

September 2019

Highway Safety Plan FY 2020 Missouri

Highway Safety Plan

NATIONAL PRIORITY SAFETY PROGRAM INCENTIVE GRANTS - The State applied for the following incentive grants:

S. 405(b) Occupant Protection: **Yes**

S. 405(e) Distracted Driving: **No**

S. 405(c) State Traffic Safety Information System Improvements: **Yes**

S. 405(f) Motorcyclist Safety Grants: **Yes**

S. 405(d) Impaired Driving Countermeasures: **Yes**

S. 405(g) State Graduated Driver Licensing Incentive: **No**

S. 405(d) Alcohol-Ignition Interlock Law: **No**

S. 405(h) Nonmotorized Safety: **No**

S. 405(d) 24-7 Sobriety Programs: **No**

S. 1906 Racial Profiling Data Collection: **No**

Highway safety planning process

Data Sources and Processes

Data Collection and Sources

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

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

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

Fatality Analysis Reporting System (FARS)

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

Statewide Traffic Accident Records System (STARS)

The source of statewide analytical data is the Missouri Statewide Traffic Accident Records System (STARS) managed by the Missouri State Highway Patrol. All Missouri law enforcement agencies are required by law (RSMO 43.250) to submit a Missouri Uniform Traffic Crash Report (MUCR) to STARS if a traffic crash involves a death, a personal injury, total property damage to an apparent extent of five hundred dollars or more to one person, or other written MUCR's as a result of an investigation. It should be noted that although reports that did not occur on public roadways are maintained in STARS, these crashes are not included in statistical analyses provided. Crashes involving less than five hundred dollars to one person may be included if they were reported to STARS. Please note: Crash data referenced in this plan was current as of April 2019.

Vehicle Miles Traveled (VMT)

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

Engineering Data

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

Observational Occupant Protection Surveys

The State of Missouri, with the assistance of the Missouri Safety Center, conducts an annual Statewide Seat Belt Observational Survey. The survey sites were re-selected in 2018 per rule 1340.12(a) Re-selection of Observation Sites. The 2019 will follow the same guidelines of the 2018 survey, and is scheduled for June 3 - 16, 2019.

The 2020 HSO funding will also include a statewide Teen Observational Survey conducted in areas where teen drivers are present such as school parking lots. The teen survey is conducted at 150 locations throughout Missouri.

Court Data

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

Department of Revenue

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

Biennial Survey of State Automated Traffic Enforcement Systems

Beginning in federal fiscal year 2018, the HSO conducted the first biennial survey of all automated traffic enforcement systems used on any public road in the State. The FY 2018 survey was submitted to the Regional NHTSA office on February 26, 2018. The survey follows the guidelines set forth in 23 CFR Part 1300.13. The HSO will conduct a similar in federal fiscal year 2020 and provide a report to the Regional NHTSA office by March 31, 2020.

Processes Participants

Partnerships

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

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

State Farm Insurance
Think First Missouri
Traffic Safety Alliance of the Ozarks
Trailnet

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

Description of Highway Safety Problems

Problem Identification

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

Most motor vehicle crashes have multiple causes. Experts and studies have identified three categories of factors that contribute to crashes – human, roadway environment, and vehicle factors. Human factors involve the driver's actions (speeding and violating traffic laws, etc.) or condition (effects of alcohol or drugs, inattention, decision errors, age, etc.). Roadway environment factors include the design of the roadway, roadside hazards, and roadway conditions. Vehicle factors include any failures in the vehicle or its design. Human factors are generally seen as contributing most often to crashes at 93 percent, followed by roadway environment at 33 percent, and finally the vehicle at 13 percent (US General Accounting Office, GAO-03-436, *Research Continues on a Variety of Factors that Contribute to Motor Vehicle Crashes*, March 2003).

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

Research has shown that the number of crashes at a particular site can vary widely from year to year, even if there are no changes in traffic or in the layout of the road. Since a single year's data is subject to considerable statistical variation; three years is generally regarded as a practical minimum period for which a fairly reliable annual average crash rate can be calculated. The FY 2020 Highway Safety Plan references crash statistics for 2013 through 2017.

In the 5-year period 2013-2017, a total of 4,270 people died on Missouri's roadways while another 23,798 suffered serious injuries. A fatality is recorded when a victim dies within 30 days

of the crash date from injuries sustained in the crash. A serious injury is recorded when any injury other than a fatality which results in one or more of the following:

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

While we recognize that many crashes result simply in property damage, only fatal and serious injury crashes have been targeted because they are more costly in human suffering, social and economic terms.

Although overall fatalities and the death rate reflect a positive reduction since 2005, it should not be a cause for complacency. A substantial number of people continue to be killed and seriously injured on Missouri roadways and most of these traffic crashes are preventable. In 2013-2017, of the 738,473 traffic crashes, 3,919 resulted in fatalities and 19,203 resulted in serious injuries. These fatal and serious injury crashes resulted in 4,270 deaths and 23,798 serious injuries.

A substantial number of persons killed or injured in Missouri's 2013-2017 traffic crashes were drivers and passengers of motorized vehicles. Of the fatalities, 77.6% were drivers and 22.3% were passengers; of those seriously injured, 73.5% were drivers and 26.5% were passengers.

Between 2005 and 2014, Missouri's annual traffic fatalities decreased from 1,257 to 766; however, there were increases to 870 in 2015 and 947 in 2016. In 2017, state data shows there was a slight decrease to 932 fatalities. Preliminary state data shows another slight decrease to 921 fatalities for 2018. In the time period of 2005-2015, serious injuries fell from 8,624 to 4,573, and increased in 2016 to 4,743. In 2017, there was an increase to 4,887 serious injuries. Preliminary state data shows a slight decrease to 4,662 serious injuries in 2018.

Throughout the remainder of the document, the fatality reduction goals/projections are calculated in the following manner. An annual average increase/decrease was calculated using five years of actual crash data (2013-2017) and then applied to the 2019 and 2020 fatality projections. The baseline five-year rolling average was calculated using five years of actual crash data (2013-2017). The 2020 projection was based on the 2016-2020 five-year rolling average.

The 2020 overall fatality goal was calculated using a 13% annual reduction in Missouri's fatalities resulting in a five-year average target of 859.3 fatalities by December 31, 2020. A 13% annual reduction in fatalities would allow Missouri to reach the 2020 Blueprint goal of 700 or fewer fatalities.

The 2020 serious injury goal was calculated using a 8% annual reduction in Missouri's serious injuries resulting in a five-year average target of 4,505.4 serious injuries by December 31, 2020.

A trend line based on the 2013-2017 five-year average was also applied to show the data trends for each category.

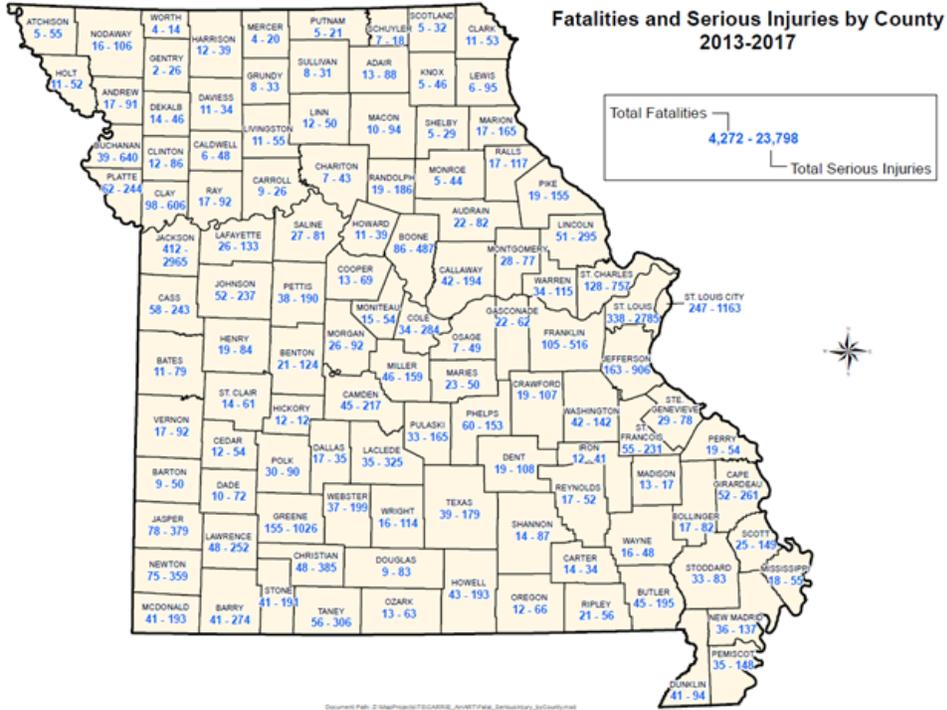
Fatality reduction goals were also calculated for the following crash types:

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

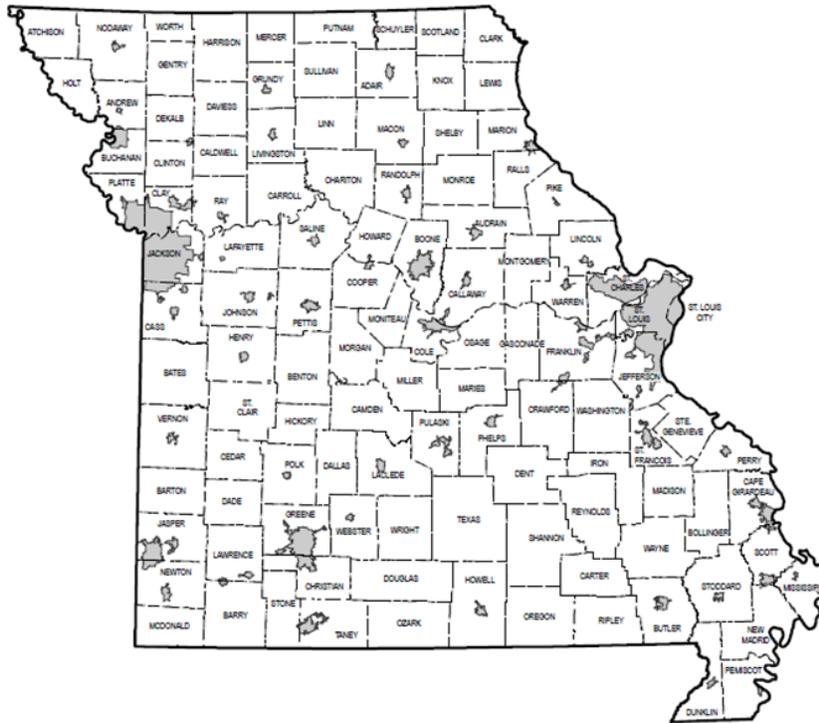
Urban versus Rural Crash Experience

Traffic crashes are not evenly distributed on Missouri roadways. As expected, crashes occur in large numbers in the densely populated urban areas (population of 5,000 or more) of the state. Since such a large portion of Missouri's overall population is in the rural areas (under 5,000 populations or unincorporated area), the greater number of crashes occur in those areas. Of the 23,122 fatal and serious injury crashes in 2013-2017, 54% occurred in an urban community while 46% occurred in a rural area. The rural areas of the state take on even greater significance when examining only fatal traffic crashes. In 2013-2017 fatal traffic crashes, 44.2% occurred in an urban area of the state while 55.8% occurred in a rural area.

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



Missouri Urban/Urbanized Areas



Shaded areas represent Urban and Urbanized cities in the state.

Urbanized Population 50,000 or Greater

Urban Population 5,000 - 49,999

Methods for Project Selection

Project Selection

Best Practices Countermeasures

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

1. Utilizing proven countermeasures identified within the latest update of *Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices*, US DOT, NHTSA;

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

Planning, Programming and Implementation

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

Grant Application Process

The Highway Safety Office hosts grant application workshops each year for potential applicants. These workshops are held in five strategic regional locations (Cape Girardeau, Chesterfield, Jefferson City, Springfield, and Lee's Summit) so it is more convenient for potential applicants to attend. They are usually scheduled during January.

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

The purpose of the highway safety program and the statewide goal are discussed to help the potential applicants understand how their efforts are imperative in order to impact the fatality reduction goal. Program areas are identified and the Highway Safety Grant Management System (GMS) and on-line reporting systems are reviewed. These seminars are used as an opportunity to share any new contract conditions, application process changes, or legislative changes that may impact the grant programs. The grant application deadline for the 2020 fiscal year was March 1, 2019.

Internal Grants Management System

In late 2001, the Highway Safety Office began work with the Regional Justice Information Service (REJIS) to develop the first-of-its-kind on-line grants management system. The system allows applicants to electronically submit applications. This information feeds into a system that builds databases for managing the highway safety grants (budgets, grantee lists, inventory, vouchering, reporting data, disbursement reports, etc.). The system went live for the 2003 grant

application cycle. Since that time, the Highway Safety Office has continued to work with REJIS to refine the system in order to make it more user friendly for the applicants and subrecipients, in addition to being more functional and robust for the Highway Safety Office. An extensive rewrite took place to coincide with the 2010 grant cycle. The system was refined so that the processes of application submission, contract development, enforcement reporting, and vouchering are now entirely web-based. The areas of Motor Carrier Safety Assistance Program and Regional Blueprint have also been added to the system. Additional reporting components continue to be developed, including incorporating electronic signatures on contracts/program agreements (deployed May 2019). The Highway Safety Office will continue to maintain and improve the GMS and is currently working toward an entirely paperless grant process.

Grant Selection Process

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

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

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

Risk Assessment

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

1. Does the project fall within the national priority program areas (alcohol and other drug countermeasures; police traffic services; occupant protection; traffic records; emergency medical services; speed; motorcycle, pedestrian, or bicycle safety)?
2. Does the project address the key emphasis areas identified within the *Blueprint* and does it have the ability to impact statewide traffic crash fatalities and serious injuries?
3. Does the problem identification sufficiently document problem locations, crash statistics, targeted populations, demonstrated need, and the impact this project would have on traffic safety problems in their community?
4. Have “best practices” countermeasures been proposed in order to make a positive impact on the identified problem?
5. Will this project provide continuity of effort in a particular geographic region (such as multi-jurisdiction enforcement) or in a particular program area (occupant protection)?
6. Will the activity serve as a “foundational project” that satisfies criteria for additional federal funding (e.g., safety belt observational survey)?
7. Does the project alleviate, eliminate or correct a problem that was identified in a federally conducted assessment of a highway safety priority program area?
8. Will the project satisfy or help satisfy federal goals for regional highway safety issues?
9. Are innovative countermeasures proposed and, if so, is there an effective evaluation component included?
10. Are any local in-kind resources proposed to match the federal grant efforts?
11. Does the applicant propose developing partnerships (e.g., working with service organizations, health agencies, and/or insurance companies; conducting multi-jurisdiction enforcement efforts) in order to expand their resources and enhance their outcomes?
12. Is the local government or administration supportive of this proposed activity?
13. If equipment is requested, will the equipment support a project or enforcement activity; does the agency have the ability to provide a local match for part of the equipment purchase?
14. Is there sufficient funding in the budget to support all or part of this application?
15. Has the applicants risk of noncompliance with Federal statutes, regulations, and the terms and conditions of the subaward been considered for such factors as:
 1. The applicants prior experience with the same or similar sub awards;
 2. The results of previous audits including whether or not the applicant receives a Single Audit in accordance with Subpart F-Audit Requirements of this part, and

- the extent to which the same or similar sub-award has been audited as a major program;
3. Whether the applicant has new personnel or new or substantially changed systems; and
 4. The extent and results of federal awarding agency monitoring

List of Information and Data Sources

Information and Data Sources Consulted

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

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

The applications are discussed at length using a risk assessment checklist to ensure consistency and to determine whether the agency should be funded, the level of funding, which grant funding source should support the project, and whether the activity is a state or local benefit (40 percent of funds must be expended toward local benefit). Each applicant funding amount is determined by reviewing at least two prior years' awarded funding amounts and spending history; the agencies risk for potential fraud, waste and abuse; and the agencies willingness to comply with the contract conditions regarding timely vouchering. A key reference document is *Countermeasures that Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices* to assure we support research-based strategies. Other considerations for research-based strategies are Transportation Research Board research and reports, other DOT funded research and university-based research.

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

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

Description of Outcomes

Introduction & Background

In 2003, Missouri participated with the American Association of State Highway Transportation Officials (AASHTO) in a national effort to reduce the preventable tragedies associated with traffic crashes. Utilizing a partnership approach, the state’s Strategic Highway Safety Plan (SHSP), *Missouri’s Blueprint for Safer Roadways*, was developed that outlined opportunities to reduce fatal and serious injuries on Missouri’s roads. The goal established in the *Blueprint* was set at 1,000 or fewer fatalities by 2008. That goal was reached one year early, with a year-end fatality total for 2007 of 992, as well as in 2008 with 960 fatalities.

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

Missouri’s third Strategic Highway Safety Plan, *Missouri Blueprint to SAVE MORE LIVES*, was rolled out in October of 2012 at the Blueprint Conference. The target for the document was 700 or fewer fatalities by 2016. In, 2015, Missouri as well as the rest of the nation experienced an increase in fatalities. It is believed that an improving economy played a large role in these increasing numbers as the percentage of miles driven also increased. Missouri ended 2016 with 947 fatalities. In 2017, Missouri saw a slight decrease in fatalities which resulted in 932 deaths.

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

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

Year	Fatalities	Serious Injuries
2013	757	4,938
2014	766	4,657
2015	870	4,573
2016	947	4,743
2017	932	4,887
2018	921	4,662
2013-2017 Total	4,270	23,798

Performance report

Progress towards meeting State performance targets from the previous fiscal year's HSP

Sort Order	Performance measure name	Progress
1	C-1) Number of traffic fatalities (FARS)	In Progress
2	C-2) Number of serious injuries in traffic crashes (State crash data files)	In Progress
3	C-3) Fatalities/VMT (FARS, FHWA)	In Progress
4	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	In Progress
5	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	In Progress
6	C-6) Number of speeding-related fatalities (FARS)	In Progress
7	C-7) Number of motorcyclist fatalities (FARS)	In Progress
8	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	In Progress
9	C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	In Progress
10	C-10) Number of pedestrian fatalities (FARS)	In Progress
11	C-11) Number of bicyclists fatalities (FARS)	In Progress
12	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	In Progress

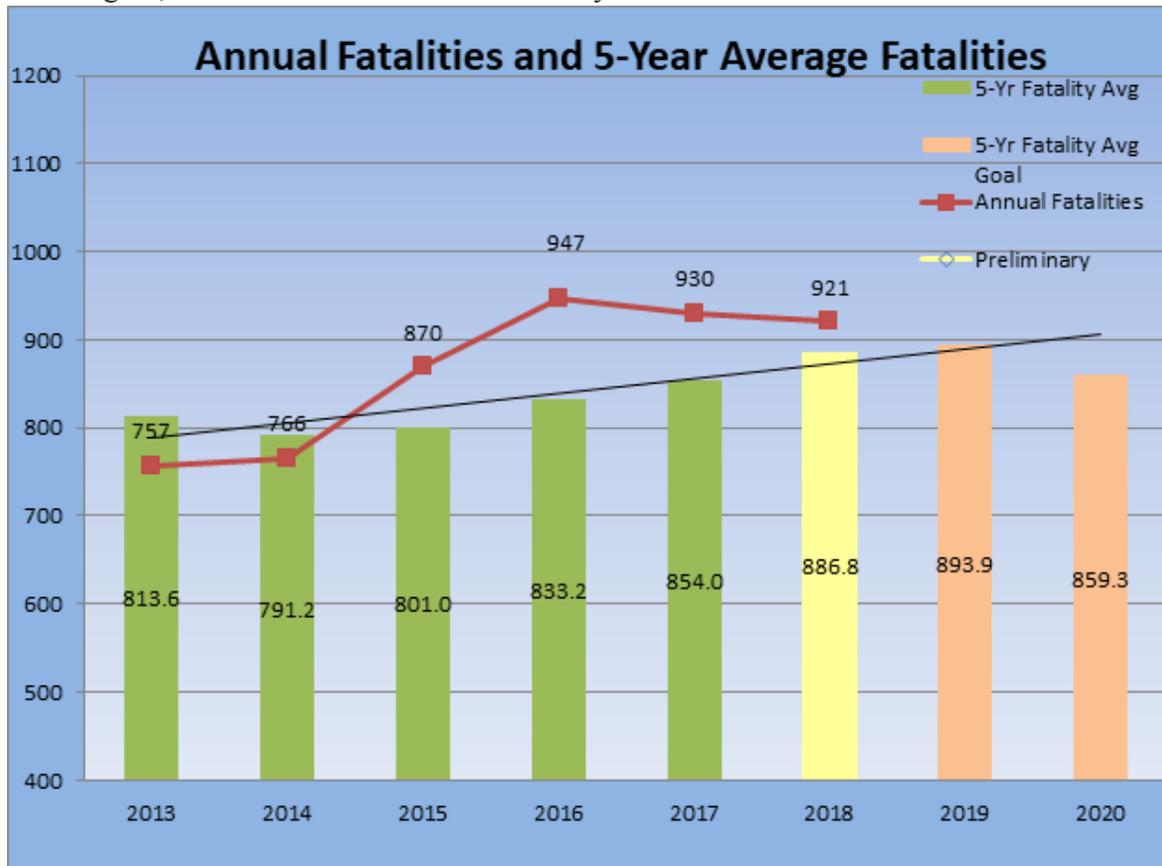
Performance Measure: C-1) Number of traffic fatalities (FARS)

Progress: **In Progress**

Program-Area-Level Report

Missouri's Blueprint is a collective effort of the Missouri Coalition for Roadway Safety (MCRS) and safety professionals throughout the State. The MCRS leads the charge to implement the Blueprint and encourage safety partners to focus their activities and programs in support of the

overall goal, which is 700 or fewer fatalities by 2020.



Based

on a targeted 13% annual reduction in fatalities, Missouri anticipates a projected five-year average fatality target of 859.3 fatalities by December 31, 2020. A 13% annual reduction in fatalities would allow Missouri to reach the 2020 Blueprint goal of 700 or fewer fatalities.

Performance Plan

Sort Order	Performance measure name	Target Period	Target Start Year	Target End Year	Target Value
1	C-1) Number of traffic fatalities (FARS)	5 Year	2016	2020	859.30
2	C-2) Number of serious injuries in traffic crashes (State crash data files)	5 Year	2016	2020	4,505.4
3	C-3) Fatalities/VMT (FARS, FHWA)	5 Year	2016	2020	1.130
4	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	5 Year	2016	2020	390.2
5	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	5 Year	2016	2020	255.1
6	C-6) Number of speeding-related fatalities (FARS)	5 Year	2016	2020	350.0
7	C-7) Number of motorcyclist fatalities (FARS)	5 Year	2016	2020	122.5
8	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	5 Year	2016	2020	13.80
9	C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	5 Year	2016	2020	108.9
10	C-10) Number of pedestrian fatalities (FARS)	5 Year	2016	2020	100.3
11	C-11) Number of bicyclists fatalities (FARS)	5 Year	2016	2020	5.9
12	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	Annual	2020	2020	89.00

Performance Measure: C-1) Number of traffic fatalities (FARS)

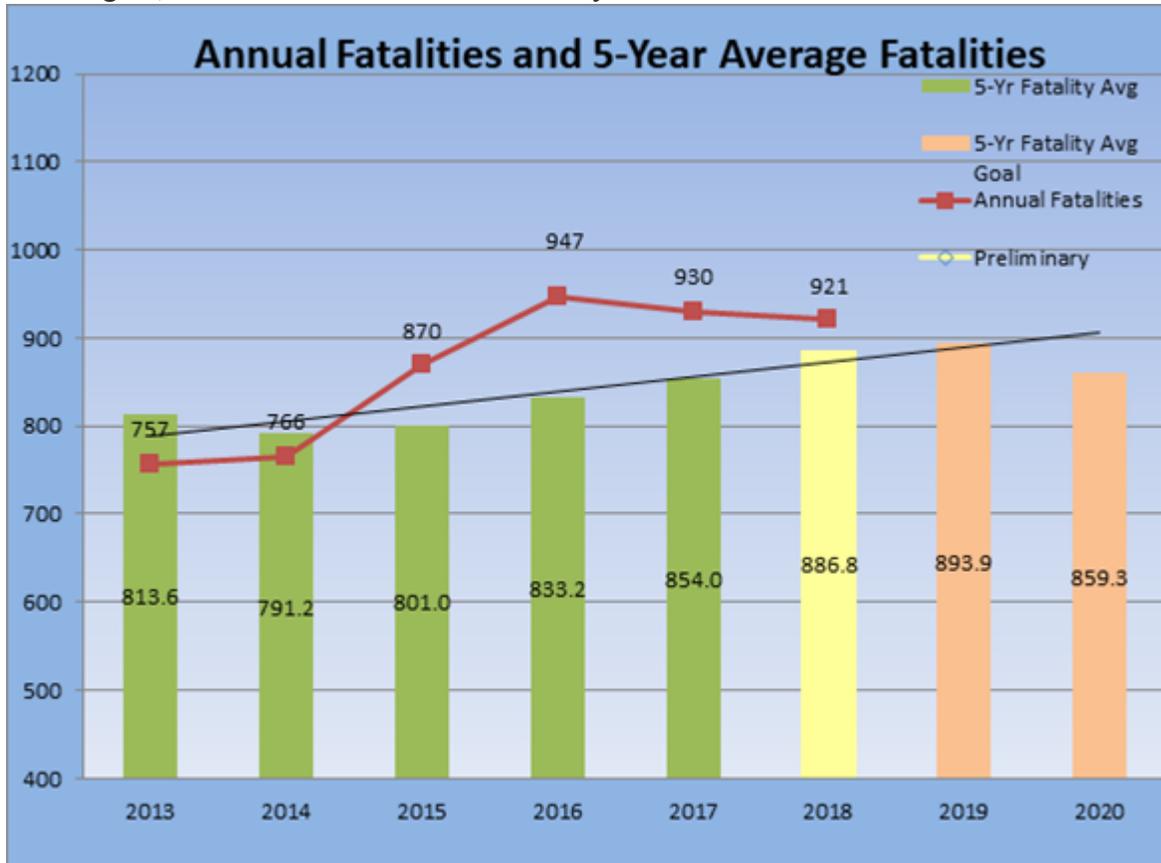
Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
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C-1) Number of traffic fatalities (FARS)-2020	Numeric	859.30	5 Year	2016
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Performance Target Justification

Missouri's Blueprint is a collective effort of the Missouri Coalition for Roadway Safety (MCRS) and safety professionals throughout the State. The MCRS leads the charge to implement the Blueprint and encourage safety partners to focus their activities and programs in support of the overall goal, which is 700 or fewer fatalities by 2020.



