Safety and Traffic Division of MoDOT will continue to maintain the MCRS as the key implementation hub of the Show-Me Zero plan. The office routinely works to expand the number of safety partners by reaching out to industry, private companies, public health departments, and community groups to join in the coalition. In particular, the MCRS will have a primary focus on occupant protection in rural areas, and communities that are more at-risk for unbelted traffic fatalities.

### **A. At-Risk Populations**

The Highway Safety and Traffic Division of MoDOT will be looking to expand its current occupant protection brochures and pamphlets to be printed in Spanish. Public service announcements in video format will also include closed captioning in both English and Spanish.

The Highway Safety and Traffic Division of MoDOT will work closely with individuals and organizations that represent the various ethnic and cultural populations reflected in Missouri demographics, especially those in communities that would be considered at-risk, underserved, or overrepresent in traffic fatality data. Individuals from these groups might not be reachable through traditional communication markets, and community leaders and representatives from the various ethnic and cultural groups and organizations will be engaged to help Missouri address the safety emphasis areas of the Show-Me Zero plan, including increasing the use of child safety seats and seat belts. In general, data analysis indicates a lower use of seat belts and child safety seats in rural areas of the state, especially southeast and northeast Missouri. The department will also continue to work with organizations in these areas to ensure car seats are available for distribution and car seat inspection stations with certified technicians are also available. For more information on the department's public engagement efforts, please refer the Missouri's FY24-26 Triennial Highway Safety Plan.

### **B. Health, Medical, and Emergency Services**

The Highway Safety and Traffic Division of MoDOT works closely with health, medical, and emergency services. There are representatives serving as safety partners on numerous safety coalitions and committees. Many health professionals participate in safety events and give presentations on safety belt and child safety seat use. Public health and medical personnel are required to use safety belts when driving within the State of Missouri, and most if not, all EMS providers have internal policies in place requiring personnel to use safety belts.

Emergency room physicians and nurses are required to attend 8 hours of continuing education in trauma each year, which may include information on motor vehicle crashes and the use of safety belts and child safety seats in vehicle crashes. Victims brought to the emergency room after a vehicle crash often are asked if they were wearing a safety belt. Pediatricians in Missouri

are encouraged to speak with their patients about wearing safety belts and the use of car seats when they are completing their yearly physical exams. Hospitals in Missouri are encouraged by the American Academy of Pediatrics to take an inclusive approach involving multiple areas of the hospital in CPS policy, program development, and implementation. The AAP has written best practice recommendations in the “Hospital Discharge Recommendations for Safe Transportation of Children” 2014 report.

The Highway Safety and Traffic Division of MoDOT will work to integrate occupant protection into health programs. The failure of drivers and passengers to use occupant protection systems is a major public health problem that must be recognized by the medical and health care communities. The Highway Safety Office, the State Health Department, and other state and local medical organizations will work to collaborate in developing programs that encourage occupant protection professional health training and comprehensive public health planning as well as support occupant protection systems as a health promotion/injury prevention measure. Data is collected, analyzed, and publicized on additional injuries and medical expenses resulting from nonuse of occupant protection devices.

## **C. Schools**

An excellent means to reach the youth of Missouri is to work with the school districts encouraging positive safety belt messaging and education within the schools. The Highway Safety and Traffic Division of MoDOT will continue to encourage school boards, educators and other educational stakeholders or advocacy groups to incorporate occupant protection education into school curricula and programs.

The Highway Safety and Traffic Division of MoDOT in cooperation with the State Department of Elementary and Secondary Education encourages schools that highway safety and traffic-related injury control, in general, and occupant protection, in particular, are included in the State-approved K-12 health and safety education curricula and textbooks. Schools will be encouraged to establish and enforce written policies requiring school employees and students to use seat belts when operating a motor vehicle, active promotion of regular seat belt use through classroom and extracurricular activities as well as in school-based health clinics; and work with school resource officers to promote seat belt use among high school students.

The Highway Safety and Traffic Division will also seek to place special emphasis in programming and messaging for school districts in which the observed seat belt use is lower than that statewide average. The teen seat belt surveys discussed above are an excellent resource for these efforts.

## D. Employers

Private sector employers should follow the lead of Federal and State government employers and comply with Executive Order 13043, “Increasing Seat Belt Use in the United States,” as well as all applicable Federal Motor Carrier Safety Administration Regulations or Occupational Safety and Health Administration regulations requiring private business employees to use seat belts on the job.

The Highway Safety and Traffic Division of MoDOT and the MCRS will collaborate with employers to encourage development of programs and training that establish and enforce a seat belt use policy with sanctions for nonuse; and conduct occupant protection education programs for employees on their seat belt use policies and the safety benefits of motor vehicle occupant protection devices.

## VII. Data and Program Evaluation

The Highway Safety and Traffic Division of MoDOT will access and analyze reliable data sources for problem identification and program planning. The Office will continue to conduct and publicize at least one statewide observational survey of seat belt and child safety seat use. The Highway Safety and Traffic Division of MoDOT will ensure that the survey meets current, applicable Federal guidelines.

Data on child safety seat use, safety belt use and helmet use in fatal crashes through observational usage surveys and crash statistics will continue to be collected and analyzed in order to identify high-risk populations. Statewide surveys of public knowledge, attitudes and practices about occupant protection laws and systems will help drive the media messages used to encourage safety belt use. Law enforcement agencies will continue to be encouraged to participate in safety belt campaigns and issue citations during all hazardous moving violation traffic stops. Data from citations written, morbidity, and the estimated cost of crashes will continue to be used and available for planning and evaluation of occupant protection programs and to determine the relation of injury to seatbelt use and nonuse.

## VIII. Conclusion

In adopting this strategic plan, Missouri hopes to move forward in reducing overall traffic fatalities by focusing on those fatalities involving unrestrained vehicle occupants and unhelmeted motorcyclists. The specific goals and plans outlined herein will assist in those efforts. When these strategies are fully implemented, we hope to meet our objective of reducing unrestrained passenger vehicle occupant fatalities to 252 or fewer by 2026 and unhelmeted motorcyclist fatalities to 47 or fewer by 2026.

*MISSOURI*  
*FY 2026 Application*

## **Section 405(c)**

# **Information System Improvements Grant**

**(23 CFR § 1300.22)**

**Infrastructure Investment and Jobs Act (IIJA) Sec. 405c  
INTERIM PROGRESS REPORTING (FY 2026)**

**State: Missouri Report Date: 6/25/25 Submitted by: Tara Van Loo**

<b>System to be Impacted (pick one primary area)</b>	<input type="checkbox"/> CRASH <input type="checkbox"/> DRIVER <input type="checkbox"/> VEHICLE <input type="checkbox"/> ROADWAY <input type="checkbox"/> CITATION/ADJUDICATION <input checked="" type="checkbox"/> EMS/INJURY
<b>Performance Area(s) to be Impacted (pick one primary area)</b>	<input type="checkbox"/> ACCURACY <input type="checkbox"/> TIMELINESS <input checked="" type="checkbox"/> COMPLETENESS <input type="checkbox"/> ACCESSIBILITY <input type="checkbox"/> UNIFORMITY <input type="checkbox"/> INTEGRATION
<b>Performance Measure used to track Improvement(s)</b>	<b>Narrative Description of the Measure:</b> Increase the percentage of EMS services submitting complete patient care reports to the NEMSIS 3 compliant system without missing critical data elements.
<b>Is project included in the Traffic Records Strategic Plan?</b>	Yes  If the project is not currently included in the State Traffic Records Strategic Plan (TRSP), the plan will need to be modified prior the State's FY26 application.
<b>Is this a new project? Or was it the same measure used to show progress previously?</b>	New Measure - No  Same Measure as FY25 No  If yes, is the State using the same data set, with the same time period to demonstrate progress? Choose an item.
<b>Improvement(s) Achieved or Anticipated</b>	<b>Narrative of the Improvement(s):</b> Between 04/01/23 to 03/31/24 the Time Critical Diagnosis personnel were managing the EMS NEMSIS 3 software with only 88 out of 219 (40%) services reporting data to NEMSIS. Between 04/01/24 to 03/31/25 the Bureau of EMS office started managing the EMS NEMSIS 3 software with 215 out of 219 (98%) services reporting data to NEMSIS (increase of 58%).
<b>Specification of how the Measure is calculated / estimated</b>	<b>Narrative Description of Calculation / Estimation Method:</b> The Bureau of EMS office continuously validates scores from service ePCR's submitted to their Elite software. These scores have improved with constant monitoring and the changes made recently in their data set and validation rules. They are working closely with their vendors to identify why the 4 services are not reporting.
<b>Date and Baseline Value for the Measure</b> (A contiguous, 12-month performance period starting no earlier than April 1, 2023, e.g., April 1, 2023 – March 31, 2024)	<b>Is supporting documentation attached? Yes</b>
<b>Date and Current Value for the Measure</b> (An identical contiguous, 12-month baseline period starting no earlier than April 1, 2024, e.g., April 1, 2024- March 31, 2025)	<b>Is supporting documentation attached? Yes</b>
<b>Regional Program Manager Conclusion and Comments Review Date: 6/24/2025</b>	Aaron Bartlett have reviewed the IPR and believe that it demonstrates progress.
<b>RA Comments – Susan DeCourcy Review Date: 6/24/2025</b>	After review, I concur this Missouri EMS/Injury project demonstrates progress.

**88 Agencies Reporting to NEMSIS Report Date: 04.01.2023 to 03.31.2024**

- 1 Abbott Ambulance Inc
- 2 Adair County Ambulance Dist
- 3 Affton Fire Protection District
- 4 American Medical Response-Indep
- 5 Barton County Ambulance Dist
- 6 Bates County Memorial Hospital Ambulance Service
- 7 Belton Emergency Services
- 8 Brentwood Fire Dept.
- 9 Butler County EMS
- 10 Cape County Private Amb Service
- 11 Cardinal Glennon Children's Air Transport
- 12 Chariton County Ambulance Dist
- 13 CMH DBA Dunnegan Critical Care Ground
- 14 City of Osage Beach Ambulance
- 15 Clark County Ambulance Dist
- 16 Clearwater Ambulance District
- 17 Community Amb Dist Of Daviess Co.
- 18 Concordia Fire Protection Dist
- 19 Cox Health Christian County Amb Dist
- 20 Cox Health EMS - Greene County
- 21 Creve Coeur Fire Protection Dist
- 22 Dekalb-Clinton Ambulance Dist #1
- 23 Dixon Ambulance District
- 24 Dunklin County Ambulance District dba Medic One
- 25 East Wayne County Ambulance Dist
- 26 Grand River Regional Ambulance Dist
- 27 Grandview Fire Department
- 28 Howard County Ambulance Dist
- 29 Inter City Fire Protection
- 30 Iron County Ambulance District
- 31 John Knox Village
- 32 Kansas City Fire Department
- 33 Knox County Ambulance District
- 34 Lake City Fire and Emergency Services
- 35 Lewis County Ambulance Dist
- 36 Linn County Ambulance District
- 37 Macon County Ambulance Dist
- 38 Medic One Ambulance Service St Louis
- 39 Medic One Pemiscot
- 40 Medic One-Butler County
- 41 Meramec Ambulance District
- 42 Mercer County Ambulance District
- 43 Miller County Ambulance District
- 44 Monroe County Ambulance Dist
- 45 Montgomery County Ambulance Dist
- 46 New Madrid County Ambulance Dist
- 47 North Harrison County Ambulance District
- 48 North Kansas City Fire Department
- 49 North Scott County Ambulance District
- 50 Ozark County Ambulance District
- 51 Pattonville Fire District

**214 Agencies Reportin Report Date: 04.01.2024 to 03.31.2025**

- Abbott Ambulance Inc
- Adair County Ambulance Dist
- Affton Fire Protection District
- American Medical Response-Indep
- Andrew County Ambulance Dist
- Atchison-Holt Ambulance Dist
- Audrain Ambulance District
- Barry-Lawrence Co Ambulance Dist
- Barton County Ambulance Dist
- Bates County Memorial Hospital Ambulance Service
- Belton Emergency Services
- Big River Ambulance District
- Brentwood Fire Dept.
- Butler County EMS
- Caldwell County Ambulance District
- Callaway County Ambulance Dist
- Cameron Ambulance District
- Cam-MO Ambulance District; DBA Lake West Ambulance
- Cape County Private Amb Service
- Cardinal Glennon Children's Air Transport
- Carroll County Ambulance District
- Cedar County Ambulance District
- Central Cass Co Fire Protection Dist
- Central Jackson Co Fire Protection District
- CH Allied Services Inc dba Boone Health EMS
- Chariton County Ambulance Dist
- Chillicothe Fire Department
- Christian Hospital Emergency Medical Services
- CMH DBA Dunnegan Critical Care Ground
- City of Crestwood Fire Services
- City of Hazelwood Fire Dept.
- City of Osage Beach Ambulance
- City of Shrewsbury Fire Dept.
- Clark County Ambulance Dist
- Claycomo Fire Department
- Clayton Fire Department
- Clearwater Ambulance District
- Cole Camp EMS
- Cole County EMS
- Community Amb Dist Of Daviess Co.
- Community Fire Protection Dist
- Concordia Fire Protection Dist
- Cox Health Christian County Amb Dist
- Cox Health EMS - Greene County
- Cox Paramedics-Ava Area Amb. Dist.
- Cox Paramedics-Dade County A. D.
- Cox Paramedics-Stone Co
- Creve Coeur Fire Protection Dist
- Dekalb-Clinton Ambulance Dist #1
- Des Peres Dept of Public Safety
- Dixon Ambulance District

52 Putnam County Ambulance District  
53 Randolph County EMS  
54 Rock Township Ambulance District  
55 Salem Memorial Hospital  
56 Saline County Ambulance Dist #3  
57 Schuyler County Ambulance Dist  
58 Scotland County Ambulance District  
59 SEMO EMS  
60 Slater Ambulance District # 1  
61 SOS Medical Inc Ambulance  
62 SSM Cardinal Glennon Children's Transport  
63 St. Charles County Ambulance Dist  
64 St. Francois County Ambulance Dist  
65 St. Louis Fire Dept. Bureau of EMS  
66 Steelville Ambulance District  
67 Stoddard Co Ambulance Dist  
68 Sullivan County Ambulance Dist  
69 Sweet Springs Ambulance Dist  
70 Taney County Ambulance District  
71 Tri-County Ambulance District  
72 Union Ambulance District  
73 Van-Far Ambulance  
74 Vernon County Ambulance District  
75 Warsaw-Lincoln Ambulance District  
76 Washington County Ambulance District  
77 West Carter County Ambulance District  
78 Willow Springs Ambulance Dist  
79 Air Evac EMS Inc  
80 Air Evac EMS, Inc. dba MU Health  
81 Children's Critical Care Transport  
82 Children's Mercy Air  
83 Life Flight Eagle  
84 Life Net Inc, DBA Arch Air Medical, Med Flight  
85 Lifenet Air Ambulance Services  
86 Med-Trans Corp DBA Lifestar of Kansas  
87 Survival Flight, Inc.  
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Dunklin County Ambulance District dba Medic One  
East Wayne County Ambulance Dist  
Ellett Memorial Hospital  
Eureka Fire Protection Dist  
Excelsior Springs Fire  
Fenton Fire Protection District  
Florissant Valley F. P. D.  
Fort Osage Fire Protection Dist  
Freeman Ambulance Service  
Frontenac Fire Dept. Ambulance Service  
Garden City Fire Protection District  
Gerald Area Ambulance District  
Gladstone Fire Department  
Golden Valley Memorial Hospital  
Grand River Regional Ambulance Dist  
Grandview Fire Department  
Grundy County Ambulance Service  
Harrisonville Emergency Medical Services  
Hermann Area Ambulance District  
Higginsville Ambulance Service  
Holt Community Fire Protection District  
Howard County Ambulance Dist  
Inter City Fire Protection  
Iron County Ambulance District  
Joachim-Plattin Ambulance Dist  
John Knox Village  
Johnson County Ambulance District  
Kansas City Fire Department  
Kearney Fire & Rescue Protection District  
Kirkwood Fire Department  
Knox County Ambulance District  
Ladue Fire Department  
Lake City Fire and Emergency Services  
Lake Ozark Fire Protection District  
Lawson Fire & Rescue Protection District  
Lee's Summit Fire Department  
Lemay Fire Protection Dist  
Lewis County Ambulance Dist  
Lexington Fire And Rescue  
Liberty Fire Department  
Lincoln Co Ambulance Dist  
Linn County Ambulance District  
Lone Jack Fire Protection District  
Macon County Ambulance Dist  
Madison County Ambulance District  
Maries-Osage Ambulance District  
Marion County Ambulance District  
Marthasville Community Amb Dist  
Maryland Heights Fire Protection District  
Medic One Ambulance Service St Louis  
Medic One Pemiscot  
Medic One-Butler County

104	Mehlville Fire Protection Dist
105	Meramec Ambulance District
106	Mercer County Ambulance District
107	Mercy EMS - Mount Vernon
108	Mercy EMS - Shannon County
109	Mercy EMS - Springfield
110	Mercy Mountain View-Summersville Ambulance District
111	Mercy South Barry County Ambulance District
112	Metro Emergency Transport System-Joplin
113	Metro West Fire Protection District
114	Mid-Mo Ambulance District
115	Miller County Ambulance District
116	Mississippi County Ambulance Dist
117	Missouri Baptist Sullivan Hospital Ambulance
118	Monarch Fire Protection District
119	Monroe City Ambulance District
120	Monroe County Ambulance Dist
121	Montgomery County Ambulance Dist
122	New Haven Ambulance District
123	New Madrid County Ambulance Dist
124	Newton County Ambulance District
125	Nodaway County Ambulance Dist
126	North Crawford County Ambulance District
127	North Harrison County Ambulance District
128	North Jefferson County / SEMS Ambulance Dist
129	North Kansas City Fire Department
130	North Scott County Ambulance District
131	Northeast Ambulance & Fire Protection District
132	Northland Regional Ambulance Dist
133	NTA Ambulance
134	Odessa Fire and Rescue Protection District
135	Olivette Fire Department
136	Oregon County Ambulance District
137	Osage Ambulance District
138	Owensville Area Ambulance District
139	Ozark County Ambulance District
140	Pattonville Fire District
141	Pettis County Ambulance District
142	Phelps Health EMS
143	Pike County Memorial Hospital EMS
144	Pleasant Hill Fire Protection District
145	Pleasant Valley Fire Dept
146	Pulaski County Ambulance District
147	Putnam County Ambulance District
148	Ralls County Ambulance District
149	Randolph County EMS
150	Ray County Ambulance District
151	Raytown Fire Protection District Ambulance
152	Regional EMS Authority d.b.a. Buchanan Co EMS
153	Richmond Heights Fire Department
154	Ripley County Ambulance District
155	Robertson Fire Protection Dist

156	Rock Township Ambulance District
157	Sac-Osage Hospital
158	Sainte Genevieve County Ambulance District
159	Salem Memorial Hospital
160	Saline County Ambulance Dist #3
161	Salt River Ambulance District
162	Schuyler County Ambulance Dist
163	Scotland County Ambulance District
164	SEMO EMS
165	Slater Ambulance District # 1
166	Sni Valley FPD
167	SOS Medical Inc Ambulance
168	South Metro Fire District
169	South Scott Co Ambulance Dist
170	Southern Jackson County Fire Protection District
171	SSM Cardinal Glennon Children's Transport
172	St. Charles County Ambulance Dist
173	St. Charles Fire Dept
174	St. Clair Ambulance District
175	St. Francois County Ambulance Dist
176	St. James Ambulance District
177	St. Louis Fire Dept. Bureau of EMS
178	Steelville Ambulance District
179	Stoddard Co Ambulance Dist
180	Sullivan County Ambulance Dist
181	Sweet Springs Ambulance Dist
182	Taney County Ambulance District
183	Texas County Memorial Hospital
184	Tri-County Ambulance District
185	Union Ambulance District
186	University City Fire Department
187	University of Missouri Health Care
188	Valle Ambulance District
189	Valley Park Fire Protection Dist
190	Van-Far Ambulance
191	Vernon County Ambulance District
192	Warsaw-Lincoln Ambulance District
193	Washington Area Ambulance District
194	Washington County Ambulance District
195	Webster County Paramedics
196	Webster Groves Fire Rescue Ambulance
197	Wellington-Napoleon F. P. D.
198	West Carter County Ambulance District
199	West County EMS & FPD
200	West Overland Fire Protection Dist
201	West Peculiar Fire Protection District
202	West Platte Fire Protection District
203	Willow Springs Ambulance Dist
204	Air Evac EMS Inc
205	Air Evac EMS, Inc. dba MU Health
206	Children's Critical Care Transport
207	Children's Mercy Air

208	Cox Air Care
209	Life Flight Eagle
210	Life Net Inc, DBA Arch Air Medical, Med Flight
211	Lifenet Air Ambulance Services
212	Med-Trans Corp DBA Lifestar of Kansas
213	Mercy Life Line Air Medical Service
214	Survival Flight, Inc.

Comments

- Between 1-2019 - 1-2024 the Missouri MARS / Elite was managed by a non-EMS coordinator/data manager. There were several issues why certain service ePCR's were not submitted to NEMSIS. Data manager not knowing how to identify validation rule errors or how to make changes to the rules. Other issues were mostly due to user errors, validation errors and connections between vendors and Image Trend.
- Since 1-2024 we have moved the EMS data from the State of Missouri TCD department to the EMS department. The coordination and management by paramedic data manager and our connection with a paramedic data analyst has improved our export of EMS data to NEMSIS/NHTSA and able to identify any issues with our Elite/MARS system.

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## **Section 405(d)**

# **Impaired Driving Countermeasure Grant**

**(23 CFR § 1300.23)**

## 405(d) Impaired driving countermeasures grants

Impaired driving qualification: **Mid-Range State**

### Impaired driving program assessment

Date of the last NHTSA-facilitated assessment of the State's impaired driving program conducted: Not applicable due to Missouri being a Mid-Range State.

## **Missouri Substance-Impaired Driving Strategic Plan**

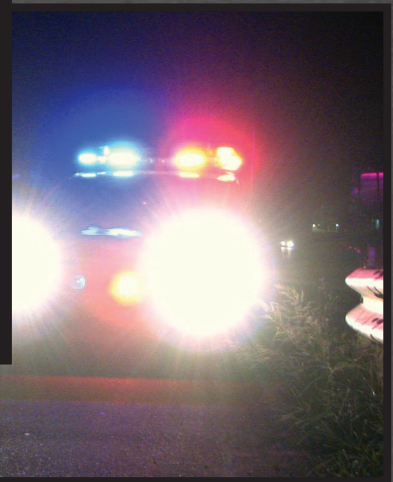
- See MO\_FY26\_405d\_Approved Substance-Impaired Driving Strategic Plan

The authority and basis of operation for the statewide impaired driving task force as well as the names, titles, and organizations of all task force members available in Missouri's Substance-Impaired Driving Strategic Plan which was approved by the Impaired Driving Task Force on May 12, 2023 and is attached to this application.

2023

# SUBSTANCE-IMPAIRED DRIVING

## Strategic Plan



Missouri Coalition  
for Roadway Safety





*Substance-Impaired Driving Subcommittee*

May 22, 2023

On behalf of the Missouri Coalition for Roadway Safety's Substance-Impaired Driving Subcommittee, it is our privilege to present the fifth edition of Missouri's Substance-Impaired Driving Strategic Plan.

Crashes involving substance-impaired drivers continue to be a serious problem. To address the issue of substance-impaired driving, the Substance-Impaired Driving Subcommittee facilitated development of the strategic plan. The plan focuses on reducing substance-impaired driving crashes by establishing key strategies in the area of program management and strategic planning, prevention, the criminal justice system, communication, alcohol and other drug misuse, and program evaluation and data.

In addition to drafting the plan, the Substance-Impaired Driving Subcommittee will oversee coordination and implementation of the Substance-Impaired Driving Strategic Plan.

We would like to extend a special thanks to all those who contributed to the development of this plan. We look forward to working with each of you over the coming months and years to carry out the vision outlined in the plan.

Mark Rembecki, Chair

Substance Awareness Traffic Offenders' Program, Director

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## Mission

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Improve traffic safety in Missouri by implementing evidence-based programs that eliminate the number of deaths and injuries resulting from substance-impaired driving traffic crashes.

## Vision

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Toward Zero Substance-Impaired Driving Deaths on Missouri Roadways.

## Overall Goal

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Reduce fatalities involving drivers who are impaired by alcohol and/or other drugs utilizing strategies in the current Missouri Highway Safety Plan, in conjunction with *Show-Me Zero: Driving Missouri Toward Safer Roads*.

## Benchmark

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This goal will be measured by the number of fatalities involving at least one driver who was impaired by a drug or combination of drugs.

The baseline established in 2011 of 223\* alcohol- and drug-related fatalities will be used.

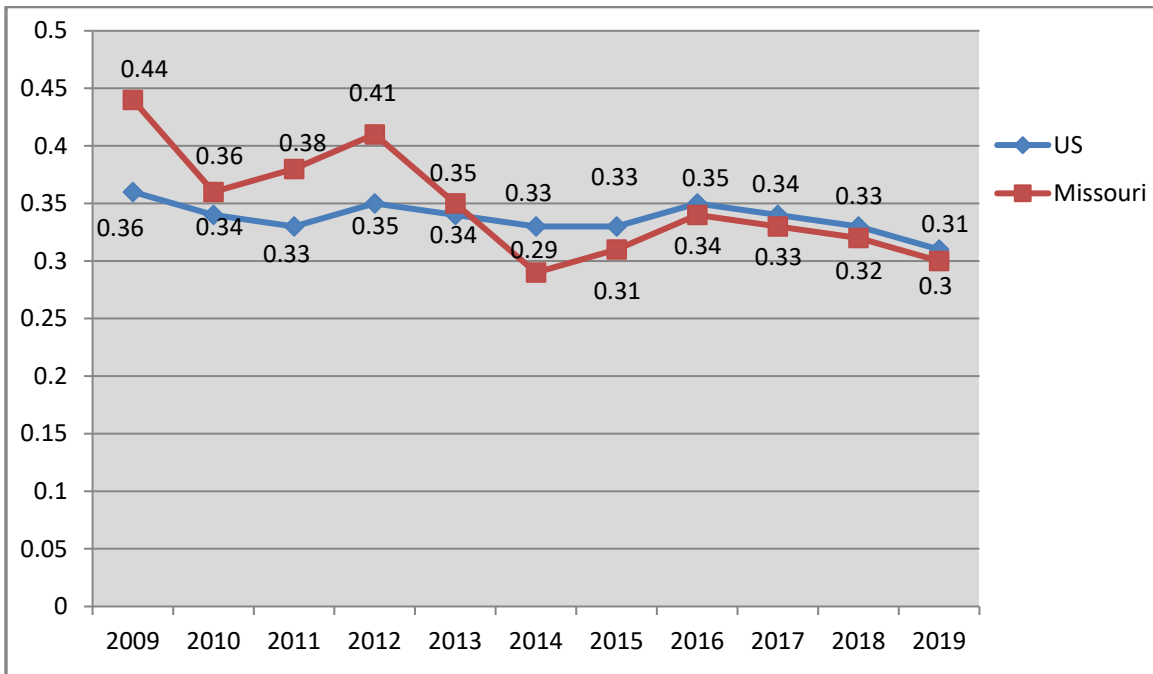
\*In the 2020 Impaired Driving Strategic Plan, this number was 205.8. Office of Highway Safety determined that in order for this document to match our Strategic Highway Safety Plan the statistics utilized would be from the Highway Safety & Traffic Division's data.

## Background

Amazing results best describe Missouri’s effort to save more lives and reduce serious injuries occurring on our roadways. Since 2005, the State has experienced an overall reduction of 21.4 percent in fatalities and 44.4 percent reduction in serious injuries. Between 2005 and 2020, Missouri’s annual traffic fatalities fell from 1,257 to 987. This remarkable decrease is due in part to aggressive implementation of the strategic highway safety plans.

Much progress has also been made in the area of alcohol-impaired driving since 2005 when the yearly alcohol-related fatality rate per 100 million vehicle miles traveled in Missouri was 0.75 compared to 0.30 in 2019.

**Alcohol-Impaired Driving Fatality Rate per 100 Million Vehicle Miles Traveled (VMT)**



NOTE: Utilization of a new definition of the fatality rate began in 2007 and is based on the BAC of all involved drivers and motorcycle riders (operators)

Missouri followed guidance provided by the Federal Highway Administration (FHWA) and the American Association of State Highway and Transportation Officials (AASHTO) in 2004 and established a coalition of safety advocates, The Missouri Coalition for Roadway Safety (MCRS). The MCRS was charged with leading the statewide implementation of the first Strategic Highway Safety Plan (SHSP), *Missouri’s Blueprint for Safer Roadways* which set a goal of 1,000 or fewer fatalities by 2008. The MCRS implemented and is operating under the fifth edition of the its SHSP, *Show-Me Zero, Driving Missouri Toward Safer Roads* (formerly known as *Blueprint*), which became effective January 1, 2021.

The significance of the MCRS is paramount to traffic safety and the reduction of alcohol-impaired driving in the state. The MCRS will now be operating statewide with five subcommittees that are responsible for various areas of traffic safety. The Statewide Substance-Impaired Driving Subcommittee focuses on the area specific to reducing fatalities and serious injuries resulting from

substance-impaired driving. The Statewide Substance-Impaired Driving Subcommittee was instrumental in hosting a strategic planning meeting in 2008 with partners across the state, resulting in development of the first substance-impaired driving strategic plan in the state. An additional summit was held in 2015 to update the plan for the third time. Information gained from both the strategic planning meeting and the *Substance-Impaired Driving Strategic Plan* was utilized in updating the statewide strategic plan - *Missouri's Blueprint to Save More Lives* and subsequent versions.

Additional information about the purpose and procedural guidelines of the MCRS can be found in Appendix A.

Missouri currently outlines efforts to improve traffic safety and reduce substance-impaired driving crashes through several statewide plans. These plans include *Missouri's Substance-Impaired Driving Strategic Plan*; *Show-Me Zero: Driving Missouri Toward Safer Roads*; the *Highway Safety Plan*; and the Department's *Tracker*. Each of the plans is developed in different fashions yet builds upon the other. The plans mentioned above can be located on the internet at the locations listed below:

*Show-Me Zero: Driving Missouri Toward Safer Roads* – [www.savemolives.com](http://www.savemolives.com)

*Highway Safety Plan* – [www.modot.org/safety/index.htm](http://www.modot.org/safety/index.htm)

*Substance-Impaired Driving Strategic Plan* – [www.savemolives.com/impaired-driving.html](http://www.savemolives.com/impaired-driving.html)

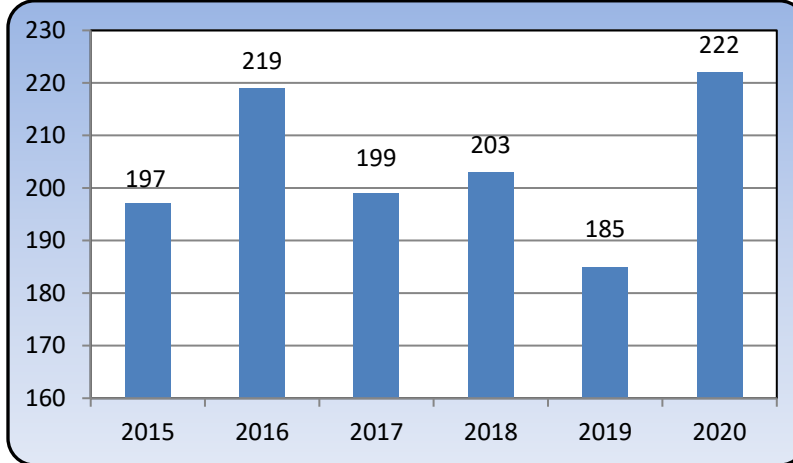
MoDOT's *Tracker* can be found at: [www.modot.org/about/Tracker.htm](http://www.modot.org/about/Tracker.htm)

## Introduction

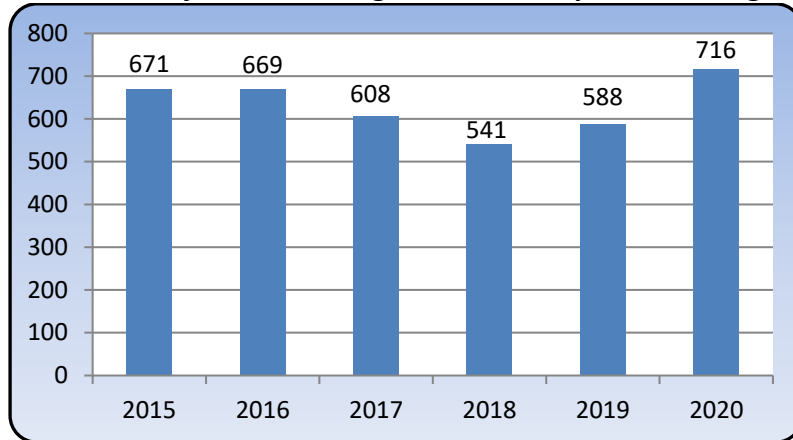
In 2020, a total of 987 people died in traffic crashes on Missouri's roadways. One person was killed every 8.5 hours. The death rate was 1.37 per 100 million vehicle miles of travel. Although these numbers are still too high, Missouri has seen a significant decline in overall traffic fatalities since 2005. One area where less improvement has been made is in crashes caused by drivers who are impaired by alcohol and/or other drugs. These drivers are responsible for causing a substantial number of traffic crashes on Missouri roads, especially those resulting in death or serious injury.

Substance-impaired driving involvement, in particular, was a significant contributing factor in Missouri's serious traffic crash experience in 2020. Of all 2020 Missouri traffic crashes, 4.7 percent involved a substance-impaired driver. However, of all fatal crashes, 22.2 percent had a substance-impaired driver. A total of 222 persons were killed and 3,537 were injured in these crashes. In 2020, one person was killed or injured in substance-impaired driving-involved crashes every 2.33 hours in the State. It should be noted that substance-impaired driving involvement is most likely under-reported as a causal factor in traffic crashes and is an even greater problem than the above statistics indicate. As indicated in the following graphs, substance-impaired driving-related traffic crashes and deaths are still a serious problem in Missouri.

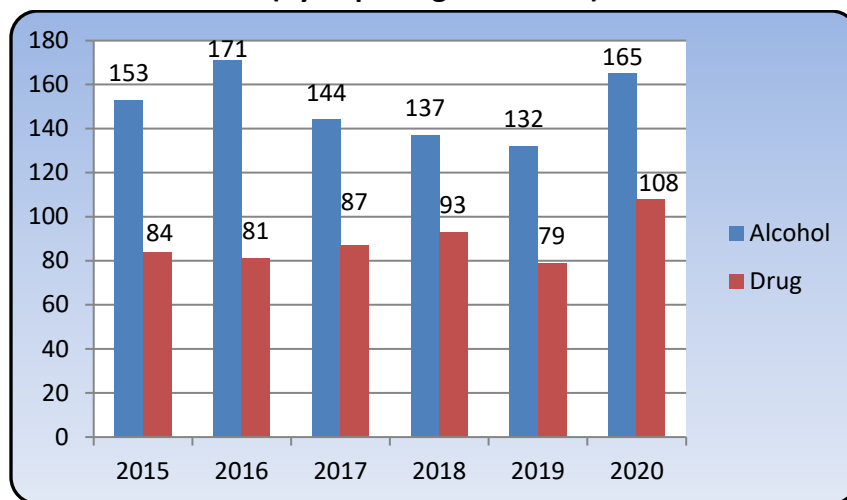
**Fatalities Involving Substance-Impaired Driving**



**Serious Injuries Involving Substance-Impaired Driving**

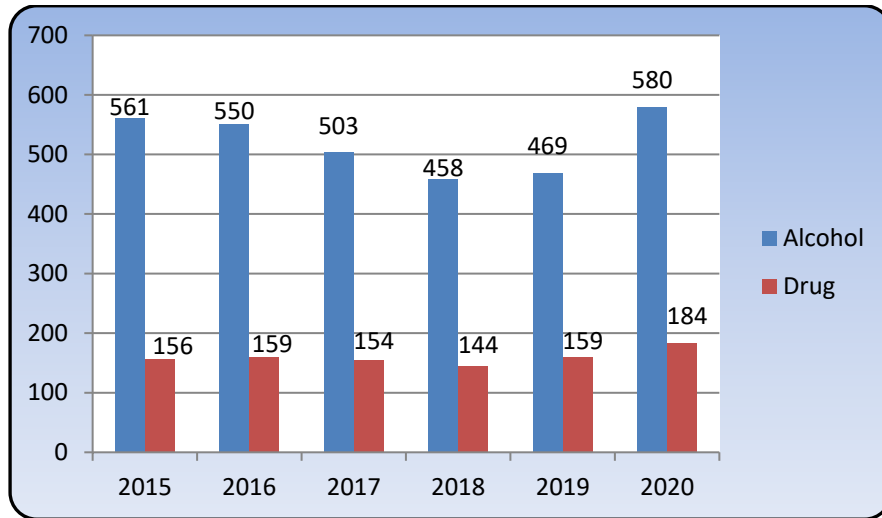


**Fatalities Involving Substance-Impaired Driving  
(By Impairing Substance)**



*Note: The two categories of impairing substances cannot be added together. Subjects could have more than one impairing substance in their system.*

**Serious Injuries Involving Substance-Impaired Driving  
(By Impairing Substance)**



*Note: The two categories of impairing substances cannot be added together. Subjects could have more than one impairing substance in their system.*

Substance-impaired drivers typically make more than one bad decision. Often times they also choose not to wear their safety belts. Substance-impaired drivers of vehicles equipped with safety belts made up 50% of those killed and seriously injured in 2020 substance-impaired driving crashes. Of the drivers killed, 80.3 percent were unbelted while 71.5 percent of those who were seriously injured were unbelted.

