



2015

State of Missouri
Highway Safety & Performance Plan
&
Section 405 Grant Program

Missouri Department of Transportation . Traffic & Highway Safety Division
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Appendix A to Part 1200 Certifications & Assurances

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MISSOURI'S HIGHWAY SAFETY PLAN (HSP) AND PERFORMANCE PLAN

Supporting Background – Missouri's Blueprint to SAVE MORE LIVES

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 fatalities and serious injuries on Missouri's roads. The goal established in the Blueprint was set at 1,000 or fewer fatalities by 2008. That goal was reached one year early, with a year-end fatality total for 2007 of 992, as well as in 2008 with 960 fatalities. The second SHSP, *Missouri's Blueprint to ARRIVE ALIVE*

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

Missouri's third Strategic Highway Safety Plan, *Missouri Blueprint to SAVE MORE LIVES*, was rolled out in October of 2012 at the Blueprint Conference. The new target for this document is 700 or fewer fatalities by 2016. 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
2007	992	7,744
2008	960	6,932
2009	878	6,540
2010	821	6,096
2011	786	5,642
2012	826	5,506
2007-2009 Total	2,830	21,216
2008-2010 Total	2,659	19,568
2009-2011 Total	2,485	18,278
2010-2012 Total	2,433	17,244



Missouri Annual Comparative Data Chart

CORE OUTCOME MEASURES:	2008	2009	2010	2011	2012	Target				
Traffic Fatalities & Serious Injuries										
Number of Fatalities	960	878	821	786	826	700				
3-Year Rolling Average/5-Year Rolling Average	1016	1087	943	1037	886	949	828	887	811	854
Total Rural Fatalities	604	562	492	495	474					
Total Urban Fatalities	356	316	329	291	350					
Number of Serious Injuries										
Number of Serious Injuries	6932	6540	6096	5642	5506	4534				
3-Year Rolling Average/5-Year Rolling Average	7609	8062	7072	7598	6523	7093	6093	6591	5748	6143
Serious Injury Rate	2.79	2.59	2.36	2.25	2.21					
Fatalities and Serious Injuries Combined	7892	7418	6917	6428	6332					

Fatalities per 100 Million Vehicle Miles Driven										
Vehicle Miles (Billions)	68273	69003	70864	68789	68504					
Total Fatalities Per 100 Million VMT	1.41	1.27	1.16	1.14	1.21					
3-Year Rolling Average/5-Year Rolling Average	1.48	1.58	1.37	1.51	1.28	1.37	1.19	1.28	1.17	1.24
Total Rural Fatalities per 100 million VMT	2.12	1.94	1.60	1.71	1.66					
Total Urban Fatalities per 100 million VMT	0.9	0.79	0.82	0.73	0.88					

Serious Injuries per 100 Million Vehicle Miles Driven						
Vehicle Miles (Billions)	68273	69003	70864	68789	68504	
Total Serious Injuries Per 100 Million VMT	10.15	9.48	8.60	8.20	8.04	

Passenger Vehicle Occupant Fatalities (all seat positions)										
Total	747	685	620	597	600					
Restrained	215	220	195	177	155					
Unrestrained Passenger Vehicle Fatalities	485	417	383	371	394	326				
3-Year Rolling Average/5-Year Rolling Average	503	545	454	508	428	462	390	423	383	410
Unknown	47	48	42	49	51					

Alcohol-Impaired Driving Fatalities (BAC=.08+)										
Fatalities	314	302	257	258	280	230				
3-Year Rolling Average/5-Year Rolling Average	344	364	316	351	291	318	272	293	265	282

Speed Related Fatalities										
Fatalities	441	379	324	310	326	258				
3-Year Rolling Average/5-Year Rolling Average	448	474	418	451	381	410	338	378	320	356

Motorcyclist Fatalities										
Total	107	87	95	82	104	84				
3-Year Rolling Average/5-Year Rolling Average	97	88	95	94	96	95	88	93	94	95
Helmeted	83	63	83	71	90					
Unhelmeted	24	22	11	10	9					
3-Year Rolling Average/5-Year Rolling Average	21	21	22	23	19	19	14	18	10	15
Unknown	0	2	1	1	5					

Drivers age 20 or younger involved in fatal crashes										
Aged Under 15	3	4	4	2	2					
3-Year Rolling Average/5-Year Rolling Average	2	2	3	2	4	3	3	3	3	3
Aged 15-20	162	143	118	131	127					
3-Year Rolling Average/5-Year Rolling Average	187	205	159	189	141	164	131	145	125	136

Pedestrians Fatalities										
Fatalities	63	68	55	75	84	71				
3-Year Rolling Average/5-Year Rolling Average	73	77	70	75	62	68	66	68	71	69

Bicyclist Fatalities										
Fatalities	3	2	7	1	6	4				
3-Year Rolling Average/5-Year Rolling Average	6	6	5	6	4	6	3	4	5	4

Distracted Driving Involved Fatalities										
Fatalities	207	155	182	161	85	70				
3-Year Rolling Average/5-Year Rolling Average	222	238	195	219	181	201	166	186	143	158

CORE BEHAVIOR MEASURE	2008	2009	2010	2011	2012					
Observed seat belt use for passenger vehicles, front seat outboard occupants	76%	77%	76%	79%	79%	83%				
3-Year Rolling Average/5-Year Rolling Average	76%	76%	77%	76%	76%	76%	77%	77%	78%	77%

ACTIVITY MEASURES	2008	2009	2010	2011	2012
Arrests and Citations:					
Safety Belt Citations Grant Funded	20,244	29,034	20,278	35,607	30,745
Impaired Driving Arrests Grant Funded	3,808	5,369	5,779	8,832	8,184
Speeding Citations Grant Funded	75,812	98,453	85,809	129,907	116,492
3-Year Rolling Average					
5-Year Rolling Average					



Blueprint Strategies

Through extensive data analysis, current research findings, and best practices, strategies were identified that must be implemented in order to make significant progress toward reaching the projected goal. Key strategies in the Blueprint to SAVE MORE LIVES were identified and called the “Necessary Nine”:

1. Increase Safety Belt Use

- Pass a primary safety belt law
- Increase the number of local communities with primary safety belt ordinances
- Increase the fine for non-use of a safety belt under the current law

2. Expand the Installation of Rumble Strips/Stripes

- Increase the number of miles of edgeline and centerline rumble strips/stripes

3. Increase Efforts to Reduce the Number of Substance-Impaired Vehicle Drivers and Motorcycle Operators

- Increase the number of sobriety checkpoints
- Expand the use of ignition interlocks
- Increase the number of DWI courts

4. Improve Intersection Safety

- Increase the use of Innovative Intersection Solutions (J-turns, Roundabouts)
- Expand the use of technology
- Increase targeted enforcement
- Increase pedestrian safety features

5. Improve Curve Safety

- Increase the use of curve alignment signs
- Increase curve recognition with pavement marking
- Increase pavement friction

6. Change Traffic Safety Culture

- Develop focused public education
- Expand outreach efforts

7. Improve Roadway Shoulders

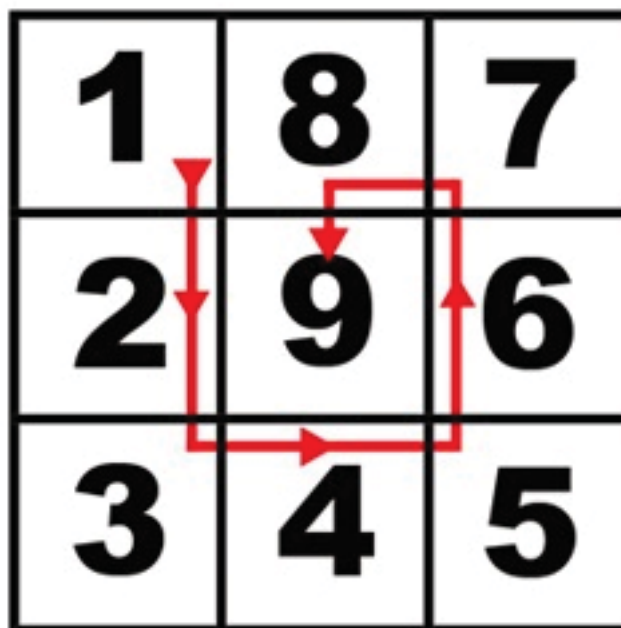
- Increase the miles of shoulders
- Reduce pavement edge drop-offs through maintenance

8. Increase Enforcement Efforts

- Focus on high crash corridors
- Target high impact work zones

9. Expand and Improve Roadway Visibility

- Ensure all roadway signs meet acceptable retro reflectivity
- Expand the use of delineation
- Expand the use of centerlines and edgelines and ensure the markings meet acceptable retroreflectivity



Six key Emphasis Areas and 25 Focus Areas were identified within the Blueprint:

Emphasis Area I / Serious Crash Types

Focus Areas

- o Run-Off-Road Crashes
- o Horizontal Curve Crashes
- o Intersection Crashes
- o Collisions with Trees and Utility Poles
- o Head-On Crashes

Emphasis Area II / High-Risk Drivers and Unrestrained

Occupants

Focus Areas

- o Aggressive Drivers
- o Unrestrained Drivers and Occupants
- o Distracted and Drowsy Drivers
- o Young Drivers (15 through 20 years of age)
- o Substance-Impaired Drivers
- o Unlicensed, Revoked or Suspended Drivers

Emphasis Area III / Special Vehicles

Focus Areas

- o Commercial Motor Vehicles (CMVs)
- o All-Terrain Vehicles (ATVs)
- o School Buses/School Bus Signals

Emphasis Area IV / Vulnerable Roadway Users

Focus Areas

- o Older Drivers (65 years of age or older)
- o Motorcyclists
- o Pedestrians
- o Bicyclists

Emphasis Area V / Special Roadway Environments

Focus Areas

- o Nighttime Driving
- o Work Zones
- o Highway / Rail Crossings
- o Traffic Incident Management Areas

Emphasis Areas VI / Data and Data System Improvements

Focus Areas

- o Data Collection
- o Data Accessibility
- o System Linkage



Strategies were developed for each of these focus areas that incorporated the 4 E's – education, enforcement, engineering, and emergency response as well as technology and public policy. Many of these are also included in the Highway Safety Plan (HSP).

Statewide Targets, Performance Measures & Benchmarks

Justification and Explanation for Setting Performance Measures and Benchmark for the Fatality Reduction Goal

Historically Missouri's Strategic Highway Safety Plans have set fatality reduction goals. In the 2012 plan, an interim fatality reduction goal of 700 or fewer fatalities was established for 2016. The 2012 fatality reduction goal of 850 was used as the baseline number. The interim years (2014, 2015 and 2016) were calculated using a trend line starting from the 850 baseline. The yearly goals are listed below.

Target #1: To reduce fatalities to:

- 850 by 2012
- 813 by 2013
- 775 by 2014
- 738 by 2015
- 700 by 2016

Performance Measures:

- Number of statewide fatalities
- Fatality rate per 100M VMT

Benchmarks:

- Expected 2012 fatalities = 850
- Expected 2012 fatality rate per 100M VMT = 1.2

Throughout the remainder of the document, the fatality reduction goals were calculated in the following manner. The percent of contribution of the various crash types was applied to the 2012 baseline of 850 fatalities. From that point, the interim years' fatality goals (2014, 2015, and 2016) were calculated using a trend line aimed at reaching the 700 or fewer fatalities by 2016. Fatality reduction goals were calculated for the following crash types:

- Aggressive driving related fatalities
- Speed-related fatalities
- Fatalities involving drivers with a .08 BAC or greater
- Fatalities involving alcohol-impaired drivers under the age of 21 years old
- Unrestrained passenger vehicle occupant fatalities
- Fatalities involving drivers age 15 through 20
- Fatalities involving older drivers
- Motorcyclist fatalities

- Un-helmeted or non-DOT compliant helmeted motorcyclist fatalities
- Fatalities involving motorcycle operators who are not licensed or improperly licensed
- Fatalities resulting from crashes involving school buses or school bus signals
- Pedestrian fatalities
- Bicyclist fatalities

Justification and Explanation for Setting Performance Measures and Benchmark for the Serious Injury Reduction Goal

A serious Injury reduction goal was not established in Missouri's 2012 Strategic Highway Safety Plan. As a result, the 2012 actual serious injury number was established as the benchmark. From the 2012 number, the same fatality reduction trend line was used to calculate interim yearly serious injury reduction goals from 2013 through 2016.

Target #2: To reduce serious injuries to:

- 5,266 by 2013
- 5,020 by 2014
- 4,781 by 2015
- 4,534 by 2016

Performance Measure:

- Number of serious injuries

Benchmark:

- 2012 serious injuries = 5,506

Throughout the remainder of the document, the following serious injury reduction goals were calculated in the following manner. The percent of contribution of the various crash types was applied to the 2012 baseline of 5,506 serious injuries. From that point, the interim years' serious injury goals (2014, 2015, and 2016) were calculated using a trend line aimed at reaching the 4,534 or fewer serious injuries by 2016. Serious injury goals were set for these areas:

- Serious injuries involving drivers age 15 through 20
- Serious injuries involving older drivers
- Serious injuries resulting from crashes involving school buses or school bus signals

Targets by Region

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



In order for the Coalition to reach the target of 700 or fewer by the end of 2016, each region will need to continue efforts in all disciplines. By the end of 2016, the state will have seen a roadway fatality reduction of 44 percent since 2005. More importantly, each region will have to reduce the roadway fatalities by over 40 percent in order for the state to reach the target. The fatality number established for each region was determined from the previous eight years starting with 2005 (eight-year average). This method was preferred in order to minimize the fluctuations realized by each region.

Fatalities by Region

Reduction per Region (2013-2016 estimated)

Year	NW	NE	KC	CD	SL	SW	SE	Total
2005	85	93	203	188	238	257	193	1,257
2006	56	63	150	190	205	260	172	1,096
2007	52	71	162	175	206	173	153	992
2008	59	62	171	155	195	179	139	960
2009	57	49	155	133	170	165	149	878
2010	32	66	145	101	175	167	135	821
2011	48	50	122	120	162	154	130	786
2012	46	58	161	123	171	143	124	826
2013	46	55	135	126	162	160	128	813
2014	44	52	129	121	155	152	122	775
2015	42	50	123	115	147	145	116	738
2016	40	47	117	109	140	138	110	700

Safety Plan Integration

Missouri's target of 700 or fewer fatalities has been integrated into all key planning documents that include: State Highway Safety Strategic Plan, Missouri's Blueprint to Save More Lives; the Commercial Vehicle Safety Plan (CVSP); and the Highway Safety Plan and Performance Plan (HSP). The fatality reduction goal is also included in the Highway Safety Improvement Program Annual Report along with fatalities, fatality rates and serious injuries. Every effort will be made to establish and align evidence based strategies within these documents to guide Missouri to meet this target.

Blueprint Implementation

The Blueprint is a collective effort of the Missouri Coalition for Roadway Safety (MCRS) and safety professionals throughout the state. The MCRS leads the charge to implement the Blueprint and encourage safety partners to focus their activities and programs in support of the "Necessary Nine" and subsequent emphasis areas, focus areas, and strategies. The state is divided into seven (7) regional coalitions that develop annual safety plans. The coalitions meet on a regular basis to discuss their

concerns, review how their countermeasures are working, and consider ways to improve their efforts. Approximately \$2 million of state road funds is dedicated to this effort.

The Blueprint is an overarching strategic highway safety plan for the State of Missouri while the state's Section 402 Highway Safety Plan serves as one of the implementation components in support of the Blueprint efforts.

HSP and Performance Plan Overview

Under the Highway Safety Act of 1966, the National Highway Traffic Safety Administration (NHTSA) provides grants and technical assistance to states and communities. Section 402 of the Act requires each state to have a highway safety program to reduce traffic crashes and deaths, injuries and property damage. Section 402 grant funds are apportioned to the states based on the ratio of state population to the national population (75%) and state public road mileage to the total national public road mileage (25%).

Section 402 funds must be used to support the state's performance plan (which contains performance goals based on the traffic safety problems identified by the state) and the HSP. These plans provide for the implementation of a program that addresses a wide range of highway safety problems related to human factors and the roadway environment and that contributes to the reduction of crashes and resulting deaths and injuries.

The strategies outlined within the HSP and performance plan will be implemented in an attempt to reach the overarching statewide Blueprint target of 700 or fewer fatalities by 2016.



Performance Measures

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

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

The following page identifies the 15 performance measures within their respective program areas:

- The Blueprint serves as a roadmap for the State's Highway Safety Plan
- The "Necessary Nine" provides direction for the HSP
- The goal determines our interim fatality reduction target

1. Fatalities (actual)
2. Fatality rate per 100M VMT (statewide; urban; rural)
3. Number of serious (disabling) injuries
4. Number of fatalities involving drivers or motorcycle operators with .08 BAC or above
5. Number of unrestrained passenger vehicle occupant fatalities
6. Number of speeding-related fatalities
7. Number of motorcyclist fatalities
8. Number of unhelmeted motorcyclist fatalities
9. Number of drivers age 20 or younger involved in fatal crashes
10. Number of pedestrian fatalities
11. Number of bicycle fatalities
12. Percent observed belt use for passenger vehicles – front seat outboard occupants
13. Number of seat belt citations issued during grant-funded enforcement activities
14. Number of impaired driving arrests made during grant-funded enforcement activities
15. Number of speeding citations issued during grant-funded enforcement activities

Benchmarks

Our benchmarks will serve as points of reference by which we are able to measure our progress. These benchmarks are not totally reliant upon the programs implemented by the highway safety office, however. They are often highly dependent upon existing public policy and the motoring public's adherence to traffic laws and safe driving habits.

The Statewide Goals, Performance Measures, and Benchmarks are "expectations" based upon the targets established in Missouri's Blueprint to ARRIVE ALLIVE (850 or fewer fatalities by 2012) and Missouri's Blueprint to SAVE MORE LIVES (700 or fewer fatalities by 2016).

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 MCHRP 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 blanket enforcement and saturated media during established timeframes and in targeted traffic corridors;

5. Participating in state, regional, and national training opportunities in order to gain insight into proven programs that can be replicated in Missouri; and

6. Reviewing highway safety research studies from Transportation Research Board, NHTSA, FHWA, FMCSA, Insurance Institute for Highway Safety, AAA Foundation, etc. to guide the inclusion of various strategies in the Plan.



No highway safety office can work in a vacuum without communication, cooperation and coordination with our safety partners. This partnership approach allows us to expand our resources, generate diverse ideas, and incorporate new concepts and projects into our Highway Safety Plan. A sampling of the myriad of our safety partners includes:

American Automobile Association
 American Association of Retired Persons
 Blueprint Regional Coalitions (7 – Northwest, Northeast, Kansas City, Central, St. Louis, Southwest, Southeast)

Cape Girardeau Safe Communities Program
 City/County Engineers
 County Health Departments
 East-West Gateway Coordinating Council
 Emergency Nurses Association
 Federal Highway Administration
 Federal Motor Carrier Safety Administration
 Institutions of Higher Education
 Law Enforcement Traffic Safety Advisory Council
 Law Enforcement Training Academies
 Local Technical Assistance Program
 Metropolitan Planning Organizations
 Mid-American Regional Council
 MO Association of Insurance Agents
 MO Automobile Dealers Association
 MO Coalition for Roadway Safety
 MO Department of Health & Senior Services
 MO Department of Labor and Industrial Relations
 MO Department of Mental Health

MO Department of Public Safety
 MO Department of Revenue
 MO Division of Alcohol and Drug Abuse
 MO Division of Alcohol and Tobacco Control
 MO Head Injury Advisory Council
 MO Injury and Violence Prevention Advisory Committee
 MO Trucking Association
 MO Office of Prosecution Services
 MO Police Chiefs Association
 MO Safety Center
 MO Sheriffs Association
 MO State Highway Patrol
 MO Youth/Adult Alliance
 Mothers Against Drunk Driving
 Motorcycle Safety Task Force
 National Highway Traffic Safety, Admin. Region 7
 Office of State Courts Administrator
 Operation Impact
 Operation Lifesaver
 Partners in Prevention
 Regional Planning Commissions
 Safe Kids Coalitions
 Safety Council of the Ozarks
 Safety Council of Greater St. Louis
 Safety & Health Council of MO and KS
 State Farm Insurance
 Think First Missouri
 Traffic Safety Alliance of the Ozarks

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

Planning, Programming and Implementation Timeframes

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

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

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

The following table sets the timeframes for the basic Section 402 Highway Safety Program and the annual report for that grant.



Planning, Programming and Implementation Timeframes

Highway Safety Plan and Annual Report

ACTIVITY	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP
Data collection & analysis, problem identification, internal planning and input solicitation for new fiscal year				1								
Mail out requests for project proposals for new fiscal year			1									
Contract and equipment monitoring by HS staff												
Grantee reimbursement vouchers						O N G O I N G						
Conduct regional grant application training sessions				5-16								
Grant applications due to HS						1						
Grant applications review & budget meetings							6-10					
Contracts written and reviewed internally									10			
HSP & Performance Plan/405 grants due to NHTSA									30			
Mail grantee award and denial letters										1		
Regional contract award workshops w/grantees											3-14	
Verify that soft match letters are on file												1
Program income submissions from grantees	31							30				
Federal fiscal year ends (contract ending date)												30
All funds must be obligated for new fiscal year												30
Federal fiscal year begins (contract start date)	1											
Mail letters requesting year-end reports												30
Year end reports due from grantees		14										
Compile & print annual report			15									
Annual report & final cost summary due			31									
Audit closeout (within 90 days of fiscal year end)			31									
Require submission of program income documentation	31										30	

Grant Application Process

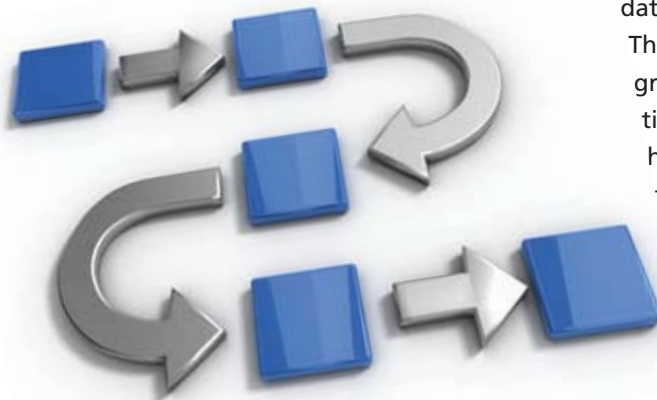
The Highway Safety Office hosts grant application workshops each spring for potential grantees. These workshops are held in five strategic regional locations (Cape Girardeau, Chesterfield, Jefferson City, Springfield, and Lee's Summit) so that no participant has to travel terribly far in order to attend. 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 grantees

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 grantees

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 2015 fiscal year was March 1, 2014.



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 grantees 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 grantees, 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. Three additional programs were also added to the system: Safe Routes to School; Work Zones; and the Motor Carrier Safety Assistance Program. In 2010 the Safe Routes to School program was transferred to another division of MoDOT, therefore, this section of the GMS was not further developed. Additional reporting components were developed including training and inventory management sections. The Highway Safety Office will continue to maintain and improve this grants management system as funding allows.

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 on pages 40-74 of this report. Ranking by problem area can be found on the Missouri State Highway Patrol's on-line State Traffic Accident System located at <https://www.mshp.dps.missouri.gov/TR10WEB/includes/TR10L600.jsp>.

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

An internal team of highway safety program staff review all grant applications. Several days are set aside to review the applications and hear both supporting arguments and issues of

concern. The reviewers take many factors into consideration when assessing these applications:

- Does the project fall within the national priority program areas (alcohol and other drug countermeasures; police traffic services; occupant protection; traffic records; emergency medical services; speed; motorcycle, pedestrian, or bicycle safety)?
- Does the project address the key emphasis areas identified within the Blueprint and does it have the ability to impact statewide traffic crash fatalities and serious injuries?
- Does the problem identification sufficiently document problem locations, crash statistics, targeted populations, demonstrated need, and the impact this project would have on traffic safety problems in their community?
- Have "best practices" countermeasures been proposed in order to make a positive impact on the identified problem?
- Will this project provide continuity of effort in a particular geographic region (such as multi-jurisdiction enforcement) or in a particular program area (occupant protection)?
- Will the activity serve as a "foundational project" that satisfies criteria for additional federal funding (e.g., safety belt observational survey)?
- Does the project alleviate, eliminate or correct a problem that was identified in a federally conducted assessment of a highway safety priority program area?
- Will the project satisfy or help satisfy federal goals for regional highway safety issues?



- Are innovative countermeasures proposed and, if so, is there an effective evaluation component included?
- Are any local in-kind resources proposed to match the federal grant efforts?
- Does the applicant propose developing partnerships (e.g., working with service organizations, health agencies, and/or insurance companies; conducting multi-jurisdiction enforcement efforts) in order to expand their resources and enhance their outcomes?
- Has past experience working with this grantee been positive or negative (have they performed according to expectations; have there been monitoring or audit findings)?
- Is the local government or administration supportive of this proposed activity?
- If equipment is requested, will the equipment support a project or enforcement activity; does the agency have the ability to provide a local match for part of the equipment purchase?

- Is there sufficient funding in the budget to support all or part of this application?

The applications are discussed at length to determine whether they 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). A key reference document is Countermeasures that Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices to assure we support research-based strategies. Other considerations for research-based strategies are Transportation Research Board research and reports, other DOT funded research and university-based research.

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

During the meeting, this information is continually updated into the Highway Safety Office's grant management system so that real-time information is immediately available. By the end of the meeting, there is a complete listing of the approved projects that will best support the mission and work toward reaching the Blueprint's target of 700 or fewer fatalities by 2016.



Grantee Compliance Requirements

COMPLIANCE

Any agency receiving a Highway Safety grant must comply with the following statutes or rules. Detailed information regarding each of these statutes and rules are included in our grant contracts per Appendix A to Part 1200 - Certifications and Assurances for Highway Safety Grants (23 U.S.C. Chapter 4).

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

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

Buy America Act – The State will comply with the provisions of the Buy America Act (49 U.S.C. 5323 (j)). Clear justification for the purchase of non-domestic items must be in the form of a waiver request submitted to the Region 7 NHTSA office.

**Certification Regarding Federal Lobbying
Restriction of State Lobbying
Certification Regarding Debarment and Suspension**

Any law enforcement agency receiving a Highway Safety grant must also comply with the following statutes or rules:

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

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

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

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

LOCAL ORDINANCES AND POLICIES

Agencies are encouraged to adopt, if possible:

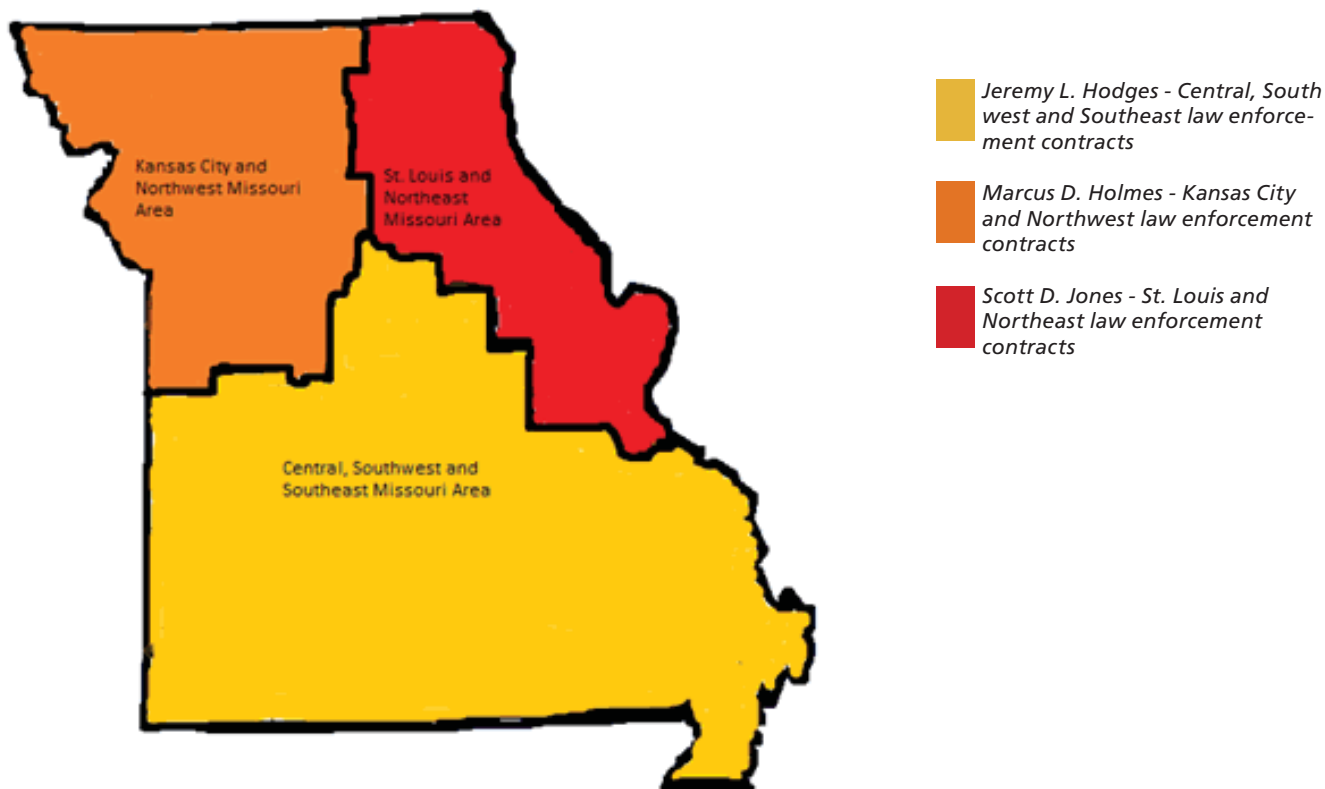
- **Model Traffic Ordinance**—RSMo 300.00—Rules governing traffic administration and regulation
- **Child Restraints**—RSMo 307.179—Passenger restraint system required for children birth through age seven years (Primary Offense)
- **Seat Belts**—RSMo 307.178—Seat belts required for passenger cars
- **Primary Seat Belt** – A model ordinance allowing primary enforcement of a seat belt violation.
- **Open Container**—A model ordinance prohibiting the possession of an open container of alcoholic beverages in a motor vehicle.
- **Law Enforcement Vehicular Pursuit Training**—Section 402 subsection (l) pursuant to SAFETEA-LU, requires states to actively encourage all relevant law enforcement agencies in the State to follow guidelines set for vehicular pursuits issued by the International Association of Chiefs of Police. The Highway Safety Office, by way of letter and inclusion in the Highway Safety Contract Conditions, encourages all Missouri law enforcement agencies to follow the IACP Vehicular Pursuit Guidelines.

EVIDENCE-BASED TRAFFIC SAFETY ENFORCEMENT (E-Be) PROGRAM

The Highway Safety Office has three Law Enforcement program managers that cover specific regions of the State. Below is a map that outlines the areas of responsibility for each program manager. These managers are responsible for the statewide coordination of state, county and local law enforcement projects. The evidence-based traffic safety enforcement program is focused on preventing traffic violations, crashes, and crash fatalities and injuries in areas of most risk for such incidents. It involves an array of enforcement activities throughout the fiscal year. The section will include: Problem Identification, implementation plan, and follow-up and adjustment plan



District Map and Regional Coverage Areas



Problem Identification Process

- 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 on pages 41-75 of this report. Ranking by problem area can be found on the Missouri State Highway Patrol's on-line State Traffic Accident System located at <https://www.mshp.dps.missouri.gov/TR10WEB/includes/TR10L600.jsp>.

Implementation Plan

- **Grant Application Selection**
 - Grant application workshops are held for potential grantees 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 program management staff participate in each workshop and offer assistance to agencies interested in submitting a grant.
 - Once grantees submit their applications into the HSO 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 and, in spring, a grant application review meeting is held for all grant applications. 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 many factors into consideration when assessing these applications. A list of considerations are located on pages 24-25 of the HSP.

- 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 2016, grant award meetings are held in the fall at five locations around the State. LE program managers provide a copy of the award, review grantee compliance requirements, address any questions and concerns, and network with any new and continuing grantees.

- **Mobilizations**

- The Law Enforcement Traffic Safety Advisory Council identifies quarterly substance-impaired driving and occupant protection mobilization dates for each fiscal year. The LE program management staff aggressively seeks participation in these mobilizations as well as the NHTSA required Drive Sober or Get Pulled Over and the Click It or Ticket mobilizations. Efforts are also made to encourage participation in the Distracted Driving month emphasis area Enforcement Activities and Techniques.

- **DWI/Traffic Unit**

- A key enforcement technique used is to team with a city or county law enforcement agency to financially support DWI/Traffic Units. We have a total of 10 Units. The mission of these Units is to focus on substance-impaired drivers/high risk drivers and they are charged with aggressively enforcing DWI and Hazardous Moving Violations. Below is a list of the Full-time DWI Units:

*Joplin Police Department
Greene County Sheriff's Office
Boone County Sheriff's Office
Columbia Police Department
Jackson County Sheriff's Office
Jefferson County Sheriff's Office
Franklin County Sheriff's Office
St. Louis County Police Department
Creve Coeur Police Department
Platte County Sheriff's Office*



- **Law Enforcement Task Forces/Councils**

- o Multiple city/county LE agencies 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 Multijurisdictional Task Forces operating in Missouri:

Southwest DWI Task Force (12 Agencies)

Northwest DWI Task Force (2 Agencies)

Jackson County Traffic Safety Task Force (11 Agencies)

Cass County STEP DWI Task Force (7 Agencies)

Clay/Platte County DWI Task Force (13 Agencies)

St. Louis Regional Traffic Safety Council (50 Agencies)

St. Charles County DWI Task Force (7 Agencies)

Central Ozarks Regional DWI Task Force (14 Agencies)

Southeast Missouri DWI Task Force (12 Agencies)

*Law Enforcement Traffic Safety Advisory Council
(20 Agencies)*

- **Sobriety Checkpoints**

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

- **Communication Component**

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

- **Continuous Follow-Up and Adjustment**

- o Program management staff reviews the results of each mobilization. State, local and county LE agencies are encouraged to review their results and area crash data on a regular basis. Based upon these reviews, adjustments are made to operational plans to improve the activity's effectiveness.

Performance Measures

- o To monitor law enforcement participation in the NHTSA and LETSAC mobilizations, the Traffic and Highway Safety Division has three performance measures in their Division Tracker. These measures identify the number of participating agencies, number of hours worked, number of sobriety checkpoints, and the type and number of citation and warning tickets. The 2012-13 annual results are located at the end of the section.

- o There are a number of measures listed throughout the HSP designed to track the progress of our law enforcement activities. The most important outcome involves a reduction in the number of fatalities and serious injuries occurring by crash type. The following is a list of other measures:

- Number of speeding citations/warnings issued during grant-funded enforcement activities and mobilizations
- Number of substance-impaired driving arrests made during grant-funded enforcement activities and mobilizations
- Number of safety belt citations issued during grant-funded enforcement activities and mobilizations



Keep Customers and Ourselves Safe

Number of Law Enforcement Agencies Participating and their Citation Results for the National “Click It or Ticket” and “Drive Sober or Get Pulled Over” Campaigns

Result Driver: Leanna Depue, Highway Safety Director

Measurement Driver: Chris Luebbert, Commercial Motor Vehicle Program Manager

Purpose of the Measure:

This measure tracks both the participation and enforcement results of law enforcement activity in the national “Click It or Ticket” safety belt campaign and the “Drive Sober or Get Pulled Over” impaired driving campaign. The National Highway Traffic Safety Administration strongly encourages Missouri’s law enforcement participation in these campaigns. Public information and education coupled with strong law enforcement support has proven to be effective in modifying driver behavior.

Measurement and Data Collection:

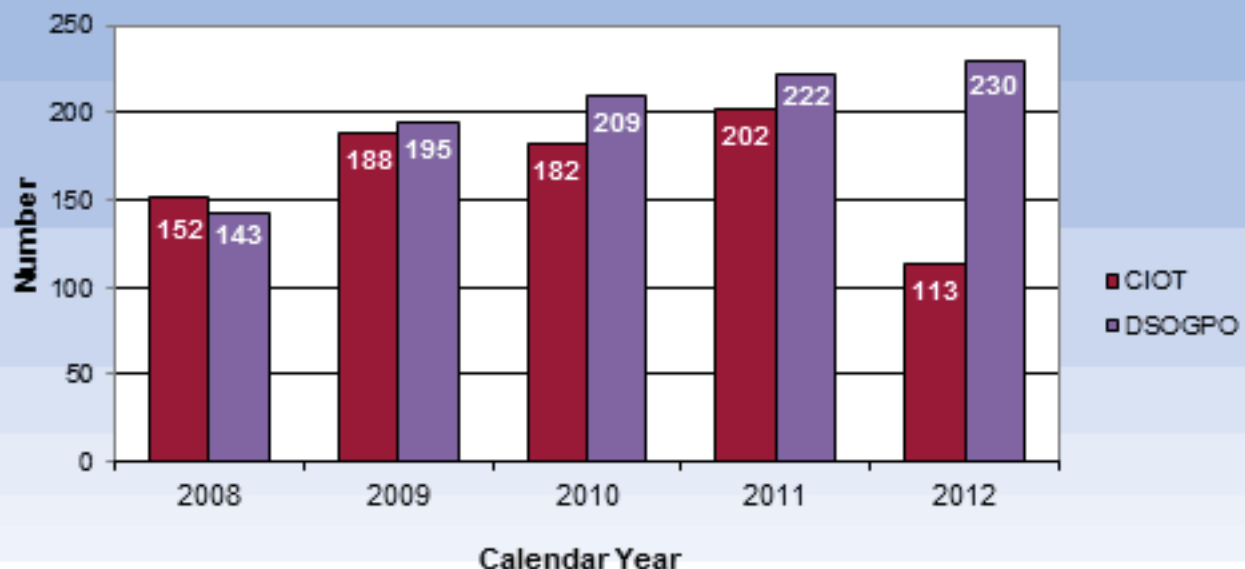
The Highway Safety Office subcontracts with the Missouri Safety Center to provide mini-grants to law enforcement agencies in the form of overtime. The enforcement overtime is used to target impaired drivers and unbuckled vehicle occupants. The law enforcement agencies report their enforcement statistics to the Highway Safety Office via an online reporting system.

Improvement Status:

Beginning in 2009 all agencies that worked the Drive Sober or Get Pulled Over campaign and four other statewide DWI campaigns were included in a drawing for a fully equipped DWI enforcement vehicle. This and other avenues of promotion by the Highway Safety Office have helped increase participation in all statewide campaigns.

Vacancies in the Highway Safety Office led to a modest decrease in Click It or Ticket activity for 2012. The participation and activity for the Drive Sober or Get Pulled Over campaign stayed fairly level for 2012.

Number of Law Enforcement Agencies reporting for *Click It or Ticket* and *Drive Sober or Get Pulled Over* Campaigns.