Based

on a targeted 13% annual reduction in fatalities, Missouri anticipates a projected five-year average fatality target of 859.3 fatalities by December 31, 2020. A 13% annual reduction in fatalities would allow Missouri to reach the 2020 Blueprint goal of 700 or fewer fatalities.

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

I certify: **Yes**

A-1) Number of seat belt citations issued during grant-funded enforcement activities*

Seat belt citations: **23,092**

Fiscal Year A-1: **2018**

A-2) Number of impaired driving arrests made during grant-funded enforcement activities*

Impaired driving arrests: **5,846**

Fiscal Year A-2: **2018**

A-3) Number of speeding citations issued during grant-funded enforcement activities*

Speeding citations: **72,654**

Fiscal Year A-3: **2018**

Program areas

Program Area: Commercial Motor Vehicles

Description of Highway Safety Problems

Commercial motor vehicles make up approximately 20 percent of all traffic on Missouri interstates. Between 2013 and 2017, CMVs were involved in 8.9 percent of all traffic crashes, 13.6 percent of fatal traffic crashes, and 7.9 percent of serious injury crashes in Missouri. It's a common misconception that the CMV driver is usually responsible for the crash. During the last five years, when analyzing the known CMV drivers involved in fatal and serious injury crashes, 53.2 percent had no contributing circumstance to the crashes.

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

Associated Performance Measures

Countermeasure Strategies in Program Area

Program Area: Communications (Media)
 Description of Highway Safety Problems
 Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-1) Number of traffic fatalities (FARS)	2020	5 Year	859.30
2020	C-2) Number of serious injuries in traffic crashes (State crash data files)	2020	5 Year	4,505.4
2020	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	2020	5 Year	390.2
2020	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	2020	5 Year	255.1
2020	C-10) Number of pedestrian fatalities (FARS)	2020	5 Year	100.3
2020	C-11) Number of bicyclists fatalities (FARS)	2020	5 Year	5.9

Countermeasure Strategies in Program Area

Countermeasure Strategy
Public Information and Education

Countermeasure Strategy: Public Information and Education

Program Area: **Communications (Media)**

Project Safety Impacts

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

Linkage Between Program Area

Missouri will use paid media to influence driver and passenger behavior in the field of aggressive driving, occupant protection, impaired driving, distracted driving, and bicycle/pedestrian awareness. This is in direct relation to core performance measure C1 and C2, overall fatality and serious injury crashes, and funds will be used to pay for both broadcast and social media and other promotions in conjunction with scheduled enforcement mobilizations.

This is done to promote Missouri’s traffic safety issues to improve understanding and increase compliance with state traffic laws, thereby reducing fatalities and serious injuries.

Rationale

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

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
154AL-2020-AL-E1-00	Alliance Sports Marketing
PM-2020-02-02-00	Buckle Up Phone Down Paid Media
PM-2020-02-03-00	Work Zone Paid Media
PM-2020-02-04-00	Bike and Pedestrian Paid Media
PM-2020-02-05-00	PI Creative Services and Paid Media

Planned Activity: Alliance Sports Marketing

Planned activity number: **154AL-2020-AL-E1-00**

Primary Countermeasure Strategy ID:

Planned Activity Description

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

Intended Subrecipients

Highway Safety and Traffic Division

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Public Information and Education

Funding sources

Source Fiscal	Funding Source	Eligible Use of	Estimated Funding	Match	Local
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Year	ID	Funds	Amount	Amount	Benefit
2018	154 Transfer Funds-AL	154 Alcohol	\$25,000.00		\$0.00
2019	154 Transfer Funds-AL	154 Alcohol	\$65,000.00		\$0.00
2020	154 Transfer Funds-AL	154 Alcohol	\$10,000.00		\$0.00

Planned Activity: Buckle Up Phone Down Paid Media

Planned activity number: **PM-2020-02-02-00**

Primary Countermeasure Strategy ID:

Planned Activity Description

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

Intended Subrecipients

Highway Safety and Traffic Division

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Public Information and Education

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Paid Advertising (FAST)	\$50,000.00		\$0.00
2019	FAST Act NHTSA 402	Paid Advertising (FAST)	\$100,000.00		\$0.00
2020	FAST Act NHTSA 402	Paid Advertising (FAST)	\$100,000.00		\$0.00

Planned Activity: Work Zone Paid Media

Planned activity number: **PM-2020-02-03-00**

Primary Countermeasure Strategy ID:

Planned Activity Description

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

Intended Subrecipients

Highway Safety and Traffic Division

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Public Information and Education

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Paid Advertising (FAST)	\$12,500.00		\$0.00
2019	FAST Act NHTSA 402	Paid Advertising (FAST)	\$25,000.00		\$0.00
2020	FAST Act NHTSA 402	Paid Advertising (FAST)	\$25,000.00		\$0.00

Planned Activity: Bike and Pedestrian Paid Media

Planned activity number: **PM-2020-02-04-00**

Primary Countermeasure Strategy ID:

Planned Activity Description

This funding will be used for professional marketing services to generate effective and compelling messages to reach Missourians regarding safe driving. Creative work produced could include TV and radio scripts, and/or production, posters, billboards, online banners, etc. It could also include any technical services such as dubbing fees for creative products. We are now also incorporating Spanish and ASL into all of our messages.

Intended Subrecipients

Highway Safety and Traffic Division

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Communication Campaign
Public Information and Education

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Paid Advertising (FAST)	\$25,000.00		\$0.00
2019	FAST Act NHTSA 402	Paid Advertising (FAST)	\$50,000.00		\$0.00
2020	FAST Act NHTSA 402	Paid Advertising (FAST)	\$50,000.00		\$0.00

Planned Activity: PI Creative Services and Paid Media

Planned activity number: **PM-2020-02-05-00**

Primary Countermeasure Strategy ID:

Planned Activity Description

This funding will be used for professional marketing services to generate effective and compelling messages to reach Missourians regarding safe driving. Creative work produced could include TV and radio scripts, and/or production, posters, billboards, online banners, etc. It could also include any technical services such as dubbing fees for creative products. We are now also incorporating Spanish and ASL into all of our messages. These versions require additional funding.

Intended Subrecipients

Highway Safety and Traffic Division

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Public Information and Education

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Paid Advertising (FAST)	\$30,000.00		\$0.00
2019	FAST Act NHTSA 402	Paid Advertising (FAST)	\$60,000.00		\$0.00
2020	FAST Act NHTSA 402	Paid Advertising (FAST)	\$60,000.00		\$0.00

Program Area: Distracted Driving
Description of Highway Safety Problems

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

A 2011 study (Crashes Involving Cell Phones) by the National Safety Council found that cell phone usage may be underreported by as much as 50 percent. It is estimated that drivers engage in a secondary task between one-quarter and one-half of the time they drive. According to a recent Naturalistic Driving study by Virginia Tech Transportation Institute, a risk for being involved in a critical incident is 23 times greater if the driver texts while driving. During the last five years (2013-2017), 10 percent of Missouri fatal crashes involved a distracted driver. Twenty-five percent of the distracted drivers involved in fatal crashes in the last five years were between 15 and 24 years of age.

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-2) Number of serious injuries in traffic crashes (State crash data files)	2020	5 Year	4,505.4
2020	C-1) Number of traffic fatalities (FARS)	2020	5 Year	859.30

Countermeasure Strategies in Program Area

Countermeasure Strategy
Highway Safety Office Program Management

Countermeasure Strategy: Highway Safety Office Program Management
 Program Area: **Distracted Driving**

Project Safety Impacts

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

Linkage Between Program Area

The top 5 contributing circumstances attributable to young drivers of motor vehicles involved in 2013-2017 Missouri fatal and serious injury crashes were Driving Too Fast for Conditions, Failed to Yield, Distracted / Inattentive, Improper Lane Usage / Change, and Speed Exceeded Limit.

This project will specifically target younger driver programs involving distracted driving to reduce fatal and serious injury crashes among that age group. The Office of Highway Safety will also continue to encourage law enforcement to conduct high visibility enforcement looking for distracted drivers through the HMV grants. Teen and adult education will also continue in the area using school presentations and media campaigns.

Goals include:

19. Decrease distracted driving involved fatalities by 1.35 percent annually, resulting in a five-year average distracted driving involved fatality goal of 82 by December 31, 2020.
20. Decrease distracted driving involved serious injuries by 2.24 percent annually, resulting in a five-year average distracted driving involved serious injury goal of 571.5 by December 31, 2020.

Rationale

Funds will be used to provide support for the teen programs, which are programs that are used to directly influence younger drivers in the decisions they make, especially distracted driving.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
CP-2020-09-09-00	Teen Driving Programs

Planned Activity: Teen Driving Programs

Planned activity number: **CP-2020-09-09-00**

Primary Countermeasure Strategy ID:

Planned Activity Description

The funding from the program will be used to update and reprint the Roadwise Guide and other brochures for distribution and initiate new and support existing young driver safety programs in Missouri as well as support the school resource officers annual conference.

Intended Subrecipients

Highway Safety and Traffic Division

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Highway Safety Office Program Management
Highway Safety Office Program Management

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	\$8,750.00		\$0.00
2019	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	\$17,500.00		\$0.00
2020	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	\$17,500.00		\$0.00

Program Area: Impaired Driving (Drug and Alcohol)

Description of Highway Safety Problems

Substance-impaired drivers contributed to 24.2 percent of Missouri's traffic crash fatalities during the past five years. Alcohol remains the primary contributor to substance-impaired driving crashes; however, the number of persons under the influence of prescription medications and/or illicit drugs continues to increase. Male drivers were more likely than females to be involved in substance-impaired driving crashes. During the past five years, males were responsible for 80.4 percent of substance-impaired driving fatalities. Nine percent of the children less than 15 years of age, who were killed in motor vehicle crashes over the last five years, were riding with a substance-impaired driver.

Legislation regarding Sobriety Checkpoints:

In 2017, the Missouri legislature drafted and approved an appropriations bill which restricted the HSO to fund one dollar toward sobriety checkpoints. It was the hope of the HSO that this legislation would be reversed in the 2018 legislative session, however, it was upheld and also upheld in the 2019 legislative session.

As a result, there will be no sobriety checkpoints at least through June 30, 2020, paid for by Highway Safety funding.

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	2020	5 Year	255.1

Countermeasure Strategies in Program Area

Countermeasure Strategy
Communication Campaign
Court Monitoring
High Visibility Saturation Patrols
Highway Safety Office Program Management
Highway Safety Office Program Management
Impaired Driving Law Enforcement Liaison

Law Enforcement Training
Offender Alcohol Assessment/Treatment
Prosecutor Training
School programs

Countermeasure Strategy: Communication Campaign

Program Area: **Impaired Driving (Drug and Alcohol)**

Project Safety Impacts

An effective paid media campaign is essential to compliment the high visibility enforcement that goes with Missouri's efforts towards the Drive Sober or Get Pulled Over national campaign as well as quarterly efforts that supplement DSOGPO. Paid media will be scheduled in high crash locations throughout the State with the sole purpose of informing the public of the hazards of impaired driving, including alcohol or drug impaired, both physically and legally. Media buys will coincide with national mobilizations and quarterly efforts that Missouri sponsors to support the national mobilizations.

Linkage Between Program Area

Funding will be utilized to coordinate social media, broadcast media and sports venues targeting drivers, especially young male drivers, on the importance of driving sober, and the consequences both physically and legally of driving impaired. This is to address core outcome measures on Alcohol-Impaired Driving Fatalities (C-5).

Rationale

An effective media campaign coupled with the high visibility enforcement is essential in reducing impaired driving in Missouri and eliminating fatalities that result from impaired-driving related crashes. Funding will be used to pay for the paid media campaign portion of this effort.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
154AL-2020-AL-E3-00	Impaired Driving Paid Media 154
M5PEM-2020-03-01-00	Substance Impaired Driving 405d Paid Media

Planned Activity: Impaired Driving Paid Media 154

Planned activity number: **154AL-2020-AL-E3-00**

Primary Countermeasure Strategy ID:

Planned Activity Description

The funding will provide paid media campaigns for Drive Sober or Get Pulled Over, Youth Alcohol, Quarterly Impaired Driving Campaigns, and various other impaired driving efforts for, but not limited to Super Bowl Sunday, Cinco De Mayo, statewide festivals, etc. Includes Alcohol Impaired Driving Only.

Intended Subrecipients

Highway Safety and Traffic Division

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Communication Campaign

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	154 Transfer Funds-AL	154 Alcohol	\$203,125.00		\$0.00
2019	154 Transfer Funds-AL	154 Alcohol	\$528,125.00		\$0.00
2020	154 Transfer Funds-AL	154 Alcohol	\$81,250.00		\$0.00

Planned Activity: Substance Impaired Driving 405d Paid Media

Planned activity number: **M5PEM-2020-03-01-00**

Primary Countermeasure Strategy ID:

Planned Activity Description

The funding will provide paid media campaigns for Drive Sober or Get Pulled Over, Youth Alcohol, Quarterly Impaired Driving Campaigns, and various other impaired driving efforts for, but not limited to Super Bowl Sunday, Cinco De Mayo, statewide festivals, etc. Includes Drug and Alcohol Impaired Driving messages.

Intended Subrecipients

Highway Safety and Traffic Division

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Communication Campaign

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405d Impaired Driving Mid	405d Mid Paid/Earned Media (FAST)	\$281,250.00		
2019	FAST Act 405d Impaired Driving Mid	405d Mid Paid/Earned Media (FAST)	\$562,500.00		
2020	FAST Act 405d Impaired Driving Mid	405d Mid Paid/Earned Media (FAST)	\$93,750.00		

Countermeasure Strategy: Court Monitoring

Program Area: **Impaired Driving (Drug and Alcohol)**

Project Safety Impacts

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

Linkage Between Program Area

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

Rationale

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

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
154AL-2020-AL-41-00	Court Monitoring Program

Planned Activity: Court Monitoring Program

Planned activity number: **154AL-2020-AL-41-00**

Primary Countermeasure Strategy ID: **Court Monitoring**

Planned Activity Description

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

Intended Subrecipients

Mothers Against Drunk Driving

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Court Monitoring

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	154 Transfer Funds-AL	154 Alcohol	\$40,465.22		\$0.00
2019	154 Transfer Funds-AL	154 Alcohol	\$105,209.57		\$0.00
2020	154 Transfer Funds-AL	154 Alcohol	\$16,186.09		\$0.00

Countermeasure Strategy: High Visibility Saturation Patrols

Program Area: **Impaired Driving (Drug and Alcohol)**

Project Safety Impacts

High visibility enforcement will take place throughout Missouri via sustained, year-long efforts, which are supplemented by mini-grants during the Drive Sober or Get Pulled Over national campaign in August and the Holiday Impaired Driving campaign in December. In addition, Missouri conducts quarterly DSOGPO enforcement projects in March, May and July.

Linkage Between Program Area

To reduce alcohol-impaired driving involved fatalities, Missouri is projecting a five-year average of 255.1 alcohol-impaired driving involved fatalities by December 31, 2020. High-visibility saturation patrols will be used throughout the year in addition to mini-grants during scheduled national mobilizations, supplemented with paid media, to target alcohol and drug-impaired drivers. Funding will be utilized from 154 and 405d funds.

Rationale

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

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

DWI/Traffic enforcement is a key enforcement technique to team with a city or county law enforcement agency to address key traffic issues. The HSO currently funds law enforcement activity for ten law enforcement agencies (some agencies fund their own law enforcement activities). The mission of these units is to focus on impaired drivers/high risk drivers and to aggressively enforce DWI and hazardous moving violations. Below is the list of agencies that will receive funds for law enforcement activity:

1. Joplin Police Department
2. Greene County Sheriff's Office
3. Boone County Sheriff's Office
4. Columbia Police Department
5. Jackson County Sheriff's Office
6. Jefferson County Sheriff's Office
7. Kansas City Board of Police Commissioners

8. Franklin County Sheriff's Office
9. St. Louis County Police Department
10. Platte County Sheriff's Office

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

11. Southwest DWI Task Force (11 Agencies)
12. Northwest DWI Task Force (7 Agencies)
13. Jackson County Traffic Safety Task Force (9 Agencies)
14. Cass County STEP DWI Task Force (4 Agencies)
15. Clay/Platte County DWI Task Force (14 Agencies)
16. St. Louis Regional Traffic Safety Council (50 Agencies)
17. St. Charles County DWI Task Force (7 Agencies)
18. Central Ozarks Regional DWI Task Force (19 Agencies)
19. Southeast Missouri DWI Task Force (13 Agencies)
20. Law Enforcement Traffic Safety Advisory Council

Legislation regarding Sobriety Checkpoints:

In 2017, the Missouri legislature drafted and approved an appropriations bill which restricted the HSO to fund one dollar toward sobriety checkpoints. It was the hope of the HSO that this legislation would be reversed in the 2018 legislative session, however, it was upheld and also upheld in the 2019 legislative session.

As a result, there will be no sobriety checkpoints at least through June 30, 2020, paid for by Highway Safety funding.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
154AL-2020-AL-00-G0	154 Impaired Driving Enforcement

154AL-2020-AL-17-00	Enforcement - Drive Sober Campaign
M5HVE-2020-03-00-G0	405d Impaired Driving Enforcement

Planned Activity: 154 Impaired Driving Enforcement

Planned activity number: **154AL-2020-AL-00-G0**

Primary Countermeasure Strategy ID:

Planned Activity Description

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

Intended Subrecipients

Arnold Police Dept., Ballwin Police Dept., Benton County Sheriff's Office, Blue Springs Police Dept., Bolivar Police Dept., Boone County Sheriff's Dept., Branson Police Dept., Camden County Sheriff's Office, Cape Girardeau County Sheriff's Office, Cape Girardeau Police Dept., Cartersville Police Dept., Cass County Sheriff's Office, Chesterfield Police Dept., Christian County Sheriff's Office, City of St. Louis Police Division, Clark County Sheriff's Office, Clay County Sheriff's Office, Clayton Police Dept., Cole County Sheriff's Dept., Columbia Police Dept., Crocker Police Dept., Crystal City Police Dept., Ellisville Police Dept., Eureka Police Dept., Excelsior Springs Police Dept., Festus Police Dept., Florissant Police Dept., Franklin County Sheriff's Office, Gladstone Dept. of Public Safety, Grain Valley Police Dept., Greene County Sheriff's Office, Harrisonville Police Dept., Hayti Police Dept., Hazelwood Police Dept., Highway Safety and Traffic Division, Hollister Police Dept., Houston Police Dept., Howell County Sheriff's Dept., Independence Police Dept., Jackson County Sheriff's Office, Jackson Police Dept., Jasper County Sheriff's Office, Jefferson City Police Dept., Jefferson County Sheriff's Office, Johnson County Sheriff's Dept., Joplin Police Dept., Kansas City MO Board of Police Commissioners, Kennett Police Dept., Lake St. Louis Police Dept., Lawrence County Sheriff's Dept., Leadington Police Dept., Liberty Police Dept., Licking Police Dept., Livingston County Sheriff's Dept., Macon Police Dept., Manchester Police Dept., Maryland Heights Police Dept., MO Div. of Alcohol and Tobacco Control, Mountain View Police Dept., Neosho Police Dept., Nevada Police Dept., Newton County Sheriff's Office, Nixa Police Dept., Normandy Police Dept., Oak Grove Police Dept., O'Fallon Police Dept., Olivette Police Dept., Oranogo Police Department, Osage Beach Police Department, Overland Police Dept., Ozark Police Dept., Pevely Police Dept., Phelps County Sheriff's Dept., Platte County Sheriff's Office, Pleasant Hill Police Dept., Potosi Police Dept., Raymore Police Dept., Republic Police Dept., Rogersville Police Dept., Rolla Police Dept., Smithville Police Dept., Springfield Police Dept., St. Charles City Police Dept., St. Charles County Police Department, St. Clair County Sheriff's Office, St. Clair Police Dept., St. John Police Dept., St. Joseph Police Dept., St. Louis County Police Dept., St. Peters Police Dept., St. Robert Police Dept., Sugar Creek Police Dept., Sullivan Police Dept.,

Troy Police Dept., University City Police Dept., Washington County Sheriff's Office, Washington Police Dept., Webster County Sheriff's Office, Wentzville Police Dept., West Plains Police Dept.

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
High Visibility Saturation Patrols

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	154 Transfer Funds-AL	154 Alcohol	\$967,695.98		\$873,945.98
2019	154 Transfer Funds-AL	154 Alcohol	\$2,516,009.54		\$2,272,259.54
2020	154 Transfer Funds-AL	154 Alcohol	\$387,078.39		\$349,578.39

Major purchases and dispositions

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

Item	Quantity	Unit cost	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
Patrol Vehicle	1	\$34,577.00	\$34,577.00	\$34,577.00	\$34,577.00
Patrol Vehicle	1	\$46,000.00	\$46,000.00	\$46,000.00	\$46,000.00
Patrol Vehicle	1	\$25,000.00	\$25,000.00	\$25,000.00	\$25,000.00

Planned Activity: Enforcement - Drive Sober Campaign

Planned activity number: **154AL-2020-AL-17-00**

Primary Countermeasure Strategy ID:

Planned Activity Description

Through the cooperation of the Missouri Safety Center, the Highway Safety office promotes law enforcement mobilization efforts, works to increase participation in statewide enforcement efforts and provides funding for saturation enforcement teams. Budget items include officer overtime/fringe, salary and fringe for one office professional (40%), office supplies and indirect rate.

Intended Subrecipients

Missouri Safety Center

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
High Visibility Saturation Patrols

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	154 Transfer Funds-AL	154 Alcohol	\$141,752.98		\$90,125.00
2019	154 Transfer Funds-AL	154 Alcohol	\$368,557.76		\$234,325.00
2020	154 Transfer Funds-AL	154 Alcohol	\$56,701.19		\$36,050.00

Planned Activity: 405d Impaired Driving Enforcement

Planned activity number: **M5HVE-2020-03-00-G0**

Primary Countermeasure Strategy ID:

Planned Activity Description

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

Intended Subrecipients

Belton Police Dept., Boone County Sheriff's Dept., Columbia Police Dept., Grandview Police Dept., Greene County Sheriff's Office, Highway Safety and Traffic Division, Jackson County

Sheriff's Office, Jefferson County Sheriff's Office, Kearney Police Dept., Lamar Police Dept., Lee's Summit Police Dept., MO State Highway Patrol, Pettis County Sheriff's Office, Smithville Police Dept., Springfield Police Dept., Union Police Dept., Vernon County Sheriff's Office, Waynesville Police Dept., Webb City Police Dept.

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
High Visibility Saturation Patrols

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405d Impaired Driving Mid	405d Mid HVE (FAST)	\$398,779.05		
2019	FAST Act 405d Impaired Driving Mid	405d Mid HVE (FAST)	\$797,558.11		
2020	FAST Act 405d Impaired Driving Mid	405d Mid HVE (FAST)	\$132,926.35		

Major purchases and dispositions

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

Item	Quantity	Unit cost	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
In Car Camera	1	\$5,320.00	\$5,320.00	\$5,320.00	\$5,320.00

Countermeasure Strategy: Highway Safety Office Program Management

Program Area: **Impaired Driving (Drug and Alcohol)**

Project Safety Impacts

High-visibility enforcement is one of the foundational efforts of Missouri's highway safety program. This goes not only for hazardous moving violations but also for impaired drivers, whether alcohol or drug impaired. Efforts identified with this countermeasure strategy will be used to allow the highway safety office to fund enforcement efforts, pay for Highway safety

office coordination, and also fund other projects directly tied to impaired driving enforcement. 154 funding will only be utilized for alcohol impairment enforcement.

Linkage Between Program Area

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

Rationale

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

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
154AL-2020-AL-00-00	HSTD Statewide 154AL Program
M5IDC-2020-03-01-00	2020 405d Mid Impaired Driving Coord.
M5OT-2020-03-01-00	In-house Impaired Driving Project
M5TR-2020-03-04-00	Impaired Driving Program
M5X-2020-03-00-00	HSTD Statewide 405d Impaired Driving Mid
TSP-2020-14-01-00	2020 402 Young Driver Coordination

Planned Activity: HSTD Statewide 154AL Program

Planned activity number: **154AL-2020-AL-00-00**

Primary Countermeasure Strategy ID:

Planned Activity Description

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

Intended Subrecipients

Highway Safety and Traffic Division

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Highway Safety Office Program Management

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	154 Transfer Funds-AL	154 Alcohol	\$750,000.00		\$700,000.00
2019	154 Transfer Funds-AL	154 Alcohol	\$1,875,000.00		\$1,750,000.00
2020	154 Transfer Funds-AL	154 Alcohol	\$4,875,000.00		\$4,550,000.00

Planned Activity: 2020 405d Mid Impaired Driving Coord.