Missouri’s Substance-Impaired Driving Strategic Plan focuses on reducing substance-impaired driving crashes by including components in the area of program management and strategic planning, prevention, the criminal justice system, communication, alcohol and other drug misuse, and program evaluation and data. Each of these components will be described in more detail throughout the plan with strategies outlined in order to achieve the specific goals listed. This plan will also support the goals outlined in the Highway Safety Plan.

Specific and Measurable Goals of the Substance-Impaired Driving Strategic Plan:

- Reduce the number of fatalities and serious injuries involving a substance-impaired driver.
- Reduce the number of fatal and serious injury crashes involving a substance-impaired driver.
- Reduce the number of fatalities involving an alcohol-impaired driver with .08 BAC or greater.
- Reduce the number of fatalities and serious injuries involving a drug-impaired driver (other than alcohol).
- Reduce the number of fatalities involving substance-impaired drivers under the age of 21.
- Increase the number of limited driving privileges.
- Maintain the number of DWI courts.
- Increase the number of graduates of DWI courts.
- Maintain the graduation rate of DWI court participants.
- Increase the percentage of DWI cases filed in circuit court (municipal, associate, and circuit divisions).
- Increase the number of law enforcement agencies and local prosecutors providing arrest and prosecution information in DWITS.
- Decrease the percentage of chemical refusals.
- Increase the number of offenders attending SATOP classes by program type.
- Decrease the percentage of repeat offenders through screening, education and/or treatment.
- Increase the number of DWI arrests.
- Increase guilty outcomes and total sentenced (excluding SES) for DWI (1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup> offense, etc).
- Increase the number of ignition interlock devices installed.
- Increase the number of municipal courts using automated reporting systems such as Show-Me Courts and other municipal vendor programs.

## I. Program Management and Strategic Planning

Missouri's substance-impaired driving program is based on strong leadership and sound policy development. Efforts are driven by data and focus on the most at-risk populations. Programs and activities carried out under this Strategic Plan are guided by problem identification and monitored for effectiveness.

➤ **Task Forces or Commissions (Authority & Basis for Operation of the Statewide Substance-Impaired Driving Subcommittee):**

Governor Mel Carnahan signed Executive Order 94-19 on May 25, 1994 establishing the Governor's Commission on Driving While Intoxicated and Impaired Driving and appointing the Director of the Department of Public Safety as the chair. The Commission met for several years and term limits for the commissioners were allowed to expire. The Governors elected since the Carnahan administration did not appoint new members to the Commission and the Commission was not very active. In fact, many of the members were no longer serving on the Commission.

Staff of Missouri's previous Governor, Jay Nixon, asked many questions about the Statewide Substance-Impaired Driving Subcommittee including structure and effectiveness. Governor Nixon convened several special meetings to address specific issues of concern and supported the structure of the Statewide Substance-Impaired Driving Subcommittee under the Missouri Coalition for Roadway Safety. A member of the Department of Public Safety served on the Statewide Substance-Impaired Driving Subcommittee and reported to the Governor's Office on issues of concern.

The Missouri Coalition for Roadway Safety was established in 2004 and led the effort to reduce fatalities and serious injuries resulting from traffic crashes and continues to do so through the implementation of Missouri's newest Strategic Highway Safety Plan, *Show-Me Zero: Driving Missouri Toward Safer Roads*. As a natural result of the Coalition efforts, subcommittees were formed to work on specific areas of concern statewide such as substance-impaired driving related traffic crashes. At that time, Charles Jackson, Director of the Department of Public Safety and Chair of the Governor's Commission on Impaired Driving, agreed to integrate the Commission into the structure and process of the MCRS efforts. Joyce Shaul, Director of Highway Safety and the Governor's Highway Safety Representative at the time, sent a letter to each member of the Governor's Commission on Driving While Intoxicated and Impaired Driving discussing this plan. Since that time the Statewide Substance-Impaired Driving Subcommittee has been very active and is now chaired by Mark Rembecki, Substance Awareness Traffic Offender Program. Statewide Substance-Impaired Driving Subcommittee members include representation from law enforcement, the criminal justice system, driver licensing, prevention, treatment and rehabilitation, ignition interlock program management, public health, Mothers Against Drunk Driving, public safety, and the Department of Transportation.

The Director of the Missouri Department of Transportation (MoDOT), Patrick McKenna, serves as the Governor's Highway Safety Representative and is very supportive of both the Missouri Coalition for Roadway Safety and each of the Statewide Subcommittees. MoDOT staff and funding are utilized to support the activities and structure of the MCRS.

The Statewide Substance-Impaired Driving Subcommittee meets quarterly and has most recently worked on issues such as legislation, Driving While Intoxicated (DWI) reporting, blood draws, updating breath alcohol instrumentation, BAC testing in fatal crashes and expansion of DWI courts in the state. The Substance-Impaired Driving Strategic Plan was created and endorsed by the Substance-Impaired Driving Subcommittee. The Substance-Impaired Driving Subcommittee will continue support of

the Substance-Impaired Driving Strategic Plan by overseeing the implementation of strategies outlined in this document.

➤ **Strategic Planning (*Development and Approval of Statewide Strategic Plan*):**

On October 25, 2019, November 15, 2019 and February 21, 2020 the Substance-Impaired Driving Subcommittee and the Missouri Department of Transportation hosted workshops to update the existing Substance-Impaired Driving Strategic plan. The Uniform Guidelines for State Highway Safety Programs, Guideline Number 8, was utilized in development of the original plan. There were thirty-six participants in attendance at these workshops who represented law enforcement, prevention, treatment and recovery, rehabilitation, prosecution, courts, MADD, transportation, driver licensing, ignition interlock program management, National Highway Traffic Safety Administration (NHTSA), Department of Health, and other traffic safety groups. The working document was updated to reflect comments and concerns from the planning group at the workshops to create the fourth version of Missouri's Substance-Impaired Driving Strategic Plan. The Substance-Impaired Driving Subcommittee members have reviewed this plan and gave final approval on May 12, 2022 before submission to NHTSA.

➤ **Program Management:**

The substance-impaired driving program is coordinated by a staff person with MoDOT's Highway Safety and Traffic Division, who serves as the substance-impaired driving coordinator for the Department. The coordinator works with the co-chairs of the Substance-Impaired Driving Subcommittee to facilitate coordination, resource sharing, communication and strategic planning among those who serve on the subcommittee and other agencies and organizations. In addition, the State has a Traffic Safety Resource Prosecutors Program that is instrumental with coordination efforts as well.

The Subcommittee guides efforts outlined in the Substance-Impaired Driving Strategic Plan. Individual members are often asked to provide updates to the Substance-Impaired Driving Subcommittee on particular areas of interest or concern to measure or evaluate progress (e.g., DWI courts, blood testing, BAC reporting, etc). Subcommittee members are very active in the area of substance-impaired driving and collectively bring a wealth of knowledge and experience to the table. A list of the Substance-Impaired Driving Subcommittee members can be found in Appendix B.

➤ **Resources:**

The structure of the MCRS, with five subcommittees and seven regional coalitions, allows for enhanced communication and resource sharing among all agencies and organizations involved. Although there is currently a heavy reliance on grant funding, there are other resources utilized in the state. Many agencies and organizations have funding that covers some of the substance-impaired driving programs. However, frequently agencies struggle with limited funding to support the programs they are tasked with or stretching the funding to meet the demands placed on the system.

One such resource is the Mental Health Earnings Fund which funds the Substance Awareness Traffic Offenders' Program (SATOP) established by Missouri legislation in 1993. SATOP contracts with

and certifies programs to provide assessment, education, and treatment interventions. SATOP is required by law for license reinstatement and is funded solely from fees paid by the SATOP participant.

Many of the costs associated with substance-impaired driving programs or sanctions in the State are borne by the DWI offender. Recoupment of those costs are collected or recovered in many ways; e.g., recoupment funds, DWI court participant fees, SATOP fees and direct cost charged by the service provider.

Another resource is the Law Enforcement Liaison program. This program was started in Missouri in 2016 with the Missouri Office of Highway Safety. Three retired police officers were selected to start the program with one being assigned to work the Southwest Missouri area and based in Springfield, the second based in the Kansas City area and assigned to work the Northwest Missouri region, and one based near St. Louis working the majority of Eastern Missouri. These individuals serve as a liaison between the law enforcement agencies in the state and the Highway Safety Office (HSO). The liaisons work several hours per month making contact with individual agencies and providing information about the current highway safety campaigns. The HSO currently promotes five DWI campaigns throughout the year and the liaisons encourage agencies to participate in these campaigns and follow up with them regarding submitting statistics for the campaigns.

➤ **Data and Records:**

Missouri currently uses data from multiple sources including the Fatality Analysis Reporting System, State Traffic Accident Record System, the Traffic Management System, Department of Revenue Driver License Bureau and General Counsel, Judicial Information System, Show-Me Courts, Department of Health and Senior Services and other vendors supporting disposition reporting, and Department of Mental Health, among others. The State also has a Traffic Records Coordinating Committee to represent the interests of the stakeholders in the data collection and reporting process.

Great strides have been made toward the goal of ensuring accurate criminal records with the creation of the DWI Tracking System (DWITS). DWITS offers law enforcement officers, prosecutors and courts the ability to get real time information on the impaired driving record of anyone arrested for a substance-impaired driving offense in this state. Unfortunately, reporting to DWITS is not currently mandatory and participation is not currently universal.

Section 43.544 Missouri Revised Statutes (RSMo) requires each law enforcement agency, county prosecuting attorney and municipal prosecutor to adopt a policy (and certify adoption of a policy) requiring arrest and charge information for all intoxication-related traffic offenses be forwarded to the central repository as required by Section 43.503 RSMo.

Missouri law currently requires an Alcohol Influence Report (AIR) to be filed any time someone is arrested for an intoxication related traffic offense and has a blood alcohol concentration (BAC) of .08 (or .02 for minors) and above or refuses to submit to a chemical test. These reports are not always filed in a timely manner or filed at all. Also, unless there is a corresponding criminal conviction, a person who drives under the influence of a drug other than alcohol may avoid licensing sanctions.

While we have a thorough and comprehensive crash report, substance-impaired driving tends to be underreported, particularly as it relates to drugs other than alcohol. This is often due to a failure to report alcohol or drug use as a causal factor and a failure to recognize the indicators of impairment in all cases. In addition, once alcohol is found and the BAC is at or above .08 no further toxicological testing is conducted to determine drug involvement. In federal fiscal year 2016 and 2017, the Missouri State Highway Patrol Crime Lab worked with the Highway Safety and Traffic Division to implement a pilot project that allows for the testing of drugs in drivers who were killed in fatal crashes. The final report for this project concluded that testing for alcohol only results in missing a significant number of drivers that are potentially impaired on another substance. Uniform testing within and between agencies ensures accurate data on drug use by drivers which can aid in public health responses to combat challenges associated with substance-impaired driving. Due to the findings of this project it is encouraged that agencies utilize the Missouri State Highway Patrols' (MSHP) lab to test for impairment. The MSHP has now purchased and is utilizing three liquid chromatograph/mass spectrometry (LC/MS) units. One LC/MS was purchased utilizing NHTSA funding through the Office of Highway Safety.

During the summer of 2019, Cambridge Systematics began a large-scale project focusing on updates to the Missouri Uniform Crash Report to better align with MMUCC 5 standards that will consist of cooperation from a variety of agencies being represented on the STARS Committee. The project plan provided by Cambridge Systematics and approved by MSHP and MoDOT plans to deploy the new crash report on January 1, 2024.

The Missouri Drug Recognition Expert Tracking System was implemented in 2016 to capture information from the evaluations that Drug Recognition Experts (DRE) conduct. The system also allows for better coordination of the DRE certification process and transmittal of information to the National system. This system allows for data collection on evaluations that are conducted on drug-impaired drivers. Some of the information that can be collected are: the number of DREs in the state; which law enforcement agencies have DREs; number of DRE instructors; and the types of drugs identified in an impaired driver's system.

➤ **Communication Program:**

Missouri currently has a robust statewide communication program that is coordinated through the Public Information and Education (PI&E) Subcommittee of the MCRS. The PI&E Subcommittee assists in communicating traffic safety related activities of the MCRS. Members of the PI&E Subcommittee can be found in Appendix C.

Statewide communication efforts can be found on the MCRS website at [www.saveMOlives.com](http://www.saveMOlives.com). Information about each of the traffic safety campaigns are on that site as well as media releases, graphics, statistics and more. The website allows members of the coalition and public to access traffic safety information in one location and in a timely manner.



It is important to mention that many of the traffic safety partners also have their own campaigns as well. For example, MADD and the Missouri State Highway Patrol conduct very specific substance-impaired driving campaigns while supporting the MCRS efforts. Participating agencies and organizations use the same campaign logos, such as Show Me Zero or other such messages whenever possible to leverage messaging, budgets and overall efforts.

The vast majority of PI&E efforts center around earned and paid media efforts in support of Missouri’s high visibility enforcement. Those efforts are outlined more specifically in the criminal justice section of this plan with a heading titled “Publicizing High Visibility Enforcement.”

Strategies in the Program Management and Strategic Planning Area:

1. Formalize activities of the Substance-Impaired Driving Subcommittee:
  - a. Keep official minutes for each meeting;
  - b. Expand membership to include key areas that are not currently represented (i.e., the defense bar, judges, hospitality industry);
  - c. Formalize the operational procedures for the subcommittee; and
  - d. Adopt parliamentary procedures to govern voting and other actions taken by the subcommittee.
2. Continually review short and long-term objectives to ensure strategic plan goals are met.
3. Enact legislation that provides resources dedicated to substance-impaired driving in the state.
4. Educate state, county and local officials about the value of substance-impaired driving initiatives.
5. Educate law enforcement agencies and prosecuting attorneys about their ability to recoup the costs of substance-impaired driving investigations and ensure that these funds are returned to the arresting agency for DWI enforcement efforts.

## II. Prevention

Missouri will seek to reduce incidents of substance-impaired driving through public health approaches, including altering social norms, changing risky and dangerous behaviors, and creating safer environments.

### ➤ **Promote Responsible Alcohol Service:**

Service to underage drinkers and over-service to those over 21 by bars and restaurants contributes to substance-impaired driving crashes. Missouri conducts a variety of programs that address this particular issue including an online responsible beverage service training and an educational program for Missouri college student organizations and individuals to promote hosting responsible events and parties. In addition, there are in-person trainings presented to retailers that sell alcohol, which provide legal updates and techniques for the responsible sale of alcohol.

After drastic budget cuts to Missouri Division of Alcohol and Tobacco Control (ATC) in 2010, the legislature recently restored some of the funding for ATC. In the summer of 2018, ATC reinstated its Alcohol Safety Awareness and Prevention (ASAP) program through a partnership with Highway Safety. This program is a comprehensive approach to addressing alcohol related issues from an enforcement, prevention and education perspective. The education component of the ASAP program is called Server Training. The Server Training program is a specialized program where experienced ATC Agents teach alcohol retailers responsible retail practices. The program focuses on preventing underage alcohol service, fake identification detection, over-service prevention and other pertinent alcohol

laws. The training is a hands-on training and retailers are engaged to interact and learn from Agents and are given tips on how to reduce alcohol violations. One of the preventative enforcement components of the ASAP program is Badges in Business. The Badges in Business program is a partnership with retailers that allow for Agents to pose undercover in retail establishments to prevent alcohol underage service from happening. Agents intervene when an underage person attempts to purchase alcohol. The over service aspect, if observed, is generally encountered during our Strategic Enforcement Teams (SET) enforcement, which may consist of plain clothes investigations, high visibility efforts, saturation efforts, assisting prevention groups, and assisting retailers with persistent issues.

ATC also participates in Joint Enforcement Teams (JET) where they partner with local law enforcement agencies to address a variety of community-specific alcohol-related issues.

Missouri Partners in Prevention, a coalition of institutions of higher education in the state offers online training to alcohol beverage retailers and servers free of charge. The State of Missouri Alcohol Responsibility Training (SMART) is sponsored by MoDOT and was created with the help of an advisory board of police, bar owners, the ATC, Partners in Prevention members, and Partners in Environmental Change coalitions. The SMART program launched on December 1, 2004 and currently certifies approximately 10,000 servers and sellers in the state each year.

SMART focuses on prevention of service to underage patrons including thorough ID checking practices, recognition of a fake, borrowed, or altered IDs, and the laws and liability concerns related to serving underage customers. The training also covers avoiding over-servicing patrons, including how to spot someone who is intoxicated, how to keep someone from becoming intoxicated, how to handle an intoxicated customer, and laws and liability concerns related to servicing intoxicated customers. Servers and sellers of alcohol take a test upon completion of the program which provides them with certification for a two-year period. The program allows managers of retail establishments to access information and check which employees have or have not passed the program.

Missouri Partners in Prevention also created an online educational program for college students focused on responsible event/party hosting with an emphasis on not serving underage students, not serving intoxicated guests, and preventing impaired driving. The Student Alcohol Responsibility Training (START) program can be used within student organizations, apartment/housing complexes, or for individuals who are interested in hosting safe and responsible events and avoiding problems that may arise. Currently all 23 Partners in Prevention member institutions can utilize START on campus.

MoDOT's Highway Safety and Traffic Division provides grant funding for high visibility enforcement during the National Labor Day crackdown and quarterly enforcement activities. The quarterly effort in May will focus on underage drinking during the graduation season through compliance checks and/or party dispersal activities. Underage drinking enforcement activities will focus on the twenty-nine counties that rank within the top twenty percent with the highest incidence of fatal and serious injury crashes where at least one driver under 21 had consumed alcohol. Those counties are: Jackson, St. Louis, Greene, Camden, Boone, Franklin, Christian, Clay, Cole, Jefferson, Newton, Callaway, Cape Girardeau, Lawrence, Shannon, St. Charles, Texas, Buchanan, Cass, Clinton, Douglas, Gasconade, Lincoln, Pettis, Pike, Platte, Pulaski, Scott, and Taney. More information on the HVE program

can be found in the Criminal Justice Section of this plan. In addition, UMC has funding for enforcement and year-round projects through highway safety.

**Strategies for Promoting Responsible Alcohol Service:**

1. Provide training to local municipalities on creation and implementation of mandatory alcohol beverage service laws.
2. Establish regulations to require server training and certification or licensing for individuals who will be serving alcohol in retail establishments.
3. Promote and expand the approved server training program.
4. Establish additional cooperative local partnerships between law enforcement agencies and bar and restaurant owners, their associations and representatives, and retailers or anyone who sells alcohol.
5. Increase compliance checks of local retail establishments.
6. Recognize retail clerks and servers that ask for ID through a YouCard, We Care campaign.
7. Examine ways to prevent alcohol service to minors in retail establishments.
8. Develop and promote model ordinances and best practices for responsible beverage serving, server training programs, and enforcement programs.
9. Continue to improve youth alcohol impairment prevention programs such as Youth Impaired Law Enforcement Training, TREND, SADD, Traffic Offenders Program, AlcoholEdu, and MADD programs.

➤ **Promote Transportation Alternatives:**

Missouri is a largely rural state which presents unique challenges for promoting transportation alternatives. Even in small communities, however, designated driver programs can be effective. In more urban areas, efforts can be directed at promoting designated driver and safe ride programs and in making the communities aware of public transportation options.

As an environmental approach to increasing the number of designated drivers in the state, Partners in Prevention coordinates the CHEERS program, which works with bars, restaurants, and nightclubs across the state to provide free non-alcoholic drinks for designated drivers. This serves as an incentive for those being responsible for the safety of their friends and community, and reiterates in the community that drinking and driving is unacceptable. CHEERS also educates college students in Missouri about the importance of using a designated driver who has consumed no alcohol through on campus programs, social media, and educational information. The CHEERS program is present on 23 individual campus or community chapters and has over 250 participating establishments statewide.

Partners in Prevention also uses social norms clarification and education for college students about safe driving behavior with a program called Drive Safe, Drive Smart. Drive Safe, Drive Smart educates about the dangers and impacts of impaired driving, the correct definition of a designated driver as someone who has consumed no alcohol, and alternatives to impaired driving such as using the CHEERS program or safe ride services. The program works to educate students through social media, outreach at 23 Missouri Partners in Prevention campuses, and billboards across the state.

Strategies for Promoting Transportation Alternatives:

1. Encourage efforts to promote programs that allow drinkers 21 and older to reach their destinations without driving, especially in high risk communities during high risk times.
2. Explore ways to expand and increase awareness of existing transportation alternatives in the state.
3. Provide a link to cab/ride share information on saveMOLives website.
4. Educate bar owners and cab/ride share companies about existing transportation alternatives.
5. Expand partnerships with cab/ride share companies and taxi commissions to promote safe transportation alternatives.

➤ **Conduct Community Based Programs:**

Missouri seeks to prevent substance-impaired driving fatalities by educating its citizens about the dangers it presents and the costs it can impose on the community, innocent victims, and offenders. Community-based programs presented through a variety of settings help in this effort. The Missouri State Highway Patrol, MADD, SADD, ThinkFirst Missouri, ACT Missouri, local law enforcement agencies, Safety Councils, and many others provide educational programs and literature regarding the impact of substance-impaired driving to schools, employers and community groups. In addition, the seven regional coalitions under the MCRS offer programs and materials to local community groups.

Below are a few examples of programs offered in Missouri:

- ThinkFirst Missouri is an evidence-based trauma prevention program of the University of Missouri, School of Medicine, Department of Physical Medicine & Rehabilitation. This chapter serves as an affiliate chapter of the ThinkFirst National Injury Prevention Foundation and offers the following traffic safety programs in Missouri: ThinkFirst for Teens, ThinkFirst for Kids/Youth (beginning summer 2023), the Traffic Offenders Program, the Community/Corporate Traffic Safety Program, and First Impact (a GDL education program for parents of new drivers). All programs are centered around traffic safety to include impaired driving, distracted driving, speeding and encouraging the use of safety belts to reduce or eliminate injury. ThinkFirst for Teens and the Traffic Offender Program offer Voices for Injury Prevention speakers who talk about how traffic crashes impacted their lives as they are now living with Traumatic Brain and/or Spinal Cord injuries.

- MADD's Power of Parents and Power of You(th) programs are part of a community mobilization to educate entire communities about the danger and impact of underage alcohol use, as well as provides talking points to address marijuana and other drug use. Power of Parents seeks to equip parents to have intentional, ongoing and potentially lifesaving conversations about alcohol and drugs with their children. Power of You(th) empowers teens to resist peer pressure to make smart, healthy decisions about not drinking alcohol before they turn 21 and to never get in a car with someone who has been drinking or is under the influence of other drugs. Missouri's hopes for a safer future are riding on tomorrow's drivers and we want to get our youth off to a safe, healthy start. MADD is focused on tackling underage drinking, a problem that threatens the safety of our youth and endangers entire communities, now and down the road.
- Missouri Partners in Prevention (PIP) is a statewide coalition of institutions of higher education in Missouri and relevant state agencies (Division of Behavioral Health, Division of Highway Safety and Traffic) that collaboratively develop strategies for reducing and preventing high-risk behaviors among Missouri college students. PIP's primary goals include enhancing the communication network among campus administrators, law enforcement and policy professionals, communicating with college students and their parents about underage alcohol use and high-risk drinking, and improving universities' effectiveness at decreasing the abuse of alcohol and other drugs among Missouri college students. The heart of PIP's coalition is the collaboration that exists between prevention professionals in state agencies and on college and university campuses. At monthly meetings, PIP representatives discuss current prevention issues and trends and receive advice and suggestions from each other and from their colleagues in state agencies. During these monthly meetings, the representatives are trained on relevant prevention issues, including strategies related to preventing underage alcohol use and high-risk drinking behaviors such as impaired driving.
- Safe & Sober is a free evidence-based program that educates Missouri students on the dangers of alcohol, drugs, and impaired driving, while reinforcing positive decision-making and responsibility. Through a supportive state-wide network of counselors, teachers, and school administrators, the organization provides high school and middle school students with the tools they need to make informed choices. By effectively educating teens and their parents on the physical, emotional, criminal, and civil consequences around using alcohol or other substances, the hope is to empower healthy, life-saving decisions today while setting the stage for responsible alcohol usage in adulthood.
- AlcoholEdu is proven to reduce negative consequences associated with underage drinking. This program began at the college level to reduce underage drinking in college communities. However, colleges and universities indicated the need at the high school level. Therefore, it is now being provided by local coalitions and school districts at the high school level. Through this scalable online program, high schools and colleges can reach all students with a consistent message and empower them to make safer and healthier decisions about alcohol. The program provides real-time aggregate data to the school and the community. Multiple colleges and universities in the state also use AlcoholEdu for students.

➤ **Other Programs:**

Additional ways that Missouri has sought to prevent substance-impaired driving fatalities is by seeking out external grant funded opportunities in an effort to provide education regarding impaired driving and to assist the general public in seeking alternative transportation methods. There have been

external grant funding opportunities that the State Highway Safety Office (SHSO) has applied for and were awarded with the Governors Highway Safety Association (GHSA), Responsibility.org, and Lyft.

In 2019, the SHSO was awarded a grant with GHSA and Responsibility.org for \$20,000, to conduct additional Advanced Roadside Impaired Driving Enforcement (ARIDE) classes throughout the state due to a mandate that was handed down to all Missouri State Highway Patrol Troopers requiring all Troopers who have been in service for over 3 years to complete the ARIDE course. During the progression of that grant, the SHSO was able to fund additional ARIDE classes, with several sub-recipients, which were attended by 108 law enforcement officers.

Then in 2020, the SHSO, in partnership with the Missouri Safety Center, was awarded a grant with GHSA and Responsibility.org to conduct a Phlebotomy Research Project to determine the feasibility of a law enforcement phlebotomy program (LEPP) in Missouri. With the completion of the research project, MSC then forged ahead with seeking additional funding, with NHTSA, to create the Missouri Phlebotomy Task Force to dive into the logistics of establishing this program in Missouri. The Task Force has been working on creating guidelines for the program and has been able to purchase supplies that the law enforcement phlebotomists will need once they complete their training. The Phlebotomy Task Force has also been in communication with a local community college in an effort to modify their current curriculum to accommodate a LEPP, mirroring the Phoenix curriculum. MSC then sought a grant, during the FY23 grant cycle with the SHSO, to pilot the LEPP in Missouri. The project was awarded grant funding in FY23 to send 11 law enforcement students to attend the Law Enforcement Phlebotomy Program in Phoenix, Arizona. The SHSO will continue to monitor the project by reviewing the number of applications received for the project to determine if there is enough interest to continue funding the program into the future. It is the hope of the SHSO that interest continues to grow for the program and more law enforcement officers will seek out the training.

In 2022, the SHSO was awarded another grant with GHSA, in partnership with Responsibility.org and Lyft, to provide ride-shares through Lyft during the Holiday Impaired Driving campaign, which ran from November 23, 2022 through January 1, 2023. At the time of this update, the grant was extended to run through March 25, 2023 in an effort to expend as much of the available funding as possible. The funding was used for the media campaign to advertise the Lyft codes for each holiday; however, 85% of the funded was put toward the ride-shares themselves. The SHSO will review the project, upon its completion, to determine if we may seek alternative funding to continue on with this valuable program in the future.

## Strategies for the Area of Conducting Community-Based Programs:

1. Expand screening and brief intervention programs in schools.
2. Incorporate coalition/team training strategies using the structure of the community coalitions already in place.
3. Continue to educate youth, parents and the community about substance use issues.
4. Promote model policies for schools to address underage impairment issues.
5. Expand Drug Impairment Training for Educational Professionals.
6. Expand Safe & Sober's impact in schools, youth development programs, and related community organizations.
7. Work with employers to review their safety policies as they relate to the issue of substance-impaired driving.
8. Educate employers about the ignition interlock laws and requirements in the state.
9. Increase communication between the Substance-Impaired Driving Subcommittee and the regional coalitions and other organizations (e.g., school resource officers, Juvenile Justice, children's division).
10. Increase support of substance-impaired driving mobilizations.
11. Expand MADD's Power of Parents and Power of Youth Programs in Missouri.
12. Expand AlcoholEdu programs in Missouri.

### III. Criminal Justice System

All of the components of the criminal justice system in Missouri—law enforcement, prosecutors, courts, probation and parole, and our driver licensing authority—work together to achieve specific and general deterrence of substance-impaired driving. Specific deterrence focuses on holding accountable those individuals who drive under the influence of alcohol and other drugs by imposing appropriate sanctions upon arrest which can include criminal penalties, driver license sanctions and assessment and treatment for substance use issues. General deterrence focuses on creating a perception that substance-impaired drivers will be apprehended and prosecuted thereby discouraging people from driving under the influence. Efforts in each component of the criminal justice system are described in detail below.

➤ **Laws: (Please note that the information below reflects the criminal code revision effective January 1, 2017)**

Missouri currently has two separate criminal offenses that address substance-impaired driving. The general DWI statute (section 577.010, RSMo) makes it an offense to drive in an intoxicated or drugged condition. This includes being under the influence of alcohol, a controlled substance, a drug or a combination of any of these. There is a separate criminal offense for driving with excessive BAC (section 577.012, RSMo), which is defined as having a BAC of .08 or above. Although Missouri does not have a statute that specifically imposes additional license sanctions for driving with a high BAC, additional criminal penalties are available for offenders who operate a motor vehicle with a BAC of .15 or above and for offenders who operate a motor vehicle with a BAC of .20 or above. Missouri does have laws regarding repeat offenders and imposing harsher criminal sanctions for each subsequent offense, laws making it a crime to drive with a revoked or suspended license, laws making it a crime to drive

impaired by alcohol and/or other drugs with a minor in the vehicle, and laws making it a crime to kill or injure another person while driving under the influence of alcohol or other drugs.

Under the provisions of sections 577.010 and 577.012, RSMo, an offender who is found guilty of driving while intoxicated or driving with excessive blood alcohol content as a first offense shall not be granted a suspended imposition of sentence (SIS) unless: 1) he or she is placed on a term of probation for a minimum of two years, or 2) in a county where a DWI court, docket, or other court-ordered treatment program is available, and where the person's BAC was .15 or higher, the person successfully completes such DWI court, docket, or other treatment program. If a suspended imposition of sentence is not imposed under these provisions, a person must serve not less than 48 hours of imprisonment if he or she operated the vehicle with a BAC of .15 to .20. An offender must serve not less than five days if he or she operated the vehicle with a BAC over .20. In addition, under several provisions of Missouri law, impaired driving offenders must complete an approved SATOP for license reinstatement. A court-ordered waiver of the SATOP requirement is not permitted for offenders who have more than one alcohol offense or who test a .15 percent or above BAC.

Missouri law enhances the criminal penalties for repeat substance-impaired driving offenders. In addition to the penalties outlined below, a court may also require, as part of probation and parole, a period of continuous alcohol monitoring or verifiable breath alcohol testing performed at a minimum of four times per day. Prior offenders are not eligible for a suspended imposition of sentence OR a fine in lieu of imprisonment.

**Prior Offender** - a person who has been found guilty of one intoxication-related traffic offense, where such prior offense occurred within five years of the occurrence of the intoxication-related traffic offense for which the person is charged. 577.001, RSMo.

- Class A Misdemeanor – Up to one year in jail and a fine not to exceed two thousand dollars.
  - Subject to a term of imprisonment of not less than ten days:
    - Unless as a condition of such parole or probation such person performs at least thirty days of community service under the supervision of the court in those jurisdictions which have a recognized program for community service; or
    - The offender participates in and successfully completes a program established under section 478.007 or other court-ordered treatment program, if available, and as part of either program, the offender performs at least thirty days of community service under the supervision of the court.

**Persistent Offender** – a person who has been found guilty of two or more intoxication-related traffic offenses committed on separate occasions or one intoxication related traffic offense in which the defendant was operating a vehicle while intoxicated and another person was injured or killed.

- Class E Felony – up to four years in prison and a fine not to exceed ten thousand dollars.
  - Subject to a term of imprisonment of not less than thirty days:
    - Unless as a condition of such parole or probation such person performs at least sixty days of community service under the supervision of the court in those jurisdictions which have a recognized program for community service; or

- The offender participates in and successfully completes a program established under section 478.007 or other court-ordered treatment program, if available, and as part of either program, the offender performs at least sixty days of community service under the supervision of the court.

**Aggravated Offender** - a person who has been found guilty of: (a) Three or more intoxication-related traffic offenses committed on separate occasions; or (b) Two or more intoxication-related traffic offenses committed on separate occasions where at least one of the intoxication-related traffic offenses is an offense committed in violation of any state law, county or municipal ordinance, any federal offense, or any military offense in which the defendant was operating a vehicle while intoxicated and another person was injured or killed.

- Class D Felony – up to seven years in prison and a fine not to exceed ten thousand dollars.
  - Shall not be eligible for parole or probation until he or she has served a minimum of sixty days imprisonment.

**Chronic Offender** - a person who has been found guilty of: (a) Four or more intoxication-related traffic offenses committed on separate occasions; or (b) Three or more intoxication-related traffic offenses committed on separate occasions where at least one of the intoxication-related traffic offenses is an offense committed in violation of any state law, county or municipal ordinance, any federal offense, or any military offense in which the defendant was operating a vehicle while intoxicated and another person was injured or killed; or (c) Two or more intoxication-related traffic offenses committed on separate occasions where both intoxication-related traffic offenses were offenses committed in violation of any state law, county or municipal ordinance, any federal offense, or any military offense in which the defendant was operating a vehicle while intoxicated and another person was injured or killed.

- Class C Felony – three to ten years in prison and a fine not to exceed ten thousand dollars.
  - Shall not be eligible for parole or probation until he or she has served a minimum of two years imprisonment.

**Habitual Offender** - a person who has been found guilty of: (a) Five or more intoxication-related traffic offenses committed on separate occasions; or (b) Four or more intoxication-related traffic offenses committed on separate occasions where at least one of the intoxication-related traffic offenses is an offense committed in violation of any state law, county or municipal ordinance, any federal offense, or any military offense in which the defendant was operating a vehicle while intoxicated and another person was injured or killed; or (c) Three or more intoxication-related traffic offenses committed on separate occasions where at least two of the intoxication-related traffic offenses were offenses committed in violation of any state law, county or municipal ordinance, any federal offense, or any military offense in which the defendant was operating a vehicle while intoxicated and another person was injured or killed.

- Class B Felony – a term of years not less than five years and not to exceed fifteen years of imprisonment.
  - Must serve 85% of sentence. 565.061, RSMo.

- Class A Felony, if the defendant is a habitual offender as a result of being found guilty of driving while intoxicated and acting with criminal negligence to cause the death of any person not a passenger in the vehicle, cause the death of two or more persons, or cause the death of any person while he or she has a BAC of .18 or above and is found guilty of a subsequent violation. A term of years not less than ten years and not to exceed thirty years, or life imprisonment.