Citations/Warnings Issued During the Click It or Ticket Safety Belt Campaign

Year	2008	2009	2010	2011	2012
Participating Agencies	152	188	182	202	113
Hours Worked	13,114	19,219	11,031	15,722	6,079
Traffic Stops	19,397	30,417	27,072	28,905	18,523
Sobriety Checkpoints	3	25	12	21	5
DWI Arrests	218	375	207	386	147
Safety Restraint Citations	5,796	7,243	6,174	7,283	5,201
Child Passenger Citations	211	243	252	330	164
Felonies	110	187	96	97	74
Stolen Vehicles Recovered	9	46	8	4	4
Fugitives Apprehended	276	562	415	471	217
Suspended Licenses	616	1,114	835	1,377	850
Uninsured Motorists	1,569	2,339	2,338	3,311	2,303
Speeding	8,683	10,322	10,698	10,046	6,571
Rackless Driver	230	541	211	307	119
Drugs	115	241	183	176	84
Other	4,462	5,390	4,892	11,964	8,199

Citations/Warning Issued During the Drive Sober or Get Pulled Over DWI Campaign

Year	2008	2009	2010	2011	2012
Participating Agencies	143	195	209	222	230
Hours Worked	8,294	11,247	11,684	11,485	11,104
Traffic Stops	16,634	28,936	29,280	25,594	24,559
Sobriety Checkpoints	34	52	53	66	32
DWI Arrests	894	909	909	852	714
Safety Restraint Citations	1,064	1,385	1,779	1,774	1,609
Child Passenger Citations	99	105	118	130	101
Felonies	236	174	197	193	152
Stolen Vehicles Recovered	3	47	12	8	14
Fugitives Apprehended	691	701	411	377	344
Suspended Licenses	892	1,240	1,074	1,394	1,433
Uninsured Motorists	1,616	2,480	2,592	3,482	3,560
Speeding	4,504	6,784	7,268	8,906	9,087
Rackless Driver	206	347	398	377	386
Drugs	192	371	323	289	267
Other	7,944	8,355	10,684	14,012	12,970

Keep Customers and Ourselves Safe

Number of Citations and Warnings Issued by Law Enforcement Officers Working Highway Safety Overtime Projects

Result Driver: Leanna Depue, Highway Safety Director

Measurement Driver: Bill Whitfield, Highway Safety Program Administrator

Purpose of the Measure:

This measure tracks annual trends in law enforcement activity conducted during contracted overtime enforcement projects each federal fiscal year. Law enforcement agencies are awarded overtime enforcement grants to conduct high visibility enforcement of traffic laws. Focused law enforcement efforts attempt to modify driver behavior and ultimately reduce traffic crashes in their jurisdiction.

Measurement and Data Collection:

Law enforcement agencies receiving grant funds are required to submit monthly or quarterly reports showing their enforcement efforts. These activity reports are used to demonstrate the amount of effort being conducted in a particular focus area. The enforcement and crash data can help us determine if the project is having an impact. The number of citations issued can vary depending on the time of the year, ongoing campaigns, calls for service, and department strengths.

Improvement Status:

The Traffic and Highway Safety Division continues to encourage all law enforcement to participate and report activity for all enforcement efforts. The graphs below show the citations and warnings written each federal fiscal year by law enforcement agencies working in an overtime basis with grants funded by the Traffic and Highway Safety Division.

Number of Citations and Warnings Issued by Law Enforcement During Overtime Projects

Year	2009	2010	2011	2012	2013
Total Number of Stops	311,452	306,252	301,027	264,639	263,741
Total Hours Worked	151,913	166,599	159,170	139,389	137,226
Total Violations	190,984	212,811	216,883	198,401	131,651
Total HMV	132,777	131,996	127,261	122,430	131,052
DWI	5,369	5,779	5,761	5,370	4,581
Following to Close	2,282	1,883	1,633	2,821	1,739
Stop Sign	7,843	6,968	7,044	5,729	6,572
Signal Violation	3,974	3,221	3,580	2,670	2,583
Fail to Yield	1,335	1,004	1,071	818	743
C&I	1,968	1,620	1,335	1,409	1,296
Speeding	98,453	85,809	81,055	71,688	77,153
Other HMV	25,483	25,712	25,761	31,682	36,155
Seat Belt	29,034	20,278	20,401	15,716	18,138
Child Restraint	1,161	763	933	547	693
Other Violations	40,993	37,354	43,867	36,969	36,312
Felony Arrests	1,362	1,119	1,287	980	1,047
Drug Arrests	1,812	1,742	1,758	1,636	1,654
Vehicles Recovered	164	45	36	102	46
Fugitives Apprehended	3,578	3,025	2,868	2,456	3,427
Suspended Revoked License	6,480	6,345	6,416	5,154	5,989
Uninsured	16,063	16,075	18,027	15,220	19,841
Number of Sobriety Checkpoints	441	503	503	504	475

Keep Customers and Ourselves Safe

Number of Citations Issued by Law Enforcement Officers Working Highway Safety Mobilizations

Result Driver: Leanna Depue, Highway Safety Director

Measurement Driver: Bill Whitfield, Highway Safety Program Administrator

Purpose of the Measure:

This measure tracks annual trends in law enforcement activity conducted during mobilization efforts throughout the year. Eleven mobilization campaigns are conducted throughout the year targeting occupant restraint and impaired driving violations. Public information and education coupled with strong law enforcement support has proven to be effective in modifying driver behavior and ultimately reduces traffic crashes.

Measurement and Data Collection:

Law enforcement agencies utilize funding provided by the University of Central Missouri - Missouri Safety Center or provide manpower at their own expense. Enforcement data from the participating agencies is collected through a web-based reporting site. These activity reports are used to demonstrate the amount of effort being conducted in a particular focus area.

Improvement Status:

Citations increase during National and State recognized campaigns. These include “Youth Seat Belt Enforcement” in March, “Click It or Ticket” in May/June, and “Drive Sober or Get Pulled Over” in August/September. The Traffic and Highway Safety Division continues to encourage all law enforcement to participate and report activity for these campaigns whether funded or not. The graph below shows the citations written each year by participating law enforcement agencies.

Number of Citations Issued by Law Enforcement During Mobilizations

Year	2008	2009	2010	2011	2012
Total Number of Stops	61,940	137,639	154,210	143,262	121,483
Total Hours Worked	33,592	66,143	74,442	70,307	51,865
Total Violations	57,236	116,926	137,121	147,213	153,639
Total HMV	34,765	69,804	74,360	75,542	85,689
DWI	2,022	3,447	3,141	2,923	2,814
Following to Close	727	1,219	1,447	1,217	1,355
Stop Sign	3,162	5,226	5,368	6,012	5,407
Signal Violation	1,448	2,470	2,764	2,404	2,378
Fail to Yield	515	1,226	1,163	1,298	1,218
C&I	732	2,032	1,513	1,515	1,532
Speeding	18,892	40,286	43,900	42,792	44,804
Other HMV	7,282	13,898	15,077	17,319	24,139
Seat Belt	8,738	18,029	17,219	20,347	15,029
Child Restraint	403	843	1,194	1,183	769
Other Violations	13,331	28,250	27,044	28,924	31,141
Felony Arrests	494	1,000	891	735	670
Drug Arrests	510	1,517	1,293	1,217	1,301
Vehicles Recovered	39	134	70	97	45
Fugitives Apprehended	1,513	2,923	2,525	1,966	1,769
Suspended Revoked License	2,561	5,644	5,107	5,959	6,275
Uninsured	5,044	12,047	12,197	14,666	15,693
Number of Sobriety Checkpoints	72	164	164	167	145

STATEWIDE CRASH ANALYSIS

Making the roadway traffic system less hazardous requires understanding the system as a whole – understanding the interaction between its elements (vehicles, roads, road users and their physical, social and economic environments) and identifying where there is potential for intervention. This integrated approach more effectively addresses our traffic safety problems.

Problem Identification

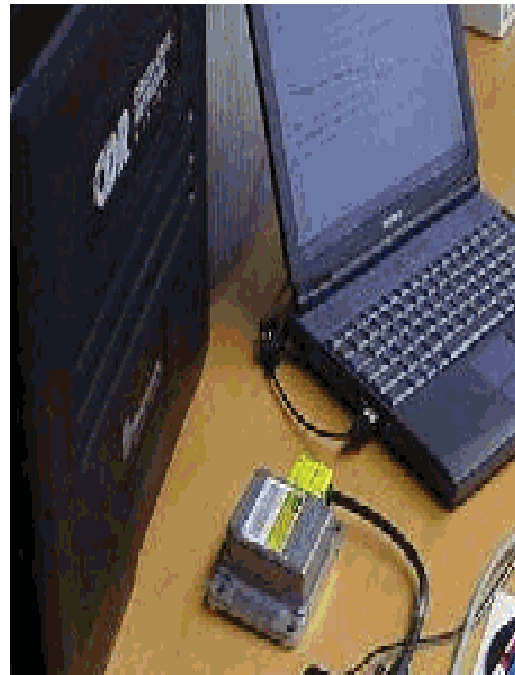
Problem identification involves the study of the relationship between collisions and the characteristics of people using the roadways, types and numbers of vehicles on the roads, miles traveled, and roadway engineering.

Most motor vehicle crashes have multiple causes. Experts and studies have identified three categories of factors that contribute to crashes – human, roadway environment, and vehicle factors. Human factors involve the driver's actions (speeding and violating traffic laws) or condition (effects of alcohol or drugs, inattention, decision errors, age). 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., unhelmeted motorcyclists or unbuckled occupants). This terminology is in no way meant to profile certain populations by age, gender, race, or nationality. Rather, this is an accepted term to identify specific population groups that must be reached with our messages and our enforcement efforts if we are to reduce traffic crashes, prevent injuries and save lives.





Research has shown that the number of crashes at a particular site can vary widely from year to year, even if there are no changes in traffic or in the layout of the road. Since a single year's data is subject to considerable statistical variation; three years is generally regarded as a practical minimum period for which a fairly reliable annual average rate can be calculated. The FY 2015 Highway Safety Plan references crash statistics for 2010 through 2012.

In the 3-year period 2010-2012, a total of 2,433 people died on Missouri's roadways while another 17,244 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 a victim observed at the scene has sustained injuries that prevent them from walking, driving, or continuing activities the person was capable of performing before the crash. 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.

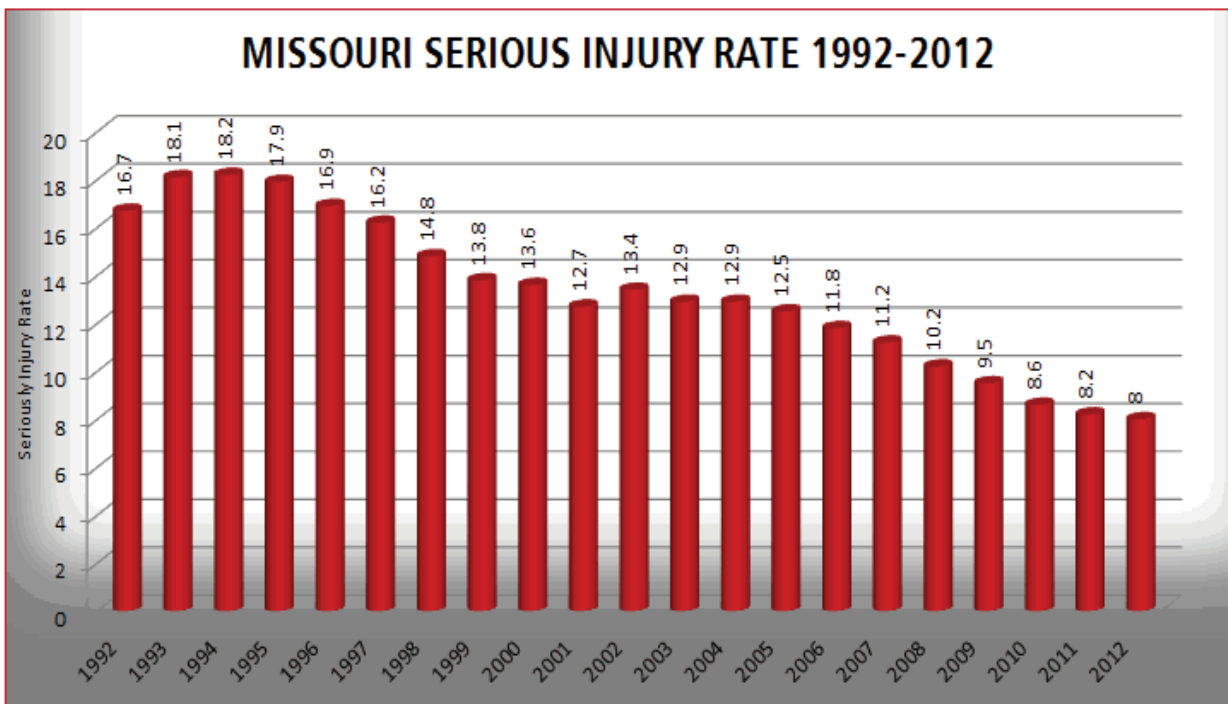
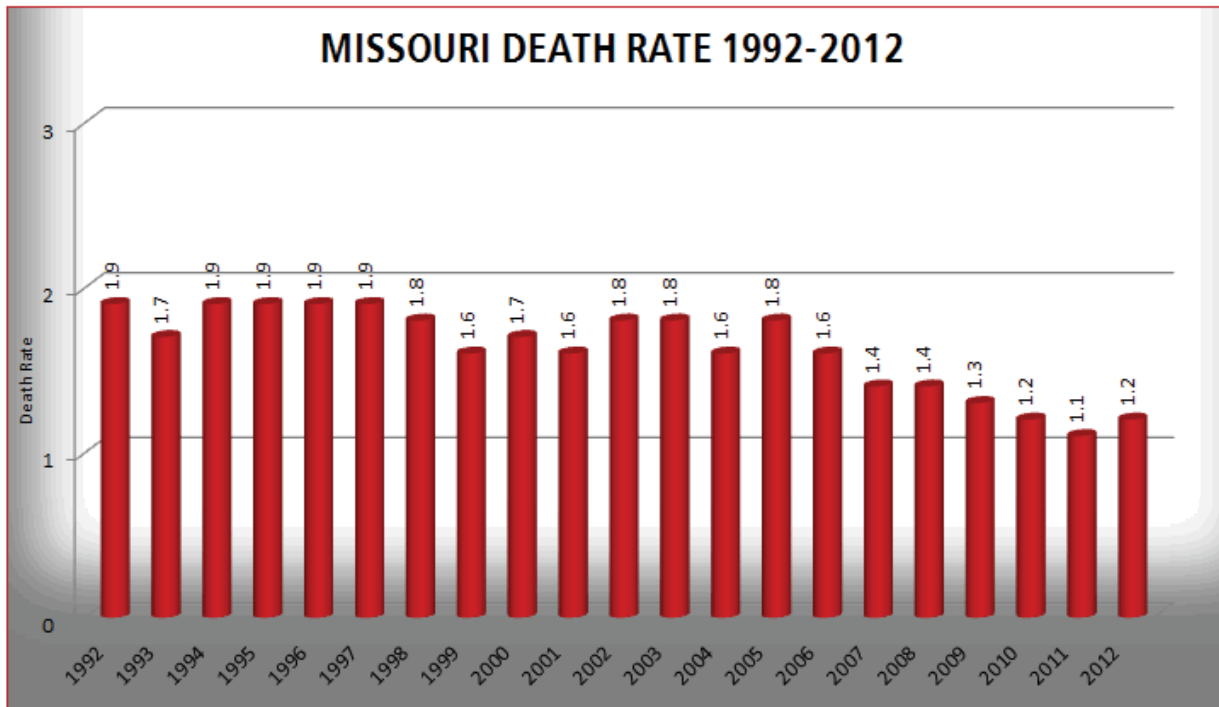
The first series of graphs on the following pages present a long-term depiction of death and serious injury rates covering the 21-year period 1992 through 2012. The second series of graphs address only the three-year period, 2010-2012. The final graphs show the three-year moving average for fatalities and serious injuries starting with 2004-2006.

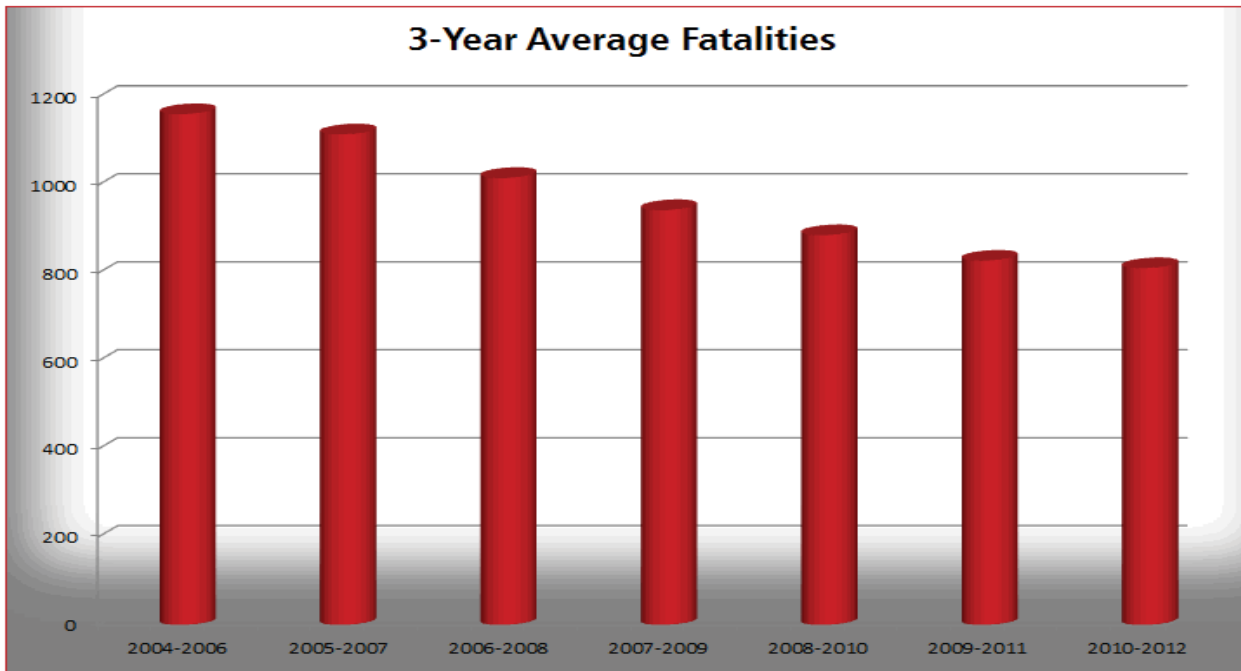
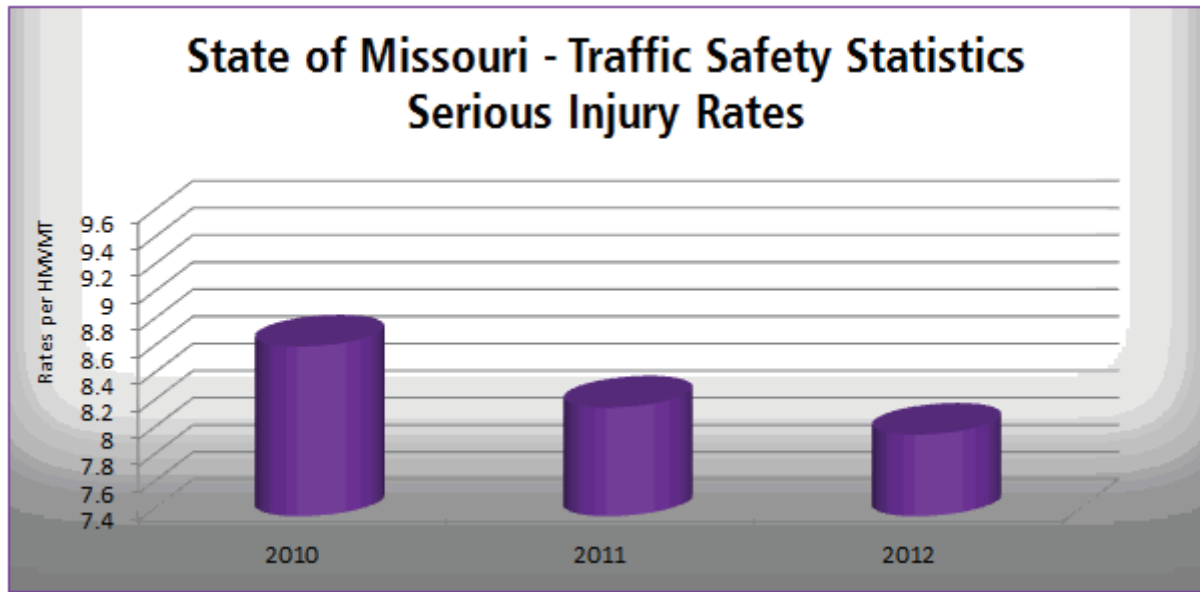
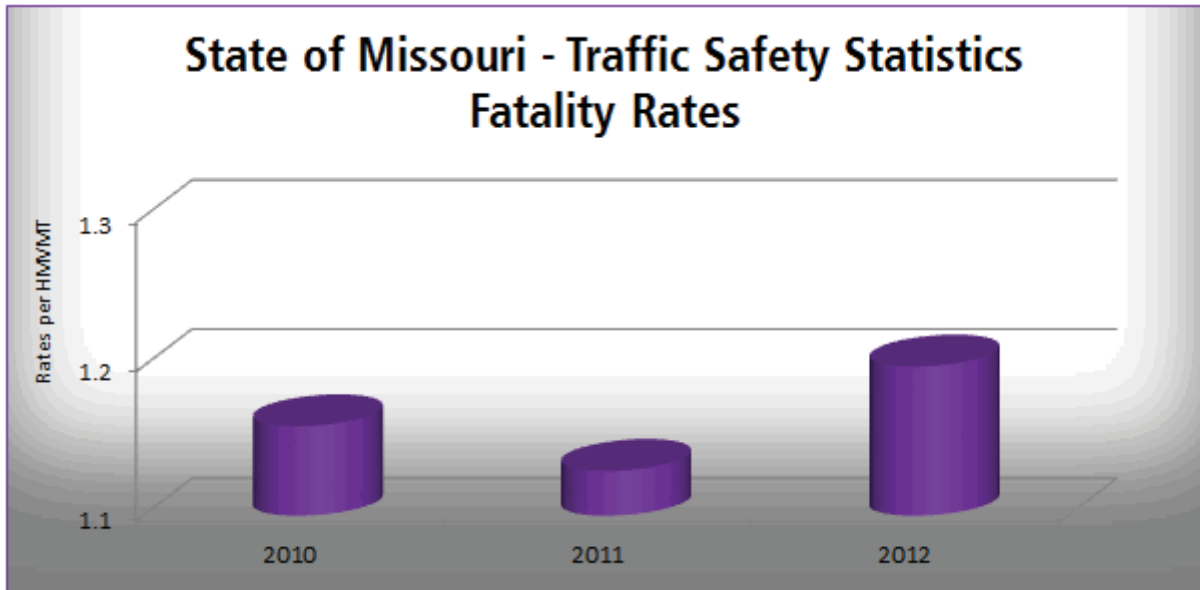
Year	Fatalities	Serious Injury	Miles Traveled ¹	Fatality ² Rate	Serious Injury Rate ³
2010	821	6,095	70,630,000,000	1.2	8.6
2011	786	5,642	68,790,000,000	1.1	8.2
2012	826	5,506	68,403,000,000	1.2	8.0

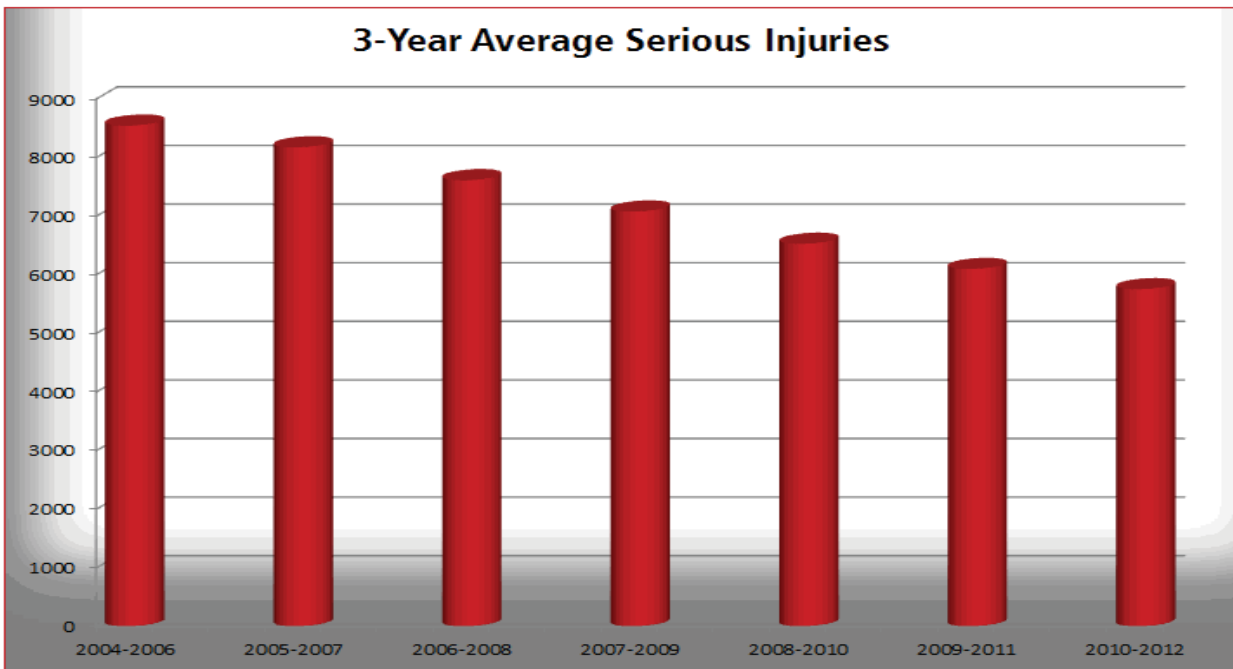
¹ Miles traveled were obtained from the Missouri Department of Transportation - Planning (not an official number)

² Number of fatalities per 100 million miles of vehicle travel

³ Number of serious injuries per 100 million miles of vehicle travel





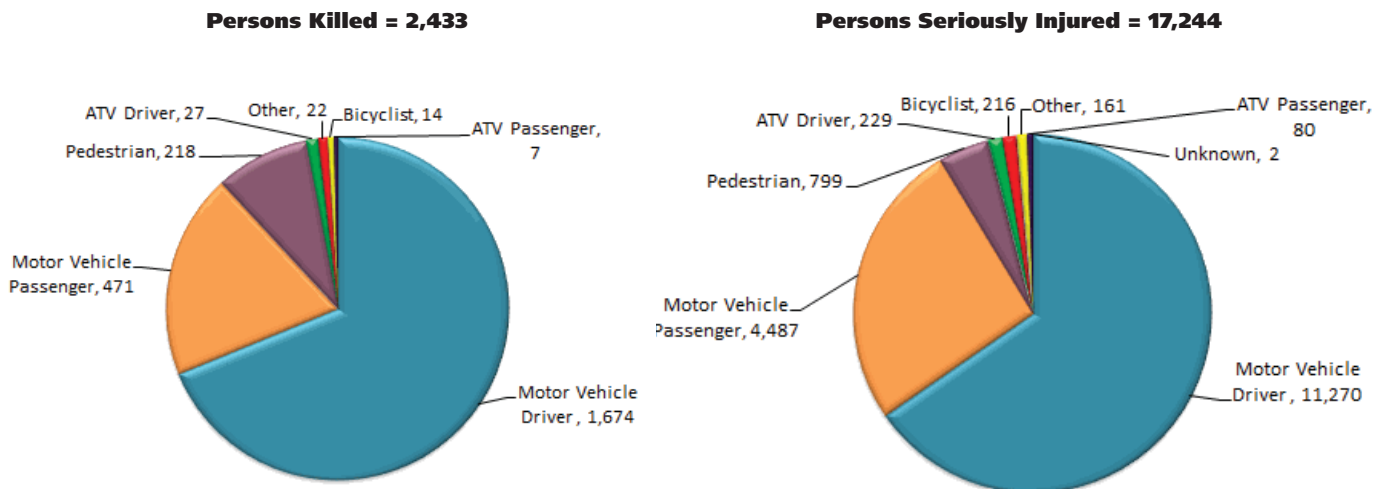


Current Traffic Crash Data: 2010-2012

Although overall fatalities and the death rate reflect a positive reduction, 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 2010-2012, of the 431,780 traffic crashes, 2,256 resulted in fatalities and 13,538 resulted in serious injuries. These fatal and serious injury crashes resulted in 2,433 deaths and 17,244 serious injuries.

A substantial number of persons killed and injured in Missouri’s 2010-2012 traffic crashes were drivers and passengers of motorized vehicles. Of the fatalities, 68.8% were drivers and 19.4% were passengers; of those seriously injured, 65.4% were drivers and 26.0% were passengers.

2010-2012 Missouri Fatalities & Serious Injuries



Note: OTHER = drivers/passengers on farm implements, motorized bicycles, other transport devices, construction equipment and unknown vehicle body types

Data Collection

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

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

The Missouri State Highway Patrol serves as the central repository for all traffic crash data in the state. The Safety Section of MoDOT's Traffic and Highway Safety Division analyzes that data to compile statistics on fatalities and serious injuries. Three years' worth of crash statistics are compiled to provide a more representative sampling, thereby more effectively normalizing the data.

Collisions are analyzed to identify:

Occurrence – time of day, day of week, month of year, holidays and/or special events

Roadways – urban versus rural, design, signage, traffic volume, work zones, visibility factors, location

within high accident corridors

Roadway users – age, gender, vehicle users versus pedestrians

Safety devices – used/not used (safety belts, child safety seats, motorcycle helmets)

Causation factors –

Primary: aggressive driving, impaired by alcohol and/or other drugs, distracted or fatigued, speeding or driving too fast for conditions, red light running

Secondary: run off the road, head-on, horizontal curves, collisions with trees or utility poles, unsignalized intersections

Vehicles – type (e.g., passenger vehicles, motorcycles, pickup trucks)

Contributing Factors

Analysis of our statewide traffic crash data was based on the six emphasis areas and their focus areas as defined in the Missouri's Blueprint to SAVE MORE LIVES:

Emphasis Area I – Serious Crash Types

Emphasis Area II – High-Risk Drivers and Unrestrained Occupants

Emphasis Area III – Special Vehicles

Emphasis Area IV – Vulnerable Roadway Users

Emphasis Area V – Special Roadway Environments

Emphasis Area VI – Data and Data System Improvements



Urban versus Rural Crash Experience

Traffic crashes are not evenly distributed on Missouri roadways. As expected, crashes occur in large numbers in the densely populated urban areas (population of 5,000 or more) of the State. Since such a large portion of Missouri's overall population is in the rural areas (under 5,000 population or unincorporated area), the greater number of crashes occurs in those areas. Of the 15,794 fatal and serious injury crashes in 2010-2012, 59.2% occurred in an urban community while 40.8% occurred in a rural area. The rural areas of the State take on even greater significance when examining only fatal traffic crashes. In 2010-2012 fatal traffic crashes, 41.6% occurred in an urban area of the state while 58.4% occurred in a rural area.

FATALITIES AND SERIOUS INJURIES BY COUNTY 2010-2012

2010-2012
Total Fatalities: 2,433
Total Serious Injuries: 17,244

KEY:
County name
xx-xx
(Fatality #-Serious Injury #)



Appendix A

Statewide

Total Fatalities and Serious Injuries by Focus Area - 2010-2012

Fatalities Involving

Serious Injuries Involving

Description	2010	2011	2012	Total	Description	2010	2011	2012	Total
Run-off-Road Crashes	395	398	400	1,193	Run-off-Road Crashes	2,543	2,312	2,269	7,124
Unrestrained Occupants Killed	392	380	396	1,168	Horizontal Curves	1,636	1,521	1,484	4,641
Horizontal Curves	262	270	279	811	Unrestrained Occupants Seriously Injured	1,598	1,452	1,449	4,499
Alcohol and - or Other Drugs	240	234	244	718	Aggressive Driving -Too Fast for Conditions	1,576	1,374	1,268	4,218
Aggressive Driving-Too Fast for Conditions	191	181	199	571	Young Drivers - 15-20	1,444	1,252	1,262	3,958
Inattention	203	181	92	476	Inattention	1,537	1,429	860	3,826
Inattentive Drivers	182	161	85	428	Inattentive Drivers	1,428	1,327	819	3,574
Aggressive Driving-Speed Exceeded Limit	148	134	137	419	Unsignalized Intersection Crashes	1,059	995	925	2,979
Young Drivers - 15-20	119	151	135	405	Alcohol and - or Other Drugs	964	945	912	2,821
Collision with Tree	123	132	131	386	Motorcyclists Seriously Injured	591	634	688	1,913
Unlicensed Drivers	92	118	153	363	Unlicensed Drivers	559	460	877	1,896
Commercial Motor Vehicle	106	119	113	338	Collision with Tree	609	537	634	1,780
Unsignalized Intersection Crashes	115	96	105	316	Older Drivers - 65-75	587	502	512	1,601
Head-On Crashes (Non-Interstates)	98	112	86	296	Signalized Intersection Crashes	553	513	416	1,482
Motorcyclists Killed	93	81	102	276	Head-On Crashes (Non-Interstates)	465	480	482	1,427
Older Drivers - 65-75	84	72	86	242	Commercial Motor Vehicle	506	469	389	1,364
Pedestrians Killed	57	75	86	218	Aggressive Driving-Following Too Close	453	369	340	1,162
Older Drivers -76 or Older	77	57	60	194	Aggressive Driving-Speed Exceeded Limit	362	378	422	1,162
Collision with Utility Pole	27	31	25	83	Older Drivers -76 or Older	334	309	285	928
Signalized Intersection Crashes	27	25	31	83	Pedestrians Seriously Injured	268	302	229	799
Aggressive Driving-Following Too Close	23	19	16	58	Collision with Utility Pole	176	180	178	534
Work Zones	15	11	9	35	Work Zones	102	64	73	239
Head-On Crashes (Interstates)	8	9	10	27	Bicyclists Seriously Injured	69	73	73	215
Bicyclists Killed	7	1	6	14	School Buses/Bus Signal	34	19	15	68
School Buses/Bus Signal	5	1	3	9	Head-On Crashes (Interstates)	15	10	27	52

Note: This summary of traffic crashes represents only those crashes that occurred on Missouri's highway system, including all public roadways. The information is a summary of the crash reports submitted to the Missouri State Highway Patrol. This publication is possible only through the conscientious reporting efforts of Missouri law-enforcement agencies. These statistics are compiled pursuant to federal law, 23 USC Section 152.



County Rank Order
2010-2012
FATAL CRASHES

**2010 - 2012 MISSOURI FATAL TRAFFIC CRASHES
RANK ORDER COUNTY LIST**

Ranking	County	Count	Percent
1	JACKSON	210	9.3%
2	ST. LOUIS	148	6.6%
3	ST. LOUIS CITY	116	5.1%
4	GREENE	87	3.9%
5	JEFFERSON	80	3.5%
6	ST. CHARLES	74	3.3%
7	FRANKLIN	63	2.8%
8	CLAY	56	2.5%
9	NEWTON	39	1.7%
10	BOONE	38	1.7%
11	JASPER	37	1.6%
12	PLATTE	35	1.6%
13	PHELPS	31	1.4%
14	ST. FRANCOIS	30	1.3%
15	CASS	28	1.2%
16	HOWELL	28	1.2%
17	WASHINGTON	28	1.2%
18	PETTIS	27	1.2%
19	CHRISTIAN	26	1.2%
20	CALLAWAY	25	1.1%
21	LAWRENCE	25	1.1%
22	STONE	25	1.1%
23	BARRY	24	1.1%
24	TANEY	24	1.1%
25	CAPE GIRARDEAU	23	1.0%
26	LINCOLN	23	1.0%
27	CAMDEN	22	1.0%
28	CRAWFORD	22	1.0%
29	PULASKI	22	1.0%
30	STODDARD	22	1.0%
31	BUCHANAN	21	0.9%
32	POLK	21	0.9%
33	DUNKLIN	20	0.9%
34	COLE	19	0.8%
35	LACLEDE	19	0.8%
36	MILLER	19	0.8%
37	BUTLER	18	0.8%
38	NEW MADRID	18	0.8%
39	SCOTT	17	0.8%
40	WAYNE	17	0.8%
41	WEBSTER	17	0.8%
42	HENRY	16	0.7%

43	JOHNSON	16	0.7%
44	TEXAS	16	0.7%
45	WARREN	16	0.7%
46	PIKE	15	0.7%
47	RANDOLPH	15	0.7%
48	ANDREW	14	0.6%
49	BENTON	14	0.6%
50	GASCONADE	14	0.6%
51	PEMISCOT	14	0.6%
52	IRON	13	0.6%
53	MARION	13	0.6%
54	MCDONALD	13	0.6%
55	PERRY	13	0.6%
56	AUDRAIN	12	0.5%
57	MORGAN	12	0.5%
58	OREGON	12	0.5%
59	ST. CLAIR	12	0.5%
60	STE. GENEVIEVE	12	0.5%
61	VERNON	12	0.5%
62	DOUGLAS	11	0.5%
63	LAFAYETTE	11	0.5%
64	CALDWELL	10	0.4%
65	DEKALB	10	0.4%
66	DENT	10	0.4%
67	OSAGE	10	0.4%
68	RIPLEY	10	0.4%
69	ADAIR	9	0.4%
70	BATES	9	0.4%
71	MADISON	9	0.4%
72	MONTGOMERY	9	0.4%
73	OZARK	9	0.4%
74	SHANNON	9	0.4%
75	BARTON	8	0.4%
76	CLINTON	8	0.4%
77	DALLAS	8	0.4%
78	LEWIS	8	0.4%
79	LIVINGSTON	8	0.4%
80	MACON	8	0.4%
81	MONROE	8	0.4%
82	RAY	8	0.4%
83	SALINE	8	0.4%
84	WRIGHT	8	0.4%
85	CARTER	7	0.3%
86	HICKORY	7	0.3%
87	MONITEAU	7	0.3%
88	NODAWAY	7	0.3%
89	RALLS	7	0.3%

90	REYNOLDS	7	0.3%
91	CLARK	6	0.3%
92	HOWARD	6	0.3%
93	MARIES	6	0.3%
94	BOLLINGER	5	0.2%
95	CARROLL	5	0.2%
96	HARRISON	5	0.2%
97	MERCER	5	0.2%
98	MISSISSIPPI	5	0.2%
99	CEDAR	4	0.2%
100	CHARITON	4	0.2%
101	COOPER	4	0.2%
102	KNOX	4	0.2%
103	SCHUYLER	4	0.2%
104	SHELBY	4	0.2%
105	DADE	3	0.1%
106	DAVIESS	3	0.1%
107	GRUNDY	3	0.1%
108	PUTNAM	3	0.1%
109	GENTRY	2	0.1%
110	HOLT	2	0.1%
111	LINN	2	0.1%
112	SULLIVAN	2	0.1%
113	ATCHISON	1	0.0%
114	SCOTLAND	1	0.0%
115	WORTH	0	0.0%
Total		2255	



County Rank Order

2010-2012

SERIOUS INJURY CRASHES

**2010 - 2012 MISSOURI SERIOUS INJURY TRAFFIC CRASHES
RANK ORDER COUNTY LIST**

Ranking	County	Count	Percent
1	JACKSON	1571	11.6%
2	ST. LOUIS	1400	10.3%
3	ST. LOUIS CITY	538	4.0%
4	JEFFERSON	529	3.9%
5	ST. CHARLES	504	3.7%
6	GREENE	482	3.6%
7	BUCHANAN	406	3.0%
8	CLAY	396	2.9%
9	FRANKLIN	325	2.4%
10	CHRISTIAN	241	1.8%
11	JASPER	234	1.7%
12	COLE	233	1.7%
13	BOONE	232	1.7%
14	LACLEDE	204	1.5%
15	NEWTON	182	1.3%
16	LAWRENCE	178	1.3%
17	LINCOLN	172	1.3%
18	TANEY	167	1.2%
19	CAPE GIRARDEAU	161	1.2%
20	CASS	152	1.1%
21	STONE	132	1.0%
22	BARRY	129	1.0%
23	PULASKI	128	0.9%
24	BUTLER	127	0.9%
25	PLATTE	123	0.9%
26	HOWELL	122	0.9%
27	WEBSTER	122	0.9%
28	TEXAS	121	0.9%
29	CAMDEN	119	0.9%
30	ST. FRANCOIS	112	0.8%
31	PHELPS	106	0.8%
32	CALLAWAY	105	0.8%
33	SCOTT	104	0.8%
34	MCDONALD	101	0.7%
35	JOHNSON	100	0.7%
36	MARION	95	0.7%
37	LAFAYETTE	94	0.7%