Planned activity number: **MSIDC-2020-03-01-00**

Primary Countermeasure Strategy ID:

Planned Activity Description

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

Intended Subrecipients

Highway Safety and Traffic Division

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Highway Safety Office Program Management

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405d Impaired Driving Mid	405d Mid ID Coordinator (FAST)	\$36,000.00		
2019	FAST Act 405d Impaired Driving	405d Mid ID Coordinator (FAST)	\$72,000.00		

	Mid				
2020	FAST Act 405d Impaired Driving Mid	405d Mid ID Coordinator (FAST)	\$12,000.00		

Planned Activity: In-house Impaired Driving Project

Planned activity number: **M5OT-2020-03-01-00**

Primary Countermeasure Strategy ID:

Planned Activity Description

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

Intended Subrecipients

Highway Safety and Traffic Division

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Highway Safety Office Program Management

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405d Impaired Driving Mid	405d Mid Other Based on Problem ID (FAST)	\$7,500.00		
2019	FAST Act 405d Impaired Driving Mid	405d Mid Other Based on Problem ID (FAST)	\$15,000.00		
2020	FAST Act 405d Impaired Driving Mid	405d Mid Other Based on Problem ID (FAST)	\$2,500.00		

Planned Activity: Impaired Driving Program

Planned activity number: **M5TR-2020-03-04-00**

Primary Countermeasure Strategy ID:

Planned Activity Description

The majority of this project supports three, POST Certified, Underage Drinking Law Enforcement Trainings annually. In the 6-hour class, law enforcement officers gain knowledge on how to enforce underage drinking laws as well as how to reduce underage drinking. Topics vary from year to year. The funding will also be used for general program support and to support the National Council for Alcohol and Drug Addiction conference.

Intended Subrecipients

Highway Safety and Traffic Division

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Highway Safety Office Program Management

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405d Impaired Driving Mid	405d Mid Training (FAST)	\$6,562.50		
2019	FAST Act 405d Impaired Driving Mid	405d Mid Training (FAST)	\$13,125.00		
2020	FAST Act 405d Impaired Driving Mid	405d Mid Training (FAST)	\$2,187.50		

Planned Activity: HSTD Statewide 405d Impaired Driving Mid

Planned activity number: **M5X-2020-03-00-00**

Primary Countermeasure Strategy ID:

Planned Activity Description

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

Intended Subrecipients

Highway Safety and Traffic Division

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Highway Safety Office Program Management

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405d Impaired Driving Mid	405d Impaired Driving Mid (FAST)	\$537,500.00	\$711,360.07	
2019	FAST Act 405d Impaired Driving Mid	405d Impaired Driving Mid (FAST)	\$1,612,500.00	\$1,422,720.15	
2020	FAST Act 405d Impaired Driving Mid	405d Impaired Driving Mid (FAST)	\$2,250,000.00	\$657,005.40	

Planned Activity: 2020 402 Young Driver Coordination

Planned activity number: **TSP-2020-14-01-00**

Primary Countermeasure Strategy ID:

Planned Activity Description

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

Intended Subrecipients

Highway Safety and Traffic Division

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Highway Safety Office Program Management

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	402 - Traffic Safety	Highway Safety Program Management	\$24,000.00		\$0.00
2019	402 - Traffic Safety	Highway Safety Program Management	\$48,000.00		\$0.00
2020	402 - Traffic Safety	Highway Safety Program Management	\$48,000.00		\$0.00

Countermeasure Strategy: Highway Safety Office Program Management

Program Area: **Impaired Driving (Drug and Alcohol)**

Project Safety Impacts

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

Linkage Between Program Area

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

Rationale

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

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
154AL-2020-AL-19-00	BA Instrument & SFST Program
154AL-2020-AL-67-00	DWI Tracking System (DWITS)
M5OT-2020-03-05-00	DRE Sustainment and Enhancements

Planned Activity: BA Instrument & SFST Program

Planned activity number: **154AL-2020-AL-19-00**

Primary Countermeasure Strategy ID:

Planned Activity Description

Breath Instruments are placed through the Missouri Safety Center with agencies throughout the state and need to be tracked. In addition, a database that houses information regarding qualified SFST Instructors is needed to support the impaired driving program and the arrest and prosecution of DWI arrests. Therefore, this project will develop a program to track both breath instruments and SFST Instructors in the state.

Intended Subrecipients

Highway Safety and Traffic Division

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Highway Safety Office Program Management

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	154 Transfer Funds-AL	154 Alcohol	\$15,625.00		\$15,625.00
2019	154 Transfer Funds-AL	154 Alcohol	\$40,625.00		\$40,625.00
2020	154 Transfer Funds-AL	154 Alcohol	\$6,250.00		\$6,250.00

Planned Activity: DWI Tracking System (DWITS)

Planned activity number: **154AL-2020-AL-67-00**

Primary Countermeasure Strategy ID:

Planned Activity Description

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

Intended Subrecipients

MO State Highway Patrol

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Highway Safety Office Program Management

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405d Impaired Driving Mid	405d Mid HVE (FAST)	\$1,328.13	\$0.00	
2019	FAST Act 405d Impaired Driving Mid	405d Mid HVE (FAST)	\$3,453.13	\$0.00	
2020	FAST Act 405d Impaired Driving Mid	405d Mid HVE (FAST)	\$531.25	\$0.00	

Planned Activity: DRE Sustainment and Enhancements

Planned activity number: **M5OT-2020-03-05-00**

Primary Countermeasure Strategy ID:

Planned Activity Description

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

Intended Subrecipients

REJIS

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Highway Safety Office Program Management

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405d Impaired Driving Mid	405d Mid Other Based on Problem ID (FAST)	\$16,002.00		
2019	FAST Act 405d Impaired Driving Mid	405d Mid Other Based on Problem ID (FAST)	\$32,004.00		
2020	FAST Act 405d Impaired Driving Mid	405d Mid Other Based on Problem ID (FAST)	\$5,334.00		

Countermeasure Strategy: Impaired Driving Law Enforcement Liaison

Program Area: **Impaired Driving (Drug and Alcohol)**

Project Safety Impacts

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

Linkage Between Program Area

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

Rationale

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

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
M5HVE-2020-03-23-00	Law Enforcement Liaison

Planned Activity: Law Enforcement Liaison

Planned activity number: **M5HVE-2020-03-23-00**

Primary Countermeasure Strategy ID:

Planned Activity Description

The Missouri Safety Center will employ up to three law enforcement liaisons (LEL) to meet the goals and objectives of the occupant protection program area in order to move toward meeting the 2020 goal.

Intended Subrecipients

Missouri Safety Center

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Impaired Driving Law Enforcement Liaison

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405d Impaired Driving Mid	405d Impaired Driving Mid (FAST)	\$56,827.35		
2019	FAST Act 405d Impaired Driving Mid	405d Impaired Driving Mid (FAST)	\$113,654.69		
2020	FAST Act 405d Impaired Driving Mid	405d Impaired Driving Mid (FAST)	\$18,942.45		

Countermeasure Strategy: Law Enforcement Training

Program Area: **Impaired Driving (Drug and Alcohol)**

Project Safety Impacts

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

Linkage Between Program Area

Substance-impaired driving is a major problem in Missouri accounting for as much as 25% of Missouri's traffic crash fatalities during the past five years. In order to address impaired drivers, impaired driving crashes, and the investigations and quarterly activity associated with impaired driving violations, Missouri will use various sub recipients to provide the training necessary so that law enforcement has all the tools available to them in order to combat impaired driving.

Rationale

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

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
154AL-2020-AL-23-00	Impaired Driving Countermeasures
154AL-2020-AL-D9-00	Alcohol Safety Awareness and Prevention
M5OT-2020-03-02-00	Drug Impaired Driving
M5OT-2020-03-04-00	DOR and Law Enforcement Training
M5TR-2020-03-01-00	DWI Enforcement Training
M5TR-2020-03-02-00	BAC/DRE/SFST/ARIDE Training

Planned Activity: Impaired Driving Countermeasures

Planned activity number: **154AL-2020-AL-23-00**

Primary Countermeasure Strategy ID:

Planned Activity Description

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

questions regarding ignition interlocks. The funding covers costs such as salaries and fringe, equipment, operational expenses, training, travel, and indirect costs.

Intended Subrecipients

Missouri Safety Center

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Law Enforcement Training

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	154 Transfer Funds-AL	154 Alcohol	\$199,629.71		\$0.00
2019	154 Transfer Funds-AL	154 Alcohol	\$518,101.24		\$0.00
2020	154 Transfer Funds-AL	154 Alcohol	\$79,707.88		\$0.00

Major purchases and dispositions

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

Item	Quantity	Unit cost	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
Intoximeter DMT's	5	\$8,995.00	\$44,975.00	\$8,995.00	\$44,975.00

Planned Activity: Alcohol Safety Awareness and Prevention

Planned activity number: **154AL-2020-AL-D9-00**

Primary Countermeasure Strategy ID: **Law Enforcement Training**

Planned Activity Description

Underage drinking and over-service of patrons is a problem and Server Training is designed to address the problem by stopping the problem at the source. If we can reduce the service of

alcohol to minors and intoxicated patrons, we can keep them from getting behind the wheel ultimately saving lives and making our roadways safer. The program teaches responsible retail practices and gives the retailer the knowledge and tools to prevent service of alcohol to minors and intoxicated patrons. Many other programs are valuable, but only focus on one component and don't give the retailer the ability to interact with the experts (ATC Agents).

ATC Agents not only learn how to check IDs, they get:

- presented a constantly updated Power Point in a friendly manner that encourages interaction
- gives them the ability to meet their local Agent and interact with them
- get the latest updates on laws
- get the latest trends on what tactics kids are using to try and get alcohol
- hands on training
- get to see fake IDs in person
- get to ask questions to the Agent (the expert)
- get an ID checking guide
- learn how to pass compliance checks
- learn how to prevent over service of alcohol to prevent drunk driving and what the law says (criminally and the liability)
- teaches the "if in doubt, refuse service"
- learn what to do if a problem occurs
- teaches them to notify law enforcement immediately and establish a rapport with local police to encourage a partnership
- get specific advice from having a one-on-one with an ATC Agent on how to address challenges unique to their individual business
- gives the retailer the opportunity to sign up for other programs, like Badges in Business
- gives the retailer access to other valuable information (signage, law books and pamphlets)
- this program is a one stop shop for retailers so they can get all the information they need to legally operate and assist us in preventing underage drinking and over-service

Intended Subrecipients

MO Division of Alcohol and Tobacco Control

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Law Enforcement Training

Funding sources

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

2018	154 Transfer Funds-AL	154 Alcohol	\$30,000.00		\$0.00
2019	154 Transfer Funds-AL	154 Alcohol	\$78,000.00		\$0.00
2020	154 Transfer Funds-AL	154 Alcohol	\$12,000.00		\$0.00

Planned Activity: Drug Impaired Driving

Planned activity number: **M5OT-2020-03-02-00**

Primary Countermeasure Strategy ID:

Planned Activity Description

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

Intended Subrecipients

Missouri Safety Center

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Law Enforcement Training

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405d Impaired Driving Mid	405d Mid Other Based on Problem ID (FAST)	\$65,960.78		
2019	FAST Act 405d Impaired Driving Mid	405d Mid Other Based on Problem ID (FAST)	\$131,921.57		
2020	FAST Act 405d Impaired Driving	405d Mid Other Based on Problem ID	\$21,986.93		

	Mid	(FAST)			
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Planned Activity: DOR and Law Enforcement Training

Planned activity number: **M5OT-2020-03-04-00**

Primary Countermeasure Strategy ID:

Planned Activity Description

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

Intended Subrecipients

MO Dept. of Revenue

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Law Enforcement Training

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405d Impaired Driving Mid	405d Mid Other Based on Problem ID (FAST)	\$9,746.25		
2019	FAST Act 405d Impaired Driving Mid	405d Mid Other Based on Problem ID (FAST)	\$19,492.50		
2020	FAST Act 405d Impaired Driving Mid	405d Mid Other Based on Problem ID (FAST)	\$3,248.75		

Planned Activity: DWI Enforcement Training

Planned activity number: **M5TR-2020-03-01-00**

Primary Countermeasure Strategy ID:

Planned Activity Description

Missouri Southern State University provides training to law enforcement in the area of impaired driving. The courses offered are DWI Crash Investigation, DWI Enforcement Strategies for Small Departments, SFST Update, ARIDE, and Spanish for law enforcement conducting SFSTs. MSSU charges a flat fee per course which covers all the expenses for conducting the course.

Intended Subrecipients

Missouri Southern State University

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Law Enforcement Training

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405d Impaired Driving Mid	405d Mid Training (FAST)	\$15,900.00		
2019	FAST Act 405d Impaired Driving Mid	405d Mid Training (FAST)	\$31,800.00		
2020	FAST Act 405d Impaired Driving Mid	405d Mid Training (FAST)	\$5,300.00		

Planned Activity: BAC/DRE/SFST/ARIDE Training

Planned activity number: **M5TR-2020-03-02-00**

Primary Countermeasure Strategy ID:

Planned Activity Description

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

Instructor, ARIDE and DRE training/recertification. Some equipment will also be purchased under this grant for breath instrument calibration and the DREs.

Intended Subrecipients

MO State Highway Patrol

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Law Enforcement Training

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405d Impaired Driving Mid	405d Mid Training (FAST)	\$148,042.83		
2019	FAST Act 405d Impaired Driving Mid	405d Mid Training (FAST)	\$296,085.66		
2020	FAST Act 405d Impaired Driving Mid	405d Mid Training (FAST)	\$49,347.61		

Major purchases and dispositions

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

Item	Quantity	Unit cost	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
Liquid Chromatograph/Mass Spectrometry	1	\$279,094.00	\$279,094.00	\$279,094.00	\$279,094.00

Countermeasure Strategy: Offender Alcohol Assessment/Treatment

Program Area: **Impaired Driving (Drug and Alcohol)**

Project Safety Impacts

DWI courts provide a cost-effective alternative to the traditional criminal justice system in addressing the risk to public safety caused by hardcore impaired drivers. This project covers costs associated with establishing new DWI Courts in the state. Those costs include: lab testing, offender supervision, law enforcement trackers, treatment, educational materials, training, and travel expenses.

Linkage Between Program Area

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

Rationale

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

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
M5CS-2020-03-02-00	DWI Court Project

Planned Activity: DWI Court Project

Planned activity number: **M5CS-2020-03-02-00**

Primary Countermeasure Strategy ID:

Planned Activity Description

The Office of State Courts Administrator (OSCA) receives grant funding for DWI court expansion in the State. DWI courts provide a cost-effective alternative to the traditional criminal justice system in addressing the risk to public safety caused by hardcore impaired drivers. The Missouri Supreme Court adopted Court Operating Rule (COR) 26. This rule requires all courts that seek to establish a DWI court or docket to submit a Plan of Operation to the Drug Courts Coordinating Commission for approval before issuing a limited driving privilege. This project covers costs associated with establishing new DWI Courts in the state. Those costs include: lab testing, offender supervision, law enforcement trackers, treatment, educational materials, training, and travel expenses.

Intended Subrecipients

Office of State Courts Administrator

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Offender Alcohol Assessment/Treatment

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405d Impaired Driving Mid	405d Mid Court Support (FAST)	\$101,818.14		
2019	FAST Act 405d Impaired Driving Mid	405d Mid Court Support (FAST)	\$203,636.29		
2020	FAST Act 405d Impaired Driving Mid	405d Mid Court Support (FAST)	\$33,393.38		

Countermeasure Strategy: Prosecutor Training

Program Area: **Impaired Driving (Drug and Alcohol)**

Project Safety Impacts

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

Linkage Between Program Area

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

Rationale

Prosecutor training will be conducted by Missouri's Office of Prosecution Services (MOPS) and the Missouri Department of Revenue (DOR). MOPS houses Missouri's Traffic Safety Resource Prosecutor while DOR will use funding to cover salary and costs for a dedicated impaired

driving attorney and assistant, who provide court case and training assistance throughout Missouri.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
154AL-2020-AL-35-00	Attorney and Legal Assistant
M5CS-2020-03-01-00	Traffic Safety Resource Prosecutor

Planned Activity: Attorney and Legal Assistant

Planned activity number: **154AL-2020-AL-35-00**

Primary Countermeasure Strategy ID:

Planned Activity Description

The Highway Safety Office contracts with the REJIS Commission to host an automated system for data collection, data sharing, tracking of certification and overall administration of the DRE program. This system allows for automatic transmission of drug evaluations to the regional coordinators, state coordinator and the federal database. The system also allows for email notification of DREs, regional coordinators and the state coordinator. DRE Candidates are trained on the new system as part of their DRE training, conducting their field certifications using the system. The program is proving to be a great administrative tool and will add to the state’s ability to track drug involvement in traffic stops. This project covers the costs for hosting the database, IT support of the program, and any enhancements.

Intended Subrecipients

MO Dept. of Revenue

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Prosecutor Training

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	154 Transfer Funds-AL	154 Alcohol	\$46,311.49		\$0.00

2019	154 Transfer Funds-AL	154 Alcohol	\$120,409.88		\$0.00
2020	154 Transfer Funds-AL	154 Alcohol	\$18,524.60		\$0.00

Planned Activity: Traffic Safety Resource Prosecutor

Planned activity number: **M5CS-2020-03-01-00**

Primary Countermeasure Strategy ID:

Planned Activity Description

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

Intended Subrecipients

MO Office of Prosecution Services

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Prosecutor Training

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405d Impaired Driving Mid	405d Mid Court Support (FAST)	\$112,359.38		
2019	FAST Act 405d Impaired Driving Mid	405d Mid Court Support (FAST)	\$224,718.75		

2020	FAST Act 405d Impaired Driving Mid	405d Mid Court Support (FAST)	\$37,453.13		
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Countermeasure Strategy: School programs

Program Area: **Impaired Driving (Drug and Alcohol)**

Project Safety Impacts

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

Linkage Between Program Area

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

Rationale

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

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
154AL-2020-AL-D7-00	Missouri Safe and Sober
154AL-2020-AL-E0-00	MADD Power of Parents and Power of Youth
M5OT-2020-03-03-00	DITEP 2020
M5TR-2020-03-03-00	SMART, CHEERS, DRIVE SAFE, DRIVE SMART
M5TR-2020-03-05-00	Sober Driving is the Only Path

Planned Activity: Missouri Safe and Sober

Planned activity number: **154AL-2020-AL-D7-00**

Primary Countermeasure Strategy ID:

Planned Activity Description

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

Intended Subrecipients

Safe and Sober, Inc.

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
School programs

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	154 Transfer Funds-AL	154 Alcohol	\$107,812.50		\$0.00
2019	154 Transfer Funds-AL	154 Alcohol	\$280,312.50		\$0.00
2020	154 Transfer Funds-AL	154 Alcohol	\$43,125.00		\$0.00

Planned Activity: MADD Power of Parents and Power of Youth

Planned activity number: **154AL-2020-AL-E0-00**

Primary Countermeasure Strategy ID:

Planned Activity Description

MADD Power of Parents and Power of Youth programs are part of a community mobilization to educate entire communities about the dangers and impact of underage alcohol use. Power of Parents seeks to equip parents to have intentional, ongoing and potentially lifesaving conversations about alcohol with their kids. Power of Youth empowers teens to resist peer pressure to make smart, healthy decisions about not drinking alcohol before they turn 21 and to never get in a car with someone who has been drinking. Missouri’s hopes for a safer future are

riding on tomorrow’s drivers and we want to get our youth off to a good start. MADD is focused on tackling underage drinking, a problem that threatens the safety of our kids and endangers entire communities, now and down the road. Funding will be used to support travel, training, educational materials and operational expenses of the program.

Intended Subrecipients

Mothers Against Drunk Driving

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
School programs

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	154 Transfer Funds-AL	154 Alcohol	\$31,250.00		\$0.00
2019	154 Transfer Funds-AL	154 Alcohol	\$81,250.00		\$0.00
2020	154 Transfer Funds-AL	154 Alcohol	\$12,500.00		\$0.00

Planned Activity: DITEP 2020

Planned activity number: **M5OT-2020-03-03-00**

Primary Countermeasure Strategy ID:

Planned Activity Description

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

Intended Subrecipients

Missouri Police Chiefs Association

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
School programs

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405d Impaired Driving Mid	405d Mid Other Based on Problem ID (FAST)	\$9,935.63		
2019	FAST Act 405d Impaired Driving Mid	405d Mid Other Based on Problem ID (FAST)	\$19,871.25		
2020	FAST Act 405d Impaired Driving Mid	405d Mid Other Based on Problem ID (FAST)	\$3,311.88		

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

Planned activity number: **M5TR-2020-03-03-00**

Primary Countermeasure Strategy ID:

Planned Activity Description

SMART, CHEERS and DRIVE SAFE/DRIVE SMART. Programs are college and community based programs to encourage college students to make smart choices when it comes to drinking and driving, and encourage the use of designated drivers. The programs also work with retail and liquor establishments to educate employees on over service of alcohol and selling to minors. The funding will provide training, salary, Meeting of the Minds conference support, educational materials and operational expenses of the program.

Intended Subrecipients

University of MO Curators

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
School programs

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405d Impaired Driving Mid	405d Mid Training (FAST)	\$123,750.00		
2019	FAST Act 405d Impaired Driving Mid	405d Mid Training (FAST)	\$247,500.00		
2020	FAST Act 405d Impaired Driving Mid	405d Mid Training (FAST)	\$41,250.00		

Planned Activity: Sober Driving is the Only Path

Planned activity number: **M5TR-2020-03-05-00**

Primary Countermeasure Strategy ID: **Public Information and Education**

Planned Activity Description

This project will provide prevention education to Mid Missouri (Callaway, Cole, Miller, Moniteau, Camden, and Osage Counties) youth throughout the year that emphasize the importance of safe sober driving including the consequences of impaired driving in partnership with area businesses, schools and civic organizations.

Education will be provided regarding the harm associated with impaired driving on advertisements at movie theaters throughout mid-Missouri reaching at least 18,000 students throughout the year on multiple occasions grades 6-12 to increase the age of onset and reduce substance use. Additionally, the campaign will provide area High Schools with an educational speaker to present to approximately 14,700 area 9-12th graders in during the 2019-20 school year, regarding the importance of safe, sober driving.

At least 10,000 educational brochures will be distributed at school events and through community partners including physicians, churches, and local businesses. Quarterly workshops will be conducted in conjunction with existing parent meetings to present solutions to youth drinking, and impaired driving.

This project will also include placement of targeted internet banner ads on parent websites that receive at least 100,000 views regarding the importance of safe driving and consequences of drinking/drugging and driving in conjunction with area Mothers Against Drunk Driving (MADD) and Students Against Destructive Decisions(SADD) groups.

Intended Subrecipients

Council for Drug Free Youth Inc.

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
School programs

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405d Impaired Driving Mid	405d Mid Training (FAST)	\$1,875.00		
2019	FAST Act 405d Impaired Driving Mid	405d Mid Training (FAST)	\$3,750.00		
2020	FAST Act 405d Impaired Driving Mid	405d Mid Training (FAST)	\$625.00		

Program Area: Motorcycle Safety
Description of Highway Safety Problems

A motorcycle is inherently more difficult to operate than a passenger vehicle, requiring more physical skill and offering riders almost no protection in a crash. Between 2013 and 2017 in Missouri, motorcycle operators were involved in 513 fatalities. Of those 513 fatalities, 511 were the motorcycle drivers and/or riders. Motorcycles currently represent 2 percent of the registered vehicles in Missouri but were involved in 12.7 percent of all fatal traffic crashes during the last five years (2013-2017).

An area of particular concern is the number of unlicensed and improperly licensed motorcycle operators involved in crashes. Between 2013 and 2017, 41.3 percent of the motorcycle involved fatalities involved an unlicensed or improperly licensed motorcycle operator.

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-7) Number of motorcyclist fatalities (FARS)	2020	5 Year	122.5
2020	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	2020	5 Year	13.80

Countermeasure Strategies in Program Area

Countermeasure Strategy
Communication Campaign
Highway Safety Office Program Management

Countermeasure Strategy: Communication Campaign

Program Area: **Motorcycle Safety**

Project Safety Impacts

Paid media will be utilized to awareness of motorcyclists to motorists and to educate motorcyclists safe riding practices.

Linkage Between Program Area

Motorcyclists represent more than ten percent of fatalities on Missouri's roadways, far over-represented when comparing the actual number of motorcyclists versus automobiles. Missouri

will utilize paid media to bring awareness of motorcyclists to motorists and to educate motorcyclists safe riding practices, to reduce the overall number of motorcyclist fatalities (Core Measure C-5) and number of unhelmeted motorcyclist fatalities (Core Measure C-8).

Rationale

Paid media will be utilized to bring awareness of motorcyclists to motorists and to educate motorcyclists safe riding practices. In addition to the projects listed below, a portion of the impaired driving campaign will also address impaired motorcyclists, in order to reduce the number of alcohol or drug-related motorcycle crashes.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
M9MA-2020-12-01-00	Motorcycle Awareness
PM-2020-02-06-00	Motorcycle Paid Media

Planned Activity: Motorcycle Awareness

Planned activity number: **M9MA-2020-12-01-00**

Primary Countermeasure Strategy ID:

Planned Activity Description

Funding will provide paid media and outreach efforts reminding motorists to Watch for Motorcycles.