# DWI/BAC Enhancements

B misdemeanor	A misdemeanor	E Felony	D Felony	C Felony	B Felony
<ul style="list-style-type: none"> <li>• First offense <sup>1</sup></li> <li>• 1 prior that did NOT occur w/in 5 years</li> </ul>	<ul style="list-style-type: none"> <li>• 1 prior w/in 5 years<sup>2</sup></li> <li>• A person less than 17 years old is in the vehicle<sup>3</sup></li> </ul>	<ul style="list-style-type: none"> <li>• 2 prior offenses<sup>4</sup></li> </ul>	<ul style="list-style-type: none"> <li>• 3 prior offenses<sup>5</sup></li> <li>• 2 prior offenses; one of which another person was injured or killed<sup>6</sup></li> </ul>	<ul style="list-style-type: none"> <li>• 4 prior offenses<sup>7</sup></li> <li>• 3 prior offenses; one of which another person was injured or killed<sup>8</sup></li> <li>• 2 prior offenses; both of which another person was injured or killed<sup>9</sup></li> </ul>	<ul style="list-style-type: none"> <li>• 5 prior offenses<sup>10</sup></li> <li>• 4 prior offenses; one of which another person was injured or killed<sup>11</sup></li> <li>• 3 prior offenses; 2 of which another person was injured or killed<sup>12</sup></li> <li>• 1 prior offense where any person not in vehicle was killed; or 2 people were killed; or 1 person was killed and BAC .18 or higher<sup>13</sup></li> </ul>

\*The following citations are for DWIs. The corresponding excessive BAC statute can be found in Section 577.012.3

- |                                      |  |
|--------------------------------------|--|
| 1. 577.010.2(1)                      | 9. 577.010.2(5)(a) and 577.001(5)(c)   |
| 2. 577.010.2(2)(a) and 577.001(20)   | 10. 577.010.2(6)(a) and 577.001(11)(a) |
| 3. 577.010.2(2)(b)                   | 11. 577.010.2(6)(a) and 577.001(11)(b) |
| 4. 577.010.2(3)(a) and 577.001(18)   | 12. 577.010.2(6)(a) and 577.001(11)(c) |
| 5. 577.010.2(4)(a) and 577.001(1)(a) | 13. 577.010.2(6)(a) and 577.001(11)(d) |
| 6. 577.010.2(4)(a) and 577.001(1)(b) |  |
| 7. 577.010.2(5)(a) and 577.001(5)(a) |  |
| 8. 577.010.2(5)(a) and 577.001(5)(b) |  |

# DWI Injury or Fatality Cases

E Felony	D Felony	C Felony	B Felony	A Felony
<p>Cause physical injury to another person<sup>1</sup></p>	<ul style="list-style-type: none"> <li>•Cause physical injury to a law enforcement officer or emergency personnel<sup>2</sup></li> <li>•Cause serious physical injury to another person<sup>3</sup></li> </ul>	<ul style="list-style-type: none"> <li>•Cause serious physical injury to a law enforcement officer or emergency personnel<sup>4</sup></li> <li>•Cause the death of another person<sup>5</sup></li> </ul>	<ul style="list-style-type: none"> <li>•Cause the death of a law enforcement officer or emergency personnel<sup>6</sup></li> <li>•Cause the death of a person, not a passenger in the vehicle operated by the driver, including the death of an individual that results from the driver's vehicle leaving the highway<sup>7</sup></li> <li>•Cause the death of two or more persons<sup>8</sup></li> <li>•Cause the death of any person while acting with criminal negligence and a BAC of .18 or higher.</li> </ul>	<ul style="list-style-type: none"> <li>•Cause the death of another person in violation of 577.001(11) and has previously been convicted of causing the death of another person in violation of 577.001(11)<sup>9</sup></li> <li>•2nd degree murder<sup>10</sup></li> </ul>

1. 577.010.2(3)(b)
2. 577.010.2(4)(b)
3. 577.010.2(4)(c)
4. 577.010.2(5)(b)
5. 577.010.2(5)(c)

6. 577.010.2(6)(b)
7. 577.010.2(6)(c)
8. 577.010.2(6)(d)
9. 577.010.2(7)
10. 565.021.1(2)

# Sentencing

B Misdemeanor	A Misdemeanor	E Felony	D Felony	C Felony	B Felony
<ul style="list-style-type: none"> <li>Up to 6 months in jail<sup>1</sup> and/or \$1,000 fine<sup>2</sup></li> </ul>	<ul style="list-style-type: none"> <li>Up to 1 year in jail<sup>3</sup> and \$2,000 fine<sup>4</sup></li> <li>Minimum 10 days in jail<sup>5</sup></li> <li>Or 30 days of community service<sup>6</sup> OR DWI Court<sup>7</sup></li> </ul>	<ul style="list-style-type: none"> <li>Up to 4 years in prison<sup>8</sup> and \$10,000 fine<sup>9</sup></li> <li>Minimum 30 days in jail<sup>10</sup></li> <li>Or 60 days of community service<sup>11</sup> OR DWI Court<sup>12</sup></li> </ul>	<ul style="list-style-type: none"> <li>Up to 7 years in prison<sup>13</sup> and \$10,000 fine<sup>14</sup></li> <li>Minimum 60 days in jail<sup>15</sup></li> </ul>	<ul style="list-style-type: none"> <li>3-10 years in prison<sup>16</sup> and \$10,000 fine<sup>17</sup></li> <li>Minimum 2 years in prison<sup>18</sup></li> </ul>	<ul style="list-style-type: none"> <li>5-15 years<sup>19</sup></li> <li>Must serve 85% of sentence<sup>20</sup></li> </ul>

\*Prior offenders are not eligible for a Suspended Imposition of Sentence OR a fine in lieu of imprisonment 577.010.6(1)

\*Prior offenders are not eligible for jury sentencing 577.023.7

1. 558.011.1(7)

2. 558.002.1(3)

3. 558.011.1(6)

4. 558.002.1(2)

5. 577.010.6(2)

6. 577.010.6(2)(a)

7. 577.010.6(2)(b)

8. 558.011.1(5)

9. 558.002.1(1)

10. 577.010.6(3)

11. 577.010.6(3)(a)

12. 577.010.6(3)(b)

13. 558.011.1(4)

14. 558.002.1(1)

15. 577.010.6(4)

16. 558.011.1(3)

17. 558.002.1(1)

18. 577.010.6(5)

19. 558.011.1(2)

20. 558.019.3

In 2017, the Missouri legislature drafted and approved a bill which only allows the SHSO to fund one dollar toward sobriety checkpoints. It was the hope of the SHSO that this legislation would be reversed in the 2018 legislative session; however, it was upheld, so law enforcement agencies are encouraged to continue conducting sobriety checkpoints with internal funding. Since the approved bill cutting sobriety checkpoints paid for by grant funding, the number of checkpoints dropped from 376 in 2016 to 134 in 2017. Therefore, no sobriety checkpoints have been funded since 2017 with Highway Safety funding.

Missouri law currently allows for law enforcement agencies to conduct sobriety checkpoints, utilize passive alcohol sensors, and obtain more than one evidential chemical test. Missouri law also provides that officers may administer a pre-arrest chemical test to any driver suspected of driving while intoxicated or with excessive blood alcohol content. Missouri law instructs law enforcement officers to make all reasonable efforts to administer a chemical test to any person suspected of driving a motor vehicle that is involved in a collision resulting in death or serious physical injury.

With regard to penalties, Missouri imposes license sanctions for refusing to submit to a chemical test and for testing .08 or above for adult drivers and .02 or above for minors. This sanction is a 90-day license suspension for testing over the statutory threshold for a first offense, and a one-year revocation for an offender with a prior alcohol offense within a five-year period. A one-year license revocation is imposed for those drivers refusing to submit to a chemical test. Missouri has a Minor in Possession and an Abuse and Lose law, which makes it illegal for any person under 21 years of age to purchase, possess or consume ANY amount of alcohol (.02 percent or above) or controlled substance. In addition, Missouri's Abuse and Lose Law makes it illegal for any person over the age of 21 years of age to possess or use a controlled substance while operating a motor vehicle. Under both laws their driver license will be suspended or revoked.

Missouri statute requires certain offenders to install an ignition interlock on vehicles they operate in order to get their driver license reinstated. In addition, Missouri's law requires impaired driving offenders to be assessed for substance use disorder and to receive treatment, where appropriate. More information on assessment and treatment requirements can be found in that section of this plan.

Where a driver is operating a motor vehicle and either tests over the statutory limit for alcohol concentration (adult or minor) or refuses to submit to a chemical test, the arresting officer is to forward a standard Alcohol Influence Report form to the Department of Revenue. The report is used to determine whether a license suspension or revocation will be imposed. Department staff recently compiled statistics from these reports for a five-year period from 2015 through 2019. The statistics reveal that over this five-year period the number of reports filed with the Department by law enforcement officials statewide have decreased by 10 percent. Not only has the total number of offenders reported to the Department declined, the percentage of drivers who refuse to submit to chemical testing has declined as well, decreasing by 14 percent from 2015 to 2019. Significantly, during this same period, the average blood alcohol concentration for drivers who tested increased from a .157 percent average in 2015 to .162 percent in 2019. This evidences a very clear trend in the state of Missouri where although far fewer drivers are arrested for driving while intoxicated, the average blood alcohol concentration for those arrested has increased substantially. Over a ten-year period, the average blood alcohol concentration has increased from 0.151 percent to 0.162 percent.

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Substance-impaired drivers typically make more than one bad decision. Often times they also choose not to wear their safety belts. Substance-impaired drivers of vehicles equipped with safety belts made up 50% of those killed and seriously injured in 2020 substance-impaired driving crashes. Of those drivers killed, 80.3 percent were unbelted while 71.5 percent of those seriously injured were unbelted. Missouri does not currently have laws criminalizing the refusal of a chemical test or the possession of an open container in the passenger compartment of a vehicle. This type of legislation has been filed in the past but has not passed through the legislature. Despite this fact, other laws could be adopted to improve the enforcement and prosecution of substance-impaired drivers.

Strategies in the Area of Legislation:

1. Seek primary enforcement of Missouri's seat belt law.
2. Expand local primary seat belt ordinances.
3. Criminalize refusal to submit to a breath test upon arrest for a substance-impaired driving offense.
4. Seek legislation to amend the appeal process for chemical refusal license appeals removing them from the Circuit Court and placing them in the Department of Revenue administrative process.
5. Seek legislation that would subject individuals who drive under the influence of a drug other than alcohol to civil licensing sanctions where there is a toxicology report that is positive for illicit drug use or prescription drug misuse.
6. Seek legislation requiring mandatory input of all arrest and prosecution information on intoxication-related traffic offenses into the DWI Tracking System.
7. Improve/enhance civil liability of dram shop law.
8. Enact legislation that provides resources dedicated to substance-impaired driving in the state.
9. Modify current statutes to clarify that a penalty may be imposed on hospital staff that refuse a law enforcement officer's request or court order to draw blood from a substance-impaired driving suspect.

➤ **Enforcement:**

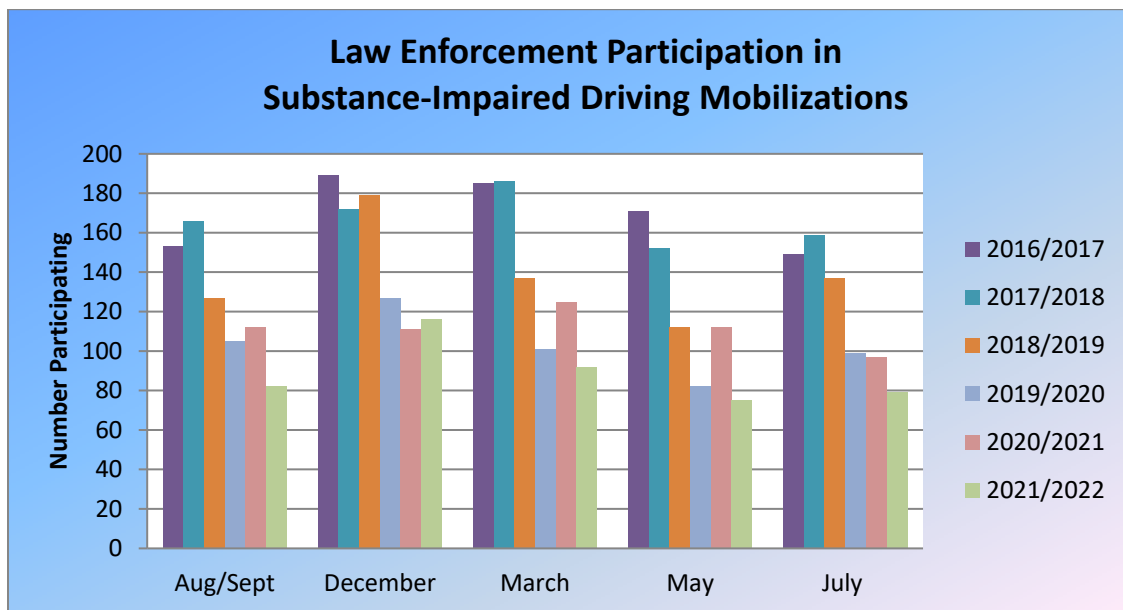
Missouri conducts frequent, highly visible, well publicized and fully coordinated substance-impaired driving enforcement efforts throughout the state. These efforts are focused on those areas identified as having high incidences of alcohol or drug related crashes. These efforts include saturation patrols and non-Highway Safety funded sobriety checkpoints, often conducted on a multi-jurisdictional basis. While sobriety checkpoints are constitutional and legal in Missouri, the Missouri Legislature currently restricts Highway Safety funding for sobriety checkpoint training or conducting sobriety checkpoints to \$1. However, in the event this appropriation restriction is removed, Missouri has a Sobriety Checkpoint Manual available to law enforcement agencies which includes information on the legal aspects and guidelines for utilizing sobriety checkpoints. In addition, Sobriety Checkpoint Supervisor Training is required to receive highway safety grant funding for sobriety checkpoint

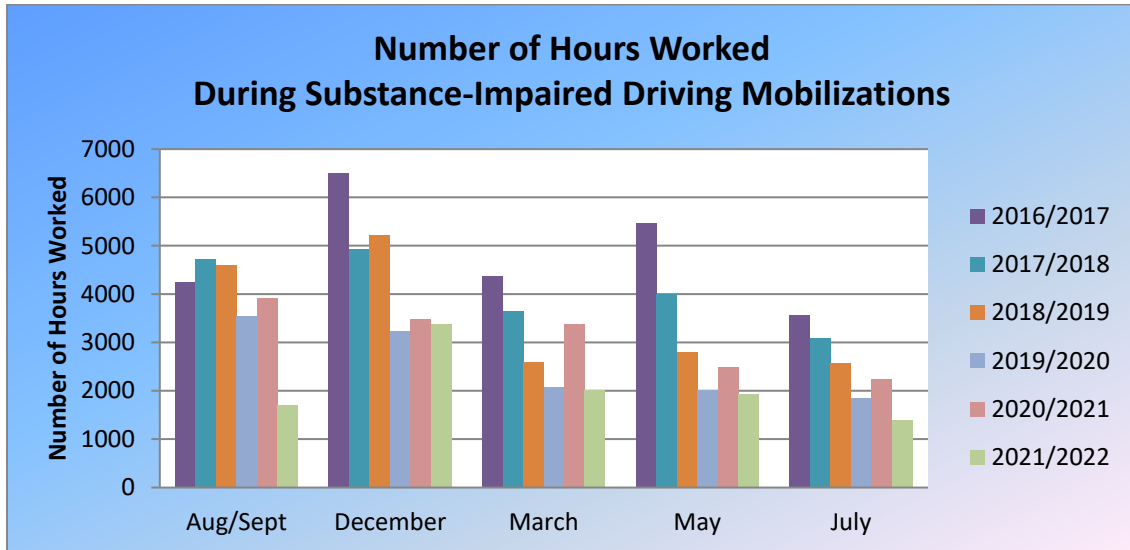
operations and is offered free of charge to law enforcement agencies in the state. Members of the DRE/SFST Technical Panel work to keep the training and manual up-to-date, revising as needed.

The Highway Safety and Traffic Division works with the Law Enforcement Traffic Safety Advisory Council (LETSAC) to establish quarterly enforcement periods and the annual Labor Day Crackdown. The enforcement efforts have been and continue to be coordinated through a grant with the Missouri Safety Center to cover overtime enforcement during the following timeframes:

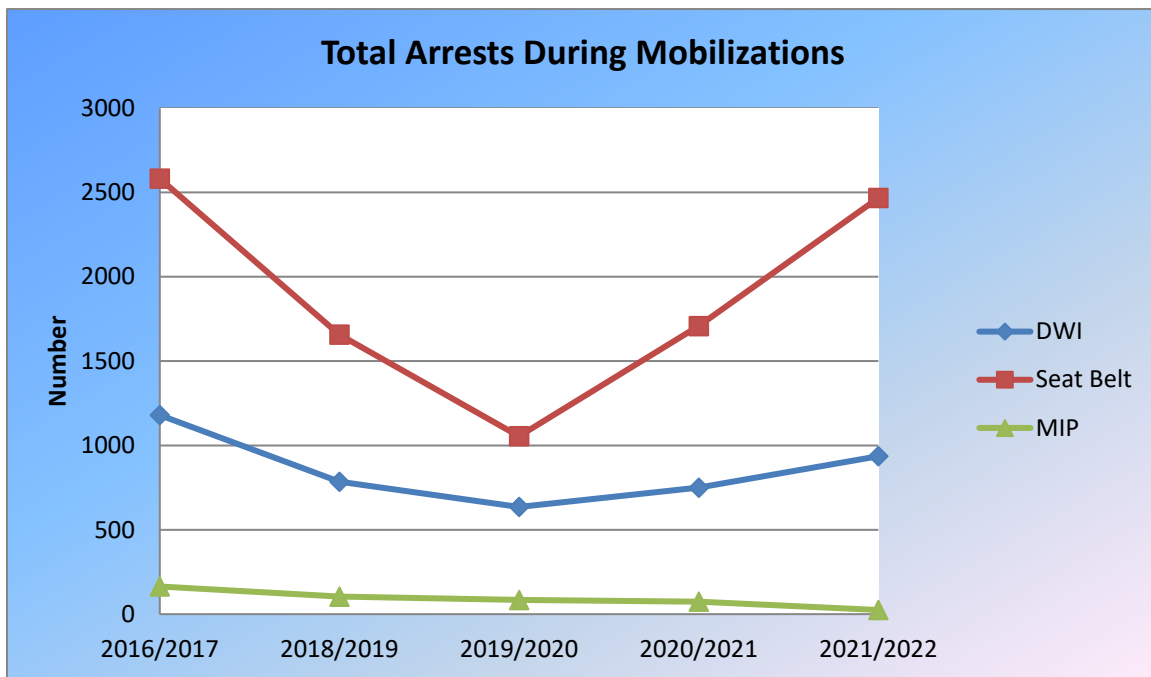
- ❑ Labor Day Crackdown in August/September
- ❑ Holiday Campaign in December
- ❑ St. Patrick’s Day in March
- ❑ Graduation Season in May
- ❑ Independence Holiday in July

The charts following represent data compiled from the law enforcement reports submitted to MoDOT’s Highway Safety and Traffic Division after each of the quarterly and annual mobilizations mentioned above. This activity only represents the activity during those mobilizations and does not include other enforcement efforts such as those conducted through yearlong grants and/or normal enforcement activities conducted by law enforcement agencies.

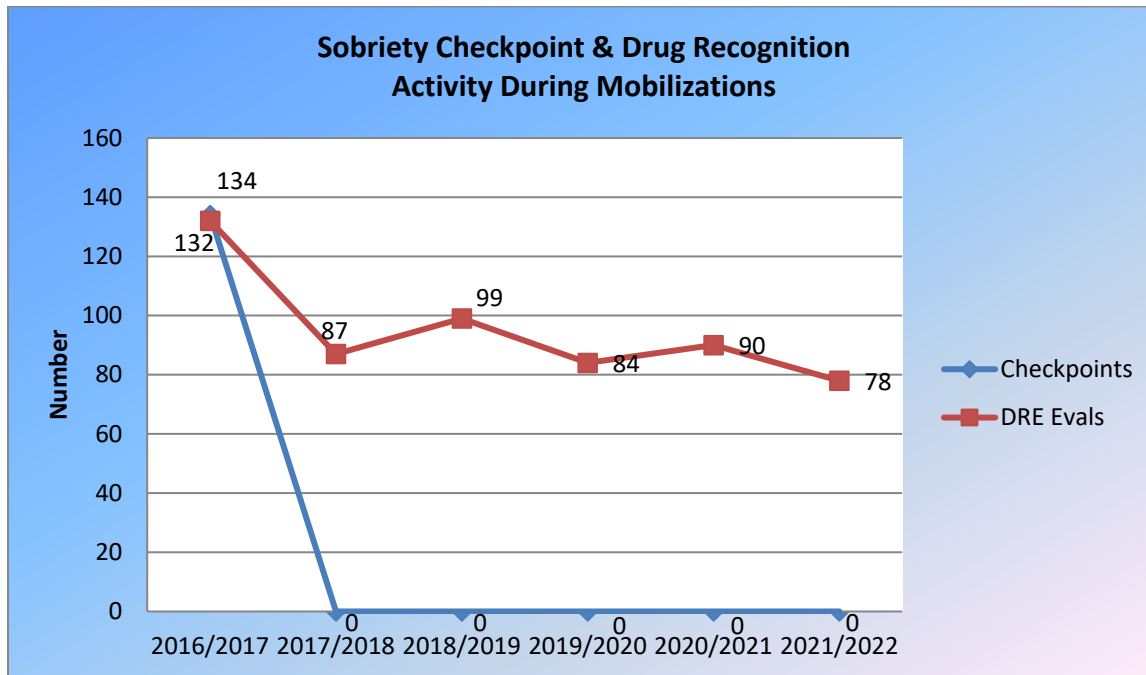




Law enforcement participation continues to decline since the unrest in Ferguson in 2014. We have also seen a decline due to COVID restrictions.



Law enforcement participation continues to decline since the unrest in Ferguson in 2014. We have also seen a decline due to COVID restrictions.



*Law enforcement participation continues to decline since the unrest in Ferguson in 2014. DRE Evaluation numbers, compared to the prior plan, have been rerun and are more accurate now. This difference is due to accounting for staff turnover, database enhancements, and late data entry into the system. The SHSO has not been able to fund Checkpoints since 2017.*

The Highway Safety and Traffic Division currently contracts with city, county and state law enforcement agencies that provide year round DWI enforcement activities in the major metropolitan areas of the state that include Jackson, St. Louis, St. Charles, Franklin, Jasper, Jefferson, Greene, Boone Counties and the Cities of Columbia, Joplin, Kansas City, Independence, Springfield, Jefferson City and St. Louis. In addition, the division funds ten DWI units in counties of Greene, Boone, Jackson, Franklin, Platte, St. Louis and Jefferson and the cities of Joplin, Kansas City, Columbia, and Creve Coeur. The division also funds a traffic unit in St. Louis County and a traffic officer in Platte County, Boone County and Greene County.

Manpower is always a challenge in focusing law enforcement efforts to a specific area such as DWI enforcement. Some jurisdictions are working together to combat the issue of manpower. There are a number of DWI task forces in the state that work together conducting sobriety checkpoints and/or DWI saturation patrols. Those include but are not limited to: Southwest Missouri (Jasper and Lawrence counties and the cities of Lamar, Webb City and Oronogo); Jackson County; Northland Task Force which includes Clay and Platte Counties; Northwest Missouri (Buchanan, Andrew, Holt, Atchison, Nodaway, Worth, Gentry, DeKalb and Clinton counties); Boone County; Howell County; Ozark Region (Greene, Christian, Taney, Stone, Webster and Polk counties); West Central Missouri (Pettis, Benton, Saline and Henry Counties); St. Charles County; and St. Louis County.

Missouri has established a Standardized Field Sobriety Testing/Drug Recognition Expert Technical Panel that is chaired by a member of the Missouri State Highway Patrol. The function of the Technical Panel is to provide guidance and recommendations to the State's SFST/DRE coordinator. In addition, members of the panel provide regional coordination of the SFST and DRE programs. The

Technical Panel has established state guidelines for the SFST program and oversees the DRE program guidelines set forth by NHTSA and the International Association of Chiefs of Police. The Missouri Drug Evaluation and Classification Program currently has 158 DREs and 36 DRE Instructors. Eleven of the DRE Instructors serve on the SFST/DRE Technical Panel. Each year, the program sponsors DRE certification and recertification courses at the Missouri State Highway Patrol Training Academy located in Central Missouri.

Strategies to Enhance High Visibility Enforcement Efforts:

1. Increase the number of law enforcement agencies participating in national and state high visibility enforcement efforts.
2. Increase participation of officers certified as drug recognition experts in overtime enforcement efforts.
3. Continue utilization of specialized DWI units.
4. Increase the number of officers who are trained on the detection of drivers impaired by drugs other than alcohol through Advanced Roadside Impaired Driving Education and Drug Evaluation and Classification Program training.
5. Continue to offer training to officers in the proper administration of Standardized Field Sobriety Tests.
6. Increase the number of multi-jurisdictional task forces or working groups that coordinate efforts among state, county and municipal agencies.
7. Continue to investigate the utilization of the law enforcement phlebotomy program or contract with other entities to draw blood.
8. Increase the number of law enforcement jurisdictions participating in no refusal and/or electronic blood draw search warrant programs.
9. Expand substance-impaired driving training to support law enforcement efforts and continuing education.
10. Provide necessary equipment to support substance-impaired driving detection and enforcement efforts.

➤ **Publicizing High Visibility Enforcement:**

Missouri publicizes its high visibility enforcement efforts through paid and earned media and uses messages consistent with national campaigns. Missouri participates in each of the national crackdowns on substance-impaired driving and encourages all law enforcement agencies to increase their substance-impaired driving efforts during these times. Missouri will continue these efforts and incorporate high visibility enforcement into its comprehensive communication plan as described above in the Program Management and Strategic Planning Section.

Paid media will continue to be the key component in reaching our target audience and creating the perception that enforcement is at an all-time high level. News releases, radio interviews, news conferences and media interviews notifying the public of the “**Drive Sober or Get Pulled Over**” effort will continue to be paramount in pushing the message to motorists who may be contemplating driving under the influence of alcohol or drugs. With continued message saturation coupled with high-visibility

enforcement, the motoring public will be bombarded with the message that driving impaired by alcohol and/or other drugs is a lethal combination.

Local law enforcement agencies are also utilizing social media to increase awareness of enforcement activities and encourage safe driving habits.

MoDOT's Communications Division will continue to document radio and television interviews, log the number of news conferences, and maintain files of articles printed in newspapers. Newspaper articles will be tracked through a clipping service.

Missouri currently has budgeted \$1,800,000 for statewide paid media coverage in the substance-impaired driving program area. These funds will be used to support substance-impaired driving enforcement efforts during four major impaired driving campaigns throughout the year. The four campaigns are Drive Sober Get Pulled Over, Holiday Impaired and two Spring Impaired campaigns. The Drive Sober Get Pulled Over campaign takes place annually, in August/September. The Holiday Impaired driving campaign takes place annually from the Wednesday before Thanksgiving through January 1<sup>st</sup>. The Spring Impaired campaigns take place annually in March, beginning March 17<sup>th</sup> and in April, beginning April 20<sup>th</sup>.

MoDOT's Division of Highway Safety and Traffic currently has a contract with a media-purchasing firm that will purchase advertising, utilizing current industry ratings to select the appropriate media outlets to reach the demographic and achieve a high level of gross rating points.

In order to continue to raise awareness and change driving attitudes and behaviors, the safe driving messages need to be perpetuated through traditional media vehicles (TV, radio, print, outdoor, digital and online) as well as through social media throughout the year. Social media has become a key component of the highway safety campaigns, increasing awareness and conversation about safe driving, complementing PSA distributions and helping to spread campaign messages virally. Social media efforts will continue through mainstream platforms such as Facebook, Twitter, Snapchat and Instagram.

Through specific advertising the targeted audience is reached in various ways.

- Targeted geography through a high fatality/population county map allows more ad placements where the crashes are happening most frequently.
- "Indoor Domination" places ads in bars and restaurants across Missouri. This reaches people when they're out and encourages them to find a safe ride home.
- Convenience store advertising allows for better summer advertising for those seeking a quick stop for alcohol (advertisements as window clings on beer coolers and outdoor advertisements as wraps on ice chests), as well as pump topper ads and pump videos where available.
- Targeted online advertisements maximizing awareness of substance-impaired driving enforcement efforts by selecting targeted media placements to reach potential substance-impaired drivers.
- Hashtag tracking allows for better reporting measures on target audience reached. Hashtags used include #ShowMeZero #saveMOLives #drivesoberMO.
- Continue to utilize Dynamic Message Signs.
- New messages are being produced in Spanish, and videos are captioned to better serve a diversified Missouri audience.

Paid and earned media will publicize law enforcement activities before, during and after they take place, both during the national campaign and on a sustained basis at sobriety checkpoints and other high-risk times throughout the year. Paid and earned media efforts for the current fiscal year will be continued and include:

- News releases and events on the dangers of substance-impaired driving
- Releases on enforcement activity
- Department-generated releases on checkpoints and DWI saturation patrols
- Quarterly checkpoints and saturation patrols are planned, and at least one week of paid advertising will complement the effort
- Releases on results of checkpoints and DWI saturation patrols
- Posters distributed statewide warning against substance-impaired driving
- Internet banner ads, both purchased and as added value, on websites that appeal to those most likely to drive impaired by alcohol and/or other drugs
- All creative material for the campaigns placed on saveMOLives.com for partners to access

MoDOT's Communications division began tracking campaign costs and impressions since the second quarter of 2012. Specific campaign tracking indicates that the campaigns are performing very well in reaching our target audience. We will continue to track these numbers and make adjustments as necessary to maximize the advertising potential in reaching the target audience.

**Strategies to Enhance Publicity of High Visibility Enforcement Efforts:**

1. Continuing media support of quarterly and annual substance-impaired driving efforts.
2. Improving the timing of dynamic message signs for national and state mobilizations.
3. Work more closely with MCRS regional coalitions to promote high visibility efforts.
4. Continue to provide diversity messages such as Spanish speaking and video captioning.

➤ **Prosecution:**

Missouri has two Traffic Safety Resource Prosecutors (TSRP) who 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 TSRPs serve as liaisons with relevant committees, task forces and victim advocacy groups.

One of the primary functions of the program has been to provide training on impaired driving topics, including standardized field sobriety testing, breath and blood testing, courtroom testimony and preparation, jury selection, the Drug Evaluation and Classification Program, drafting and securing search warrants, proving criminal negligence, crash reconstruction, effective handling of expert witnesses, toxicology, and caselaw and legislative updates. Since 2005, the TSRPs have trained over 15,000

prosecutors, law enforcement officers, and other traffic safety advocates around the state. The classes presented have included ARIDE, Cops in Court, DWI Bootcamp, Traffic Stops and Vehicle Searches, Drugged Driving 101, Marijuana Minutes, Am I Being Detained, The Law Enforcement Blood Draw, Criminal Crash Investigations, DWI-D Bootcamp, The Seven Drug Categories, Drug Trends, Protecting Lives & Saving Futures, the DWI/Traffic Safety and DRE Recertification Conference, MythBusting DWI, High in Plain Sight, Understanding the Highway High, Crash Reconstruction for Prosecutors, Lethal Weapon, Prosecuting the Drugged Driver, Advanced Breath Testing and Toxicology for Prosecutors, Prosecuting the DWI-D, and Prosecuting the Marijuana DWI, as well as numerous webinars on a variety of topics.

One of the other major priorities of the TSRP program has been to assist prosecutors in trials of impaired driving related offenses. To date, trial assistance has been provided to Maries, Randolph, Mercer, Chariton, Saline, Macon, Ripley, Lawrence, Audrain, Cape Girardeau, Monroe, Cole, Bollinger, Ralls, Jefferson, Schuyler, Shelby, Cooper, Christian, Marion, Boone, Nodaway, Benton, Andrew, Camden, Dade, Scotland, Douglas, Callaway, and Scott counties and the City of St. Louis. The cases have included charges of driving while intoxicated, assault in the second degree, careless and imprudent driving, leaving the scene of an accident, involuntary manslaughter, and murder in the second degree, among others. Numerous other counties have requested and received assistance in reviewing cases for appropriate charges, drafting motions or responses to defense motions, drafting jury instructions, and preparing for expert witnesses.

The TSRPs have also responded to approximately 3,000 technical assistance requests, published approximately 92 editions of Traffic Safety News, and served on numerous committees and panels.

Strategies in the Area of Prosecution:

1. Develop and present substance-impaired driving curriculums for law enforcement, prosecutors and judges.
2. Provide on-line training opportunities on specific topics related to the investigation and prosecution of substance-impaired driving offenses that is accessible to law enforcement officers and prosecutors.
3. Continue to seek opportunities to give presentations at various conferences where prosecutors, judges and other court personnel are in attendance.
4. Expand training and the use of electronic search warrant processes.
5. Encourage prosecutors to timely enter dispositions involving substance-impaired driving offense charges in the statewide repository.
6. Provide technical assistance in the area of traffic safety by having a Traffic Safety Resource Prosecutor serve as a special prosecutor or assistant on complex cases.