38	MILLER	93	0.7%
39	CRAWFORD	89	0.7%
40	BENTON	87	0.6%
41	PETTIS	87	0.6%
42	WASHINGTON	82	0.6%
43	PEMISCOT	81	0.6%
44	DENT	80	0.6%
45	MORGAN	75	0.6%
46	NEW MADRID	74	0.5%
47	ST. CLAIR	74	0.5%
48	RANDOLPH	72	0.5%
49	DUNKLIN	70	0.5%
50	WRIGHT	66	0.5%
51	CEDAR	64	0.5%
52	COOPER	59	0.4%
53	OZARK	58	0.4%
54	RALLS	58	0.4%
55	NODAWAY	57	0.4%
56	RIPLEY	57	0.4%
57	BOLLINGER	55	0.4%
58	ADAIR	54	0.4%
59	WARREN	54	0.4%
60	AUDRAIN	53	0.4%
61	PIKE	53	0.4%
62	DOUGLAS	52	0.4%
63	MACON	52	0.4%
64	MONITEAU	52	0.4%
65	POLK	51	0.4%
66	SHANNON	50	0.4%
67	BATES	49	0.4%
68	PERRY	48	0.4%
69	SALINE	46	0.3%
70	GASCONADE	44	0.3%
71	HENRY	44	0.3%
72	MARIES	44	0.3%
73	VERNON	43	0.3%
74	OREGON	42	0.3%
75	MONROE	41	0.3%
76	OSAGE	41	0.3%
77	REYNOLDS	39	0.3%
78	STE. GENEVIEVE	39	0.3%

79	CLINTON	38	0.3%
80	LIVINGSTON	38	0.3%
81	WAYNE	37	0.3%
82	STODDARD	36	0.3%
83	IRON	35	0.3%
84	LEWIS	35	0.3%
85	RAY	33	0.2%
86	HOLT	31	0.2%
87	CARTER	30	0.2%
88	DADE	30	0.2%
89	HOWARD	30	0.2%
90	MONTGOMERY	30	0.2%
91	MISSISSIPPI	28	0.2%
92	DEKALB	26	0.2%
93	ANDREW	24	0.2%
94	CARROLL	24	0.2%
95	GRUNDY	23	0.2%
96	BARTON	22	0.2%
97	DALLAS	22	0.2%
98	HARRISON	22	0.2%
99	LINN	21	0.2%
100	ATCHISON	20	0.1%
101	CHARITON	20	0.1%
102	MADISON	20	0.1%
103	KNOX	19	0.1%
104	SULLIVAN	19	0.1%
105	DAVISS	18	0.1%
106	PUTNAM	18	0.1%
107	CALDWELL	16	0.1%
108	MERCER	16	0.1%
109	SCHUYLER	15	0.1%
110	SCOTLAND	15	0.1%
111	CLARK	14	0.1%
112	GENTRY	13	0.1%
113	SHELBY	11	0.1%
114	WORTH	7	0.1%
115	HICKORY	5	0.0%
Total		13537	



City Rank Order
2010-2012
FATAL CRASHES

**2010 - 2012 MISSOURI FATAL TRAFFIC CRASHES
RANK ORDER CITY LIST**

Ranking	City	Count	Percent
1	KANSAS CITY	186	21.7%
2	ST. LOUIS	116	13.5%
3	SPRINGFIELD	46	5.4%
4	INDEPENDENCE	24	2.8%
5	LEES SUMMIT	18	2.1%
6	JOPLIN	15	1.7%
7	ST. JOSEPH	13	1.5%
8	HAZELWOOD	11	1.3%
9	COLUMBIA	10	1.2%
10	OZARK	10	1.2%
11	ST. CHARLES	10	1.2%
12	WENTZVILLE	10	1.2%
13	ST. PETERS	9	1.0%
14	FLORISSANT	8	0.9%
15	CHESTERFIELD	7	0.8%
16	JEFFERSON CITY	7	0.8%
17	BOLIVAR	6	0.7%
18	BRIDGETON	6	0.7%
19	FENTON	6	0.7%
20	SIKESTON	6	0.7%
21	ARNOLD	5	0.6%
22	BLUE SPRINGS	5	0.6%
23	CAPE GIRARDEAU	5	0.6%
24	CREVE COEUR	5	0.6%
25	DEXTER	5	0.6%
26	FARMINGTON	5	0.6%
27	FERGUSON	5	0.6%
28	SEDALIA	5	0.6%
29	SUNSET HILLS	5	0.6%
30	GRANDVIEW	4	0.5%
31	HANNIBAL	4	0.5%
32	LIBERTY	4	0.5%
33	MARYLAND HEIGHTS	4	0.5%
34	NEOSHO	4	0.5%
35	SULLIVAN	4	0.5%
36	UNIVERSITY CITY	4	0.5%
37	VILLA RIDGE	4	0.5%

38	BELTON	3	0.3%
39	ELLISVILLE	3	0.3%
40	FULTON	3	0.3%
41	GRAIN VALLEY	3	0.3%
42	IMPERIAL	3	0.3%
43	LEBANON	3	0.3%
44	MEXICO	3	0.3%
45	MOBERLY	3	0.3%
46	MOUNTAIN VIEW	3	0.3%
47	NEVADA	3	0.3%
48	PAGEDALE	3	0.3%
49	PERRYVILLE	3	0.3%
50	RIVERSIDE	3	0.3%
51	ROLLA	3	0.3%
52	ST. JOHN	3	0.3%
53	TOWN AND COUNTRY	3	0.3%
54	TROY	3	0.3%
55	UNION	3	0.3%
56	VALLEY PARK	3	0.3%
57	WARRENTON	3	0.3%
58	WEST PLAINS	3	0.3%
59	AURORA	2	0.2%
60	BERKELEY	2	0.2%
61	BLACK JACK	2	0.2%
62	BRANSON	2	0.2%
63	BYRNES MILL	2	0.2%
64	CAMDENTON	2	0.2%
65	CAMERON	2	0.2%
66	CAMPBELL	2	0.2%
67	CHILLICOTHE	2	0.2%
68	CLINTON	2	0.2%
69	CRESTWOOD	2	0.2%
70	CUBA	2	0.2%
71	DE SOTO	2	0.2%
72	DES PERES	2	0.2%
73	DESLOGE	2	0.2%
74	FORT LEONARD WOOD	2	0.2%
75	GAINESVILLE	2	0.2%
76	GRAY SUMMIT	2	0.2%
77	HILLSBORO	2	0.2%
78	JACKSON	2	0.2%
79	KIRKSVILLE	2	0.2%

80	LAKE LOTAWANA	2	0.2%
81	LAKE OZARK	2	0.2%
82	LAKE ST. LOUIS	2	0.2%
83	LINCOLN	2	0.2%
84	MARIONVILLE	2	0.2%
85	MARSHALL	2	0.2%
86	MONETT	2	0.2%
87	MURPHY	2	0.2%
88	NORTH KANSAS CITY	2	0.2%
89	OAK GROVE	2	0.2%
90	OAKLAND	2	0.2%
91	OSAGE BEACH	2	0.2%
92	PACIFIC	2	0.2%
93	PARKVILLE	2	0.2%
94	PECULIAR	2	0.2%
95	PIEDMONT	2	0.2%
96	ST. CLAIR	2	0.2%
97	ST. JAMES	2	0.2%
98	ST. ROBERT	2	0.2%
99	SUGAR CREEK	2	0.2%
100	UNITY VILLAGE	2	0.2%
101	WASHINGTON	2	0.2%
102	WILDWOOD	2	0.2%
103	WINONA	2	0.2%
104	AIRPORT DRIVE	1	0.1%
105	APPLETON CITY	1	0.1%
106	ARCADIA	1	0.1%
107	ASBURY	1	0.1%
108	ASHLAND	1	0.1%
109	BALLWIN	1	0.1%
110	BARNHART	1	0.1%
111	BELLEFONTAINE NEIGHBORS	1	0.1%
112	BEL-RIDGE	1	0.1%
113	BONNE TERRE	1	0.1%
114	BOSWORTH	1	0.1%
115	BOURBON	1	0.1%
116	BRONAUGH	1	0.1%
117	BUCKLIN	1	0.1%
118	BULL CREEK	1	0.1%
119	CABOOL	1	0.1%
120	CANTON	1	0.1%
121	CLARK	1	0.1%

122	COUNTRY CLUB VILLAGE	1	0.1%
123	CROCKER	1	0.1%
124	DIAMOND	1	0.1%
125	DUQUESNE	1	0.1%
126	EAST PRAIRIE	1	0.1%
127	EUREKA	1	0.1%
128	EVERTON	1	0.1%
129	EWING	1	0.1%
130	EXCELSIOR SPRINGS	1	0.1%
131	FAIR GROVE	1	0.1%
132	FIDELITY	1	0.1%
133	FREDERICKTOWN	1	0.1%
134	FREEBURG	1	0.1%
135	GIDEON	1	0.1%
136	GLADSTONE	1	0.1%
137	GLASGOW	1	0.1%
138	GREENVILLE	1	0.1%
139	HARRISONVILLE	1	0.1%
140	HERCULANEUM	1	0.1%
141	HIGH HILL	1	0.1%
142	HOLTS SUMMIT	1	0.1%
143	HOUSTON	1	0.1%
144	IRONTON	1	0.1%
145	JANE	1	0.1%
146	KEARNEY	1	0.1%
147	KENNETT	1	0.1%
148	KINGSVILLE	1	0.1%
149	KIRKWOOD	1	0.1%
150	KNOB NOSTER	1	0.1%
151	LA MONTE	1	0.1%
152	LAKE WINNEBAGO	1	0.1%
153	LANCASTER	1	0.1%
154	LAURIE	1	0.1%
155	LINN CREEK	1	0.1%
156	LONE JACK	1	0.1%
157	MALDEN	1	0.1%
158	MANCHESTER	1	0.1%
159	MARLBOROUGH	1	0.1%
160	MARSHFIELD	1	0.1%
161	MARYVILLE	1	0.1%
162	MEMPHIS	1	0.1%
163	MILLARD	1	0.1%

164	MINER	1	0.1%
165	MISSOURI CITY	1	0.1%
166	NIXA	1	0.1%
167	NORWOOD COURT	1	0.1%
168	O'FALLON	1	0.1%
169	PALMYRA	1	0.1%
170	PINE LAWN	1	0.1%
171	PINEVILLE	1	0.1%
172	PLATTE CITY	1	0.1%
173	PLEASANT HILL	1	0.1%
174	POPLAR BLUFF	1	0.1%
175	POTOSI	1	0.1%
176	PRATHERSVILLE	1	0.1%
177	PURCELL	1	0.1%
178	QUEEN CITY	1	0.1%
179	RANDOLPH	1	0.1%
180	REEDS SPRING	1	0.1%
181	REPUBLIC	1	0.1%
182	RIVER BEND	1	0.1%
183	ROCK PORT	1	0.1%
184	SCOTT CITY	1	0.1%
185	SEYMOUR	1	0.1%
186	SHOAL CREEK DRIVE	1	0.1%
187	ST. MARTINS	1	0.1%
188	ST. MARY	1	0.1%
189	ST. PAUL	1	0.1%
190	STEELVILLE	1	0.1%
191	STRAFFORD	1	0.1%
192	TAOS	1	0.1%
193	THAYER	1	0.1%
194	VERONA	1	0.1%
195	VERSAILLES	1	0.1%
196	VINITA PARK	1	0.1%
197	WARRENSBURG	1	0.1%
198	WARSAW	1	0.1%
199	WAYNESVILLE	1	0.1%
200	WEAUBLEAU	1	0.1%
201	WEBSTER GROVES	1	0.1%
202	WELDON SPRING	1	0.1%
203	WILLIAMSVILLE	1	0.1%
204	WINDSOR	1	0.1%
205	WOOD HEIGHTS	1	0.1%

206	WRIGHT CITY	1	0.1%
207	WYACONDA	1	0.1%
Total		858	

Note: 1,397 fatal crashes occurred in Non-City or Unincorporated areas.



City Rank Order

2010-2012

SERIOUS INJURY CRASHES

**2010 - 2012 MISSOURI SERIOUS INJURY TRAFFIC CRASHES
RANK ORDER CITY LIST**

Ranking	City	Count	Percent
1	KANSAS CITY	852	13.2%
2	ST. LOUIS	540	8.4%
3	INDEPENDENCE	425	6.6%
4	ST. JOSEPH	371	5.7%
5	SPRINGFIELD	262	4.1%
6	JEFFERSON CITY	188	2.9%
7	LEES SUMMIT	166	2.6%
8	BLUE SPRINGS	151	2.3%
9	COLUMBIA	134	2.1%
10	ST. CHARLES	113	1.7%
11	LIBERTY	108	1.7%
12	JOPLIN	102	1.6%
13	ST. PETERS	77	1.2%
14	TOWN AND COUNTRY	62	1.0%
15	SUNSET HILLS	58	0.9%
16	BRIDGETON	56	0.9%
17	FLORISSANT	55	0.9%
18	CHESTERFIELD	52	0.8%
19	OZARK	48	0.7%
20	HAZELWOOD	45	0.7%
21	LEBANON	39	0.6%
22	FERGUSON	38	0.6%
23	MARYLAND HEIGHTS	38	0.6%
24	O'FALLON	37	0.6%
25	CAPE GIRARDEAU	36	0.6%
26	HANNIBAL	34	0.5%
27	BRANSON	33	0.5%
28	KIRKWOOD	33	0.5%
29	POPLAR BLUFF	32	0.5%
30	WENTZVILLE	32	0.5%
31	KIRKSVILLE	31	0.5%
32	CREVE COEUR	30	0.5%
33	ARNOLD	29	0.4%
34	RAYTOWN	29	0.4%
35	BELLEFONTAINE NEIGHBORS	28	0.4%

36	ST. ROBERT	28	0.4%
37	EXCELSIOR SPRINGS	27	0.4%
38	GRANDVIEW	27	0.4%
39	JENNINGS	27	0.4%
40	MURPHY	27	0.4%
41	GLADSTONE	26	0.4%
42	KENNETT	26	0.4%
43	WEBSTER GROVES	26	0.4%
44	BERKELEY	25	0.4%
45	HARRISONVILLE	25	0.4%
46	ROLLA	25	0.4%
47	TROY	25	0.4%
48	BALLWIN	24	0.4%
49	JACKSON	24	0.4%
50	SEDALIA	24	0.4%
51	WILDWOOD	23	0.4%
52	SIKESTON	22	0.3%
53	FARMINGTON	21	0.3%
54	FENTON	21	0.3%
55	UNION	21	0.3%
56	BELTON	20	0.3%
57	CARTHAGE	20	0.3%
58	FESTUS	20	0.3%
59	LAKE ST. LOUIS	20	0.3%
60	MOBERLY	20	0.3%
61	MAPLEWOOD	19	0.3%
62	NEOSHO	19	0.3%
63	OSAGE BEACH	19	0.3%
64	OVERLAND	19	0.3%
65	AURORA	18	0.3%
66	EUREKA	18	0.3%
67	NORTH KANSAS CITY	18	0.3%
68	RICHMOND HEIGHTS	18	0.3%
69	GRAIN VALLEY	17	0.3%
70	HIGH RIDGE	17	0.3%
71	KEARNEY	17	0.3%
72	MONETT	17	0.3%
73	PLEASANT HILL	17	0.3%
74	UNIVERSITY CITY	17	0.3%
75	WEBB CITY	17	0.3%

76	CRYSTAL CITY	16	0.2%
77	GRAY SUMMIT	16	0.2%
78	OAK GROVE	16	0.2%
79	WARRENSBURG	16	0.2%
80	CLAYTON	15	0.2%
81	MEXICO	15	0.2%
82	REPUBLIC	15	0.2%
83	LADUE	14	0.2%
84	NEVADA	14	0.2%
85	NORWOOD COURT	14	0.2%
86	SALEM	14	0.2%
87	ST. CLAIR	14	0.2%
88	BOLIVAR	13	0.2%
89	CLINTON	13	0.2%
90	DES PERES	13	0.2%
91	NIXA	13	0.2%
92	PARKVILLE	12	0.2%
93	ST. ANN	12	0.2%
94	VALLEY PARK	12	0.2%
95	WARRENTON	12	0.2%
96	WASHINGTON	12	0.2%
97	BOONVILLE	11	0.2%
98	HAYTI	11	0.2%
99	MARSHALL	11	0.2%
100	OLIVETTE	11	0.2%
101	WELDON SPRING	11	0.2%
102	WEST PLAINS	11	0.2%
103	LAKE LOTAWANA	10	0.2%
104	MARSHFIELD	10	0.2%
105	PINE LAWN	10	0.2%
106	RIVERSIDE	10	0.2%
107	SUGAR CREEK	10	0.2%
108	BARNHART	9	0.1%
109	IMPERIAL	9	0.1%
110	PERRYVILLE	9	0.1%
111	PLATTE CITY	9	0.1%
112	CLAYCOMO	8	0.1%
113	ELLISVILLE	8	0.1%
114	HIGGINSVILLE	8	0.1%
115	MOUNTAIN VIEW	8	0.1%

116	POTOSI	8	0.1%
117	RICHMOND	8	0.1%
118	SULLIVAN	8	0.1%
119	WAYNESVILLE	8	0.1%
120	BRANSON WEST	7	0.1%
121	COTTLEVILLE	7	0.1%
122	DONIPHAN	7	0.1%
123	GLENDALE	7	0.1%
124	JANE	7	0.1%
125	MANCHESTER	7	0.1%
126	NORMANDY	7	0.1%
127	PALMYRA	7	0.1%
128	PECULIAR	7	0.1%
129	PEVELY	7	0.1%
130	RAYMORE	7	0.1%
131	ST. JOHN	7	0.1%
132	AVA	6	0.1%
133	CABOOL	6	0.1%
134	CAMDENTON	6	0.1%
135	CHILLICOTHE	6	0.1%
136	DE SOTO	6	0.1%
137	ELDON	6	0.1%
138	FORISTELL	6	0.1%
139	FULTON	6	0.1%
140	LEADWOOD	6	0.1%
141	LEXINGTON	6	0.1%
142	MARYVILLE	6	0.1%
143	PACIFIC	6	0.1%
144	PARK HILLS	6	0.1%
145	ROGERSVILLE	6	0.1%
146	SENECA	6	0.1%
147	SMITHVILLE	6	0.1%
148	ST. CLOUD	6	0.1%
149	BEL-RIDGE	5	0.1%
150	BRENTWOOD	5	0.1%
151	CLARK	5	0.1%
152	COOL VALLEY	5	0.1%
153	CRESTWOOD	5	0.1%
154	CUBA	5	0.1%
155	DELLWOOD	5	0.1%

156	FORSYTH	5	0.1%
157	HIGHLANDVILLE	5	0.1%
158	KNOB NOSTER	5	0.1%
159	LONE JACK	5	0.1%
160	LOWRY CITY	5	0.1%
161	MACON	5	0.1%
162	MINER	5	0.1%
163	MOSCOW MILLS	5	0.1%
164	NEW LONDON	5	0.1%
165	NEW MADRID	5	0.1%
166	ROCK HILL	5	0.1%
167	TRENTON	5	0.1%
168	AIRPORT DRIVE	4	0.1%
169	ASHLAND	4	0.1%
170	BATTLEFIELD	4	0.1%
171	BOWLING GREEN	4	0.1%
172	BRECKENRIDGE HILLS	4	0.1%
173	CEDAR HILL	4	0.1%
174	COUNTRY CLUB HILLS	4	0.1%
175	DESLOGE	4	0.1%
176	FRONTENAC	4	0.1%
177	GORDONVILLE	4	0.1%
178	HERCULANEUM	4	0.1%
179	HERMANN	4	0.1%
180	HOLLISTER	4	0.1%
181	HOUSTON	4	0.1%
182	KIMBERLING CITY	4	0.1%
183	LAKE OZARK	4	0.1%
184	MERRIAM WOODS	4	0.1%
185	NORTHWOODS	4	0.1%
186	ODESSA	4	0.1%
187	PAGEDALE	4	0.1%
188	PLEASANT VALLEY	4	0.1%
189	SHREWSBURY	4	0.1%
190	ST. JAMES	4	0.1%
191	STRAFFORD	4	0.1%
192	UNITY VILLAGE	4	0.1%
193	WARSAW	4	0.1%
194	WILLARD	4	0.1%
195	WOODSON TERRACE	4	0.1%

196	WRIGHT CITY	4	0.1%
197	BEVERLY HILLS	3	0.0%
198	BIRCH TREE	3	0.0%
199	BONNE TERRE	3	0.0%
200	CARUTHERSVILLE	3	0.0%
201	CENTRALIA	3	0.0%
202	DIXON	3	0.0%
203	EL DORADO SPRINGS	3	0.0%
204	ELSBERRY	3	0.0%
205	HILLSBORO	3	0.0%
206	IRONTON	3	0.0%
207	KINGDOM CITY	3	0.0%
208	MONROE CITY	3	0.0%
209	MOUNTAIN GROVE	3	0.0%
210	PIERCE CITY	3	0.0%
211	TARKIO	3	0.0%
212	THAYER	3	0.0%
213	TWIN BRIDGES	3	0.0%
214	WELLSTON	3	0.0%
215	ANDERSON	2	0.0%
216	APPLETON CITY	2	0.0%
217	AUXVASSE	2	0.0%
218	BERNIE	2	0.0%
219	BULL CREEK	2	0.0%
220	BYRNES MILL	2	0.0%
221	CALIFORNIA	2	0.0%
222	CAMERON	2	0.0%
223	CARTERVILLE	2	0.0%
224	CHAFFEE	2	0.0%
225	CONWAY	2	0.0%
226	DARDENNE PRAIRIE	2	0.0%
227	DEXTER	2	0.0%
228	DIGGINS	2	0.0%
229	DOOLITTLE	2	0.0%
230	ELLINGTON	2	0.0%
231	ELLSINORE	2	0.0%
232	EMINENCE	2	0.0%
233	GAINESVILLE	2	0.0%
234	GARDEN CITY	2	0.0%
235	GRANBY	2	0.0%

236	GREEN CASTLE	2	0.0%
237	GREEN PARK	2	0.0%
238	HAWK POINT	2	0.0%
239	HIGH HILL	2	0.0%
240	HOLCOMB	2	0.0%
241	IBERIA	2	0.0%
242	INDIAN POINT	2	0.0%
243	LAKE TAPAWINGO	2	0.0%
244	LAKELAND	2	0.0%
245	LAMAR	2	0.0%
246	LANCASTER	2	0.0%
247	LAURIE	2	0.0%
248	LAWSON	2	0.0%
249	LINN CREEK	2	0.0%
250	MADISON	2	0.0%
251	MARBLE HILL	2	0.0%
252	MEMPHIS	2	0.0%
253	MILAN	2	0.0%
254	MOUND CITY	2	0.0%
255	NOVINGER	2	0.0%
256	OAKLAND	2	0.0%
257	PARKWAY	2	0.0%
258	PINEVILLE	2	0.0%
259	PLATTE WOODS	2	0.0%
260	PRINCETON	2	0.0%
261	PURDY	2	0.0%
262	REEDS SPRING	2	0.0%
263	RIVER BEND	2	0.0%
264	RIVERVIEW	2	0.0%
265	SAVANNAH	2	0.0%
266	SCOTT CITY	2	0.0%
267	SEYMOUR	2	0.0%
268	SILVER CREEK	2	0.0%
269	SPICKARD	2	0.0%
270	STOCKTON	2	0.0%
271	UNIONVILLE	2	0.0%
272	UTICA	2	0.0%
273	VERONA	2	0.0%
274	WESTON	2	0.0%
275	WINFIELD	2	0.0%

276	WINONA	2	0.0%
277	AGENCY	1	0.0%
278	ALBANY	1	0.0%
279	ALTAMONT	1	0.0%
280	ANNISTON	1	0.0%
281	ASH GROVE	1	0.0%
282	BAKERSFIELD	1	0.0%
283	BEL-NOR	1	0.0%
284	BENTON	1	0.0%
285	BETHANY	1	0.0%
286	BILLINGS	1	0.0%
287	BISMARCK	1	0.0%
288	BLACK JACK	1	0.0%
289	BOURBON	1	0.0%
290	BRAYMER	1	0.0%
291	BROOKFIELD	1	0.0%
292	BRUNSWICK	1	0.0%
293	BUFFALO	1	0.0%
294	BUNKER	1	0.0%
295	BUTLER	1	0.0%
296	CAMPBELL	1	0.0%
297	CARDWELL	1	0.0%
298	CARL JUNCTION	1	0.0%
299	CARROLLTON	1	0.0%
300	CARYTOWN	1	0.0%
301	CASSVILLE	1	0.0%
302	CENTER	1	0.0%
303	CENTERTOWN	1	0.0%
304	CENTERVILLE	1	0.0%
305	CHAMP	1	0.0%
306	CLARENCE	1	0.0%
307	CLARKTON	1	0.0%
308	CLEVER	1	0.0%
309	COBALT CITY	1	0.0%
310	COLE CAMP	1	0.0%
311	CONCORDIA	1	0.0%
312	CORDER	1	0.0%
313	COUNTRY CLUB VILLAGE	1	0.0%
314	CROCKER	1	0.0%
315	CROSS TIMBERS	1	0.0%

316	DIAMOND	1	0.0%
317	DUQUESNE	1	0.0%
318	EDGERTON	1	0.0%
319	EDINA	1	0.0%
320	EDMUNDSON	1	0.0%
321	EOLIA	1	0.0%
322	ETHEL	1	0.0%
323	EVERTON	1	0.0%
324	EWING	1	0.0%
325	FAIR GROVE	1	0.0%
326	FIDELITY	1	0.0%
327	FLINT HILL	1	0.0%
328	FLORELL HILLS	1	0.0%
329	FOLEY	1	0.0%
330	FOREST CITY	1	0.0%
331	FORT LEONARD WOOD	1	0.0%
332	FRANKFORD	1	0.0%
333	FREEBURG	1	0.0%
334	FREEMAN	1	0.0%
335	FREMONT HILLS	1	0.0%
336	GALLATIN	1	0.0%
337	GOODMAN	1	0.0%
338	GRAHAM	1	0.0%
339	GRAVOIS MILLS	1	0.0%
340	GREENWOOD	1	0.0%
341	HALLTOWN	1	0.0%
342	HAMILTON	1	0.0%
343	HANLEY HILLS	1	0.0%
344	HARRISBURG	1	0.0%
345	HAYTI HEIGHTS	1	0.0%
346	HOLTS SUMMIT	1	0.0%
347	HOPKINS	1	0.0%
348	HUMANSVILLE	1	0.0%
349	HURLEY	1	0.0%
350	IRONDALE	1	0.0%
351	JASPER	1	0.0%
352	JONESBURG	1	0.0%
353	JOSEPHVILLE	1	0.0%
354	JUNCTION CITY	1	0.0%
355	KOSHKONONG	1	0.0%

356	LA BELLE	1	0.0%
357	LA GRANGE	1	0.0%
358	LAKESHIRE	1	0.0%
359	LEASBURG	1	0.0%
360	LEWIS AND CLARK VILLAGE	1	0.0%
361	LINCOLN	1	0.0%
362	LINN	1	0.0%
363	LOUISIANA	1	0.0%
364	MALDEN	1	0.0%
365	MALTA BEND	1	0.0%
366	MANSFIELD	1	0.0%
367	MARCELINE	1	0.0%
368	MARIONVILLE	1	0.0%
369	MIDDLE GROVE	1	0.0%
370	MILL SPRING	1	0.0%
371	MOKANE	1	0.0%
372	MOUNT VERNON	1	0.0%
373	NEW CAMBRIA	1	0.0%
374	NEW HAMPTON	1	0.0%
375	NEW HAVEN	1	0.0%
376	NOEL	1	0.0%
377	NORBORNE	1	0.0%
378	OAK GROVE VILLAGE	1	0.0%
379	OSCEOLA	1	0.0%
380	OWENSVILLE	1	0.0%
381	PARIS	1	0.0%
382	PASCOLA	1	0.0%
383	PLATTSBURG	1	0.0%
384	PLEASANT HOPE	1	0.0%
385	PORTAGE DES SIOUX	1	0.0%
386	PORTAGEVILLE	1	0.0%
387	PRATHERSVILLE	1	0.0%
388	QULIN	1	0.0%
389	RANDOLPH	1	0.0%
390	REDINGS MILL	1	0.0%
391	ROSCOE	1	0.0%
392	ROSEBUD	1	0.0%
393	ROTHVILLE	1	0.0%
394	SAGINAW	1	0.0%
395	SALISBURY	1	0.0%

396	SARCOXIE	1	0.0%
397	SELIGMAN	1	0.0%
398	SIBLEY	1	0.0%
399	SOUTHWEST CITY	1	0.0%
400	ST. PAUL	1	0.0%
401	ST. THOMAS	1	0.0%
402	STEELE	1	0.0%
403	STEELVILLE	1	0.0%
404	STEWARTSVILLE	1	0.0%
405	STOTTS CITY	1	0.0%
406	STOUTLAND	1	0.0%
407	SUNRISE BEACH	1	0.0%
408	TAOS	1	0.0%
409	TIPTON	1	0.0%
410	TRACY	1	0.0%
411	TRIMBLE	1	0.0%
412	TRUESDALE	1	0.0%
413	TWIN OAKS	1	0.0%
414	VANDALIA	1	0.0%
415	VELDA CITY	1	0.0%
416	VERSAILLES	1	0.0%
417	VIENNA	1	0.0%
418	VILLA RIDGE	1	0.0%
419	VILLAGE OF FOUR SEASONS	1	0.0%
420	WAVERLY	1	0.0%
421	WAYLAND	1	0.0%
422	WEST SULLIVAN	1	0.0%
423	WESTPHALIA	1	0.0%
424	WHEATON	1	0.0%
425	WHITE OAK	1	0.0%
426	WHITEMAN AFB	1	0.0%
427	WINSTON	1	0.0%
428	ZALMA	1	0.0%
Total		6459	

Note: 7,078 serious injury crashes occurred in Non-City or Unincorporated areas.



Unincorporated County Rank Order

2010-2012

FATAL CRASHES

**2010 - 2012 MISSOURI FATAL TRAFFIC CRASHES
RANK ORDER UNINCORPORATED COUNTY LIST**

Ranking	County	Count	Percent
1	JEFFERSON	62	4.4%
2	ST. LOUIS	48	3.4%
3	FRANKLIN	46	3.3%
4	ST. CHARLES	40	2.9%
5	GREENE	38	2.7%
6	BOONE	27	1.9%
7	WASHINGTON	27	1.9%
8	NEWTON	26	1.9%
9	PHELPS	26	1.9%
10	JASPER	24	1.7%
11	STONE	24	1.7%
12	BARRY	22	1.6%
13	HOWELL	22	1.6%
14	ST. FRANCOIS	22	1.6%
15	TANEY	21	1.5%
16	CASS	20	1.4%
17	LAWRENCE	20	1.4%
18	LINCOLN	20	1.4%
19	PETTIS	20	1.4%
20	CALLAWAY	19	1.4%
21	BUTLER	17	1.2%
22	CAMDEN	17	1.2%
23	CRAWFORD	17	1.2%
24	MILLER	17	1.2%
25	STODDARD	17	1.2%
26	CAPE GIRARDEAU	16	1.1%
27	DUNKLIN	16	1.1%
28	LACLEDE	16	1.1%
29	PULASKI	16	1.1%
30	CHRISTIAN	15	1.1%
31	NEW MADRID	15	1.1%
32	PIKE	15	1.1%
33	POLK	15	1.1%
34	WEBSTER	15	1.1%
35	GASCONADE	14	1.0%
36	HENRY	14	1.0%
37	PEMISCOT	14	1.0%
38	TEXAS	14	1.0%
39	ANDREW	13	0.9%
40	JOHNSON	13	0.9%

41	WAYNE	13	0.9%
42	COLE	12	0.9%
43	JACKSON	12	0.9%
44	WARREN	12	0.9%
45	BENTON	11	0.8%
46	CLAY	11	0.8%
47	DOUGLAS	11	0.8%
48	IRON	11	0.8%
49	LAFAYETTE	11	0.8%
50	MCDONALD	11	0.8%
51	OREGON	11	0.8%
52	RANDOLPH	11	0.8%
53	SCOTT	11	0.8%
54	ST. CLAIR	11	0.8%
55	STE. GENEVIEVE	11	0.8%
56	CALDWELL	10	0.7%
57	DENT	10	0.7%
58	MORGAN	10	0.7%
59	PERRY	10	0.7%
60	PLATTE	10	0.7%
61	RIPLEY	10	0.7%
62	AUDRAIN	9	0.6%
63	BATES	9	0.6%
64	OSAGE	9	0.6%
65	BARTON	8	0.6%
66	BUCHANAN	8	0.6%
67	CLINTON	8	0.6%
68	DALLAS	8	0.6%
69	DEKALB	8	0.6%
70	MACON	8	0.6%
71	MADISON	8	0.6%
72	MARION	8	0.6%
73	MONROE	8	0.6%
74	MONTGOMERY	8	0.6%
75	VERNON	8	0.6%
76	WRIGHT	8	0.6%
77	CARTER	7	0.5%
78	MONITEAU	7	0.5%
79	OZARK	7	0.5%
80	RALLS	7	0.5%
81	RAY	7	0.5%
82	REYNOLDS	7	0.5%
83	SHANNON	7	0.5%
84	ADAIR	6	0.4%

85	HICKORY	6	0.4%
86	LEWIS	6	0.4%
87	LIVINGSTON	6	0.4%
88	MARIES	6	0.4%
89	NODAWAY	6	0.4%
90	SALINE	6	0.4%
91	BOLLINGER	5	0.4%
92	CLARK	5	0.4%
93	HARRISON	5	0.4%
94	HOWARD	5	0.4%
95	MERCER	5	0.4%
96	CARROLL	4	0.3%
97	CEDAR	4	0.3%
98	CHARITON	4	0.3%
99	COOPER	4	0.3%
100	KNOX	4	0.3%
101	MISSISSIPPI	4	0.3%
102	SHELBY	4	0.3%
103	DAVISS	3	0.2%
104	GRUNDY	3	0.2%
105	PUTNAM	3	0.2%
106	DADE	2	0.1%
107	GENTRY	2	0.1%
108	HOLT	2	0.1%
109	SCHUYLER	2	0.1%
110	SULLIVAN	2	0.1%
111	LINN	1	0.1%
Total		1397	



Unincorporated County Rank Order
2010-2012
SERIOUS INJURY CRASHES

**2010 - 2012 MISSOURI SERIOUS INJURY TRAFFIC CRASHES
RANK ORDER UNINCORPORATED COUNTY LIST**

Ranking	County	Count	Percent
1	ST. LOUIS	450	6.4%
2	JEFFERSON	376	5.3%
3	FRANKLIN	244	3.4%
4	ST. CHARLES	199	2.8%
5	GREENE	191	2.7%
6	CHRISTIAN	171	2.4%
7	LACLEDE	159	2.2%
8	LAWRENCE	150	2.1%
9	NEWTON	137	1.9%
10	LINCOLN	134	1.9%
11	TANEY	119	1.7%
12	STONE	116	1.6%
13	TEXAS	111	1.6%
14	BARRY	108	1.5%
15	HOWELL	103	1.5%
16	WEBSTER	103	1.5%
17	CAPE GIRARDEAU	97	1.4%
18	JASPER	96	1.4%
19	BUTLER	94	1.3%
20	CAMDEN	90	1.3%
21	BOONE	89	1.3%
22	CALLAWAY	87	1.2%
23	MCDONALD	87	1.2%
24	PULASKI	87	1.2%
25	BENTON	81	1.1%
26	MILLER	79	1.1%
27	JOHNSON	78	1.1%
28	SCOTT	77	1.1%
29	PHELPS	75	1.1%
30	CASS	73	1.0%
31	CRAWFORD	73	1.0%
32	LAFAYETTE	73	1.0%
33	WASHINGTON	73	1.0%
34	MORGAN	71	1.0%
35	ST. FRANCOIS	71	1.0%
36	DENT	66	0.9%
37	ST. CLAIR	65	0.9%
38	PEMISCOT	64	0.9%
39	NEW MADRID	63	0.9%
40	PETTIS	63	0.9%

41	WRIGHT	62	0.9%
42	CEDAR	59	0.8%
43	MARION	56	0.8%
44	OZARK	55	0.8%
45	BOLLINGER	52	0.7%
46	JACKSON	51	0.7%
47	RIPLEY	50	0.7%
48	MONITEAU	49	0.7%
49	NODAWAY	49	0.7%
50	RALLS	49	0.7%
51	BATES	48	0.7%
52	COOPER	48	0.7%
53	RANDOLPH	48	0.7%
54	COLE	47	0.7%
55	DOUGLAS	46	0.6%
56	PIKE	46	0.6%
57	MACON	45	0.6%
58	MARIES	43	0.6%
59	SHANNON	43	0.6%
60	PERRY	39	0.6%
61	STE. GENEVIEVE	39	0.6%
62	GASCONADE	38	0.5%
63	OREGON	38	0.5%
64	OSAGE	38	0.5%
65	AUDRAIN	37	0.5%
66	CLAY	37	0.5%
67	DUNKLIN	37	0.5%
68	CLINTON	36	0.5%
69	POLK	36	0.5%
70	WAYNE	36	0.5%
71	MONROE	35	0.5%
72	REYNOLDS	35	0.5%
73	SALINE	34	0.5%
74	BUCHANAN	33	0.5%
75	WARREN	33	0.5%
76	IRON	32	0.5%
77	LEWIS	32	0.5%
78	STODDARD	32	0.5%
79	HENRY	31	0.4%
80	HOWARD	30	0.4%
81	LIVINGSTON	30	0.4%
82	PLATTE	30	0.4%
83	DADE	29	0.4%
84	VERNON	29	0.4%

85	CARTER	28	0.4%
86	HOLT	28	0.4%
87	MISSISSIPPI	27	0.4%
88	MONTGOMERY	27	0.4%
89	RAY	24	0.3%
90	DEKALB	23	0.3%
91	CARROLL	22	0.3%
92	ADAIR	21	0.3%
93	ANDREW	21	0.3%
94	DALLAS	21	0.3%
95	BARTON	20	0.3%
96	HARRISON	20	0.3%
97	LINN	19	0.3%
98	KNOX	18	0.3%
99	MADISON	18	0.3%
100	ATCHISON	17	0.2%
101	CHARITON	17	0.2%
102	GRUNDY	16	0.2%
103	PUTNAM	16	0.2%
104	DAVISS	15	0.2%
105	SULLIVAN	15	0.2%
106	CALDWELL	14	0.2%
107	MERCER	14	0.2%
108	CLARK	13	0.2%
109	SCHUYLER	13	0.2%
110	SCOTLAND	13	0.2%
111	GENTRY	12	0.2%
112	SHELBY	10	0.1%
113	WORTH	7	0.1%
114	HICKORY	4	0.1%
Total		7078	

PUBLIC INFORMATION AND EDUCATION

Background

From 2005-2012, due to the combined efforts of highway safety advocates in the Missouri Coalition for Roadway Safety, 2,440 lives have been saved on Missouri roadways, a decrease of 34.3 percent. The coalition credits a combination of law enforcement, educational efforts, emergency medical services, engineering enhancements and public policy as the successful formula for saving lives. However, the historic four “E’s” of safety must be expanded to include Evaluation and Everyone. Measuring success by Evaluation of performance measures holds each of us accountable for its success. In turn, addressing the need to change traffic safety culture challenges each person to make personal responsibility for their behavior as a roadway user and includes Everyone.

The Missouri Coalition for Roadway Safety set a new fatality reduction goal of 700 or fewer by 2016 at its Blueprint to SAVE MORE LIVES 2012 fall conference. This goal reflects the overall vision to continuously move Missouri toward zero deaths.