Intended Subrecipients

Highway Safety and Traffic Division

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Communication Campaign

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act 405f Motorcycle	405f Motorcyclist Awareness (FAST)	\$18,750.00		

	Programs				
2018	FAST Act 405f Motorcycle Programs	405f Motorcyclist Awareness (FAST)	\$112,500.00		
2019	FAST Act 405f Motorcycle Programs	405f Motorcyclist Awareness (FAST)	\$37,500.00		
2020	FAST Act 405f Motorcycle Programs	405f Motorcycle Programs (FAST)	\$18,750.00		

Planned Activity: Motorcycle Paid Media

Planned activity number: **PM-2020-02-06-00**

Primary Countermeasure Strategy ID:

Planned Activity Description

The funding will be used to purchase yard signs for distribution statewide. This program has been extremely popular and helpful in getting the message across to drivers on the importance of looking twice for motorcycles.

Intended Subrecipients

Highway Safety and Traffic Division

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Communication Campaign

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Paid Advertising (FAST)	\$37,500.00		\$0.00
2019	FAST Act NHTSA 402	Paid Advertising (FAST)	\$75,000.00		\$0.00
2020	FAST Act NHTSA 402	Paid Advertising (FAST)	\$75,000.00		\$0.00

Countermeasure Strategy: Highway Safety Office Program Management

Program Area: **Motorcycle Safety**

Project Safety Impacts

Paid media will be utilized to awareness of motorcyclists to motorists and to educate motorcyclists safe riding practices.

Linkage Between Program Area

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

Rationale

Paid media will be utilized to awareness of motorcyclists to motorists and to educate motorcyclists safe riding practices. In addition to the projects listed below, a portion of the impaired driving campaign will also address impaired motorcyclist, in order to reduce the number of alcohol or drug-related motorcycle crashes.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
M9MA-2020-12-00-00	THSD-Statewide 405f Motorcycle Program

Planned Activity: THSD-Statewide 405f Motorcycle Program

Planned activity number: **M9MA-2020-12-00-00**

Primary Countermeasure Strategy ID:

Planned Activity Description

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

Intended Subrecipients

Highway Safety and Traffic Division

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Highway Safety Office Program Management

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405f Motorcycle Programs	405f Motorcyclist Awareness (FAST)	\$18,750.00	\$8,129.64	
2019	FAST Act 405f Motorcycle Programs	405f Motorcyclist Awareness (FAST)	\$18,750.00	\$65,037.09	
2020	FAST Act 405f Motorcycle Programs	405f Motorcyclist Awareness (FAST)	\$150,000.00	\$8,129.64	

Program Area: Non-motorized (Pedestrians and Bicyclist)

Description of Highway Safety Problems

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

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

Motor vehicle crashes involving pedestrians do not occur in extremely large numbers, but when a pedestrian is involved in a traffic crash, the potential for injury or death is much greater. From 2013 through 2017, pedestrian involved crashes comprised less than 1 percent of all crashes, but accounted for 10.2 percent of all fatalities and 5.5 percent of all serious injuries in Missouri.

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

Pedestrian trips are a larger percentage of all trips in the urbanized areas of the state. Of the 2013-2017 Missouri pedestrian fatalities, 75.7 percent occurred in urban areas and 24.2 percent occurred in rural areas. The Vision Zero approach to traffic safety, which began in Sweden and has now been adopted in Missouri, views traffic deaths and serious injuries as preventable not inevitable.

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

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-10) Number of pedestrian fatalities (FARS)	2020	5 Year	100.3
2020	C-11) Number of bicyclists fatalities (FARS)	2020	5 Year	5.9

Countermeasure Strategies in Program Area

Countermeasure Strategy
Communication Campaign
Elementary-age Child Bicyclist Training
Elementary-age Child Pedestrian Training

Countermeasure Strategy: Communication Campaign

Program Area: **Non-motorized (Pedestrians and Bicyclist)**

Project Safety Impacts

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

Linkage Between Program Area

Missouri will use paid media to influence driver and passenger behavior in the fields of distracted driving and bicycle/pedestrian awareness. This is in direct relation to core performance measure C1 and C2, overall fatality and serious injury crashes, and C10 and C11, number of pedestrian fatalities and number of pedal cyclist fatalities. Funds will be used to pay for both broadcast and social media and other promotions.

Rationale

Paid media is one of the most common countermeasures identified to influence driver and passenger behavior. Missouri will utilize paid media in this scope to further reduce fatal and serious injury crashes involving pedestrians and pedal cyclists.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
PM-2020-02-04-00	Bike and Pedestrian Paid Media

Planned Activity: Bike and Pedestrian Paid Media

Planned activity number: **PM-2020-02-04-00**

Primary Countermeasure Strategy ID:

Planned Activity Description

This funding will be used for professional marketing services to generate effective and compelling messages to reach Missourians regarding safe driving. Creative work produced could include TV and radio scripts, and/or production, posters, billboards, online banners, etc. It could also include any technical services such as dubbing fees for creative products. We are now also incorporating Spanish and ASL into all of our messages.

Intended Subrecipients

Highway Safety and Traffic Division

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Communication Campaign
Public Information and Education

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Paid Advertising (FAST)	\$25,000.00		\$0.00
2019	FAST Act NHTSA 402	Paid Advertising (FAST)	\$50,000.00		\$0.00
2020	FAST Act NHTSA 402	Paid Advertising (FAST)	\$50,000.00		\$0.00

Countermeasure Strategy: Elementary-age Child Bicyclist Training

Program Area: **Non-motorized (Pedestrians and Bicyclist)**

Project Safety Impacts

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

Linkage Between Program Area

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

Rationale

Missouri doesn't typically have a large number of bicyclist fatalities, however, it is important to continue to educate and train young bicyclists of the traffic safety rules in order to keep our bicyclists fatalities minimized. Missouri Capitol Police and Safe Kids Columbia will host training events in the Mid Missouri area.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
PS-2020-02-01-00	Pedestrian and Bicycle Safety Campaign
PS-2020-02-02-00	Let's Ride at the Capitol

Planned Activity: Pedestrian and Bicycle Safety Campaign

Planned activity number: **PS-2020-02-01-00**

Primary Countermeasure Strategy ID: **Elementary-age Child Bicyclist Training**

Planned Activity Description

Safe Kids Columbia will use an educational and awareness campaign for young bicyclists and pedestrians (ages K-5) to teach injury prevention and safety tips regarding rules of the road. Some of these include, walking with heads up, devices down, how to cross at cross-walks, wearing proper bright clothing, wearing safety helmets, and bicycle maintenance, just to name a few.

Intended Subrecipients

Safe Kids Columbia

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Elementary-age Child Bicyclist Training
Elementary-age Child Pedestrian Training

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	402 - Traffic Safety	Highway Safety Program Management	\$1,933.46	\$0.00	\$1,933.46

2019	402 - Traffic Safety	Highway Safety Program Management	\$3,866.93	\$0.00	\$3,866.93
2020	402 - Traffic Safety	Highway Safety Program Management	\$3,866.93	\$0.00	\$3,866.93

Planned Activity: Let's Ride at the Capitol

Planned activity number: **PS-2020-02-02-00**

Primary Countermeasure Strategy ID: **Elementary-age Child Bicyclist Training**

Planned Activity Description

Missouri Capitol Police plans to host two bicycle safety training sessions in Mid Missouri to train young bicyclists on proper riding safety procedures, equipment, and rules of the road. Missouri Capitol Police will work in conjunction with a local bicycle shop in order to carry out these trainings.

Intended Subrecipients

Missouri Capitol Police

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Elementary-age Child Bicyclist Training

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	402 - Traffic Safety	Highway Safety Program Management	\$1,296.10	\$0.00	\$1,296.10
2019	402 - Traffic Safety	Highway Safety Program Management	\$2,592.20	\$0.00	\$2,592.20
2020	402 - Traffic Safety	Highway Safety Program Management	\$2,592.20	\$0.00	\$2,592.20

Countermeasure Strategy: Elementary-age Child Pedestrian Training

Program Area: **Non-motorized (Pedestrians and Bicyclist)**

Project Safety Impacts

This project will educate young pedestrians on the rules and safe practices of walking safely alongside traffic. Some of the focus areas include: distractions, making eye contact with drivers, wearing bright clothing, and obeying all traffic laws.

Linkage Between Program Area

By training young pedestrians to follow the basic road traffic safety rules will directly relate to core performance measures C1, C2 (overall fatality and serious injury crashes), and C10 (number of pedestrian fatalities).

Rationale

Missouri's pedestrian fatalities are averaging 11-13% each of the last several years. It is important to continue to educate and train young pedestrians of the rules of the roadways and safe practices of walking that they will retain through adulthood in order to minimize the number of pedestrian fatalities.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
PS-2020-02-01-00	Pedestrian and Bicycle Safety Campaign

Planned Activity: Pedestrian and Bicycle Safety Campaign

Planned activity number: **PS-2020-02-01-00**

Primary Countermeasure Strategy ID: **Elementary-age Child Bicyclist Training**

Planned Activity Description

Safe Kids Columbia will use an educational and awareness campaign for young bicyclists and pedestrians (ages K-5) to teach injury prevention and safety tips regarding rules of the road. Some of these include, walking with heads up, devices down, how to cross at cross-walks, wearing proper bright clothing, wearing safety helmets, and bicycle maintenance, just to name a few.

Intended Subrecipients

Safe Kids Columbia

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Elementary-age Child Bicyclist Training
Elementary-age Child Pedestrian Training

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	402 - Traffic Safety	Highway Safety Program Management	\$1,933.46	\$0.00	\$1,933.46
2019	402 - Traffic Safety	Highway Safety Program Management	\$3,866.93	\$0.00	\$3,866.93
2020	402 - Traffic Safety	Highway Safety Program Management	\$3,866.93	\$0.00	\$3,866.93

Program Area: Occupant Protection (Adult and Child Passenger Safety)

Description of Highway Safety Problems

During 2013-2017, 63 percent of drivers and occupants killed in crashes in Missouri were unrestrained. The number of unrestrained teens killed in Missouri crashes during the last five years is even higher – 73 percent. When analyzing only the pickup truck drivers and occupants, 76 percent of those killed during the last five years were unrestrained. Missouri’s observed safety belt use rate of 87 percent in 2018 is below the national average of 90 percent. Missouri conducts a statewide observational safety belt survey annually, a teen safety belt survey biennially, and a child passenger and commercial motor vehicle safety belt use survey alternately when funds are available.

The child safety seat and commercial motor vehicle driver safety belt use surveys are conducted periodically. Teen safety belt use is of particular concern. This group’s safety belt use was 13 percent lower than the 2018 overall use rate.

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

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	2020	5 Year	390.2
2020	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	2020	Annual	89.00

Countermeasure Strategies in Program Area

Countermeasure Strategy
Child Restraint System Inspection Station(s)

Communication Campaign
CPS Outreach Programs
CPS Outreach Programs
Highway Safety Office Program Management
Occupant Protection Law Enforcement Liaison
School programs
Short-term, High Visibility Seat Belt Law Enforcement

Countermeasure Strategy: Child Restraint System Inspection Station(s)

Program Area: **Occupant Protection (Adult and Child Passenger Safety)**

Project Safety Impacts

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

Linkage Between Program Area

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

Rationale

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

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
M2CPS-2020-05-01-00	CPS Program Training

Planned Activity: CPS Program Training

Planned activity number: **M2CPS-2020-05-01-00**

Primary Countermeasure Strategy ID:

Planned Activity Description

The HSO will provide funding for expenses and fees for specified instructors to teach the CPS technician certification and recertification statewide in order to increase the number of CPS techs. across the state of Missouri. This program will help ensure that parents/caregivers properly install safety seats for young children. The HSO will provide funding for the certification fees for those individuals across the state of Missouri in need of financial assistance to attend the CPS Tech. courses offered. The HSO will provide funding for continued CPS training sessions for the Missouri CPS Advisory committee members in order to receive current CPS information and maintain a successful CPS program in Missouri.

Intended Subrecipients

Highway Safety and Traffic Division

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Child Restraint System Inspection Station(s)
CPS Outreach Programs
CPS Outreach Programs

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act 405b OP Low	405b Low Community CPS Services (FAST)	\$20,000.00		
2018	FAST Act 405b OP Low	405b Low Community CPS Services (FAST)	\$50,000.00		
2019	FAST Act 405b OP Low	405b Low Community CPS Services (FAST)	\$20,000.00		
2020	FAST Act 405b OP Low	405b Low Community CPS Services (FAST)	\$10,000.00		

Countermeasure Strategy: Communication Campaign

Program Area: **Occupant Protection (Adult and Child Passenger Safety)**

Project Safety Impacts

An effective paid media campaign is essential to compliment the high visibility enforcement that goes with Missouri's efforts towards the Click It or Ticket national campaign as well as quarterly

efforts that supplement Click It or Ticket. Paid media will be scheduled in high crash locations throughout the State with the sole purpose of informing the public of the hazards of aggressive driving and not wearing a safety belt, both physically and legally. Media buys will coincide with national mobilizations, and quarterly efforts that Missouri sponsors to support the national mobilizations.

Linkage Between Program Area

Funding will be utilized to coordinate social media and broadcast media targeting audiences, especially young male drivers on the importance wearing a seat belt and the consequences both physically and legally of not wearing one. This is directly related to core outcome measures on unrestrained passenger vehicle occupant fatalities (C-4) and observed seat belt usage (B-1).

Rationale

An effective media campaign coupled with the high visibility enforcement is essential in increasing seat belt use in Missouri and reducing unstrained passenger vehicle occupant fatalities. Funding will be used to pay for the paid media campaign portion of this effort.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
M2CPS-2020-05-03-00	Child Passenger Safety Paid Media
PM-2020-02-01-00	Click it or Ticket Paid Media

Planned Activity: Child Passenger Safety Paid Media

Planned activity number: **M2CPS-2020-05-03-00**

Primary Countermeasure Strategy ID:

Planned Activity Description

Paid media will be used to target parents or care givers about the importance of properly restraining children as they travel on Missouri roadways.

Intended Subrecipients

Highway Safety and Traffic Division

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Communication Campaign

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act 405b OP Low	405b Low Community CPS Services (FAST)	\$25,000.00		
2018	FAST Act 405b OP Low	405b Low Community CPS Services (FAST)	\$62,500.00		
2019	FAST Act 405b OP Low	405b Low Community CPS Services (FAST)	\$25,000.00		
2020	FAST Act 405b OP Low	405b Low Community CPS Services (FAST)	\$12,500.00		

Planned Activity: Click it or Ticket Paid Media

Planned activity number: **PM-2020-02-01-00**

Primary Countermeasure Strategy ID:

Planned Activity Description

In order to continue to raise awareness and change driving attitudes and behaviors, the safe driving messages need to be perpetuated through traditional media vehicles (TV, radio, print, outdoor, digital) as well as through social media throughout the year.

This campaign is to fund media of the Click It or Ticket and Youth Seat Belt campaigns.

Intended Subrecipients

Highway Safety and Traffic Division

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Communication Campaign

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405b OP Low	405b Low Public Education (FAST)	\$75,000.00		
2019	FAST Act 405b OP Low	405b Low Public Education (FAST)	\$150,000.00		

2020	FAST Act 405b OP Low	405b Low Public Education (FAST)	\$150,000.00		
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Countermeasure Strategy: CPS Outreach Programs

Program Area: **Occupant Protection (Adult and Child Passenger Safety)**

Project Safety Impacts

CPS Outreach will be utilized to reduce fatal and serious injuries among young children by training to CPS technicians and parents/caregivers to properly install child safety seats, and in properly restraining children in those seats. Funding will also be used to provide car seats to CPS technicians to distribute to low-income families during CPS events and installations.

Linkage Between Program Area

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

Rationale

CPS Outreach will be utilized to ensure child seats are available to low-income families, and that training is provided to child passenger safety technicians and parents/caregivers in the proper installation of child seats, and also provide the Alive at 25 program.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
CP-2020-09-02-00	Boosters to Belts
CR-2020-05-01-00	402 Car Seat Distribution
CR-2020-05-02-00	CPS Program Activities Administration
M2CPS-2020-05-01-00	CPS Program Training
M2CSS-2020-05-01-00	405 Car Seat Distribution

Planned Activity: Boosters to Belts

Planned activity number: **CP-2020-09-02-00**

Primary Countermeasure Strategy ID: **CPS Outreach Programs**

Planned Activity Description

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

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

Intended Subrecipients

DCCCA

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
CPS Outreach Programs

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	402 - Traffic Safety	Highway Safety Program Management	\$11,250.00		\$11,250.00
2019	402 - Traffic Safety	Highway Safety Program Management	\$22,500.00		\$22,500.00
2020	402 - Traffic Safety	Highway Safety Program Management	\$22,500.00		\$22,500.00

Planned Activity: 402 Car Seat Distribution

Planned activity number: **CR-2020-05-01-00**

Primary Countermeasure Strategy ID:

Planned Activity Description

Child passenger safety programs are conducted statewide focusing on age birth through age 14. Car seats are distributed through Missouri's network of approximately 175 NHTSA registered

Inspection Stations and over 1,000 CPS Technicians to low income individuals in need of a seat. This program will help ensure that parents/caregivers properly install safety seats for young children. Funding will be used for the purchase of convertible and high back booster child safety seats.

Intended Subrecipients

Highway Safety and Traffic Division

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
CPS Outreach Programs
CPS Outreach Programs
Highway Safety Office Program Management

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Child Restraint (FAST)	\$12,500.00		\$12,500.00
2019	FAST Act NHTSA 402	Child Restraint (FAST)	\$25,000.00		\$25,000.00
2020	FAST Act NHTSA 402	Child Restraint (FAST)	\$25,000.00		\$25,000.00

Planned Activity: CPS Program Activities Administration

Planned activity number: **CR-2020-05-02-00**

Primary Countermeasure Strategy ID:

Planned Activity Description

The funding for this project will support the HSO CPS program, to include training expenses, and other supplies needed for CPS courses.

Intended Subrecipients

Highway Safety and Traffic Division

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
CPS Outreach Programs
CPS Outreach Programs
Highway Safety Office Program Management

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Child Restraint (FAST)	\$8,750.00		\$0.00
2019	FAST Act NHTSA 402	Child Restraint (FAST)	\$17,500.00		\$0.00
2020	FAST Act NHTSA 402	Child Restraint (FAST)	\$17,500.00		\$0.00

Planned Activity: CPS Program Training

Planned activity number: **M2CPS-2020-05-01-00**

Primary Countermeasure Strategy ID:

Planned Activity Description

The HSO will provide funding for expenses and fees for specified instructors to teach the CPS technician certification and recertification statewide in order increase the number of CPS techs. across the state of Missouri. This program will help ensure that parents/caregivers properly install safety seats for young children. The HSO will provide funding for the certification fees for those individuals across the state of Missouri in need of financial assistance to attend the CPS Tech. courses offered. The HSO will provide funding for continued CPS training sessions for the Missouri CPS Advisory committee members in order to receive current CPS information and maintain a successful CPS program in Missouri.

Intended Subrecipients

Highway Safety and Traffic Division

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Child Restraint System Inspection Station(s)

CPS Outreach Programs
CPS Outreach Programs

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act 405b OP Low	405b Low Community CPS Services (FAST)	\$20,000.00		
2018	FAST Act 405b OP Low	405b Low Community CPS Services (FAST)	\$50,000.00		
2019	FAST Act 405b OP Low	405b Low Community CPS Services (FAST)	\$20,000.00		
2020	FAST Act 405b OP Low	405b Low Community CPS Services (FAST)	\$10,000.00		

Planned Activity: 405 Car Seat Distribution

Planned activity number: **M2CSS-2020-05-01-00**

Primary Countermeasure Strategy ID:

Planned Activity Description

Child passenger safety programs are conducted statewide focusing on age birth through age 14. Car seats are distributed through Missouri’s network of approximately 175 NHTSA registered Inspection Stations and over 1,000 CPS Technicians to low income individuals in need of a seat. This program will help ensure that parents/caregivers properly install safety seats for young children. Funding will be used for the purchase of convertible and high back booster child safety seats.

Intended Subrecipients

Highway Safety and Traffic Division

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
CPS Outreach Programs
CPS Outreach Programs
Highway Safety Office Program Management

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act 405b OP Low	405b Low CSS Purchase/Distribution (FAST)	\$12,500.00		
2018	FAST Act 405b OP Low	405b Low CSS Purchase/Distribution (FAST)	\$31,250.00		
2019	FAST Act 405b OP Low	405b Low CSS Purchase/Distribution (FAST)	\$12,500.00		
2020	FAST Act 405b OP Low	405b Low CSS Purchase/Distribution (FAST)	\$6,250.00		

Countermeasure Strategy: CPS Outreach Programs

Program Area: **Occupant Protection (Adult and Child Passenger Safety)**

Project Safety Impacts

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Linkage Between Program Area

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Rationale

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Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
CR-2020-05-01-00	402 Car Seat Distribution
CR-2020-05-02-00	CPS Program Activities Administration
M2CPS-2020-05-01-00	CPS Program Training
M2CSS-2020-05-01-00	405 Car Seat Distribution

Planned Activity: 402 Car Seat Distribution

Planned activity number: **CR-2020-05-01-00**

Primary Countermeasure Strategy ID:

Planned Activity Description

Child passenger safety programs are conducted statewide focusing on age birth through age 14. Car seats are distributed through Missouri's network of approximately 175 NHTSA registered Inspection Stations and over 1,000 CPS Technicians to low income individuals in need of a seat. This program will help ensure that parents/caregivers properly install safety seats for young children. Funding will be used for the purchase of convertible and high back booster child safety seats.

Intended Subrecipients

Highway Safety and Traffic Division

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
CPS Outreach Programs
CPS Outreach Programs
Highway Safety Office Program Management

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Child Restraint (FAST)	\$12,500.00		\$12,500.00
2019	FAST Act NHTSA 402	Child Restraint (FAST)	\$25,000.00		\$25,000.00
2020	FAST Act NHTSA 402	Child Restraint (FAST)	\$25,000.00		\$25,000.00

Planned Activity: CPS Program Activities Administration

Planned activity number: **CR-2020-05-02-00**

Primary Countermeasure Strategy ID:

Planned Activity Description

The funding for this project will support the HSO CPS program, to include training expenses, and other supplies needed for CPS courses.

Intended Subrecipients

Highway Safety and Traffic Division

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
CPS Outreach Programs
CPS Outreach Programs
Highway Safety Office Program Management

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Child Restraint (FAST)	\$8,750.00		\$0.00
2019	FAST Act NHTSA 402	Child Restraint (FAST)	\$17,500.00		\$0.00
2020	FAST Act NHTSA 402	Child Restraint (FAST)	\$17,500.00		\$0.00

Planned Activity: CPS Program Training

Planned activity number: **M2CPS-2020-05-01-00**

Primary Countermeasure Strategy ID:

Planned Activity Description

The HSO will provide funding for expenses and fees for specified instructors to teach the CPS technician certification and recertification statewide in order increase the number of CPS techs. across the state of Missouri. This program will help ensure that parents/caregivers properly install safety seats for young children. The HSO will provide funding for the certification fees for those individuals across the state of Missouri in need of financial assistance to attend the CPS Tech. courses offered. The HSO will provide funding for continued CPS training sessions for the Missouri CPS Advisory committee members in order to receive current CPS information and maintain a successful CPS program in Missouri.

Intended Subrecipients

Highway Safety and Traffic Division

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Child Restraint System Inspection Station(s)
CPS Outreach Programs
CPS Outreach Programs

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act 405b OP Low	405b Low Community CPS Services (FAST)	\$20,000.00		
2018	FAST Act 405b OP Low	405b Low Community CPS Services (FAST)	\$50,000.00		
2019	FAST Act 405b OP Low	405b Low Community CPS Services (FAST)	\$20,000.00		
2020	FAST Act 405b OP Low	405b Low Community CPS Services (FAST)	\$10,000.00		

Planned Activity: 405 Car Seat Distribution

Planned activity number: **M2CSS-2020-05-01-00**

Primary Countermeasure Strategy ID:

Planned Activity Description

Child passenger safety programs are conducted statewide focusing on age birth through age 14. Car seats are distributed through Missouri's network of approximately 175 NHTSA registered Inspection Stations and over 1,000 CPS Technicians to low income individuals in need of a seat. This program will help ensure that parents/caregivers properly install safety seats for young children. Funding will be used for the purchase of convertible and high back booster child safety seats.

Intended Subrecipients

Highway Safety and Traffic Division

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
CPS Outreach Programs
CPS Outreach Programs
Highway Safety Office Program Management

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act 405b OP Low	405b Low CSS Purchase/Distribution (FAST)	\$12,500.00		
2018	FAST Act 405b OP Low	405b Low CSS Purchase/Distribution (FAST)	\$31,250.00		
2019	FAST Act 405b OP Low	405b Low CSS Purchase/Distribution (FAST)	\$12,500.00		
2020	FAST Act 405b OP Low	405b Low CSS Purchase/Distribution (FAST)	\$6,250.00		

Countermeasure Strategy: Highway Safety Office Program Management

Program Area: **Occupant Protection (Adult and Child Passenger Safety)**

Project Safety Impacts

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

Linkage Between Program Area

Core Outcome Measure C-4 (Number of Unrestrained Passenger Vehicle Occupant Fatalities) and Core Behavior Measure B-1 (Observed Seat Belt Use) are addressed by this countermeasure

strategy by providing child seats and proper training to ensure children are safety restrained in motor vehicles, and the staff coordination from the Office of Highway Safety to support these activities. In addition, the Statewide Safety Belt Survey is also funded through this countermeasure. The 2018 statewide safety belt use rate in Missouri was 87%, with a target to increase to 89% by the end of 2019.