➤ **Adjudication:**

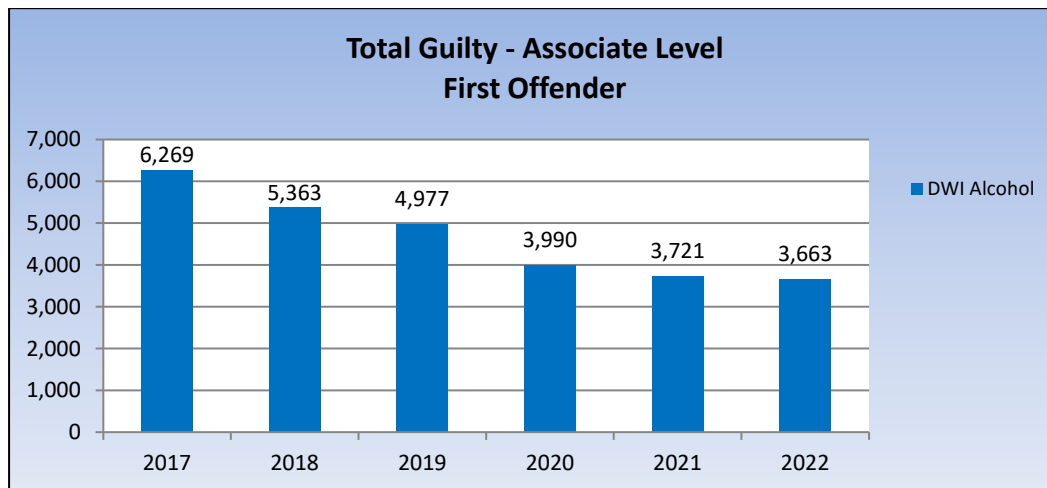
The Highway Safety Office worked in partnership with the American Bar Association in 2020 and obtained external grant funds for 2 years to establish the State Judicial Outreach Liaison (SJOL) position

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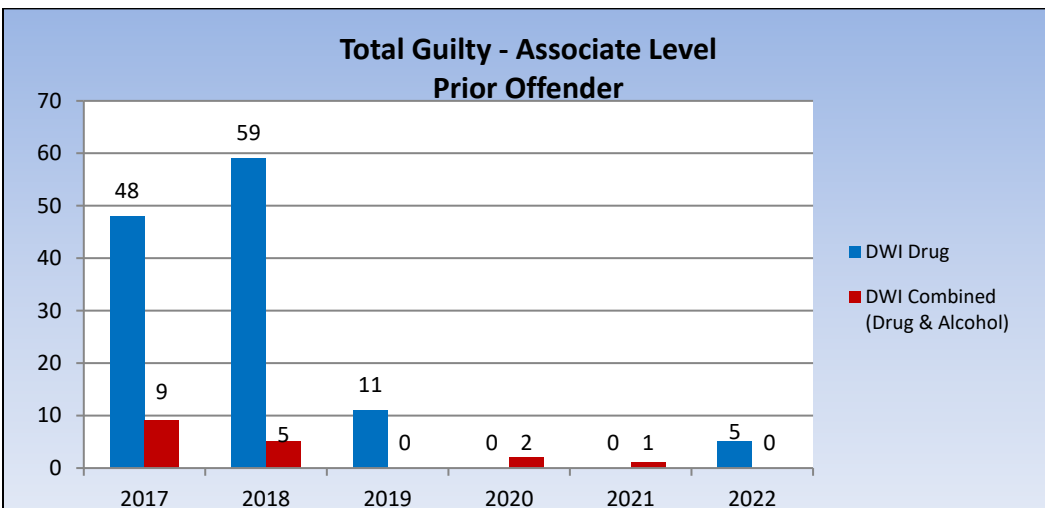
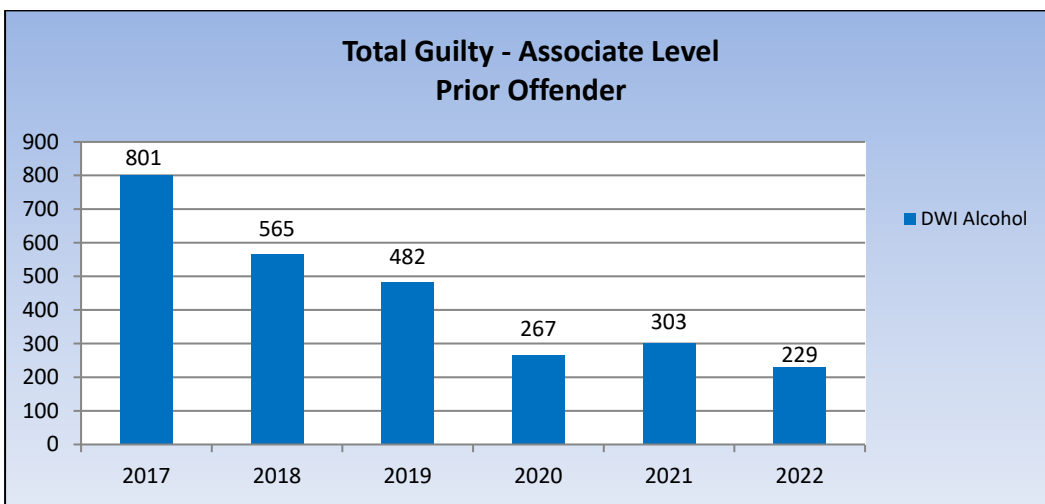
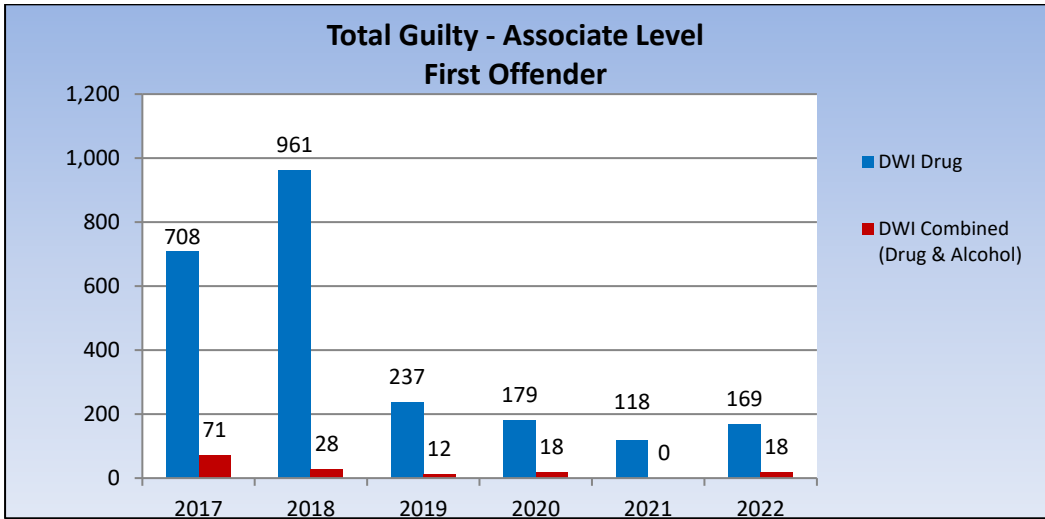
in Missouri. The SJOL has worked to establish a peer-to-peer relationship with the judiciary of the state of Missouri in order to increase their knowledge and participation of SHSO safety initiatives and increase the judiciary knowledges of challenges in adjudicating Impaired Driving cases. The SJOL addresses these challenges through establishing a partnership with the judiciary by providing education and technical assistance utilizing resources such as current science, research and data, information on evidence-based sentencing practices, DWI Courts, Ignition Interlocks, case law, and offender assessment and treatment throughout the State. In FFY23, the program has been taken on by the HSO, through partnership, with the American Bar Association via a highway safety grant utilizing NHTSA funding.

One of the primary functions of the program has been to establish a working relationship with the judiciary in Missouri in order to provide educational opportunities on impaired driving topics. From the implementation of the program, the SJOL has authored 2 articles and has been able to offer a total of 29 presentations on various topics, for educational purposes.

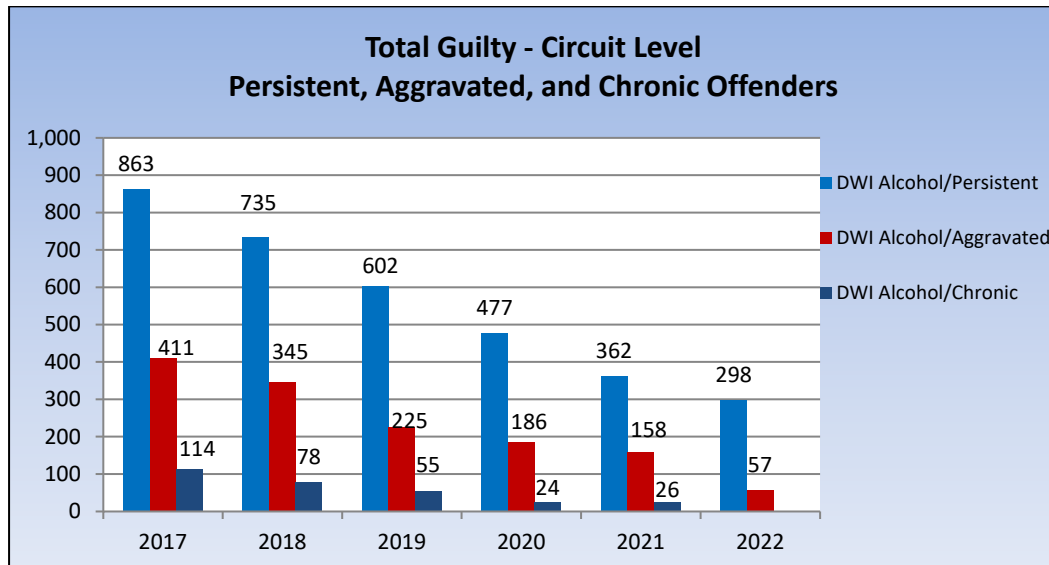
Missouri strives to impose effective, appropriate and research-based sanctions on substance-impaired driving offenders. Missouri has a system of graduated penalties and civil sanctions based on the number of prior offenses committed and blood alcohol concentration. For example, Missouri law imposes increasing criminal penalties for prior, persistent, aggravated, chronic and habitual substance-impaired driving offenders. Driving while intoxicated is a class B misdemeanor for a first offender and can become a class B felony for repeat offenders. Also, sections 577.010 and 577.012, RSMo, allow for enhanced penalties to be imposed for offenders with blood alcohol concentrations at or above .15 and .20. Court information was obtained from the Missouri Courts Judicial Information System (JIS) and Show Me Courts (SMC).



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There are three areas of particular interest as they relate to adjudication in the state and they are court monitoring, municipal courts, and DWI courts.

**Court Monitoring:** The goal of the court-monitoring program is to track and monitor DWI offenses (misdemeanor and felony) in specific, targeted counties in Missouri. Through data collected, any trends and/or breakdowns that occur throughout the judicial proceedings will be identified, analyzed and offered solutions by coordinating with essential community entities. The MADD Missouri Court Monitoring project will focus on and monitor various counties throughout the state of Missouri. Top priority will be given to the counties that fall within the top 75 percent of the state's alcohol-impaired driving fatalities and population. In addition, counties with a conviction rate at or below 24 percent on Highway Patrol arrests. Court monitoring in the state is conducted by both paid and volunteer staff with MADD. Data on cases monitored by both staff and volunteers are entered into the MADD National Court Monitoring Database, which allows for in-depth reports to be created and shared with appropriate community partners.

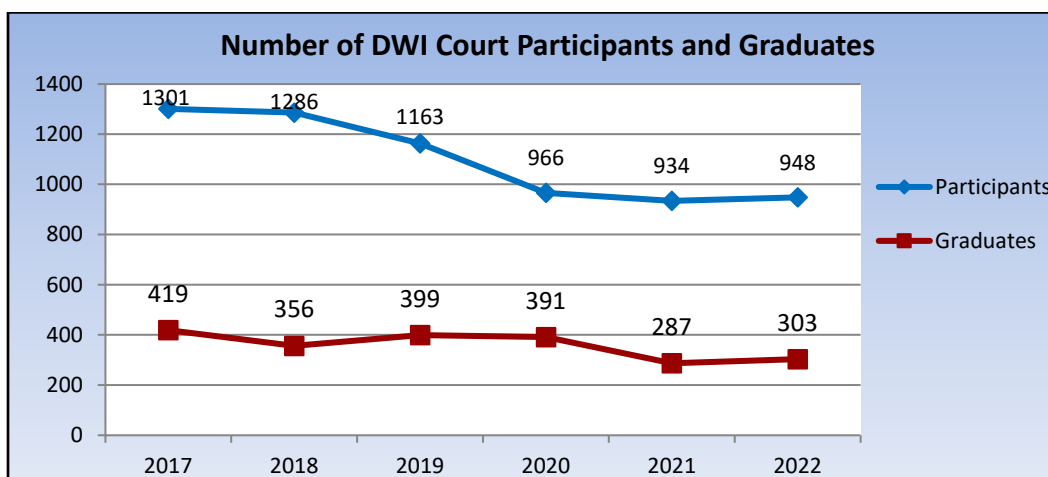
**Municipal Courts:** Municipal courts have historically been an area of concern in their handling of impaired driving offenses due to their failure to timely report on the dispositions of these cases to any central repository. In 2016, the Supreme Court of Missouri adopted a new subdivision 37.04 of Rule 37 which requires municipal divisions to operate in substantial compliance with minimum operating standards and to report compliance to the Presiding Judge by January 1 and July 1 of each year. Those standards include a written policy which ensures timely reporting of all required intoxication-related traffic offenses. That policy, Municipal Court Operating Rule #1, is filed with the Missouri State Highway Patrol and the Office of State Courts Administrator. Municipal courts are required by Court Operating Rule #4 to report case information to the Office of State Courts Administrator monthly, and pursuant to Chapter 479.172 RSMo, intoxication-related traffic offense data is required to be submitted every six months to the circuit court en banc. The number of municipal courts using automated reporting

systems continues to increase. In July of 2017, the Missouri Court Automation Committee established a policy regarding its plan to implement a statewide court automation system that will include ALL divisions of the Circuit Courts, including the municipal divisions. The project to implement all municipal divisions on the statewide case management system commenced February 2018 and is ongoing. It is expected the reporting of dispositions will improve as usage of the stateside case management system increases by municipal divisions.

DWI Courts: In 2010 the General Assembly passed legislation which reformed Missouri’s DWI laws in an effort to reduce drunk driving and address the issue of violators continuing to drive while their licenses were suspended or revoked. This statute (478.007 RSMo) authorized circuit courts to establish DWI courts and 302.309 RSMo 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 103 percent in the DWI court population. Like adult treatment courts, DWI courts effectively divert offenders from the state prison system and reduce recidivism among repeat and high-BAC offenders. This is accomplished by increased supervision with all criminal justice stakeholders along with mandated treatment to systematically instill long-term behavior change, reduce the incidence of DWIs and alcohol-related traffic fatalities.

### DWI Court Statistics

Year	Graduates	Terminations	Total	Graduation Rate
2017	419	66	485	86%
2018	356	80	436	82%
2019	399	48	447	89%
2020	391	30	421	93%
2021	287	40	327	88%
2022	303	43	346	88%

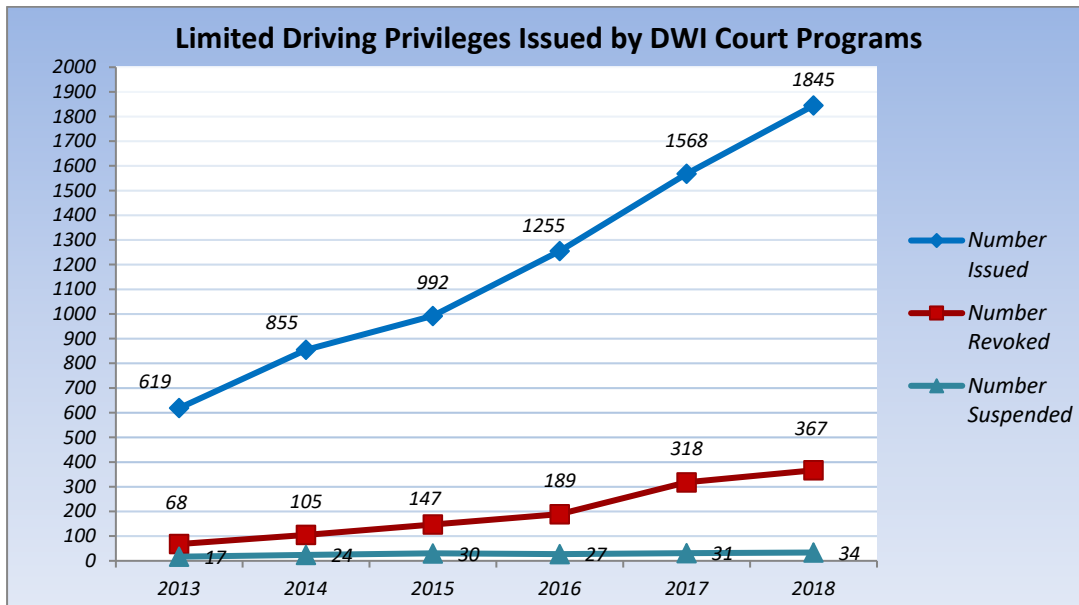


As a result of the legislative changes, the Supreme Court of Missouri adopted Court Operating Rule (COR) 26 on August 27, 2010. This rule requires all courts that seek to establish a DWI court or docket to submit a plan of operation to the Treatment Courts Coordinating Commission (TCCC) for

approval. In addition, the TCCC requested a set of DWI court program guidelines be developed for incorporation in individual plans of operation. The Missouri DWI Court Guidelines were subsequently created by a DWI Court Workgroup. Members of the workgroup are represented by: MoDOT’s Highway Safety and Traffic Division, Missouri Division of Probation and Parole, Missouri Department of Revenue, MADD, Missouri Division of Behavioral Health, Missouri Department of Public Safety, Missouri Safety Center, DWI court judges, DWI court administrators and the Supreme Court Committee on Treatment Courts (TCC).

A requirement for DWI court team training was included in these guidelines. As of January 1, 2011, each court is required to attend three-day DWI court training before a plan of operation will be approved to grant LDPs. The DWI court training includes over 18 hours of instruction and six breakout sessions for each team to work on individual policy and procedure manuals and the Plan of Operation for their DWI court. In response to the guidelines, the National Center for DWI Courts (NCDC) and NHTSA agreed to provide DWI court training in Missouri. There have been 52 teams which have participated in the training with 445 DWI court team members in attendance. The three-day training is also available through the Office of State Courts Administrator’s Judicial Education Web Learning System (JEWELS) for any new team member who joins an existing DWI court team.

There are currently 28 stand-alone DWI court programs, 29 hybrid treatment courts which accept DWI and drug offenders, and 10 veterans treatment courts with a DWI docket in Missouri. Sixty-one of these programs have an approved plan of operation for granting LDPs.



*Circuit Courts are required to track the number of LPDs that are issued and terminated within their circuit. However, since OSCA has not sought grant funding through OHS, OSCA has not required circuits to report this data to the TCCC.*

From 2010 to 2020, MODOT’s Highway Safety and Traffic Division provided grant funding to the Missouri Office of State Courts Administrator (OSCA) for the expansion of DWI courts. DWI court expansion focuses on counties with the highest incidence of fatal injury crashes and population. DWI Courts who have received highway safety funding include:

- Federal Fiscal Years 2007 – 2010 include the 12<sup>th</sup> (Audrain, Montgomery and Warren Counties), 13<sup>th</sup> (Boone County), 20<sup>th</sup> (Franklin, Osage and Gasconade Counties), 31<sup>st</sup> (Greene County), and the 36<sup>th</sup> (Butler and Ripley Counties) Judicial Circuits;
- Federal Fiscal Years 2011 – 2014 include 6<sup>th</sup> (Platte County), 13<sup>th</sup> (Callaway County), 17<sup>th</sup> (Cass County), 19<sup>th</sup> (Cole County), 21<sup>st</sup> (St. Louis County), and the 40<sup>th</sup> (Newton and McDonald Counties) Judicial Circuits;
- Federal Fiscal Years 2015 – 2017 include 28<sup>th</sup> (Dade, Barton and Cedar Counties), 29<sup>th</sup> (Jasper County), 32<sup>nd</sup> (Cape Girardeau, Perry and Bollinger Counties), and the 38<sup>th</sup> (served by neighboring Greene and Stone Counties) Judicial Circuits;
- Federal Fiscal Year 2018-2020 includes the 4<sup>th</sup> (Atchison, Gentry, Holt, Nodaway and Worth Counties), 26<sup>th</sup> (Camden County), 33<sup>rd</sup> (Scott and Mississippi Counties), 38<sup>th</sup> (Christian County), and the 46<sup>th</sup> (Taney County) Judicial Circuits.

Another funding source for DWI court programs in Missouri is from the Treatment Court Resource Fund (state funding), which is allocated by the TCCC. DWI court programs are allocated Treatment Court Resource Funding under the following conditions:

- A DMH certified provider is utilized and a Serious and Repeat Offender Program (SROP) services are utilized (where available);
- No Suspended Imposition of Sentence (SIS) is given;
- A withdrawal 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);
- If the participant has an operator’s license, an ignition interlock device is mandatory.

OSCA has been studying treatment court recidivism by following all participants who exited treatment court starting from January 1, 2008 . Recidivism is defined as any plea or finding of guilt for a new criminal case (felony or misdemeanor) filed after the end of the treatment court case. New cases where the actual criminal charge occurred before the start of the treatment court case are not counted as recidivism. The time to recidivate is based on the filing initiation date of the new criminal case. Data was extracted February 17, 2023.

**DWI Court Recidivism Rates**

	Exit Status	# of Exits	Percent with New Plea or Finding of Guilt Within		
			1 Year of Exit	2 Years of Exit	3 Years of Exit
DWI Court	Graduates	3655	2.5%	4.2%	5.6%
	Termination	607	4.8%	9.7%	13.2%
	Total	4262	2.8%	5.0%	6.7%

Strategies in the Area of Adjudication:

1. Maintain the number of DWI courts in the state and ensure that all courts are following the Ten Guiding Principles of DWI Courts established by NCDL and the National Drug Court Institute (NDCI).
2. Offer presentations on DWI courts, standardized field sobriety testing, the drug evaluation and classification program, alternative sanctions and emerging technologies at the judicial conference, the prosecutor's conference and the Missouri Bar conference.
3. Pursue efforts to increase the focus on high BAC first offenders including DWI court participation under existing statutes or laws.
4. Encourage courts to order ignition interlock requirements for first time offenders under current law.
5. Maintain evidence-based treatment and sanctions for first offenders, repeat offenders, minor offenders and high BAC offenders.
6. Continue to educate the courts, prosecutors and judges on evidence-based practices.
7. Interagency collaboration in developing and implementing strategies for supervising and treating DWI offenders.
8. Strengthen legislation to require that courts hearing DWI cases report to JIS and SMC.
9. Support the efforts of developing and implementing a statewide court case management system, especially for manually reporting municipal courts.

**Administrative License Sanctions:** Missouri statutes authorize the imposition of administrative penalties by the Department of Revenue upon arrest for violations of the state's impaired driving laws. These include a license suspension or revocation if a person is arrested for driving while intoxicated and has a BAC of .08 or above, or .02 or above for offenders under 21 years of age; a license suspension, revocation or denial imposed after a conviction(s) for impaired driving offenses for alcohol or drugs; and a license revocation for refusing to submit to a chemical test. Drivers with a prior intoxication-related offense are required to install an ignition interlock device on any vehicles they operate as a condition of license reinstatement, restricted or limited driving privileges.

Additionally, Missouri law provides for license suspension or revocation under its "Abuse and Lose" and "Minor in Possession" provisions. These laws make it illegal for any person under 21 years of age to purchase, possess or consume ANY amount of alcohol (.02 percent or above) or controlled substance. The Abuse and Lose law also makes it illegal for any person to possess or use a controlled substance while operating a motor vehicle.

There have been substantial law changes over the past several years in regard to the eligibility for and the granting of Limited Driving Privileges. All traditional "hard walk" periods and a number of ineligibility requirements have been eliminated with the expanded use and monitoring of ignition interlock devices. This has greatly increased the number of impaired driving offenders eligible to legally operate a vehicle in order to meet employment and personal obligations. This is premised upon the use

of ignition interlock devices and continual monitoring to prevent the operation of a vehicle while intoxicated.

A new “90-day Ignition Interlock Restricted Privilege” was created effective January 1, 2017, to permit individuals subject to a first administrative alcohol suspension or intoxication-related point suspension to avoid the traditional thirty-day “hard walk” period and to legally operate a motor vehicle. This restricted privilege is premised on requiring the installation of an approved ignition interlock device (otherwise not required for those without a prior offense or who serve the initial thirty-day suspension period). The privilege is also much broader than the sixty-day restricted privilege. The intent is to encourage first offenders to elect to install an interlock device where otherwise not required, in return for a broader scope of operation.

**Programs:** The Missouri Department of Revenue has implemented programs to reinforce and complement the state’s overall program to deter substance-impaired driving, including graduated driver licensing for novice drivers. Missouri also has procedures in place to ensure the security of its driver licenses (and non-driver licenses for minors) to prevent people from fraudulently obtaining a license or using an altered license. The Department also conducts annual training for law enforcement officers on substance-impaired driving issues.

Strategies in the Area of Administrative Sanctions and Driver Licensing Programs:

1. Continue outreach efforts to courts regarding their duty to forward information on final disposition for substance-impaired driving offenses and ignition interlock device orders to the Department of Revenue in a timely fashion to ensure that driving records are accurate and complete.
2. Continue to offer annual law enforcement seminars on substance-impaired driving issues.
3. Increase educational efforts to law enforcement, court personnel, and prosecutors on areas of abuse and lose, LDP, license revocation/suspension, and IID.
4. Conduct outreach efforts to law enforcement agencies and their associations (MPCA, MSA, MSTA) to increase timely submission of alcohol influence reports (AIR) to the Department of Revenue.
5. Explore the ability to file AIRs electronically by law enforcement agencies .

#### IV. Communication Program:

In 2021, the Missouri Department of Transportation conducted an attitudinal survey related to highway safety in Missouri. The project surveyed more than 3,400 Missourians to capture their attitudes and awareness of specific highway safety concerns such as seat belt usage, speeding, cell phone use while driving, and impaired driving. Special emphasis was placed on ensuring that the sample reflected Missouri’s geographic, age, and gender diversity. People were surveyed from all 7 MoDOT districts.

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As part of the survey, Missourians were asked one question specific to impaired driving. Results are listed below:

- **Question: Whice ONE of the statements below best describes your opinion on impaired driving?**
  - **All drugs, including prescription medications, can significantly impact your driving ability.**
  - **Driving high is just as dangerous as driving drunk.**
  - **Alochol is the only substance that significantly contributes to impaired driving.**

Survey results showed 72.2 percent of Missourians selected the first statement as the one that best describes their opinion on impaired driving. Conversely, only 5.6% of those surveyed indicated alcohol is that only substance that can cause significant impairment for drivers. Finally, 22.1% of respondents indicated driving high is just as dangerous as driving drunk.

In addition to this question, the survey also asked respondents to indicate how familiar they were with various highway safety campaigns, including the impaired driving slogan, “If you feel different, you drive different.” As part of the survey, 76.6% of the respondents indicated they were familiar with the slogan, an indication many Missourians had been exposed to public awareness efforts related to impaired driving in Missouri.

MoDOT will be conducting another public opinion survey in early 2023. The new survey will include one question specific to drunk driving and one question specific to driving under the influence of marijuana as Missouri recently approved the use of recreational marijuana. The planned questions are as follows:

- **Whice ONE of the statement below best describes your opinion on drunk driving?**
  - **Drunk driving is a selfish choice that puts others on the roadway at risk.**
  - **Drunk driving is only an issue when someone is way above the legal limit (0.08 blood alcohol content).**
  - **Drunk driving has mostly been eliminated on Missouri roadways.**
- **Select the statement below that best describes your opinion on driving while using marijuana?**
  - **Driving under the influence of marijuana is a selfish choice that puts others on the roadway at risk.**
  - **Driving under the influence of marijuana is only an issue when combined with alcohol or other drugs.**
  - **Driving under the influence of marijuana poses no additional risk to drivers or others on the roadway.**

To help continually raise awareness of risks associated with impaired driving and to ensure Missourians understand any type of impaired driving poses a risk to road users, Missouri implements a statewide comprehensive communication plan that supports the state’s strategic highway safety plan, Show-Me Zero. Show-Me Zero has four emphasis areas: Occupant protection, distracted driving, speed and aggressive driving, and impaired driving.

Campaign materials are developed for each emphasis area and target at-risk groups identified through statewide traffic data to provide special emphasis during high-risk times. This includes times of

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the year normally associated with impaired driving such as holiday gatherings and other socializing events like the Super Bowl and March Madness. In addition, Missouri always participates in the national impaired driving campaigns, including the high visibility enforcement efforts during the Drive Sober or Get Pulled Over campaign sponsored by NHTSA.

In April of 2019, on the heels of legalized medicinal marijuana, Missouri began its first 420 Awareness campaign. As a trial campaign it was very well received and definitely got the conversation started about driving under the influence of drugs. Since then each substance-impaired driving campaign has also held an element of substance-impaired messaging, including illegal drugs and prescription and over-the-counter medications.

Planning for each campaign begins well in advance of launch date. Statistics and crash data are pulled to determine the exact target audience and problem areas statewide. Once a target audience and locations are established, media agencies are consulted to help to determine the types of media placement that would be most beneficial. Paid media has included but is not limited to Connected TV and Cable broadcast; traditional and online radio; out of home advertising such as movie theatre ads, juke box ads, in stadium ads, pump top ads and convenience store takeovers, car wrap and box truck advertising; online video and display ads; social media paid and organic on the Save MO Lives outlets of Facebook, Twitter, Instagram and Pinterest.

Timely messaging that is relatable to the residents of Missouri has been valuable in relaying the importance of not driving impaired by alcohol and/or other drugs. Specific messaging to the targeted audiences has used various approaches, from humor, scare tactics and personal testimony, and has been instrumental in providing a diverse set of messages to reach a wide variety of drivers. Tracking of campaign impressions helps to determine exact costs per message and which outlets are performing better than others. Review of past campaigns is discussed prior to the new campaign year to make any needed placement changes to get the most impressions per dollar.

Strategies in the Area of Communication:

1. Continue to implement Missouri's statewide comprehensive communications plan to educate the public regarding the problems of substance-impaired driving and youth impairment.
2. Work with the MCRS Public Information and Education Subcommittee to increase marketing to minority segments of the population.
3. Utilize research to identify high-risk and over-represented groups.
4. Utilize focus groups in the development of campaign materials, whenever possible.

## V. Alcohol and Other Drug Misuse: Screening, Assessment, Treatment and Rehabilitation

A substance use disorder can often be the underlying precursor to an impaired driving offense. To alter the course of the progressive disease of addiction and reduce recidivism rates, individuals participating in the Substance Awareness Traffic Offender Program (SATOP) receive an individualized assessment and are assigned to an intervention of rehabilitative support or comprehensive treatment. Our network of providers, utilize a person-centered approach to substance use disorder (SUD) treatment, which includes screening and addressing co-occurring behavioral health conditions.

The Department of Mental Health, Division of Behavioral Health, certifies agencies to provide programs to individuals who have had an alcohol and/or other drug related traffic offense. The SATOP serves more than 16,000 DUI/DWI offenders annually who are referred as a result of an administrative suspension or revocation of one's license to operate a motor vehicle. SATOP is, by law, a required component in driver license reinstatement by the Department of Revenue.

All SATOP consumers enter the system via an Offender Management Unit (OMU). Consumers receive a comprehensive assessment where a review of their driving record, breath alcohol concentration (BAC) at the time of their arrest, computer-interpreted assessment, and an interview with a credentialed SATOP Qualified Professional (SQP). Based upon the information gathered during the assessment process, a referral is made to one of the different levels of intervention ranging from a ten-hour educational program to an intensive outpatient rehabilitation treatment program.

### SATOP Service Levels

#### **Offender Education Program (OEP) – Intended for low-risk and low-need first time offenders.**

A 10-hour education course designed primarily for first-time offenders to understand the choices they made that led to their intoxication and arrest. The primary goal of the OEP is to provide the impaired driving offender with effective strategies that result in modifying their drinking and driving behavior.

#### **Adolescent Diversion Education Program (ADEP) –Intended for low-risk and low need first time offenders under age 18.**

A 10-hour education program designed for individuals who have been arrested or cited for alcohol/other drug-related offenses, such as Minor in Possession, Abuse and Lose, or Zero-Tolerance. The mission of ADEP is to reduce substance related deaths and injuries by educating young offenders about the risks and consequences related to substance use.

A level of service designed primarily for repeat offenders or “moderate-risk” first-time offenders through education and individualized counseling throughout an intensive twenty (20) hours of structured activities over a 48-hour weekend. Activities are designed to encourage offenders to confront their harmful behavior and take responsibility for their lives.

**Clinical Intervention Program (CIP) – Intended for high-risk repeat offenders meeting diagnostic criteria for a substance use disorder.**

A program designed to provide intensive outpatient treatment services. Each offender is required to participate in 50 hours of substance use treatment consisting of 10 hours of individual counseling, 20 hours of group counseling, and 20 hours of group education at a certified treatment facility.

**Serious and Repeat Offender Program (SROP) – Intended for high-risk and high-need offenders determined to meet diagnostic criteria for an alcohol or substance use disorder.**

The SROP is a comprehensive array of substance use treatment services that are individualized to address the specific and unique needs of the repeat offender. Clinical services include the use of medication as indicated as part of a holistic approach to treatment. The requirement to successfully complete an SROP is a minimum of 75 hours of treatment in no less than 90 days.

The SATOP is funded through the following fees as required by the program, which are deposited into the Mental Health Earnings Fund (MHEF).

- 1) Assessment fee - \$126
- 2) Program fee (Varies)
- 3) Supplemental fee - \$249

The MHEF is used by the Department of Mental Health to supplement the cost of treatment services based on a sliding scale for program participants.

As with the management of any chronic disease, early identification of a substance use disorder is critical to reduce the potential for substance-impaired driving. Missouri is a national leader in utilizing Medication Assisted Treatment (MAT) within the array of services for alcohol and opioid use disorders. Agencies contracted to provide substance use treatment services with the Division of Behavioral Health are required to offer FDA approved MAT services as part of a comprehensive treatment regimen for appropriate candidates in conjunction with therapeutic services. The use of MAT in Missouri has already been implemented within the settings of DWI court, drug court, and correctional institutions with proven efficacy.

**Number Attending SATOP by Level of Intervention**

Calendar Year	OEP	ADEP	WIP	CIP	SROP	Total
2018	6601	118	3601	2954	2378	15652
2019	6400	85	3279	2648	2203	14615
2020	5148	45	2899	2324	1995	12411
2021	5795	18	2779	2314	2001	12907
2022	5561	27	2608	2280	2024	12500

## Demographics of SATOP Participants Screened 2022

Gender						Age			
Male		Female		Unknown		Adolescent < 18		Adult > 18	
#	%	#	%	#	%	#	%	#	%
10,561	73.2%	3,863	26.8%	2	.01%	40	0.28%	14,388	99.72%

Race/Ethnicity-Adults													
Caucasian		African-American		Hispanic		Native American		Asian Pacific		Other		Multiracial	
#	%	#	%	#	%	#	%	#	%	#	%	#	%
11,513	80.0%	1,651	11.5%	738	4.2%	34	.24%	112	0.78%	710	4.9%	320	2.2%

In an effort to meet the evolving challenges related to addressing substance-impaired driving across the state, the SATOP frequently conducts a review of its programs to improve the effectiveness of their program services.

### Strategies in the Area of Treatment and Rehabilitation:

1. Improve recovery outcomes by incorporating strategies under the American Society of Addiction Medicine for Substance related and Co-occurring disorders.
2. Continue to expand the health care coordination for individuals with substance use disorders through the integration and collaboration of medical and behavioral health services.
3. Continue to increase access to MAT services in all treatment settings.
4. Expand partnerships with Treatment courts statewide to continue collaborative efforts to eliminate repeat offenses and enhance avenues for recovery.
5. Continue to utilize and expand the use of telehealth and other technology to enhance and expand substance use treatment services to rural communities.
6. Educate providers and expand referral networks specifically designed to treat individuals with co-occurring disorders.
7. Utilize certified peer supports within the treatment setting to offer support and offer hope in recovery.

### Monitoring Substance-Impaired Drivers:

Missouri closely monitors substance-impaired drivers to ensure that appropriate services are made available and utilized through its driver licensing, judicial, corrections and treatment systems. As discussed above, offenders who plead guilty or are found guilty of certain offenses are required to take part in SATOP. If a person's license has been revoked or suspended after an arrest for a substance-impaired driving offense, they are also required to participate in SATOP. Both of these requirements are

established in statute. Serious or repeat offenders are placed in intensive outpatient substance use disorder treatment services for up to two years.

DWI Court programs offer the highest degree of monitoring of high-risk DWI offenders and have proven to be successful in reducing recidivism rates of those offenders. More information on DWI Courts can be found in the Criminal Justice Section under Adjudication.

Another form of monitoring is through the use of ignition interlock devices. Ignition interlock devices (IID) have been a requirement in the state of Missouri since 1995 for repeat offenders. The original ignition interlock law required courts to order the use of IIDs on any vehicle the offender operates. In July 2009, legislation took effect that also administratively requires an ignition interlock device to be installed for a minimum six month period immediately following full license reinstatement. Effective January 2017, the last three-month period of this period is monitored for any interlock violations. If the driver violates the ignition interlock during this period, the ignition interlock requirement will be extended until the driver can complete a consecutive three-month period without violation. Some repeat offenders will also be required to install an ignition interlock device with a camera feature and (effective January 1, 2017) a global positioning feature (only on court order) prior to receiving a limited driving privilege or a court-ordered license reinstatement. Additionally, first-time offenders will have the option of installing an IID to obtain a restricted driving privilege (RDP) for the full 90-day suspension period. These offenders will be monitored during the RDP period and any violations will extend the IID requirement for an additional 30 days.

Effective January 1, 2017, comprehensive amendments were made to the Missouri Criminal Code, all impaired driving related offenses (drugs and/or alcohol) were consolidated to Chapter 577, including the offense of involuntary manslaughter while DWI, and assault 2<sup>nd</sup> while DWI. Other substantial changes were in the area of limited and restricted driving privileges, and ignition interlock requirements. Most mandatory suspension or 'hard walk' periods for drivers seeking limited driving privileges were eliminated. This was a drastic change in the historical approach to license sanctions in the state of Missouri. Previously, a felony 'the commission of which involved a motor vehicle' was a lifetime disqualifier for limited driving privileges (typically a felony DWI). Under the new law, however, there is now a five-year look back period for any felony offense, viewed from the date of application for limited privileges. The 2017 law change also made restricted driving privileges available for first DWI offenders (90-day administrative alcohol suspension or first alcohol-offense triggered point suspension). This 90 day restricted driving privilege (RDP) has a greatly expanded scope, and is available from the first day of the suspension (at the option of the driver), who is required to install an ignition interlock device and file proof of SR-22 insurance. Those who do not elect to do the 90-day RDP serve the standard 30-day suspension, followed by a 60-day RDP without the ignition interlock requirement (if the driver has no prior alcohol-related offenses). Another amendment, effective August 28, 2016, permits a court-ordered exemption for certain ignition interlock requirements. This allows a driver subject to an ignition interlock requirement to seek a court order to permit operation of an employer-owned vehicle for employment purposes without an ignition interlock device. It would exclude owner-operators and self-employed persons.

Effective in 2019, all ignition interlock devices that require a camera by statute or court order are to incorporate real-time reporting. This amendment requires near real-time data log transmission between the operator's device and the manufacturer's website while the device is in use. When a

violation occurs, all data, including photos and GPS coordinates are made available for viewing, on the manufacturer's website, within 10 minutes from when the data was recorded on the device.. When no violations occur, all data, including photos and GPS coordinates are available on the manufacturer's website, within 12 hours from when the data was recorded on the device.