While our roads are safer than they have been in many years, there are still too many senseless crashes and deaths happening every year. We are committed to further reducing the number of traffic crashes in Missouri, so we must work even harder to reach those remaining people who haven’t gotten the message that:

- Seat belts save lives;
- Drinking and driving are a deadly mix;
- Distracted drivers are dangerous drivers; and
- Parents and caregivers must secure children in size-and age-appropriate car seats that are properly installed.



This is accomplished by developing highly visible, catchy campaigns that are coupled with strong enforcement efforts. We rely on our traffic safety partners to be active participants in these campaigns. Some of the most effective campaigns have been the national law enforcement mobilization efforts such as “Click It or Ticket” and “Drive Sober or Get Pulled Over.” People heard about the mobilizations in the media, and drivers were aware that the risk of apprehension was high. These campaigns have proven their ability to not only heighten awareness, but also to ultimately make positive behavioral changes. In order to continue to raise awareness and change driving attitudes and behaviors, the safe driving messages need to be perpetuated through traditional media vehicles (TV, radio, print, outdoor, digital) as well as through social media throughout the year. Social media has become a key part of the highway safety campaigns, increasing awareness and conversation about safe driving, complementing PSA distributions and helping to spread campaign messages virally. Social media efforts will

continue through mainstream platforms such as Facebook and Twitter, Instagram and will branch out with a Vine account in 2014.

The Public Information Subcommittee of the Missouri Coalition for Roadway Safety (MCRS) has been instrumental in increas-



ing public education and information on traffic safety issues. The subcommittee develops an annual statewide media plan; has identified ARRIVE ALIVE as the overarching message for the coalition's public information activities; and manages the saveMOlives.com website to grab people's attention and convey safety information in the best way possible. The site features eye-catching graphics, intriguing videos, news and information, driving tips and advice on how to Arrive Alive at your destination.

The Traffic and Highway Safety Division has added a tool to combat fatalities and serious injuries on our roadways. This tool is a driver survey that reflects drivers' views on a variety of highway safety issues including seat belt usage, speeding, cell phone use, and impaired driving. Heartland Market Research conducted this research project that reached 2,510 adult Missouri drivers in March of 2013. People were surveyed from all of the 114 counties as well as the independent city of St. Louis. Residents from 674 different zip codes are represented. The standard phone survey practice of alternatively asking for either the oldest or youngest adult was not employed. Instead, the calling center was given specific goals for each age group and gender within various geographic areas to ensure the most representative sample possible.

The purpose of this survey was to capture current attitudes and awareness of highway safety issues. These findings will be used to design and implement public information and law enforcement campaigns that effectively deter drivers from engaging in unsafe driving behaviors. In addition, better understanding driver attitudes on highway safety issues will also aide in public policy and legislative decisions. The research was designed so that in addition to providing a statewide result, statistically useful information was also available at the district level. Special emphasis was placed on ensuring that the sample reflected Missouri's geographic, age, and gender diversity.

The results of this driver survey showed that drivers perceive their driving abilities and habits to be better than citation numbers and what accident rates reflect. For example, 84.7 percent of the sample in the driver survey claim to always use their seat belt but the most recent safety belt survey (2013) showed that only 79 percent of drivers observed were actually belted. In

2013 those least likely to wear seat belts were males, between the ages of 18 and 29, whose primary vehicle was a pickup truck or other type of truck.

Also, drivers' perception of law enforcement efforts was revealed. Those who were the least likely to wear seat belts were the most likely to be aware of seat belt enforcement publicity, but were the least likely to receive a ticket if they did not wear their seat belt. Those who lived in very rural areas were also less likely to always buckle up than those living in other communities. Forty-five percent of the drivers surveyed thought people would be caught at least fifty percent of the time if they did not wear their seat belt. Over sixty-eight percent thought their chances of receiving a speeding ticket if they speed were at least fifty percent. Over 86 percent of Missouri drivers stated they rarely or never talk on a cell phone while driving, and Over 98 percent stated they rarely or never text on a cell phone while driving. The largest perceived risk of being ticketed or arrested was associated with driving while impaired; 72.2 percent of those surveys expected people who drove after drinking would be arrested at least half of the time. Over ninety-one percent of Missouri drivers favored some type of restriction on how people could use cell phones while driving.

Additionally, driver attitudes towards traffic laws were extrapolated using this survey. A slight majority (52.5 percent) of the survey population prefer to keep Missouri's seat belt law a secondary law and (51.9 percent) preferred to leave the penalty for violating it unchanged. The drivers surveyed overwhelming (91.2 percent) favored some type of restrictions on how people could use cell phones while driving.

The full executive summary of this report is attached in Appendix A of the Highway Safety Plan.

GOAL:

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

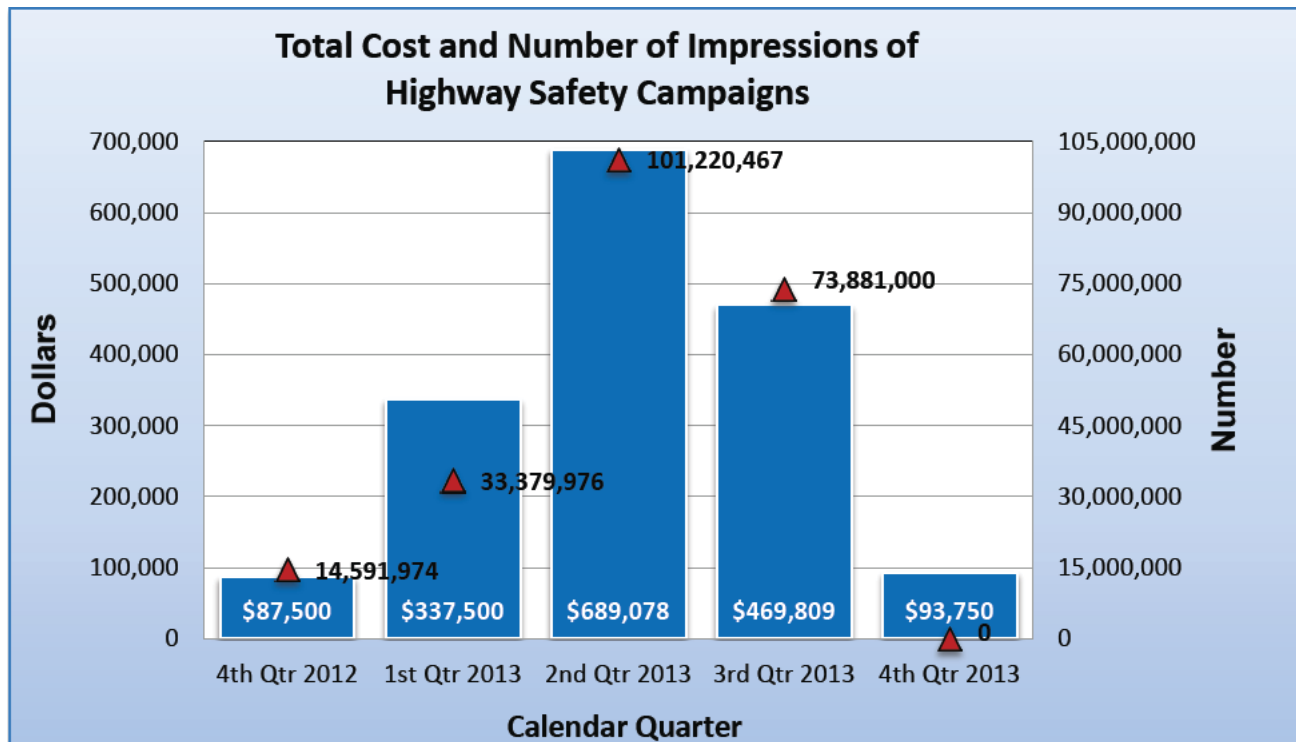
Performance Measure:

- Traffic crash statistics relevant to target audiences
- Campaign messages:
 - * Target audiences reached
 - * News clippings
 - * Venues utilized
 - * Total spots aired
 - * Total impressions/reach
- Increase in safety devices used:
 - * Statewide safety belt use rate
 - * Teen safety belt use rate
 - * Commercial vehicle safety belt use rate
 - * Child safety seat and/or booster seat use rate
 - * Motorcycle helmet usage rate (note: this survey is not conducted annually)
- Pieces of traffic safety materials distributed

Benchmarks:

- 2012 fatalities = 826
- Increase in safety devices used:
 - * Statewide safety belt use rate = 80 percent in 2013
 - * Teen safety belt use rate = 67 percent in 2013
 - * Commercial vehicle safety belt use rate (note: this survey is not conducted annually) = 80.6 percent in 2010
 - * Child safety seat and/or booster seat use rate = 91 percent in 2009
 - * Motorcycle helmet usage rate (note: this survey is not conducted annually) = 99.2 percent in 2005
- Pieces of traffic safety materials distributed through on-line ordering system = 209,000

2013 Campaign Media Source and Impressions (October 2012 - December 2013)



STRATEGIES

1. Serve as the point of contact for the media and the general public to field questions, conduct interviews, and provide information
2. Conduct an attitude and awareness survey. The survey will contain questions on occupant protection, impaired driving, speeding, and distracted driving (cell phone/texting)
3. Organize and/or participate in press events and work with media outlets across the state to promote highway safety initiatives
4. Encourage the media to participate in campaigns by publicizing our messages
5. Publicize the services and resources of the Highway Safety Office to the general public through our Web sites at www.saveMOLives.com, in workshops, at conferences/exhibits, and through our materials
6. Develop, update and disseminate public information/promotional/educational materials and websites
7. Develop and promote materials/campaigns to reach specific audiences (e.g., high risk drivers, vulnerable roadway users, impaired drivers, mature drivers)
8. Actively participate in the Missouri Coalition for Roadway Safety (MCRS) Public Information Subcommittee in order to increase coordination, communication and cooperation among safety advocates statewide
9. Promote and incorporate the ARRIVE ALIVE theme and logo developed by the MCRS
10. Work with the MCRS regional coalitions to appropriately target their messages and develop programs to meet their needs
11. Develop strategies to work with partners—both traditional and nontraditional—in order to reach wider audiences and maximize resources
12. Solicit public information activity reports from law enforcement partners and district coalitions
13. Work with the Motor Carrier Safety Assistance Program, Missouri Motorcycle Safety Education Program, and others to promote joint traffic safety awareness campaigns when possible
14. Give presentations and provide training to com-



- munity groups, schools, etc. as available
15. Serve on federal, state, and regional committees/boards in order to broaden opportunities to promote traffic safety issues
16. Promote law enforcement mobilization efforts: *Click It or Ticket* safety belt campaign; *Drive Sober or Get Pulled Over* alcohol campaign; quarterly occupant protection and impaired driving mobilizations; youth seat belt enforcement campaign
17. Purchase paid advertising to support traffic safety campaigns (e.g., occupant protection and impaired driving)
18. Support and promote MoDOT's construction work zone public awareness campaign
19. Promote *Saved by the Belt* and *Battle of the Belt* programs
20. Promote the Seat Belt Convincer, Rollover Simulator, and SIDNE educational programs to assure the units are used to reach as many people as possible
21. Participate in the Missouri State Fair to educate the public on traffic safety issues and any modifications to traffic safety laws
22. Promote the cellular phone ICE program (In Case of Emergency) which is designed to assist first responders in rapidly identifying a crash victim's emergency contacts
23. Promote Commercial Motor Vehicle Awareness through public awareness campaigns geared primarily toward passenger vehicle drivers, then CMV drivers.

AGGRESSIVE DRIVERS

Background

The causes of aggressive driving are complex. However, three factors in particular are linked to aggressive driving: 1) lack of responsible driving behavior; 2) reduced levels of traffic enforcement; and 3) increased congestion and travel in our urban areas. One researcher has suggested that, "A driving behavior is aggressive if it is deliberate, likely to increase the risk of collision and is motivated by impatience, annoyance, hostility and/or an attempt to save time."

Aggressive driving is a serious problem on Missouri's roadways and has contributed substantially to traffic crashes, especially crashes resulting in death. Aggressive drivers are defined within *Missouri's Blueprint to SAVE MORE LIVES* as, "drivers of motorized vehicles who committed one or more of the following violations which contributed to the cause of a traffic crash: speeding; driving too fast for conditions; and/or following too close."

Aggressive drivers not only put their own lives at risk, but the lives of others as well. Of the 978 people killed, 67.7% were the aggressive driver and the other 32.3% were some other party in the incident. Of the 6,085 seriously injured, slightly more than one-half (54.2%) were the aggressive drivers and nearly one-half (45.8%) being some other person involved.

Speeding (too fast for conditions or exceeding the posted limit) is a large part of the aggressive driving problem. In 2002, NHTSA conducted a national telephone survey of over 4,000 drivers which verified that speeding is a pervasive behavior with most drivers—51% indicated they drive 10 mph over the posted speed on the interstates and 34% responded that they drive 10 mph faster than most other vehicles. According to an April 2009 report by the AAA Foundation for Traffic Safety, aggressive driving actions "were reported in 56 percent of fatal crashes from 2003 through 2007, with excessive speed being the number one factor."

2010-2012 Missouri Aggressive Driver Involved Fatalities & Serious Injuries		
Type Of Circumstance (by Crash Severity ¹)		
Circumstance	Fatalities - 1,051	Serious Injuries - 6,555
Exceeding speed limit	39.9%	17.5%
Too fast for conditions	54.6%	64.5%
Following too close	5.5%	17.7%

¹ Percentage of 2010-2012 aggressive driving related fatalities and disabling injuries by type of aggressive driving behavior involved. For instance, in aggressive driving related fatalities, 39.9% involved a motorized vehicle-driver exceeding the speed limit. NOTE: Multiple aggressive driving factors can be related to a single fatality or serious injury.



In 2010-2012, there were 431,780 traffic crashes in Missouri – 14.9% involved speeding. Correlating with the national data, Missouri’s problem is also more significant when examining fatal crashes—of the 2,256 fatal crashes, 37.5% involved drivers who were speeding.

GOAL #1:

To decrease aggressive driving-related fatalities to 270 by 2016:

2013	2014	2015
314	299	288

Performance Measure:

- Number of aggressive driving-related fatalities

Benchmark:

- 2012 aggressive driving-related fatalities = 328

GOAL #2:

To decrease speed-related fatalities to 258 by 2016:

2013	2014	2015
299	285	272

Performance Measure:

- Number of speed-related fatalities

Benchmark:

- 2012 speed-related fatalities = 313



GOAL #3:

To increase speed-related citations and warnings made during grant-funded enforcement activities and mobilizations by .25 percent annually based on a three-year rolling average of grant years 2011, 2012, 2013 = 120,998

2014	2015	2016
121,300	121,603	121,907

Performance Measure:

- Number of speeding citations and warnings issued during grant-funded enforcement activities and mobilizations

Benchmark:

- 2011-2013 speeding citations and warnings issued during grant-funded enforcement activities and mobilizations = 120,998

STRATEGIES

1. Continue funding speed/hazardous moving violation enforcement overtime grants with local law enforcement and the Highway Patrol
2. Encourage law enforcement agencies to target aggressive drivers when working statewide DWI and occupant protection mobilization campaigns
3. Continue implementing targeted corridor projects (Travel Safe Zones) and Selective Traffic Enforcement Programs (STEPs) and High Enforcement Action Teams (HEAT) conducted by law enforcement agencies
4. Continue to strategize with law enforcement and training academy partners to develop enforcement/awareness countermeasures and share their concepts and programs
5. Fund enforcement efforts in construction/work zones in the MoDOT districts and enhance the enforcement with public awareness campaigns
6. Continue the use of speed monitoring devices (radars) and changeable message signs
7. Expand efforts to educate roadway users on the dangers of aggressive driving and the rules of the road
8. Encourage the local regional coalitions of the Missouri Coalition for Roadway Safety to fund and promote enforcement and educational programs/projects that focus on aggressive driving.

ALCOHOL AND OTHER DRUGS

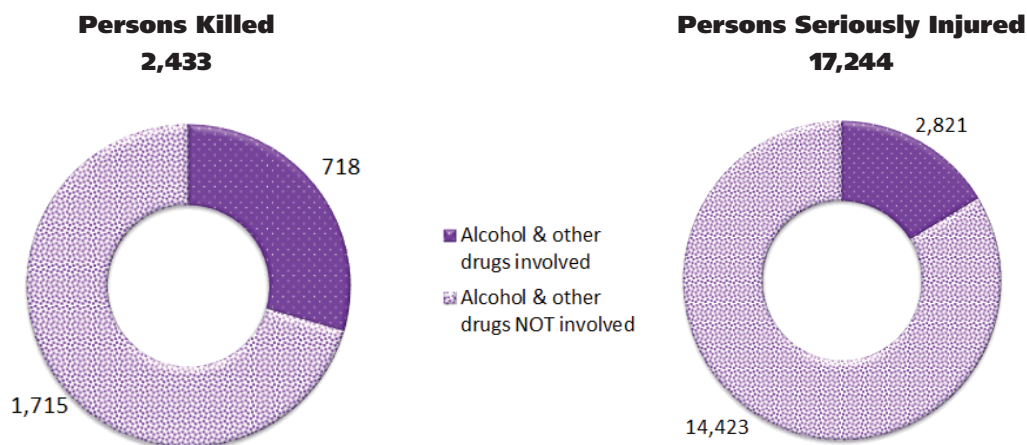
Background

It is impossible to predict how alcohol will affect a person on any given occasion. Every drink influences both the body and mind and has a profound impact on the physical and mental skills needed to drive a motor vehicle. One drink could have serious consequences.

Alcohol and other drugs contribute substantially to traffic crashes on Missouri's roads, particularly those resulting in death or serious injury. In the 2010-2012 period, 431,780 traffic crashes occurred in the state. Of those, 0.5% resulted in a fatality and 3.1% involved someone being seriously injured. During the same time period, there were 20,598 traffic crashes where one or more drivers and/or pedestrians were under

the influence of intoxicants and in the opinion of the investigating officer their intoxicated condition was a contributing factor to the crash. In these crashes where drivers or pedestrians were impaired by alcohol or other drugs, 718 people were killed and another 2,821 were seriously injured. It also is important to note that substance-impaired driving is under-reported as a contributing factor in traffic crashes. This under-reporting is due to drivers undergoing injuries sustained from crashes without being tested for blood alcohol content. Also, some forms of drug impairment may not be apparent to officers on the scene. As a result, it is an even greater problem than these statistics would indicate. In addition, 87.3% of substance-impaired drivers killed also failed to wear a safety belt further compounding the problem of substance-impaired driving.

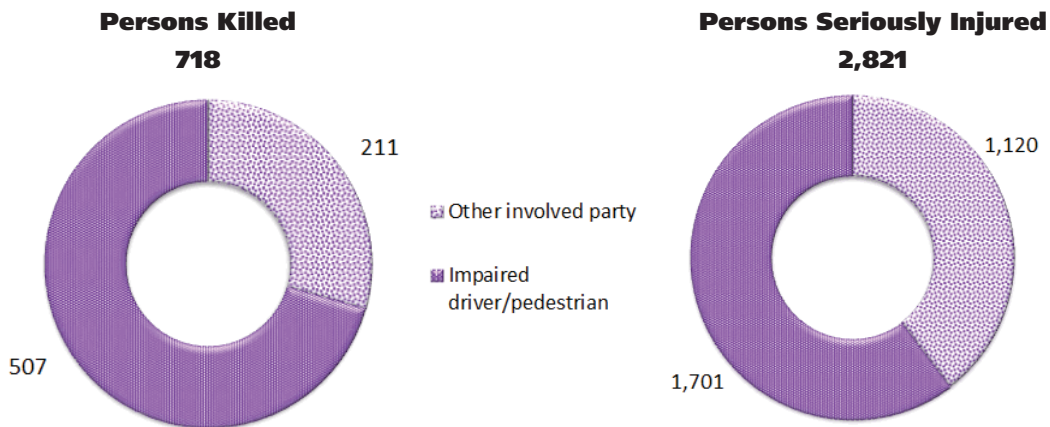
2010-2012 Missouri Alcohol and Other Drug Related Fatalities & Serious Injuries



A common misconception is that substance-impaired drivers are primarily injuring and killing themselves. While that is often true, a substantial number of people killed and seriously injured in these crashes were not intoxicated by alcohol or other drugs. Their actions in these incidents probably did not contribute

to the cause of the collision. Of the 718 people killed in alcohol and other drug-related traffic crashes, 70.6% were the substance-impaired driver/pedestrian and 29.4% were some other involved party. Of the 2,821 seriously injured, 60.3% were the substance-impaired drivers/pedestrians while 39.7% were other persons in the incidents.

2010-2012 Missouri Alcohol and Other Drug Related Fatalities & Serious Injuries (Person Involvement)

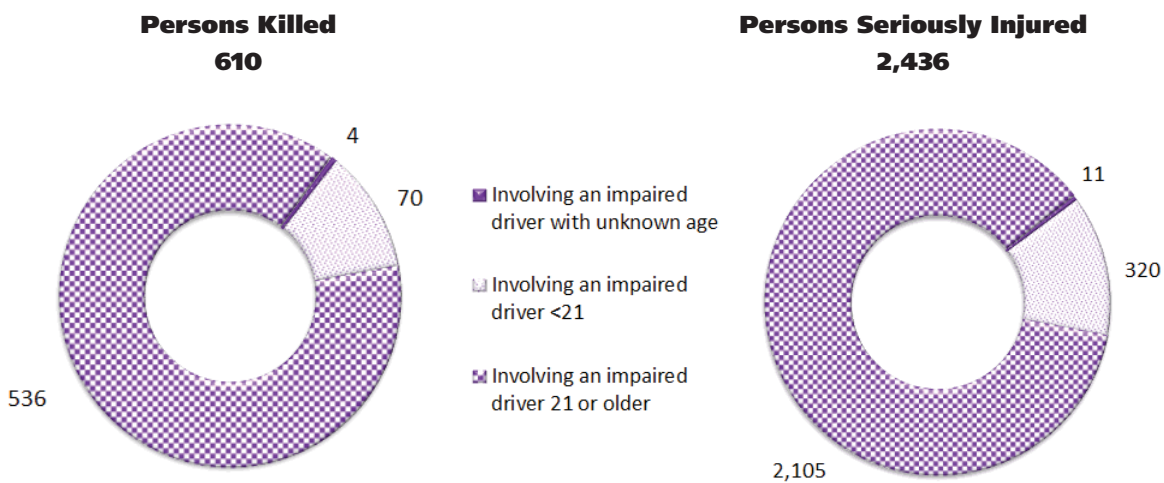


Young Impaired Drivers (Under Age 21)

Youth make up a significant proportion of alcohol-impaired drivers causing traffic crashes on Missouri roadways. Of the 17,946 alcohol-impaired drivers involved in traffic crashes during 2010-2012, 11.1% were under the age of 21 (in known cases). This is especially significant when you consider it is illegal for someone under 21 to possess or consume alcohol in Missouri.

In 2010-2012, a total of 574 alcohol-impaired drivers were involved in crashes where one or more persons were killed. In known cases, 10.5% of these drivers were under the age of 21. A total of 70 persons were killed in traffic crashes involving these young alcohol-impaired drivers. Of those persons killed, 48.6% were the underage alcohol-impaired driver and 51.4% were some other party in the crash.

2010-2012 Missouri Alcohol and Other Drug Related Fatalities & Serious Injuries (By Age)



NOTE: The data for persons killed and seriously injured involving an alcohol-impaired driver by age does not include data for those crashes where the driver's age was unknown or where the pedestrian was the impaired party. Also, one alcohol related crash has the potential of consisting of an alcohol-impaired driver younger than 21 and one 21 or older. In these cases, the persons killed and seriously injured will be counted in each chart shown above.

GOAL #1:

To decrease fatalities involving drivers with .08 BAC or greater to 230 by 2016:

2013	2014	2015
267	255	243

Performance Measure:

- Number of fatalities involving drivers with .08 BAC or greater

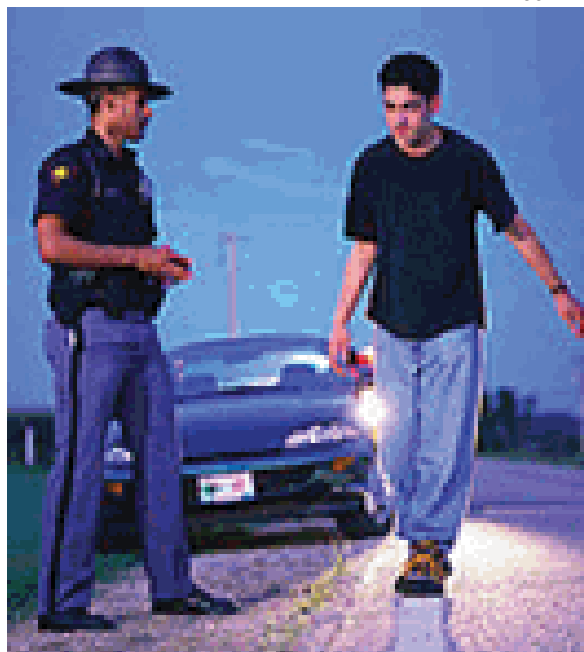
Benchmark:

- 2012 fatalities involving drivers with .08 BAC or greater = 280

GOAL #2:

To increase substance-impaired driving arrests made during grant funded enforcement activities and mobilizations by .25 percent annually based on a three-year rolling average of grant years 2011, 2012, 2013 = 7,989

2014	2015	2016
8,009	8,029	8,049



Performance Measure:

- Number of substance-impaired driving arrests made during grant-funded enforcement activities and mobilizations

Benchmark:

- 2011-2013 substance-impaired driving arrests made during grant-funded enforcement activities and mobilizations = 7,989

GOAL #3:

To decrease fatalities involving alcohol-impaired drivers under the age of 21 years to 14 by 2016:

2013	2014	2015
16	15	15

Performance Measure:

- Number of fatalities involving alcohol-impaired drivers under the age of 21 years

Benchmark:

- 2012 fatalities involving alcohol-impaired drivers under the age of 21 years = 17



STRATEGIES

Public Information and Education

1. Educate the public on the dangers of driving after drinking or using other drugs through public awareness campaigns such as *Drive Sober or Get Pulled Over*, through quarterly impaired driving mobilizations, and through the distribution of educational materials at traffic safety workshops, health and safety fairs, displays, on the website, and through public service announcements
2. Incorporate impaired driving educational programs into school systems and businesses
3. Continue statewide designated driver programs which stress alternatives to drinking and driving (CHEERS designated driver program)
4. Educate large numbers of alcohol servers in intervention techniques utilizing the Server Training program conducted by the Division of Alcohol and Tobacco Control and through the SMART Web-based server training program; continue to expand and promote the programs
5. Provide support for the MCRS Impaired Driving Subcommittee to address impaired driving crashes and underage impaired driving
6. Incorporate toxicology into Impaired Driving Subcommittee efforts
7. Checkpoint news releases mention that specially trained drug detection officers will be working the overtime enforcement effort and/or sobriety checkpoint
8. Encourage law enforcement and prosecutors to report the type(s) of drug involvement suspected in crashes to the media
9. Include drug arrest details in after-action enforcement reports to the media
10. Implement, as appropriate, recommendations identified in the 2008 Statewide Impaired Driving Assessment
11. Work with the MCRS Impaired Driving Subcommittee to implement strategies outlined in the Impaired Driving Strategic Plan
12. Continue support for youth and young adult prevention and education programs including Team Spirit Leadership Conference; Team Spirit Reunion; Think First Programs (School Assembly Programs, Elementary School Curriculum, Young Traffic Offenders Program); university level Partners in Prevention; local community educational programs; and Missouri Safe and Sober

13. Revise and reprint impaired driving educational materials as needed; expand partnerships to encourage use of these materials in their publications
14. Develop campaigns/materials to reach targeted high-risk groups
15. Participate in interagency committees to share ideas, avoid duplication of efforts, and maximize resources (MCRS and the MCRS Impaired Driving Subcommittee, Missouri Youth/Adult Alliance, Partners in Prevention)
16. Support local efforts to reduce drinking and driving – especially underage drinking – by providing technical assistance to develop programs such as DWI docudramas or Every 15 Minutes, loaning them collateral materials to enhance their efforts (fatal vision goggles, videos, community program guides), and providing speakers
17. Provide Drug Impairment Training for Educational Professionals across the state
18. Organize and/or participate in press events and work with media outlets across the state to promote highway safety initiatives

Enforcement

1. Provide funding for alcohol saturation enforcement teams, DWI Task Forces, sobriety checkpoints, quarterly impaired driving mobilizations, overtime salaries for Breath Alcohol Testing (BAT) van operations, and maintenance for BAT vans
2. Provide equipment to enhance enforcement efforts and appropriate training to ensure effective use of this equipment (e.g., breath alcohol testing instruments; enforcement vehicles; digital in-car video cameras; and sobriety checkpoint supplies)
3. Provide training on detection and apprehension of impaired drivers (e.g., standardized field sobriety testing (SFST), sobriety checkpoint supervisor training, courtroom testimony, drug recognition experts (DRE), ARIDE, and DWI crash investigation techniques)
4. Ensure access to DRE and/or ARIDE trained officers at sobriety checkpoints
5. Provide motivational and educational speakers for law enforcement personnel during training events such as the annual Law Enforcement Traffic Safety Advisory Council (LETSAC) conference
6. Provide supplies, support, and training for DREs and the DRE recertification training to ensure continuity of the program
7. Support a state SFST/DRE coordinator who will

work in cooperation with the Impaired Driving Subcommittee of the MCRS and the DRE/SFST Advisory Committee in order to maintain standardization of the program

8. Support projects designed to prevent underage alcohol purchase, apprehend minors attempting to purchase alcohol, and provide a physical enforcement/intervention presence (e.g., Server Training, Party Patrol, Underage Drinking LE Training, selective enforcement, compliance checks, and special events)
9. Incorporate, as appropriate, recommendations identified in the 2008 Impaired Driving Assessment
10. Increase participation in statewide multi-jurisdiction mobilization enforcement efforts
11. Support selective enforcement efforts to address young drinking drivers by funding statewide underage drinking enforcement projects and training
12. Support DWI traffic units with local law enforcement agencies
13. Update administrative rules for the ignition interlock program as needed to insure that DWI offenders cannot operate a vehicle while intoxicated

Prosecution/Adjudication

1. Provide training for judges, prosecutors and law enforcement personnel on local/national DWI issues utilizing the expertise of the Missouri Office of Prosecution Services, Department of Revenue, Office of State Courts Administrator, the National Traffic Law Center and the National Drug Court Institute
2. Provide continued funding for the statewide Traffic Safety Resource Prosecutor whose job it is to provide training and technical support for prosecutors in Missouri
3. Continue to provide funding for the MADD Court Monitoring project in selected counties and municipalities in order to increase conviction rates
4. Provide National Drug Court Institute training to DWI court teams from across the state
5. Incorporate topics on toxicology in law enforcement and prosecutor trainings

6. Provide equipment and training to enhance the DWI Tracking System (DWITS)
7. Provide motivational speakers for judicial personnel during training events such as their annual municipal judges and court clerks conference
8. Provide an integrated system, a web link and/or specifications to local law enforcement agencies that will allow them to access the DWITS and enter DWI arrest information that can be tracked through prosecution and sentencing
9. Continue expansion of DWI courts throughout the state
10. Provide funding for an additional transportation attorney at the Missouri Department of Revenue to provide legal representation for alcohol-related license appeals to Missouri appellate courts
11. Provide funding for a paralegal position in the legal counsel's office at the Missouri Department of Revenue whose dedicated function will be to serve as the ignition interlock coordinator
12. Work with local jurisdictions across the State to implement no-refusal policies for BAC testing
13. Work with local jurisdictions across the State to implement electronic warrant systems in order to reduce the amount of time it takes for law enforcement officers to obtain a warrant in DWI cases
14. Provide specimen kits to coroners and medical examiners in order to obtain BAC test results in fatal crashes

Technology

1. Continue to provide DWITS enhancements: design specifications for program linkages; develop reports as needed by the users; conduct training for users of the system



2. Support the efforts of the Missouri Safety Center Breath Alcohol Instrument Training and Repair Laboratory to calibrate and repair breath test instruments in order to improve their reliability, and reassign instruments as needed
3. Work with the Missouri Safety Center and the Missouri State Highway Patrol to purchase and place new breath testing technology around the state
4. Seek ways to expedite processing of DWI offenders
5. Improve the process of tracking DWI offenders who have been sanctioned to install ignition interlock devices
6. Monitor ignition interlock manufacturers/ installers for adherence to the Breath Alcohol Ignition Interlock Device Program guidelines and administrative rules

Open Container (Section 154 Open Container Transfer Funds)

The open container transfer provision was initially authorized under TEA-21 and reauthorized under SAFETEA-LU and MAP-21. The provision requires states to pass and enforce a qualifying open container law or be subject to a 3% transfer of their federal aid highway funds until FY 2012 when it decreased to 2.5%. These funds were required to be diverted to either alcohol countermeasure safety programs (within the Highway Safety Office) or be utilized for qualifying hazard elimination projects. Some of the alcohol countermeasures identified within this plan are supported by Section 154 transfer funds. The remainder of the funding has been retained for hazard elimination efforts.



Historically Missouri has focused on the prevention of crossover fatalities through the installation of 3-strand median guard cable on major roadways – one of the most serious types of crashes occurring in Missouri. Because of our efforts using the Open Container Transfer funds to install the median guard cable, we have almost eliminated crossover fatalities on our divided roadways. Currently safety engineering efforts using this funding source involve the installation of rumble stripes focused on keeping vehicles on the roadway, systematically addressing horizontal curve crash locations, and the systematic improvement to numerous intersections with both low-cost and higher-cost initiatives.

Repeat Offender (Section 164 Repeat Offender Transfer Funds)

The repeat offender transfer provision was initially authorized under TEA-21 and reauthorized under SAFETEA-LU and MAP-21. The provision requires states to pass minimum penalties for repeat offenders for driving while intoxicated or driving under the influence laws or be subject to a 3% transfer of their federal aid highway funds and 2.5% in FY'2012. These funds are required to be diverted to either alcohol countermeasure safety programs



(within the Highway Safety Office) or be utilized for qualifying hazard elimination projects. Some of the alcohol countermeasures identified within in this plan are supported by Section 164 transfer funds. The remainder of the funding has been retained for hazard elimination efforts.

Missouri transferred funding under Section 164 in FY'2011 and FY'2012. The focus of this funding is on shoulder improvements on major and/or minor roads with a crash history. Safety engineering efforts using this funding source involve the installation of rumble stripes/strips focused on keeping vehicles on the roadway and improvements in horizontal curves.

OCCUPANT RESTRAINTS

Background

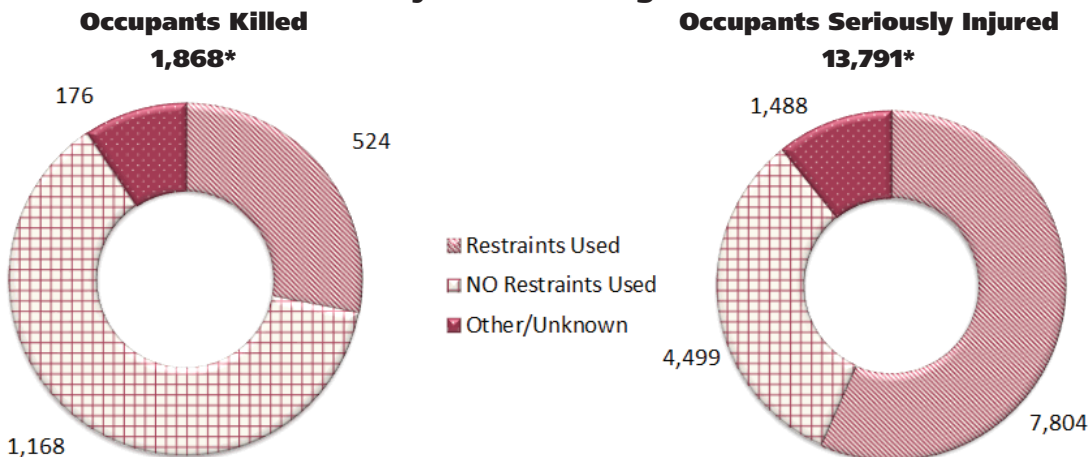
Traffic crashes are the leading cause of death in the United States. It is well recognized that one of the best means of defense in a crash is to be protected by a safety belt or a child safety seat. Increasing safety belt use has tremendous potential for saving lives, preventing injuries, and reducing the economic costs associated with traffic crashes. For many years, motor vehicle manufacturers have been required to install safety belts in their vehicles, so the vast majority of vehicles on the roads today have these types of safety devices installed. The overwhelming percentage of people killed on Missouri roads or seriously injured in 2010-2012, in all probability, had a safety belt available for use (except for pedestrians, bicyclists, and motorcyclists):

- 2,433 killed – 76.8% had a safety belt available;
- 17,244 seriously injured – 80% had a safety belt available.

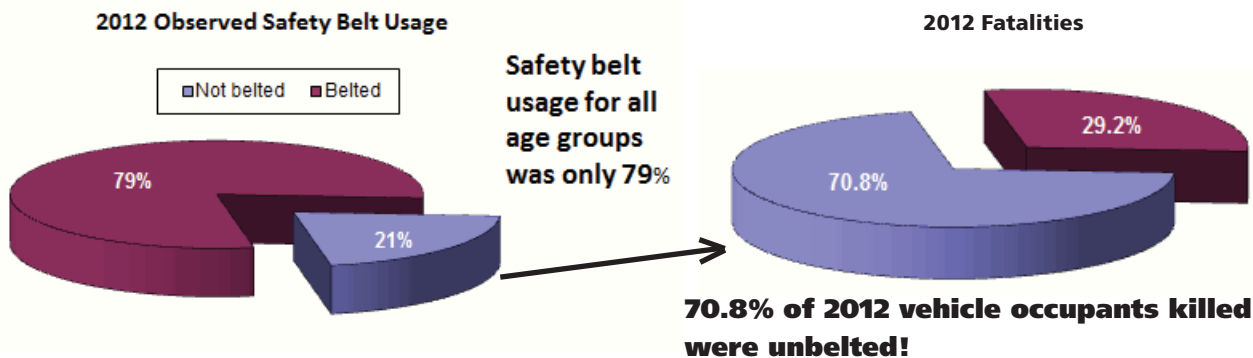
A substantial number of occupants killed in 2010-2012 Missouri traffic crashes were not wearing safety belts compared to those injured and not injured. In fatal crashes where safety belt usage was known, 69% of the people who died were not buckled up. Of those seriously injured, 36.7% were not belted. Conversely, of those not injured, 703,612 were wearing a safety belt.

Safety belt use dramatically reduces a person's chance of being killed or seriously injured in a traffic crash. Of the drivers involved in 2010-2012 crashes, 1 in 2 was injured when they failed to wear their safety belt, however, when they were wearing a safety belt, their chances of being injured in the crash were 1 in 8. When examining driver deaths, the differences are much more significant. Drivers had a 1 in 29.2 chance of being killed if they were not wearing a safety belt; but that chance dropped dramatically to only 1 in 1,438 if the driver was wearing a safety belt.