Rationale

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

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
CR-2020-05-01-00	402 Car Seat Distribution
CR-2020-05-02-00	CPS Program Activities Administration
M2CPS-2020-05-02-00	2020 405b Low CPS Coordination
M2CSS-2020-05-01-00	405 Car Seat Distribution
M2HVE-2020-05-29-00	Survey-Teen (High School) Safety Belt
M2X-2020-05-00-00	THSD-Statewide 405b Low
PT-2020-02-E1-00	Statewide Safety Belt Survey

Planned Activity: 402 Car Seat Distribution

Planned activity number: **CR-2020-05-01-00**

Primary Countermeasure Strategy ID:

Planned Activity Description

Child passenger safety programs are conducted statewide focusing on age birth through age 14. Car seats are distributed through Missouri’s network of approximately 175 NHTSA registered Inspection Stations and over 1,000 CPS Technicians to low income individuals in need of a seat. This program will help ensure that parents/caregivers properly install safety seats for young children. Funding will be used for the purchase of convertible and high back booster child safety seats.

Intended Subrecipients

Highway Safety and Traffic Division

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
CPS Outreach Programs
CPS Outreach Programs
Highway Safety Office Program Management

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Child Restraint (FAST)	\$12,500.00		\$12,500.00
2019	FAST Act NHTSA 402	Child Restraint (FAST)	\$25,000.00		\$25,000.00
2020	FAST Act NHTSA 402	Child Restraint (FAST)	\$25,000.00		\$25,000.00

Planned Activity: CPS Program Activities Administration

Planned activity number: **CR-2020-05-02-00**

Primary Countermeasure Strategy ID:

Planned Activity Description

The funding for this project will support the HSO CPS program, to include training expenses, and other supplies needed for CPS courses.

Intended Subrecipients

Highway Safety and Traffic Division

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
CPS Outreach Programs
CPS Outreach Programs
Highway Safety Office Program Management

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Child Restraint (FAST)	\$8,750.00		\$0.00
2019	FAST Act NHTSA 402	Child Restraint (FAST)	\$17,500.00		\$0.00
2020	FAST Act NHTSA 402	Child Restraint (FAST)	\$17,500.00		\$0.00

Planned Activity: 2020 405b Low CPS Coordination

Planned activity number: **M2CPS-2020-05-02-00**

Primary Countermeasure Strategy ID:

Planned Activity Description

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

Intended Subrecipients

Highway Safety and Traffic Division

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Highway Safety Office Program Management

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act 405b OP Low	405b Low Community CPS Services (FAST)	\$10,000.00		
2018	FAST Act 405b OP Low	405b Low Community CPS Services (FAST)	\$25,000.00		
2019	FAST Act 405b OP Low	405b Low Community CPS Services (FAST)	\$10,000.00		

2020	FAST Act 405b OP Low	405b Low Community CPS Services (FAST)	\$5,000.00		
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Planned Activity: 405 Car Seat Distribution

Planned activity number: **M2CSS-2020-05-01-00**

Primary Countermeasure Strategy ID:

Planned Activity Description

Child passenger safety programs are conducted statewide focusing on age birth through age 14. Car seats are distributed through Missouri's network of approximately 175 NHTSA registered Inspection Stations and over 1,000 CPS Technicians to low income individuals in need of a seat. This program will help ensure that parents/caregivers properly install safety seats for young children. Funding will be used for the purchase of convertible and high back booster child safety seats.

Intended Subrecipients

Highway Safety and Traffic Division

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
CPS Outreach Programs
CPS Outreach Programs
Highway Safety Office Program Management

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act 405b OP Low	405b Low CSS Purchase/Distribution (FAST)	\$12,500.00		
2018	FAST Act 405b OP Low	405b Low CSS Purchase/Distribution (FAST)	\$31,250.00		
2019	FAST Act 405b OP Low	405b Low CSS Purchase/Distribution	\$12,500.00		

		(FAST)			
2020	FAST Act 405b OP Low	405b Low CSS Purchase/Distribution (FAST)	\$6,250.00		

Planned Activity: Survey-Teen (High School) Safety Belt

Planned activity number: **M2HVE-2020-05-29-00**

Primary Countermeasure Strategy ID: **Highway Safety Office Program Management**

Planned Activity Description

The Missouri Safety Center will manage the NHTSA approved Missouri teen seat belt survey for 2020. A Teen seat belt observational survey will be conducted at 150 high schools during the month of April 2020. The 2020 survey will be conducted under the same parameters, guiding principles, and procedures as all prior teen surveys. Funding will provide staff salaries, office supplies and equipment and travel.

Intended Subrecipients

Missouri Safety Center

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Highway Safety Office Program Management

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act 405b OP Low	405b OP Low (FAST)	\$18,750.00		
2018	FAST Act 405b OP Low	405b OP Low (FAST)	\$46,875.00		
2019	FAST Act 405b OP Low	405b OP Low (FAST)	\$18,750.00		
2020	FAST Act 405b OP Low	405b OP Low (FAST)	\$9,375.00		

Planned Activity: THSD-Statewide 405b Low

Planned activity number: **M2X-2020-05-00-00**

Primary Countermeasure Strategy ID:

Planned Activity Description

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

Intended Subrecipients

Highway Safety and Traffic Division

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Highway Safety Office Program Management

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act 405b OP Low	405b OP Low (MAP-21)	\$187,500.00	\$1,642,574.00	
2018	FAST Act 405b OP Low	405b OP Low (FAST)	\$187,500.00	\$410,634.35	
2019	FAST Act 405b OP Low	405b OP Low (FAST)	\$375,000.00	\$164,253.74	
2020	FAST Act 405b OP Low	405b OP Low (FAST)	\$1,125,000.00	\$82,126.87	

Planned Activity: Statewide Safety Belt Survey

Planned activity number: **PT-2020-02-E1-00**

Primary Countermeasure Strategy ID:

Planned Activity Description

The Missouri Safety Center will manage the NHTSA-approved Missouri statewide seat belt survey for 2020. 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.

Intended Subrecipients

Missouri Safety Center

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Highway Safety Office Program Management

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$42,500.00		\$0.00
2019	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$85,000.00		\$0.00
2020	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$85,000.00		\$0.00

Countermeasure Strategy: Occupant Protection Law Enforcement Liaison

Program Area: **Occupant Protection (Adult and Child Passenger Safety)**

Project Safety Impacts

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

Linkage Between Program Area

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

Rationale

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

for years by the NHTSA to implement an LEL program to encourage law enforcement participation and this program is now in its third year.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
PT-2020-02-E0-00	Law Enforcement Liaison

Planned Activity: Law Enforcement Liaison

Planned activity number: **PT-2020-02-E0-00**

Primary Countermeasure Strategy ID:

Planned Activity Description

The Missouri Safety Center employ up to three law enforcement liaisons (LEL) to meet the goals and objectives of the occupant protection program area in order to move toward meeting the 2020 goal.

Intended Subrecipients

Missouri Safety Center

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Occupant Protection Law Enforcement Liaison

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$18,734.88		\$0.00
2019	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$37,469.77		\$0.00
2020	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$37,469.77		\$0.00

Countermeasure Strategy: School programs

Program Area: **Occupant Protection (Adult and Child Passenger Safety)**

Project Safety Impacts

Schools provide well-defined and somewhat controlled audiences for seat belt use programs. Education and other communications strategies can be tailored to a specific audience. These programs are often well received in the community. Safety restraint systems, when utilized correctly, reduce the risk of fatal injuries to front-seat passenger vehicle occupants by 45 percent and reduce the risk of moderate-to-critical injuries by 50 percent. For occupants of light trucks, using safety belts lower the risk of fatal injuries by 60 percent and moderate-to-critical injuries by 65 percent.

Linkage Between Program Area

Recent statistics indicate 74.7 percent of teens killed in Missouri crashes during the last five years were unrestrained. Utilizing school programs, Missouri will address Core Outcome Measure C-4, Number of Unrestrained Vehicle Occupant Fatalities, by facilitating the Arrive at 25 Program, ThinkFirst, and Safe Communities programs to increase teen seat belt use.

Rationale

Mercy Hospital's Arrive at 25 Program, ThinkFirst, and Safe Communities all target young drivers, education them on safe driving practices, with a heavy focus on seat belt use. Funding these projects will expose thousands of young drivers to safer driving habits.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
CP-2020-09-04-00	ThinkFirst Missouri
SA-2020-09-01-00	Traffic Safety Task Force Projects

Planned Activity: ThinkFirst Missouri

Planned activity number: **CP-2020-09-04-00**

Primary Countermeasure Strategy ID:

Planned Activity Description

ThinkFirst Missouri is an evidence-based trauma prevention program of the University of Missouri School of Medicine, Department of Physical Medicine & Rehabilitation. The mission of the program is to prevent traumatic injuries from unbuckled car crashes, especially traffic-related traumatic injuries, through education, research and advocacy. ThinkFirst Missouri, along with its sub-contractor ThinkFirst of Greater Kansas City, provided 221 traffic safety presentations in 153 schools reaching 44,376 Missouri students. Missouri teens have the lowest safety belt usage rate. This program works to increase safety belt usage among teens. Funding will provide program development fees, educational materials and supplies, salary, speaker fees and travel expenses. This project also funds the First Impact program. First Impact is an evidence-based, traffic safety parent program targeted to parents and/or guardians of teen drivers in the pre-permit, permit or intermediate stage of licensure. The goal of First Impact is to reduce

the number of motor vehicle fatalities, injuries and crashes among teen drivers by increasing parental awareness and enforcement of Missouri’s graduated driver license law. First Impact will provide the tools parents need to be involved in monitoring, coaching and supporting their new teen driver. First Impact delivered to 90 schools reaching 1,608 people. The program also conducted 7 facilitator training sessions providing training to 12 new facilitators. Funding will be used to support travel, staff salary and program expenses.

Intended Subrecipients

University of MO Curators

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
School programs

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	\$120,000.00		\$0.00
2019	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	\$240,000.00		\$0.00
2020	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	\$240,000.00		\$0.00

Planned Activity: Traffic Safety Task Force Projects

Planned activity number: **SA-2020-09-01-00**

Primary Countermeasure Strategy ID:

Planned Activity Description

This safe communities program in Missouri focuses efforts on seat belt education for all ages. This program meets the goals set by the HSO and helps to reduce unrestrained fatalities by focusing on low belt use areas and groups. Funding for this program will support travel expenses, educational material, supplies and salary.

Intended Subrecipients

St. Joseph Safety & Health Council

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
School programs

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Safe Communities (FAST)	\$13,608.49		\$13,608.49
2019	FAST Act NHTSA 402	Safe Communities (FAST)	\$27,216.98		\$27,216.98
2020	FAST Act NHTSA 402	Safe Communities (FAST)	\$27,216.98		\$27,216.98

Countermeasure Strategy: Short-term, High Visibility Seat Belt Law Enforcement

Program Area: **Occupant Protection (Adult and Child Passenger Safety)**

Project Safety Impacts

High visibility enforcement will take place throughout Missouri via sustained, year-long efforts, which are supplemented by mini-grants during the Click It or Ticket national campaign in May. In addition, Missouri conducts quarterly occupant protection enforcement projects in February, March (targeting youth), April, September (Child Passenger Safety Week) and November.

Click It or Ticket, Teen Seat Belt and Child Passenger Safety Week campaigns are funded through mini-grants, while the other quarterly dates are not funded.

Linkage Between Program Area

Based on an annual average increase of 3.26 percent in these fatalities from 2013-2017, Missouri has set a goal of 390.2 or fewer unrestrained passenger vehicle occupant fatalities by December 31, 2020. Approximately 63% of Missouri's passenger vehicle occupant fatalities are unrestrained drivers and passengers. Using both enforcement and media, Missouri plans on targeting all drivers, with a focus on young male drivers, to encourage safety belt use in the state. Funding will be utilized from Section 402 and 405b funds.

Rationale

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

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
M2HVE-2020-05-00-G0	Occupant Protection Enforcement
M2HVE-2020-05-30-00	Enforcement - Occupant Protection Campaign
PT-2020-02-C1-00	Occupant Protection Enforcement

Planned Activity: Occupant Protection Enforcement

Planned activity number: **M2HVE-2020-05-00-G0**

Primary Countermeasure Strategy ID:

Planned Activity Description

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

Intended Subrecipients

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

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Short-term, High Visibility Seat Belt Law Enforcement

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act 405b	405b Low HVE	\$108,761.00		

	OP Low	(FAST)			
2018	FAST Act 405b OP Low	405b Low HVE (FAST)	\$271,902.50		
2019	FAST Act 405b OP Low	405b Low HVE (FAST)	\$108,761.00		
2020	FAST Act 405b OP Low	405b Low HVE (FAST)	\$54,380.50		

Planned Activity: Enforcement - Occupant Protection Campaign

Planned activity number: **M2HVE-2020-05-30-00**

Primary Countermeasure Strategy ID:

Planned Activity Description

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

Intended Subrecipients

Missouri Safety Center

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Short-term, High Visibility Seat Belt Law Enforcement

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act 405b OP Low	State and Local OP High Visibility Enforcement	\$71,703.99		
2018	FAST Act 405b OP Low	State and Local OP High Visibility Enforcement	\$179,259.98		

2019	FAST Act 405b OP Low	State and Local OP High Visibility Enforcement	\$71,703.99		
2020	FAST Act 405b OP Low	State and Local OP High Visibility Enforcement	\$35,852.00		

Planned Activity: Occupant Protection Enforcement

Planned activity number: **PT-2020-02-C1-00**

Primary Countermeasure Strategy ID: **Short-term, High Visibility Seat Belt Law Enforcement**

Planned Activity Description

Officers will conduct hazardous moving violation patrols in areas identified by their crime analyst as high crash locations, their identified DDACTS area, as well as areas surrounding schools and daycare facilities. St. Charles does not have a primary seat belt ordinance so enforcement will be supplemental to a hazardous moving violation.

Intended Subrecipients

St. Charles City Police Dept.

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Short-term, High Visibility Seat Belt Law Enforcement

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	402 - Traffic Safety	State and Local Impaired Driving High Visibility Enforcement	\$1,375.00		\$1,375.00
2019	402 - Traffic Safety	State and Local Impaired Driving High Visibility Enforcement	\$2,750.00		\$2,750.00
2020	402 - Traffic Safety	State and Local Impaired Driving High Visibility Enforcement	\$2,750.00		\$2,750.00

Program Area: Older Drivers

Description of Highway Safety Problems

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

Statewide data reveals that the number of Missourians age 65 or over is projected to grow exponentially during the next 13 years, bringing the total number of older adults to an estimated 1.4 million (source: Missouri Office of Administration). This represents an 87 percent increase in older adults since the year 2000. This is not surprising given that across the nation 10,000 people will turn 65 every day through 2030. Statewide, adults 65 and over will make up more than 21 percent of the population by 2030. Many Missouri counties can expect 1 in 4 of their residents to be 65 or over at that time.

Missourians are living longer and desire to remain active in the community, which means there is a need to maintain independence and mobility; however, medical conditions that may impair driving ability become more likely in older age. Whether older adults have the capacity to meet their transportation needs is often measured by how many hold a valid driver license. In 2019, 904,034 people age 65 or older held a Missouri driver license. They accounted for 20 percent of the 4,473,676 persons licensed in the state (source: Missouri Department of Revenue). During the years of 2013 – 2017, 821 drivers over 65 years old were involved in fatal car crashes.

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

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-2) Number of serious injuries in traffic crashes (State crash data files)	2020	5 Year	4,505.4
2020	C-1) Number of traffic fatalities (FARS)	2020	5 Year	859.30

Countermeasure Strategies in Program Area

Countermeasure Strategy
Highway Safety Office Program Management
License Screening and Testing

Countermeasure Strategy: Highway Safety Office Program Management

Program Area: **Older Drivers**

Project Safety Impacts

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

Linkage Between Program Area

Missourians are living longer and desire to remain active in the community, which means there is a need to maintain independence and mobility; however, medical conditions that may impair driving ability become more prevalent in older age. Whether older adults have the capacity to meet their transportation needs is often measured by how many hold a valid driver license. In 2018, 882,634 people age 65 or older held a Missouri driver license. They accounted for 19 percent of the 4,480,170 persons licensed in the state (*source: Missouri Department of Revenue*). During the years of 2013-2017, 821 drivers over 65 years old were involved in fatal car crashes.

Rationale

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

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
DE-2020-02-01-00	In-house Project for Mature Driver Program

Planned Activity: In-house Project for Mature Driver Program

Planned activity number: **DE-2020-02-01-00**

Primary Countermeasure Strategy ID:

Planned Activity Description

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

Intended Subrecipients

Highway Safety and Traffic Division

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Highway Safety Office Program Management

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Driver Education (FAST)	\$625.00	\$0.00	\$0.00
2019	FAST Act NHTSA 402	Driver Education (FAST)	\$1,250.00		\$0.00
2020	FAST Act NHTSA 402	Driver Education (FAST)	\$1,250.00		\$0.00

Countermeasure Strategy: License Screening and Testing

Program Area: **Older Drivers**

Project Safety Impacts

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

Linkage Between Program Area

Missourians are living longer and desire to remain active in the community, which means there is a need to maintain independence and mobility; however, medical conditions that may impair driving ability become more likely in older age. Whether older adults have the capacity to meet their transportation needs is often measured by how many hold a valid driver license. In 2018, 882,634 people age 65 or older held a Missouri driver license. They accounted for 19 percent of the 4,480,170 persons licensed in the state (*source: Missouri Department of Revenue*). During the years of 2013-2017, 821 drivers over 65 years old were involved in fatal car crashes. Funds will be used to address older drivers' cognitive abilities.

Rationale

Funds will be used for Washington University research regarding older drivers' abilities to recognize common roadway signs and to determine factors to be addressed before drivers that suffer a stroke can return to drive. In addition, The University of Missouri – Columbia will be

providing training to older drivers and family members or caregivers on the issues of aging and driving.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
DE-2020-02-02-00	Keep Your Keys
DL-2020-02-01-00	Rural Driving Study and Traffic Signs
DL-2020-02-02-00	Safer Driving After Rehabilitation

Planned Activity: Keep Your Keys

Planned activity number: **DE-2020-02-02-00**

Primary Countermeasure Strategy ID:

Planned Activity Description

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

Intended Subrecipients

University of MO Curators

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
License Screening and Testing

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Driver Education (FAST)	\$10,080.00		\$0.00
2019	FAST Act	Driver Education	\$20,160.00		\$0.00

	NHTSA 402	(FAST)			
2020	FAST Act NHTSA 402	Driver Education (FAST)	\$20,160.00		\$0.00

Planned Activity: Rural Driving Study and Traffic Signs

Planned activity number: **DL-2020-02-01-00**

Primary Countermeasure Strategy ID:

Planned Activity Description

The Highway Safety Office continues to work with Washington University to produce and implement countermeasures that reduce crashes involving older drivers. This project will focus on refining the scoring procedures for the Traffic Sign Naming Test and the correlation with the on-road testing. Under this project, standardized materials will be provided to state driver examiners, license renewal staff, driving rehabilitation specialists and driving researchers. The standardized training materials will be piloted in various groups to determine its ability to produce reliable scores between various testing modes. The funding for this research project will cover salaries, consultant services, lab testing fees, operational and travel expenses, and indirect costs.

Intended Subrecipients

Washington University

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
License Screening and Testing

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Driver Licensing (FAST)	\$37,500.56		\$0.00
2019	FAST Act NHTSA 402	Driver Licensing (FAST)	\$75,001.12		\$0.00
2020	FAST Act NHTSA 402	Driver Licensing (FAST)	\$75,001.12		\$0.00

Planned Activity: Safer Driving After Rehabilitation

Planned activity number: **DL-2020-02-02-00**

Primary Countermeasure Strategy ID:

Planned Activity Description

Washington University will develop and promote fitness-to-drive screening and assessment tools relevant to stakeholders (professionals, older drivers, families, and community members), as well as resources that promote safe driving, ultimately furthering the field of driver evaluation and rehabilitation as an area of practice. The funding for this research project will cover salaries, equipment, lab fees, travel expenses and indirect costs.

Intended Subrecipients

Washington University

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
License Screening and Testing

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Driver Licensing (FAST)	\$28,326.00		\$0.00
2019	FAST Act NHTSA 402	Driver Licensing (FAST)	\$56,652.00		\$0.00
2020	FAST Act NHTSA 402	Driver Licensing (FAST)	\$56,652.00		\$0.00

Program Area: Planning & Administration

Description of Highway Safety Problems

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

Associated Performance Measures

Planned Activities

Planned Activities in Program Area

Unique Identifier	Planned Activity Name	Primary Countermeasure Strategy ID
PA-2020-02-01-00	2020 Planning and Administration	

Planned Activity: 2020 Planning and Administration

Planned activity number: **PA-2020-02-01-00**

Primary Countermeasure Strategy ID:

Planned Activity Description

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

Intended Subrecipients

Highway Safety and Traffic Division

Countermeasure strategies

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Planning and Administration (FAST)	\$28,750.00		\$0.00
2019	FAST Act NHTSA 402	Planning and Administration (FAST)	\$57,500.00		\$0.00
2020	FAST Act NHTSA 402	Planning and Administration (FAST)	\$57,500.00		\$0.00

Program Area: Railroad Safety

Description of Highway Safety Problems

While most of the Highway Safety projects fall under obvious program areas, a select few projects are outside the scope of the typical areas. However, these projects are important in keeping people safe on Missouri roadways. Those projects are described in this section.

The Highway Safety Office sponsors training for law enforcement officers, first responders, and other safety advocates on a wide variety of program areas.

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

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-1) Number of traffic fatalities (FARS)	2020	5 Year	859.30

Countermeasure Strategies in Program Area

Countermeasure Strategy
Railway Safety Education

Countermeasure Strategy: Railway Safety Education

Program Area: **Railroad Safety**

Project Safety Impacts

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

Linkage Between Program Area

There were 16 fatalities at Missouri railroad crossings in the last three years (2016-2018). Through safety presentations, positive enforcement and grade crossing collision training, Missouri intends to use railway safety education to reduce the overall number of fatalities.

Rationale

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

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
RH-2020-02-01-00	Missouri Operation Lifesaver

Planned Activity: Missouri Operation Lifesaver

Planned activity number: **RH-2020-02-01-00**

Primary Countermeasure Strategy ID:

Planned Activity Description

Operation lifesaver will conduct safety presentations, Positive Enforcement Efforts, Officer on the Train programs, and Grade Crossing Collision Investigation courses across Missouri. Funding will provide safety materials and supplies, and expenses to conduct the enforcement.

Intended Subrecipients

Missouri Operation Lifesaver

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Railway Safety Education

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Railroad/Highway Crossings (FAST)	\$3,750.00		\$0.00
2019	FAST Act NHTSA 402	Railroad/Highway Crossings (FAST)	\$7,500.00		\$0.00
2020	FAST Act NHTSA 402	Railroad/Highway Crossings (FAST)	\$7,500.00		\$0.00

Program Area: Roadway Safety/Traffic Engineering

Description of Highway Safety Problems

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

One of the most successful examples of this in Missouri is the addition of paved shoulders and rumble stripes on most of Missouri's most heavily traveled roads. Over 10,000 miles of rumble stripes have been installed. This combination of paved shoulders and rumble stripes has proven very beneficial in reducing crashes in which a vehicle leaves its lane or the roadway, one of Missouri's most common severe crash types. Roundabouts and J-Turn intersections are successful examples of how intersections can be improved to eliminate or greatly reduce right angle crashes, another common severe crash type in Missouri.

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-1) Number of traffic fatalities (FARS)	2020	5 Year	859.30

Countermeasure Strategies in Program Area

Countermeasure Strategy
Highway Safety Office Program Management

Countermeasure Strategy: Highway Safety Office Program Management

Program Area: **Roadway Safety/Traffic Engineering**

Project Safety Impacts

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

Linkage Between Program Area

The Missouri Department of Transportation focuses on the statewide road infrastructure when considering safety improvements. However, many times the local communities also must address issues on their roadways that otherwise would not be considered by the MoDOT. The Office of Highway Safety will coordinate efforts to assist communities in gathering data and developing plans to address roadways with safety concerns in their area. In addition, the annual Blueprint Conference is also coordinated through the Office of Highway Safety, and brings together a variety of Missouri Coalition for Roadway Safety partners who learn the strategies and countermeasures available to take back to their communities to reduce fatal and serious injury crashes.

Rationale

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

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
CP-2020-09-01-00	Safety Education Program
EM-2020-02-01-00	Highway Emergency Response Training
EM-2020-02-02-00	JCFD/MODOT Responder Safety Initiative
RS-2020-11-01-00	Traffic Engineering Assistance Program
RS-2020-11-02-00	2020 Blueprint Conference

Planned Activity: Safety Education Program

Planned activity number: **CP-2020-09-01-00**

Primary Countermeasure Strategy ID: **Public Information and Education**

Planned Activity Description

This project will fund Safety Coordinators to complete safety trainings in the central Missouri area. The safety trainings will assist in utilizing proper installation of car seats, buckling up, putting the cell phone down when driving, avoid driving under the influence, understanding road hazards, and reduce or eliminate texting behind the wheel of motor vehicles and mitigate road fatalities connected to at risk and/or risky behaviors.

Intended Subrecipients

Central Missouri Foster Care and Adoption Association

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Highway Safety Office Program Management

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	402 - Traffic Safety	Highway Safety Program Management	\$2,500.00		\$2,500.00
2019	402 - Traffic Safety	Highway Safety Program Management	\$5,000.00		\$5,000.00
2020	402 - Traffic Safety	Highway Safety Program Management	\$5,000.00		\$5,000.00

Planned Activity: Highway Emergency Response Training

Planned activity number: **EM-2020-02-01-00**

Primary Countermeasure Strategy ID:

Planned Activity Description

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

Intended Subrecipients

University of MO Curators

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Highway Safety Office Program Management

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Emergency Medical Services (FAST)	\$19,125.00		\$0.00
2019	FAST Act NHTSA 402	Emergency Medical Services (FAST)	\$38,250.00		\$0.00
2020	FAST Act NHTSA 402	Emergency Medical Services (FAST)	\$38,250.00		\$0.00

Planned Activity: JCFD/MODOT Responder Safety Initiative

Planned activity number: **EM-2020-02-02-00**

Primary Countermeasure Strategy ID: **Law Enforcement Training**

Planned Activity Description

The Jefferson City Fire Department (JCFD) will be upgrading protective equipment as well as completing training to meet community needs by enhancing efficiency, operations, and assuring safety of JCFD personnel.