Strategies for Monitoring Substance-Impaired Drivers:

1. Seek legislation to require mandatory use of ignition interlock at driver license reinstatement for a minimum of 90 days for a first offender.
2. Expand the availability of DWI courts in the State.
3. Strengthen existing legislation to require camera for all offenders.
4. Improve IID manufacturer reporting to courts, probation and parole or other court approved supervising authority.
5. Explore the possibility of creating a central repository for data collection and dissemination of reporting.
6. Explore the creation of 24/7 Sobriety Programs.

## VI. Program Evaluation and Data

Missouri maintains comprehensive data regarding substance-impaired driving offenders, substance-impaired driving crashes and the resulting injuries and fatalities. We utilize data from multiple sources including the Fatality Analysis Reporting System, State Traffic Accident Record System, and the Transportation Management System, DWI Tracking System (DWITS), Missouri Driver License System, Judicial Information System (JIS), among others, to support the substance-impaired driving program. The State also has a Traffic Records Coordinating Committee (TRCC) to represent the interests of all stakeholders. The data from all sources is regularly evaluated to measure progress, determine program effectiveness, plan and implement new strategies, and ensure the appropriate allocation of resources. The TRCC is working with courts on timely electronic reporting of convictions, updating the statewide accident reporting system, and working with local municipalities to do electronic reporting of crash reports.

The Missouri Department of Revenue also maintains a system of records that enables the state to identify substance-impaired drivers, maintain a complete and accurate driving history of substance-impaired drivers, receive timely and accurate arrest and conviction data from law enforcement agencies and the courts, and provides timely and accurate driver history records to law enforcement and the courts.

Although our current system of records is robust, improvements can be made in the collection and analysis of data. The specific goals and plans to improve data systems are described in the Program Management and Strategic Planning section of this plan.

Strategies in the Area of Program Evaluation and Data:

1. Explore the development of standardized electronic reporting of the Alcohol Influence Report for law enforcement agencies for more timely submission to DOR and to the court system.
2. Streamline the query process to obtain substance-impaired driving arrests and disposition information from all available sources (licensing records, criminal history and DWITS).
3. Expand the availability of mobile data terminals, portable computers, or tablet devices for use by officers at roadside.
4. Research, identify and adopt programs that are evidence-based.
5. Continue to conduct evaluation of existing programs to determine effectiveness.

## VII. Performance Measures and Benchmarks

This section focuses on performance measures and benchmarks for evaluating effectiveness of the strategies outlined in this plan.

### Performance Measures:

- Number of fatalities and serious injuries involving a substance-impaired driver
- Number of fatal and serious injury crashes involving a substance-impaired driver
- Number of fatalities involving an alcohol-impaired driver with .08 BAC or greater
- Number of fatalities and serious injuries involving a drug-impaired driver (other than alcohol)
- Number of fatalities involving substance-impaired drivers under the age of 21
- Number of limited driving privileges issued by DWI courts
- Total number of participants admitted into DWI courts
- Total number of graduates of DWI courts
- Graduation rates of DWI court participants
- Number of municipal courts reporting to JIS
- Number of DWI cases filed in municipal court
- Number of DWI cases disposed in municipal court
- Number of DWI cases filed in circuit court (associate and circuit divisions)
- Number of DWI cases disposed in circuit court (associate and circuit divisions)
- Number of law enforcement agencies and local prosecutors making entries in DWITS
- Percentage of chemical test refusals
- Number of people attending SATOP classes by program type (including the serious and repeat offender program)
- Number of substance-impaired driving arrests (by age, drug category)
- Number of guilty outcomes and total sentenced (excluding SES) for DWI (1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup> offense, etc)
- Number and feature of ignition interlock devices installed

- Percentage of Missouri college students who report driving after drinking, using cannabis, or using prescription drugs

**Benchmarks:**

*Please note that benchmarks below are for Calendar Year 2016 and are based on information collected in state data systems unless otherwise noted*

- Fatalities involving a substance-impaired (alcohol and/or drug) driver - 219
- Serious injuries involving a substance-impaired (alcohol and/or drug) driver – 669
- Fatal crashes involving a substance-impaired driver - 189
- Serious injury crashes involving a substance-impaired driver - 522
- Fatalities involving drivers with .08 BAC or greater - 248 (based on FARS data)
- Fatalities involving a drug-impaired driver - 81
- Serious injuries involving a drug-impaired driver - 159
- Fatalities involving a substance-impaired driver less than 21 years of age - 11
- Serious injuries involving a substance-impaired driver less than 21 years of age - 70
- Fatalities involving a drug-impaired driver less than 21 years of age - 6
- Serious injuries involving a drug-impaired driver less than 21 years of age – 19
- Number of limited driving privileges issued by DWI courts -218
- Number of participants admitted into DWI courts – 532
- Number of graduates of DWI courts – 179
- Graduation rate of DWI court participants – 71.89%
- Municipal courts reporting to JIS as of June 30, 2011 - 59
- Alcohol/drug related traffic cases filed in municipal court - 19,880
- Alcohol/drug related traffic cases heard in municipal court– 19,867
- Number of DWI cases filed in circuit court (associate and circuit divisions) – see Court Data section
- Percent of chemical test refusals – 32%
- Number of people attending SATOP classes – 22,426 (includes all levels)
- Number of ignition interlock devices installed – 7,299
- Impaired driving arrests (age, drug category)
- Number of DWI cases disposed in circuit court (associate and circuit divisions)– see Court Data section
- Number of SMART seller and server certifications (2018) – 11,558
- Percentage of Missouri college students who report driving after consuming alcohol at least once in the past year – 14%
- Percentage of Missouri college students who report driving after using cannabis at least once in the past year – 10%
- Percentage of Missouri college students who report driving after using prescription drugs at least once in the past year – 3%
- Number of guilty outcomes and total sentenced (excluding SES) for DWI (1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup> offense, etc) – see Court Data section

## VIII. Conclusion

In adopting this strategic plan, Missouri hopes to continue its successes in reducing overall traffic fatalities by focusing on those fatalities caused by substance-impaired drivers. The specific goals and plans outlined herein will assist in those efforts. When these strategies are fully implemented, we hope to meet our objective of reducing substance-impaired driving fatalities by two percent annually.

**ACRONYMS**

AASHTO	American Association of State Highway and Transportation Officials
AIR	Alcohol Influence Report
ASAP	Alcohol Safety Awareness and Prevention
ATC	Missouri Division of Alcohol and Tobacco Control
BAC	Blood Alcohol Content
DRE	Drug Recognition Expert
DWI	Driving While Intoxicated
DWITS	Driving While Intoxicated Tracking System
FARS	Fatality Analysis Reporting System
FHWA	Federal Highway Administration
GHSA	Governors Highway Safety Association
HSO	Highway Safety Office
HSP	Highway Safety Plan
IID	Ignition Interlock Device
JET	Joint Enforcement Teams
LEPP	Law Enforcement Phlebotomy Program
LETSAC	Law Enforcement Traffic Safety Advisory Council
MADD	Mothers Against Drunk Driving
MCRS	Missouri Coalition for Roadway Safety
MMUCC	Model Minimum Uniform Crash Criteria
MoDOT	Missouri Department of Transportation
NHTSA	National Highway Traffic Safety Administration
OSCA	Missouri Office of State Courts Administrator
RSMo	Missouri Revised Statutes
SADD	Students Against Destructive Decisions
SATOP	Substance Awareness Traffic Offenders' Program
SES	Suspended Execution of Sentence
SET	Strategic Enforcement Teams
SIS	Suspended Imposition of Sentence
SHSO	State Highway Safety Office
SHSP	Strategic Highway Safety Plan (AKA: Blueprint)
SJOL	State Judicial Outreach Liaison
SMART	State of Missouri Alcohol Responsibility Training
STARS	State Traffic Accident Record System
START	Student Alcohol Responsibility Training
TMS	Traffic Management System
TRCC	Traffic Records Coordinating Committee

## COURT DATA

Please note that the following spreadsheets contain data reflecting the charge codes in effect at the time. The criminal code revision effective January 1, 2017 changes the charge codes for DWI offenses.

Associate Level

2015

Guilty Outcomes

Updated Charge code	Charge		Filed	Disposed	Bound Over/ Certified	Jury Verdict- Guilty	Court Trial - Guilty	Guilty Plea	Total Guilty Outcome
	Code	Charge description							
577.010-001%197954	4741000	Dwi--Alcohol--Persistent Offen	1,368	1,382	1,222	0	0	10	10
577.010-002%198254	4741500	Dwi--Alcohol--Prior Offender	1,153	1,288	38	3	8	1,093	1,104
577.010-003%200554	4741700	Dwi-Alcohol Chronic Offndr	456	427	363	0	0	1	1
577.010-004%200554	4741800	Dwi-Alcohol Aggrvatd Offndr	546	555	481	0	0	4	4
577.010-005%197554	4742000	Dwi--Alcohol	8,454	8,535	183	6	36	7,407	7,449
577.010-006%200554	4742300	Dwi-Drug Intox Chronic Offndr	29	20	19	00	0	00	0
577.010-007%200554	4742700	Dwi-Drug Intox Aggrvatd Offndr	32	40	33	0	0	00	0
577.010-008%197954	4743000	Dwi-Drug Intoxicat-Persist Off	72	81	73	0	0	1	1
577.010-009%197954	4743500	Dwi-Drug Intoxicat-Prior Offen	84	74	10	1	0	41	42
577.010-010%197954	4744000	Dwi--Drug Intoxication	938	847	121	0	9	540	549
577.010-011%200554	4744300	Dwi-Alchol/Drug Chronic Offndr	12	12	12	0	0	0	0
577.010-012%200554	4744700	Dwi-Alchol/Drug Aggrvtd Offndr	8	9	8	0	0	00	0
577.010-013%197954	4745000	Dwi-Comb Alc/Drug Intox-Persis	18	19	17	0	0	00	0
577.010-014%197954	4745500	Dwi--Comb Alc/Drug Intox-Prior	25	22	1	0	0	15	15
577.010-015%197954	4746000	Dwi--Combined Alc/Drug Intoxic	0	192	14	0	1	134	135
577.012-001%200554	4746300	Excessive Bac-Chronic Offndr	8	5	3	0	0	00	0
577.012-002%200554	4746700	Excessive Bac-Aggrvatd Offndr	6	5	5	0	0	00	0
577.012-003%197954	4747000	Excessive Bac--Persistent Off	20	19	17	0	0	00	0
577.012-004%197854	4747500	Excessive Bac--Prior Offender	24	21	0	0	0	7	7
577.012-005%200154	4748100	*Disc-Excessive Blood Alcohol0	423	374	3	0	1	253	254
ORDIN.0-085%200054	9143500	Dwi - Alcohol	13	16	0	0	1	12	13
ORDIN.0-086%200054	9144000	Dwi - Alcohol - Prior Offender	0	0	0	0	00	0	0
ORDIN.0-087%200054	9145000	DWI - DRUG INTOXICATION	1	1	0	0	0	00	0
ORDIN.0-088%200054	9145500	DWI - DRUG INTOXICATION - PRIOR OFF	0	0	00	0	0	00	0
ORDIN.0-089%200054	9146500	Dwi - Combine Alcoh/Drg Intoxi	0	0	0	0	00	0	0
			<b>13882</b>	<b>13944</b>	<b>2623</b>	<b>10</b>	<b>56</b>	<b>9518</b>	<b>9,584</b>

Circuit Level

2015	Charge description	Filed	Disposed	Guilty Outcomes			Sentence Code		
				Jury Verdict-Guilty	Court Trial - Guilty	Guilty Plea	Total Guilty Outcome	DOC	SIS
577.010-001%197954	Dwi--Alcohol--Persistent Offen	1,265	1,380	12	3	1,256	1,271	1,163	7
577.010-002%198254	Dwi--Alcohol--Prior Offender	227	227		1	217	218	3	5
577.010-003%200554	Dwi-Alcohol Chronic Offndr	202	206	4	8	147	159	154	0
577.010-004%200554	Dwi-Alcohol Aggrvatd Offndr	626	655	3	1	589	593	563	3
577.010-005%197554	Dwi--Alcohol	410	396	2		322	324	6	70
577.010-006%200554	Dwi-Drug Intox Chronic Offndr	10	7			4	4	4	
577.010-007%200554	Dwi-Drug Intox Aggrvatd Offndr	36	31	1	1	23	25	25	
577.010-008%197954	Dwi-Drug Intoxicat-Persist Off	71	83			72	72	70	1
577.010-009%197954	Dwi-Drug Intoxicat-Prior Offen	25	26			19	19		
577.010-010%197954	Dwi--Drug Intoxication	172	163			121	121	1	40
577.010-011%200554	Dwi-Alchol/Drug Chronic Offndr	5	2			2	2	2	
577.010-012%200554	Dwi-Alchol/Drug Aggrvtd Offndr	11	9			8	8	8	
577.010-013%197954	Dwi-Comb Alc/Drug Intox-Persis	22	25			21	21	19	
577.010-014%197954	Dwi--Comb Alc/Drug Intox-Prior	5	5			5	5		
577.010-015%197954	Dwi--Combined Alc/Drug Intoxic	18	17		1	12	13		4
577.012-001%200554	Excessive Bac-Chronic Offndr	4	3			1	1	1	
577.012-002%200554	Excessive Bac-Aggrvatd Offndr	5	3			1	1	1	
577.012-003%197954	Excessive Bac--Persistent Off	16	12			3	3	3	
577.012-004%197854	Excessive Bac--Prior Offender	0	0				0		
577.012-005%200154	*Disc-Excessive Blood Alcohol	10	6			2	2		1
ORDIN.0-085%200054	Dwi - Alcohol	164	154		1	77	78		124
ORDIN.0-086%200054	Dwi - Alcohol - Prior Offender	7	8			3	3		6
ORDIN.0-087%200054	DWI - DRUG INTOXICATION	3	4			3	3		6
ORDIN.0-088%200054	DWI - DRUG INTOXICATION - PRIOR OFF	0				0	0		
ORDIN.0-089%200054	Dwi - Combine Alcoh/Drg Intoxi	0				0	0		
		<b>3,314</b>	<b>3,422</b>	<b>22</b>	<b>16</b>	<b>2,908</b>	<b>2,946</b>	<b>2,023</b>	<b>267</b>
				Guilty Outcomes			Sentence Code		

2016

## Guilty Outcomes

Updated Charge code	Charge Code	Charge description	Filed	Disposed	Guilty Outcomes				Total Guilty Outcome
					Bound Over/ Certified	Jury Verdict- Guilty	Court Trial - Guilty	Guilty Plea	
577.010-001%197954	4741000	Dwi--Alcohol--Persistent Offen	1,270	1,231	1,044	0	0	19	19
577.010-002%198254	4741500	Dwi--Alcohol--Prior Offender	1,179	1,063	26	0	6	898	904
577.010-003%200554	4741700	Dwi-Alcohol Chronic Offndr	386	402	337	0	0	1	1
577.010-004%200554	4741800	Dwi-Alcohol Aggrvatd Offndr	548	537	464	0	0	12	12
577.010-005%197554	4742000	Dwi--Alcohol	8,589	8,149	94	6	18	7,129	7153
577.010-006%200554	4742300	Dwi-Drug Intox Chronic Offndr	23	21	16	0	0	0	0
577.010-007%200554	4742700	Dwi-Drug Intox Aggrvatd Offndr	20	20	17	0	0	0	0
577.010-008%197954	4743000	Dwi-Drug Intoxicat-Persist Off	105	82	68	0	0	2	2
577.010-009%197954	4743500	Dwi-Drug Intoxicat-Prior Offen	86	72	9	0	1	49	50
577.010-010%197954	4744000	Dwi--Drug Intoxication	1,129	942	102	1	4	613	618
577.010-011%200554	4744300	Dwi-Alchol/Drug Chronic Offndr	7	7	6	0	0	0	0
577.010-012%200554	4744700	Dwi-Alchol/Drug Aggrvatd Offndr	15	9	4	0	0	0	0
577.010-013%197954	4745000	Dwi-Comb Alc/Drug Intox-Persis	26	21	17	0	0	0	0
577.010-014%197954	4745500	Dwi--Comb Alc/Drug Intox-Prior	23	26	1	0	0	20	20
0577.010-015%1979540	4746000	Dwi--Combined Alc/Drug Intoxic	194	184	16	00	2	124	126
577.012-001%200554	4746300	Excessive Bac-Chronic Offndr	6	5	5	0	0	0	0
577.012-002%200554	4746700	Excessive Bac-Aggrvatd Offndr	12	9	9	0	0	0	0
577.012-003%197954	4747000	Excessive Bac--Persistent Off	34	18	13	0	0	0	0
577.012-004%197854	4747500	Excessive Bac--Prior Offender	59	27	0	0	1	8	9
577.012-005%200154	4748100	*Disc-Excessive Blood Alcohol0	774	523	0	0	0	302	302
ORDIN.0-085%200054	9143500	Dwi - Alcohol	6	8	0	0	0	7	7
ORDIN.0-086%200054	9144000	Dwi - Alcohol - Prior Offender	0	0	0	0	0	0	0
ORDIN.0-087%200054	9145000	DWI - DRUG INTOXICATION	0	1	0	0	0	0	0
ORDIN.0-088%200054	9145500	DWI - DRUG INTOXICATION - PRIOR OFF	0	0	0	0	0	0	0
ORDIN.0-089%200054	9146500	Dwi - Combine Alcoh/Drg Intoxi	0	0	0	0	0	0	0
			<b>14,491</b>	<b>13,357</b>	<b>2,248</b>	<b>7</b>	<b>32</b>	<b>9,184</b>	<b>9223</b>

2016 Charge description	Filed	Disposed	Jury Verdict- Guilty	Court Trial Guilty	Guilty Plea	Total Guilty Outcome	DOC	SIS
577.010-001%197954 Dwi--Alcohol--Persistent Offen	1,240	1,181	3	5	1,062	1,070	975	8
577.010-002%198254 Dwi--Alcohol--Prior Offender	183	187	1		172	173	3	1
577.010-003%200554 Dwi-Alcohol Chronic Offndr	256	186	8	4	125	137	124	1
577.010-004%200554 Dwi-Alcohol Aggrvatd Offndr	581	570	3	2	513	518	482	1
577.010-005%197554 Dwi--Alcohol	376	400	4		329	333	2	86
577.010-006%200554 Dwi-Drug Intox Chronic Offndr	16	7	2		3	5	3	
577.010-007%200554 Dwi-Drug Intox Aggrvatd Offndr	30	25			20	20	20	
577.010-008%197954 Dwi-Drug Intoxicat-Persist Off	68	64			51	51	51	
577.010-009%197954 Dwi-Drug Intoxicat-Prior Offen	19	14			12	12		
577.010-010%197954 Dwi--Drug Intoxication	182	175	1	1	130	132		39
577.010-011%200554 Dwi-Alcohol/Drug Chronic Offndr	8	7			4	4	3	
577.010-012%200554 Dwi-Alcohol/Drug Aggrvatd Offndr	13	13			12	12	12	
577.010-013%197954 Dwi-Comb Alc/Drug Intox-Persis	19	17			13	13	10	
577.010-014%197954 Dwi--Comb Alc/Drug Intox-Prior	4	1			1	1		
577.010-015%197954 Dwi--Combined Alc/Drug Intoxic	28	22			18	18	1	5
577.012-001%200554 Excessive Bac-Chronic Offndr	14	4			1	1	1	
577.012-002%200554 Excessive Bac-Aggrvatd Offndr	12	7			4	4	4	
577.012-003%197954 Excessive Bac--Persistent Off	24	15			9	9	9	
577.012-004%197854 Excessive Bac--Prior Offender	1	1			1	1		
577.012-005%200154 *Disc-Excessive Blood Alcohol	6	8			4	4		
ORDIN.0-085%200054 Dwi - Alcohol	163	146			68	68		56
ORDIN.0-086%200054 Dwi - Alcohol - Prior Offender	3	1			0	0		
ORDIN.0-087%200054 DWI - DRUG INTOXICATION	11	6			3	3		3
ORDIN.0-088%200054 DWI - DRUG INTOXICATION - PRIOR OFF	1	1			1	1		
ORDIN.0-089%200054 Dwi - Combine Alcohol/Drg Intoxi	2	2			0	0		
	<b>3,260</b>	<b>3,060</b>	<b>22</b>	<b>12</b>	<b>2,556</b>	<b>2,590</b>	<b>1,700</b>	<b>200</b>

Row Labels	DESCRIPTION	Filed	Disposed	Guilty Outcomes			
				Bound Over/Certified	Jury Verdict- Guilty	Court Trial- Guilty	Total Guilty Outcome
577.010-002Y198254	Dwi - Alcohol - Prior Offender	205	725	29	4	9	612
577.010-003Y200554	Dwi -Alcohol - Chronic Offender	88	212	190	0	0	1
577.010-004Y200554	Dwi - Alchol - Aggravated Offender	131	302	281	0	0	1
577.010-005Y197554	Dwi - Alcohol	1303	4685	116	7	19	4074
577.010-006Y200554	Dwi - Drug Intoxication - Chronic Offender	7	16	14	0	0	0
577.010-007Y200554	Dwi - Drug Intoxication - Aggravated Offender	14	14	12	0	0	0
577.010-008Y197954	Dwi - Drug Intoxication - Persistent Offender	26	58	53	0	0	0
577.010-009Y197954	Dwi - Drug Intoxication - Prior Offender	26	51	8	0	1	27
577.010-010Y197954	Dwi - Drug Intoxication	376	701	82	0	9	460
577.010-011Y200554	Dwi - Combined Alcohol/Drug Intoxication - Chronic Offender	1	3	2	0	0	0
577.010-012Y200554	Dwi - Combined Alcohol/Drug Intoxication - Aggravated Offender	4	8	7	0	0	0
577.010-013Y197954	Dwi - Combined Alcohol/Drug Intoxication - Persistent Offender	5	19	15	0	0	0
577.010-014Y197954	Dwi - Combined Alcohol/Drug Intoxication - Prior Offender	3	12	0	0	0	9
577.010-015Y197954	Dwi - Combined Alcohol/Drug Intoxication	57	103	8	0	1	70
577.010-016Y201754	Dwi - Habitual - 2nd Or Subsequent Violation	4	0	0	0	0	0
577.010-019Y201754	Dwi - Habitual	152	86	79	0	0	0
577.010-020Y201754	Dwi - Death Of L/E Or Emergency Personnel	1	1	1	0	0	0
577.010-021Y201754	Dwi - Death Of 2 Or More	5	4	4	0	0	0
577.010-022Y201754	Dwi - Chronic	185	103	98	0	0	1
577.010-024Y201754	Dwi - Death Of Another	20	8	8	0	0	0
577.010-025Y201754	Dwi - Aggravated	396	207	191	0	0	2
577.010-026Y201754	Dwi - Physical Injury To L/E Or Emergency Personnel	3	3	3	0	0	0
577.010-027Y201754	Dwi - Serious Physical Injury	78	37	37	0	0	0
577.010-028Y201754	Atmp-Dwi - Persistent	114	55	55	0	0	0
577.010-028Y201754	Dwi - Persistent	977	455	428	0	0	1
577.010-029Y201754	Dwi - Physical Injury	123	51	50	0	0	0
577.010-030Y201754	Dwi - Prior	932	331	17	0	0	274
577.010-031Y201754	Dwi - Person Less Than 17 Yoa In Vehicle	166	67	10	0	1	49
577.010-032Y201754	Dwi	7769	3417	150	0	4	2958
577.010-033Y201754	DWI - Death Of Another Not A Passenger	3	0	0	0	0	0
577.010-035Y201754	DWI - BAC > Or =.18 And Death Of Person	1	0	0	0	0	0
577.012-001Y200554	Excessive Bac - Chronic Offender	4	7	7	0	0	0
577.012-001Y201754	Bac - Habitual Offender	5	4	1	0	0	2
577.012-002Y200554	Excessive Bac - Aggravated Offender	5	10	9	0	0	0
577.012-003Y197954	Excessive Bac - Persistent Offender	8	24	21	0	0	0
577.012-003Y201754	Bac - Chronic Offender	3	1	1	0	0	0
577.012-004Y197854	Excessive Bac - Prior Offender	23	38	0	0	0	9
577.012-005Y200154	Excessive Bac	120	417	1	0	2	183
577.012-005Y201754	Bac - Aggravated Offender	10	4	4	0	0	0
577.012-007Y201754	Bac - Persistent Offender	17	4	4	0	0	0
577.012-009Y201754	Bac - Prior Offender	29	11	0	0	0	5
577.012-010Y201754	Bac - Cmv (.04 - .079) - Prior Offender	3	1	0	0	0	0
577.012-012Y201754	Bac - Cmv (.04 - .079)	5	1	0	0	0	0
577.012-997Y197554	Excessive Blood Alcohol	0	2	0	0	0	0
ORDIN.0-085Y200054	Dwi - Alcohol	3	6	0	0	1	5
Grand Total		13410	12264	1996	11	47	8730

CIRCUIT

2017

Row Labels	DESCRIPTION	Filed	Disposed	Guilty Outcomes						
				Bound Over/Certified	Jury Verdict- Guilty	Court Trial- Guilty	Guilty	Total Guilty Outcome	DOC	SIS
577.010-002Y198254	Dwi - Alcohol - Prior Offender	39	181	0	0	1	165	166	3	1
577.010-003Y200554	Dwi -Alcohol - Chronic Offender	202	123	0	0	2	101	103	80	0
577.010-004Y200554	Dwi - Alchol - Aggravated Offender	308	396	0	2	0	354	356	206	0
577.010-005Y197554	Dwi - Alcohol	131	325	0	1	1	281	283	6	57
577.010-006Y200554	Dwi - Drug Intoxication - Chronic Offender	16	15	1	0	0	9	9	11	0
577.010-007Y200554	Dwi - Drug Intoxication - Aggravated Offender	14	18	0	0	0	13	13	10	0
577.010-008Y197954	Dwi - Drug Intoxication - Persistent Offender	56	56	0	0	1	52	53	55	1
577.010-009Y197954	Dwi - Drug Intoxication - Prior Offender	10	17	0	0	0	13	13	0	0
577.010-010Y197954	Dwi - Drug Intoxication	99	130	0	0	0	89	89	4	27
577.010-011Y200554	Dwi - Combined Alcohol/Drug Intoxication - Chronic Offender	2	6	0	1	0	2	3	3	0
577.010-012Y200554	Dwi - Combined Alcohol/Drug Intoxication - Aggravated Offender	6	9	0	0	0	7	7	8	0
577.010-013Y197954	Dwi - Combined Alcohol/Drug Intoxication - Persistent Offender	16	20	0	0	0	18	18	16	0
577.010-014Y197954	Dwi - Combined Alcohol/Drug Intoxication - Prior Offender	0	5	0	0	0	3	3	0	0
577.010-015Y197954	Dwi - Combined Alcohol/Drug Intoxication	7	19	0	0	0	12	12	0	3
577.010-019Y201754	Dwi - Habitual	86	14	0	0	0	9	9	7	0
577.010-020Y201754	Dwi - Death Of L/E Or Emergency Personnel	1	0	0	0	0	0	0	0	0
577.010-021Y201754	Dwi - Death Of 2 Or More	6	0	0	0	0	0	0	0	0
577.010-022Y201754	Dwi - Chronic	101	23	0	0	0	19	19	15	0
577.010-024Y201754	Dwi - Death Of Another	8	2	0	0	0	1	1	0	1
577.010-025Y201754	Dwi - Aggravated	198	108	0	0	1	107	108	106	1
577.010-026Y201754	Dwi - Physical Injury To L/E Or Emergency Personnel	3	2	0	0	0	2	2	1	1
577.010-027Y201754	Dwi - Serious Physical Injury	42	14	0	0	0	11	11	10	2
577.010-028Y201754	Dwi - Persistent	445	196	0	0	0	182	182	197	2
577.010-029Y201754	Dwi - Physical Injury	51	15	0	0	0	13	13	11	3
577.010-030Y201754	Dwi - Prior	26	17	0	0	0	13	13	1	0
577.010-031Y201754	Dwi - Person Less Than 17 Yoa In Vehicle	11	3	0	0	0	3	3	0	1
577.010-032Y201754	Dwi	199	106	0	0	0	77	77	0	24
577.012-001Y200554	Excessive Bac - Chronic Offender	8	7	0	0	0	3	3	4	0
577.012-001Y201754	Bac - Habitual Offender	1	0	0	0	0	0	0	0	0
577.012-002Y200554	Excessive Bac - Aggravated Offender	13	19	0	0	0	14	14	11	0
577.012-003Y197954	Excessive Bac - Persistent Offender	27	30	0	1	0	19	20	17	0
577.012-003Y201754	Bac - Chronic Offender	1	0	0	0	0	0	0	0	0
577.012-004Y197854	Excessive Bac - Prior Offender	0	1	0	0	0	1	1	0	0
577.012-005Y200154	Excessive Bac	4	10	0	0	0	10	10	0	1
577.012-005Y201754	Bac - Aggravated Offender	8	5	0	0	0	4	4	5	0
577.012-007Y201754	Bac - Persistent Offender	11	2	0	0	0	2	2	3	0
ORDIN.0-084N200054	Drinking Alcoholic Beverage While Operating Moving Vehicle	1	2	0	0	0	2	2	0	2
ORDIN.0-085Y200054	Dwi - Alcohol	145	127	0	1	0	63	64	0	48
ORDIN.0-086Y200054	Dwi - Alcohol - Prior Offender	5	3	0	0	0	2	2	0	2
ORDIN.0-087Y200054	Dwi - Drug Intoxication	15	13	0	0	0	3	3	0	2
ORDIN.0-089Y200054	Dwi - Combined Alcohol/Drug Intoxication	1	1	0	0	0	0	0	0	0
Grand Total		<b>2323</b>	<b>2040</b>	<b>1</b>	<b>6</b>	<b>6</b>	<b>1679</b>	<b>1691</b>	<b>790</b>	<b>179</b>

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Row Labels	DESCRIPTION	Filed	Disposed	Bound Over/Certified	Jury Verdict- Guilty	Guilty Outcomes		Total Guilty Outcome
						Court Trial- Guilty	Guilty	
577.010-001Y197954	Dwi - Alcohol - Persistent Offender	33	148	134	0	0	0	0
577.010-002Y198254	Dwi - Alcohol - Prior Offender	4	157	2	0	1	114	115
577.010-003Y200554	Dwi -Alcohol - Chronic Offender	6	58	52	0	0	0	0
577.010-004Y200554	Dwi - Alcohol - Aggravated Offender	19	80	68	0	0	0	0
577.010-005Y197554	Dwi - Alcohol	14	1071	18	3	3	747	753
577.010-006Y200554	Dwi - Drug Intoxication - Chronic Offender	1	3	2	0	0	0	0
577.010-007Y200554	Dwi - Drug Intoxication - Aggravated Offender	3	7	4	0	0	1	1
577.010-008Y197954	Dwi - Drug Intoxication - Persistent Offender	6	17	12	0	0	1	1
577.010-009Y197954	Dwi - Drug Intoxication - Prior Offender	1	18	0	0	0	12	12
577.010-010Y197954	Dwi - Drug Intoxication	3	264	14	1	3	194	198
577.010-011Y200554	Dwi - Combined Alcohol/Drug Intoxication - Chronic Offender	0	1	1	0	0	0	0
577.010-012Y200554	Dwi - Combined Alcohol/Drug Intoxication - Aggravated Offender	0	2	0	0	0	0	0
577.010-013Y197954	Dwi - Combined Alcohol/Drug Intoxication - Persistent Offender	2	1	1	0	0	0	0
577.010-014Y197954	Dwi - Combined Alcohol/Drug Intoxication - Prior Offender	0	6	1	0	0	5	5
577.010-015Y197954	Dwi - Combined Alcohol/Drug Intoxication	1	33	1	0	0	28	28
577.010-016Y201754	Dwi - Habitual - 2nd Or Subsequent Violation	0	2	2	0	0	0	0
577.010-019Y201754	Dwi - Habitual	157	135	126	0	0	0	0
577.010-021Y201754	Dwi - Death Of 2 Or More	9	4	4	0	0	0	0
577.010-022Y201754	Dwi - Chronic	232	182	173	0	0	0	0
577.010-023Y201754	Dwi - Serious Physical Injury To L/E Or Emergency Personnel	1	1	1	0	0	0	0
577.010-024Y201754	Dwi - Death Of Another	18	22	22	0	0	0	0
577.010-025Y201754	Dwi - Aggravated	544	429	397	0	0	0	0
577.010-026Y201754	Dwi - Physical Injury To L/E Or Emergency Personnel	9	7	6	0	0	1	1
577.010-027Y201754	Atmp-Dwi - Serious Physical Injury	9	10	10	0	0	0	0
577.010-027Y201754	Dwi - Serious Physical Injury	167	117	113	0	0	0	0
577.010-028Y201754	Dwi - Persistent	1303	965	902	0	0	6	6
577.010-029Y201754	Dwi - Physical Injury	172	137	126	0	0	0	0
577.010-030Y201754	Atmp-Dwi - Prior	71	64	2	1	0	54	55
577.010-030Y201754	Dwi - Prior	1231	832	42	1	0	702	703
577.010-031Y201754	Dwi - Person Less Than 17 Yoa In Vehicle	234	136	9	0	1	115	116
577.010-032Y201754	Acry-Dwi	644	443	8	0	0	414	414
577.010-032Y201754	Dwi	9387	7987	322	1	15	6889	6905
577.010-033Y201754	DWI - Death Of Another Not A Passenger	8	11	11	0	0	0	0
577.010-034Y201754	DWI - 2nd Or Subsequent Felony B - 577.010.2(6) (a-e)	2	0	0	0	0	0	0
577.010-035Y201754	DWI - BAC > Or = .18 And Death Of Person	1	2	2	0	0	0	0
577.012-001Y200554	Excessive Bac - Chronic Offender	1	1	1	0	0	0	0
577.012-001Y201754	Bac - Habitual Offender	5	8	8	0	0	0	0
577.012-003Y197954	Excessive Bac - Persistent Offender	0	6	5	0	0	0	0
577.012-003Y201754	Bac - Chronic Offender	8	4	4	0	0	0	0
577.012-004Y197854	Excessive Bac - Prior Offender	0	18	0	0	0	4	4
577.012-005Y200154	Excessive Bac	0	77	2	0	0	11	11
577.012-005Y201754	Bac - Aggravated Offender	14	15	12	0	0	0	0
577.012-007Y201754	Bac - Persistent Offender	30	24	21	0	0	0	0
577.012-009Y201754	Bac - Prior Offender	61	49	0	0	0	23	23
577.012-010Y201754	Bac - Cmv (.04 - .079) - Prior Offender	2	3	0	0	0	0	0
577.012-012Y201754	Bac - Cmv (.04 - .079)	6	6	0	0	0	2	2
ORDIN.0-085Y200054	Dwi - Alcohol	2	2	0	0	0	2	2
ORDIN.0-089Y200054	Dwi - Combined Alcohol/Drug Intoxication	1	1	0	0	0	0	0
Grand Total		14422	13566	2641	7	23	9325	9355