2010-2012 Vehicle Occupant Traffic Fatalities and Serious Injuries By Restraint Usage



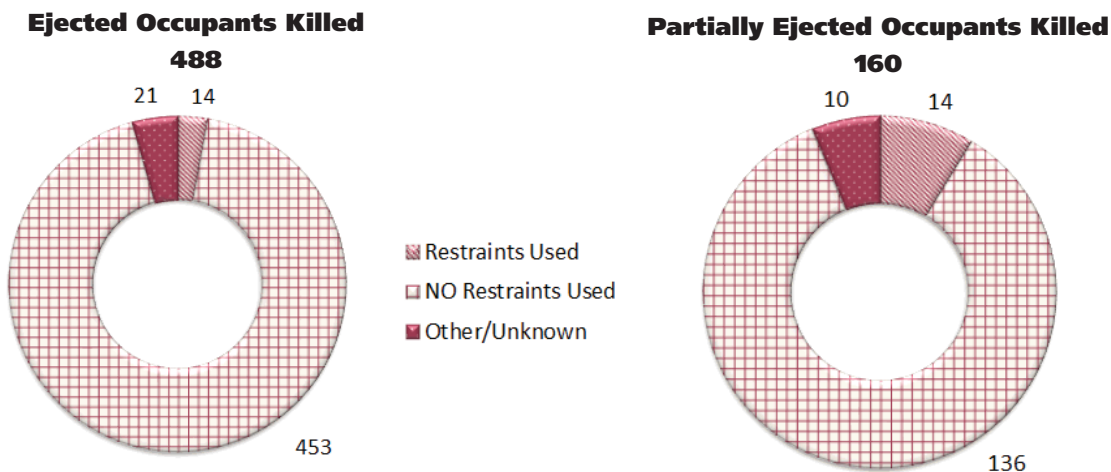
*Data includes Child Safety Seats



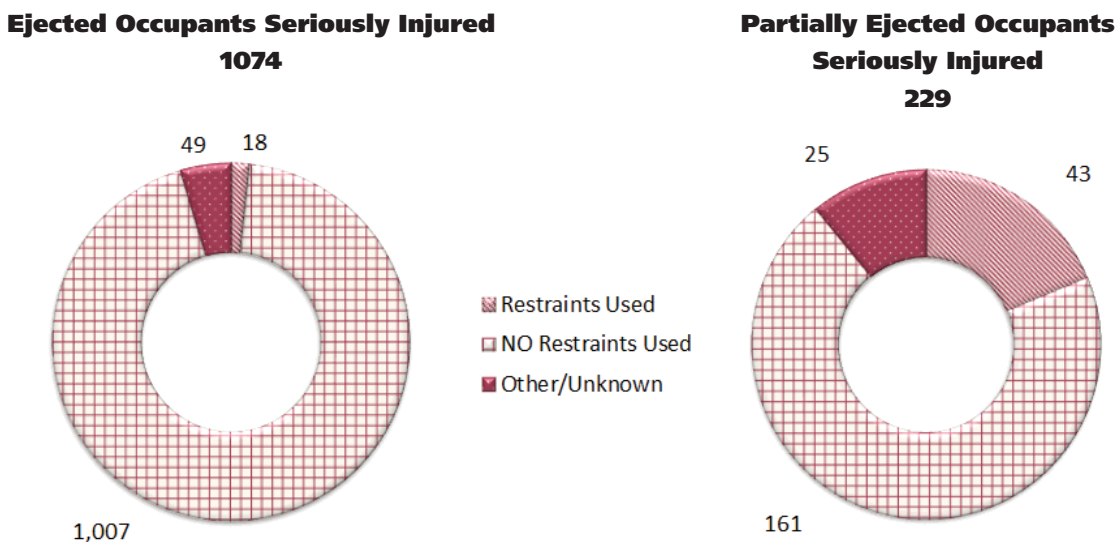
Ejections

The possibility of death and serious injury dramatically increases in cases where the person is ejected from the vehicle at the time of the crash. One of the benefits of being belted is it increases the probability of the person staying in the vehicle and being protected by the vehicle passenger compartment. In known cases of those occupants killed who were totally ejected from the vehicle, 97% were not wearing safety belts and of those partially ejected, 90.7% were not belted. Of the occupants killed who were not ejected from their vehicles, 53.5% failed to wear their safety belts.

2010-2012 Vehicle Occupant Traffic Fatalities and Serious Injuries By Restraint Usage



In known cases of those occupants seriously injured who were totally ejected from the vehicle, 98.2% were not wearing safety belts and of those partially ejected, 78.9% were not belted. Of the occupants seriously injured who were not ejected from their vehicles, 30.3% failed to wear their safety belts.



Safety Belt Usage Among High School Students

While 69% of the dead occupants were not buckled up, lack of safety belt use becomes even more significant when we segregate young people. When just looking at young people between the ages of 15 through 20, 78.5% of those who died were not buckled up.

The Office of Highway Safety had long been concerned with the lack of safety belt usage among young drivers and passengers. Unfortunately, there was no survey data to provide an established use rate for this age group. In 2003, parameters were developed to conduct an observational safety belt use survey for teens. It was determined that the most effective way to reach this very targeted age group was to survey specific high schools throughout the state.

Several guiding principles served as the underlying basis for the sampling plan:

1. The individual public high school would be the basic sample unit at which safety belt usage observations would be made.
2. The safety belt usage rates of high school students would be computed for each of the seven MoDOT regions in the state.
3. The number of schools selected from each MoDOT region would be proportionate to the number of

schools in that region in comparison to the state total of 496 public high schools.

4. The high schools within each region would be selected in their descending order of student enrollment to maximize the number of high school students from each MoDOT region.

One hundred-fifty high schools were selected for the survey in 92 counties (80 percent of the 115 counties in Missouri). Observational data were collected in April, Monday through Friday. Two instruments were used to collect the data. One instrument focused on the vehicle and the driver, while the other targeted the front safety outboard passenger and other occupants in the vehicle. A detailed report of all findings is available on file at the Office of Highway Safety.

Results of the high school surveys reflected mostly modest increases until a 5 percent jump in usage in 2010. The usage rate has been very stagnant since 2010, fluctuating between 66 and 67 percent.

- 2006 – 58 percent
- 2007 – 61 percent
- 2008 – 62 percent
- 2009 – 61 percent
- 2010 – 66 percent
- 2011 – 67 percent
- 2012 – 66 percent
- 2013 – 67 percent





Very Young Passengers

While Missouri must continue to promote the use of safety belts, particular attention must be paid to increasing the use of restraint devices for transporting young children. According to the National Highway Traffic Safety Administration (NHTSA), approximately 7,500 lives have been saved by the proper use of child restraints during the past 20 years. Yet, motor vehicle crashes still remain the number one killer of children ages 4 to 14 in America. The reason? Too often it is the improper or non-use of child safety seats and booster seats.

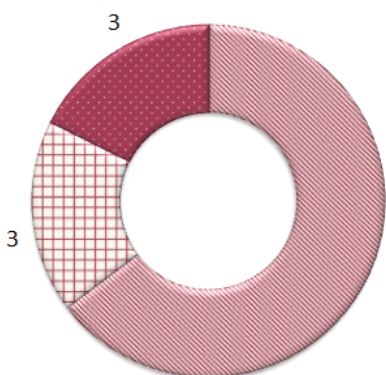
Children Birth through Age Three - Child Safety Seats

In 2010-2012, 17 children under the age of 4 were killed in a motor vehicle; 17.6% were not using any type of restraint device (in known cases). Another 122 were seriously injured. In known cases, 21.3% were not in any restraint device and 3.3% were in an adult safety belt.

2010-2012 Vehicle Occupant Traffic Fatalities and Serious Injuries By Restraint Device - Children Under Age 4

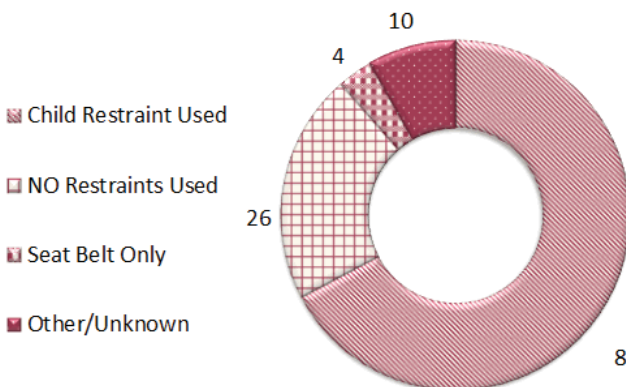
Children Under Age 4 Killed





17



Children Under Age 4 Seriously Injured

122



-  Child Restraint Used
-  NO Restraints Used
-  Seat Belt Only
-  Other/Unknown

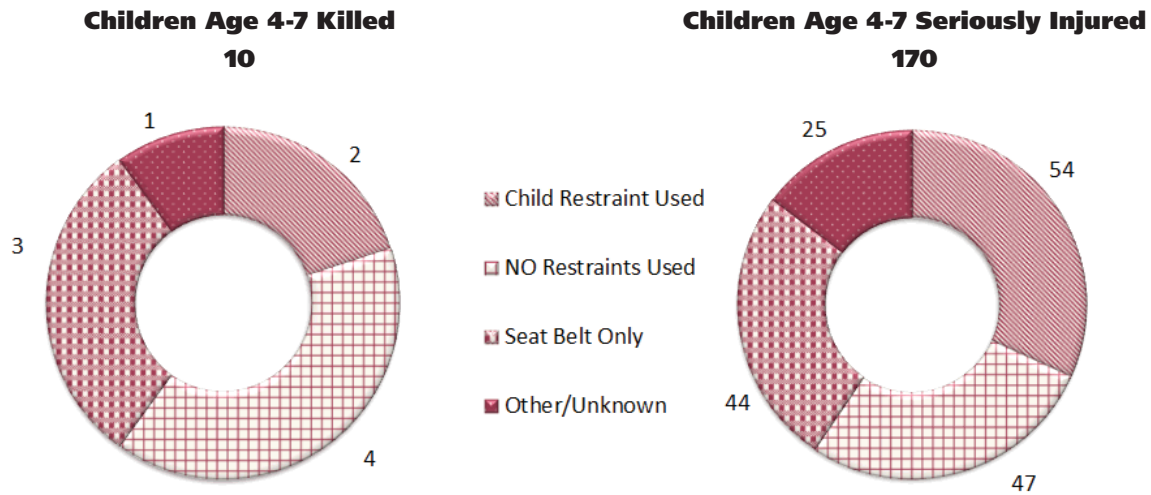
Children Age 4 through 7 – Booster Seats

Research indicates that when children are graduated to a safety belt too soon, they are much more likely to suffer serious injuries in a crash due to “safety belt syndrome.” Therefore, during the 2006 legislative session, Missouri’s child passenger restraint law was strengthened to require children ages 4 through 7 (unless they are 4’9” tall or weigh more than 80 pounds) to be secured in a booster seat (or child safety seat if appropriate for their height and weight). The law became effective August 28, leaving only four months in 2006 to capture data on booster seat usage. Given that it takes

up to six months before the general public is aware of a new law and has put it into practice, booster seat usage for 2006 was not evaluated. We did, however, begin analyzing crash data on this age group beginning in 2007 to determine whether we observe a trend that is indicative of a reduction in deaths and serious injuries.

In 2010-2012, 10 children, 4 through 7 years of age, were killed in a motor vehicle; in known cases, 40% were not using any type of restraint device. Another 170 children within this age group were seriously injured – 27.6% were not secured in any type of restraint device, 31.8% were in a child restraint, and 25.9% were in an adult safety belt.

2010-2012 Vehicle Occupant Traffic Fatalities and Serious Injuries By Restraint Device - Children Age 4-7



GOAL #1:

To increase statewide safety belt usage by 1% annually to:

2014	2015	2016
81%	82%	83%

Performance Measure:

- Statewide percent observed belt use for passenger vehicles (front seat outboard occupants)

Benchmark:

- 2013 statewide safety belt usage = 80%

GOAL #2:

To reduce unrestrained passenger vehicle occupant fatalities to 326 by 2016:

2013	2014	2015
379	361	344

Performance Measure:

- Number of unrestrained passenger vehicle occupant fatalities

Benchmark:

- 2012 unrestrained passenger vehicle occupant fatalities = 396

GOAL #3:

To increase safety belt related citations and warnings made during grant funded enforcement activities and mobilizations by .25 percent annually based on a three-year rolling average of grant years 2011, 2012, 2013 = 35,295

2014	2015	2016
35,384	35,472	35,561

Performance Measure:

- Number of safety belt citations and warnings issued during grant funded enforcement activities and mobilizations

Benchmark:

- 2011-2013 safety belt citations and warnings issued during grant funded enforcement and mobilizations = 35,295

GOAL #4:

To increase teen safety belt usage by 1% annually to:

2014	2015	2016
68%	69%	70%

Performance Measure:

- Percent observed belt use for teen front seat outboard occupants

Benchmark:

- 2013 statewide safety belt usage = 67%

GOAL #5:

To increase safety belt usage by commercial motor vehicle (CMV) drivers by 1% during surveys conducted biennially to:

2014	2016
82%	83%

Performance Measure:

- Percent observed safety belt use for CMV drivers

Benchmark:

- 2012 CMV driver safety belt usage = 81%

GOAL #6:

To increase child safety seat usage by 1% annually to:

2014	2015	2016
92%	93%	94%

Performance Measure:

- Percent observed child safety seat use

Benchmark:

- 2013 child safety seat usage rate = 91%

GOAL #7:

To maintain an adequate base of certified Child Passenger Safety Technicians throughout the state to fall within the following range:

- 800-1,000 with representation in each of the seven Blueprint regional coalitions

Performance Measure:

- Number of certified Child Passenger Safety Technicians in the statewide database maintained by the highway safety division

Benchmark:

- Certified Technicians as of February 2014 = 989

GOAL #8:

To maintain an adequate base of certified Child Passenger Safety Instructors throughout the state to fall within the following range:

- 30-40 with representation in each of the seven Blueprint regional coalitions

Performance Measure:

- Number of certified Child Passenger Safety Instructors in the statewide database maintained by the highway safety division

Benchmark:

- Certified Instructors as of February 2014 = 38

GOAL #9:

To maintain an adequate base of Missouri inspection stations (that are listed on the NHTSA website) throughout the state to fall within the following range:

- 125 – 200 with representation in each of the seven blueprint regional coalitions

Performance Measure:

- Number of Missouri inspection stations in a statewide database maintained by the Highway Safety Office

Benchmark:

- Inspection stations in Missouri as of February 2014 = 198

STRATEGIES

Child Passengers

1. Produce, promote and distribute educational materials addressing: the proper installation of child safety seats and booster seat use
2. Maintain a state CPS Advisory Committee and implement their recommendations where appropriate
3. Conduct six certified Child Passenger Safety Technician classes statewide
4. Certify an additional CPS Instructor each year
5. Maintain a statewide computer list-serve of CPS technicians and instructors
6. Support child safety seat checkup events and educational programs through local law enforcement agencies, fire departments, Safe Communities, hospitals and health care agencies, safety organizations such as Safe Kids, and the Traffic and Highway Safety Division
7. Work with partners and with the media to garner support for annual CPS Week in September
8. When funding is available, provide child safety seats/booster seats and supplies to inspection stations for distribution to low income families (note: inspection stations must meet guidelines established by Missouri's CPS Advisory Committee and must be listed on the NHTSA Web site <http://www.nhtsa.dot.gov/people/injury/childps/CPSFittingStations/CPSinspection.htm>)
9. Develop educational pieces to heighten awareness concerning the life-saving and economic benefits derived from enhanced child safety seat laws
10. Conduct Child Restraint Observational Survey every other year
11. Conduct annual CPS enforcement and public awareness campaign during National CPS Week

Teen Passengers/Drivers

1. Conduct annual teen statewide safety belt enforcement and public awareness campaign in March followed by the teen observational safety belt survey in April
2. Conduct youth safety belt selective traffic enforcement efforts statewide coupled with press releases, radio spots, and materials targeting young drivers
3. Promote the How to Live and Battle of the Belt

youth campaigns; modify or enhance campaigns⁹⁶ as needed to keep a fresh approach for the teen audience

4. Develop youth safety belt public awareness materials with input from young drivers
5. Educate youth on the importance of safety belts through programs such as Team Spirit Youth Traffic Safety Leadership Conferences & Reunion, Think First and the Young Traffic Offenders Program

General Occupant Protection

1. Conduct NHTSA-approved statewide observational safety belt survey every year, in May/June (pre, peak, and post surveys in conjunction with enforcement mobilizations and public awareness campaigns)
2. Produce, promote and distribute educational materials addressing: occupant protection laws; important of wearing safety belts all the time and air bag safety
3. Promote the Saved by the Belt survivor program; maintain a database of survivors to contact those who are willing to speak publicly about their life-saving experience
4. Conduct annual Click It or Ticket selective traffic enforcement wave during May/June, augmented with collateral public information and awareness efforts such as press releases, observational surveys, and educational programs utilizing the Click It or Ticket safety belt campaign message
5. Compliment annual Click It or Ticket campaign with quarterly occupant protection enforcement days, augmented with collateral public information and awareness efforts, namely through press releases.
6. Conduct paid media efforts and work toward continual increases in earned media efforts
7. Develop educational pieces to heighten awareness concerning the life-saving and economic benefits derived from primary safety belt laws
8. Continue funding traffic occupant protection strategies training to law enforcement agencies throughout the state.
9. Provide motivational and educational speakers for law enforcement personnel during training events such as the annual Law Enforcement Traffic Safety Advisory Council (LETSAC) conference



DISTRACTED DRIVERS

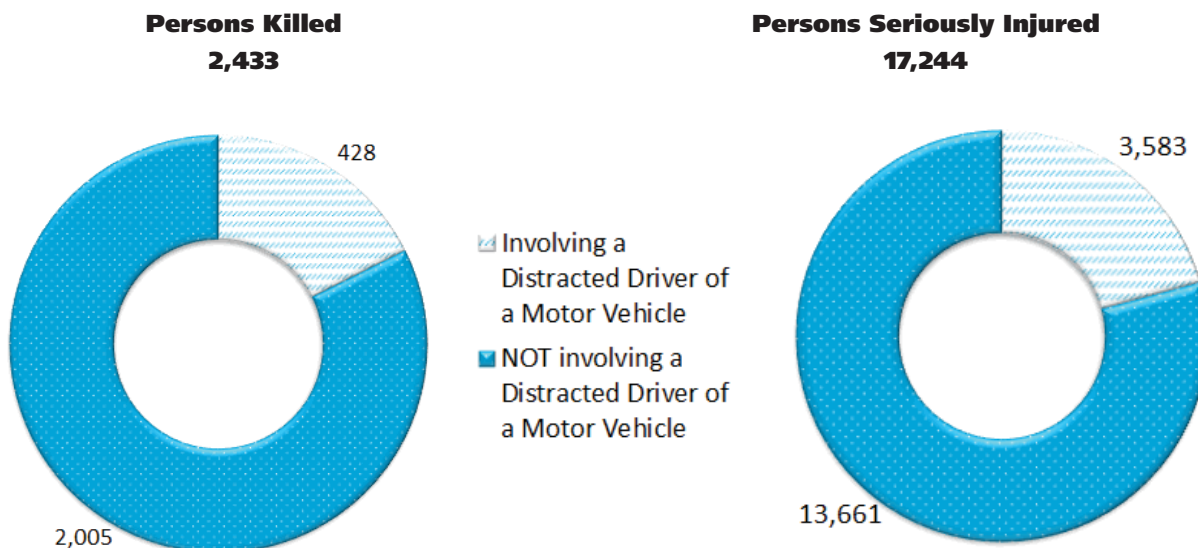
Background

Distracted driving is a voluntary diversion of the driver’s attention from activities critical to safe driving. There are four types of driver distraction; visual, auditory, manual, and cognitive. There is a growing body of evidence which suggests driver distractions, both inside the vehicle and the road environment, is becoming increasingly large contributors to road trauma.

It is estimated that drivers engage in a secondary task between one-quarter and on-half of the time they drive. In recent surveys, about two-thirds of all drivers reported using a cell phone while driving. In daytime observational studies, 7 to 10 percent of all drivers were using a cell phone. Based on a 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.

On January 1, 2012, Missouri’s law enforcement officers began using a revised crash report which includes additional data elements that address distracted driving. This more detailed report will provide data that can be used to more accurately assess the magnitude of this high-risk behavior. From 2010-2012, 18 percent of Missouri fatal traffic crashes involved at least one distracted driver. About 38 percent of the distracted drivers involved in fatal crashes in the last three years were between 15 and 30 years of age.

2010-2012 Statewide Fatalities & Serious Injuries Vs. Number of Distracted Driver Involved



GOAL #1:

To decrease fatalities involving distracted drivers to 70 by 2016:

2013	2014	2015
81%	78%	74%

Performance Measure:

- Number of distracted driving-related fatalities

Benchmark:

- 2012 distracted driving-related fatalities = 85

GOAL #2:

To decrease serious injuries involving distracted drivers to 674 by 2016:

2013	2014	2015
783	747	711

Performance Measure:

- Number of distracted driving-related serious injuries

Benchmark:

- 2012 distracted driving-related fatalities = 819

STRATEGIES

1. Continue to expand public information campaigns to educate the roadway user on the dangers of distracted drivers
2. Encourage companies to strengthen distracted driving policies and consequences for those who text and drive, use cell phones and other electronic devices while driving
3. Seek opportunities to give distracted driving presentations at businesses, schools, and community organizations
4. Enact legislation to restrict texting for all drivers
5. Expand GDL law to ban cell phone use by beginner drivers
6. Work with safety advocates and partners to implement countermeasures to reduce crashes involving distracted drivers



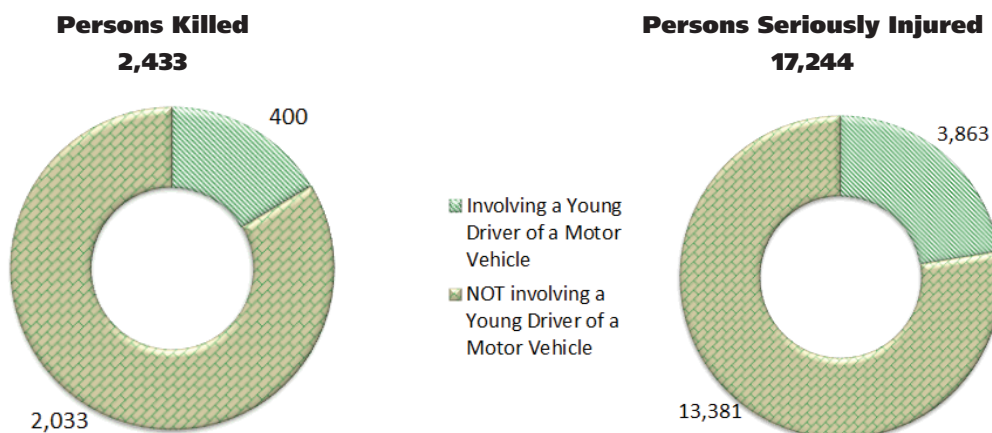
YOUNG DRIVERS

Background

Young drivers are categorized as those ages 15 through 20 years. These young drivers are substantially over-involved in Missouri traffic crashes. In 2012, 16.9% of all fatal crashes involved a young driver of a motor vehicle; this is particularly significant since young drivers comprised only 7.9% of the licensed driver population in Missouri.

Of all 2010-2012 fatal and serious injury crashes in Missouri, 21.2% involved a young driver of a motor vehicle. In 2010-2012, 400 persons were killed and 3,869 were seriously injured in traffic crashes involving a young driver of a motor vehicle.

2010-2012 Statewide Fatalities & Serious Injuries Vs. Number of Young Drivers Involved



NOTE: data for persons killed and seriously injured involving a young driver does not include young drivers of ATVs, bicycles, farm implements, construction equipment, other vehicles and unknown vehicle body types.

Several factors work together to make this age group so susceptible to crashes:

- Inexperience:** All young drivers start out with very little knowledge or understanding of the complexities of driving a motor vehicle. Like any other skill, learning to drive well takes a lot of time. Technical ability, good judgment and experience are all needed to properly make the many continuous decisions—small and large—that add up to safe driving. This is confirmed by the larger percentage of single-vehicle fatal crashes involving young drivers where the vehicle frequently leaves the road and overturns or hits a stationary object like a tree or pole.
- Risk-taking behavior and immaturity:** Adolescent impulsiveness is a natural behavior, but it results in poor driving judgment and participation in high-risk behaviors such as speeding, inattention, impairment and failing to wear a safety belt. Peer pressure also often encourages risk taking. In general a smaller percentage of young drivers in Missouri wear their safety belts compared to other drivers (teen safety belt usage rate for 2013 was 67 percent compared to the overall usage rate of 80 percent).
- Greater risk exposure:** Young drivers often drive at night with other friends in the vehicle. During night driving, reaction time is slower since the driver can only see as far as the headlights allow. More teen fatal crashes occur when passengers—usually other teenagers—are in the car than do crashes involving

other drivers. Driving with young, exuberant passengers usually poses a situation of distraction from the driving task. There are many other distractions in vehicles including the loud music and cell phones; all of which are factors that increase crash risk.

The top 5 contributing circumstances attributable to young drivers of motor vehicles involved in 2010-2012 fatal and serious injury crashes were:

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



Young Drinking Drivers

When analyzing statistics involving young drinking drivers, it is all the more important for us to keep in mind that drinking alcohol is an illegal behavior for those under 21 years of age. Missouri has a “zero tolerance” law for people under 21 that sets their illegal blood alcohol content level at .02 percent (considerably lower than the .08 BAC level for adults).

In 2010-2012, there were 2,387 drivers whose consumption of alcohol contributed to the cause of a fatal or serious injury crash. In known cases, 268 (11.3%) of the drinking drivers were under the legal drinking age of 21.

In 2010-2012, a total of 574 drinking drivers were involved in crashes where one or more people were killed. In known cases, 60 (10.5%) of those drinking drivers were under the legal drinking age of 21.

In 2010-2012, 610 (25.1%) of the fatalities and 2,434 (14.1%) of the serious injuries involved a drinking driver. Of these, 70 (11.5%) of the fatalities and 321 (13.2%) of the serious injuries involved an underage drinking driver.

In 2010-2012, 373 young drivers were involved in 362 fatal traffic crashes where 405 people died. In those crashes, 60 or 16.1% of the young drivers were drinking and driving. In other words, one of every 6 young drivers involved in fatal crashes was drinking alcohol and their intoxicated condition contributed to the cause of the crash.



GOAL #1:

To decrease fatalities involving drivers age 15 through 20 to 111 by 2016:

2013	2014	2015
129	123	117

Performance Measure:

- Number of fatalities involving drivers age 15 through 20

Benchmark:

- 2012 fatalities involving drivers age 15 through 20 = 135

GOAL #2:

To decrease serious injuries involving drivers age 15 through 20 to 1,038 by 2016:

2013	2014	2015
1,206	1,150	1,095

Performance Measure:

- Number of people seriously injured involving drivers age 15 through 20

Benchmark:

- 2012 serious injuries involving drivers age 15 through 20 = 1,261

STRATEGIES

1. Continue support for youth prevention and education programs to include Team Spirit Youth Traffic Safety Leadership Conferences and Reunion; Think First Programs (school assemblies, Traffic Offenders Program and the corporate program); *Every15 Minutes*; DWI docu dramas; CHEERS university-based designated driver program, Safe Communities programs throughout the state and statewide Battle of the Belt competition
2. Continue statewide distribution of *Road Wise: Parent/Teen Safe Driving Guide* through DOR licensing offices and Highway Patrol driver examination stations and upon request
3. Seek out and continually assess young driver educational programs to determine the best and most cost-effective way to reach the largest number of parents and teens
4. Continue to update, as needed, materials and web/social media information on young, high-risk driv-

ers; develop materials that are especially appealing to young drivers

5. Include information on the graduated driver license (GDL) law in materials, on the web/social media sites and within presentations
6. Support projects designed to prevent underage alcohol purchase, educate law enforcement and the public about underage drinking, apprehend minors attempting to purchase alcohol and adults purchasing alcohol for minors, and provide a physical enforcement/intervention presence (e.g., Server Training, SMART Web-based server training, PIRE law enforcement training, compliance checks and multi-jurisdiction enforcement teams)
7. Conduct an annual safety belt survey of young drivers and their passengers and conduct annual law enforcement mobilizations and public awareness campaigns targeting lack of safety belt use at high schools
8. Conduct an annual law enforcement campaign focused on underage drinking and driving
9. Provide funding to support college/university prevention programs (Partners in Prevention, CHEERS Designated Driver program, SMART online server training and START online student alcohol awareness training) that focus on the development and implementation of UMC's *Drive Safe. Drive Smart* campaign
10. Encourage strict enforcement of Missouri laws targeting young drivers (e.g., Graduated Driver License, Zero Tolerance, Abuse and Lose)
11. Promote the saveMOlives website and social marketing sites that appeal to youth (Facebook, Twitter, etc.)
12. Provide support for the Missouri Coalition for Roadway Safety Substance-Impaired Driving Subcommittee to address underage substance-impaired driving
13. Implement, if possible, recommendations identified in the 2009 Statewide Underage Substance-Impaired Driving Strategic Advance
14. Develop campaigns/materials to reach targeted high-risk groups
15. Promote the How to Live seat belt campaign, Battle of the Belt, and the youth alcohol campaigns; modify or enhance campaigns as needed to keep a fresh approach for the teen audience



OLDER DRIVERS 65 YEARS OF AGE AND OVER

Background

Our population is aging and older adult drivers are increasing their exposure (miles driven/year) on the highways. According to the U.S. Census Bureau, Missouri ranked 17th nationally in 2008 with 13.6% of the population age 65 or older. By the year 2030 it is estimated that over 20% of the population in Missouri will be age 65 or older. That means approximately one in five people will be 65 or older.

Being able to go where we want and when we want is important to our quality of life. Personal mobility is often inextricably linked to the ability to drive a car. However, as we age our ability to drive a motor vehicle may be compromised by changes in vision, attention, perception, memory, decision-making, reaction time and aspects of physical fitness and performance.

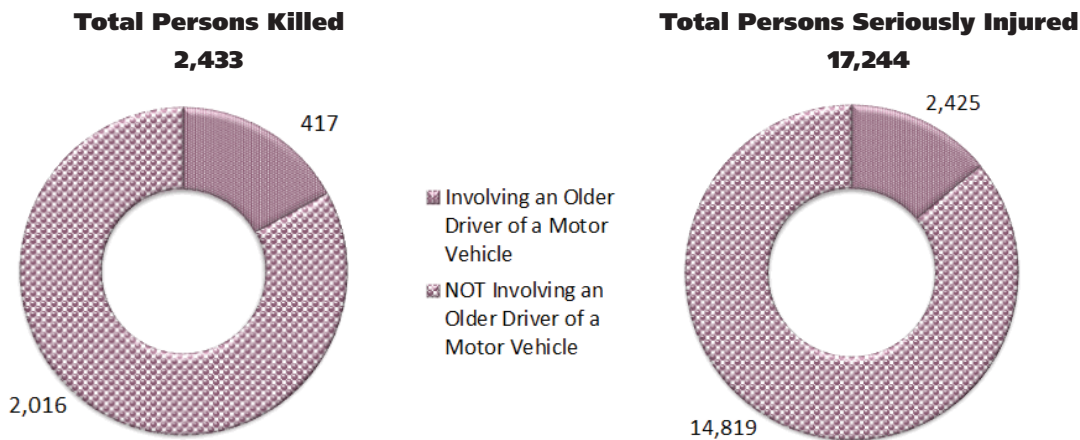
A wide variety of age-related decreases in physical and mental abilities can contribute to decreased driving ability, as implied by reports that elderly drivers drive less

as they age, while collisions per mile driven increase. Drivers 65 and older who are injured in automobile crashes are more likely than younger drivers to die from their injuries. Accordingly, several reports have noted that per mile driven, older drivers experience higher crash fatality rates than all but teen-age drivers. Studies have shown that a driver 70 or over is about three times as likely as someone 35-54 years old to sustain a fatal injury in a crash.

In April of 2014, there were 786,415 people licensed in Missouri who were age 65 or over. They accounted for 17.8% percent of the 4,415,400 persons licensed in Missouri.

Of all 2010-2012 fatal and serious injury crashes in Missouri, 16.1% involved an older driver of a motor vehicle. In 2010-2012, 417 persons were killed and 2,425 were seriously injured in traffic crashes involving an older driver of a motor vehicle.

2010-2012 Statewide Fatalities & Serious Injuries Vs. Number of Older Drivers Involved



GOAL #1:

To decrease fatalities involving older drivers to 117 by 2016:

2013	2014	2015
136	129	123

Performance Measure:

- Number of fatalities occurring in crashes involving older drivers

Benchmark:

- 2012 fatalities involving older drivers = 142

GOAL #2:

To decrease serious injuries involving older drivers to 632 by 2016:

2013	2014	2015
732	698	665

Performance Measure:

- Number of serious injuries occurring in crashes involving older drivers

Benchmark:

- 2012 serious injuries involving older drivers = 768

STRATEGIES

1. Work with safety advocates and partners to assess and implement countermeasures to reduce crashes involving older drivers identified in the SHSP *Missouri's Blueprint to Save More Lives*
2. Maintain a database of partners that have an interest in older driver issues; keep these partners apprised of new developments and materials in this field
3. Develop and distribute public informational materials to assist older drivers and their families
4. Provide educational programs to community groups and the public
5. Train law enforcement personnel to identify signs of impairment specific to older drivers
6. Identify and promote self-assessment tools to enable older drivers to check their own driving abilities
7. Improve the process for reporting unsafe or medically unfit drivers (revisions of forms, internal processes, and needed training)
8. Work with the Subcommittee on Elder Mobility and Safety under the Missouri Coalition for Roadway Safety to address older driver safety
9. Develop a package of office-based screening tools that can be used by healthcare providers and agencies involved in licensing decisions
10. Develop and implement a training program for local driver license offices that will assist in recognition of medically unfit drivers

COMMERCIAL MOTOR VEHICLES

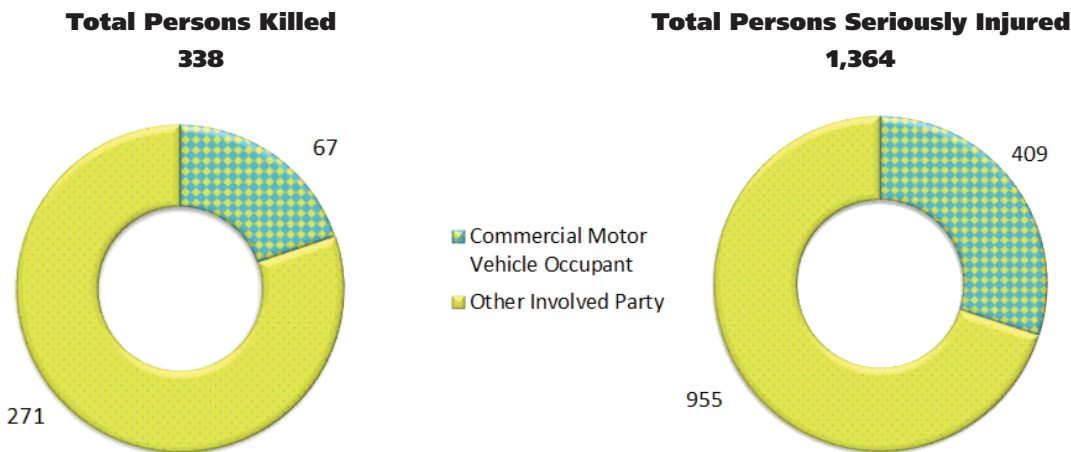
Background

Large trucks have blind spots – identified as No Zones – around the front, back and sides of the truck, which make it difficult for the driver to see. It is critically important that other drivers stay out of the No Zone of a commercial vehicle. Because most commercial motor vehicles (CMVs) are large transport devices that are much heavier than the normal vehicle population, they cause greater amounts of personal injury and severity to the occupants of vehicles with which they collide. When analyzing the types of persons killed or injured in CMV crashes, the great majority were not the occupants of the commercial motor vehicle.

Commercial motor vehicles are involved in a substantial number of traffic crashes in Missouri, especially those resulting in the death of one or more persons. In 2010-2012, there were 431,780 traffic crashes in the state. In these crashes, 36,177 (8.4%) involved at least one commercial motor vehicle. Of the 2,256 fatal crashes, however, 309 (13.7) involved at least one commercial motor vehicle.

Of those killed in 2010–2012 CMV crashes, 67 (19.8%) were CMV occupants and 271 (80.2%) were other parties in the incident. When examining serious injuries, 409 (30.0%) were CMV occupants while 955 (70.0%) were some other party.

2010-2012 Statewide Fatalities & Serious Injuries Commercial Motor Vehicle Involved



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 accidents and hazardous materials incidents involving commercial motor vehicles. The goal of the MCSAP is to reduce CMV involved crashes, fatalities, and injuries through consistent, uniform and effective CMV safety programs. Investing grant monies in appropriate safety programs will increase the likelihood that safety defects, driver deficiencies, and unsafe motor carrier

practices will be detected and corrected before they become contributing factors to crashes. The Traffic and Highway Safety Division administers MCSAP, but the MCSAP program operates under a separate federal grant. Goals, benchmarks and strategies are outlined within the Commercial Vehicle Safety Plan (CVSP), which is submitted to the Federal Motor Carrier Safety Administration.



MOTORCYCLE CRASHES

Background

A responsible motorcyclist must think about the consequences of their riding behavior in traffic and accept personal responsibility for the results of their decisions and actions, as well as develop good skills and judgment. The motorcyclist must consider their personal margin of safety or margin for error – how much extra time and space they need given their skill level.

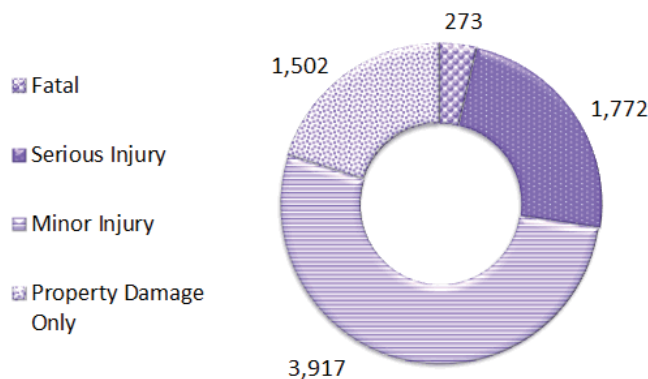
Likewise, the general motoring public must be aware of their surroundings while driving and share the road with motorcyclists. A significant number of motorcycle crashes involve another vehicle.

Although motorcycle traffic crashes do not occur with great frequency in Missouri, they usually result in deaths or serious injuries at a considerably greater rate than other traffic crashes. This reality makes helmet use imperative. In 2008, Missouri ranked 19th in helmet use nationwide (ranking is based on an overall percentage of motorcyclists wearing their helmets).

Of the 431,780 traffic crashes in 2010-2012, 0.5% resulted in a fatality and 3.1% involved someone being seriously injured in the incident. During the same period, there were 7,464 traffic crashes involving motorcycles. In these incidents, 273 (3.7%) resulted in a fatality and 1,772 (23.7%) resulted in someone being seriously injured in the crash. These figures demonstrate the overrepresentation of motorcycles in fatal and serious injury crashes.

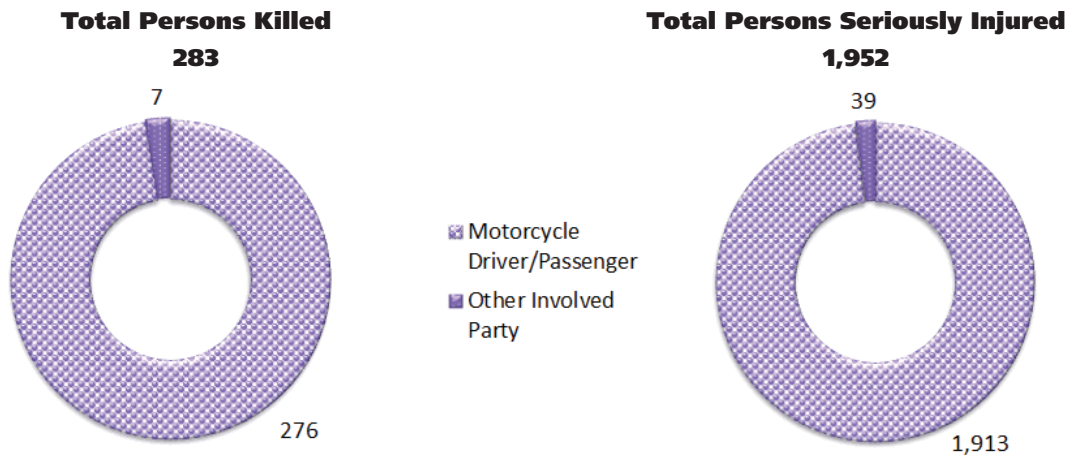
An area of particular concern is the number of unlicensed and improperly licensed motorcyclists involved in crashes. Between 2010-2012, 23.7% of the 7,464 motorcycle involved traffic crashes involved an unlicensed or improperly licensed motorcycle driver. In fatal crashes, 41.4% involved an unlicensed or improperly licensed motorcycle driver, while 28.2% of the serious injury crashes involved an unlicensed or improperly licensed motorcycle driver.