Training, early notification equipment, and high visibility PPE garments will ensure that JCFD personnel are providing the highest level of safety during emergency responses.

Intended Subrecipients

Jefferson City Fire Department

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Highway Safety Office Program Management

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
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2018	402 - Traffic Safety	Highway Safety Program Management	\$2,804.05		\$2,804.05
2019	402 - Traffic Safety	Highway Safety Program Management	\$5,608.10		\$5,608.10
2020	402 - Traffic Safety	Highway Safety Program Management	\$5,608.10		\$5,608.10

Planned Activity: Traffic Engineering Assistance Program

Planned activity number: **RS-2020-11-01-00**

Primary Countermeasure Strategy ID:

Planned Activity Description

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

Intended Subrecipients

Highway Safety and Traffic Division

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Highway Safety Office Program Management

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Roadway Safety (FAST)	\$15,000.00		\$0.00
2019	FAST Act NHTSA 402	Roadway Safety (FAST)	\$30,000.00		\$0.00
2020	FAST Act NHTSA 402	Roadway Safety (FAST)	\$30,000.00		\$0.00

Planned Activity: 2020 Blueprint Conference

Planned activity number: **RS-2020-11-02-00**

Primary Countermeasure Strategy ID:

Planned Activity Description

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

Intended Subrecipients

University of MO Curators

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Highway Safety Office Program Management

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Roadway Safety (FAST)	\$6,250.25		\$0.00
2019	FAST Act NHTSA 402	Roadway Safety (FAST)	\$12,500.50		\$0.00
2020	FAST Act	Roadway Safety	\$12,500.50		\$0.00

	NHTSA 402	(FAST)			
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Program Area: Speed Management

Description of Highway Safety Problems

Aggressive driving can be any one of us, when we make the choice to drive over the speed limit; change lanes several times in a short distance and/or follow too closely. Aggressive driving is a costly decision, often made in an instant, but can have lifelong consequences. According to the National Highway Traffic Safety Administration, aggressive driving is when an individual commits a combination of moving traffic offenses so as to endanger other persons or property. During the last five years, the combination of aggressive driving behaviors contributed to 52 percent of fatalities and 45 percent of serious injuries in Missouri. Speed-related conditions, including exceeding the speed limit and too fast for conditions, accounted for the most fatalities of all aggressive driving behaviors. Thirty-six percent of all Missouri fatalities over the last five years were speed-related.

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-6) Number of speeding-related fatalities (FARS)	2020	5 Year	350.0

Countermeasure Strategies in Program Area

Countermeasure Strategy
Highway Safety Office Program Management
Law Enforcement Training
Sustained Enforcement

Countermeasure Strategy: Highway Safety Office Program Management

Program Area: **Speed Management**

Project Safety Impacts

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

Linkage Between Program Area

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

Based on an annual average increase of 2.47 percent in aggressive driving related fatalities from 2013 to 2017, Missouri is projecting 350.0 five-year average aggressive driving related fatalities by December 31, 20120.

During the last five years, the combination of aggressive driving behaviors contributed to 52 percent of fatalities and 45 percent of serious injuries in Missouri. Speed-related conditions, including exceeding the speed limit and too fast for conditions, accounted for the most fatalities of all aggressive driving behaviors. Nearly 36 percent of all Missouri fatalities over the last five years were speed-related.

Rationale

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

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
PT-2020-02-00-00	THSD-Statewide PTS
PT-2020-02-D6-00	402 Training/Survey/Operations
PT-2020-02-D7-00	2020 Police Traffic Services Coord.

Planned Activity: THSD-Statewide PTS

Planned activity number: **PT-2020-02-00-00**

Primary Countermeasure Strategy ID:

Planned Activity Description

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

Intended Subrecipients

Highway Safety and Traffic Division

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy

Highway Safety Office Program Management
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Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$1,125,000.00	\$131,401,081.00	\$1,000,000.00
2019	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$2,250,000.00	\$1,314,010.81	\$2,000,000.00
2020	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$2,250,000.00	\$657,005.40	\$2,000,000.00

Planned Activity: 402 Training/Survey/Operations

Planned activity number: **PT-2020-02-D6-00**

Primary Countermeasure Strategy ID:

Planned Activity Description

Provide training expenses for Highway Safety Staff, law enforcement and other external partners; fund the public opinion survey; DWI/Full Time Unit workshop; hOUR program lunch and learns, and the TOPS training program.

Intended Subrecipients

Highway Safety and Traffic Division

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Highway Safety Office Program Management

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
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2018	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$36,750.00		\$0.00
2019	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$73,500.00		\$0.00
2020	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$73,500.00		\$0.00

Planned Activity: 2020 Police Traffic Services Coord.

Planned activity number: **PT-2020-02-D7-00**

Primary Countermeasure Strategy ID:

Planned Activity Description

In order to effectively carry out the mission of the state Highway Safety Office, it is necessary to have program coordinators assigned to the various traffic safety program areas. The time these individuals work on traffic safety countermeasures within the program areas must be able to be charged against the federal highway safety funds allocated for this purpose.

Intended Subrecipients

Highway Safety and Traffic Division

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Highway Safety Office Program Management

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$82,250.00		\$0.00
2019	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$164,500.00		\$0.00
2020	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$164,500.00		\$0.00

Countermeasure Strategy: Law Enforcement Training

Program Area: **Speed Management**

Project Safety Impacts

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

Linkage Between Program Area

Based on an annual average increase of 2.47 percent in aggressive driving related fatalities from 2013 to 2017, Missouri is projecting 350.0 five-year average aggressive driving related fatalities by December 31, 2020.

During the last five years, the combination of aggressive driving behaviors contributed to 52 percent of fatalities and 45 percent of serious injuries in Missouri. Speed-related conditions, including exceeding the speed limit and too fast for conditions, accounted for the most fatalities of all aggressive driving behaviors. Nearly 36 percent of all Missouri fatalities over the last five years were speed-related.

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

Rationale

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

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
AI-2020-04-01-00	Accident Invest/Training/Reconstruction
PT-2020-02-00-G1	2020 LETSAC Conference
PT-2020-02-22-00	LE Driving 2020
PT-2020-02-32-00	Law Enforcement Training
PT-2020-02-33-00	Skill Development
PT-2020-02-34-00	Radar/EVOC/Instructor Dev/Equip Purchase

Planned Activity: Accident Invest/Training/Reconstruction

Planned activity number: **AI-2020-04-01-00**

Primary Countermeasure Strategy ID:

Planned Activity Description

The Missouri State Highway Patrol Training Academy will offer Basic Crash Investigation and the Crash Investigation series of courses, Advanced Crash Investigation and Crash Reconstruction. MSHP is charging a fee per student for each of the courses with the grant covering 62% of that cost.

Intended Subrecipients

MO State Highway Patrol

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Law Enforcement Training

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Accident Investigation (FAST)	\$17,484.00		\$0.00
2019	FAST Act NHTSA 402	Accident Investigation (FAST)	\$34,968.00		\$0.00
2020	FAST Act NHTSA 402	Accident Investigation (FAST)	\$34,968.00		\$0.00

Planned Activity: 2020 LETSAC Conference

Planned activity number: **PT-2020-02-00-G1**

Primary Countermeasure Strategy ID: **Law Enforcement Training**

Planned Activity Description

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

Intended Subrecipients

Highway Safety and Traffic Division, Missouri Police Chiefs Assoc.

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Law Enforcement Training

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$14,875.00		\$0.00
2019	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$29,750.00		\$0.00
2020	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$29,750.00		\$0.00

Planned Activity: LE Driving 2020

Planned activity number: **PT-2020-02-22-00**

Primary Countermeasure Strategy ID:

Planned Activity Description

The Missouri Police Chiefs Association will provide law enforcement defensive and tactical response driving training. The funding covers instructor fees, printing costs, monthly notifications, simulator repairs, facility costs, and costs associated with continuing education hours.

Intended Subrecipients

Missouri Police Chiefs Association

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Law Enforcement Training

Funding sources

Source	Funding	Eligible Use of	Estimated	Match	Local
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Fiscal Year	Source ID	Funds	Funding Amount	Amount	Benefit
2018	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$7,800.00		\$7,800.00
2019	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$15,600.00		\$15,600.00
2020	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$15,600.00		\$15,600.00

Planned Activity: Law Enforcement Training

Planned activity number: **PT-2020-02-32-00**

Primary Countermeasure Strategy ID:

Planned Activity Description

Missouri Southern State University will provide comprehensive traffic enforcement related training to law enforcement officers in the state. The training programs will include Vehicle Search and Seizure, High Risk Vehicle Stops, Traffic Stop Safety, and Missouri Motor Vehicle Law. MSSU charges a flat fee per course which covers all the expenses for conducting the course.

Intended Subrecipients

Missouri Southern State University

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Law Enforcement Training

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$7,500.00		\$7,500.00
2019	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$15,000.00		\$15,000.00
2020	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$15,000.00		\$15,000.00

Planned Activity: Skill Development

Planned activity number: **PT-2020-02-33-00**

Primary Countermeasure Strategy ID:

Planned Activity Description

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

Intended Subrecipients

MO State Highway Patrol

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Law Enforcement Training

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$6,000.00		\$0.00
2019	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$12,000.00		\$0.00
2020	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$12,000.00		\$0.00

Planned Activity: Radar/EVOC/Instructor Dev/Equip Purchase

Planned activity number: **PT-2020-02-34-00**

Primary Countermeasure Strategy ID:

Planned Activity Description

The Missouri State Highway Patrol Training Academy will offer Radar/Laser Operator and Instructor, Emergency Vehicle Operations Course (EVOC) Basic, Instructor and Refresher, Instructor Development and educational equipment and materials necessary for each of the

courses. Additional equipment requirements will be covered under the grant for items such as safety vests, tires for cars used in EVOC, safety cones, etc. MSHP is charging a fee per student for each of the courses with the grant covering 62% of that cost.

Intended Subrecipients

MO State Highway Patrol

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Law Enforcement Training

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$16,316.20		\$0.00
2019	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$32,632.40		\$0.00
2020	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$32,632.40		\$0.00

Countermeasure Strategy: Sustained Enforcement

Program Area: **Speed Management**

Project Safety Impacts

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

Linkage Between Program Area

Based on an annual average increase of 2.47 percent in aggressive driving related fatalities from 2013 to 2017, Missouri is projecting 350.0 five-year average aggressive driving related fatalities by December 31, 2020.

During the last five years, the combination of aggressive driving behaviors contributed to 52 percent of fatalities and 45 percent of serious injuries in Missouri. Speed-related conditions, including exceeding the speed limit and too fast for conditions, accounted for the most fatalities of all aggressive driving behaviors. Nearly 36 percent of all Missouri fatalities over the last five

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

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

Rationale

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

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
PT-2020-02-00-G0	402 HMV Enforcement

Planned Activity: 402 HMV Enforcement

Planned activity number: **PT-2020-02-00-G0**

Primary Countermeasure Strategy ID:

Planned Activity Description

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

Intended Subrecipients

Arnold Police Dept., Ballwin Police Dept., Belton Police Dept., Blue Springs Police Dept., Bolivar Police Dept., Boone County Sheriff's Dept., Branson Police Dept., Buchanan County Sheriff's Dept., Butler County Sheriff's Office, Callaway County Sheriff's Office, Calverton Park Police Dept., Camden County Sheriff's Office, Camdenton Police Dept., Cameron Police Dept., Cape Girardeau Police Dept., Cass County Sheriff's Office, Chesterfield Police Dept., Chillicothe Police Dept., Christian County Sheriff's Office, Clay County Sheriff's Office, Clayton Police Dept., Cole County Sheriff's Dept., Creve Coeur Police Dept., Crystal City Police Dept., DeSoto Dept. of Public Safety, Ellisville Police Dept., Eureka Police Dept., Excelsior Springs Police Dept., Farmington Police Dept., Festus Police Dept., Florissant Police Dept.,

Franklin County Sheriff's Office, Fredericktown Police Dept., Gladstone Dept. of Public Safety, Glendale Police Dept., Grain Valley Police Dept., Grandview Police Dept., Greene County Sheriff's Office, Harrisonville Police Dept., Hazelwood Police Dept., Henry County Sheriff's Office, Highway Safety and Traffic Division, Hollister Police Dept., Howell County Sheriff's Dept., Independence Police Dept., Jackson County Sheriff's Office, Jackson Police Dept., Jasper County Sheriff's Office, Jefferson City Police Dept., Jefferson County Sheriff's Office, Johnson County Sheriff's Dept., Joplin Police Dept., Kansas City MO Board of Police Commissioners, Kearney Police Dept., Kennett Police Dept., Kirkwood Police Dept., Knox County Sheriff's Office, Lake St. Louis Police Dept., Lawrence County Sheriff's Dept., Lee's Summit Police Dept., Liberty Police Dept., Lincoln County Sheriff's Office, Livingston County Sheriff's Dept., Macon Police Dept., Madison County Sheriff's Office, Manchester Police Dept., Marshall Police Dept., Maryland Heights Police Dept., MO State Highway Patrol, Mountain View Police Dept., Neosho Police Dept., Nevada Police Dept., Newton County Sheriff's Office, Nixa Police Dept., O'Fallon Police Dept., Olivette Police Dept., Osage Beach Police Department, Overland Police Dept., Ozark Police Dept., Pettis County Sheriff's Office, Pevely Police Dept., Phelps County Sheriff's Dept., Platte County Sheriff's Office, Pleasant Hill Police Dept., Potosi Police Dept., Raymore Police Dept., Raytown Police Dept., Republic Police Dept., Richmond Heights Police Dept., Rogersville Police Dept., Rolla Police Dept., Scott County Sheriff's Office, Sedalia Police Dept., Shrewsbury Police Dept., Smithville Police Dept., Sparta Police Dept., Springfield Police Dept., St. Ann Police Dept., St. Charles City Police Dept., St. Charles County Police Department, St. Clair County Sheriff's Office, St. Clair Police Dept., St. John Police Dept., St. Joseph Police Dept., St. Louis County Police Dept., St. Louis Metro Police Dept., St. Peters Police Dept., St. Robert Police Dept., Stone County Sheriff's Office, Town & Country Police Dept., Troy Police Dept., Union Police Dept., University City Police Dept., Vernon County Sheriff's Office, Vinita Park Police Dept., Washington Police Dept., Wayne County Sheriff's Office, Waynesville Police Dept., Webb City Police Dept., Webster County Sheriff's Office, Webster Groves Police Dept., Wentzville Police Dept., West Plains Police Dept.

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Sustained Enforcement

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$756,590.69		\$674,215.69
2019	FAST Act	Police Traffic	\$1,513,181.37		\$1,513,016.62

	NHTSA 402	Services (FAST)			
2020	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$1,513,181.37		\$1,513,016.62

Major purchases and dispositions

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

Item	Quantity	Unit cost	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
Patrol Vehicle	1	\$57,119.00	\$57,119.00	\$57,119.00	\$57,119.00
Patrol Vehicle	1	\$48,000.00	\$48,000.00	\$48,000.00	\$48,000.00
Radar Speed Trailer	1	\$10,000.00	\$10,000.00	\$10,000.00	\$10,000.00
Van	2	\$50,750.00	\$101,500.00	\$50,750.00	\$101,500.00

Program Area: Traffic Records

Description of Highway Safety Problems

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

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

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

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-1) Number of traffic fatalities (FARS)	2020	5 Year	859.30
2020	C-2) Number of serious injuries in traffic crashes (State crash data files)	2020	5 Year	4,505.4
2020	C-3) Fatalities/VMT (FARS, FHWA)	2020	5 Year	1.130
2020	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	2020	5 Year	390.2
2020	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	2020	5 Year	255.1
2020	C-6) Number of speeding-related fatalities (FARS)	2020	5 Year	350.0
2020	C-7) Number of motorcyclist fatalities (FARS)	2020	5 Year	122.5
2020	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	2020	5 Year	13.80
2020	C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	2020	5 Year	108.9
2020	C-10) Number of pedestrian fatalities (FARS)	2020	5 Year	100.3
2020	C-11) Number of bicyclists fatalities (FARS)	2020	5 Year	5.9

Countermeasure Strategies in Program Area

Countermeasure Strategy
Highway Safety Office Program Management
Improves integration between one or more core highway safety databases

Countermeasure Strategy: Highway Safety Office Program Management

Program Area: **Traffic Records**

Project Safety Impacts

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

Linkage Between Program Area

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

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

Rationale

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

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
M3DA-2020-04-00-00	THSD-Statewide 405c Data Program
M3DA-2020-04-07-00	Traffic Records Data Improvement

Planned Activity: THSD-Statewide 405c Data Program

Planned activity number: **M3DA-2020-04-00-00**

Primary Countermeasure Strategy ID:

Planned Activity Description

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

Intended Subrecipients

Highway Safety and Traffic Division

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Highway Safety Office Program Management

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act 405c Data Program	405c Data Program (MAP-21)	\$250,000.00	\$192,998.14	
2018	FAST Act 405c Data Program	405c Data Program (FAST)	\$500,000.00	\$482,495.34	
2019	FAST Act 405c Data Program	405c Data Program (FAST)	\$500,000.00	\$192,998.14	
2020	FAST Act 405c Data Program	405c Data Program (FAST)	\$1,250,000.00	\$96,499.06	

Planned Activity: Traffic Records Data Improvement

Planned activity number: **M3DA-2020-04-07-00**

Primary Countermeasure Strategy ID:

Planned Activity Description

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

Intended Subrecipients

Highway Safety and Traffic Division

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Highway Safety Office Program Management
Improves integration between one or more core highway safety databases

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act 405c Data Program	405c Data Program (FAST)	\$16,250.00		
2018	FAST Act 405c Data Program	405c Data Program (FAST)	\$40,625.00		
2019	FAST Act 405c Data Program	405c Data Program (FAST)	\$16,250.00		
2020	FAST Act 405c Data Program	405c Data Program (FAST)	\$8,125.00		

Countermeasure Strategy: Improves integration between one or more core highway safety databases

Program Area: **Traffic Records**

Project Safety Impacts

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

Linkage Between Program Area

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

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

Rationale

Funding will be utilized to support e-crash and e-citation integration and equipment among various local and state level agencies to improve overall accuracy and completeness of crash data.

Funding will also be utilized to add three contracted staff to assist in completing the accounting module for Show Me Courts.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
M3DA-2020-04-00-G0	E-Citation Projects
M3DA-2020-04-07-00	Traffic Records Data Improvement
M3DA-2020-04-11-00	Missouri Ambulance Reporting System
M3DA-2020-04-12-00	Predictive Analytical Crash Project
M3DA-2020-04-13-00	STARS and FARS Support
M3DA-2020-04-14-00	Statewide Traffic Accident Records Sys.
M3DA-2020-04-15-00	Show Me Court Implementations
M3DA-2020-04-17-00	JIS Monitoring and Reporting
M3DA-2020-04-18-00	LETS Sustainment and Enhancement

Planned Activity: E-Citation Projects

Planned activity number: **M3DA-2020-04-00-G0**

Primary Countermeasure Strategy ID:

Planned Activity Description

This project is a continuation of the software interface designed between the vendor ticketing system and the electronic state prosecutor/court system to allow electronic transmittal of traffic citations. This electronic interface will reduce the time that it takes to route traffic citations to the prosecutor/court and increase the accuracy of the citations.

Intended Subrecipients

Cape Girardeau County Sheriff's Office, Christian County Sheriff's Office, Farmington Police Dept., Franklin County Sheriff's Office, Hayti Police Dept., Henry County Sheriff's Office, Independence Police Dept., Kimberling City Police Dept., Lake Ozark Police Dept., Licking Police Dept., Webb City Police Dept., Webster Groves Police Dept., Winfield Police Dept.

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Improves integration between one or more core highway safety databases

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act 405c Data Program	405c Data Program (FAST)	\$77,151.94		
2018	FAST Act 405c Data Program	405c Data Program (FAST)	\$192,879.84		
2019	FAST Act 405c Data Program	405c Data Program (FAST)	\$77,151.94		
2020	FAST Act 405c Data Program	405c Data Program (FAST)	\$38,575.97		

Planned Activity: Traffic Records Data Improvement

Planned activity number: **M3DA-2020-04-07-00**

Primary Countermeasure Strategy ID:

Planned Activity Description

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

Intended Subrecipients

Highway Safety and Traffic Division

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Highway Safety Office Program Management
Improves integration between one or more core highway safety databases

Funding sources

Source	Funding Source	Eligible Use of	Estimated	Match	Local
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Fiscal Year	ID	Funds	Funding Amount	Amount	Benefit
2017	FAST Act 405c Data Program	405c Data Program (FAST)	\$16,250.00		
2018	FAST Act 405c Data Program	405c Data Program (FAST)	\$40,625.00		
2019	FAST Act 405c Data Program	405c Data Program (FAST)	\$16,250.00		
2020	FAST Act 405c Data Program	405c Data Program (FAST)	\$8,125.00		

Planned Activity: Missouri Ambulance Reporting System

Planned activity number: **M3DA-2020-04-11-00**

Primary Countermeasure Strategy ID:

Planned Activity Description

Currently The Missouri Department of Health and Senior Services (DHSS), Bureau of EMS (BEMS) hosts the central data repository for all EMS call data statewide. This system has been funded by the DHSS since 2005 and has remained compliant with the standards set forth by NHTSA's National EMS Information System. As of December 31, 2016 the Federal Government will no longer accept data based on the current NEMSIS 2.0/2.2 data elements, but unfortunately, DHSS has not been able to migrate to NESIS 3.0. With this funding, the migration can occur and EMS data can be captured and reported to NHTSA.

Intended Subrecipients

MO Dept. of Health and Senior Services

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Improves integration between one or more core highway safety databases

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act 405c Data Program	405c Data Program (FAST)	\$23,051.25		
2018	FAST Act 405c	405c Data	\$57,628.13		

	Data Program	Program (FAST)			
2019	FAST Act 405c Data Program	405c Data Program (FAST)	\$23,051.25		
2020	FAST Act 405c Data Program	405c Data Program (FAST)	\$11,525.63		

Planned Activity: Predictive Analytical Crash Project

Planned activity number: **M3DA-2020-04-12-00**

Primary Countermeasure Strategy ID:

Planned Activity Description

The Missouri State Highway Patrol Statistical Analysis Center (SAC) is developing a predictive model to provide law enforcement officers with a crash forecast. This forecast will assist officers in making smarter patrol decisions in hopes of deterring bad driver behavior and preventing traffic crashes. The SAC will also provide other agencies with the forecast through the use of a secure online portal, which will create the Missouri Analytical Traffic Reporting Information Exchange (MATRIX). The goal of the MATRIX is to spur collaboration among all law enforcement agencies in Missouri and to encourage them to submit their crash reports electronically. If the SAC is able to receive timely data from other agencies, then they will be able to produce a more accurate crash forecast leading to safer roads across Missouri. The funding will provide consultant services and travel costs.

Intended Subrecipients

MO State Highway Patrol

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Improves integration between one or more core highway safety databases

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act 405c Data Program	405c Data Program (FAST)	\$6,677.50		
2018	FAST Act 405c Data Program	405c Data Program (FAST)	\$16,693.75		

2019	FAST Act 405c Data Program	405c Data Program (FAST)	\$6,677.50		
2020	FAST Act 405c Data Program	405c Data Program (FAST)	\$3,338.75		

Planned Activity: STARS and FARS Support

Planned activity number: **M3DA-2020-04-13-00**

Primary Countermeasure Strategy ID:

Planned Activity Description

Secure federal funding in order for MSHP to meet our MOU obligation with MoDOT and cover the costs to complete the transition of the STARS from COOL:Gen technology to .NET as well as additional STARS enhancements and knowledge transfer of consultants to MSHP information technology personnel on .NET technology.

Intended Subrecipients

MO State Highway Patrol

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Improves integration between one or more core highway safety databases

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act 405c Data Program	405c Data Program (FAST)	\$12,407.85		
2018	FAST Act 405c Data Program	405c Data Program (FAST)	\$31,019.63		
2019	FAST Act 405c Data Program	405c Data Program (FAST)	\$12,407.85		
2020	FAST Act 405c Data Program	405c Data Program (FAST)	\$6,203.93		

Planned Activity: Statewide Traffic Accident Records Sys.

Planned activity number: **M3DA-2020-04-14-00**

Primary Countermeasure Strategy ID:

Planned Activity Description

The purpose of this grant proposal is to continue the activities of the Statewide Traffic Accident Records System (STARS) Information Maintenance Project. This project will entail personnel from the Highway Patrol, Patrol Records Division, processing and encoding information from approximately 130,000 - 150,000 motor vehicle crash reports into the STARS. The funding will cover personnel, supplies, consultant services and travel to conferences.