Row Labels	DESCRIPTION	Filed	Disposed	Guilty Outcomes						DOC	SIS
				Bound Over/Certified	Jury Verdict- Guilty	Court Trial- Guilty	Guilty	Total Guilty Outcome			
577.010-001Y197954	Dwi - Alcohol - Persistent Offender	196	387	0	2	4	329	335	218	4	
577.010-002Y198254	Dwi - Alcohol - Prior Offender	2	83	0	0	0	77	77	0	3	
577.010-003Y200554	Dwi -Alcohol - Chronic Offender	56	57	0	1	2	36	39	26	0	
577.010-004Y200554	Dwi - Alcohol - Aggravated Offender	88	203	0	1	0	177	178	103	0	
577.010-005Y197554	Dwi - Alcohol	22	185	0	1	2	158	161	2	29	
577.010-006Y200554	Dwi - Drug Intoxication - Chronic Offender	3	6	0	1	0	1	2	2	0	
577.010-007Y200554	Dwi - Drug Intoxication - Aggravated Offender	5	14	0	0	0	13	13	8	0	
577.010-008Y197954	Dwi - Drug Intoxication - Persistent Offender	14	42	0	0	0	37	37	31	1	
577.010-009Y197954	Dwi - Drug Intoxication - Prior Offender	0	5	0	0	0	4	4	0	0	
577.010-010Y197954	Dwi - Drug Intoxication	16	56	0	0	1	38	39	1	16	
577.010-011Y200554	Dwi - Combined Alcohol/Drug Intoxication - Chronic Offender	2	0	0	0	0	0	0	0	0	
577.010-012Y200554	Dwi - Combined Alcohol/Drug Intoxication - Aggravated Offender	1	2	0	0	0	2	2	2	0	
577.010-013Y197954	Dwi - Combined Alcohol/Drug Intoxication - Persistent Offender	2	5	0	0	0	3	3	3	1	
577.010-014Y197954	Dwi - Combined Alcohol/Drug Intoxication - Prior Offender	0	1	0	0	0	1	1	0	0	
577.010-015Y197954	Dwi - Combined Alcohol/Drug Intoxication	1	3	0	0	0	3	3	0	1	
577.010-016Y201754	Dwi - Habitual - 2nd Or Subsequent Violation	2	0	0	0	0	0	0	0	0	
577.010-019Y201754	Dwi - Habitual	132	29	0	2	0	21	23	21	0	
577.010-020Y201754	Dwi - Death Of L/E Or Emergency Personnel	0	1	0	0	0	1	1	2	0	
577.010-021Y201754	Dwi - Death Of 2 Or More	4	3	0	0	0	3	3	4	0	
577.010-022Y201754	Dwi - Chronic	177	71	0	0	0	65	65	33	0	
577.010-023Y201754	Dwi - Serious Physical Injury To L/E Or Emergency Personnel	1	1	0	0	0	1	1	1	0	
577.010-024Y201754	Dwi - Death Of Another	27	22	0	0	0	17	17	14	1	
577.010-025Y201754	Dwi - Aggravated	420	313	0	2	1	293	296	222	0	
577.010-026Y201754	Dwi - Physical Injury To L/E Or Emergency Personnel	5	2	0	0	0	2	2	3	0	
577.010-027Y201754	Dwi - Serious Physical Injury	118	52	0	0	0	38	38	40	6	
577.010-028Y201754	Dwi - Persistent	938	724	2	0	4	672	676	587	8	
577.010-029Y201754	Dwi - Physical Injury	136	94	2	2	0	70	72	60	22	
577.010-030Y201754	Dwi - Prior	54	99	0	1	0	81	82	0	1	
577.010-031Y201754	Dwi - Person Less Than 17 Yoa In Vehicle	13	13	0	0	0	6	6	0	1	
577.010-032Y201754	Dwi	382	391	0	0	0	308	308	1	77	
577.010-033Y201754	DWI - Death Of Another Not A Passenger	16	6	0	0	0	2	2	2	0	
577.010-035Y201754	DWI - BAC > Or =.18 And Death Of Person	3	1	0	0	0	0	0	0	0	
577.012-001Y200554	Excessive Bac - Chronic Offender	1	2	0	0	0	1	1	1	0	
577.012-001Y201754	Bac - Habitual Offender	10	5	0	0	0	1	1	1	0	
577.012-002Y200554	Excessive Bac - Aggravated Offender	1	7	0	0	0	4	4	2	0	
577.012-002Y201754	Bac - Cmv (.04 Or More) - Habitual Offender	1	0	0	0	0	0	0	0	0	
577.012-003Y197954	Excessive Bac - Persistent Offender	6	12	0	0	0	9	9	9	0	
577.012-003Y201754	Bac - Chronic Offender	6	4	0	0	0	3	3	2	0	
577.012-004Y197854	Excessive Bac - Prior Offender	0	1	0	0	0	1	1	0	0	
577.012-005Y200154	Excessive Bac	2	2	0	0	0	1	1	0	0	
577.012-005Y201754	Bac - Aggravated Offender	15	7	0	0	0	3	3	3	0	
577.012-007Y201754	Bac - Persistent Offender	34	20	0	0	0	10	10	7	0	
577.012-009Y201754	Bac - Prior Offender	0	1	0	0	0	1	1	0	0	
ORDIN.0-085Y200054	Dwi - Alcohol	78	109	0	0	2	66	68	0	53	
ORDIN.0-086Y200054	Dwi - Alcohol - Prior Offender	4	5	0	0	0	2	2	0	0	
ORDIN.0-087Y200054	Dwi - Drug Intoxication	12	17	0	0	0	10	10	0	7	
ORDIN.0-089Y200054	Dwi - Combined Alcohol/Drug Intoxication	1	0	0	0	0	0	0	0	0	
Grand Total		3007	3063	4	13	16	2571	2600	1411	231	

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Row Labels	DESCRIPTION	Filed	Disposed	Bound Over/Certified	Jury Verdict- Guilty	Guilty Outcome		Total Guilty Outcome
						Court Trial- Guilty	Guilty	
577.010-001Y197954	Dwi - Alcohol - Persistent Offender	6	60	38	0	0	2	2
577.010-002Y198254	Dwi - Alcohol - Prior Offender	3	144	1	0	2	51	53
577.010-003Y200554	Dwi -Alcohol - Chronic Offender	2	18	10	0	0	0	0
577.010-004Y200554	Dwi - Alcohol - Aggravated Offender	2	26	18	0	0	0	0
577.010-005Y197554	Dwi - Alcohol	8	808	7	2	1	219	222
577.010-006Y200554	Dwi - Drug Intoxication - Chronic Offender	0	1	1	0	0	0	0
577.010-007Y200554	Dwi - Drug Intoxication - Aggravated Offender	1	6	3	0	0	0	0
577.010-008Y197954	Dwi - Drug Intoxication - Persistent Offender	0	6	2	0	0	0	0
577.010-009Y197954	Dwi - Drug Intoxication - Prior Offender	0	10	0	0	0	3	3
577.010-010Y197954	Dwi - Drug Intoxication	0	108	5	0	1	52	53
577.010-011Y200554	Dwi - Combined Alcohol/Drug Intoxication - Chronic Offender	0	1	0	0	0	0	0
577.010-013Y197954	Dwi - Combined Alcohol/Drug Intoxication - Persistent Offender	0	2	2	0	0	0	0
577.010-014Y197954	Dwi - Combined Alcohol/Drug Intoxication - Prior Offender	0	2	0	0	0	0	0
577.010-015Y197954	Dwi - Combined Alcohol/Drug Intoxication	0	17	2	0	0	5	5
577.010-019Y201754	Dwi - Habitual	139	131	121	0	0	0	0
577.010-021Y201754	Dwi - Death Of 2 Or More	4	6	6	0	0	0	0
577.010-022Y201754	Dwi - Chronic	182	174	162	0	0	0	0
577.010-024Y201754	Dwi - Death Of Another	15	18	18	0	0	0	0
577.010-025Y201754	Dwi - Aggravated	507	442	408	0	0	4	4
577.010-026Y201754	Atmp-Dwi - Physical Injury To L/E Or Emergency Personnel	1	1	1	0	0	0	0
577.010-026Y201754	Dwi - Physical Injury To L/E Or Emergency Personnel	5	3	3	0	0	0	0
577.010-027Y201754	Atmp-Dwi - Serious Physical Injury	5	4	3	0	0	0	0
577.010-027Y201754	Dwi - Serious Physical Injury	90	99	92	0	0	1	1
577.010-028Y201754	Dwi - Persistent	1075	937	886	0	0	10	10
577.010-029Y201754	Dwi - Physical Injury	148	118	112	0	0	1	1
577.010-030Y201754	Dwi - Prior	976	841	42	1	5	697	703
577.010-031Y201754	Dwi - Person Less Than 17 Yoa In Vehicle	272	215	38	1	1	149	151
577.010-032Y201754	Dwi	8068	7577	367	3	26	6399	6428
577.010-033Y201754	DWI - Death Of Another Not A Passenger	11	10	10	0	0	0	0
577.010-034Y201754	DWI - 2nd Or Subsequent Felony B - 577.010.2(6) (a-e)	3	2	1	0	0	0	0
577.010-035Y201754	DWI - BAC > Or = .18 And Death Of Person	2	3	3	0	0	0	0
577.012-001Y201754	Bac - Habitual Offender	10	9	4	0	0	5	5
577.012-003Y197954	Excessive Bac - Persistent Offender	0	1	1	0	0	0	0
577.012-003Y201754	Bac - Chronic Offender	5	8	8	0	0	0	0
577.012-004Y197854	Excessive Bac - Prior Offender	0	7	0	0	0	1	1
577.012-005Y200154	Excessive Bac	0	26	0	0	0	7	7
577.012-005Y201754	Bac - Aggravated Offender	9	8	7	0	0	1	1
577.012-007Y201754	Bac - Persistent Offender	22	25	23	0	0	0	0
577.012-009Y201754	Bac - Prior Offender	36	36	2	0	0	12	12
577.012-010Y201754	Bac - Cmv (.04 - .079) - Prior Offender	1	0	0	0	0	0	0
577.012-012Y201754	Bac - Cmv (.04 - .079)	4	1	0	0	0	0	0
577.012-997Y197554	Excessive Blood Alcohol	0	8	0	0	0	0	0
ORDIN.0-085Y200054	Dwi - Alcohol	5	5	1	0	0	2	2
ORDIN.0-086Y200054	Dwi - Alcohol - Prior Offender	1	0	0	0	0	0	0
ORDIN.0-089Y200054	Dwi - Combined Alcohol/Drug Intoxication	1	1	0	0	0	0	0
Grand Total		11619	11925	2408	7	36	7621	7664

Row Labels	DESCRIPTION	Filed	Disposed	Guilty Outcomes						
				Bound Over/Certified	Jury Verdict- Guilty	Court Trial- Guilty	Guilty	Total Guilty Outcome	DOC	SIS
577.010-001Y197954	Dwi - Alcohol - Persistent Offender	62	121	0	0	0	103	103	66	1
577.010-002Y198254	Dwi - Alcohol - Prior Offender	2	42	0	0	0	39	39	0	2
577.010-003Y200554	Dwi -Alcohol - Chronic Offender	21	18	0	0	0	13	13	7	0
577.010-004Y200554	Dwi - Alcohol - Aggravated Offender	23	75	0	0	0	65	65	22	0
577.010-005Y197554	Dwi - Alcohol	9	69	0	0	0	59	59	0	11
577.010-006Y200554	Dwi - Drug Intoxication - Chronic Offender	1	1	0	0	0	0	0	0	0
577.010-007Y200554	Dwi - Drug Intoxication - Aggravated Offender	5	7	0	0	0	4	4	3	0
577.010-008Y197954	Dwi - Drug Intoxication - Persistent Offender	4	7	0	0	0	6	6	5	0
577.010-009Y197954	Dwi - Drug Intoxication - Prior Offender	0	5	0	0	0	5	5	0	0
577.010-010Y197954	Dwi - Drug Intoxication	6	20	0	0	0	10	10	0	4
577.010-011Y200554	Dwi - Combined Alcohol/Drug Intoxication - Chronic Offender	1	0	0	0	0	0	0	0	0
577.010-013Y197954	Dwi - Combined Alcohol/Drug Intoxication - Persistent Offender	2	3	0	0	0	0	0	0	0
577.010-015Y197954	Dwi - Combined Alcohol/Drug Intoxication	2	2	0	0	0	2	2	0	1
577.010-019Y201754	Dwi - Habitual	124	45	0	1	2	30	33	23	0
577.010-021Y201754	Dwi - Death Of 2 Or More	12	13	0	0	0	5	5	5	0
577.010-022Y201754	Dwi - Chronic	168	66	1	1	0	53	54	24	0
577.010-024Y201754	Dwi - Death Of Another	18	14	0	0	0	13	13	12	0
577.010-025Y201754	Dwi - Aggravated	428	387	0	1	0	349	350	272	0
577.010-026Y201754	Atmp-Dwi - Physical Injury To L/E Or Emergency Personnel	1	0	0	0	0	0	0	0	0
577.010-026Y201754	Dwi - Physical Injury To L/E Or Emergency Personnel	3	3	0	0	0	3	3	1	2
577.010-027Y201754	Dwi - Serious Physical Injury	99	89	0	0	0	68	68	66	14
577.010-028Y201754	Dwi - Persistent	945	835	1	2	2	761	765	613	10
577.010-029Y201754	Dwi - Physical Injury	114	95	0	0	0	81	81	59	23
577.010-030Y201754	Dwi - Prior	52	165	0	0	0	149	149	0	6
577.010-031Y201754	Dwi - Person Less Than 17 Yoa In Vehicle	35	29	0	0	0	21	21	0	5
577.010-032Y201754	Dwi	418	521	2	2	2	422	426	4	122
577.010-033Y201754	DWI - Death Of Another Not A Passenger	10	7	0	1	0	5	6	5	0
577.010-034Y201754	DWI - 2nd Or Subsequent Felony B - 577.010.2(6) (a-e)	1	0	0	0	0	0	0	0	0
577.010-035Y201754	DWI - BAC > Or = .18 And Death Of Person	3	4	0	0	0	4	4	3	0
577.012-001Y200554	Excessive Bac - Chronic Offender	0	2	0	0	0	2	2	2	0
577.012-001Y201754	Bac - Habitual Offender	6	1	0	0	0	0	0	0	0
577.012-002Y200554	Excessive Bac - Aggravated Offender	0	3	0	0	0	3	3	0	0
577.012-003Y197954	Excessive Bac - Persistent Offender	1	6	0	0	0	5	5	7	0
577.012-003Y201754	Bac - Chronic Offender	9	6	0	0	0	3	3	1	0
577.012-005Y200154	Excessive Bac	0	1	0	0	0	0	0	0	0
577.012-005Y201754	Bac - Aggravated Offender	11	13	0	0	0	6	6	5	0
577.012-007Y201754	Bac - Persistent Offender	31	22	0	1	1	13	15	14	0
577.012-009Y201754	Bac - Prior Offender	2	3	0	0	0	2	2	0	0
ORDIN.0-084N200054	Drinking Alcoholic Beverage While Operating Moving Vehicle	1	1	0	0	0	1	1	0	0
ORDIN.0-085Y200054	Dwi - Alcohol	51	38	0	0	0	15	15	0	14
ORDIN.0-086Y200054	Dwi - Alcohol - Prior Offender	0	2	0	0	0	2	2	0	1
ORDIN.0-087Y200054	Dwi - Drug Intoxication	4	2	0	0	0	0	0	0	0
ORDIN.0-089Y200054	Dwi - Combined Alcohol/Drug Intoxication	1	0	0	0	0	0	0	0	0
Grand Total		2686	2743	4	9	7	2322	2338	1219	216

Charge Code	Charge Code Description	Filed	Disposed	Guilty Outcomes			Total Guilty Outcome
				Bound Over/Cert ified	Jury Verdict-Guilty	Court Trial-Guilty	
577.010-001Y197954	Dwi - Alcohol - Persistent Offender	1	34	14	0	0	0
577.010-002Y198254	Dwi - Alcohol - Prior Offender	0	29	0	0	0	12
577.010-003Y200554	Dwi - Alcohol - Chronic Offender	0	10	4	0	0	0
577.010-004Y200554	Dwi - Alcohol - Aggravated Offender	0	17	11	0	0	0
577.010-005Y197554	Dwi - Alcohol	1	253	1	0	0	73
577.010-010Y197954	Dwi - Drug Intoxication	0	32	0	0	0	9
577.010-012Y200554	Dwi - Combined Alcohol/Drug Intoxication - Aggravated Offender	0	1	1	0	0	0
577.010-014Y197954	Dwi - Combined Alcohol/Drug Intoxication - Prior Offender	0	2	0	0	0	1
577.010-015Y197954	Dwi - Combined Alcohol/Drug Intoxication	1	9	0	0	0	6
577.010-019Y201754	Dwi - Habitual	99	98	89	0	0	0
577.010-019Y202054	Dwi - Habitual	25	2	2	0	0	0
577.010-021Y201754	Dwi - Death Of 2 Or More	2	1	1	0	0	0
577.010-021Y202054	Dwi - Death Of 2 Or More	2	1	1	0	0	0
577.010-022Y201754	Dwi - Chronic	154	144	133	0	0	0
577.010-022Y202054	Dwi - Chronic	31	6	6	0	0	0
577.010-023Y201754	Dwi - Serious Physical Injury To L/E Or Emergency Personnel	6	1	1	0	0	0
577.010-024Y201754	Dwi - Death Of Another	14	15	14	0	0	0
577.010-024Y202054	Dwi - Death Of Another	1	0	0	0	0	0
577.010-025Y201754	Dwi - Aggravated	329	308	279	0	0	0
577.010-025Y202054	Dwi - Aggravated	70	12	10	0	0	0
577.010-026Y201754	Dwi - Physical Injury To L/E Or Emergency Personnel	7	4	4	0	0	0
577.010-026Y202054	Dwi - Physical Injury To L/E Or Emergency Personnel	1	1	1	0	0	0
577.010-027Y201754	Dwi - Serious Physical Injury	100	78	75	0	0	1
577.010-027Y202054	Dwi - Serious Physical Injury	9	1	1	0	0	0
577.010-028Y201754	Dwi - Persistent	983	747	684	0	0	6
577.010-028Y202054	Dwi - Persistent	162	24	19	0	0	0
577.010-029Y201754	Dwi - Physical Injury	147	108	95	0	0	1
577.010-029Y202054	Dwi - Physical Injury	19	2	2	0	0	0
577.010-030Y201754	Dwi - Prior	711	593	43	0	1	476
577.010-030Y202054	Dwi - Prior	145	14	4	0	0	8
577.010-031Y201754	Dwi - Person Less Than 17 Yoa In Vehicle	182	148	17	0	0	121
577.010-031Y202054	Dwi - Person Less Than 17 Yoa In Vehicle	40	3	1	0	0	2
577.010-032Y201754	Dwi	6612	5690	264	5	16	4791
577.010-032Y202054	Dwi	1474	148	16	0	0	114
577.010-033Y201754	DWI - Death Of Another Not A Passenger	16	18	18	0	0	0
577.010-033Y202054	DWI - Death Of Another Not A Passenger	2	0	0	0	0	0
577.010-034Y201754	DWI - 2nd Or Subsequent Felony B - 577.010.2(6) (a-e)	1	1	1	0	0	0
577.010-035Y202054	Dwi - Bac > Or =.18 And Death Of Person	1	0	0	0	0	0
577.012-001Y201754	Bac - Habitual Offender	4	3	3	0	0	0
577.012-003Y201754	Bac - Chronic Offender	0	1	1	0	0	0
577.012-004Y197854	Excessive Bac - Prior Offender	0	2	0	0	0	0
577.012-005Y200154	Excessive Bac	2	13	0	0	0	1
577.012-005Y201754	Bac - Aggravated Offender	9	10	10	0	0	0
577.012-005Y202054	Bac - Aggravated Offender	1	0	0	0	0	0
577.012-007Y201754	Bac - Persistent Offender	6	12	11	0	0	0
577.012-007Y202054	Bac - Persistent Offender	5	0	0	0	0	0
577.012-008Y202054	Bac - Cmv (.04 - .079) - Persistent Offender	1	0	0	0	0	0
577.012-009Y201754	Bac - Prior Offender	28	25	3	0	0	11
577.012-009Y202054	Bac - Prior Offender	3	0	0	0	0	0
577.012-012Y201754	Bac - Cmv (.04 - .079)	5	4	0	0	0	0
577.012-012Y202054	Bac - Cmv (.04 - .079)	2	0	0	0	0	0
ORDIN.0-085Y200054	Dwi - Alcohol	5	3	0	0	0	1
<b>Grand Total</b>		<b>11419</b>	<b>8628</b>	<b>1840</b>	<b>5</b>	<b>17</b>	<b>5634</b>

Charge Code	Charge Code Description	Filed	Disposed	Guilty Outcomes						
				Bound Over/Cert	Jury Verdict-Guilty	Court Trial-Guilty	Guilty	Total Guilty Outcome	Sum of DOC	Sum of SIS
577.010-001Y197954	Dwi - Alcohol - Persistent Offender	19	36	0	0	1	25	26	22	22
577.010-002Y198254	Dwi - Alcohol - Prior Offender	0	15	0	0	0	14	14	9	9
577.010-003Y200554	Dwi -Alcohol - Chronic Offender	5	10	0	0	0	6	6	10	10
577.010-004Y200554	Dwi - Alchol - Aggravated Offender	15	32	0	1	1	25	27	19	19
577.010-005Y197554	Dwi - Alcohol	2	26	0	0	0	25	25	11	11
577.010-006Y200554	Dwi - Drug Intoxication - Chronic Offender	0	2	0	0	0	2	2	2	2
577.010-007Y200554	Dwi - Drug Intoxication - Aggravated Offender	0	1	0	0	0	1	1	1	1
577.010-008Y197954	Dwi - Drug Intoxication - Persistent Offender	0	3	0	0	0	3	3	3	3
577.010-010Y197954	Dwi - Drug Intoxication	0	4	0	0	0	3	3	3	3
577.010-011Y200554	Dwi - Combined Alcohol/Drug Intoxication - Chronic Offender	0	1	0	0	0	1	1	1	1
577.010-012Y200554	Dwi - Combined Alcohol/Drug Intoxication - Aggravated Offender	1	0	0	0	0	0	0	1	1
577.010-019Y201754	Dwi - Habitual	92	23	0	0	1	14	15	44	44
577.010-019Y202054	Dwi - Habitual	2	0	0	0	0	0	0	2	2
577.010-021Y201754	Dwi - Death Of 2 Or More	1	0	0	0	0	0	0	1	1
577.010-021Y202054	Dwi - Death Of 2 Or More	1	0	0	0	0	0	0	1	1
577.010-022Y201754	Dwi - Chronic	131	59	0	0	0	53	53	57	57
577.010-022Y202054	Dwi - Chronic	4	0	0	0	0	0	0	4	4
577.010-023Y201754	Dwi - Serious Physical Injury To L/E Or Emergency Personnel	1	0	0	0	0	0	0	1	1
577.010-024Y201754	Dwi - Death Of Another	17	10	0	0	0	8	8	17	17
577.010-025Y201754	Dwi - Aggravated	289	272	2	0	0	242	242	92	92
577.010-025Y202054	Dwi - Aggravated	12	4	0	0	0	4	4	12	12
577.010-026Y201754	Dwi - Physical Injury To L/E Or Emergency Personnel	3	2	0	0	0	2	2	3	3
577.010-026Y202054	Dwi - Physical Injury To L/E Or Emergency Personnel	1	0	0	0	0	0	0	1	1
577.010-027Y201754	Dwi - Serious Physical Injury	80	45	0	0	0	33	33	45	45
577.010-027Y202054	Dwi - Serious Physical Injury	1	0	0	0	0	0	0	1	1
577.010-028Y201754	Dwi - Persistent	720	612	3	2	2	542	546	101	101
577.010-028Y202054	Dwi - Persistent	21	8	0	0	0	8	8	13	13
577.010-029Y201754	Dwi - Physical Injury	95	73	0	0	1	56	57	44	44
577.010-029Y202054	Dwi - Physical Injury	3	1	0	0	0	1	1	2	2
577.010-030Y201754	Dwi - Prior	48	105	0	0	0	95	95	49	49
577.010-030Y202054	Dwi - Prior	5	1	0	0	0	1	1	5	5
577.010-031Y201754	Dwi - Person Less Than 17 Yoa In Vehicle	17	20	0	0	0	12	12	20	20
577.010-031Y202054	Dwi - Person Less Than 17 Yoa In Vehicle	1	0	0	0	0	0	0	1	1
577.010-032Y201754	Dwi	305	415	0	0	0	334	334	90	90
577.010-032Y202054	Dwi	19	4	0	0	0	4	4	16	16
577.010-033Y201754	DWI - Death Of Another Not A Passenger	20	7	0	0	0	4	4	14	14
577.010-033Y202054	DWI - Death Of Another Not A Passenger	1	0	0	0	0	0	0	1	1
577.010-035Y201754	Dwi - Bac > Or =.18 And Death Of Person	0	2	0	0	0	1	1	2	2
577.012-001Y201754	Bac - Habitual Offender	4	3	0	0	0	1	1	4	4
577.012-002Y200554	Excessive Bac - Aggravated Offender	1	1	0	0	0	1	1	2	2
577.012-003Y197954	Excessive Bac - Persistent Offender	0	1	0	0	0	1	1	1	1
577.012-003Y201754	Bac - Chronic Offender	1	2	0	0	0	0	0	1	1
577.012-005Y200154	Excessive Bac	0	2	0	0	0	1	1	2	2
577.012-005Y201754	Bac - Aggravated Offender	11	6	0	0	0	4	4	7	7
577.012-007Y201754	Bac - Persistent Offender	21	28	0	0	1	20	21	14	14
577.012-007Y202054	Bac - Persistent Offender	1	0	0	0	0	0	0	1	1
577.012-009Y201754	Bac - Prior Offender	3	3	0	0	0	2	2	4	4
ORDIN.0-085Y200054	Dwi - Alcohol	45	35	0	0	0	15	15	7	7
ORDIN.0-086Y200054	Dwi - Alcohol - Prior Offender	1	0	0	0	0	0	0	1	1
ORDIN.0-087Y200054	Dwi - Drug Intoxication	1	1	0	0	0	1	1	2	2
ORDIN.0-089Y200054	Dwi - Combined Alcohol/Drug Intoxication	2	1	0	0	0	0	0	2	2
<b>Grand Total</b>		<b>2023</b>	<b>1876</b>	<b>5</b>	<b>3</b>	<b>7</b>	<b>1565</b>	<b>1575</b>	<b>769</b>	<b>769</b>

Charge Code	Charge Code Description	Filed	Disposed	Bound Over/Cert ified	Jury Verdict- Guilty	Guilty Outcomes		Total Guilty Outcome
						Court Trial- Guilty	Guilty	
577.010-001Y197954	Dwi - Alcohol - Persistent Offender	0	24	9	0	0	0	0
577.010-002Y198254	Dwi - Alcohol - Prior Offender	0	55	3	0	0	14	14
577.010-003Y200554	Dwi - Alcohol - Chronic Offender	0	19	11	0	0	0	0
577.010-004Y200554	Dwi - Alcohol - Aggravated Offender	0	8	5	0	0	0	0
577.010-005Y197554	Dwi - Alcohol	3	340	1	0	1	69	70
577.010-006Y200554	Dwi - Drug Intoxication - Chronic Offender	0	2	0	0	0	0	0
577.010-008Y197954	Dwi - Drug Intoxication - Persistent Offender	0	1	0	0	0	0	0
577.010-009Y197954	Dwi - Drug Intoxication - Prior Offender	0	1	0	0	0	0	0
577.010-010Y197954	Dwi - Drug Intoxication	0	17	1	0	0	7	7
577.010-014Y197954	Dwi - Combined Alcohol/Drug Intoxication - Prior Offender	0	2	0	0	0	0	0
577.010-015Y197954	Dwi - Combined Alcohol/Drug Intoxication	0	6	0	0	0	2	2
577.010-019Y201754	Dwi - Habitual	25	67	62	0	0	0	0
577.010-019Y202054	Dwi - Habitual	119	77	73	0	0	0	0
577.010-020Y202054	Dwi - Death Of L/E Or Emergency Personnel	1	0	0	0	0	0	0
577.010-021Y201754	Dwi - Death Of 2 Or More	0	1	1	0	0	0	0
577.010-021Y202054	Dwi - Death Of 2 Or More	8	7	7	0	0	0	0
577.010-022Y201754	Dwi - Chronic	19	83	74	0	0	0	0
577.010-022Y202054	Dwi - Chronic	188	117	110	0	0	0	0
577.010-023Y201754	Dwi - Serious Physical Injury To L/E Or Emergency Personnel	1	2	2	0	0	0	0
577.010-023Y202054	Dwi - Serious Physical Injury To L/E Or Emergency Personnel	5	2	2	0	0	0	0
577.010-024Y201754	Dwi - Death Of Another	2	5	5	0	0	0	0
577.010-024Y202054	Dwi - Death Of Another	15	9	9	0	0	0	0
577.010-025Y201754	Dwi - Aggravated	74	257	237	0	0	1	1
577.010-025Y202054	Dwi - Aggravated	381	237	217	0	0	2	2
577.010-026Y201754	Dwi - Physical Injury To L/E Or Emergency Personnel	0	2	1	0	0	0	0
577.010-026Y202054	Dwi - Physical Injury To L/E Or Emergency Personnel	5	1	1	0	0	0	0
577.010-027Y201754	Dwi - Serious Physical Injury	28	71	67	0	0	1	1
577.010-027Y202054	Dwi - Serious Physical Injury	121	72	69	0	0	0	0
577.010-028Y201754	Dwi - Persistent	177	603	546	0	0	7	7
577.010-028Y202054	Dwi - Persistent	916	491	461	0	0	3	3
577.010-029Y201754	Dwi - Physical Injury	35	82	64	0	0	2	2
577.010-029Y202054	Dwi - Physical Injury	132	67	60	0	0	2	2
577.010-030Y201754	Dwi - Prior	64	487	22	1	1	396	398
577.010-030Y202054	Dwi - Prior	890	384	29	0	0	303	303
577.010-031Y201754	Dwi - Person Less Than 17 Yoa In Vehicle	16	127	10	0	0	96	96
577.010-031Y202054	Dwi - Person Less Than 17 Yoa In Vehicle	239	124	15	0	1	96	97
577.010-032Y201754	Dwi	483	3953	264	3	14	3200	3217
577.010-032Y202054	Dwi	7938	4328	297	0	7	3622	3629
577.010-033Y201754	DWI - Death Of Another Not A Passenger	5	8	7	0	0	1	1
577.010-033Y202054	DWI - Death Of Another Not A Passenger	19	16	16	0	0	0	0
577.010-034Y202054	Dwi - 2nd Or Subsequent Felony B - 577.010.2(6) (A-E)	2	0	0	0	0	0	0
577.010-035Y202054	Dwi - Bac > Or = .18 And Death Of Person	0	1	1	0	0	0	0
577.012-001Y201754	Bac - Habitual Offender	1	6	5	0	0	0	0
577.012-001Y202054	Bac - Habitual Offender	4	2	1	0	0	1	1
577.012-003Y197954	Excessive Bac - Persistent Offender	0	1	1	0	0	0	0
577.012-003Y201754	Bac - Chronic Offender	0	1	1	0	0	0	0
577.012-003Y202054	Bac - Chronic Offender	3	2	2	0	0	0	0
577.012-005Y200154	Excessive Bac	0	7	0	0	0	1	1
577.012-005Y201754	Bac - Aggravated Offender	2	7	7	0	0	0	0
577.012-005Y202054	Bac - Aggravated Offender	4	5	5	0	0	0	0
577.012-007Y201754	Bac - Persistent Offender	4	9	6	0	0	1	1
577.012-007Y202054	Bac - Persistent Offender	16	17	15	0	0	0	0
577.012-008Y202054	Bac - Cmv (.04 - .079) - Persistent Offender	1	1	1	0	0	0	0
577.012-009Y201754	Bac - Prior Offender	1	20	0	0	0	12	12
577.012-009Y202054	Bac - Prior Offender	24	12	0	0	0	10	10
577.012-012Y201754	Bac - Cmv (.04 - .079)	0	3	0	0	0	2	2
577.012-012Y202054	Bac - Cmv (.04 - .079)	2	1	0	0	0	1	1
ORDIN.0-085Y200054	Dwi - Alcohol	1	2	0	0	0	1	1
<b>Grand Total</b>		<b>11974</b>	<b>12252</b>	<b>2803</b>	<b>4</b>	<b>24</b>	<b>7853</b>	<b>7881</b>

Charge Code	Charge Code Description	Guilty Outcomes								
		Filed	Disposed	Bound Over/Certified	Jury Verdict-Guilty	Court Trial-Guilty	Guilty	Total Guilty Outcome	Sum of DOC	Sum of SIS
577.010-001Y197954	Dwi - Alcohol - Persistent Offender	11	22	0	0	0	14	14	12	12
577.010-002Y198254	Dwi - Alcohol - Prior Offender	3	9	0	0	0	9	9	7	7
577.010-003Y200554	Dwi -Alcohol - Chronic Offender	10	5	0	0	0	3	3	8	8
577.010-004Y200554	Dwi - Alchol - Aggravated Offender	6	19	0	0	1	13	14	13	13
577.010-005Y197554	Dwi - Alcohol	0	16	0	0	0	16	16	10	10
577.010-007Y200554	Dwi - Drug Intoxication - Aggravated Offender	0	2	0	0	0	2	2	2	2
577.010-008Y197954	Dwi - Drug Intoxication - Persistent Offender	0	2	0	0	0	1	1	2	2
577.010-009Y197954	Dwi - Drug Intoxication - Prior Offender	0	1	0	0	0	1	1	1	1
577.010-010Y197954	Dwi - Drug Intoxication	1	1	0	0	0	1	1	2	2
577.010-012Y200554	Dwi - Combined Alcohol/Drug Intoxication - Aggravated Offender	0	1	0	0	0	1	1	1	1
577.010-013Y197954	Dwi - Combined Alcohol/Drug Intoxication - Persistent Offender	0	1	0	0	0	1	1	1	1
577.010-019Y201754	Dwi - Habitual	67	48	0	3	1	27	31	42	42
577.010-019Y202054	Dwi - Habitual	77	9	0	0	0	5	5	41	41
577.010-021Y201754	Dwi - Death Of 2 Or More	1	0	0	0	0	0	0	1	1
577.010-021Y202054	Dwi - Death Of 2 Or More	10	3	0	0	0	1	1	7	7
577.010-022Y201754	Dwi - Chronic	76	83	0	2	0	64	66	42	42
577.010-022Y202054	Dwi - Chronic	112	18	0	0	0	12	12	57	57
577.010-023Y201754	Dwi - Serious Physical Injury To L/E Or Emergency Personnel	2	0	0	0	0	0	0	1	1
577.010-023Y202054	Dwi - Serious Physical Injury To L/E Or Emergency Personnel	1	0	0	0	0	0	0	1	1
577.010-024Y201754	Dwi - Death Of Another	6	13	0	3	0	7	10	10	10
577.010-024Y202054	Dwi - Death Of Another	11	4	0	0	0	4	4	11	11
577.010-025Y201754	Dwi - Aggravated	244	262	0	4	1	225	230	73	73
577.010-025Y202054	Dwi - Aggravated	241	121	0	0	0	109	109	73	73
577.010-026Y201754	Dwi - Physical Injury To L/E Or Emergency Personnel	2	4	0	0	0	3	3	2	2
577.010-026Y202054	Dwi - Physical Injury To L/E Or Emergency Personnel	2	1	0	0	0	1	1	3	3
577.010-027Y201754	Dwi - Serious Physical Injury	77	79	0	0	1	68	69	41	41
577.010-027Y202054	Dwi - Serious Physical Injury	69	17	0	0	0	9	9	34	34
577.010-028Y201754	Dwi - Persistent	575	661	2	4	1	587	592	91	91
577.010-028Y202054	Dwi - Persistent	465	230	0	0	0	219	219	93	93
577.010-029Y201754	Dwi - Physical Injury	67	94	2	1	2	67	70	41	41
577.010-029Y202054	Dwi - Physical Injury	62	20	0	0	0	17	17	34	34
577.010-030Y201754	Dwi - Prior	24	130	0	0	0	117	117	43	43
577.010-030Y202054	Dwi - Prior	34	41	0	0	0	34	34	38	38
577.010-031Y201754	Dwi - Person Less Than 17 Yoa In Vehicle	9	18	0	0	0	14	14	16	16
577.010-031Y202054	Dwi - Person Less Than 17 Yoa In Vehicle	17	14	0	0	0	9	9	18	18
577.010-032Y201754	Dwi	284	437	0	3	0	344	347	83	83
577.010-032Y202054	Dwi	354	196	0	0	0	148	148	83	83
577.010-033Y201754	DWI - Death Of Another Not A Passenger	7	7	0	0	0	4	4	10	10
577.010-033Y202054	DWI - Death Of Another Not A Passenger	16	2	0	0	0	1	1	8	8
577.010-035Y201754	Dwi - Bac > Or = .18 And Death Of Person	0	1	0	0	0	1	1	1	1
577.010-035Y202054	Dwi - Bac > Or = .18 And Death Of Person	1	0	0	0	0	0	0	1	1
577.012-001Y201754	Bac - Habitual Offender	6	5	0	0	0	0	0	7	7
577.012-001Y202054	Bac - Habitual Offender	1	0	0	0	0	0	0	1	1
577.012-003Y197954	Excessive Bac - Persistent Offender	1	2	0	0	0	2	2	1	1
577.012-003Y201754	Bac - Chronic Offender	1	2	0	0	0	2	2	2	2
577.012-003Y202054	Bac - Chronic Offender	3	0	0	0	0	0	0	2	2
577.012-005Y200154	Excessive Bac	0	1	0	0	0	1	1	1	1
577.012-005Y201754	Bac - Aggravated Offender	7	9	0	0	0	7	7	7	7
577.012-005Y202054	Bac - Aggravated Offender	10	5	0	0	0	4	4	6	6
577.012-007Y201754	Bac - Persistent Offender	11	20	0	0	0	15	15	7	7
577.012-007Y202054	Bac - Persistent Offender	20	7	0	0	0	6	6	5	5
577.012-008Y202054	Bac - Cmv (.04 - .079) - Persistent Offender	1	1	0	0	0	0	0	1	1
577.012-009Y201754	Bac - Prior Offender	0	1	0	0	0	1	1	1	1
ORDIN.0-085Y200054	Dwi - Alcohol	33	29	0	0	0	15	15	5	5
ORDIN.0-087Y200054	Dwi - Drug Intoxication	4	4	0	0	0	2	2	3	3
<b>Grand Total</b>		<b>3042</b>	<b>2678</b>	<b>4</b>	<b>20</b>	<b>7</b>	<b>2214</b>	<b>2241</b>	<b>1107</b>	<b>1107</b>