2010-2012 Statewide Motorcycle Involved Crashes 7,464



In most instances, motorcycle drivers and/or their passengers are the ones killed and seriously injured when they are involved in a traffic crash. Of the 283 people killed in motorcycle-involved crashes (2010-2012), 276 (97.5%) were motorcycle riders and 7 (2.5%) were some other person in the incident. Of the 1,952 seriously injured (2010-2012), 1,913 (98%) were the motorcycle riders while only 39 (2.0%) were some other person in the incident.

2010-2012 Statewide Fatalities & Serious Injuries Motorcycle Involved



A significant number of motorcyclists and their passengers killed and seriously injured in Missouri traffic crashes are middle age. Of those killed, 42.4% were between the ages of 41-60 and 45.5% of those seriously injured were in this age group.

2010-2012 Statewide Motorcycle Drivers and Passengers Killed and Seriously Injured in Missouri Traffic Crashes (Age by Personal Injury Severity)

Age	KILLED			SERIOUSLY INJURED			TOTAL	
	Number	%	Without Helmets	Number	%	Without Helmets	Number	%
00 - 20	18	6.5%	3	133	7.0%	38	151	6.9%
21 - 40	106	38.4%	19	713	37.3%	99	819	36.7%
41 - 60	117	42.4%	20	870	45.5%	91	987	45.1%
61 and Over	35	12.7%	3	196	10.2%	15	231	10.6%
Unknown age	0	0.0%	0	1	0.1%	1	1	0.0%
Total	276	100.0%	45	1,913	100.0%	244	2,189	100.0%

GOAL #1:

To decrease motorcyclist fatalities to 84 by 2016:

2013	2014	2015
98	93	89

Performance Measure:

- Number of motorcyclist fatalities

Benchmark:

- Number of 2012 motorcyclist fatalities = 102

GOAL #2:

To decrease un-helmeted or non-DOT-compliant helmeted motorcyclist fatalities to 21 by 2016 (does not include fatalities where helmet use was "unknown"):

2013	2014	2015
25	24	22

Performance Measure:

- Number of un-helmeted or non-DOT compliant helmeted motorcyclist fatalities (only those fatalities where helmet use was known)

Benchmark:

- Number of 2012 un-helmeted or non-DOT-compliant helmeted motorcyclist fatalities = 26

STRATEGIES**GOAL #3:**

To decrease fatalities involving motorcycle operators who are not licensed or improperly licensed to 40 by 2016:

2013	2014	2015
46	43	41

Performance Measure:

- Number of fatalities involving motorcycle operators with no license or improperly licensed

Benchmark:

- 2012 fatalities involving a motorcycle operator with no license or improperly licensed = 48

1. Continue support for the Missouri Motorcycle Safety Program administered by the Missouri Safety Center at University of Central Missouri
2. Continue to provide motorcycle rider education statewide in order to train 4500+ riders annually
3. Conduct RiderCoach (Instructor) Preparation courses as needed in order to train and expand the base of certified motorcycle RiderCoaches to meet demand
4. Actively participate in the Motorcycle Safety Subcommittee of the Missouri Coalition for Roadway Safety
5. Implement, where possible, strategies in the Missouri Motorcycle Strategic Safety Plan 2012-2016
6. Create and distribute Missouri Helmet Law cards to law enforcement statewide on detecting non-compliant helmets
7. Continue working with numerous grass-roots motorcycle safety groups in promoting the "Watch for Motorcycles" message throughout the state





CRASHES INVOLVING SCHOOL BUSES

Background

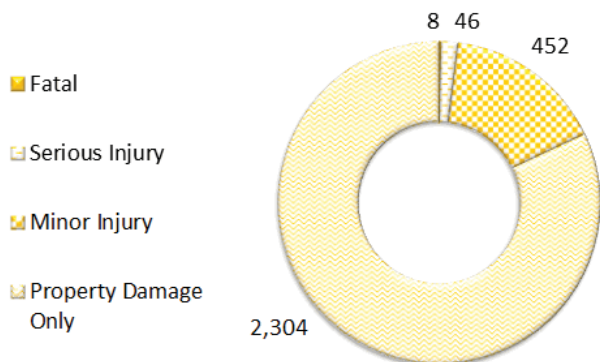
Although school buses provide one of the safest modes of transportation, there are still school bus related injuries and, unfortunately, some fatalities every year. Some of these are due to crashes with other vehicles while others are due to the school bus striking a pedestrian or bicyclist. The responsibility borne by school bus drivers is considerable.

A vehicle must meet safety standards that are appropriate for its size and type because different types of vehicles perform differently in a crash. For example, because a large school bus is heavier than most other vehicles, its weight can protect its occupants from crash forces better than a light vehicle such as a passenger car. The passive protection engineered into large school buses, combined with other factors such

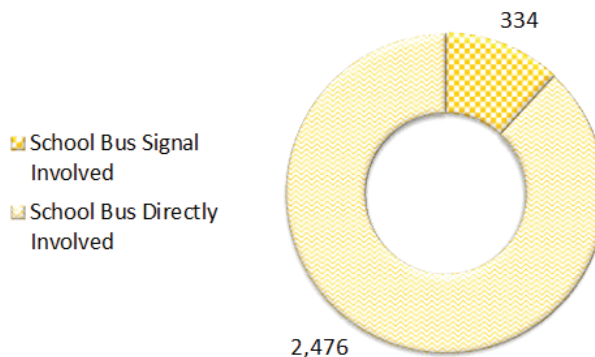
as weight, provides passenger protection similar to that provided by safety devices in passenger cars. Both types of vehicles protect children from harm but in different ways. Many school buses throughout Missouri are now equipped with 3-point safety belts. This safety enhancement, when properly used, provides additional protection in the event of a crash.

School buses are not involved in a large number of traffic crashes in Missouri. Of all 2010-2012 Missouri traffic crashes, 0.7% involved a school bus or school bus signal. In 88.1% of the school bus crashes, a school bus was directly involved in the crash and in 11.9% of the crashes, no school bus was directly involved but a school bus signal was involved.

2010-2012 Statewide School Bus/School Bus Signal Crashes
(By Severity)

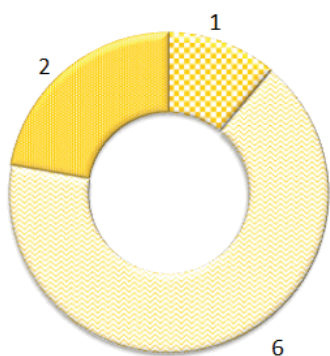


2010-2012 Statewide School Bus/School Bus Signal Crashes
(Involvement Type)

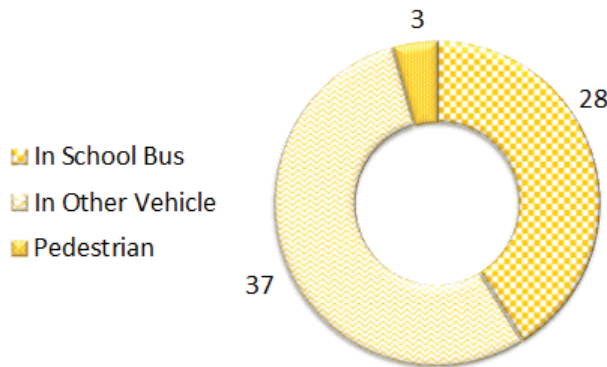


Of the nine persons killed during 2010-2012 in crashes involving school buses, one was an actual occupant of the school bus, two were pedestrians and six were some other person in the incident. Of the 68 persons seriously injured, 28 were occupants of the school bus, three were pedestrians and 37 were some other person in the incident.

2010-2012 Statewide School Bus/School Bus Signal Involved Fatalities by Location of Persons Killed



2010-2012 Statewide School Bus/School Bus Signal Involved Serious Injuries by Location of Persons Seriously Injured



A significant number of persons killed or seriously injured in crashes involving school buses are young.

Age	IN BUS		PEDESTRIAN		IN OTHER VEHICLE	
	Killed	Serious Injuries	Killed	Serious Injuries	Killed	Serious Injuries
0-4	0	1	0	0	0	0
5-8	0	2	1	0	0	0
9-20	1	11	1	3	2	10
21+	0	13	0	0	4	27
Unknown	0	1	0	0	0	0
Total	1	28	2	3	6	37

GOAL #1:

To decrease or maintain fatalities involving school buses or school bus signals to 2 by 2016:

2013	2014	2015
3	3	2

Performance Measure:

- Number of fatalities occurring in crashes involving school buses or school bus signals

Benchmark:

- 2012 fatalities occurring in crashes involving school buses or school bus signals = 3

GOAL #2:

To decrease serious injuries involving school buses or school bus signals to 12 by 2016:

2013	2014	2015
14	14	13

Performance Measure:

- Number of serious injuries occurring in crashes involving school buses or school bus signals

Benchmark:

- 2012 serious injuries occurring in crashes involving school buses or school bus signals = 15

STRATEGIES

1. Support and implement, if feasible, recommendations made by the 2005 Governor's School Bus Task Force
2. Continue to serve on any state school bus safety committees
3. Expand current public awareness materials to address seat belts on school buses, compartmentalization of school buses, general safety issues regarding riding a school bus, safety around the loading zones and sharing the road with school buses



VULNERABLE ROADWAY USERS

Background

Many Missourians rely on non-motorized means of transportation such as walking and bicycling. Both of these modes have the ability to provide physical and health benefits, but they also have the potential for serious or fatal injuries in the event of a crash. Crashes involving pedestrians and bicyclists do not occur in extremely large numbers (1.0% and 0.5% of all crashes, respectively) but when a pedestrian or bicyclist is involved in a traffic crash, the potential for harm is much greater.

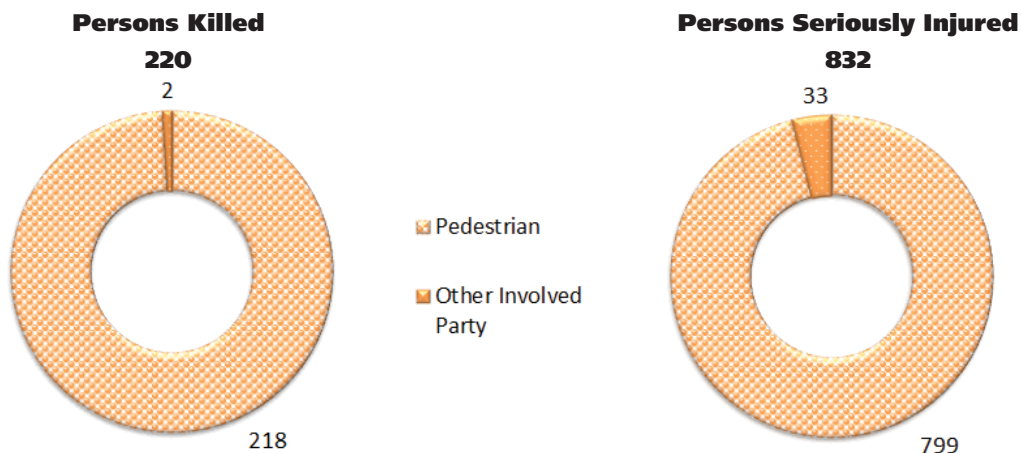
Pedestrians and bicyclists alike need to understand that they have primary responsibility for their own safety; however, the motoring public also has a responsibility to share the road in a safe manner with these vulnerable road users. This is especially true since many pedestrians and bicyclists are children who often lack the knowledge or skills to interact safely in traffic.



PEDESTRIANS

For the period 2010-2012, there were 216 fatal pedestrian-involved crashes and 772 serious injury pedestrian-involved crashes. During that three-year period, of the 220 persons killed in pedestrian involved crashes, 218 (99.1%) were the pedestrians. Of the 832 seriously injured in pedestrian involved crashes, 799 (96.0%) were the pedestrians.

2010-2012 Statewide Pedestrian Involved Traffic Crashes
(Person Involvement)

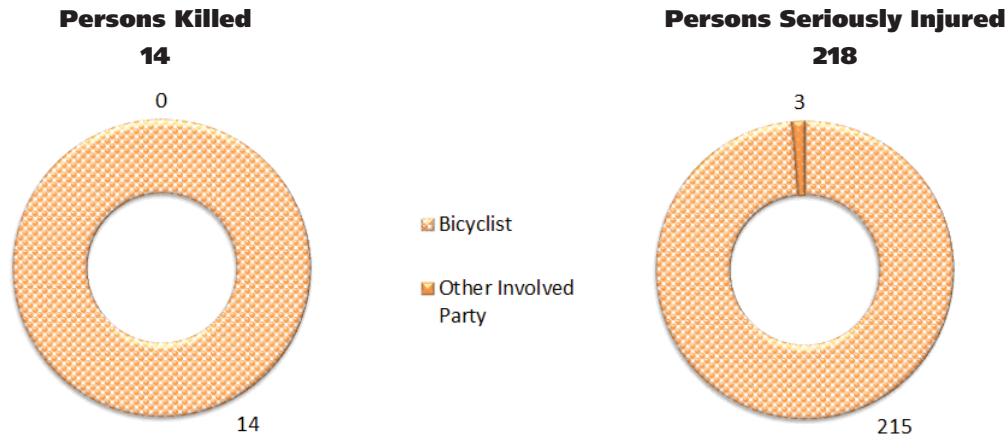


BICYCLISTS

For the period 2010-2012, there were 14 fatal bicycle-involved crashes and 214 serious injury bicycle-involved crashes. For that same three-year period, of the 14 persons killed in bicycle-involved crashes, all were the bicyclists. Of the 218 persons seriously injured in bicycle-involved crashes, 215 (98.6%) were the bicyclists.

2010-2012 Statewide Bicycle Involved Traffic Crashes

(Person Involvement)



GOAL #1:

To decrease pedestrian fatalities to 71 by 2016:

2013	2014	2015
82	78	75

Performance Measure:

- Number of pedestrian fatalities

Benchmark:

- 2012 pedestrian fatalities = 86

GOAL #2:

To decrease or maintain bicyclist fatalities to 4 by 2016:

2013	2014	2015
6	5	5

Performance Measure:

- Number of bicyclist fatalities

Benchmark:

- 2012 bicyclist fatalities = 6

STRATEGIES

- Educate the motoring public on sharing the road safely with pedestrians and bicyclists
- Educate pedestrians and bicyclists on safely interacting with motor vehicles
- Purchase helmets for distribution at exhibits and for school/local safety awareness programs
- Promote bicycle safety events/awareness programs at the local level utilizing the Safe Communities programs and the Missouri Coalition for Roadway Safety regional coalitions

ENGINEERING SERVICES & DATA COLLECTION

ENGINEERING SERVICES

Traffic engineering is a vital component of the traffic safety countermeasure picture. The techniques engineers use to design roads certainly affect the safety of motorists. Engineering approaches offer two basic types of countermeasures against drivers committing hazardous moving violations: highway design and traffic engineering. With highway design, the roads can be redesigned to add capacity or accommodate increased traffic. Highway design can also mitigate the injury consequences for motorists who come into contact with aggressive, impaired, or distracted drivers. Effective traffic engineering offers a way to accommodate increased traffic flow, or at least get it under control, without building new roads.

One of the most successful examples of an engineering solution to mitigate cross-median crashes (one of our most deadly crashes on the interstates), has been the installation of the median guard cable. Since the state-wide installation effort began in 2003, over 800 miles of guard cable have been installed across the state. In-house studies have shown over a 98 percent reduction in cross-median crashes where median guard cable has been installed.

TRAFFIC ENGINEERING ASSISTANCE PROGRAM (TEAP)

It is often necessary for cities and counties to obtain the services of private consulting engineering firms in order to aid them in correcting operational problems on their streets and highways. Correction of these problems can require detailed assessment of traffic crash analysis, traffic courts, speed surveys, minor origin and destination studies, non-rapid transit studies, parking supply and demand studies, capacity analysis, lighting analysis and design, traffic control devices (inventory and layout), or traffic signal progression analysis and design. Most cities and counties do not have the personnel with expertise in these areas to perform the necessary analysis. (This is not a complete list of the studies a traffic engineering consultant may be called upon to perform.) This is a support problem where methods of correcting a particular situation must first be examined and determined before they can be implemented or evaluated for effectiveness. In order to provide assistance in this area, the Highway Safety Office allocates funding for consultants to perform this service for the local jurisdictions.



BRIDGE ENGINEERING ASSISTANCE PROGRAM (BEAP)

It is often necessary for cities and counties to obtain the services of private consulting engineering firms in order to aid them in correcting operational problems on their bridges. Correction of these problems can require evaluation of bridge structures for load-carrying capacity. Technical expertise is provided to cities/counties to conduct bridge analysis including bridge inspections. In order to provide assistance in this area, the Highway Safety Office allocates funding for consultants to perform this service for the local jurisdictions.

TRAINING

Support is also provided for traffic engineering forums and technology transfer to enhance the ability of the local communities to develop accident countermeasures. This is accomplished through training workshops and conferences funded through MoDOT.

An instructional program on traffic practices and crash countermeasure development will be offered to local law enforcement and traffic engineers. This program provides them fifteen hours of professional development. Participants receive training on pinpointing typical traffic problems, recognizing roadway and signing defects, and identifying solutions for high-crash locations.

DATA COLLECTION

Each state has developed, to varying degrees, systems for the collection, maintenance and analysis of traffic safety data. Motor vehicle crash data tells us about the characteristics of the crash and the vehicles and persons involved. Crash data elements describe the date, time, location, harmful events, type of crash, weather, and contributing circumstances. Vehicle data elements describe the vehicle in terms of the make, year, type, role, actions, direction, impact, sequence of events, and damaged areas. Person data elements describe all persons involved by age, sex, injury status, and type. Additional information describing the vehicle number, seating position, use of safety equipment, driver status information, non-motorist status, alcohol/drug involvement, and EMS transport status is collected when relevant to the occupants involved.

STARS MAINTENANCE AND TRAFFIC SAFETY COMPENDIUM

The traffic safety program supports maintenance of the Statewide Traffic Accident Reporting System (STARS), which is the repository for all crash statistics. The Missouri State Highway Patrol started electronically filing crash reports in 2007. Approximately 44% of crash reports are now entered electronically into the STARS system. Revision of the crash report form has been completed with training provided annually. The form became effective on January 1, 2012. The Traffic Safety Compendium is compiled from statistics collected in STARS. Without this vital component, it would be difficult to develop a comprehensive plan based on consistently reported crash data especially as it relates to contributing circumstances that caused the crash. This crash information is shared with MoDOT's Traffic and Highway Safety Division.

LAW ENFORCEMENT TRAFFIC SOFTWARE (LETS)

This Web-based computerized system for collection and comprehensive management of traffic data provides on-line information concerning traffic activities and needs for local law enforcement agencies. LETS allows agencies to track crash occurrences, deploy enforcement efforts, design accident countermeasure programs, and develop customized reports. The LETS software also allows agencies to electronically transfer crash data to the STARS database.

SELECTION OF TRAFFIC RECORDS COORDINATING COMMITTEE (TRCC) PROJECTS

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 monthly meetings. The TRCC through the discussion of proposed projects, prioritized the projects and determine the funding sources. Once the project begins, the TRCC provides additional guidance on the projects activities.

GOAL #1:

To assure there is a robust traffic data system available to assist all data users in development of appropriate traffic safety countermeasures

Performance Measure:

- Percent of all crash reports filed electronically through LETS into the STARS system.
- Ability to track positive or negative trends in traffic crashes by target populations, geographic location, driver subgroups, and causation factors

Benchmark:

- In 2009, local law enforcement agencies began electronically submitting crash reports through LETS.

GOAL #2:

To provide adequate training on an annual basis that will support and enhance the ability of state and local agencies in developing accident countermeasures

Performance Measure:

- Continue partnership with Mid America Regional Council to conduct road safety audits with law enforcement

Benchmark:

- Conduct one road safety audit with law enforcement

BENCHMARKS:

- Provide consultant assistance to local communities for traffic engineering assessments
- Provide consultant assistance to local communities for bridge engineering assessments
- Provide training for engineering professionals at workshops and the Annual Traffic Conference (number of attendees depends upon conference costs which is based on location and travel constraints)
- Provide an effective, efficient software system for capturing local law enforcement crash data
- Provide an effective, efficient Web-based highway safety grants management system

STRATEGIES

1. Encode all accident reports into the STARS system, ensuring accuracy and efficiency, and provide equipment to support STARS maintenance
2. Utilize statistics gathered from STARS to assist MoDOT's Traffic and Highway Safety Division and local communities in developing problem identification
3. Provide expertise and funding to assure communities are in compliance with uniform traffic codes and that the bridges within their jurisdictions are upgraded in terms of their safety
4. Provide training to assure state and local engineers are kept abreast of current technology
5. Continue LETS software improvement and training – train users on accessing and utilizing LETS system, log users into the system, and provide help desk through REJIS
6. Continue to serve on the Traffic Records Coordinating Committee and assist in the redevelopment of the Missouri Traffic Records Strategic Plan
7. Continue to emphasize linkage capability within the traffic records data systems to generate merged records for analytic purposes.
8. Implement recommendations of the 2011 Traffic Records Assessment into the statewide strategic plan (as required in Section 405C implementing guidelines)
9. Continually refine and enhance Missouri's data collection and analysis systems in order to produce tables and reports that provide standardized exposure data for use in developing traffic safety countermeasure programs
10. Promote use of the online law enforcement mobilization reporting system
11. Collaborate with the Missouri State Highway Patrol to assure that Missouri's traffic crash report form complies with 2008 revised MMUCC standards.
12. Maintain and improve as needed a totally Web-based Highway Safety grants management system working in conjunction with the Highway Safety Office, REJIS, and MoDOT's Information Technology division
13. Continue to procure enhanced broadband wireless services for Missouri State Highway Patrol cars through a wireless service provider, to allow for seamless, continuous, and complete transmissions of racial profiling data



Final Report

TR201418

Highway Safety Drivers Survey

Prepared for
Missouri Department of Transportation
Organizational Results

By

Lance Gentry



HEARTLAND
MARKET RESEARCH LLC

May 12, 2014

The opinions, findings, and conclusions expressed in this publication are those of the principal investigators and the Missouri Department of Transportation. They are not necessarily those of the U.S. Department of Transportation, Federal Highway Administration. This report does not constitute a standard or regulation.

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Executive Summary

Highway Safety Findings

This research project surveyed 2,513 adult Missouri drivers in April 2014 to capture their current attitudes and awareness of specific items concerning highway safety such as seat belt usage, speeding issues, cell phone use while driving, and alcohol impaired driving. The research was designed so that in addition to providing a statewide result, statistically useful information was also available at the district level.

Special emphasis was placed on ensuring that the sample reflected Missouri's geographic, age, and gender diversity. People were surveyed from all of Missouri's counties as well as the independent city of St. Louis. Residents from 671 different zip codes are represented. The typical market research survey practice of alternatively asking for either the oldest or youngest adult was not employed. Instead, the calling center was given specific goals for each age group and gender within various geographic areas to ensure the most representative sample possible.

Seat Belt Findings

84.6% of Missouri drivers claimed to always use their seat belts, statistically identical to the results from the previous four years. In 2014 those least likely to wear seat belts were males, 50 years of age and older, whose primary vehicle was a pickup truck. Similar to previous findings, those who were the least likely to wear seat belts were also the least likely to believe that people would receive a ticket if they did not wear their seat belt. Also similar to previous years, those who lived in very rural areas were also less likely to always buckle up than those living in other communities.

A majority (57.0%) of the respondents prefer to keep Missouri's seat belt law a secondary law, slightly higher, but similar to the findings from recent years. Likewise, a slight majority (51.2%) preferred to leave the penalty for violating the law unchanged. All responses were statistically identical to those from the previous year. Out of the minority who favored increasing the fine, a plurality (35.6%) thought the fine should range from \$25 to \$49. The second largest group (23.4%) thought the fine should range from \$50 to \$74. These were also the two largest groups the last four years out of the minority who wished to increase the fine.

The vast majority of the respondents (81.5%) were not aware of any publicity concerning seat belt law enforcement. This continues a downward trend in awareness for the last five years. Respondent opinion about the likelihood of receiving a ticket varied greatly, but a plurality (36.3%) thought people who did not wear their seat belt would only rarely get a ticket. 47.1% of the respondents thought people would be caught at least half of the time.

Speeding Findings

72.7% of Missouri drivers stated they never or rarely drive more than 35 mph when the speed limit is 30 mph, similar to the findings from recent years. 88.2% of Missouri drivers stated they never or rarely drive more than 75 mph when the speed limit is 70 mph on local roads. There was a statistically significant drop in the number of people who stated they never drove more than 75 mph.

In 2014, men between 40 to 49 years of age were more likely to speed than other groups on local roads with speed limits of 30 mph while men 30 to 39 were more likely to speed on faster roads with speed limits of 70 mph. Similar to last year, women 65 and older were the least likely to speed under both 30 and 70 mph limits. Also similar to last year, all segments were more likely to speed on local roads with a speed limit of 30 mph than on local roads with speed limits of 70 mph. Motorcyclists continue to be the most prevalent speeders on roads with speed limits of 30 mph and this year reported being the most likely to speed on roads with speed limits of 70 miles per hour. In keeping with the findings since 2010, there was no correlation between speeding and any publicity about relevant law enforcement activities; nor was there any correlation between speeding and the respondent's perception of the chance of being caught.

The majority (71.5%) of Missouri drivers were unaware of any recent publicity regarding speed enforcement. This was virtually identical to the findings from last year. Over two-thirds (70.4%) of Missouri drivers thought their chances of receiving a ticket if they speed were at least fifty percent. This was also similar to the findings from last year.

Cell phone Findings

87.5% of Missouri drivers stated they rarely or never talk on a cell phone while driving. 12.1% of Missourians talk at least half of the time they drive. Just like last year, 98.7% of Missouri drivers stated they rarely or never text on a cell phone while driving.

93.7% of Missouri drivers favored some type of restriction on how people could use cell phones while driving. 32.5% favored banning all cell phone use by drivers, while a majority (61.2%) wanted to ensure drivers could still use cell phones for talking while seeing the need for some restrictions. These results were similar to the findings from last year.

In 2014 men 65 and older were the least likely to talk on a cell phone while driving. As has been the case since this question was first asked, females between 30 to 39 were the most likely group to talk on a cell phone while driving with 22.3% of this segment stating they do so fifty percent of the time or more.

DUI Findings

90.7% of Missouri drivers stated that they had not driven a vehicle within two hours of consuming an alcoholic beverage anytime in the last sixty days. This is similar to the 2012 findings. 6.7% of Missouri drivers admitted to having done so at least once in the last sixty days, including a few who stated they did so every day. Another 2.6% refused to answer the question.

Heartland Market Research concluded that approximately 9.3% of Missouri drivers have driven under the influence of alcohol in the last sixty days. Considering the margin of error, this is similar to the findings that have been measured most years of this study (11.5% in 2010, 18.7% in 2011, 8.3% in 2012, and 12.7% in 2013). Out of those who admitted to drinking before driving, the average driver did so about four times in the last sixty days (average of 3.6 times). This is identical to the findings from last year and less than previous years. It compares to an average of 5.5 times in 2012, 6.2 times in 2011, and an average of 5.2 times in 2010.

Those most likely to drive under the influence of alcohol were males of 65 years of age and older. Men were much more likely to drive after drinking than women. As was the case for the two previous years, men 18 to 29 stated they drove after drinking less than the other male segments, but this group was still more likely to drive under the influence than women 18 to 29 (the female age range most likely to drink and drive). Drivers of motorcycles were more likely to drive under the influence than drivers of other vehicles followed by drivers of pickup trucks. Drivers of vans or minivans were the least likely to drive after drinking. Those who lived in highly urbanized areas were most likely to drive under the influence of alcohol compared to residents of other areas. While awareness of DUI enforcement was not correlated with stated behavior, the expectation of being ticketed reduced the likelihood of DUI behavior similar to the results in 2013 and 2011.

Approximately half (50.6%) of Missouri drivers were aware of recent publicity regarding DUI enforcement. This was similar to the findings of the previous years. The timing of this survey made these results intriguing. Before 2013, this survey has been conducted in the summer (typically in June). In 2013 the survey was conducted in March and in 2014 the survey was conducted in April. Results were quite consistent despite the variation in timing. 70.8% of the respondents expected people who drove after drinking would be arrested at least half of the time, statistically identical to that of the previous measurements.

Introduction

The Missouri Department of Transportation (MoDOT) desired to know more regarding attitudes and awareness concerning impaired driving, seat belt use, and speeding from Missouri adults. Following standard practice, MoDOT requested bids from qualified research organizations by posting a request for proposals on their public website. Heartland Market Research LLC was selected from this competitive process as having the best research proposal and was awarded the research contract. The research was conducted during April 2014 using a phone survey instrument.

Objective

The primary objective of this research project was to survey adult Missouri drivers to capture their current attitudes and awareness of specific items concerning highway safety such as seat belt usage, speeding, cell phone use while driving, and alcohol impaired driving while minimizing the margin of error. The research was designed so that in addition to providing a statewide result, statistically useful information was also available at the district level. Special emphasis was placed on ensuring that the sample reflected Missouri's geographic, age, and gender diversity.

Technical Approach

The survey questions were provided by MoDOT and were similar to the questions used in the 2010 and 2011 Highway Safety studies and identical to the questions asked in 2012 and 2013. In 2012 additional questions were added pertaining to cell phone and texting usage while driving and these were also employed in 2013 and 2014.

Starting on April 4 and ending on April 18, 2014, Quancor Virtual Sales and Marketing (QVSM) placed 112,921 calls in the State of Missouri. During this process, they reached 6,768 persons, of whom 2,513 completed the survey. The operators were instructed to mention MoDOT only if the respondent asked who had commissioned the survey. A copy of the operator script appears in Appendix B.

Special efforts were made to make the phone survey as representative as possible, especially in terms of the research objectives (geographic, gender, and age). People were surveyed from all of the 114 counties as well as the independent city of St. Louis. Residents from 671 different zip codes are represented. The typical phone survey practice of alternatively asking for either the oldest or youngest adult was not employed. Instead, the calling center was given specific goals for each age group and gender within various geographic areas to ensure the most representative sample possible within the constraints of the project.

The survey results were weighted proportionally to the actual population in terms of geographic, gender, and age distributions. Information from 2010 Census was used for this purpose as this was the most recent complete information available. The weighted results from the three previous phone surveys are also shown for comparative purposes and this information was taken from the 2012 Highway Safety Driver Survey report. All years compared utilized the exact same weights from the 2010 Census.

Results and Discussion (Evaluation)

In surveying, it is usually not reasonable to survey everyone in the population of interest. Therefore, a portion of the population is surveyed and this portion is called the sample. Since the sample is usually much smaller than the population of interest, the mean of the population may vary from the mean of the sample. The expected error depends upon the size of the sample and the desired level of confidence. As the sample size increases, the margin of error decreases. The general formula for computing the margin of error at the 95% level of confidence is .98 divided by the square root of the sample size. The following table shows the margin of error for the most recent Highway Safety surveys.

Table 1: Survey Margin of Error

	2010 Phone Survey	2011 Phone Survey	2012 Phone Survey	2013 Phone Survey	2014 Phone Survey
Responses	3,010	1,207	2,616	2,510	2,513
Margin of Error	1.79%	2.82%	1.92%	1.96%	1.95%

Thus with an overall sample size of 2,513 we can be 95% certain that the sample mean is within 1.95% of the population mean. Thus if 17.70% of our sample is aware of any recent publicity concerning seat belt law enforcement, we can be 95% certain that between 15.75% and 19.65% of the adult driving population in Missouri would actually be aware of any recent publicity. These statistics assume honest answers by the respondents. Research has shown that people tend to answer surveys honestly unless the answer is perceived to have an appropriate answer. For example, most people believe that wearing seatbelts is the socially correct thing to do, so the answer to the seat belt question may be slightly inflated. Likewise, most people believe that driving under the influence of alcohol is socially incorrect, so the answers to these questions may be slightly deflated. In these cases, the most important factor is to look for statistically significant changes from year to year.

The results from the previous four surveys are provided along with this year's survey so that changes over time may also be reviewed. When comparing surveys, the margins of error are cumulative. Therefore, we can be 95% confident there has been a significant change in the attitudes of Missourian from 2013 to 2014 if the survey results differ by more than 3.91%.

The statewide results have been weighted proportionally to the actual population in terms of geographic, gender, and age distributions.

Readers should not use this research to draw conclusions about the behavior of those who primarily drove motorcycles. While the sample size is quite adequate for drivers of other vehicles, only six respondents stated that their primary vehicle was a motorcycle. This is to be expected in a survey that represents the general public given that only a small percentage of the US population ride motorcycles. Further, out of the entire population of motorcycle riders, many of them may have another vehicle they drive more often than their bike.

Seat Belt Usage

Depending upon their opinions, respondents answered five to six questions pertaining to their behavior and thoughts concerning seat belts.

Question 1: *How often do you use seat belts when you drive or ride in a car, van, sport utility vehicle or pick up?*

In 2014, 84.6% of Missouri drivers claimed to always use their seat belts, statistically identical to the results from the previous four years. This is higher than the 75% average observed seat belt use Pickrell and Ye (2008) documented for states with secondary enforcement laws. Similarly, between 2004 and 2009, MoDOT reported an observed seat belt use ranging from 75% and 77%.

Table 2: Statewide Seatbelt Usage

		2010 Phone Survey	2011 Phone Survey	2012 Phone Survey	2013 Phone Survey	2014 Phone Survey
How often do you use seat belts when you drive or ride in a car, van, sport utility vehicle, or pick up?	Always	82.0%	84.1%	84.2%	82.7%	84.6%
	Most of the time	9.2%	7.7%	8.6%	9.6%	9.7%
	Half of the time	3.2%	3.4%	3.0%	2.9%	1.8%
	Rarely	2.4%	2.6%	1.9%	2.5%	1.7%
	Never	3.1%	2.1%	2.1%	2.1%	2.2%
	Refused	0.1%	0.1%	0.2%	0.2%	0.1%

In 2014 those least likely to wear seat belts were males, 50 years of age and older, whose primary vehicle was a pickup truck. Similar to previous findings, those who were the least likely to wear seat belts were also the least likely to believe that people would receive a ticket if they did not wear their seat belt. Also similar to previous years, those who lived in very rural areas were also less likely to always buckle up than those living in other communities.

In 2013 those least likely to wear seat belts were males, between the ages of 18 and 29, whose primary vehicle was a pickup truck or other type of truck. As was also the case last year, those who were the least likely to wear seat belts were the most likely to be aware of seat belt enforcement publicity, but were the least likely to believe that people would receive a ticket if they did not wear their seat belt. Also similar to last year, those who lived in very rural areas were also less likely to always buckle up than those living in other communities.

In 2012 those least likely to wear seat belts were males, between the ages of 50 and 64, whose primary vehicle was a pickup truck or a motorcycle. In 2012 those who were the least likely to wear seat belts were the most likely to be aware of seat belt enforcement publicity, but were also the least likely to believe that people would receive a ticket if they did not wear their seat belt. This was a change from the findings from the previous two years. Those who lived in very rural areas were also less likely to buckle up than those living in other communities.

In 2011 the results were similar with one major difference. While those least likely to wear seat belts were still males between the ages of 30 and 64 who drive a pickup truck, those who drove some other type of truck wear their seat belts “always” or “most of the time”. In 2011, there was no correlation between seat belt usage and any publicity about law enforcement activities. While smaller than the 2010 impact, those with a higher expectation of receiving a ticket if they did not wear their seat belt were more likely to wear one.

In 2010 those least likely to wear seat belts were males, between the ages of 30 and 64, who drove some type of truck (e.g, either a pickup truck or “other type of truck”). There was no correlation between seat belt usage and any publicity about law enforcement activities; however, those more likely to think they would receive a ticket for not wearing a seat belt were more likely to comply with the law.

Question 2: *Do you favor keeping Missouri's seat belt law as a "secondary law"—where you can only be pulled over or ticketed if you are observed committing another violation; or do you favor changing Missouri's seat belt law to a "primary law"—where you can be pulled over or ticketed if the officer clearly observes you are not wearing your seat belt?*

A majority (57.0%) of the respondents prefer to keep Missouri’s seat belt law a secondary law, slightly higher, but similar to the findings from recent years.

Table 3: Secondary vs. Primary Law

		2010 Phone Survey	2011 Phone Survey	2012 Phone Survey	2013 Phone Survey	2014 Phone Survey
Do you favor keeping Missouri's seat belt law as a "secondary law" - where you can only be pulled over or ticketed if you are observed committing another violation; or do you favor changing Missouri's seat belt law to a "primary law" - where you can be pulled over or ticketed if the officer clearly observes you are not wearing your seat belt?	Keep "secondary law"	54.7%	51.4%	51.0%	52.5%	57.0%
	Change to "primary law"	41.1%	38.5%	41.2%	36.7%	36.1%
	No Opinion/Refused	4.2%	10.0%	7.8%	10.8%	6.8%

Question 3: *Currently, the fine for violating Missouri's seat belt law is \$10. Would you support an increase in the fine associated with this violation?*

A slight majority (51.2%) preferred to leave the penalty for violating the law unchanged. All responses were statistically identical to those from the previous year.

Table 4: Statewide Support for Increasing Fine for Violating Seat Belt Law

		2010 Phone Survey	2011 Phone Survey	2012 Phone Survey	2013 Phone Survey	2014 Phone Survey
Currently, the fine for violating Missouri's seat belt law is \$10. Would you support an increase in the fine associated with this violation?	Yes	46.6%	45.8%	43.7%	44.3%	45.3%
	No	51.7%	50.1%	52.9%	51.9%	51.2%
	No Opinion / Refused	1.8%	4.1%	3.4%	3.8%	3.5%

Question 3b: *In your opinion, what should the fine associated with violating Missouri's seat belt law be?*

Question 3b was only asked of 1,076 respondents who supported an increase in the fine associated with not wearing a seatbelt (Question 3). Since the number of respondents for this question is smaller than for the other questions, the margin of error is slightly larger (3.0%).

Out of the minority who favored increasing the fine, a plurality (35.6%) thought the fine should range from \$25 to \$49. The second largest group (23.4%) thought the fine should range from \$50 to \$74. These were also the two largest groups the last four years out of the minority who wished to increase the fine.

Table 5: Respondent Input on Increasing Fine

		2010 Phone Survey	2011 Phone Survey	2012 Phone Survey	2013 Phone Survey	2014 Phone Survey
In your opinion, what should the fine associated with violating Missouri's seat belt law be?	Under \$25	14.1%	17.0%	14.5%	17.3%	15.7%
	\$25 to \$49	38.8%	31.0%	35.6%	36.5%	35.6%
	\$50 to \$74	25.9%	21.6%	24.5%	22.9%	23.4%
	\$75 to \$100	12.9%	16.1%	13.6%	12.2%	14.0%
	Over \$100	6.7%	11.8%	8.9%	8.7%	9.3%
	No Opinion/Refused	1.6%	2.5%	2.9%	2.4%	2.0%
	Margin of Error		2.7%	4.5%	3.0%	3.0%

Question 4: *In the past 60 days, have you read, seen or heard anything about seat belt law enforcement by police?*

The vast majority of the respondents (81.5%) were not aware of any publicity concerning seat belt law enforcement. This continues a downward trend in awareness for the last five years.