Intended Subrecipients

MO State Highway Patrol

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Improves integration between one or more core highway safety databases

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act 405c Data Program	405c Data Program (FAST)	\$58,114.70		
2018	FAST Act 405c Data Program	405c Data Program (FAST)	\$145,286.74		
2019	FAST Act 405c Data Program	405c Data Program (FAST)	\$58,114.70		
2020	FAST Act 405c Data Program	405c Data Program (FAST)	\$29,057.35		

Planned Activity: Show Me Court Implementations

Planned activity number: **M3DA-2020-04-15-00**

Primary Countermeasure Strategy ID:

Planned Activity Description

The Office of State Courts Administrator (OSCA) is requesting funding to improve the collection and management of traffic records, as well as increase the accuracy and timeliness of reporting disposition information. This will be accomplished by implementing the new case management system, Show-Me Courts, into municipal divisions that currently have no automation, the Judicial Information System (JIS) or some other court software. Show-Me

Courts contains the edit checks built into the application, so users will be prompted to fix or enter the required information at the time the case is initiated. A second part of the Show-Me Court system that should improve the record of conviction reporting is the Prosecutor Portal. This functionality will allow a ticket to be sent electronically from the police department's records management system to the prosecutor portal. The prosecutor will review the tickets and electronically send the information to the court on the cases they wish to file. With this process most of the data will be either entered by a person at the police department or received electronically through an e-ticketing system. Since fewer people will be doing data entry throughout the process it should reduce the potential for data entry errors and improve accuracy. Budget items include salary and fringe for an Education Management Analyst, Court Services Management Analyst and an Accountant for the implementation of Show-Me Courts.

Intended Subrecipients

Office of State Courts Administrator

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Improves integration between one or more core highway safety databases

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act 405c Data Program	405c Data Program (FAST)	\$50,153.69		
2018	FAST Act 405c Data Program	405c Data Program (FAST)	\$125,384.22		
2019	FAST Act 405c Data Program	405c Data Program (FAST)	\$50,153.69		
2020	FAST Act 405c Data Program	405c Data Program (FAST)	\$25,076.84		

Planned Activity: JIS Monitoring and Reporting

Planned activity number: **M3DA-2020-04-17-00**

Primary Countermeasure Strategy ID:

Planned Activity Description

The Office of State Courts Administrator (OSCA) is requesting funding to improve the collection and management of traffic records, as well as increase the accuracy and timeliness of reporting disposition information by monitoring the electronic transmission of traffic-related conviction data from the courts to DOR and MSHP to determine if on-site assistance or training/instruction is required to increase to accuracy and timeliness of reporting Office of State Courts Administrator tracks what percentage of cases reported to the Department of Revenue successfully within the 7-day requirement. It was found that 90%-100% of the cases reported successfully 74% of the time from April 1, 2017 to March 30, 2018. When measuring from April 1 of 2018 to May 30 of 2019, 90% - 100% of the cases reported successfully 77% of the time.

The second measure to demonstrate progress for this project is the percentage of courts reporting cases 90-100% successfully. There was an increase from 73% in 17-18 to 74% in 18-19 of courts reporting cases 90-100% successfully.

The third measure to demonstrate progress for this project is the percentage of cases reporting within the 7-day State mandated reporting requirement. The percentage of cases reported within the 7-day requirement increased from 89% in 17-18 to 90% in 18-19.

Base line:

April 1, 2017 to March 31, 2018

90%-100% of the cases reported successfully 74% of the time from April 1, 2017 to March 30, 2018.

90-100% of the courts reporting successfully 73% April 1, 2017 to March 30, 2018.

Percentage of cases reported within the 7-day requirement is 89% from April 1, 2017 to March 30, 2018.

21. The supporting document is attached in the FY20 OSCA- Back up documentation for 7 day reporting.

Current Value:

April 1, 2018 to March 31, 2019

90%-100% of the cases reported successfully 77% of the time from April 1 of 2018 to May 30 of 2019

90-100% of the courts reporting successfully 74% April 1 of 2018 to May 30 of 2019

Percentage of cases reported within the 7-day requirement is 90% from April 1 of 2018 to May 30 of 2019

Please note: Supporting Documentation for this project is uploaded in the 405c section of this plan. The FY20 full IPR is also included in the 405c section on this plan.

Intended Subrecipients

Office of State Courts Administrator

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Improves integration between one or more core highway safety databases

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act 405c Data Program	405c Data Program (FAST)	\$43,940.35		
2018	FAST Act 405c Data Program	405c Data Program (FAST)	\$109,850.86		
2019	FAST Act 405c Data Program	405c Data Program (FAST)	\$43,940.35		
2020	FAST Act 405c Data Program	405c Data Program (FAST)	\$21,970.17		

Planned Activity: LETS Sustainment and Enhancement

Planned activity number: **M3DA-2020-04-18-00**

Primary Countermeasure Strategy ID:

Planned Activity Description

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

Intended Subrecipients

REJIS

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Improves integration between one or more core highway safety databases

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act 405c Data Program	405c Data Program (FAST)	\$40,841.99		
2018	FAST Act 405c Data Program	405c Data Program (FAST)	\$102,104.98		
2019	FAST Act 405c Data Program	405c Data Program (FAST)	\$40,841.99		
2020	FAST Act 405c Data Program	405c Data Program (FAST)	\$20,421.00		

Program Area: Young Drivers

Description of Highway Safety Problems

Traffic crashes are the leading cause of death among youth in Missouri, accounting for 11 percent of traffic fatalities during the last five years. Although only comprising approximately 8 percent of Missouri licensed drivers, young drivers were involved in 18.3 percent of fatal and serious injury crashes during the last five years. These early driving years are of particular concern because of driver inexperience and the high frequency of risky behaviors such as speeding, distracted and drowsy driving, alcohol/drug use and failing to use safety belts.

The top 5 contributing circumstances attributable to young drivers of motor vehicles involved in 2013-2017 Missouri fatal and serious injury crashes were:

22. Driving Too Fast for Conditions
23. Failure to Yield
24. Improper Lane Usage/Change
25. Distracted/Inattentive Driving
26. Speed Exceeded Limit

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	2020	5 Year	108.9

Countermeasure Strategies in Program Area

Countermeasure Strategy
Driver Improvement Program
Driving simulations
Highway Safety Office Program Management
School Programs
Teen Drowsy Driving Program

Countermeasure Strategy: Driver Improvement Program

Program Area: **Young Drivers**

Project Safety Impacts

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

Linkage Between Program Area

The top 5 contributing circumstances attributable to young drivers of motor vehicles involved in 2013-2017 Missouri fatal and serious injury crashes were Driving Too Fast for Conditions, Failed to Yield, Distracted / Inattentive, Improper Lane Usage / Change, and Speed Exceeded Limit. The Driver Improvement Program, which coordinates the various driving schools throughout Missouri, is intended to give young drivers a second chance, while also providing education and awareness on these behaviors that they may have never been exposed to. This is Missouri's version of the "Traffic Violator School", which the Countermeasures That Work indicates can reduce subsequent crashes by 5% and violations by 8%.

Rationale

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

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
PT-2020-02-E2-00	Driver Improvement Program (D.I.P.)

Planned Activity: Driver Improvement Program (D.I.P.)

Planned activity number: **PT-2020-02-E2-00**

Primary Countermeasure Strategy ID:

Planned Activity Description

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

Intended Subrecipients

Missouri Safety Center

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Driver Improvement Program

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$12,500.00		\$0.00
2019	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$25,000.00		\$0.00
2020	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$25,000.00		\$0.00

Countermeasure Strategy: Driving simulations

Program Area: **Young Drivers**

Project Safety Impacts

Linkage Between Program Area

Missouri crashes involving young drivers typically involve inexperience, distraction, and impairment. By utilizing hands-on and simulation based training, young drivers will be given the opportunity to hone their driving skills while they are still in a controlled environment. Performance measures C-1 (Number of fatalities), C-2 (Number of serious injuries), C-4 (Number of unrestrained occupants), C-6 (Number of speeding-related fatalities), and C-9 (Number of drivers ages 20 or younger involved in fatal crashes) are directly impacted by this important skills training.

Rationale

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

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
CP-2020-09-03-00	B.R.A.K.E.S-Put on the Brakes, Inc.
CP-2020-09-08-00	Teen Distracted Driving Prevention
CP-2020-09-11-00	Teen Traffic Safety Project

Planned Activity: B.R.A.K.E.S-Put on the Brakes, Inc.

Planned activity number: **CP-2020-09-03-00**

Primary Countermeasure Strategy ID: **Driving simulations**

Planned Activity Description

B.R.A.K.E.S. workshops are geared towards teenagers 15-19 (16-20) who have a driver's license or learner's permit, and at least 30 hours of driving experience. B.R.A.K.E.S. teaches teens crash avoidance techniques on a closed course, in a controlled environment. Our professional instructors educate teens and parents through both classroom and hands-on experience. Our goal is to train and educate teen drivers and their parents nationwide. Included in this goal is a commitment to garner support from donors who are equally committed to helping save lives.

Teen Driving Workshops- these workshops will train and educate teenage drivers and their parents about the importance of safe and responsible driving. Workshops will be conducted on a Saturday and Sunday, (2-4 hr.) classes per day, training 180 students and their parents per weekend (date/location TBD).

Intended Subrecipients

B.R.A.K.E.S.- Put on the Brakes, Inc.

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Driving simulations

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	402 - Traffic Safety	Highway Safety Program Management	\$7,500.00		\$7,500.00
2019	402 - Traffic Safety	Highway Safety Program Management	\$15,000.00		\$15,000.00
2020	402 - Traffic Safety	Highway Safety Program Management	\$15,000.00		\$15,000.00

Planned Activity: Teen Distracted Driving Prevention

Planned activity number: **CP-2020-09-08-00**

Primary Countermeasure Strategy ID: **Driving simulations**

Planned Activity Description

PEERS Augmented Reality Distracted Driving Education Simulator (ARDDDES) training program provides educational programming to accompany the simulation and reinforce the training. Students ages 14-19 participate in one of six 1-hour training which includes a 10-minute informational session about distracted driving and seat belt use and video testimonies. During our presentation, students hear the details of one particular fatal accident caused by distracted driving and how it affected those whose loved ones were killed or disabled. Finally, they participate in a hands-on distracted driving experience in the ARDDDES simulator. Because cell phones are not the only driving distraction, students experience numerous other distractions, including the radio, backseat passengers, and even things happening outside the car, while in the simulator.

Intended Subrecipients

Peers Foundation

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Driving simulations

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	402 - Traffic Safety	Highway Safety Program Management	\$7,557.03		\$7,557.03
2019	402 - Traffic Safety	Highway Safety Program Management	\$15,114.06		\$15,114.06
2020	402 - Traffic Safety	Highway Safety Program Management	\$15,114.06		\$15,114.06

Planned Activity: Teen Traffic Safety Project

Planned activity number: **CP-2020-09-11-00**

Primary Countermeasure Strategy ID: **Driving simulations**

Planned Activity Description

St. Joseph Youth Alliance and Drug Free Youth Coalition will teach young drivers about distracted driving, seat belt use, and impaired driving. This will be administered during health fairs and community events. In addition to educational opportunities, there will also be safety belt checks at local high schools and hands-on driving simulator training to address distracted

and impaired driving scenarios utilizing a driving simulator purchased under a previous highway safety grant.

Intended Subrecipients

St. Joseph Youth Alliance

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Driving simulations

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	402 - Traffic Safety	Highway Safety Program Management	\$3,820.00	\$0.00	\$3,820.00
2019	402 - Traffic Safety	Highway Safety Program Management	\$7,640.00	\$0.00	\$7,640.00
2020	402 - Traffic Safety	Highway Safety Program Management	\$7,640.00	\$0.00	\$7,640.00

Countermeasure Strategy: Highway Safety Office Program Management

Program Area: **Young Drivers**

Project Safety Impacts

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

Linkage Between Program Area

The top 5 contributing circumstances attributable to young drivers of motor vehicles involved in 2013-2017 Missouri fatal and serious injury crashes were Driving Too Fast for Conditions, Failed to Yield, Distracted / Inattentive, Improper Lane Usage / Change, and Speed Exceeded Limit.

This project will specifically target younger driver programs involving distracted driving to reduce fatal and serious injury crashes among that age group. The Office of Highway Safety will also continue to encourage law enforcement to conduct high visibility enforcement looking for distracted drivers through the HVM grants. Teen and adult education will also continue in the area using school presentations and media campaigns.

Rationale

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

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
CP-2020-09-09-00	Teen Driving Programs

Planned Activity: Teen Driving Programs

Planned activity number: **CP-2020-09-09-00**

Primary Countermeasure Strategy ID:

Planned Activity Description

The funding from the program will be used to update and reprint the Roadwise Guide and other brochures for distribution and initiate new and support existing young driver safety programs in Missouri as well as support the school resource officers annual conference.

Intended Subrecipients

Highway Safety and Traffic Division

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Highway Safety Office Program Management
Highway Safety Office Program Management

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	\$8,750.00		\$0.00
2019	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	\$17,500.00		\$0.00
2020	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	\$17,500.00		\$0.00

Countermeasure Strategy: School Programs

Program Area: **Young Drivers**

Project Safety Impacts

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

Linkage Between Program Area

The top 5 contributing circumstances attributable to young drivers of motor vehicles involved in 2013-2017 Missouri fatal and serious injury crashes were Driving Too Fast for Conditions, Failed to Yield, Distracted / Inattentive, Improper Lane Usage / Change, and Speed Exceeded Limit.

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

Rationale

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

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
CP-2020-09-05-00	Safe Communities / TRACTION
CP-2020-09-10-00	Safe Kids
TSP-2020-14-02-00	Is It Worth It

Planned Activity: Safe Communities / TRACTION

Planned activity number: **CP-2020-09-05-00**

Primary Countermeasure Strategy ID:

Planned Activity Description

TRACTION -Teens Taking Action to Prevent Traffic Crashes is a peer-to-peer youth traffic safety leadership training program. High school students and advisors are invited to attend one of three training programs as a school team. The training promotes safe driving habits for youth including seat belt use, distracted driving and underage drinking and driving and provides students and their adult advisors with the motivation, information, skills, and support necessary

to develop a plan of action that addresses unsafe driving habits through events and activities to be implemented within their school and communities the following year. The funding will provide staff, supplies, conference development and travel costs to conduct three conferences and one one-day workshop.

Intended Subrecipients

Cape Girardeau Safe Communities

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
School Programs

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	\$84,021.27		\$84,021.27
2019	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	\$168,042.54		\$168,042.54
2020	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	\$168,042.54		\$168,042.54

Planned Activity: Safe Kids

Planned activity number: **CP-2020-09-10-00**

Primary Countermeasure Strategy ID: **Youth programs**

Planned Activity Description

The purpose of providing driver's education is to teach young drivers basic road safety and to help students obtain a driving permit. This course will provide students helpful instruction for preparing for the required written test administered at a Missouri State Highway Patrol driver examination station. The driver's education program would provide young drivers with a 4-hour defensive driving course coupled with a 30 minute "Car 101" session.

This program will enable Safe Kids to train a second instructor in the Defensive Driving program and begin implementing a classroom-style course for young drivers seeking to obtain driving permits.

Intended Subrecipients

The Alliance of Southwest Missouri

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
School Programs

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	402 - Traffic Safety	Highway Safety Program Management	\$875.00		\$875.00
2019	402 - Traffic Safety	Highway Safety Program Management	\$1,750.00		\$1,750.00
2020	402 - Traffic Safety	Highway Safety Program Management	\$1,750.00		\$1,750.00

Planned Activity: Is It Worth It

Planned activity number: **TSP-2020-14-02-00**

Primary Countermeasure Strategy ID:

Planned Activity Description

To educate young drivers on all aspects of safe driving and rules of the roadway, to educate teen drivers on the importance of accepting full responsibility for their own safety and the safety of others while driving, to impress upon the students the extreme importance of avoiding all distractions, (e.g., eating, drinking, grooming) while driving, and to instruct students on the use of safety belts - every trip, everyone, EVERY TIME, day and night.

Intended Subrecipients

University of Missouri - Columbia

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
School Programs

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Teen Safety Program (FAST)	\$4,662.00		\$0.00
2019	FAST Act NHTSA 402	Teen Safety Program (FAST)	\$9,324.00		\$0.00
2020	FAST Act NHTSA 402	Teen Safety Program (FAST)	\$9,324.00		\$0.00

Countermeasure Strategy: Teen Drowsy Driving Program

Program Area: **Young Drivers**

Project Safety Impacts

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

Linkage Between Program Area

Drowsy driving is rapidly becoming a bigger contributing circumstance in Missouri crashes, especially among younger drivers. Often, teens are not getting enough sleep due to extracurricular activities. However, gaming and social media are increasingly causing more and more teens to stay up late and then spend their awake time mentally exhausted. Due to this, crashes that result from drowsy driving are on the rise. In Missouri, drowsy driving related deaths increased from 9 (2013) to 16 (2017) totaling 8 deaths from 2013-2017. Serious injuries increased from 115 (2013) to 161 (2017), for a total of 727 from 2013-2017.

Rationale

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

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
SA-2020-09-02-00	TYREDD

Planned Activity: TYREDD

Planned activity number: **SA-2020-09-02-00**

Primary Countermeasure Strategy ID:

Planned Activity Description

The TyREDD program (Tyler Raising Education for Drowsy Driving) brings awareness of drowsy driving to teens, a topic that is very prevalent in teen lives, however, not discussed in many educational programs. The TyREDD mission is to raise awareness and provide education for the prevention of drowsy driving and the tragedies that can follow. Funding will be used to support program development and salary of presenters.

Intended Subrecipients

TYREDD

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Teen Drowsy Driving Program

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Safe Communities (FAST)	\$12,500.00		\$12,500.00
2019	FAST Act NHTSA 402	Safe Communities (FAST)	\$25,000.00		\$25,000.00
2020	FAST Act NHTSA 402	Safe Communities (FAST)	\$25,000.00		\$25,000.00

Evidence-based traffic safety enforcement program (TSEP)

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

Unique Identifier	Planned Activity Name
154AL-2020-AL-00-G0	154 Impaired Driving Enforcement
PT-2020-02-00-G0	402 HMV Enforcement
M5HVE-2020-03-00-G0	405d Impaired Driving Enforcement
PM-2020-02-04-00	Bike and Pedestrian Paid Media
154AL-2020-AL-17-00	Enforcement - Drive Sober Campaign
M2HVE-2020-05-30-00	Enforcement - Occupant Protection Campaign
M5HVE-2020-03-23-00	Law Enforcement Liaison
PT-2020-02-E0-00	Law Enforcement Liaison
PT-2020-02-C1-00	Occupant Protection Enforcement
M2HVE-2020-05-00-G0	Occupant Protection Enforcement
PM-2020-02-05-00	PI Creative Services and Paid Media
PM-2020-02-03-00	Work Zone Paid Media

Analysis of crashes, crash fatalities, and injuries in areas of highest risk.

Crash Analysis

Deployment of Resources

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

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

The LE program management team reviews their respective applications where the LE staff share supporting arguments and issues of concern recommending either to fully fund, partially

fund or deny the LE applications. The reviewers take the same factors into consideration as where described in the Project Selection section of this document.

Once LE grant award decisions are made that best support the mission and work toward reaching the Blueprint's target of 700 or fewer fatalities by 2020, grant award meetings are held in the fall at five locations around the State. LE program managers provide a copy of the award, review subrecipient compliance requirements, address any questions and concerns, and network with any new and continuing grantees.

Effectiveness Monitoring

Program management staff reviews the results of various law enforcement initiatives/mobilizations. State, local and county LE agencies are encouraged to review their results and area crash data on a regular basis. Based upon these reviews, adjustments are made to operational plans to improve the activity's effectiveness.

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

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

1. Number of speeding citations issued during grant-funded enforcement activities and mobilizations
2. Number of impaired driving arrests made during grant-funded enforcement activities and mobilizations.
3. Number of safety belt citations issued during grant-funded enforcement activities and mobilizations

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

DWI/Traffic Units are a key enforcement technique used to team with a city or county law enforcement agency to financially support DWI/Traffic Units. The HSO currently funds law enforcement activities for 10 units (some agencies fund their own units). The mission of these

units is to focus on impaired drivers/high risk drivers and to aggressively enforce DWI and hazardous moving violations. Below is a list of the full-time DWI/Traffic Units:

4. Joplin Police Department
5. Greene County Sheriff's Office
6. Boone County Sheriff's Office
7. Columbia Police Department
8. Jackson County Sheriff's Office
9. Jefferson County Sheriff's Office
10. Kansas City Board of Police Commissioners
11. Franklin County Sheriff's Office
12. St. Louis County Police Department
13. Platte County Sheriff's Office

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

14. Southwest DWI Task Force (11 Agencies)
15. Northwest DWI Task Force (7 Agencies)
16. Jackson County Traffic Safety Task Force (9 Agencies)
17. Cass County STEP DWI Task Force (4 Agencies)
18. Clay/Platte County DWI Task Force (14 Agencies)
19. St. Louis Regional Traffic Safety Council (50 Agencies)
20. St. Charles County DWI Task Force (7 Agencies)
21. Central Ozarks Regional DWI Task Force (19 Agencies)
22. Southeast Missouri DWI Task Force (13 Agencies)
23. Law Enforcement Traffic Safety Advisory Council

Legislation regarding Sobriety Checkpoints:

In 2017, the Missouri legislature drafted and approved an appropriations bill which restricted the HSO to fund one dollar toward sobriety checkpoints. It was the hope of the HSO that this legislation would be reversed in the 2018 legislative session, however, it was upheld and also upheld in the 2019 legislative session.

As a result, there will be no sobriety checkpoints at least through June 30, 2020, paid for by Highway Safety funding.

High-visibility enforcement (HVE) strategies

Planned HVE strategies to support national mobilizations:

Countermeasure Strategy
Communication Campaign
Communication Campaign
High Visibility Saturation Patrols
Impaired Driving Law Enforcement Liaison
Occupant Protection Law Enforcement Liaison
Short-term, High Visibility Seat Belt Law Enforcement

HVE planned activities that demonstrate the State's support and participation in the National HVE mobilizations to reduce alcohol-impaired or drug impaired operation of motor vehicles and increase use of seat belts by occupants of motor vehicles:

Unique Identifier	Planned Activity Name
154AL-2020-AL-17-00	Enforcement - Drive Sober Campaign
M2HVE-2020-05-30-00	Enforcement - Occupant Protection Campaign

405(b) Occupant protection grant

Occupant protection plan

State occupant protection program area plan that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems:

Program Area Name
Occupant Protection (Adult and Child Passenger Safety)

Participation in Click-it-or-Ticket (CIOT) national mobilization

Agencies planning to participate in CIOT:

Agency
Arnold Police Dept.
Aurora Police Dept.
Bel-Ridge Police Dept.
Blue Springs Police Dept.
Bolivar Police Dept.
Boone County Sheriff's Dept.
Bowling Green Police Dept.
Branson Police Dept.
Butler Police Dept.
Calverton Park Police Dept.
Camden County SD.
Camdenton Police Dept.
Cartersville Police Dept.
Cedar County Sheriff's Dept.
Center Police Dept.
Chesterfield Police Dept.
City of St. Louis Police Division

Clayton Police Dept.
Cleveland Police Dept.
Columbia Police Dept.
Crystal City Police Dept.
Cuba Police Dept.
Dallas County Sheriff's Office
Dexter Police Dept.
Doniphan Police Dept.
Ellisville Police Dept.
Ellsinore Police Dept.
Fair Grove Police Dept.
Fordland Police Dept.
Foristell Police Dept.
Forsyth PD
Franklin County SD.
Fredericktown Police Dept.
Glendale Police Dept.
Hayti Police Dept.
Hazelwood Police Dept.
Herculaneum Police Dept.
Houston Police Dept.
Humansville Police Dept.
Independence Police Dept.
Iron County SD
Jefferson City Police Dept.
Johnson Co. Sheriff's Dept.
Kennett Police Dept.
Kimberling City Police Dept.
Kirkwood Police Dept.

Laddonia Police Dept.
Lake Tapawingo Police Dept.
LaPlata Police Dept.
Lawrence County SD.
Leadington Police Dept.
Leadwood Police Dept.
Licking Police Dept.
Lincoln County Sheriff's Dept.
Lincoln Police Dept.
Lincoln University PD.
Lone Jack Police Dept.
Louisiana Police Dept.
Lowery City Police Dept.
Macon County Sheriff's Office
Macon Police Dept.
Madison County Sheriff's Dept.
Manchester Police Dept.
Marionville Police Dept.
McDonald County Sheriff's Dept.
Mexico Public Safety Dept.
Miller County SD.
Missouri State Highway Patrol
Moberly Police Dept.
Monett Police Dept.
Moniteau County SD
Monroe City Police Dept.
Platte County SD.
Pleasant Valley Police Dept.
Polk County Sheriff Dept.

Poplar Bluff Police Dept.
Potosi Police Dept.
Pulaski County SD
Puxico Police Dept.
Raytown Police Dept
Oak Grove Police Dept.
O'Fallon Police Dept
Old Monroe Police Dept.
Olivette Police Dept.
Oronogo Police Dept.
Osceola Police Department
Ozark Police Dept.
Perry County SD
Reeds Spring Police Dept.
Republic Police Dept.
Richmond Heights Police Dept.
Richmond Police Dept.
Rock Hill Police Dept.
Rogersville Police Dept.
Rolla Police Dept.
Savannah Police Dept.
St. John Police Dept.
St. Joseph Police Dept.
St. Louis County Police Dept.
St. Mary Police Dept.
Steelville Police Dept.
Strafford Police Dept.
Sullivan Police Dept.
Trenton Police Dept.

Troy Police Dept.
UCM - Dept. of Public Safety
Union Police Dept.
University City Police Dept.
Van Buren Police Dept.
Viburnum Police Dept.
Warsaw Police Dept.
Webb City Police Dept.
Webster Groves Police Dept.
West Plains Police Dept.
Winfield Police Dept.
Morgan County SD
Mount Vernon Police Dept.
Mountain View Police Dept.
New Franklin Police Dept.
New Haven Police Dept.
Newton County SD
Niangua Police Dept.
Nixa Police Dept.