Charge Code	Charge Code Description	Filed	Disposed	Bound Over/Cert ified	Jury Verdict- Guilty	Guilty Outcomes		Total Guilty Outcome
						Court Trial- Guilty	Guilty	
577.010-001Y197954	Atmp- Dwi - Alcohol - Persistent Offender	0	1	0	0	0	0	0
577.010-001Y197954	Dwi - Alcohol - Persistent Offender	1	13	7	0	0	0	0
577.010-002Y198254	Dwi - Alcohol - Prior Offender	0	50	0	0	0	17	17
577.010-003Y200554	Dwi -Alcohol - Chronic Offender	0	8	1	0	0	0	0
577.010-004Y200554	Dwi - Alchol - Aggravated Offender	0	7	1	0	0	0	0
577.010-005Y197554	Dwi - Alcohol	0	358	0	0	0	61	61
577.010-009Y197954	Dwi - Drug Intoxication - Prior Offender	0	2	0	0	0	1	1
577.010-010Y197954	Dwi - Drug Intoxication	0	31	1	0	0	6	6
577.010-011Y200554	Dwi - Combined Alcohol/Drug Intoxication - Chronic Offender	0	1	1	0	0	0	0
577.010-015Y197954	Dwi - Combined Alcohol/Drug Intoxication	0	6	0	0	0	2	2
577.010-019Y201754	Dwi - Habitual	5	32	24	0	0	0	0
577.010-019Y202054	Dwi - Habitual	107	102	95	0	0	2	2
577.010-021Y202054	Dwi - Death Of 2 Or More	1	0	0	0	0	0	0
577.010-022Y201754	Dwi - Chronic	2	27	25	0	0	0	0
577.010-022Y202054	Dwi - Chronic	182	147	134	0	0	0	0
577.010-023Y202054	Dwi - Serious Physical Injury To L/E Or Emergency Personnel	1	2	2	0	0	0	0
577.010-024Y201754	Dwi - Death Of Another	4	5	5	0	0	0	0
577.010-024Y202054	Dwi - Death Of Another	20	16	15	0	0	0	0
577.010-025Y201754	Dwi - Aggravated	12	70	57	0	0	0	0
577.010-025Y202054	Dwi - Aggravated	450	361	333	0	0	0	0
577.010-026Y202054	Dwi - Physical Injury To L/E Or Emergency Personnel	7	9	9	0	0	0	0
577.010-027Y201754	Dwi - Serious Physical Injury	2	16	16	0	0	0	0
577.010-027Y202054	Dwi - Serious Physical Injury	133	109	94	0	0	2	2
577.010-028Y201754	Dwi - Persistent	40	187	148	0	0	3	3
577.010-028Y202054	Dwi - Persistent	1043	803	736	0	0	7	7
577.010-029Y201754	Dwi - Physical Injury	5	30	24	0	0	1	1
577.010-029Y202054	Dwi - Physical Injury	170	134	129	0	0	0	0
577.010-030Y201754	Dwi - Prior	9	157	10	0	0	125	125
577.010-030Y202054	Dwi - Prior	979	685	50	0	1	556	557
577.010-031Y201754	Dwi - Person Less Than 17 Yoa In Vehicle	1	47	8	0	0	27	27
577.010-031Y202054	Dwi - Person Less Than 17 Yoa In Vehicle	296	198	31	0	0	137	137
577.010-032Y201754	Dwi	27	1348	63	1	7	1058	1066
577.010-032Y202054	Dwi	8986	7295	415	1	10	6110	6121
577.010-033Y201754	Dwi - Death Of Another Not A Passenger	0	1	1	0	0	0	0
577.010-033Y202054	Dwi - Death Of Another Not A Passenger	30	33	29	0	0	0	0
577.010-034Y202054	DWI - 2nd Or Subsequent Felony B - 577.010.2(6) (a-e)	1	0	0	0	0	0	0
577.010-035Y202054	Dwi - Bac > Or = .18 And Death Of Person	4	2	2	0	0	0	0
577.012-001Y201754	Bac - Habitual Offender	0	1	1	0	0	0	0
577.012-001Y202054	Bac - Habitual Offender	4	4	3	0	0	1	1
577.012-003Y202054	Bac - Chronic Offender	0	1	1	0	0	0	0
577.012-005Y200154	Excessive Bac	0	4	0	0	0	1	1
577.012-005Y201754	Bac - Aggravated Offender	1	5	4	0	0	0	0
577.012-005Y202054	Bac - Aggravated Offender	9	6	6	0	0	0	0
577.012-007Y201754	Bac - Persistent Offender	2	2	1	0	0	0	0
577.012-007Y202054	Bac - Persistent Offender	18	14	12	0	0	0	0
577.012-008Y202054	Bac - Cmv (.04 - .079) - Persistent Offender	1	1	1	0	0	0	0
577.012-009Y201754	Bac - Prior Offender	0	5	0	0	0	2	2
577.012-009Y202054	Bac - Prior Offender	16	24	1	0	0	21	21
577.012-010Y202054	Bac - Cmv (.04 - .079) - Prior Offender	0	1	0	0	0	0	0
577.012-012Y202054	Bac - Cmv (.04 - .079)	6	4	0	0	0	4	4
ORDIN.0-085Y200054	Dwi - Alcohol	1	0	0	0	0	0	0
ORDIN.0-086Y200054	Dwi - Alcohol - Prior Offender	0	1	0	0	0	0	0
<b>Grand Total</b>		<b>12576</b>	<b>12366</b>	<b>2496</b>	<b>2</b>	<b>18</b>	<b>8144</b>	<b>8164</b>

Charge Code	Charge Code Description	Guilty Outcomes								
		Filed	Disposed	Bound Over/Certified	Jury Verdict-Guilty	Court Trial-Guilty	Guilty	Total Guilty Outcome	Sum of DOC	Sum of SIS
577.010-001Y197954	Dwi - Alcohol - Persistent Offender	7	18	0	0	0	15	15	12	12
577.010-002Y198254	Dwi - Alcohol - Prior Offender	0	7	0	0	0	6	6	6	6
577.010-003Y200554	Dwi - Alcohol - Chronic Offender	3	6	0	0	0	0	0	8	8
577.010-004Y200554	Dwi - Alcohol - Aggravated Offender	2	8	0	0	0	6	6	5	5
577.010-005Y197554	Dwi - Alcohol	1	5	0	0	0	4	4	4	4
577.010-007Y200554	Dwi - Drug Intoxication - Aggravated Offender	0	1	0	0	0	0	0	1	1
577.010-008Y197954	Dwi - Drug Intoxication - Persistent Offender	0	2	0	0	0	2	2	2	2
577.010-010Y197954	Dwi - Drug Intoxication	1	3	0	0	0	1	1	3	3
577.010-011Y200554	Dwi - Combined Alcohol/Drug Intoxication - Chronic Offender	1	1	0	0	0	0	0	1	1
577.010-013Y197954	Dwi - Combined Alcohol/Drug Intoxication - Persistent Offender	0	1	0	0	0	1	1	1	1
577.010-019Y201754	Dwi - Habitual	26	20	0	0	0	15	15	21	21
577.010-019Y202054	Atmp-Dwi - Habitual	0	3	0	0	1	2	3	1	1
577.010-019Y202054	Dwi - Habitual	95	22	1	2	1	13	16	50	50
577.010-021Y201754	Dwi - Death Of 2 Or More	0	1	0	0	0	0	0	1	1
577.010-021Y202054	Dwi - Death Of 2 Or More	1	4	0	0	0	3	3	4	4
577.010-022Y201754	Dwi - Chronic	26	39	0	1	0	27	28	25	25
577.010-022Y202054	Dwi - Chronic	135	42	1	0	0	30	30	63	63
577.010-023Y201754	Dwi - Serious Physical Injury To L/E Or Emergency Personnel	0	3	0	0	0	3	3	2	2
577.010-023Y202054	Dwi - Serious Physical Injury To L/E Or Emergency Personnel	3	1	0	0	0	1	1	3	3
577.010-024Y201754	Dwi - Death Of Another	5	8	0	0	0	7	7	8	8
577.010-024Y202054	Dwi - Death Of Another	15	6	0	0	0	5	5	17	17
577.010-025Y201754	Dwi - Aggravated	65	171	1	2	0	149	151	46	46
577.010-025Y202054	Dwi - Aggravated	347	257	0	1	0	231	232	92	92
577.010-026Y201754	Dwi - Physical Injury To L/E Or Emergency Personnel	0	1	0	0	0	0	0	1	1
577.010-026Y202054	Dwi - Physical Injury To L/E Or Emergency Personnel	9	2	0	0	0	2	2	7	7
577.010-027Y201754	Dwi - Serious Physical Injury	16	42	0	0	0	39	39	18	18
577.010-027Y202054	Dwi - Serious Physical Injury	111	51	1	0	0	45	45	55	55
577.010-028Y201754	Dwi - Persistent	159	308	0	0	0	258	258	56	56
577.010-028Y202054	Dwi - Persistent	743	555	0	0	1	492	493	101	101
577.010-029Y201754	Dwi - Physical Injury	26	38	0	0	0	28	28	16	16
577.010-029Y202054	Dwi - Physical Injury	124	68	0	0	0	56	56	51	51
577.010-030Y201754	Dwi - Prior	11	71	0	1	0	57	58	32	32
577.010-030Y202054	Dwi - Prior	54	68	0	0	0	59	59	46	46
577.010-031Y201754	Dwi - Person Less Than 17 Yoa In Vehicle	9	12	0	0	0	10	10	12	12
577.010-031Y202054	Dwi - Person Less Than 17 Yoa In Vehicle	35	29	0	0	0	20	20	35	35
577.010-032Y201754	Dwi	69	241	0	0	1	205	206	56	56
577.010-032Y202054	Dwi	472	467	1	1	0	357	358	98	98
577.010-033Y201754	Dwi - Death Of Another Not A Passenger	1	7	0	0	0	7	7	5	5
577.010-033Y202054	Dwi - Death Of Another Not A Passenger	30	7	0	0	0	7	7	19	19
577.010-034Y201754	DWI - 2nd Or Subsequent Felony B - 577.010.2(6) (a-e)	0	1	0	0	0	1	1	1	1
577.010-035Y202054	Dwi - Bac > Or = .18 And Death Of Person	2	0	0	0	0	0	0	2	2
577.012-001Y201754	Bac - Habitual Offender	1	2	0	0	0	0	0	3	3
577.012-001Y202054	Bac - Habitual Offender	4	1	0	0	0	1	1	4	4
577.012-003Y197954	Excessive Bac - Persistent Offender	0	1	0	0	0	1	1	1	1
577.012-003Y201754	Bac - Chronic Offender	0	1	0	0	0	0	0	1	1
577.012-003Y202054	Bac - Chronic Offender	1	1	0	0	0	1	1	2	2
577.012-005Y201754	Bac - Aggravated Offender	4	5	0	0	0	4	4	4	4
577.012-005Y202054	Bac - Aggravated Offender	9	5	0	0	0	2	2	5	5
577.012-007Y201754	Bac - Persistent Offender	1	10	0	0	0	7	7	6	6
577.012-007Y202054	Bac - Persistent Offender	15	19	0	0	0	15	15	8	8
577.012-008Y202054	Bac - Cmv (.04 - .079) - Persistent Offender	1	0	0	0	0	0	0	1	1
577.012-009Y202054	Bac - Prior Offender	1	1	0	0	0	1	1	1	1
ORDIN.0-085Y200054	Dwi - Alcohol	1	25	0	0	0	13	13	4	4
ORDIN.0-087Y200054	Dwi - Drug Intoxication	0	3	0	0	0	1	1	2	2
<b>Grand Total</b>		<b>2642</b>	<b>2671</b>	<b>5</b>	<b>8</b>	<b>4</b>	<b>2210</b>	<b>2222</b>	<b>1029</b>	<b>1029</b>

# Missouri Coalition for Roadway Safety

## Bylaws

### ARTICLE I – Name

The name of this coalition shall be the Missouri Coalition for Roadway Safety (MCRS).

### ARTICLE II – Purpose

The Missouri Coalition for Roadway Safety is a partnership of safety advocates throughout the state who have joined together for a common purpose: to end fatalities and serious injuries on Missouri roadways. The coalition consists of local, state, federal, public, and private organizations. The primary goals are:

- Eliminate traffic fatalities and serious injuries on Missouri roadways
- Engage all Missourians in a conversation regarding highway safety;
- Coordinate a comprehensive approach for reducing traffic crashes by implementing the state’s strategic highway safety plan (SHSP);
- Develop and strengthen partnerships across organizations and disciplines;
- Emphasize and implement safety measures in participating agency processes;
- Promote a data-driven approach to identify problems and countermeasures;
- Identify and share best practices within and throughout Missouri; and
- Evaluate, assess, and adjust strategies as necessary.

### ARTICLE III – Participation and Membership

Participation, in some capacity, shall be open to any local, regional, state, or federal organization and any individual committed to carrying out the mission of the Missouri Coalition for Roadway Safety. The coalition shall be governed by an Executive Committee as outlined in Article IV – Executive Committee.

### ARTICLE IV – Executive Committee

The MCRS shall be governed by an Executive Committee. The Executive Committee shall consist of the following:

- One (1) member of the Missouri Highways and Transportation Commission;
- The Director of the Missouri Department of Public Safety;
- The Director of the Missouri Department of Revenue;
- The Director of the Missouri Department of Transportation;
- The Superintendent of the Missouri State Highway Patrol; and
- Two (2) at-large members from other organizations; and

In addition, the Executive Committee shall include the following ex officio members:

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- The Governor of the state of Missouri;
- The Lieutenant Governor of the state of Missouri;
- The Chair of the Missouri Senate Committee on Transportation, Infrastructure, and Public Safety;
- The Chair of the Missouri House Transportation Committee; and
- The chair of the MCRS Steering Committee (non-voting member)

The two (2) at-large members shall be selected by the other five (5) members of the Executive Committee. The at-large members may be nominated by other members of the Executive Committee or by members of the MCRS regional coalitions and subcommittees.

The two (2) at-large members shall come from an organization not already represented on the Executive Committee. Considerations include, but are not limited to:

- Federal Highway Administration;
- Federal Motor Carrier Safety Administration;
- Missouri Department of Health and Senior Services;
- Missouri Department of Secondary and Elementary Education;
- Missouri Police Chiefs Association;
- Missouri Safety Center;
- Missouri Sheriffs' Association;
- National Highway Traffic Safety Administration;
- A public health organization;
- A highway safety advocacy organization;
- An automobile insurance agency;
- A local elected official (mayor, county commissioner, etc.);
- A public university;
- A transportation planning organization; and
- A trucking organization/company.

The two (2) at-large members shall serve on the Executive Committee for a 1-year term and may serve one (1) consecutive additional 1-year term if approved by the other five (5) voting members.

The members of the Executive Committee shall elect a Chair and Vice-Chair. The terms shall be for one year. Executive Committee members may serve up to two consecutive terms as Chair or Vice-Chair if re-elected by the Executive Committee. Elections shall be held between October 1 and December 31 for the following calendar year. Elections may be conducted in person or via email.

The duties of the Executive Committee include:

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- Statewide leadership in implementing the state’s strategic highway safety plan (SHSP);
- Championing the mission of the coalition within their own respective agencies and encouraging agency participation in coalition activities;
- Promoting the mission of the coalition amongst citizens, organizations, and other officials throughout Missouri;
- Oversight of the MCRS Steering Committee, Subcommittees, and Regional Coalitions (see Articles V-VII)
- Exploring new opportunities for improving highway safety in Missouri; and
- Regularly assessing effectiveness of coalition efforts.

The Executive Committee shall meet at least twice per year as scheduled by the Chair or Vice-Chair. A quorum will exist if two-thirds of the Executive Committee members are present and virtual participation shall be allowed.

### **ARTICLE V – Steering Committee**

A Steering Committee shall serve to oversee day-to-day functions of the MCRS. The Steering Committee shall meet quarterly and report, as necessary, to the Executive Committee. The primary purposes of the Steering Committee are to:

- Foster ongoing communication between the Subcommittees and the Regional Coalitions;
- Liaison between the Executive Committee and the Subcommittees and Regional Coalitions;
- Evaluate progress of implementing SHSP strategies and specific outreach efforts;
- Share best practices and lessons learned; and
- Identify notable changes or trends in crash data.

The Steering Committee shall be chaired by a representative from MoDOT’s Highway Safety and Traffic Division. The Steering Committee shall consist of the following:

- A designee from MoDOT’s Highway Safety and Traffic Division;
- The Chair, Co-Chair, or Vice-Chair from each Regional Coalition;
- The Chair, Co-Chair, or Vice-Chair from each MCRS Subcommittee; and
- Support staff from MoDOT’s Highway Safety and Traffic Division (non-voting members).

### **ARTICLE VI – Subcommittees**

To support implementation of the SHSP, the Executive Committee shall establish, as necessary, Subcommittees assigned to address specific issues outlined in the SHSP. No Subcommittees shall be added or removed without approval from the Executive Committee. Currently, there are Subcommittees assigned to address:

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- Distracted Driving
- Impaired Driving
- Infrastructure
- Occupant Protection (seat belts, car seats, and helmets)
- Public Information and Education
- Traffic Incident Management
- Traffic Records
- Vulnerable Road Users (older drivers, pedestrians, and bicyclists)

Each Subcommittee shall elect a Chair and Vice-Chair. The terms shall be for one year. Members may serve up to two consecutive terms as Chair or Vice-Chair if re-elected by the Subcommittee. Elections shall be held between October 1 and December 31 for the following calendar year. Elections may be conducted in person or via email.

On an annual basis, each Subcommittee shall identify the top priorities and desired outcomes for improving their assigned issue. They shall also establish an action plan for meeting the stated desired outcomes. Progress in completing the action plan shall be reported at the quarterly Steering Committee meetings. Subcommittees should coordinate with the Regional Coalitions, as necessary, to help carry out their action plans.

Each Subcommittee shall review their purpose on an annual basis and make a recommendation to the Steering Committee as to whether their Subcommittee should continue.

Subcommittee meetings shall be held, at a minimum, on a quarterly basis.

### **ARTICLE VII – Regional Coalitions**

Regional Coalitions shall be active in each of the MoDOT districts throughout the state. If necessary, more than one Regional Coalition may be established within a MoDOT district in order to increase participation and effectiveness.

Regional Coalitions are tasked with being the local MCRS representative in Missouri communities. Responsibilities include:

- Helping implement the SHSP and action plans from the Subcommittees;
- Conducting regional data analysis to guide highway safety activities;
- Expanding the regional safety network by increasing coalition membership;
- Actively participating in MCRS meetings, campaigns, and activities;
- Developing a localized safety outreach plan for the region; and
- Facilitating the expenditure of allocated funds.

Each Regional Coalition shall elect a Chair and a Vice-Chair. Regional Coalitions shall meet, at a minimum, on a quarterly basis. More frequent meetings are encouraged.

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In addition to the duties described above, each Regional Coalition shall identify at least three individuals to serve on one of the MCRS Subcommittees. Individuals from the same Regional Coalition are encouraged to serve on different Subcommittees.

### **ARTICLE VIII – Funding**

Funding for MCRS programs and activities shall be administered and overseen by the Missouri Department of Transportation, Highway Safety and Traffic Division.

### **ARTICLE IX – Changes to Bylaws**

These bylaws may be changed by a simple majority of the Executive Committee. Changes may be proposed, discussed, and voted on in person or via email.

## Missouri Coalition for Roadway Safety Impaired Driving Subcommittee Members

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*MISSOURI*  
*FY 2026 Application*

## **Section 405(e)**

**Distracted  
Driving Grant  
(Awareness)**  
(23 CFR § 1300.24)

## Example Distracted Driving Questions from the State's Driver License Examination

Missouri's new law prohibiting the handheld use of electronic devices for all drivers took effect on August 28, 2023. After the new law went into effect, a new version of the Driver Guide was released reflecting the new law. The questions on the driver's exam were also updated to reflect the new law. Those questions are based on the information provided in the Missouri Driver Guide related to distracted driving, beginning on page 92. The Missouri Driver Guide can be found at <https://dor.mo.gov/forms/Driver%20Guide.pdf>.

Example questions pertaining to the new law may be found below:

- Missouri law restricts the use of a handheld electronic device (cell phone, tablet, etc.) when driving for:
  - Only drivers age 21 or younger
  - Only drivers age 65 or older
  - Only drivers of school buses
  - All drivers
- A driver may not use a cell phone to:
  - Play music
  - Watch a movie
  - Make a phone call via Bluetooth
  - Get directions from a navigation service
- Which of the following can be driver distractions:
  - Cell phones
  - Other passengers
  - Eating/drinking
  - All of the above

*MISSOURI*  
*FY 2026 Application*

## **Section 405(f)**

**Motorcyclist  
Safety Grant**  
*(23 CFR §1300.25)*

## 405(f) Motorcyclist safety grants

Missouri is submitting the following two criteria to qualify for a 405(f) Motorcyclist Safety Grant:

- Motorcycle rider training course
- Use of fees collected from motorcyclists for motorcycle programs

Motorcycle rider training course required criteria:

**Name and organization of the head of the designated State authority over motorcyclist safety issues:** Ed Hassinger, Director of the Missouri Department of Transportation

**Introductory rider curricula that has been approved by the designated State authority and adopted by the State:** (i) Motorcycle Safety Foundation Basic Rider Course

**Counties or political subdivisions in the State where motorcycle rider training courses will be conducted during the fiscal year of the grant and the number of registered motorcycles in each such county or political subdivision according to official State motor vehicle records, provided the State must offer at least one motorcycle rider training course in counties or political subdivisions that collectively account for a majority of the State's registered motorcycles.**

County or Political Subdivision	Number of registered motorcycles
Adair	589
Boone	3,108
Buchanan	2,098
Camden	1,831
Cape Girardeau	1,975
Clay	6,238
Cole	1,830
Greene	6,339
Grundy	271

County or Political Subdivision	Number of registered motorcycles
Jackson	11,977
Jasper	3,296
Jefferson	6,527
Johnson	1,669
Newton	1,804
Pettis	1,347
Pulaski	1,948
St. Charles	8,213
St. Louis	10,956

## **Total number of registered motorcycles in Missouri: 136,274**

Use of fees collected from motorcyclists for motorcycle programs

**Process under which all fees collected by the State from motorcyclists for the purposes of funding motorcycle training and safety programs are used for motorcycle training and safety programs.**

Use of fees criterion: Law State

**The State law or regulation requiring that all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are to be used for motorcycle training and safety programs.**

Legal Citation: Missouri Revised Statute Section 302.137.1 Amended Date: 8/28/2014

**The State law appropriating funds demonstrates that for the current fiscal year, for requiring all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are spent on motorcycle training and safety programs.**

Legal Citation: House Bill No. 4, 102nd General Assembly Amended Date: 6/30/2023

*MISSOURI*  
*FY 2026 Application*

## **Section 405(h)**

**Preventing  
Roadside  
Deaths  
Grant**

**(23 CFR § 1300.27)**

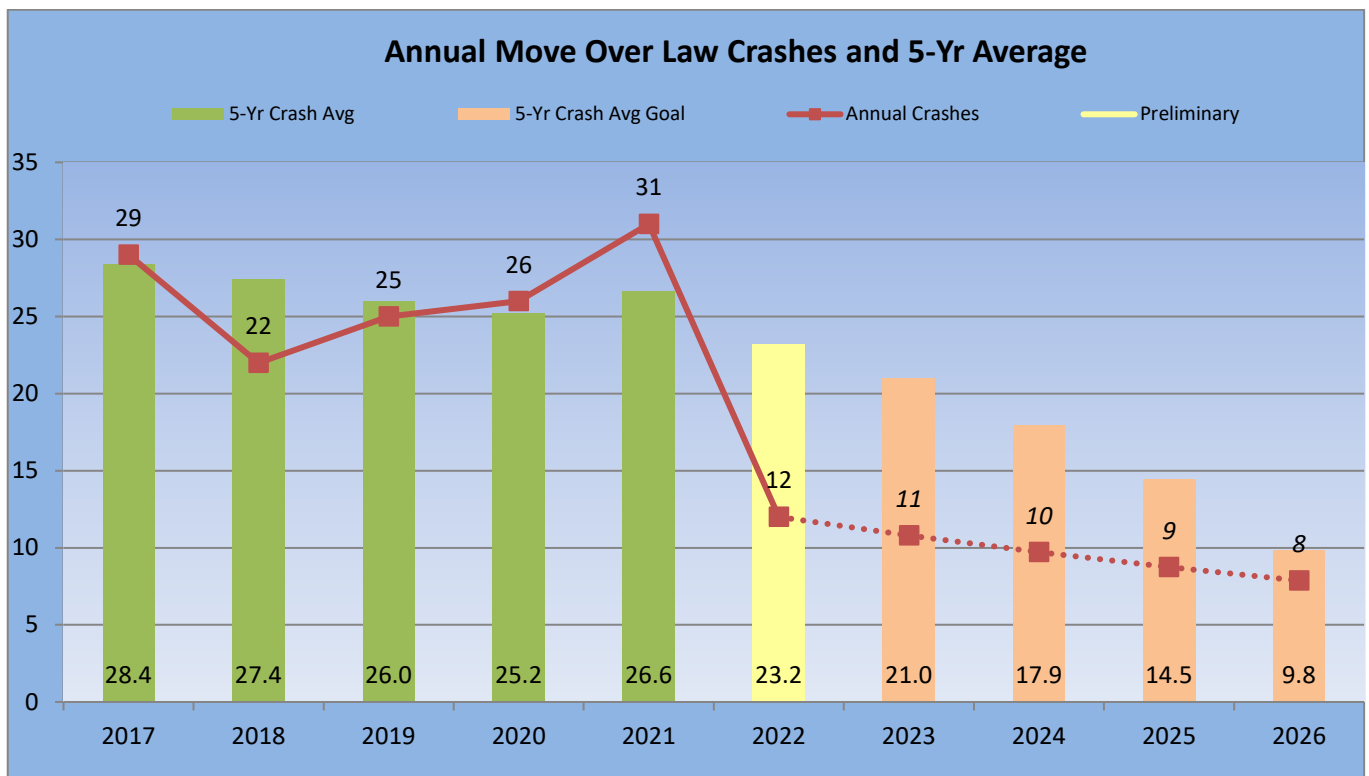
## State's Plan for the Use of 405h Funds

From 2020-2024, Missouri experienced 110 crashes in which a motorist struck another vehicle and/or pedestrian who should have been protected by the state's Move Over or Slow Down law. This law requires motorists on multi-lane roads to move into a lane further away from roadside responders when lights are activated in response to a traffic incident. The law includes emergency vehicles, highway construction and maintenance vehicles, and other incident response vehicles with lights such as tow truck operators.

To help combat this issue and in accordance with CFR Part 1300, the state will use 405h funding to purchase e-digital alert technology for emergency response agencies to warn approaching motorists of the presence of emergency vehicles/responders in advance of a traffic incident. For FY26, the SHSO intends to partner with three agencies to implement such technology. See pages 43-53 of the MO\_FY26\_Annual Grant Application for details.

In addition, the SHSO may use 405h funding for public education and communications related to the state's Move Over Law and the importance of slowing down and paying attention in the presence of roadside emergency responders.

Progress in this area will be evaluated by tracking the number of crashes year over year in which a motorist strikes a vehicle and/or pedestrian that should be protected by the state's Move Over or Slow Down law. The performance measure and target shown below will be used to evaluate progress.



Per the FY24-26 Triennial Highway Safety Plan, Missouri is setting a five-year average roadside (“Move Over”) crash target of 9.8 by December 31, 2026. For this performance measure, 5-year crash data was reviewed for any crash in which an emergency response or highway maintenance vehicle was struck while operating on the shoulder of the roadway. This allows the SHSO to capture crashes in which the state's move over law should have applied. Then, the SHSO established a target to reduce such crashes by 10% each year. A 10% reduction is what the SHSO believes can reasonably be achieved through further promotion of the law and the use of digital alert technology.

## Appendix A to Part 1300—Certifications and Assurances for Highway Safety Grants

*[Each fiscal year, the Governor's Representative for Highway Safety must sign these Certifications and Assurances affirming that the State complies with all requirements, including applicable Federal statutes and regulations, that are in effect during the grant period. Requirements that also apply to subrecipients are noted under the applicable caption.]*

State: Missouri

Fiscal Year: 2026

**By submitting an application for Federal grant funds under 23 U.S.C. Chapter 4 or Section 1906, Public Law 109-59, as amended by Section 25024, Public Law 117-58, the State Highway Safety Office acknowledges and agrees to the following conditions and requirements. In my capacity as the Governor's Representative for Highway Safety, I hereby provide the following Certifications and Assurances:**

### **GENERAL REQUIREMENTS**

The State will comply with applicable statutes and regulations, including but not limited to:

- 23 U.S.C. Chapter 4—Highway Safety Act of 1966, as amended;
- Sec. 1906, [Public Law 109-59](#), as amended by Sec. 25024, [Public Law 117-58](#);
- [23 CFR part 1300](#)—Uniform Procedures for State Highway Safety Grant Programs;
- [2 CFR part 200](#)—Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards;
- [2 CFR part 1201](#)—Department of Transportation, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards.

### **INTERGOVERNMENTAL REVIEW OF FEDERAL PROGRAMS**

The State has submitted appropriate documentation for review to the single point of contact designated by the Governor to review Federal programs, as required by Executive Order 12372 (Intergovernmental Review of Federal Programs).

### **FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA)**

The State will comply with FFATA guidance, *OMB Guidance on FFATA Subaward and Executive Compensation Reporting*, August 27, 2010, ([https://www.fsrc.gov/documents/OMB\\_Guidance\\_on\\_FFATA\\_Subaward\\_and\\_Executive\\_Compensation\\_Reporting\\_08272010.pdf](https://www.fsrc.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdf)) by reporting to FSRG.gov for each sub-grant awarded:

- Name of the entity receiving the award;
- Amount of the award;

- Information on the award including transaction type, funding agency, the North American Industry Classification System code or Catalog of Federal Domestic Assistance number (where applicable), program source;
- Location of the entity receiving the award and the primary location of performance under the award, including the city, State, congressional district, and country; and an award title descriptive of the purpose of each funding action;
  - Unique entity identifier (generated by [SAM.gov](http://SAM.gov));
- The names and total compensation of the five most highly compensated officers of the entity if:
  - (i) the entity in the preceding fiscal year received—
    - (I) 80 percent or more of its annual gross revenues in Federal awards;
    - (II) \$25,000,000 or more in annual gross revenues from Federal awards; and
  - (ii) the public does not have access to information about the compensation of the senior executives of the entity through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 ([15 U.S.C. 78m\(a\)](#), [78o\(d\)](#)) or section 6104 of the Internal Revenue Code of 1986;
- Other relevant information specified by OMB guidance.

## **NONDISCRIMINATION**

**(applies to subrecipients as well as States)**

The State highway safety agency [and its subrecipients] will comply with all Federal statutes and implementing regulations relating to nondiscrimination (“Federal Nondiscrimination Authorities”). These include but are not limited to:

- *Title VI of the Civil Rights Act of 1964* ([42 U.S.C. 2000d et seq.](#), 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin);
- [49 CFR part 21](#) (entitled *Non-discrimination in Federally-Assisted Programs of the Department of Transportation—Effectuation of Title VI of the Civil Rights Act of 1964*);
- [28 CFR 50.3](#) (U.S. Department of Justice Guidelines for Enforcement of Title VI of the Civil Rights Act of 1964);
- *The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970*, ([42 U.S.C. 4601](#)), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- *Federal-Aid Highway Act of 1973*, (*23 U.S.C. 324 et seq.*), and *Title IX of the Education Amendments of 1972*, as amended ([20 U.S.C. 1681-1683](#) and [1685-1686](#)) (prohibit discrimination on the basis of sex);
- *Section 504 of the Rehabilitation Act of 1973*, ([29 U.S.C. 794 et seq.](#)), as amended, (prohibits discrimination on the basis of disability) and [49 CFR part 27](#);
- *The Age Discrimination Act of 1975*, as amended, ([42 U.S.C. 6101 et seq.](#)), (prohibits discrimination on the basis of age);
- *The Civil Rights Restoration Act of 1987*, (Pub. L. 100-209), (broadens scope, coverage, and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms “programs or activities” to include all of the programs or activities of the

Federal aid recipients, subrecipients and contractors, whether such programs or activities are Federally-funded or not);

- *Titles II and III of the Americans with Disabilities Act (42 U.S.C. 12131-12189)* (prohibits discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing) and [49 CFR parts 37](#) and [38](#).

The preceding statutory and regulatory cites hereinafter are referred to as the “Acts” and “Regulations,” respectively.

### **GENERAL ASSURANCES**

In accordance with the Acts, the Regulations, and other pertinent directives, circulars, policy, memoranda, and/or guidance, the Recipient hereby gives assurance that it will promptly take any measures necessary to ensure that:

*“No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity, for which the Recipient receives Federal financial assistance from DOT, including NHTSA.”*

The Civil Rights Restoration Act of 1987 clarified the original intent of Congress, with respect to Title VI of the Civil Rights Act of 1964 and other non-discrimination requirements (the Age Discrimination Act of 1975, and Section 504 of the Rehabilitation Act of 1973), by restoring the broad, institutional-wide scope and coverage of these nondiscrimination statutes and requirements to include all programs and activities of the Recipient, so long as any portion of the program is Federally assisted.

## SPECIFIC ASSURANCES

More specifically, and without limiting the above general Assurance, the Recipient agrees with and gives the following Assurances with respect to its Federally assisted Highway Safety Grant Program:

1. The Recipient agrees that each “activity,” “facility,” or “program,” as defined in § 21.23(b) and (e) of [49 CFR part 21](#) will be (with regard to an “activity”) facilitated, or will be (with regard to a “facility”) operated, or will be (with regard to a “program”) conducted in compliance with all requirements imposed by, or pursuant to the Acts and the Regulations.
2. The Recipient will insert the following notification in all solicitations for bids, Requests For Proposals for work, or material subject to the Acts and the Regulations made in connection with all Highway Safety Grant Programs and, in adapted form, in all proposals for negotiated agreements regardless of funding source:  
*“The [name of Recipient], in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C 2000d to 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that in any contract entered into pursuant to this advertisement, disadvantaged business enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.”*
3. The Recipient will insert the clauses of appendix A and E of this Assurance (also referred to as DOT Order 1050.2A) <sup>[1]</sup> in every contract or agreement subject to the Acts and the Regulations.
4. The Recipient will insert the clauses of appendix B of DOT Order 1050.2A, as a covenant running with the land, in any deed from the United States effecting or recording a transfer of real property, structures, use, or improvements thereon or interest therein to a Recipient.
5. That where the Recipient receives Federal financial assistance to construct a facility, or part of a facility, the Assurance will extend to the entire facility and facilities operated in connection therewith.
6. That where the Recipient receives Federal financial assistance in the form of, or for the acquisition of, real property or an interest in real property, the Assurance will extend to rights to space on, over, or under such property.
7. That the Recipient will include the clauses set forth in appendix C and appendix D of this DOT Order 1050.2A, as a covenant running with the land, in any future deeds, leases, licenses, permits, or similar instruments entered into by the Recipient with other parties:
  - a. for the subsequent transfer of real property acquired or improved under the applicable activity, project, or program; and
  - b. for the construction or use of, or access to, space on, over, or under real property acquired or improved under the applicable activity, project, or program.
8. That this Assurance obligates the Recipient for the period during which Federal financial assistance is extended to the program, except where the Federal financial assistance is to provide, or is in the form of, personal property, or real property, or interest therein, or

structures or improvements thereon, in which case the Assurance obligates the Recipient, or any transferee for the longer of the following periods:

- a. the period during which the property is used for a purpose for which the Federal financial assistance is extended, or for another purpose involving the provision of similar services or benefits; or
  - b. the period during which the Recipient retains ownership or possession of the property.
9. The Recipient will provide for such methods of administration for the program as are found by the Secretary of Transportation or the official to whom he/she delegates specific authority to give reasonable guarantee that it, other recipients, sub-recipients, sub-grantees, contractors, subcontractors, consultants, transferees, successors in interest, and other participants of Federal financial assistance under such program will comply with all requirements imposed or pursuant to the Acts, the Regulations, and this Assurance.
10. The Recipient agrees that the United States has a right to seek judicial enforcement with regard to any matter arising under the Acts, the Regulations, and this Assurance.