Table 6: Seat Belt Law Enforcement Publicity Awareness

		2010 Phone Survey	2011 Phone Survey	2012 Phone Survey	2013 Phone Survey	2014 Phone Survey
In the past 60 days, have you read, seen, or heard anything about seat belt law enforcement by police?	Yes	31.7%	29.0%	26.5%	20.9%	17.7%
	No	68.1%	70.3%	73.2%	78.7%	81.5%
	No Opinion / Refused	0.2%	0.7%	0.2%	0.4%	0.8%

Question 5: *What do you think the chances are of getting a ticket if you don't wear your safety belt?*

Opinions varied greatly on this issue, but a plurality (36.3%) thought people who did not wear their seat belt would only rarely get a ticket. 47.1% of the respondents thought people would be caught at least half of the time.

The number of people who thought someone would always get a ticket for not wearing a seatbelt was similar to the findings from the last two years.

Table 7: Perceived Chance of Obtaining Ticket for Violating Seat Belt Laws

		2010 Phone Survey	2011 Phone Survey	2012 Phone Survey	2013 Phone Survey	2014 Phone Survey
What do you think the chances are of getting a ticket if you don't wear your seat belt?	Always	12.4%	7.6%	12.9%	12.4%	10.6%
	Most of the time	16.2%	15.0%	15.1%	15.9%	15.9%
	Half of the time	21.4%	20.5%	19.7%	16.5%	20.5%
	Rarely	37.4%	40.8%	36.4%	35.2%	36.3%
	Never	10.0%	7.1%	8.5%	10.5%	10.0%
	No Opinion/Refused	2.6%	9.0%	7.4%	9.6%	6.7%

Speeding Issues

Missouri drivers answered four questions concerning speeding.

Question 6: *On a local road with a speed limit of 30 mph, how often do you drive faster than 35 mph?*

72.7% of Missouri drivers stated they never or rarely drive more than 35 mph when the speed limit is 30 mph, similar to the findings from recent years.

Table 8: Speeding in 30 MPH Zones

		2010 Phone Survey	2011 Phone Survey	2012 Phone Survey	2013 Phone Survey	2014 Phone Survey
On a local road with a speed limit of 30 mph, how often do you travel faster than 35 mph?	Always	4.3%	4.2%	4.2%	3.9%	3.3%
	Most of the time	9.8%	8.0%	9.5%	10.5%	10.8%
	Half of the time	13.0%	15.1%	14.9%	12.4%	12.7%
	Rarely	44.7%	43.8%	39.0%	39.5%	48.3%
	Never	27.7%	28.2%	31.2%	32.3%	24.4%
	Refused	0.5%	0.7%	1.3%	1.4%	0.5%

Question 7: *On a local road with a speed limit of 70 mph, how often do you drive faster than 75 mph?*

88.2% of Missouri drivers stated they never or rarely drive more than 75 mph when the speed limit is 70 mph on local roads. There was a statistically significant drop in the number of people who stated they never drove more than 75 mph.

Table 9: Speeding in 70 MPH Zones

		2010 Phone Survey	2011 Phone Survey	2012 Phone Survey	2013 Phone Survey	2013 Phone Survey
On a local road with a speed limit of 70 mph, how often do you driver faster than 75 mph?	Always	2.6%	1.8%	2.2%	1.9%	1.3%
	Most of the time	3.5%	3.4%	4.0%	4.0%	3.7%
	Half of the time	7.2%	9.6%	8.5%	5.9%	6.5%
	Rarely	32.3%	38.0%	32.7%	31.2%	39.2%
	Never	54.2%	46.2%	51.7%	56.4%	48.9%
	Refused	0.2%	1.0%	0.9%	0.6%	0.3%

In 2014, men between 40 to 49 years of age were more likely to speed than other groups on local roads with speed limits of 30 mph while men 30 to 39 were more likely to speed on faster roads with speed limits of 70 mph. Similar to last year, women 65 and older were the least likely to speed under both 30 and 70 mph limits. Also similar to last year, all segments were more likely to speed on local roads with a speed limit of 30 mph than on local roads with speed limits of 70 mph. Motorcyclists continue to be the most prevalent speeders on roads with speed limits of 30 mph and this year reported being the most likely to speed on roads with speed limits of 70 miles per hour. In keeping with the findings since 2010, there was no correlation between speeding and any publicity about relevant law enforcement activities; nor was there any correlation between speeding and the respondent's perception of the chance of being caught.

In 2013, women between 30 to 39 years of age were more likely to speed than other groups on both local roads with speed limits of 30 mph and faster roads with speed limits of 70 mph. Similar to last year, women 65 and older were the least likely to speed under both 30 and 70 mph limits. Motorcyclists continue to be the most prevalent speeders on roads with speed limits of 30 mph. As has been the case in the past, truck (non-pickup) drivers were the least likely to speed on roads with speed limits of 30 mph, but the most likely to speed on local roads with speed limits of 70 mph. There was no correlation between speeding and any publicity about relevant law enforcement activities; nor was there any correlation between speeding and the respondent's perception of the chance of being caught.

In 2012, people between 18 to 29 years of age and males 40 to 49 years of age were most likely to speed on local roads with a speed limit of 30 mph. On roads with speed limits of 70 mph, males between 18 to 49 and females between 30 to 39 were more likely to speed than other groups. Women 65 and older were the least likely to speed under both 30 and 70 mph limits. All segments were more likely to speed on local roads with a speed limit of 30 mph than on local roads with speed limits of 70 mph. Motorcyclists and drivers of other types of trucks (not pickups) were the outlying cases for speeding, but their behavior was the inverse of each other. Motorcyclists said they were the most likely to speed on local roads with speed limits of 30 mph, but the least likely to speed on roads where the speed limit was 70 mph. Truck (non-pickup) drivers were the least likely to speed on roads with speed limits of 30 mph, but the most likely to speed on local roads with speed limits of 70 mph. As was the case in the last two years, there was no correlation between awareness of speed enforcement by police and speeding behavior nor between speeding and the respondent's perception of the chance of being caught.

In 2011 the results were similar but varied slightly. Those most likely to speed were anyone between 18 to 29, males 40 to 49, and females 65 and older. Those who stated they drove an "other type of truck" were more likely to speed than drivers of other vehicles followed by motorcyclists. Just like 2010, there was no correlation between speeding and any publicity about relevant law enforcement activities; nor was there any correlation between speeding and the respondent's perception of the chance of being caught.

In 2010 those most likely to speed were either males between 18 to 29 years of age or females between 40 to 49 years of age. Motorcycle drivers were much more likely to speed than other drivers, followed by those who stated they drove an "other type of truck" (i.e., a truck that was neither a pickup truck, a SUV, nor a crossover). There was no correlation between speeding and any publicity about relevant law enforcement activities; nor was there any correlation between speeding and the respondent's perception of the chance of being caught.

Question 8: *In the past 30 days, have you read, seen or heard anything about speed enforcement by police?*

The majority (71.5%) of Missouri drivers were unaware of any recent publicity regarding speed enforcement. This was virtually identical to the findings from last year.

Table 10: Speeding Enforcement Publicity Awareness

		2010 Phone Survey	2011 Phone Survey	2012 Phone Survey	2013 Phone Survey	2014 Phone Survey
In the past 30 days, have you read, seen or heard anything about speed enforcement by police?	Yes	37.4%	31.4%	34.6%	28.0%	28.1%
	No	62.4%	67.9%	65.0%	71.6%	71.5%
	No Opinion / Refused	0.2%	0.7%	0.4%	0.4%	0.5%

Question 9: *What do you think the chances are of getting a ticket if you drive over the speed limit?*

Over two-thirds (70.4%) of Missouri drivers thought their chances of receiving a ticket if they speed were at least fifty percent. This was also similar to the findings from last year.

Table 11: Perceived Chance of Obtaining Ticket for Speeding

		2010 Phone Survey	2011 Phone Survey	2012 Phone Survey	2013 Phone Survey	2014 Phone Survey
What do you think the chances are of getting a ticket if you drive over the speed limit?	Always	11.3%	8.5%	10.2%	9.9%	7.3%
	Most of the time	27.4%	26.4%	26.3%	27.3%	27.5%
	Half of the time	35.3%	32.8%	30.9%	31.4%	35.6%
	Rarely	21.4%	24.2%	26.3%	23.0%	25.1%
	Never	3.4%	4.5%	3.6%	4.3%	2.8%
	No Opinion/Refused	1.3%	3.5%	2.7%	4.1%	1.6%

Cell Phone Use While Driving

Respondents were asked three questions about cell phone use while driving. The first two questions were added in 2012.

Question 10: *How often do you talk on a hand-held cellular phone while driving a car, van, sport utility vehicle, or pick-up?*

87.5% of Missouri drivers stated they rarely or never talk on a cell phone while driving. 12.1% of Missourians talk at least half of the time they drive.

Table 12: Frequency of Talking while Driving

		2012 Phone Survey	2013 Phone Survey	2014 Phone Survey
How often do you talk on a hand-held cellular phone while driving a car, van, sport utility vehicle, or pick-up?	Always	1.0%	1.0%	0.7%
	Most of the Time	2.6%	3.5%	1.8%
	Half of the Time	9.8%	8.1%	9.7%
	Rarely	44.4%	39.0%	44.0%
	Never	41.8%	47.9%	43.5%
	No Opinion/Refused	0.3%	0.5%	0.5%

Question 11: *How often do you use a hand-held cellular phone for texting while driving a car, van, sport utility vehicle, or pick-up?*

Just like last year, 98.7% of Missouri drivers stated they rarely or never text on a cell phone while driving.

Table 13: Frequency of Texting while Driving

		2012 Phone Survey	2013 Phone Survey	2014 Phone Survey
How often do you use a hand-held cellular phone for texting while driving a car, van, sport utility vehicle, or pick-up?	Always	0.4%	0.0%	0.1%
	Most of the Time	0.4%	0.2%	0.1%
	Half of the Time	1.5%	0.8%	0.5%
	Rarely	11.0%	7.6%	9.6%
	Never	86.3%	91.2%	89.1%
	No Opinion/Refused	0.4%	0.3%	0.6%

Question 12: *Many states have passed laws which restrict or ban cellular phone use, including texting, while driving. What level of restrictions would you support regarding cellular phone usage while driving?*

93.7% of Missouri drivers favored some type of restriction on how people could use cell phones while driving. 32.5% favored banning all cell phone use by drivers, while a majority (61.2%) wanted to ensure drivers could still use cell phones for talking while seeing the need for some restrictions. These results were similar to the findings from last year.

Table 14: Statewide Opinions Regarding Cell Phone Restrictions

		2010 Phone Survey	2011 Phone Survey	2012 Phone Survey	2013 Phone Survey	2014 Phone Survey
Many states have passed laws which restrict or ban cellular phone use, including texting, while driving. What level of restrictions would you support regarding cellular phone usage while driving?	Full Restrictions - No Cellular Phone Use Allowed	39.3%	34.2%	34.0%	28.9%	32.5%
	Ban on Texting While Driving, Phone Use Allowed	24.7%	30.8%	22.8%	21.2%	18.8%
	Ban on Texting While Driving, Hands-Free Phone Device Allowed	20.1%	16.4%	16.8%	14.2%	19.1%
	Hands-Free Phone Device Use Only	12.8%	14.0%	19.7%	26.8%	23.2%
	No Restrictions	2.4%	3.6%	4.4%	5.6%	3.8%
	No Opinion / Refused	0.7%	1.0%	2.4%	3.1%	2.5%

In 2014 men 65 and older were the least likely to talk on a cell phone while driving. As has been the case since this question was first asked, females between 30 to 39 were the most likely group to talk on a cell phone while driving with 22.3% of this segment stating they do so fifty percent of the time or more.

In 2013 women 65 and older were the least likely to talk on a cell phone while driving. Females between 30 to 39 continue to be the most likely group to talk on a cell phone while driving with 24.3% of this segment stating they do so fifty percent of the time or more. This segment was also most likely to text while driving, but only 3.4% texted at least half the time they were driving.

In 2012 females between 30 to 39 years of age were much more likely to talk on a cell phone while driving than other groups with 27.8% of this segment stating that they do so at least half of the time they are driving. People between 18 to 29 were more likely to text while driving than other segments, but only about 4% of this segment texted at least half the time they were driving.

Alcohol Impaired Driving

Missouri drivers were asked three questions regarding alcohol impaired driving. When these questions were first asked in 2010, the researchers were concerned that people might not answer these questions honestly considering the legal and ethical implications of driving under the influence. However, the survey operators had the consistent impression that people were either answering these questions honestly or simply refused to answer the question. The same calling center has been used since the 2010 survey and the call center operators have had the identical impression every year they have conducted surveys.

Question 13: *In the past 60 days, how many times have you driven a motor vehicle within two (2) hours after drinking alcoholic beverages?*

90.7% of Missouri drivers stated that they had not driven a vehicle within two hours of consuming an alcoholic beverage anytime in the last sixty days. This is similar to the 2012 findings. 6.7% of Missouri drivers admitted to having done so at least once in the last sixty days, including a few who stated they did so every day. Another 2.6% refused to answer the question.

Researchers usually hesitate to draw conclusions from refusals, but after considering the implications for self-incrimination and the impressions of the survey operators, Heartland Market Research concluded that approximately 9.3% of Missouri drivers have driven under the influence of alcohol in the last sixty days. Considering the margin of error, this is similar to the findings that have been measured most years of this study (11.5% in 2010, 18.7% in 2011, 8.3% in 2012, and 12.7% in 2013).

Out of those who admitted to drinking before driving, the average driver did so about four times in the last sixty days (average of 3.6 times). This is identical to the findings from last year and less than previous years. It compares to an average of 5.5 times in 2012, 6.2 times in 2011, and an average of 5.2 times in 2010.

Table 15: Statewide Drinking Behavior before Driving

		2010 Phone Survey	2011 Phone Survey	2012 Phone Survey	2013 Phone Survey	2014 Phone Survey
In the past 60 days, how many times have you driven a vehicle within two (2) hours after drinking alcoholic beverages?	0	88.20%	81.30%	91.70%	87.30%	90.71%
	1	3.20%	4.60%	2.50%	2.20%	2.57%
	2	3.00%	1.80%	2.10%	2.60%	2.18%
	3	0.80%	1.10%	0.40%	0.70%	0.62%
	4	0.60%	2.20%	0.30%	0.60%	0.36%
	5	0.30%	0.40%	0.60%	0.40%	0.45%
	6	0.40%	0.00%	0.30%	0.10%	0.16%
	7	0.00%	0.00%	0.00%	0.10%	0.03%
	8	0.00%	0.10%	0.10%	0.20%	0.00%
	10	0.50%	0.40%	0.10%	0.20%	0.21%
	12	0.10%	0.00%	0.00%	0.10%	0.02%
	14	0.00%	0.00%	0.10%	0.00%	0.00%
	15	0.00%	0.30%	0.00%	0.00%	0.00%
	20	0.10%	0.00%	0.00%	0.00%	0.03%
	24	0.10%	0.00%	0.00%	0.00%	0.00%
	25	0.00%	0.00%	0.00%	0.10%	0.01%
	30	0.10%	0.40%	0.00%	0.00%	0.00%
60	0.20%	0.10%	0.30%	0.10%	0.09%	
Refused		2.20%	7.30%	1.50%	5.50%	2.58%

In 2014 those most likely to drive under the influence of alcohol were males of 65 years of age and older. Men were much more likely to drive after drinking than women. As was the case for the two previous years, men 18 to 29 stated they drove after drinking less than the other male segments, but this group was still more likely to drive under the influence than women 18 to 29 (the female age range most likely to drink and drive). Drivers of motorcycles were more likely to drive under the influence than drivers of other vehicles followed by drivers of pickup trucks. Drivers of vans or minivans were the least likely to drive after drinking. Those who lived in highly urbanized areas were most likely to drive under the influence of alcohol compared to residents of other areas. While awareness of DUI enforcement was not correlated with stated behavior, the expectation of being ticketed reduced the likelihood of DUI behavior similar to the results in 2013 and 2011.

In 2013 those most likely to drive under the influence of alcohol were males 50 to 64 years of age and older. Men were much more likely to drive after drinking than women. As was the case in 2012, men 18 to 29 stated they drove after drinking less than the other male segments, but this group was still more likely to drive under the influence than women 30 to 39 (the female age range most likely to drive and drive). Drivers of pickup trucks were more likely to drive under the influence than drivers of other vehicles followed by drivers of SUVs/crossovers. In a change from the previous year, drivers of other types of truck were the least likely to drive after drinking. While awareness of DUI enforcement was not correlated with stated behavior, the expectation of being ticketed reduced the likelihood of driving under the influence.

In 2012 those most likely to drive under the influence of alcohol were males 40 years of age and older. Men were much more likely to drive after drinking than women. Men 18 to 29 stated they drove after drinking less than the other male segments, but this group was still more likely to drive under the influence than women 30 to 39 (the female age range most likely to drive and drive). Drivers of motorcycles, SUVs, and all types of trucks were more likely to drive under the influence than drivers of other vehicles. Neither awareness of DUI enforcement nor expectations of being ticketed was correlated with drinking and driving behavior.

In 2011 those most likely to drive under the influence of alcohol were again males between 50 to 64 years of age. Males 18 to 29 and females 30 to 39 were also more likely to drive under the influence than other segments. Similar to 2010, neither motorcyclists nor drivers of “other type of truck” stated they had consumed alcohol within two hours of driving, but this year some of the motorcyclists refused to answer the question. While awareness of DUI enforcement was not correlated with stated behavior, in 2011 the expectation of being ticketed reduced the likelihood of driving under the influence.

In 2010 those most likely to drive under the influence of alcohol were males between 50 to 64 years of age. Unlike other risky behavior measured in this survey, drivers of motorcycles and those who stated they drove an “other type of truck” were the least likely to drink before driving. According to the research, not a single motorcycle driver or “other” truck driver stated they had consumed alcohol within two hours of driving.

Question 14: *In the past 30 days, have you read, seen or heard anything about alcohol impaired driving (or drunk driving) enforcement by police?*

Approximately half (50.6%) of Missouri drivers were aware of recent publicity regarding DUI enforcement. This was similar to the findings of the previous years. The timing of this survey made these results intriguing. Before 2013, this survey has been conducted in the summer (typically in June). In 2013 the survey was conducted in March and in 2014 the survey was conducted in April. Results were quite consistent despite the variation in timing.

Table 16: DUI Enforcement Publicity Awareness

		2010 Phone Survey	2011 Phone Survey	2012 Phone Survey	2013 Phone Survey	2014 Phone Survey
In the past 30 days, have you read, seen or heard anything about alcohol impaired driving (or drunk driving) enforcement by police?	Yes	54.9%	48.4%	49.9%	52.0%	50.6%
	No	44.8%	50.6%	49.3%	47.1%	48.8%
	No Opinion / Refused	0.3%	1.0%	0.8%	0.9%	0.5%

Question 15: *What do you think the chances are of someone getting arrested if they drive after drinking?*

70.8% of the respondents expected people who drove after drinking would be arrested at least half of the time, statistically identical to that of the previous measurements.

Table 17: Perceived Chance of Arrest after DUI

		2010 Phone Survey	2011 Phone Survey	2012 Phone Survey	2013 Phone Survey	2014 Phone Survey
What do you think the chances are of someone getting arrested if they drive after drinking?	Always	16.6%	14.1%	16.9%	17.4%	13.0%
	Most of the time	21.5%	22.9%	21.9%	24.3%	23.4%
	Half of the time	34.2%	32.1%	32.5%	30.5%	34.4%
	Rarely	24.6%	27.4%	24.4%	23.0%	25.8%
	Never	1.2%	0.7%	1.7%	0.7%	0.8%
	No Opinion/Refused	2.0%	2.8%	2.7%	4.1%	2.6%

Principal Investigator and Project Members

Heartland Market Research LLC

- Gentry, Lance Principal Investigator: The Principal Investigator (PI) had the primary responsibility for achieving the objectives of the project, while also ensuring the project complied with the financial, administrative, and legal constraints associated with the project contract. General responsibilities of the PI included the following:
- Complete the project as documented in the contract (e.g., weight and analyze results, write reports, manage subcontractor, etc.) or make changes to the plan as needed to ensure all work is completed in accordance with the research goals and objectives within the original proposal
 - Fulfill the project's financial plan as presented in the funded proposal or make changes to the plan as needed to ensure all work is completed within the original budget
 - Report project progress to MoDOT to ensure sponsor is kept aware of key activities and benchmarks
 - Keep records of all project related expenses

Quancor Virtual Sales and Marketing

- Korn, Marie President and CEO: Responsible for overall operations of the company.
- Korn, Steve Vice-President of Sales: Responsible for ensuring how QVSM's telemarketing merges in with the rest of QVSM's clients' marketing efforts to achieve their sales and marketing goals.
- Seuring, Michael Client Relations Manager: Duties include contacting Heartland Market Research about any issues regarding this project. Helped develop caller scripts and was day-to-day contact regarding the progress of survey. Mike was also responsible for coordinating the work-flow of the QVSM programmer who built the agent screens from the scripts and ensured that QVSM's Operations staff had all the tools they need to complete all jobs and exceed the project goals.
- Bitter, Tammy Operations Manager: Responsible for the day-to-day operations for QVSM.
- Doddy, Terry Traffic Manager: Ensured survey calls were run at the best times to maximize their results. This included watching what days agents called, what times of day they run and which agents made the calls.
- Ying, Darral Quality Manager: Responsible for QVSM's Quality Assurance staff.

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Pickrell, Timothy M and Tony J. Ye (2008), *Seat Belt Use in 2008 – Overall Results*, Traffic Safety Facts Research Note, NHTSA's National Center for Statistics and Analysis, <http://www-nrd.nhtsa.dot.gov/pubs/811036.pdf>

Appendix A

Work Plan

Given the objectives of this project, Heartland proposed a phone survey of Missouri drivers. MoDOT notified Heartland that their proposal was the best of those submitted and that they should proceed on March 28, 2014. Heartland immediately notified Quancor Virtual Sales and Marketing (QVSM) that the project was underway.

Quancor Virtual Sales and Marketing immediately started programming the final version of the survey into their call center system. Next their callers and their management team were trained on the new scripts. Each caller was thoroughly tested on the scripts before they were permitted to make any live calls.

Quancor Virtual Sales and Marketing started surveying people on April 4, 2014. All survey answers were recorded and stored for 30 days in case MoDOT wanted to review any of the phone interviews. Quancor Virtual Sales and Marketing delivered 2,513 completed surveys to Heartland on April 18, 2014. Heartland organized the data and provided top line (unweighted) results to MoDOT on April 19, 2014. Heartland analyzed the data and wrote a draft report for MoDOT. In accordance with MoDOT guidelines, the report was written using their Research Report Template to ensure a consistent format with other technical reports.

Heartland provided MoDOT with an initial report on April 29, 2014. MoDOT reviewed the document and provide feedback on the report to Heartland on May 9. Heartland then delivered the final report to MoDOT on May 12.

Table 18: Timeline for 2014 Surveys

Schedule of Events	Completion
MoDOT awarded the contract to Heartland	March 28, 2014
QVSM programs survey into call center system and tests program	April 3, 2014
QVSM conducts regional stratified survey starting April 4, 2014	April 18, 2014
QVSM provides all data to Heartland	April 18, 2014
Heartland provides top line results to MoDOT	April 19, 2014
Heartland analyzes data and provides draft report to MoDOT	April 29, 2014
MoDOT provides Heartland with feedback on draft report	May 9, 2014
Heartland completes final report and provides to MoDOT	May 12, 2014

Appendix B

Survey Scripts

Phone Survey Script

Hello, this is (RepName) calling on behalf of Heartland Market Research. We are conducting a brief survey about transportation issues facing people in Missouri. We are not selling anything, this number was selected at random, and no personal information will be gathered. This means your answers will be completely anonymous – we are just interested in the overall opinion of Missouri drivers.

- a. Are you a licensed Missouri driver?
 - a. Yes
 - b. No [end interview]
- b. What is your age?
 - a. 18-29 years old
 - b. 30-39 years old
 - c. 40-49 years old
 - d. 50-64 years old
 - e. 65+ years old

[If the respondent is under 18 years old, ask respondent if anyone over the age of 18 is available, if not, end interview]
- c. Are you male or female?
 - a. Male
 - b. Female
- d. What is your ethnicity?
 - a. American Indian or Alaska Native
 - b. Asian
 - c. Black or African American
 - d. Hispanic or Latino
 - e. Native Hawaiian or Other Pacific Islander
 - f. White

[Respondent may select multiple categories]
- e. Is the vehicle you drive most often a:
 - a. Car
 - b. Van or Minivan
 - c. Motorcycle
 - d. Sport Utility Vehicle or Crossover
 - e. Pickup Truck
 - f. Other type of truck
- f. In what county do you currently live?
 - a. _____ county name
- g. What is your home zip code:
 - a. _____ zip code

- h. What is your household income?
 - a. Under \$30,000
 - b. \$30,000 – \$49,999
 - c. \$50,000 – \$69,999
 - d. \$70,000 or greater
 - e. I prefer not to answer [do not ask, only use if respondent volunteers this answer]

- 1. How often do you use seat belts when you drive or ride in a car, van, sport utility vehicle or pick up?
 - a. Always
 - b. Most of the Time
 - c. Half of the Time
 - d. Rarely
 - e. Never

- 2. Do you favor keeping Missouri's seat belt law as a "secondary law"—where you can only be pulled over or ticketed if you are observed committing another violation; or do you favor changing Missouri's seat belt law to a "primary law"—where you can be pulled over or ticketed if the officer clearly observes you are not wearing your seat belt?
 - a. Keep “secondary law”
 - b. Change to “primary law”

- 3. Currently, the fine for violating Missouri's seat belt law is \$10. Would you support an increase in the fine associated with this violation?
 - a. Yes [Skip to Question 3b]
 - b. No [Skip to Question 4]

- 3b. In your opinion, what should the fine associated with violating Missouri's seat belt law be?
 - a. Under \$25
 - b. \$25 - \$49
 - c. \$50 - \$74
 - d. \$75 - \$100
 - e. Over \$100

- 4. In the past 60 days, have you read, seen or heard anything about seat belt law enforcement by police?
 - a. Yes
 - b. No

5. What do you think the chances are of getting a ticket if you don't wear your safety belt?
 - a. Always
 - b. Most of the Time
 - c. Half of the Time
 - d. Rarely
 - e. Never

6. On a local road with a speed limit of 30 mph, how often do you drive faster than 35 mph?
 - a. Always
 - b. Most of the Time
 - c. Half of the Time
 - d. Rarely
 - e. Never

7. On a local road with a speed limit of 70 mph, how often do you drive faster than 75 mph?
 - a. Always
 - b. Most of the Time
 - c. Half of the Time
 - d. Rarely
 - e. Never

8. In the past 30 days, have you read, seen or heard anything about speed enforcement by police?
 - a. Yes
 - b. No

9. What do you think the chances are of getting a ticket if you drive over the speed limit?
 - a. Always
 - b. Most of the Time
 - c. Half of the Time
 - d. Rarely
 - e. Never

10. How often do you talk on a hand-held cellular phone while driving a car, van, sport utility vehicle, or pick-up?
 - a. Always
 - b. Most of the Time
 - c. Half of the Time
 - d. Rarely
 - e. Never

11. How often do you use a hand-held cellular phone for texting while driving a car, van, sport utility vehicle, or pick-up?
 - a. Always
 - b. Most of the Time
 - c. Half of the Time
 - d. Rarely
 - e. Never

12. Many states have passed laws which restrict or ban cellular phone use, including texting, while driving. What level of restrictions would you support regarding cellular phone usage while driving?
 - a. Full Restrictions – No Cellular Phone Use Allowed
 - b. Ban on Texting While Driving, Phone Use Allowed
 - c. Ban on Texting While Driving, Hands-Free Phone Device Allowed
 - d. Hands-Free Phone Device Use Only
 - e. No Restrictions

13. In the past 60 days, how many times have you driven a motor vehicle within two (2) hours after drinking alcoholic beverages?
 - a. _____ (number) times

14. In the past 30 days, have you read, seen or heard anything about alcohol impaired driving (or drunk driving) enforcement by police?
 - a. Yes
 - b. No

15. What do you think the chances are of someone getting arrested if they drive after drinking?
 - a. Always
 - b. Most of the Time
 - c. Half of the Time
 - d. Rarely
 - e. Never

Thank you very much. Have a great day/night.

Appendix C

Additional Findings: Crosstabs of Interest

The survey results in the main report were weighted proportionally to the actual population in terms of geographic, gender, and age distributions. In this appendix, the results are presented by various variables of interest, such as by district and are unweighted.

The crosstabs that the researchers thought would be of most interest to MoDOT are presented in this appendix (all research questions by district and all research questions by category of residence). Heartland Market Research will gladly provide additional crosstabs upon request.

Research Questions by District

Since the sample size for each district is smaller than the overall survey, the respective margin of error is greater. Margins of error are cumulative, so in order for a change from 2013 to 2014 to be statistically significant, it must be greater than the sum of the district's margin of error for these years. For example, for the St. Louis District, any change from 2013 to 2014 must be greater than 10.4% (5.2% + 5.2%) in order to be 95% certain it is truly a change in opinion or behavior.

Table 19: Margin of Error by District

Location	2010	2011	2012	2013	2014
NW	4.5%	7.0%	5.2%	5.2%	5.2%
NE	5.0%	7.9%	5.2%	5.2%	5.2%
KC	5.4%	9.1%	5.1%	5.2%	5.2%
CD	4.9%	7.5%	5.1%	5.2%	5.2%
SL	5.7%	9.1%	5.0%	5.2%	5.2%
SW	4.2%	6.7%	5.0%	5.1%	5.2%
SE	4.1%	6.4%	5.0%	5.2%	5.1%
State	1.8%	2.8%	1.9%	2.0%	2.0%

Table 20: District by Question 1

Districts * How often do you use seat belts when you drive or ride in a car, van, sport utility vehicle, or pick up? Crosstabulation^a

			How often do you use seat belts when you drive or ride in a car, van, sport utility vehicle, or pick up?					Total	
			Always	Most of the time	Half of the time	Rarely	Never		No Opinion/Refused
Districts	NW	Count	287	46	7	8	10	0	358
		% within Districts	80.2%	12.8%	2.0%	2.2%	2.8%	0.0%	100.0%
	NE	Count	274	64	9	5	7	0	359
		% within Districts	76.3%	17.8%	2.5%	1.4%	1.9%	0.0%	100.0%
	KC	Count	311	30	6	6	8	0	361
		% within Districts	86.1%	8.3%	1.7%	1.7%	2.2%	0.0%	100.0%
	CD	Count	285	43	9	8	8	1	354
		% within Districts	80.5%	12.1%	2.5%	2.3%	2.3%	0.3%	100.0%
	SL	Count	324	22	5	4	5	0	360
		% within Districts	90.0%	6.1%	1.4%	1.1%	1.4%	0.0%	100.0%
	SW	Count	292	45	2	7	8	1	355
		% within Districts	82.3%	12.7%	0.6%	2.0%	2.3%	0.3%	100.0%
	SE	Count	272	50	16	14	14	0	366
		% within Districts	74.3%	13.7%	4.4%	3.8%	3.8%	0.0%	100.0%
	Total	Count	2045	300	54	52	60	2	2513
		% within Districts	81.4%	11.9%	2.1%	2.1%	2.4%	0.1%	100.0%

a. Year = 2014

Table 21: District by Question 2

Districts * Do you favor keeping Missouri's seat belt law as a "secondary law"—where you can only be pulled over or ticketed if you are observed committing another violation; or do you favor changing Missouri's seat belt law to a "primary law"—where you can be pulled over or ticketed if you are observed committing another violation;
 can be pulled Crosstabulation^a

		Do you favor keeping Missouri's seat belt law as a "secondary law"—where you can only be pulled over or ticketed if you are observed committing another violation; or do you favor changing Missouri's seat belt law to a "primary law"—where you can be pulled over or ticketed if you are observed committing another violation; can be pulled Crosstabulation ^a			Total	
		Keep "secondary law"	Change to "primary law"	No Opinion/Refused		
Districts	NW	Count	219	116	23	358
		% within Districts	61.2%	32.4%	6.4%	100.0%
	NE	Count	223	113	23	359
		% within Districts	62.1%	31.5%	6.4%	100.0%
	KC	Count	187	143	31	361
		% within Districts	51.8%	39.6%	8.6%	100.0%
	CD	Count	219	107	28	354
		% within Districts	61.9%	30.2%	7.9%	100.0%
	SL	Count	198	147	15	360
		% within Districts	55.0%	40.8%	4.2%	100.0%
	SW	Count	208	111	36	355
		% within Districts	58.6%	31.3%	10.1%	100.0%
	SE	Count	226	120	20	366
		% within Districts	61.7%	32.8%	5.5%	100.0%
	Total	Count	1480	857	176	2513
		% within Districts	58.9%	34.1%	7.0%	100.0%

a. Year = 2014

Table 22: District by Question 3

Districts * Currently, the fine for violating Missouri's seat belt law is \$10. Would you support an increase in the fine associated with this violation? Crosstabulation^a

		Currently, the fine for violating Missouri's seat belt law is \$10. Would you support an increase in the fine associated with this violation?			Total
		violation?			
		Yes	No	No Opinion/Refused	
NW	Count	138	212	8	358
	% within Districts	38.5%	59.2%	2.2%	100.0%
NE	Count	155	194	10	359
	% within Districts	43.2%	54.0%	2.8%	100.0%
KC	Count	173	173	15	361
	% within Districts	47.9%	47.9%	4.2%	100.0%
CD	Count	141	205	8	354
	% within Districts	39.8%	57.9%	2.3%	100.0%
SL	Count	173	175	12	360
	% within Districts	48.1%	48.6%	3.3%	100.0%
SW	Count	149	192	14	355
	% within Districts	42.0%	54.1%	3.9%	100.0%
SE	Count	147	208	11	366
	% within Districts	40.2%	56.8%	3.0%	100.0%
Total	Count	1076	1359	78	2513
	% within Districts	42.8%	54.1%	3.1%	100.0%

a. Year = 2014

Table 23: District by Question 3b

Districts * In your opinion, what should the fine associated with violating Missouri's seat belt law be? Crosstabulation^a

			In your opinion, what should the fine associated with violating Missouri's seat belt law be?					Total	
			Under \$25	\$25 - \$49	\$50 - \$74	\$75 - \$100	Over \$100		No Opinion/Refused
Districts	NW	Count	41	47	23	16	9	2	138
		% within Districts	29.7%	34.1%	16.7%	11.6%	6.5%	1.4%	100.0%
	NE	Count	37	51	39	12	12	4	155
		% within Districts	23.9%	32.9%	25.2%	7.7%	7.7%	2.6%	100.0%
	KC	Count	25	59	45	21	21	2	173
		% within Districts	14.5%	34.1%	26.0%	12.1%	12.1%	1.2%	100.0%
	CD	Count	19	53	35	12	15	7	141
		% within Districts	13.5%	37.6%	24.8%	8.5%	10.6%	5.0%	100.0%
	SL	Count	22	59	41	33	16	2	173
		% within Districts	12.7%	34.1%	23.7%	19.1%	9.2%	1.2%	100.0%
	SW	Count	30	49	36	19	10	5	149
		% within Districts	20.1%	32.9%	24.2%	12.8%	6.7%	3.4%	100.0%
	SE	Count	26	60	30	18	11	2	147
		% within Districts	17.7%	40.8%	20.4%	12.2%	7.5%	1.4%	100.0%
	Total	Count	200	378	249	131	94	24	1076
		% within Districts	18.6%	35.1%	23.1%	12.2%	8.7%	2.2%	100.0%

a. Year = 2014

Table 24: District by Question 4

Districts * In the past 60 days, have you read, seen or heard anything about seat belt law enforcement by police? Crosstabulation^a

		In the past 60 days, have you read, seen or heard anything about seat belt law enforcement by police?			Total
		Yes	No	No Opinion/Refused	
			Count		
NW	Count	76	280	2	358
	% within Districts	21.2%	78.2%	0.6%	100.0%
NE	Count	64	294	1	359
	% within Districts	17.8%	81.9%	0.3%	100.0%
KC	Count	71	288	2	361
	% within Districts	19.7%	79.8%	0.6%	100.0%
CD	Count	83	269	2	354
	% within Districts	23.4%	76.0%	0.6%	100.0%
SL	Count	50	308	2	360
	% within Districts	13.9%	85.6%	0.6%	100.0%
SW	Count	63	286	6	355
	% within Districts	17.7%	80.6%	1.7%	100.0%
SE	Count	70	294	2	366
	% within Districts	19.1%	80.3%	0.5%	100.0%
Total	Count	477	2019	17	2513
	% within Districts	19.0%	80.3%	0.7%	100.0%

a. Year = 2014

Table 25: District by Question 5

Districts * What do you think the chances are of getting a ticket if you don't wear your safety belt? Crosstabulation^a

			What do you think the chances are of getting a ticket if you don't wear your safety belt?					Total	
			Always	Most of the time	Half of the time	Rarely	Never		No Opinion/Refused
Districts	NW	Count	39	69	85	117	27	21	358
		% within Districts	10.9%	19.3%	23.7%	32.7%	7.5%	5.9%	100.0%
	NE	Count	51	70	78	108	24	28	359
		% within Districts	14.2%	19.5%	21.7%	30.1%	6.7%	7.8%	100.0%
	KC	Count	34	51	79	137	38	22	361
		% within Districts	9.4%	14.1%	21.9%	38.0%	10.5%	6.1%	100.0%
	CD	Count	56	60	68	118	26	26	354
		% within Districts	15.8%	16.9%	19.2%	33.3%	7.3%	7.3%	100.0%
	SL	Count	33	49	67	145	43	23	360
		% within Districts	9.2%	13.6%	18.6%	40.3%	11.9%	6.4%	100.0%
	SW	Count	36	62	79	118	31	29	355
		% within Districts	10.1%	17.5%	22.3%	33.2%	8.7%	8.2%	100.0%
	SE	Count	44	63	73	125	34	27	366
		% within Districts	12.0%	17.2%	19.9%	34.2%	9.3%	7.4%	100.0%
	Total	Count	293	424	529	868	223	176	2513
		% within Districts	11.7%	16.9%	21.1%	34.5%	8.9%	7.0%	100.0%

a. Year = 2014

Table 26: District by Question 6

Districts * On a local road with a speed limit of 30 mph, how often do you drive faster than 35 mph? Crosstabulation^a

			On a local road with a speed limit of 30 mph, how often do you drive faster than 35 mph?					Total	
			Always	Most of the time	Half of the time	Rarely	Never	No Opinion/Refused	
Districts	NW	Count	10	41	41	174	91	1	358
		% within Districts	2.8%	11.5%	11.5%	48.6%	25.4%	0.3%	100.0%
	NE	Count	14	37	40	172	91	5	359
		% within Districts	3.9%	10.3%	11.1%	47.9%	25.3%	1.4%	100.0%
	KC	Count	7	31	48	181	91	3	361
		% within Districts	1.9%	8.6%	13.3%	50.1%	25.2%	0.8%	100.0%
	CD	Count	13	30	44	172	95	0	354
		% within Districts	3.7%	8.5%	12.4%	48.6%	26.8%	0.0%	100.0%
	SL	Count	12	48	43	174	81	2	360
		% within Districts	3.3%	13.3%	11.9%	48.3%	22.5%	0.6%	100.0%
	SW	Count	14	38	55	149	98	1	355
		% within Districts	3.9%	10.7%	15.5%	42.0%	27.6%	0.3%	100.0%
	SE	Count	15	34	40	184	91	2	366
		% within Districts	4.1%	9.3%	10.9%	50.3%	24.9%	0.5%	100.0%
	Total	Count	85	259	311	1206	638	14	2513
		% within Districts	3.4%	10.3%	12.4%	48.0%	25.4%	0.6%	100.0%

a. Year = 2014

Table 27: District by Question 7

Districts * On a local road with a speed limit of 70 mph, how often do you drive faster than 75 mph? Crosstabulation^a