Description of the State's planned participation in the Click-it-or-Ticket national mobilization:

[Planned Participation in Click-it-or-Ticket](#)

Participation in Click It or Ticket National Mobilization

The State of Missouri has utilized the Click It or Ticket mobilization model for the past 16 years. Missouri will continue to use this model for future CIOT mobilizations, including participation in the FY2020 mobilization.

The FY2019 CIOT campaign funded local cities, counties and state patrol law enforcement agencies to conduct safety belt enforcement efforts between May 20 and June 2, 2019. Contract award amounts for enforcement include \$122,100.00 to the Missouri State Highway Patrol, \$171,000 to local cities and counties and \$200,000 for paid media. Missouri also promoted the 2019 CIOT campaign by issuing pre and post news releases to local media and requiring all participating agencies to notify local media about their participation in the 2019 CIOT campaign and their final results. All enforcement efforts were coupled with an aggressive paid media

campaign that began one week prior to the enforcement campaign and ran through the end of the campaign.

Following the same plan as FY2019, the FY2020 contract award amounts total \$122,100 to the Missouri State Highway Patrol, \$175,000 to local cities and counties, and \$300,000 for paid media. The FY2020 campaign will run May 18- May 31, 2020. Missouri averages 150 participating law enforcement agencies for the CIOT national safety belt campaign.

In 2020 Missouri plans to have a minimum of 140 police agencies participating in the Click it or Ticket Campaign. Through the work of the Law Enforcement Liaisons (LEL), we have already seen an increase in departments. The LEL’s have been working diligently contacting departments and encouraging them to participate in various campaigns.

The Highway Safety Office has brought the idea of nighttime enforcement to our grant meetings with the departments and encouraged departments to think outside the box in this area. We have encouraged departments to come up with ideas on how to add nighttime enforcement to their current efforts. We will continue to encourage this at our upcoming meetings as we move forward in the future.

Currently Missouri has 62 locations covered by a primary seat belt ordinance accounting for approximately 26.3% of the population of Missouri. Following is a list of citation information from the CIOT mobilization and a list of current agencies included in the CIOT campaign.

*Citations/Warnings Issued During the Click It or Ticket Mobilization
Safety Belt Campaign**

Year	2013	2013	2014	2015	2016	2018
Participating Agencies	193	149	160	142	136	133
Hours Worked	9,011	7,365	7,334	7,381	11,071	6,290
Traffic Stops	17,195	17,131	14,332	10,894	10,180	9,866
Sobriety Checkpoints	6	3	2	2	1	0
DWI Arrests	193	167	239	174	146	460
Safety Restraint Citations/Warnings	9,074	9,050	7,785	6,011	5,734	4,743
Child Passenger Citations/Warnings	369	377	132	220	207	178
Felonies	85	109	115	137	90	95
Stolen Vehicles Recovered	4	9	3	14	11	10
Fugitives Apprehended	242	503	316	358	248	237
Suspended Licenses	1,336	1,576	1,271	1,112	805	750
Uninsured Motorists	3,149	3,284	2,792	2,775	2,020	1,823
Speeding	8,754	8,682	8,069	4,240	3,598	8,722
Reckless Driver	191	213	181	151	149	91
Drugs	194	170	211	217	222	205
Other	9,086	9,491	9,355	8,994	9,169	24,730

*Source: MoDOT Traffic & Highway Safety Online Mobilization Activity Reporting Website. 2019 campaign results not available at the time this report was created.

List of Task for Participants & Organizations

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Child restraint inspection stations

Countermeasure strategies demonstrating an active network of child passenger safety inspection stations and/or inspection events:

Countermeasure Strategy
Child Restraint System Inspection Station(s)

Planned activities demonstrating an active network of child passenger safety inspection stations and/or inspection events:

Unique Identifier	Planned Activity Name
CR-2020-05-01-00	402 Car Seat Distribution
M2CSS-2020-05-01-00	405 Car Seat Distribution
M2CPS-2020-05-03-00	Child Passenger Safety Paid Media
CR-2020-05-02-00	CPS Program Activities Administration
M2CPS-2020-05-01-00	CPS Program Training

Total number of planned inspection stations and/or events in the State.

Planned inspection stations and/or events: **179**

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: **84**

Populations served - rural: **95**

Populations served - at risk: **86**

CERTIFICATION: The inspection stations/events are staffed with at least one current nationally Certified Child Passenger Safety Technician.

Child passenger safety technicians

Countermeasure strategies for recruiting, training and maintaining a sufficient number of child passenger safety technicians:

Countermeasure Strategy

Child Restraint System Inspection Station(s)
Occupant Protection Law Enforcement Liaison

Planned activities for recruiting, training and maintaining a sufficient number of child passenger safety technicians:

Unique Identifier	Planned Activity Name
CR-2020-05-01-00	402 Car Seat Distribution
M2CSS-2020-05-01-00	405 Car Seat Distribution
M2CPS-2020-05-03-00	Child Passenger Safety Paid Media
CR-2020-05-02-00	CPS Program Activities Administration
M2CPS-2020-05-01-00	CPS Program Training

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

Estimated total number of classes: **12**

Estimated total number of technicians: **180**

Maintenance of effort

ASSURANCE: The lead State agency responsible for occupant protection programs shall maintain its aggregate expenditures for occupant protection programs at or above the level of such expenditures in fiscal year 2014 and 2015.

Qualification criteria for a lower seat belt use rate State

The State applied under the following criteria:

Primary enforcement seat belt use statute: **No**

Occupant protection statute: **Yes**

Seat belt enforcement: **Yes**

High risk population countermeasure programs: **Yes**

Comprehensive occupant protection program: **Yes**

Occupant protection program assessment: **Yes**

Occupant protection statute

Requirement Description	State citation(s) captured
The State's statute(s) demonstrates that the State has enacted and is enforcing occupant protection statutes that make a violation of the requirement to be secured in a seat belt or child restraint a primary offense.	No
Requirement for occupants to be secured in a seat belt.	Yes
Requirement for occupants to be secured in an age appropriate child restraint.	Yes
Coverage of all passenger motor vehicles.	Yes
Minimum fine of at least \$25.	Yes

Citations

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

Legal Citation: **307.178 RSMo**

Amended Date: **8/28/2006**

Citations

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**

Citations

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**

Citations

Legal Citation Requirement: **Coverage of all passenger motor vehicles.**

Legal Citation: **Not applicable in Missouri**

Amended Date:

Citations

Legal Citation Requirement: **Coverage of all passenger motor vehicles.**

Legal Citation: **Not applicable in Missouri**

Amended Date:

Citations

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**

Citations

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**

Legal citations for exemption(s) to the State's seat belt and child restraint requirements.

Citations

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

Legal Citation: **307.178 RSMo**

Amended Date: **8/28/2006**

Citations

Legal Citation Requirement:

Legal Citation: **307.178.2 and 7 RSMo and 307.179 RSMo (5)(6)**

Amended Date: **8/28/2006**

Citations

Legal Citation Requirement:

Legal Citation: **307.178.2 and 7 RSMo and 307.179 RSMo (5)(6)**

Amended Date: **8/28/2006**

Citations

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**

Citations

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**

Citations

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**

Citations

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**

Citations

Legal Citation Requirement: **Coverage of all passenger motor vehicles.**

Legal Citation: **Not applicable in Missouri**

Amended Date:

Citations

Legal Citation Requirement: **Coverage of all passenger motor vehicles.**

Legal Citation: **Not applicable in Missouri**

Amended Date:

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:

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:

Unique Identifier	Planned Activity Name
PT-2020-02-00-G0	402 HMV Enforcement
PM-2020-02-02-00	Buckle Up Phone Down Paid Media
PM-2020-02-01-00	Click it or Ticket Paid Media
M2HVE-2020-05-30-00	Enforcement - Occupant Protection Campaign

PT-2020-02-E0-00	Law Enforcement Liaison
PT-2020-02-C1-00	Occupant Protection Enforcement
M2HVE-2020-05-00-G0	Occupant Protection Enforcement
PM-2020-02-03-00	Work Zone Paid Media
M2PE-2019-05-03-00	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:

Countermeasure Strategy
Child Restraint System Inspection Station(s)
Communication Campaign
Driving simulations
Occupant Protection Law Enforcement Liaison

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:

Unique Identifier	Planned Activity Name
CP-2020-09-03-00	B.R.A.K.E.S-Put on the Brakes, Inc.
PT-2020-02-C1-00	Occupant Protection Enforcement
CP-2020-09-08-00	Teen Distracted Driving Prevention
CP-2020-09-11-00	Teen Traffic Safety Project

Comprehensive occupant protection program

Date of NHTSA-facilitated program assessment conducted within five years prior to the application due date that evaluates the occupant protection program for elements designed to increase seat belt use in the State.

Date of NHTSA-facilitated program assessment: **2/17/2017**

Multi-year strategic plan based on input from Statewide stakeholders (task force) under which the State developed – (A) Data-driven performance targets to improve occupant protection in the State; (B) Countermeasure strategies designed to achieve the performance targets of the strategic plan (C) A program management strategy that provides leadership and identifies the State official responsible for implementing various aspects of the multi-year strategic plan; and (D) An enforcement strategy that includes activities such as encouraging seat belt use policies for law enforcement agencies, vigorous enforcement of seat belt and child safety seat statutes, and accurate reporting of occupant protection system information on police accident report forms:

Supporting Document
Occupant Protection Strategic Plan.pdf

Page number(s) from your occupant protection multi-year strategic plan that addresses the following:

Data-driven performance targets: **pgs. 2-4**

Program management strategy: **pgs. 5-7**

Countermeasure strategies: **pgs. 13-17**

Enforcement strategy: **pgs. 8-13**

Name and title of the State's designated occupant protection coordinator:

Designated occupant protection coordinator name: **Michael Stapp**

Designated occupant protection coordinator title: **Senior System Management Specialist**

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

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

[Occupant protection program assessment](#)

Date of the NHTSA-facilitated assessment of all elements of its occupant protection program.

Date of the NHTSA-facilitated assessment: **2/17/2017**

405(c) State traffic safety information system improvements grant

Traffic records coordinating committee (TRCC)

Meeting dates of the TRCC during the 12 months immediately preceding the application due date:

Meeting Date
11/15/2018
1/24/2019
3/28/2019

Name and title of the State's Traffic Records Coordinator:

Name of State's Traffic Records Coordinator: **Mandy Kliethermes**

Title of State's Traffic Records Coordinator: **Senior Systems Management Specialist**

TRCC members by name, title, home organization and the core safety database represented:

[List of TRCC members](#)

Chair of the Traffic Records Coordinating Committee

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Traffic Records Coordinator

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Traffic Records System Assessment

Traffic Record Assessment Report

Missouri

Assessment Date: January 25, 2016

1. Recommendation: Improve the interfaces with the Crash data system to reflect best practices identified in the Traffic Program Assessment Advisory.
2. Recommendation: Improve the data quality control program for the crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
3. Recommendation: Improve the interfaces with the vehicle data system to reflect best practices identified in the Traffic Records Programs Assessment Advisory.
4. Recommendation: Improve the data quality control program for the vehicle data system to reflect best practices identified in the Traffic Records Programs Assessment Advisory.
5. Recommendation: Improve the interfaces with the driver data system to reflect best practices identified in the Traffic Records Programs Assessment Advisory.
6. Recommendation: Improve the data quality control program for the driver data system to reflect best practices identified in the Traffic Records Programs Assessment Advisory.
7. Recommendation: Improve the data quality control program for the roadway data system to reflect best practices identified in the Traffic Records Programs Assessment Advisory.
8. Recommendation: Improve the data dictionary for the citation and adjudication systems to reflect best practices identified in the Traffic Records Programs Assessment Advisory.
9. Recommendation: Improve the interfaces with the citation and adjudication systems to reflect best practices identified in the Traffic Records Programs Assessment Advisory.
10. Recommendation: Improve the data quality control program with the citation and adjudication systems to reflect best practices identified in the Traffic Records Programs Assessment Advisory.
11. Recommendation: Improve the description and contents of the injury surveillance systems to reflect best practices identified in the Traffic Records Programs Assessment Advisory.

12. Recommendation: Improve the data quality control program for the injury surveillance systems to reflect best practices identified in the Traffic Records Programs Assessment Advisory.

13. Recommendation: Improve the traffic records systems capacity to integrate data to reflect best practices identified in the Traffic Records Programs Assessment Advisory.

Traffic Records for Measurable Progress

The State intends to address the following in the fiscal year 2020: Numbering matches the Traffic Record Assessment Report above.

2. Improve the data quality control program for the crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

8. Improve the data dictionary for the citation and adjudication systems to reflect best practices identified in the Traffic Records Programs Assessment Advisory.

9. Improve the interfaces with the citation and adjudication systems to reflect best practices identified in the Traffic Records Programs Assessment Advisory.

10. Improve the data quality control program with the citation and adjudication systems to reflect best practices identified in the Traffic Records Programs Assessment Advisory.

11. Improve the description and contents of the injury surveillance systems to reflect best practices identified in the Traffic Records Programs Assessment Advisory.

12. Improve the data quality control program for the injury surveillance systems to reflect best practices identified in the Traffic Records Programs Assessment Advisory.

13. Improve the traffic records systems capacity to integrate data to reflect best practices identified in the Traffic Records Programs Assessment Advisory.

Traffic Records Supporting Non-Implemented Recommendations

The State does not intend to address the following in the fiscal year 2020: Numbering matches the Traffic Record Assessment Report.

1. Improve the interfaces with the Crash data system to reflect best practices identified in the Traffic Program Assessment Advisory above.

3. Improve the interfaces with the vehicle data system to reflect best practices identified in the Traffic Records Programs Assessment Advisory.

4. Improve the data quality control program for the vehicle data system to reflect best practices identified in the Traffic Records Programs Assessment Advisory.

5. Improve the interfaces with the driver data system to reflect best practices identified in the Traffic Records Programs Assessment Advisory.

6. Improve the data quality control program for the driver data system to reflect best practices identified in the Traffic Records Programs Assessment Advisory.

7. Improve the data quality control program for the roadway data system to reflect best practices identified in the Traffic Records Programs Assessment Advisory.

Traffic Records for Model Performance Measures

**FAST Act SECTION 405c
INTERIM PROGRESS REPORTING (FY 2020)**

State: Missouri Report Date: June 4, 2019 Submitted by: Clayton Knipp

System to be Impacted

CRASH DRIVER
 VEHICLE ROADWAY
 CITATION/ADJUDICATION
 EMS/INJURY

Performance Area(s) to be Impacted

ACCURACY
 TIMELINESS
 COMPLETENESS
 ACCESSIBILITY
 UNIFORMITY
 INTEGRATION

Performance Measure used to track Improvement(s)

Narrative Description of the Measure

Multiple measurements taken
Percentage of cases reporting to Department of Revenue at 90-100%
Percentage of courts reporting to Department of Revenue at 90-100%
Percentage of cases reporting to Department of Revenue within 7 days

Is project included in the Traffic Records Strategic Plan? **Yes**

Is this a new project? Or was it the same measure used to show progress previously? **New Measure - Yes**

Same Measure as FY19 - No

Improvement(s)

Narrative of the Improvement(s)

Achieved or Anticipated

See highlighted cells in backup documentation:

Office of State Courts Administrator tracks what percentage of cases reported to the Department of Revenue successfully within the 7-day requirement (he disposition information from the courts updates the Driver profile at the Department of Revenue). It was found that 90%-100% of the cases reported successfully 74% of the time from April 1, 2017 to March 30, 2018. When measuring from April 1 of 2018 to May 30 of 2019, 90% - 100% of the cases reported successfully 77% of the time.

The second measure to demonstrate progress for this project is the percentage of courts reporting cases 90-100% successfully. There was an increase from 73% in 17-18 to 74% in 18-19 of courts reporting cases 90-100% successfully.

Specification of how the Measure is calculated / estimated

Date and Baseline Value for the Measure

(A contiguous, 12 month performance period starting no earlier than April 1, 2017, e.g., April 1, 2017 – March 31, 2018)

The third measure to demonstrate progress for this project is the percentage of cases reporting within the 7-day State mandated reporting requirement. The percentage of cases reported within the 7-day requirement increased from 89% in 17-18 to 90% in 18-19.

Narrative Description of Calculation / Estimation Method:

Percentage of cases reported 90-100% within 7 days - cases reported 90-100% within the timeframe/total cases within the timeframe

Percentage of courts reporting 90-100% within 7 days – Total courts reporting 90-100% within 7 days/Total courts reporting

Percentage of cases reported within 7 days – Total cases reported within 7 days/total cases

April 1, 2017 to March 31, 2018

90%-100% of the cases reported successfully 74% of the time from April 1, 2017 to March 30, 2018.

90-100% of the courts reporting successfully 73% April 1, 2017 to March 30, 2018.

Percentage of cases reported within the 7-day requirement is 89% from April 1, 2017 to March 30, 2018.

Is supporting documentation attached? Yes

Date and Current Value for the Measure

(An identical contiguous, 12 month baseline period starting no earlier than April 1, 2018, e.g., April 1, 2018-March 31, 2019)

April 1, 2018 to March 31, 2019

90%-100% of the cases reported successfully 77% of the time from April 1 of 2018 to May 30 of 2019

90-100% of the courts reporting successfully 74% April 1 of 2018 to May 30 of 2019

Percentage of cases reported within the 7-day requirement is 90% from April 1 of 2018 to May 30 of 2019

Is supporting documentation attached? Yes

Regional Program Manager Conclusion and Comments

Review Date: 6/7/2019

I have reviewed the IPR and the attached documentation and do find the project to demonstrate progress.

RA Comments: Susan DeCourcy

Review Date: 6/10/2019

I have reviewed the IPR and attached data chart and find increased improvements have been achieved for: the percentage of cases being reported to the Department of Revenue successfully within the 7-day requirement, the percentage of courts reporting cases successfully, and the percentage of cases reporting within the 7-day State mandated reporting requirement.

State traffic records strategic plan

Strategic Plan, approved by the TRCC, that— (i) Describes specific, quantifiable and measurable improvements that are anticipated in the State's core safety databases (ii) Includes a list of all recommendations from its most recent highway safety data and traffic records system assessment; (iii) Identifies which recommendations the State intends to address in the fiscal year, the countermeasure strategies and planned activities that implement each recommendation, and the performance measures to be used to demonstrate quantifiable and measurable progress; and (iv) Identifies which recommendations the State does not intend to address in the fiscal year and explains the reason for not implementing the recommendations:

Planned activities that implement recommendations:

Unique Identifier	Planned Activity Name
M3DA-2020-04-00-G0	E-Citation Projects
M3DA-2020-04-17-00	JIS Monitoring and Reporting
M3DA-2020-04-18-00	LETS Sustainment and Enhancement
M3DA-2020-04-11-00	Missouri Ambulance Reporting System
M3DA-2020-04-12-00	Predictive Analytical Crash Project
M3DA-2020-04-15-00	Show Me Court Implementations
M3DA-2020-04-13-00	STARS and FARS Support
M3DA-2020-04-14-00	Statewide Traffic Accident Records Sys.
M3DA-2020-04-00-00	THSD-Statewide 405c Data Program
M3DA-2020-04-07-00	Traffic Records Data Improvement

Quantitative and Measurable Improvement

Supporting documentation covering a contiguous 12-month performance period starting no earlier than April 1 of the calendar year prior to the application due date, that demonstrates quantitative improvement when compared to the comparable 12-month baseline period.

State Highway Safety Data and Traffic Records System Assessment

Date of the assessment of the State's highway safety data and traffic records system that was conducted or updated within the five years prior to the application due date:

Date of Assessment: 1/25/2016

Requirement for maintenance of effort

ASSURANCE: The lead State agency responsible for State traffic safety information system improvements programs shall maintain its aggregate expenditures for State traffic safety information system improvements programs at or above the average level of such expenditures in fiscal years 2014 and 2015

405(d) Impaired driving countermeasures grant

Impaired driving assurances

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

ASSURANCE: The State shall use the funds awarded under 23 U.S.C. 405(d)(1) only for the implementation and enforcement of programs authorized in 23 C.F.R. 1300.23(j).

ASSURANCE: The lead State agency responsible for impaired driving programs shall maintain its aggregate expenditures for impaired driving programs at or above the average level of such expenditures in fiscal years 2014 and 2015.

Impaired driving program assessment

Date of the last NHTSA-facilitated assessment of the State's impaired driving program conducted:

Date of Last NHTSA Assessment:

Authority to operate

Direct copy of the section of the statewide impaired driving plan that describes the authority and basis for the operation of the Statewide impaired driving task force, including the process used to develop and approve the plan and date of approval.

Authority and Basis of Operation

I. Program Management and Strategic Planning

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

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

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

Governor Nixon convened several special meetings to address specific issues of concern and supported the structure of the Statewide Substance-Impaired Driving Subcommittee under the Missouri Coalition for Roadway Safety. A member of the Department of Public Safety served on the Statewide Substance-Impaired Driving Subcommittee and reported to the Governor's Office on issues of concern.

The Missouri Coalition for Roadway Safety was established in 2004 and led the effort to reduce fatalities and serious injuries resulting from traffic crashes through implementation of *Missouri's*

Blueprint for Safer Roadways (now Missouri's Blueprint – A Partnership Toward Zero Deaths). As a natural result of the Coalition efforts, subcommittees were formed to work on specific areas of concern statewide such as substance-impaired driving related traffic crashes. At that time, Charles Jackson, Director of the Department of Public Safety and Chair of the Governor's Commission on Impaired Driving, agreed to integrate the Commission into the structure and process of the MCRS efforts. Joyce Shaul, Director of Highway Safety and the Governor's Highway Safety Representative at the time, sent a letter to each member of the Governor's Commission on Driving While Intoxicated and Impaired Driving discussing this plan. Since that time the Statewide Substance-Impaired Driving Subcommittee has been very active and is now chaired by Captain Norman Murphy, Missouri State Highway Patrol.

Statewide Substance-Impaired Driving Subcommittee members include representation from law enforcement, the criminal justice system, driver licensing, prevention, treatment and rehabilitation, ignition interlock program management, public health, Mothers Against Drunk Driving, public safety, and the Department of Transportation.

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

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

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

On November 30 and December 1, 2015 the Substance-Impaired Driving Subcommittee and the Missouri Department of Transportation hosted a two-day Summit to update the existing Substance-Impaired Driving Strategic plan. The Uniform Guidelines for State Highway Safety Programs, Guideline Number 8, was utilized in development of the original plan. There were forty participants in attendance at the summit who represented law enforcement, prevention, treatment and recovery, rehabilitation, prosecution, courts, MADD, transportation, driver licensing, ignition interlock program management, NHTSA, Department of Health, and other traffic safety groups. The working document was updated to reflect comments and concerns from the planning group at the Summit to create the third version of Missouri's Substance-Impaired Driving Strategic Plan.

The Substance-Impaired Driving Subcommittee members have reviewed this plan and gave final approval on June 1, 2017 before submission to NHTSA.

Key Stakeholders

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Date that the Statewide impaired driving plan was approved by the State's task force.

Date impaired driving plan approved by task force: **6/1/2017**

[Strategic plan details](#)

State will use a previously submitted Statewide impaired driving plan that was developed and approved within three years prior to the application due date.

Continue to use previously submitted plan: **Yes**

ASSURANCE: The State continues to use the previously submitted Statewide impaired driving plan.

405(f) Motorcyclist safety grant

Motorcycle safety information

To qualify for a Motorcyclist Safety Grant in a fiscal year, a State shall submit as part of its HSP documentation demonstrating compliance with at least two of the following criteria:

- Motorcycle rider training course: **Yes**
- Motorcyclist awareness program: **No**
- Reduction of fatalities and crashes: **No**
- Impaired driving program: **No**
- Reduction of impaired fatalities and accidents: **No**
- Use of fees collected from motorcyclists: **Yes**

Motorcycle rider training course

Name and organization of the head of the designated State authority over motorcyclist safety issues:

State authority agency: **Patrick McKenna**

State authority name/title: **Director of the Missouri Department of Transportation**

Introductory rider curricula that has been approved by the designated State authority and adopted by the State:

Approved curricula: **(i) Motorcycle Safety Foundation Basic Rider Course**

Other approved curricula:

CERTIFICATION: The head of the designated State authority over motorcyclist safety issues has approved and the State has adopted the selected introductory rider curricula.

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	561
Boone	3,753
Buchanan	2,640
Camden	1,665
Cape Girardeau	2,224

Clay	7,794
Cole	1,971
Greene	7,293
Grundy	303
Jackson	15,279
Jasper	3,728
Jefferson	7,686
Johnson	1,976
Newton	1,913
Pettis	1,383
Pulaski	1,831
Ralls	461
St. Charles	10,389
St. Louis	15,203

Total number of registered motorcycles in State.

Total # of registered motorcycles in State: **156,297**

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**

Legal citations for each law state criteria.

Requirement Description	State citation(s) captured
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.	Yes
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	Yes

programs.	
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Citations

Legal Citation Requirement: **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: **8/1/2002**

Citations

Legal Citation Requirement: **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: **8/1/2002**

Citations

Legal Citation Requirement: **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, 100th General Assembly**

Amended Date: **7/1/2018**

Certifications, Assurances, and Highway Safety Plan PDFs

Certifications and Assurances for 23 U.S.C. Chapter 4 and Section 1906 grants, signed by the Governor's Representative for Highway Safety, certifying to the HSP application contents and performance conditions and providing assurances that the State will comply with applicable laws, and financial and programmatic requirements.

Supporting Document

Part 1300 Certifications Assurances signed 7-1-19.pdf