By signing this ASSURANCE, the State highway safety agency also agrees to comply (and require any sub-recipients, sub-grantees, contractors, successors, transferees, and/or assignees to comply) with all applicable provisions governing NHTSA's access to records, accounts, documents, information, facilities, and staff. You also recognize that you must comply with any program or compliance reviews, and/or complaint investigations conducted by NHTSA. You must keep records, reports, and submit the material for review upon request to NHTSA, or its designee in a timely, complete, and accurate way. Additionally, you must comply with all other reporting, data collection, and evaluation requirements, as prescribed by law or detailed in program guidance.

The State highway safety agency gives this ASSURANCE in consideration of and for obtaining any Federal grants, loans, contracts, agreements, property, and/or discounts, or other Federal-aid and Federal financial assistance extended after the date hereof to the recipients by the U.S. Department of Transportation under the Highway Safety Grant Program. This ASSURANCE is binding on the State highway safety agency, other recipients, sub-recipients, sub-grantees, contractors, subcontractors and their subcontractors', transferees, successors in interest, and any other participants in the Highway Safety Grant Program. The person(s) signing below is/are authorized to sign this ASSURANCE on behalf of the Recipient.

**THE DRUG-FREE WORKPLACE ACT OF 1988 (41 U.S.C. 8103)**

The State will provide a drug-free workplace by:

- a. Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace, and specifying the actions that will be taken against employees for violation of such prohibition;
- b. Establishing a drug-free awareness program to inform employees about:
  1. The dangers of drug abuse in the workplace;
  2. The grantee's policy of maintaining a drug-free workplace;

3. Any available drug counseling, rehabilitation, and employee assistance programs;
4. The penalties that may be imposed upon employees for drug violations occurring in the workplace;
5. Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a);
- c. Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will—
  1. Abide by the terms of the statement;
  2. Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction;
- d. Notifying the agency within ten days after receiving notice under subparagraph (c)(2) from an employee or otherwise receiving actual notice of such conviction;
- e. Taking one of the following actions, within 30 days of receiving notice under subparagraph (c)(2), with respect to any employee who is so convicted—
  1. Taking appropriate personnel action against such an employee, up to and including termination;
  2. Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency;
- f. Making a good faith effort to continue to maintain a drug-free workplace through implementation of all of the paragraphs above.

**POLITICAL ACTIVITY (HATCH ACT)**  
**(applies to subrecipients as well as States)**

The State will comply with provisions of the Hatch Act ([5 U.S.C. 1501-1508](#)), which limits the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

**CERTIFICATION REGARDING FEDERAL LOBBYING**  
**(applies to subrecipients as well as States)**

**CERTIFICATION FOR CONTRACTS, GRANTS, LOANS, AND COOPERATIVE AGREEMENTS**

The undersigned certifies, to the best of his or her knowledge and belief, that:

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement;
2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a

Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions;

3. The undersigned shall require that the language of this certification be included in the award documents for all sub-awards at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

### **RESTRICTION ON STATE LOBBYING**

**(applies to subrecipients as well as States)**

None of the funds under this program will be used for any activity specifically designed to urge or influence a State or local legislator to favor or oppose the adoption of any specific legislative proposal pending before any State or local legislative body. Such activities include both direct and indirect (*e.g.*, "grassroots") lobbying activities, with one exception. This does not preclude a State official whose salary is supported with NHTSA funds from engaging in direct communications with State or local legislative officials, in accordance with customary State practice, even if such communications urge legislative officials to favor or oppose the adoption of a specific pending legislative proposal.

### **CERTIFICATION REGARDING DEBARMENT AND SUSPENSION**

**(applies to subrecipients as well as States)**

### **INSTRUCTIONS FOR PRIMARY TIER PARTICIPANT CERTIFICATION (STATES)**

1. By signing and submitting this proposal, the prospective primary tier participant is providing the certification set out below and agrees to comply with the requirements of [2 CFR parts 180 and 1200](#).
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective primary tier participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary tier participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary tier participant knowingly rendered an

erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default or may pursue suspension or debarment.

4. The prospective primary tier participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary tier participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms **covered transaction, civil judgment, debarment, suspension, ineligible, participant, person, principal, and voluntarily excluded**, as used in this clause, are defined in [2 CFR parts 180](#) and [1200](#). You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.
6. The prospective primary tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under [48 CFR part 9, subpart 9.4](#), debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.
7. The prospective primary tier participant further agrees by submitting this proposal that it will include the clause titled “Instructions for Lower Tier Participant Certification” including the “Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion—Lower Tier Covered Transaction,” provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with [2 CFR parts 180](#) and [1200](#).
8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under [48 CFR part 9, subpart 9.4](#), debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any prospective lower tier participants, each participant may, but is not required to, check the System for Award Management Exclusions website (<https://www.sam.gov>).
9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under [48 CFR part 9, subpart 9.4](#), suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate the transaction for cause or default.

**CERTIFICATION REGARDING DEBARMENT, SUSPENSION, AND OTHER RESPONSIBILITY  
MATTERS—PRIMARY TIER COVERED TRANSACTIONS**

1. The prospective primary tier participant certifies to the best of its knowledge and belief, that it and its principals:
  - a. Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions by any Federal department or agency;
  - b. Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State, or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
  - c. Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State, or local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
  - d. Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.
2. Where the prospective primary tier participant is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this proposal.

**INSTRUCTIONS FOR LOWER TIER PARTICIPANT CERTIFICATION**

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below and agrees to comply with the requirements of [2 CFR parts 180 and 1200](#).
2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency with which this transaction originated may pursue available remedies, including suspension or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms **covered transaction, civil judgment, debarment, suspension, ineligible, participant, person, principal, and voluntarily excluded**, as used in this clause, are defined in [2 CFR parts 180 and 1200](#). You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.

5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under [48 CFR part 9, subpart 9.4](#), debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled “Instructions for Lower Tier Participant Certification” including the “Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion—Lower Tier Covered Transaction,” without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with [2 CFR parts 180 and 1200](#).
7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under [48 CFR part 9, subpart 9.4](#), debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any prospective lower tier participants, each participant may, but is not required to, check the System for Award Management Exclusions website (<https://www.sam.gov/>).
8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under [48 CFR part 9, subpart 9.4](#), suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency with which this transaction originated may pursue available remedies, including suspension or debarment.

**CERTIFICATION REGARDING DEBARMENT, SUSPENSION, INELIGIBILITY AND VOLUNTARY EXCLUSION—LOWER TIER COVERED TRANSACTIONS**

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions by any Federal department or agency.
2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

## **BUY AMERICA**

**(applies to subrecipients as well as States)**

The State and each subrecipient will comply with the Buy America requirement ([23 U.S.C. 313](#)) when purchasing items using Federal funds. Buy America requires a State, or subrecipient, to purchase with Federal funds only steel, iron and manufactured products produced in the United States, unless the Secretary of Transportation determines that such domestically produced items would be inconsistent with the public interest, that such materials are not reasonably available and of a satisfactory quality, or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. In order to use Federal funds to purchase foreign produced items, the State must submit a waiver request that provides an adequate basis and justification for approval by the Secretary of Transportation.

## **CERTIFICATION ON CONFLICT OF INTEREST**

**(applies to subrecipients as well as States)**

### **GENERAL REQUIREMENTS**

No employee, officer, or agent of a State or its subrecipient who is authorized in an official capacity to negotiate, make, accept, or approve, or to take part in negotiating, making, accepting, or approving any subaward, including contracts or subcontracts, in connection with this grant shall have, directly or indirectly, any financial or personal interest in any such subaward. Such a financial or personal interest would arise when the employee, officer, or agent, any member of his or her immediate family, his or her partner, or an organization which employs or is about to employ any of the parties indicated herein, has a financial or personal interest in or a tangible personal benefit from an entity considered for a subaward. Based on this policy:

1. The recipient shall maintain a written code or standards of conduct that provide for disciplinary actions to be applied for violations of such standards by officers, employees, or agents.
  - a. The code or standards shall provide that the recipient's officers, employees, or agents may neither solicit nor accept gratuities, favors, or anything of monetary value from present or potential subawardees, including contractors or parties to subcontracts.
  - b. The code or standards shall establish penalties, sanctions, or other disciplinary actions for violations, as permitted by State or local law or regulations.
2. The recipient shall maintain responsibility to enforce the requirements of the written code or standards of conduct.

### **DISCLOSURE REQUIREMENTS**

No State or its subrecipient, including its officers, employees, or agents, shall perform or continue to perform under a grant or cooperative agreement, whose objectivity may be impaired because of any related past, present, or currently planned interest, financial or otherwise, in

organizations regulated by NHTSA or in organizations whose interests may be substantially affected by NHTSA activities. Based on this policy:

1. The recipient shall disclose any conflict of interest identified as soon as reasonably possible, making an immediate and full disclosure in writing to NHTSA. The disclosure shall include a description of the action which the recipient has taken or proposes to take to avoid or mitigate such conflict.
2. NHTSA will review the disclosure and may require additional relevant information from the recipient. If a conflict of interest is found to exist, NHTSA may (a) terminate the award, or (b) determine that it is otherwise in the best interest of NHTSA to continue the award and include appropriate provisions to mitigate or avoid such conflict.
3. Conflicts of interest that require disclosure include all past, present, or currently planned organizational, financial, contractual, or other interest(s) with an organization regulated by NHTSA or with an organization whose interests may be substantially affected by NHTSA activities, and which are related to this award. The interest(s) that require disclosure include those of any recipient, affiliate, proposed consultant, proposed subcontractor, and key personnel of any of the above. Past interest shall be limited to within one year of the date of award. Key personnel shall include any person owning more than a 20 percent interest in a recipient, and the officers, employees or agents of a recipient who are responsible for making a decision or taking an action under an award where the decision or action can have an economic or other impact on the interests of a regulated or affected organization.

**PROHIBITION ON USING GRANT FUNDS TO CHECK FOR HELMET USAGE**  
(applies to subrecipients as well as States)

The State and each subrecipient will not use 23 U.S.C. Chapter 4 grant funds for programs to check helmet usage or to create checkpoints that specifically target motorcyclists.

**POLICY ON SEAT BELT USE**

In accordance with [Executive Order 13043](#), Increasing Seat Belt Use in the United States, dated April 16, 1997, the Grantee is encouraged to adopt and enforce on-the-job seat belt use policies and programs for its employees when operating company-owned, rented, or personally-owned vehicles. The National Highway Traffic Safety Administration (NHTSA) is responsible for providing leadership and guidance in support of this Presidential initiative. For information and resources on traffic safety programs and policies for employers, please contact the Network of Employers for Traffic Safety (NETS), a public-private partnership dedicated to improving the traffic safety practices of employers and employees. You can download information on seat belt programs, costs of motor vehicle crashes to employers, and other traffic safety initiatives at [www.trafficsafety.org](http://www.trafficsafety.org). The NHTSA website ([www.nhtsa.gov](http://www.nhtsa.gov)) also provides information on statistics, campaigns, and program evaluations and references.

## **POLICY ON BANNING TEXT MESSAGING WHILE DRIVING**

In accordance with [Executive Order 13513](#), Federal Leadership On Reducing Text Messaging While Driving, and DOT Order 3902.10, Text Messaging While Driving, States are encouraged to adopt and enforce workplace safety policies to decrease crashes caused by distracted driving, including policies to ban text messaging while driving company-owned or rented vehicles, Government-owned, leased or rented vehicles, or privately-owned vehicles when on official Government business or when performing any work on or behalf of the Government. States are also encouraged to conduct workplace safety initiatives in a manner commensurate with the size of the business, such as establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving, and education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

### **SECTION 402 REQUIREMENTS**

1. To the best of my personal knowledge, the information submitted in the annual grant application in support of the State's application for a grant under [23 U.S.C. 402](#) is accurate and complete.
2. The Governor is the responsible official for the administration of the State highway safety program, by appointing a Governor's Representative for Highway Safety who shall be responsible for a State highway safety agency that has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program. ([23 U.S.C. 402\(b\)\(1\)\(A\)](#))
3. At least 40 percent of all Federal funds apportioned to this State under [23 U.S.C. 402](#) for this fiscal year will be expended by or on behalf of political subdivisions of the State in carrying out local highway safety programs ([23 U.S.C. 402\(b\)\(1\)\(C\)](#)) or 95 percent by and on behalf of Indian tribes ([23 U.S.C. 402\(h\)\(2\)](#)), unless this requirement is waived in writing. (This provision is not applicable to the District of Columbia, Puerto Rico, the U.S. Virgin Islands, Guam, American Samoa, and the Commonwealth of the Northern Mariana Islands.)
4. The State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks. ([23 U.S.C. 402\(b\)\(1\)\(D\)](#))
5. As part of a comprehensive program, the State will support a data-based traffic safety enforcement program that fosters effective community collaboration to increase public safety, and data collection and analysis to ensure transparency, identify disparities in traffic enforcement, and inform traffic enforcement policies, procedures, and activities. ([23 U.S.C. 402\(b\)\(1\)\(E\)](#))
6. The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State, as identified by the State highway safety planning process, including:

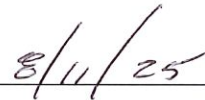
- Participation in the National high-visibility law enforcement mobilizations as identified annually in the NHTSA Communications Calendar, including not less than 3 mobilization campaigns in each fiscal year to—
    - Reduce alcohol-impaired or drug-impaired operation of motor vehicles; and
    - Increase use of seat belts by occupants of motor vehicles;
  - Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits;
  - An annual statewide seat belt use survey in accordance with 23 CFR part 1340 for the measurement of State seat belt use rates, except for the Secretary of Interior on behalf of Indian tribes;
  - Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources;
  - Coordination of triennial Highway Safety Plan, data collection, and information systems with the State strategic highway safety plan, as defined in 23 U.S.C. 148(a); and
  - Participation in the Fatality Analysis Reporting System (FARS), except for American Samoa, Guam, the Commonwealth of the Northern Mariana Islands, or the United States Virgin Islands
7. The State will actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect. (23 U.S.C. 402(j))
8. The State will not expend Section 402 funds to carry out a program to purchase, operate, or maintain an automated traffic enforcement system, except in a work zone or school zone. (23 U.S.C. 402(c)(4))

**I understand that my statements in support of the State's application for Federal grant funds are statements upon which the Federal Government will rely in determining qualification for grant funds, and that knowing misstatements may be subject to civil or criminal penalties under [18 U.S.C. 1001](#). I sign these Certifications and Assurances based on personal knowledge, and after appropriate inquiry.**

**Click here to validate form fields and permit signature**



\_\_\_\_\_  
Signature Governor's Representative for Highway Safety



\_\_\_\_\_  
Date

Ed Hassinger, P.E.  
\_\_\_\_\_

Printed name of Governor's Representative for Highway Safety

**Appendix B to Part 1300—Application Requirements for Section 405 and Section 1906 Grants**

*[Each fiscal year, to apply for a grant under [23 U.S.C. 405](#) or Section 1906, [Public Law 109-59](#), as amended by Section 25024, [Public Law 117-58](#), the State must complete and submit all required information in this appendix, and the Governor's Representative for Highway Safety must sign the Certifications and Assurances.]*

State: Missouri

Fiscal Year: 2026

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***Instructions: Check the box for each part for which the State is applying for a grant, fill in relevant blanks, and identify the attachment number or page numbers where the requested information appears in the Highway Safety Plan. Attachments may be submitted electronically.***

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**PART 1: OCCUPANT PROTECTION GRANTS ([23 CFR 1300.21](#))**

*[Check the box above **only** if applying for this grant.]*

**ALL STATES**

*[Fill in all blanks below.]*

- The State's occupant protection program area plan for the upcoming fiscal year is provided in the annual grant application at page 1 of MO\_FY26\_405b (location).
- The State will participate in the Click it or Ticket national mobilization in the fiscal year of the grant. The description of the State's planned participation is provided in the annual grant application at page 2 of MO\_FY26\_405b (location).
- Projects demonstrating the State's active network of child restraint inspection stations are provided in the annual grant application at pgs 30-39 of MO\_FY26\_Annual Grant Application (location). Such description includes estimates for: (1) the total number of planned inspection stations and events during the upcoming fiscal year; and (2) within that total, the number of planned inspection stations and events serving each of the following population categories: urban, rural, and at-risk. The planned inspection stations/events provided in the annual grant application are staffed with at least one current nationally Certified Child Passenger Safety Technician.
- Projects, as provided in the annual grant application at pgs 3&4 of MO\_FY26\_405b & pgs 30-39 of MO\_FY26\_Annual Grant Application (location), that include estimates of the total number of classes and total number of technicians to be trained in the upcoming fiscal year to ensure coverage of child passenger safety inspection stations and inspection events by nationally Certified Child Passenger Safety Technicians.

**LOWER SEAT BELT USE STATES ONLY**

*[Check at least 3 boxes below and fill in all blanks under those checked boxes.]*

The State's primary seat belt use law, requiring all occupants riding in a passenger motor vehicle to be restrained in a seat belt or a child restraint, was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.

o *Legal citation(s):*

The State's occupant protection law, requiring occupants to be secured in a seat belt or age-appropriate child restraint while in a passenger motor vehicle and a minimum fine of \$25, was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date) and is in effect and will be enforced during the fiscal year of the grant.

o *Legal citation(s):*

- Requirement for all occupants to be secured in seat belt or age-appropriate child restraint;
- Coverage of all passenger motor vehicles;
- Minimum fine of at least \$25;
- Exemptions from restraint requirements.

Projects demonstrating the State's seat belt enforcement plan are provided in the annual grant application at  
page 4 of MO\_FY26\_Annual Grant Application \_\_\_\_\_ (location).

The projects demonstrating the State's high risk population countermeasure program are provided in the annual grant application at  
\_\_\_\_\_ (location).

The State's comprehensive occupant protection program is provided as follows:

- o Date of NHTSA-facilitated program assessment conducted within 5 years prior to the application date: 3/10/23 (date);
- o Multi-year strategic plan: annual grant application or triennial HSP at MO\_FY26\_405b\_Aproved Occupant Protection Strategic Plan (location);
- o The name and title of the State's designated occupant protection coordinator is Lillian Hinkson, Intermediate System Management Specialist.
- o The list that contains the names, titles, and organizations of the statewide occupant protection task force membership: annual grant application at pgs 7 & 8 of MO\_FY26\_405b (location).

- The State's NHTSA-facilitated occupant protection program assessment of all elements of its occupant protection program was conducted on 3/10/23 (date) (within 5 years of the application due date);

**PART 2: STATE TRAFFIC SAFETY INFORMATION SYSTEM IMPROVEMENTS GRANTS (23 CFR 1300.22)**

*[Check the box above only if applying for this grant.]*

**ALL STATES**

- The State has a functioning traffic records coordinating committee that meets at least 3 times each year.
- The State has designated a TRCC coordinator.
- The State has established a State traffic records strategic plan, updated annually, that has been approved by the TRCC and describes specific quantifiable and measurable improvements anticipated in the State's core safety databases, including crash, citation or adjudication, driver, emergency medical services or injury surveillance system, roadway, and vehicle databases.
- [ Fill in the blank below. ]* Written description of the performance measure(s), and all supporting data, that the State is relying on to demonstrate achievement of the quantitative improvement in the preceding 12 months of the application due date in relation to one or more of the significant data program attributes is provided in the annual grant application at \_\_\_\_\_ (location).  
pgs 1-6 of MO\_FY26\_405c

**PART 3: IMPAIRED DRIVING COUNTERMEASURES (23 CFR 1300.23(D)-(F))**

*[Check the box above only if applying for this grant.]*

**ALL STATES**

- The State will use the funds awarded under 23 U.S.C. 405(d) only for the implementation of programs as provided in 23 CFR 1300.23(j).

**MID-RANGE STATES ONLY**

*[ Check one box below and fill in all blanks under that checked box. ]*

- The State submits its statewide impaired driving plan approved by a statewide impaired driving task force on 5/12/23 (date). Specifically:

- Annual grant application at \_\_\_\_\_ (location) describes the authority and basis for operation of the statewide impaired driving task force;
- Annual grant application at \_\_\_\_\_ (location) contains the list of names, titles, and organizations of all task force members;
- Annual grant application at \_\_\_\_\_ (location) contains the strategic plan based on Highway Safety Guideline No. 8—Impaired Driving.

The State has previously submitted a statewide impaired driving plan approved by a statewide impaired driving task force on \_\_\_\_\_ (date) and continues to use this plan.

**HIGH-RANGE STATE ONLY**

[ Check one box below and fill in all blanks under that checked box.]

The State submits its statewide impaired driving plan approved by a statewide impaired driving task force on \_\_\_\_\_ (date) that includes a review of a NHTSA-facilitated assessment of the State's impaired driving program conducted on \_\_\_\_\_ (date).  
Specifically:

- Annual grant application at \_\_\_\_\_ (location) describes the authority and basis for operation of the statewide impaired driving task force;
- Annual grant application at \_\_\_\_\_ (location) contains the list of names, titles, and organizations of all task force members;
- Annual grant application at \_\_\_\_\_ (location) contains the strategic plan based on Highway Safety Guideline No. 8—Impaired Driving;
- Annual grant application at \_\_\_\_\_ (location) addresses any related recommendations from the assessment of the State's impaired driving program;
- Annual grant application at \_\_\_\_\_ (location) contains the projects, in detail, for spending grant funds;

- Annual grant application at \_\_\_\_\_ (location) describes how the spending supports the State's impaired driving program and achievement of its performance targets.

The State submits an updated statewide impaired driving plan approved by a statewide impaired driving task force on \_\_\_\_\_ (date) and updates its assessment review and spending plan provided in the annual grant application at \_\_\_\_\_ (location).

**PART 4: ALCOHOL-IGNITION INTERLOCK LAWS (23 CFR 1300.23(G))**

*[Check the box above only if applying for this grant.]*

*[Check one box below and fill in all blanks under that checked box.]*

The State's alcohol-ignition interlock law, requiring all individuals convicted of driving under the influence or of driving while intoxicated to drive only motor vehicles with alcohol-ignition interlocks for a period of not less than 180 days, was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.

○ *Legal citations:*

- Requirement for alcohol-ignition interlocks for all DUI offenders for not less than 180 days;

\_\_\_\_\_

- Identify all alcohol-ignition interlock use exceptions.

\_\_\_\_\_

The State's alcohol-ignition interlock law, requiring an individual convicted of driving under the influence of alcohol or of driving while intoxicated, and who has been ordered to use an alcohol-ignition interlock, and does not permit the individual to receive any driving privilege or driver's license unless the individual installs on each motor vehicle registered, owned, or leased by the individual an alcohol-ignition interlock for a period of not less than 180 days, was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.

o *Legal citations:*

- Requirement for installation of alcohol ignition-interlocks for DUI offenders for not less than 180 days;

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- Identify all alcohol-ignition interlock use exceptions.

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The State's alcohol-ignition interlock law, requiring an individual convicted of, or the driving privilege of whom is revoked or denied, for refusing to submit to a chemical or other appropriate test for the purpose of determining the presence or concentration of any intoxicating substance, and who has been ordered to use an alcohol-ignition interlock, requires the individual to install on each motor vehicle to be operated by the individual an alcohol-ignition interlock for a period of not less than 180 days, was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant; and

The State's compliance-based removal program, requiring an individual convicted of driving under the influence of alcohol or of driving while intoxicated, and who has been ordered to use an alcohol-ignition interlock, requires the individual to install on each motor vehicle to be operated by the individual an alcohol-ignition interlock for a period of not less than 180 days, was enacted (if a law) or implemented (if a program) on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant; and

State's compliance-based removal program, requiring completion of a minimum consecutive period of not less than 40 percent of the required period of alcohol-ignition interlock installation immediately prior to the end of the individual's installation requirement, without a confirmed violation of the State's alcohol-ignition interlock program use requirements, was enacted (if a law) or implemented (if a program) on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.

o *Legal citations:*

- Requirement for installation of alcohol-ignition interlocks for refusal to submit to a test for 180 days;

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- Requirement for installation of alcohol ignition-interlocks for DUI offenders for not less than 180 days;

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- Requirement for completion of minimum consecutive period of not less than 40 percent of the required period of alcohol-interlock use;

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- Identify list of alcohol-ignition interlock program use violations;

- 
- Identify all alcohol-ignition interlock use exceptions.
- 

**PART 5: 24-7 SOBRIETY PROGRAMS (23 CFR 1300.23(H))**

*[ Check the box above only if applying for this grant.]*

*[ Fill in all blanks.]*

- The State provides citations to a law that requires all individuals convicted of driving under the influence or of driving while intoxicated to receive a restriction on driving privileges that was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.
- *Legal citation(s):*
- 

*[ Check at least one of the boxes below and fill in all blanks under that checked box.]*

- Law citation.* The State provides citations to a law that authorizes a statewide 24-7 sobriety program that was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.
- *Legal citation(s):*
- 

- Program information.* The State provides program information that authorizes a statewide 24-7 sobriety program. The program information is provided in the annual grant application at \_\_\_\_\_ (location).
- 

**PART 6: DISTRACTED DRIVING GRANTS (23 CFR 1300.24)**

*[Check the box above only if applying for this grant and check the box(es) below for each grant for which you wish to apply.]*

- The State has conformed its distracted driving data to the most recent Model Minimum Uniform Crash Criteria (MMUCC) and will provide supporting data (*i.e.*, the State's most

recent crash report with distracted driving data element(s)) within 30 days after notification of award.

#### **DISTRACTED DRIVING AWARENESS GRANT**

- The State provides sample distracted driving questions from the State's driver's license examination in the annual grant application at \_\_\_\_\_ pg 2 of MO\_FY26\_405e \_\_\_\_\_ (location).

#### **DISTRACTED DRIVING LAW GRANTS**

- Prohibition on Texting While Driving**  
State's texting ban statute, prohibiting texting while driving and requiring a fine, was enacted on 8/28/23 (date) and last amended on 8/28/23 (date), is in effect, and will be enforced during the fiscal year of the grant.

o *Legal citations:*

- Prohibition on texting while driving;  
304.822 RSMo
- Definition of covered wireless communication devices;  
304.822 RSMo - Section 2(2)(a)
- Fine for an offense;  
304.822 RSMo - Section 6(1-8); up to \$150 for 1st offense, \$250 for 2nd offense, \$500 for 3rd offense
- Exemptions from texting ban.  
304.822 RSMo - Section 5(1-11)

- Prohibition on Handheld Phone Use While Driving**  
The State's handheld phone use ban statute, prohibiting a driver from holding a personal wireless communications device while driving and requiring a fine for violation of the law, was enacted on 8/28/23 (date) and last amended on 8/28/23 (date), is in effect, and will be enforced during the fiscal year of the grant.

o *Legal citations:*

- Prohibition on handheld phone use;  
304.822 RSMo
- Definition of covered wireless communication devices;  
304.822 RSMo - Section 2(2)(a)
- Fine for an offense;  
304.822 RSMo - Section 6(1-8); up to \$150 for 1st offense, \$250 for 2nd offense, \$500 for 3rd offense
- Exemptions from handheld phone use ban.  
304.822 RSMo - Section 5(1-11)

- Prohibition on Youth Cell Phone Use While Driving**  
The State's youth cell phone use ban statute, prohibiting youth cell phone use while driving, and requiring a fine, was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.

- *Legal citations:*
  - Prohibition on youth cell phone use while driving;
  - \_\_\_\_\_
  - Definition of covered wireless communication devices;
  - \_\_\_\_\_
  - Fine for an offense;
  - \_\_\_\_\_
  - Exemptions from youth cell phone use ban
  - \_\_\_\_\_

**Prohibition on Viewing Devices While Driving**

The State's viewing devices ban statute, prohibiting drivers from viewing a device while driving, was enacted on 8/28/23 (date) and last amended on 8/28/23 (date), is in effect, and will be enforced during the fiscal year of the grant

- *Legal citations:*
  - Prohibition on viewing devices while driving;  
304.822 RSMo
  - \_\_\_\_\_
  - Definition of covered wireless communication devices;  
304.822 RSMo - Section 2(2)a
  - \_\_\_\_\_

**PART 7: MOTORCYCLIST SAFETY GRANTS (23 CFR 1300.25)**

*[ Check the box above only if applying for this grant.]*

*[ Check at least 2 boxes below and fill in all blanks under those checked boxes only.]*

**Motorcycle Rider Training Course**

- The name and organization of the head of the designated State authority over motorcyclist safety issues is MoDOT Director, Ed Hassinger, PE
- The head of the designated State authority over motorcyclist safety issues has approved and the State has adopted one of the following introductory rider curricula:

*[Check at least one of the following boxes below and fill in any blanks.]*

- Motorcycle Safety Foundation Basic Rider Course;
- TEAM OREGON Basic Rider Training;
- Idaho STAR Basic I;
- California Motorcyclist Safety Program Motorcyclist Training Course;
- Other curriculum that meets NHTSA's Model National Standards for Entry-Level Motorcycle Rider Training and that has been approved by NHTSA.

- In the annual grant application at pgs 2 and 3 of MO\_FY26\_405f (location), a list of counties or political subdivisions in the State where motorcycle rider training courses will be conducted during the fiscal year of the

grant AND number of registered motorcycles in each such county or political subdivision according to official State motor vehicle records.

**Motorcyclist Awareness Program**

- The name and organization of the head of the designated State authority over motorcyclist safety issues is \_\_\_\_\_.
- The State's motorcyclist awareness program was developed by or in coordination with the designated State authority having jurisdiction over motorcyclist safety issues.
- In the annual grant application at \_\_\_\_\_ (location), performance measures and corresponding performance targets developed for motorcycle awareness that identify, using State crash data, the counties, or political subdivisions within the State with the highest number of motorcycle crashes involving a motorcycle and another motor vehicle.
- In the annual grant application at \_\_\_\_\_ (location), the projects demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest, and a list that identifies, using State crash data, the counties or political subdivisions within the State ranked in order of the highest to lowest number of crashes involving a motorcycle and another motor vehicle per county or political subdivision.

**Helmet Law**

- The State's motorcycle helmet law, requiring the use of a helmet for each motorcycle rider under the age of 18, was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.
  - *Legal citation(s):*

**Reduction of Fatalities and Crashes Involving Motorcycles**

- Data showing the total number of motor vehicle crashes involving motorcycles is provided in the annual grant application at \_\_\_\_\_ (location).
- Description of the State's methods for collecting and analyzing data is provided in the annual grant application at \_\_\_\_\_ (location).

**Impaired Motorcycle Driving Program**

- In the annual grant application or triennial HSP at \_\_\_\_\_ (location), performance measures and corresponding performance targets developed to reduce impaired motorcycle operation.
- In the annual grant application at \_\_\_\_\_ (location), countermeasure strategies and projects demonstrating that the State will implement data-driven programs designed to reach motorcyclists and motorists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest (*i.e.*, the majority of counties or political

subdivisions in the State with the highest numbers of motorcycle crashes involving an impaired operator) based upon State data.

**Reduction of Fatalities and Crashes Involving Impaired Motorcyclists**

- Data showing the total number of reported crashes involving alcohol-impaired and drug-impaired motorcycle operators are provided in the annual grant application at \_\_\_\_\_ (location).
- Description of the State's methods for collecting and analyzing data is provided in the annual grant application at \_\_\_\_\_ (location).

**Use of Fees Collected From Motorcyclists for Motorcycle Programs**

[Check one box only below and fill in all blanks under the checked box only.]

Applying as a Law State—

- The State law or regulation requires all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are to be used for motorcycle training and safety programs.

*Legal citation(s):*

302.137 RSMo  
\_\_\_\_\_.

AND

The State's law appropriating funds for FY \_\_ demonstrates that all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are spent on motorcycle training and safety programs.

*Legal citation(s):*

House Bill No. 4, 103rd General Assembly  
\_\_\_\_\_.

Applying as a Data State—

- Data and/or documentation from official State records from the previous fiscal year showing that *all* fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs were used for motorcycle training and safety programs is provided in the annual grant application at \_\_\_\_\_ (location).

**PART 8: NONMOTORIZED SAFETY GRANTS (23 CFR 1300.26)**

[Check the box above only if applying for this grant and only if NHTSA has identified the State as eligible because the State annual combined nonmotorized road user fatalities exceed 15 percent of the State's total annual crash fatalities based on the most recent calendar year final FARS data, then fill in the blank below.]

The list of project(s) and subrecipient(s) information that the State plans to conduct under this program is provided in the annual grant application at \_\_\_\_\_ (location(s)).

**PART 9: PREVENTING ROADSIDE DEATHS GRANTS (23 CFR 1300.27)**

*[Check the box above only if applying for this grant, then fill in the blank below.]*

The State's plan describing the method by which the State will use grant funds is provided in the annual grant application at \_\_\_\_\_ (location(s)).  
pg 2 of MO\_FY26\_405h

**PART 10: DRIVER AND OFFICER SAFETY EDUCATION GRANTS (23 CFR 1300.28)**

*[Check the box above only if applying for this grant.]*

*[Check one box only below and fill in required blanks under the checked box only.]*

**Driver Education and Driving Safety Courses**

*[Check one box only below and fill in all blanks under the checked box only.]*

Applying as a law State—

- The State law requiring that driver education and driver safety courses include instruction and testing related to law enforcement practices during traffic stops was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.
- *Legal citation(s):* \_\_\_\_\_.

Applying as a documentation State—

- The State has developed and is implementing a driver education and driving safety course throughout the State that require driver education and driver safety courses to include instruction and testing related to law enforcement practices during traffic stops.
- Curriculum or course materials, and citations to grant required topics within, are provided in the annual grant application at \_\_\_\_\_ (location).

**Peace Officer Training Programs**

*[Check one box only below and fill in all blanks under the checked box only.]*

Applying as a law State—

- The State law requiring that the State has developed and implemented a training program for peace officers and reserve law enforcement officers with respect to proper interaction with civilians during traffic stops was

enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.

- *Legal citation(s):*  
\_\_\_\_\_.

- Applying as a documentation State—
  - The State has developed and is implementing a training program for peace officers and reserve law enforcement officers with respect to proper interaction with civilians during traffic stops.
  - Curriculum or course materials, and citations to grant required topics within, are provided in the annual grant application at \_\_\_\_\_ (location).

- Applying as a qualifying State—
  - A proposed bill or planning or strategy documents that identify meaningful actions that the State has taken and plans to take to develop and implement a qualifying law or program is provided in the annual grant application at \_\_\_\_\_ (location).
  - A timetable for implementation of a qualifying law or program within 5 years of initial application for a grant under this section is provided in the annual grant application at \_\_\_\_\_ (location).

**PART 11: RACIAL PROFILING DATA COLLECTION GRANTS (23 CFR 1300.29)**

*[Check the box above only if applying for this grant.]*

*[Check one box only below and fill in all blanks under the checked box only.]*

- The official document(s) (*i.e.*, a law, regulation, binding policy directive, letter from the Governor or court order) demonstrates that the State maintains and allows public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads are provided in the annual grant application at \_\_\_\_\_ (location).
- The projects that the State will undertake during the fiscal year of the grant to maintain and allow public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads are provided in the annual grant application at \_\_\_\_\_ (location).

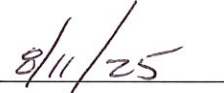
*In my capacity as the Governor's Representative for Highway Safety, I hereby provide the following certifications and assurances —*

- I have reviewed the above information in support of the State's application for [23 U.S.C. 405](#) and Section 1906 grants, and, based on my review, the information is accurate and complete to the best of my personal knowledge.
- As condition of each grant awarded, the State will use these grant funds in accordance with the specific statutory and regulatory requirements of that grant, and will comply with all applicable laws, regulations, and financial and programmatic requirements for Federal grants.
- I understand and accept that incorrect, incomplete, or untimely information submitted in support of the State's application may result in the denial of a grant award.

**Click here to validate form fields and permit signature**



\_\_\_\_\_  
Signature Governor's Representative for Highway Safety



\_\_\_\_\_  
Date

Ed Hassinger, P.E.  
\_\_\_\_\_

Printed name of Governor's Representative for Highway Safety