		On a local road with a speed limit of 70 mph, how often do you drive faster than 75 mph?						Total	
		Always	Most of the time	Half of the time	Rarely	Never	No Opinion/Refused		
Districts	NW	Count	3	16	19	137	183	0	358
		% within Districts	0.8%	4.5%	5.3%	38.3%	51.1%	0.0%	100.0%
	NE	Count	3	15	18	130	192	1	359
		% within Districts	0.8%	4.2%	5.0%	36.2%	53.5%	0.3%	100.0%
	KC	Count	4	12	24	161	157	3	361
		% within Districts	1.1%	3.3%	6.6%	44.6%	43.5%	0.8%	100.0%
	CD	Count	4	17	25	124	184	0	354
		% within Districts	1.1%	4.8%	7.1%	35.0%	52.0%	0.0%	100.0%
	SL	Count	4	11	20	145	180	0	360
		% within Districts	1.1%	3.1%	5.6%	40.3%	50.0%	0.0%	100.0%
	SW	Count	8	14	26	130	176	1	355
		% within Districts	2.3%	3.9%	7.3%	36.6%	49.6%	0.3%	100.0%
	SE	Count	5	14	25	116	204	2	366
		% within Districts	1.4%	3.8%	6.8%	31.7%	55.7%	0.5%	100.0%
	Total	Count	31	99	157	943	1276	7	2513
		% within Districts	1.2%	3.9%	6.2%	37.5%	50.8%	0.3%	100.0%

a. Year = 2014

Table 28: District by Question 8

Districts * In the past 30 days, have you read, seen or heard anything about speed enforcement by police? Crosstabulation^a

		In the past 30 days, have you read, seen or heard anything about speed enforcement by police?			Total
		Yes	No	No Opinion/Refused	
NW	Count	113	242	3	358
	% within Districts	31.6%	67.6%	0.8%	100.0%
NE	Count	107	250	2	359
	% within Districts	29.8%	69.6%	0.6%	100.0%
KC	Count	95	265	1	361
	% within Districts	26.3%	73.4%	0.3%	100.0%
CD	Count	119	233	2	354
	% within Districts	33.6%	65.8%	0.6%	100.0%
SL	Count	100	258	2	360
	% within Districts	27.8%	71.7%	0.6%	100.0%
SW	Count	92	261	2	355
	% within Districts	25.9%	73.5%	0.6%	100.0%
SE	Count	88	276	2	366
	% within Districts	24.0%	75.4%	0.5%	100.0%
Total	Count	714	1785	14	2513
	% within Districts	28.4%	71.0%	0.6%	100.0%

a. Year = 2014

Table 29: District by Question 9

Districts * What do you think the chances are of getting a ticket if you drive over the speed limit? Crosstabulation^a

			What do you think the chances are of getting a ticket if you drive over the speed limit?					Total	
			Always	Most of the time	Half of the time	Rarely	Never		No Opinion/Refused
Districts	NW	Count	30	99	105	95	14	15	358
		% within Districts	8.4%	27.7%	29.3%	26.5%	3.9%	4.2%	100.0%
	NE	Count	26	103	129	85	8	8	359
		% within Districts	7.2%	28.7%	35.9%	23.7%	2.2%	2.2%	100.0%
	KC	Count	20	108	124	97	8	4	361
		% within Districts	5.5%	29.9%	34.3%	26.9%	2.2%	1.1%	100.0%
	CD	Count	31	104	119	80	12	8	354
		% within Districts	8.8%	29.4%	33.6%	22.6%	3.4%	2.3%	100.0%
	SL	Count	27	76	136	107	11	3	360
		% within Districts	7.5%	21.1%	37.8%	29.7%	3.1%	0.8%	100.0%
	SW	Count	25	112	114	78	12	14	355
		% within Districts	7.0%	31.5%	32.1%	22.0%	3.4%	3.9%	100.0%
	SE	Count	32	101	127	85	13	8	366
		% within Districts	8.7%	27.6%	34.7%	23.2%	3.6%	2.2%	100.0%
	Total	Count	191	703	854	627	78	60	2513
		% within Districts	7.6%	28.0%	34.0%	25.0%	3.1%	2.4%	100.0%

a. Year = 2014

Table 30: District by Question 10Districts * How often do you talk on a hand-held cellular phone while driving a car, van, sport utility vehicle, or pick-up? Crosstabulation^a

			How often do you talk on a hand-held cellular phone while driving a car, van, sport utility vehicle, or pick-up?					Total	
			Always	Most of the time	Half of the time	Rarely	Never		No Opinion/Refused
Districts	NW	Count	1	7	30	169	149	2	358
		% within Districts	0.3%	2.0%	8.4%	47.2%	41.6%	0.6%	100.0%
	NE	Count	3	2	46	152	154	2	359
		% within Districts	0.8%	0.6%	12.8%	42.3%	42.9%	0.6%	100.0%
	KC	Count	3	5	37	157	157	2	361
		% within Districts	0.8%	1.4%	10.2%	43.5%	43.5%	0.6%	100.0%
	CD	Count	2	12	27	161	147	5	354
		% within Districts	0.6%	3.4%	7.6%	45.5%	41.5%	1.4%	100.0%
	SL	Count	3	5	28	157	165	2	360
		% within Districts	0.8%	1.4%	7.8%	43.6%	45.8%	0.6%	100.0%
	SW	Count	2	3	32	150	167	1	355
		% within Districts	0.6%	0.8%	9.0%	42.3%	47.0%	0.3%	100.0%
	SE	Count	1	7	30	145	182	1	366
		% within Districts	0.3%	1.9%	8.2%	39.6%	49.7%	0.3%	100.0%
	Total	Count	15	41	230	1091	1121	15	2513
		% within Districts	0.6%	1.6%	9.2%	43.4%	44.6%	0.6%	100.0%

a. Year = 2014

Table 31: District by Question 11

Districts * How often do you use a hand-held cellular phone for texting while driving a car, van, sport utility vehicle, or pick-up? Crosstabulation^a

			How often do you use a hand-held cellular phone for texting while driving a car, van, sport utility vehicle, or pick-up?					Total	
			Always	Most of the time	Half of the time	Rarely	Never		No Opinion/Refused
Districts	NW	Count	0	0	2	45	308	3	358
		% within Districts	0.0%	0.0%	0.6%	12.6%	86.0%	0.8%	100.0%
	NE	Count	0	0	2	33	320	4	359
		% within Districts	0.0%	0.0%	0.6%	9.2%	89.1%	1.1%	100.0%
	KC	Count	1	0	3	34	322	1	361
		% within Districts	0.3%	0.0%	0.8%	9.4%	89.2%	0.3%	100.0%
	CD	Count	1	0	1	32	313	7	354
		% within Districts	0.3%	0.0%	0.3%	9.0%	88.4%	2.0%	100.0%
	SL	Count	0	0	2	29	326	3	360
		% within Districts	0.0%	0.0%	0.6%	8.1%	90.6%	0.8%	100.0%
	SW	Count	0	1	1	25	325	3	355
		% within Districts	0.0%	0.3%	0.3%	7.0%	91.5%	0.8%	100.0%
	SE	Count	0	0	0	27	339	0	366
		% within Districts	0.0%	0.0%	0.0%	7.4%	92.6%	0.0%	100.0%
	Total	Count	2	1	11	225	2253	21	2513
		% within Districts	0.1%	0.0%	0.4%	9.0%	89.7%	0.8%	100.0%

a. Year = 2014

Table 32: District by Question 12

Districts * Many states have passed laws which restrict or ban cellular phone use, including texting, while driving. What level of restrictions would you support regarding cellular phone usage while driving?

Crosstabulation^a

		Many states have passed laws which restrict or ban cellular phone use, including texting, while driving. What level of restrictions would you support regarding cellular phone usage while driving?						Total	
		Full Restrictions - No Cellular Phone Use Allowed	Ban on Texting While Driving, Phone Use Allowed	Ban on Texting While Driving, Hands-Free Phone Device Allowed	Hands-Free Phone Device Use Only	No Restrictions	No Opinion/Refused		
Districts	NW	Count	115	82	60	79	12	10	358
		% within Districts	32.1%	22.9%	16.8%	22.1%	3.4%	2.8%	100.0%
	NE	Count	99	84	64	82	18	12	359
		% within Districts	27.6%	23.4%	17.8%	22.8%	5.0%	3.3%	100.0%
	KC	Count	116	63	69	88	12	13	361
		% within Districts	32.1%	17.5%	19.1%	24.4%	3.3%	3.6%	100.0%
	CD	Count	101	83	69	84	8	9	354
		% within Districts	28.5%	23.4%	19.5%	23.7%	2.3%	2.5%	100.0%
	SL	Count	129	53	75	84	13	6	360
		% within Districts	35.8%	14.7%	20.8%	23.3%	3.6%	1.7%	100.0%
	SW	Count	122	71	66	71	17	8	355
		% within Districts	34.4%	20.0%	18.6%	20.0%	4.8%	2.3%	100.0%
	SE	Count	143	67	50	83	13	10	366
		% within Districts	39.1%	18.3%	13.7%	22.7%	3.6%	2.7%	100.0%
	Total	Count	825	503	453	571	93	68	2513
		% within Districts	32.8%	20.0%	18.0%	22.7%	3.7%	2.7%	100.0%

a. Year = 2014

Table 33: District by Question 13

In the past 60 days, how many times have you driven a motor vehicle within two (2) hours after drinking alcoholic beverages? * Districts Crosstabulation ^a										
		Districts							Total	
		NW	NE	KC	CD	SL	SW	SE		
In the past 60 days, how many times have you driven a motor vehicle within two (2) hours after drinking alcoholic beverages?	0	Count	333	331	332	312	317	328	349	2,302
		%	14.5%	14.4%	14.4%	13.6%	13.8%	14.2%	15.2%	100.0%
	1	Count	3	5	9	10	13	8	4	52
		%	5.8%	9.6%	17.3%	19.2%	25.0%	15.4%	7.7%	100.0%
	2	Count	6	7	5	9	12	2	4	45
		%	13.3%	15.6%	11.1%	20.0%	26.7%	4.4%	8.9%	100.0%
	3	Count	1	2	1	3	3	3	2	15
		%	6.7%	13.3%	6.7%	20.0%	20.0%	20.0%	13.3%	100.0%
	4	Count	1	2	1	1	3	0	0	8
		%	12.5%	25.0%	12.5%	12.5%	37.5%	0.0%	0.0%	100.0%
	5	Count	0	0	2	1	3	1	0	7
		%	0.0%	0.0%	28.6%	14.3%	42.9%	14.3%	0.0%	100.0%
	6	Count	1	0	2	1	0	0	0	4
		%	25.0%	0.0%	50.0%	25.0%	0.0%	0.0%	0.0%	100.0%
	7	Count	0	0	0	1	0	0	0	1
		%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	100.0%
	10	Count	0	1	0	1	2	0	0	4
		%	0.0%	25.0%	0.0%	25.0%	50.0%	0.0%	0.0%	100.0%
	12	Count	0	0	0	1	0	0	0	1
		%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	100.0%
20	Count	0	0	0	1	0	0	0	1	
	%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	100.0%	
25	Count	0	1	0	0	0	0	0	1	
	%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	
60	Count	0	1	0	0	0	1	0	2	
	%	0.0%	50.0%	0.0%	0.0%	0.0%	50.0%	0.0%	100.0%	
Refused	Count	13	9	9	13	7	12	7	70	
	%	18.6%	12.9%	12.9%	18.6%	10.0%	17.1%	10.0%	100.0%	
Total	Count	358	359	361	354	360	355	366	2,513	
	%	14.2%	14.3%	14.4%	14.1%	14.3%	14.1%	14.6%	100.0%	

a. Year = 2014

Table 34: District by Question 14

Districts * In the past 30 days, have you read, seen or heard anything about alcohol impaired driving (or drunk driving) enforcement by police? Crosstabulation^a

		In the past 30 days, have you read, seen or heard anything about alcohol impaired driving (or drunk driving) enforcement by police?			Total
		Yes	No	No Opinion/Refused	
NW	Count	190	164	4	358
	% within Districts	53.1%	45.8%	1.1%	100.0%
NE	Count	196	163	0	359
	% within Districts	54.6%	45.4%	0.0%	100.0%
KC	Count	175	185	1	361
	% within Districts	48.5%	51.2%	0.3%	100.0%
CD	Count	184	169	1	354
	% within Districts	52.0%	47.7%	0.3%	100.0%
SL	Count	178	180	2	360
	% within Districts	49.4%	50.0%	0.6%	100.0%
SW	Count	192	159	4	355
	% within Districts	54.1%	44.8%	1.1%	100.0%
SE	Count	189	176	1	366
	% within Districts	51.6%	48.1%	0.3%	100.0%
Total	Count	1304	1196	13	2513
	% within Districts	51.9%	47.6%	0.5%	100.0%

a. Year = 2014

Table 35: District by Question 15

			What do you think the chances are of someone getting arrested if they drive after drinking?					Total	
			Always	Most of the time	Half of the time	Rarely	Never		No Opinion/Refused
Districts	NW	Count	50	77	123	90	4	14	358
		% within Districts	14.0%	21.5%	34.4%	25.1%	1.1%	3.9%	100.0%
	NE	Count	47	95	136	73	3	5	359
		% within Districts	13.1%	26.5%	37.9%	20.3%	0.8%	1.4%	100.0%
	KC	Count	41	79	128	103	5	5	361
		% within Districts	11.4%	21.9%	35.5%	28.5%	1.4%	1.4%	100.0%
	CD	Count	50	83	117	86	2	16	354
		% within Districts	14.1%	23.4%	33.1%	24.3%	0.6%	4.5%	100.0%
	SL	Count	34	79	123	112	4	8	360
		% within Districts	9.4%	21.9%	34.2%	31.1%	1.1%	2.2%	100.0%
	SW	Count	47	84	123	85	1	15	355
		% within Districts	13.2%	23.7%	34.6%	23.9%	0.3%	4.2%	100.0%
	SE	Count	62	94	113	84	1	12	366
		% within Districts	16.9%	25.7%	30.9%	23.0%	0.3%	3.3%	100.0%
	Total	Count	331	591	863	633	20	75	2513
		% within Districts	13.2%	23.5%	34.3%	25.2%	0.8%	3.0%	100.0%

a. Year = 2014

Research Questions by Rural/Urban

Differences between rural and urban communities often show themselves in various research projects. These differences in community are so common that the Nielsen Company has used the US Census data to develop four distinct categories of residence: Highly Urbanized, Relatively Urbanized, Relatively Rural, and Very Rural.

The highly urbanized responses come from the St. Louis area and a few counties adjacent to it. The relatively urbanized responses come from the Kansas City area and a few counties adjacent to it. The rest of the state falls in the categories of relatively rural or very rural. The following table may make this more apparent.

Table 36: District by Nielson Community Type

		Nielsen				Total
		Highly Urbanized	Relatively Urbanized	Relatively Rural	Very Rural	
NW	Count	0	20	40	298	358
	% within Districts	0.0%	5.6%	11.2%	83.2%	100.0%
NE	Count	44	0	0	315	359
	% within Districts	12.3%	0.0%	0.0%	87.7%	100.0%
KC	Count	0	243	0	118	361
	% within Districts	0.0%	67.3%	0.0%	32.7%	100.0%
CD	Count	3	0	43	308	354
	% within Districts	0.8%	0.0%	12.1%	87.0%	100.0%
SL	Count	360	0	0	0	360
	% within Districts	100.0%	0.0%	0.0%	0.0%	100.0%
SW	Count	0	0	84	271	355
	% within Districts	0.0%	0.0%	23.7%	76.3%	100.0%
SE	Count	0	0	15	351	366
	% within Districts	0.0%	0.0%	4.1%	95.9%	100.0%
Total	Count	407	263	182	1661	2513
	% within Districts	16.2%	10.5%	7.2%	66.1%	100.0%

a. Year = 2014

It is important to note that some of Nielsen's classifications may not be intuitive for Missourians. For example, most people in Missouri would probably consider Springfield and Jefferson City to be relatively urbanized, but these areas are classified as relatively rural by Nielsen.

The percentages in these tables are by column (not by row as has been the case for most of the tables in this document). This allows readers to quickly see how people in each Nielsen Community answered the research questions.

Table 37: Nielsen Community Type by Question 1

			Nielsen				Total
			Highly Urbanized	Relatively Urbanized	Relatively Rural	Very Rural	
How often do you use seat belts when you drive or ride in a car, van, sport utility vehicle, or pick up?	Always	Count	363	239	159	1284	2045
		% within Nielsen	89.2%	90.9%	87.4%	77.3%	81.4%
	Most of the time	Count	28	16	13	243	300
		% within Nielsen	6.9%	6.1%	7.1%	14.6%	11.9%
	Half of the time	Count	5	5	5	39	54
		% within Nielsen	1.2%	1.9%	2.7%	2.3%	2.1%
	Rarely	Count	4	1	3	44	52
		% within Nielsen	1.0%	0.4%	1.6%	2.6%	2.1%
	Never	Count	7	2	2	49	60
		% within Nielsen	1.7%	0.8%	1.1%	3.0%	2.4%
	No Opinion/Refused	Count	0	0	0	2	2
		% within Nielsen	0.0%	0.0%	0.0%	0.1%	0.1%
	Total	Count	407	263	182	1661	2513
		% within Nielsen	100.0%	100.0%	100.0%	100.0%	100.0%

a. Year = 2014

Table 38: Nielson Community Type by Question 2

Do you favor keeping Missouri's seat belt law as a "secondary law"—where you can only be pulled over or ticketed if you are observed committing another violation; or do you favor changing Missouri's seat belt law to a "primary law"—where you can be pulled * Nielsen Crosstabulation^a

			Nielsen				Total
			Highly Urbanized	Relatively Urbanized	Relatively Rural	Very Rural	
Do you favor keeping Missouri's seat belt law as a "secondary law"—where you can only be pulled over or ticketed if you are observed committing another violation; or do you favor changing Missouri's seat belt law to a "primary law"—where you can be pulled	Keep "secondary law"	Count	227	140	103	1010	1480
		% within Nielsen	55.8%	53.2%	56.6%	60.8%	58.9%
	Change to "primary law"	Count	162	101	66	528	857
		% within Nielsen	39.8%	38.4%	36.3%	31.8%	34.1%
Total	No Opinion/Refused	Count	18	22	13	123	176
		% within Nielsen	4.4%	8.4%	7.1%	7.4%	7.0%
		Count	407	263	182	1661	2513
		% within Nielsen	100.0%	100.0%	100.0%	100.0%	100.0%

a. Year = 2014

Table 39: Nielson Community Type by Question 3

Currently, the fine for violating Missouri's seat belt law is \$10. Would you support an increase in the fine associated with this violation? * Nielsen Crosstabulation^a

			Nielsen				Total
			Highly Urbanized	Relatively Urbanized	Relatively Rural	Very Rural	
Currently, the fine for violating Missouri's seat belt law is \$10. Would you support an increase in the fine associated with this violation?	Yes	Count	199	128	90	659	1076
		% within Nielsen	48.9%	48.7%	49.5%	39.7%	42.8%
	No	Count	196	130	84	949	1359
		% within Nielsen	48.2%	49.4%	46.2%	57.1%	54.1%
	No Opinion/Refused	Count	12	5	8	53	78
		% within Nielsen	2.9%	1.9%	4.4%	3.2%	3.1%
Total	Count	407	263	182	1661	2513	
	% within Nielsen	100.0%	100.0%	100.0%	100.0%	100.0%	

a. Year = 2014

Table 40: Nielson Community Type by Question 3bIn your opinion, what should the fine associated with violating Missouri's seat belt law be? * Nielsen Crosstabulation^a

			Nielsen				Total
			Highly Urbanized	Relatively Urbanized	Relatively Rural	Very Rural	
In your opinion, what should the fine associated with violating Missouri's seat belt law be?	Under \$25	Count	28	21	17	134	200
		% within Nielsen	14.1%	16.4%	18.9%	20.3%	18.6%
	\$25 - \$49	Count	69	45	31	233	378
		% within Nielsen	34.7%	35.2%	34.4%	35.4%	35.1%
	\$50 - \$74	Count	44	29	27	149	249
		% within Nielsen	22.1%	22.7%	30.0%	22.6%	23.1%
	\$75 - \$100	Count	37	17	9	68	131
		% within Nielsen	18.6%	13.3%	10.0%	10.3%	12.2%
	Over \$100	Count	18	15	5	56	94
		% within Nielsen	9.0%	11.7%	5.6%	8.5%	8.7%
	No Opinion/Refused	Count	3	1	1	19	24
		% within Nielsen	1.5%	0.8%	1.1%	2.9%	2.2%
	Total	Count	199	128	90	659	1076
		% within Nielsen	100.0%	100.0%	100.0%	100.0%	100.0%

a. Year = 2014

Table 41: Nielson Community Type by Question 4In the past 60 days, have you read, seen or heard anything about seat belt law enforcement by police? * Nielsen Crosstabulation^a

			Nielsen				Total
			Highly Urbanized	Relatively Urbanized	Relatively Rural	Very Rural	
In the past 60 days, have you read, seen or heard anything about seat belt law enforcement by police?	Yes	Count	60	46	31	340	477
		% within Nielsen	14.7%	17.5%	17.0%	20.5%	19.0%
	No	Count	345	216	150	1308	2019
		% within Nielsen	84.8%	82.1%	82.4%	78.7%	80.3%
	No Opinion/Refused	Count	2	1	1	13	17
		% within Nielsen	0.5%	0.4%	0.5%	0.8%	0.7%
	Total	Count	407	263	182	1661	2513
		% within Nielsen	100.0%	100.0%	100.0%	100.0%	100.0%

a. Year = 2014

Table 42: Nielson Community Type by Question 5

What do you think the chances are of getting a ticket if you don't wear your safety belt? * Nielsen Crosstabulation^a

			Nielsen				Total
			Highly Urbanized	Relatively Urbanized	Relatively Rural	Very Rural	
What do you think the chances are of getting a ticket if you don't wear your safety belt?	Always	Count	38	22	16	217	293
		% within Nielsen	9.3%	8.4%	8.8%	13.1%	11.7%
	Most of the time	Count	60	39	24	301	424
		% within Nielsen	14.7%	14.8%	13.2%	18.1%	16.9%
	Half of the time	Count	72	51	32	374	529
		% within Nielsen	17.7%	19.4%	17.6%	22.5%	21.1%
	Rarely	Count	160	105	75	528	868
		% within Nielsen	39.3%	39.9%	41.2%	31.8%	34.5%
	Never	Count	50	32	23	118	223
		% within Nielsen	12.3%	12.2%	12.6%	7.1%	8.9%
	No Opinion/Refused	Count	27	14	12	123	176
		% within Nielsen	6.6%	5.3%	6.6%	7.4%	7.0%
	Total	Count	407	263	182	1661	2513
		% within Nielsen	100.0%	100.0%	100.0%	100.0%	100.0%

a. Year = 2014

Table 43: Nielson Community Type by Question 6

On a local road with a speed limit of 30 mph, how often do you drive faster than 35 mph? * Nielsen Crosstabulation^a

			Nielsen				Total
			Highly Urbanized	Relatively Urbanized	Relatively Rural	Very Rural	
On a local road with a speed limit of 30 mph, how often do you drive faster than 35 mph?	Always	Count	14	4	5	62	85
		% within Nielsen	3.4%	1.5%	2.7%	3.7%	3.4%
	Most of the time	Count	51	24	13	171	259
		% within Nielsen	12.5%	9.1%	7.1%	10.3%	10.3%
	Half of the time	Count	45	38	29	199	311
		% within Nielsen	11.1%	14.4%	15.9%	12.0%	12.4%
	Rarely	Count	198	131	92	785	1206
		% within Nielsen	48.6%	49.8%	50.5%	47.3%	48.0%
	Never	Count	95	64	43	436	638
		% within Nielsen	23.3%	24.3%	23.6%	26.2%	25.4%
	No Opinion/Refused	Count	4	2	0	8	14
		% within Nielsen	1.0%	0.8%	0.0%	0.5%	0.6%
	Total	Count	407	263	182	1661	2513
		% within Nielsen	100.0%	100.0%	100.0%	100.0%	100.0%

a. Year = 2014

Table 44: Nielson Community Type by Question 7

On a local road with a speed limit of 70 mph, how often do you drive faster than 75 mph? * Nielsen Crosstabulation^a

			Nielsen				Total
			Highly Urbanized	Relatively Urbanized	Relatively Rural	Very Rural	
On a local road with a speed limit of 70 mph, how often do you drive faster than 75 mph?	Always	Count	5	3	4	19	31
		% within Nielsen	1.2%	1.1%	2.2%	1.1%	1.2%
	Most of the time	Count	11	12	10	66	99
		% within Nielsen	2.7%	4.6%	5.5%	4.0%	3.9%
	Half of the time	Count	21	17	17	102	157
		% within Nielsen	5.2%	6.5%	9.3%	6.1%	6.2%
	Rarely	Count	158	126	69	590	943
		% within Nielsen	38.8%	47.9%	37.9%	35.5%	37.5%
	Never	Count	212	102	82	880	1276
		% within Nielsen	52.1%	38.8%	45.1%	53.0%	50.8%
	No Opinion/Refused	Count	0	3	0	4	7
		% within Nielsen	0.0%	1.1%	0.0%	0.2%	0.3%
	Total	Count	407	263	182	1661	2513
		% within Nielsen	100.0%	100.0%	100.0%	100.0%	100.0%

a. Year = 2014

Table 45: Nielson Community Type by Question 8In the past 30 days, have you read, seen or heard anything about speed enforcement by police? * Nielsen Crosstabulation^a

			Nielsen				Total
			Highly Urbanized	Relatively Urbanized	Relatively Rural	Very Rural	
In the past 30 days, have you read, seen or heard anything about speed enforcement by police?	Yes	Count	116	66	59	473	714
		% within Nielsen	28.5%	25.1%	32.4%	28.5%	28.4%
	No	Count	289	196	122	1178	1785
		% within Nielsen	71.0%	74.5%	67.0%	70.9%	71.0%
	No Opinion/Refused	Count	2	1	1	10	14
		% within Nielsen	0.5%	0.4%	0.5%	0.6%	0.6%
	Total	Count	407	263	182	1661	2513
		% within Nielsen	100.0%	100.0%	100.0%	100.0%	100.0%

a. Year = 2014

Table 46: Nielson Community Type by Question 9

What do you think the chances are of getting a ticket if you drive over the speed limit? * Nielsen Crosstabulation^a

			Nielsen				Total
			Highly Urbanized	Relatively Urbanized	Relatively Rural	Very Rural	
What do you think the chances are of getting a ticket if you drive over the speed limit?	Always	Count	32	14	8	137	191
		% within Nielsen	7.9%	5.3%	4.4%	8.2%	7.6%
	Most of the time	Count	90	72	45	496	703
		% within Nielsen	22.1%	27.4%	24.7%	29.9%	28.0%
	Half of the time	Count	150	88	59	557	854
		% within Nielsen	36.9%	33.5%	32.4%	33.5%	34.0%
	Rarely	Count	119	81	52	375	627
		% within Nielsen	29.2%	30.8%	28.6%	22.6%	25.0%
	Never	Count	13	5	11	49	78
		% within Nielsen	3.2%	1.9%	6.0%	3.0%	3.1%
	No Opinion/Refused	Count	3	3	7	47	60
		% within Nielsen	0.7%	1.1%	3.8%	2.8%	2.4%
	Total	Count	407	263	182	1661	2513
		% within Nielsen	100.0%	100.0%	100.0%	100.0%	100.0%

a. Year = 2014

Table 47: Nielson Community Type by Question 10

How often do you talk on a hand-held cellular phone while driving a car, van, sport utility vehicle, or pick-up? * Nielsen Crosstabulation^a

			Nielsen				Total
			Highly Urbanized	Relatively Urbanized	Relatively Rural	Very Rural	
How often do you talk on a hand-held cellular phone while driving a car, van, sport utility vehicle, or pick-up?	Always	Count	3	1	0	11	15
		% within Nielsen	0.7%	0.4%	0.0%	0.7%	0.6%
	Most of the time	Count	5	4	2	30	41
		% within Nielsen	1.2%	1.5%	1.1%	1.8%	1.6%
	Half of the time	Count	32	26	17	155	230
		% within Nielsen	7.9%	9.9%	9.3%	9.3%	9.2%
	Rarely	Count	175	122	84	710	1091
		% within Nielsen	43.0%	46.4%	46.2%	42.7%	43.4%
	Never	Count	190	109	78	744	1121
		% within Nielsen	46.7%	41.4%	42.9%	44.8%	44.6%
	No Opinion/Refused	Count	2	1	1	11	15
		% within Nielsen	0.5%	0.4%	0.5%	0.7%	0.6%
	Total	Count	407	263	182	1661	2513
		% within Nielsen	100.0%	100.0%	100.0%	100.0%	100.0%

a. Year = 2014

Table 48: Nielson Community Type by Question 11

			Nielson				Total
			Highly Urbanized	Relatively Urbanized	Relatively Rural	Very Rural	
How often do you use a hand-held cellular phone for texting while driving a car, van, sport utility vehicle, or pick-up?	Always	Count	0	0	1	1	2
		% within Nielson	0.0%	0.0%	0.5%	0.1%	0.1%
	Most of the time	Count	0	0	0	1	1
		% within Nielson	0.0%	0.0%	0.0%	0.1%	0.0%
	Half of the time	Count	2	2	1	6	11
		% within Nielson	0.5%	0.8%	0.5%	0.4%	0.4%
	Rarely	Count	33	24	15	153	225
		% within Nielson	8.1%	9.1%	8.2%	9.2%	9.0%
	Never	Count	368	237	163	1485	2253
		% within Nielson	90.4%	90.1%	89.6%	89.4%	89.7%
	No Opinion/Refused	Count	4	0	2	15	21
		% within Nielson	1.0%	0.0%	1.1%	0.9%	0.8%
	Total	Count	407	263	182	1661	2513
		% within Nielson	100.0%	100.0%	100.0%	100.0%	100.0%

a. Year = 2014

Table 49: Nielson Community Type by Question 12

Many states have passed laws which restrict or ban cellular phone use, including texting, while driving. What level of restrictions would you support regarding cellular phone usage while driving? * Nielsen

Crosstabulation^a

			Nielsen				Total
			Highly Urbanized	Relatively Urbanized	Relatively Rural	Very Rural	
Many states have passed laws which restrict or ban cellular phone use, including texting, while driving. What level of restrictions would you support regarding cellular phone usage while driving?	Full Restrictions - No Cellular Phone	Count	145	80	52	548	825
	Use Allowed	% within Nielsen	35.6%	30.4%	28.6%	33.0%	32.8%
	Ban on Texting While Driving, Phone	Count	63	51	48	341	503
	Use Allowed	% within Nielsen	15.5%	19.4%	26.4%	20.5%	20.0%
	Ban on Texting While Driving, Hands-Free Phone Device Allowed	Count	81	50	35	287	453
	Hands-Free Phone Device Use Only	% within Nielsen	19.9%	19.0%	19.2%	17.3%	18.0%
	No Restrictions	Count	95	65	41	370	571
	Use Allowed	% within Nielsen	23.3%	24.7%	22.5%	22.3%	22.7%
	No Restrictions	Count	17	10	3	63	93
	Use Allowed	% within Nielsen	4.2%	3.8%	1.6%	3.8%	3.7%
	No Opinion/Refused	Count	6	7	3	52	68
	Use Allowed	% within Nielsen	1.5%	2.7%	1.6%	3.1%	2.7%
	Total	Count	407	263	182	1661	2513
		% within Nielsen	100.0%	100.0%	100.0%	100.0%	100.0%

a. Year = 2014

Table 50: Nielson Community Type by Question 13

In the past 60 days, how many times have you driven a motor vehicle within two (2) hours after drinking alcoholic beverages? * Nielsen Crosstabulation ^a							
	Times Driven		Nielsen				Total
			Highly Urbanized	Relatively Urbanized	Relatively Rural	Very Rural	
In the past 60 days, how many times have you driven a motor vehicle within two (2) hours after drinking alcoholic beverages?	0	Count	359	244	169	1530	2,302
		% within Nielsen	88.2%	92.8%	92.9%	92.1%	91.6%
	1	Count	13	5	2	32	52
		% within Nielsen	3.2%	1.9%	1.1%	1.9%	2.1%
	2	Count	14	3	2	26	45
		% within Nielsen	3.4%	1.1%	1.1%	1.6%	1.8%
	3	Count	4	1	0	10	15
		% within Nielsen	1.0%	0.4%	0.0%	0.6%	0.6%
	4	Count	5	1	0	2	8
		% within Nielsen	1.2%	0.4%	0.0%	0.1%	0.3%
	5	Count	3	2	1	1	7
		% within Nielsen	0.7%	0.8%	0.5%	0.1%	0.3%
	6	Count	0	2	1	1	4
		% within Nielsen	0.0%	0.8%	0.5%	0.1%	0.2%
	7	Count	0	0	0	1	1
		% within Nielsen	0.0%	0.0%	0.0%	0.1%	0.0%
	10	Count	2	0	1	1	4
		% within Nielsen	0.5%	0.0%	0.5%	0.1%	0.2%
	12	Count	0	0	0	1	1
		% within Nielsen	0.0%	0.0%	0.0%	0.1%	0.0%
20	Count	0	0	0	1	1	
	% within Nielsen	0.0%	0.0%	0.0%	0.1%	0.0%	
25	Count	0	0	0	1	1	
	% within Nielsen	0.0%	0.0%	0.0%	0.1%	0.0%	
60	Count	0	0	0	2	2	
	% within Nielsen	0.0%	0.0%	0.0%	0.1%	0.1%	
Refused	Count	7	5	6	52	70	
	% within Nielsen	1.7%	1.9%	3.3%	3.1%	2.8%	
Total	Count	407	263	182	1661	2,513	
	% within Nielsen	100.0%	100.0%	100.0%	100.0%	100.0%	

a. Year = 2014

Table 51: Nielson Community Type by Question 14In the past 30 days, have you read, seen or heard anything about alcohol impaired driving (or drunk driving) enforcement by police? * Nielsen Crosstabulation^a

			Nielsen				Total
			Highly Urbanized	Relatively Urbanized	Relatively Rural	Very Rural	
In the past 30 days, have you read, seen or heard anything about alcohol impaired driving (or drunk driving) enforcement by police?	Yes	Count	204	131	111	858	1304
		% within Nielsen	50.1%	49.8%	61.0%	51.7%	51.9%
	No	Count	201	131	71	793	1196
		% within Nielsen	49.4%	49.8%	39.0%	47.7%	47.6%
	No Opinion/Refused	Count	2	1	0	10	13
		% within Nielsen	0.5%	0.4%	0.0%	0.6%	0.5%
Total	Count	407	263	182	1661	2513	
	% within Nielsen	100.0%	100.0%	100.0%	100.0%	100.0%	

a. Year = 2014

Table 52: Nielson Community Type by Question 15

What do you think the chances are of someone getting arrested if they drive after drinking? * Nielsen Crosstabulation^a

			Nielsen				Total
			Highly Urbanized	Relatively Urbanized	Relatively Rural	Very Rural	
What do you think the chances are of someone getting arrested if they drive after drinking?	Always	Count	38	28	23	242	331
		% within Nielsen	9.3%	10.6%	12.6%	14.6%	13.2%
	Most of the time	Count	91	55	35	410	591
		% within Nielsen	22.4%	20.9%	19.2%	24.7%	23.5%
	Half of the time	Count	146	94	64	559	863
		% within Nielsen	35.9%	35.7%	35.2%	33.7%	34.3%
	Rarely	Count	120	77	54	382	633
		% within Nielsen	29.5%	29.3%	29.7%	23.0%	25.2%
	Never	Count	4	4	1	11	20
		% within Nielsen	1.0%	1.5%	0.5%	0.7%	0.8%
	No Opinion/Refused	Count	8	5	5	57	75
		% within Nielsen	2.0%	1.9%	2.7%	3.4%	3.0%
	Total	Count	407	263	182	1661	2513
		% within Nielsen	100.0%	100.0%	100.0%	100.0%	100.0%

a. Year = 2014

Appendix D 2013 Demographics

Table 53: Question a

Are you a licensed Missouri driver? ^a				
	Frequency	Percent	Valid Percent	Cumulative Percent
Valid Yes	2513	100.0	100.0	100.0

a. Year = 2014

Table 54: Question b

What is your age? ^a				
	Frequency	Percent	Valid Percent	Cumulative Percent
Valid 18 to 29	350	13.9	13.9	13.9
Valid 30 to 39	350	13.9	13.9	27.9
Valid 40 to 49	498	19.8	19.8	47.7
Valid 50 to 64	627	25.0	25.0	72.6
Valid 65 and up	688	27.4	27.4	100.0
Valid Total	2513	100.0	100.0	

a. Year = 2014

Table 55: Question c

Gender ^a				
	Frequency	Percent	Valid Percent	Cumulative Percent
Valid Female	1286	51.2	51.2	51.2
Valid Male	1227	48.8	48.8	100.0
Valid Total	2513	100.0	100.0	

a. Year = 2014

Table 56: Question d

What is your ethnicity? ^a					
	Frequency	Percent	Valid Percent	Cumulative Percent	
	American Indian or Alaska Native	53	2.1	2.1	2.1
	American Indian or Alaska Native and White	15	.6	.6	2.7
	American Indian or Alaska Native and Asian	1	.0	.0	2.7
	American Indian or Alaska Native and Hispanic or Latino	1	.0	.0	2.8
	American Indian or Alaska Native and Hispanic or Latino and White	1	.0	.0	2.8
	American Indian or Alaska Native and Native Hawaiian or Other Pacific Islander and White	1	.0	.0	2.9
Valid	Asian	4	.2	.2	3.0
	Asian and White	1	.0	.0	3.1
	Black or African American	44	1.8	1.8	4.8
	Black or African American and White	3	.1	.1	4.9
	Hispanic or Latino	34	1.4	1.4	6.3
	Hispanic or Latino and White	4	.2	.2	6.4
	Native Hawaiian or Other Pacific Islander	2	.1	.1	6.5
	Refused	69	2.7	2.7	9.3
	White	2280	90.7	90.7	100.0
	Total	2513	100.0	100.0	

a. Year = 2014

Table 57: Question e

Is the car you drive most often a:^a

	Frequency	Percent	Valid Percent	Cumulative Percent
Valid Car	1011	40.2	40.2	40.2
Van or Minivan	312	12.4	12.4	52.6
Motorcycle	6	.2	.2	52.9
Sport Utility Vehicle or Crossover	484	19.3	19.3	72.1
Pickup Truck	585	23.3	23.3	95.4
Other type of truck	103	4.1	4.1	99.5
No Opinion/Refused	12	.5	.5	100.0
Total	2513	100.0	100.0	

a. Year = 2014

Table 58: Question f

In what county do you currently live?^a

	Frequency	Percent	Valid Percent	Cumulative Percent
Valid ADAIR	23	.9	.9	.9
ANDREW	18	.7	.7	1.6
ATCHISON	17	.7	.7	2.3
AUDRAIN	21	.8	.8	3.1
BARRY	17	.7	.7	3.8
BARTON	18	.7	.7	4.5
BATES	17	.7	.7	5.2
BENTON	18	.7	.7	5.9
BOLLINGER	14	.6	.6	6.5
BOONE	20	.8	.8	7.3
BUCHANAN	22	.9	.9	8.2
BUTLER	14	.6	.6	8.7
CALDWELL	17	.7	.7	9.4
CALLAWAY	20	.8	.8	10.2
CAMDEN	21	.8	.8	11.0
CAPE GIRARDEAU	14	.6	.6	11.6
CARROLL	18	.7	.7	12.3

In what county do you currently live?^a

	Frequency	Percent	Valid Percent	Cumulative Percent
CARTER	14	.6	.6	12.9
CASS	39	1.6	1.6	14.4
CEDAR	16	.6	.6	15.0
CHARITON	17	.7	.7	15.7
CHRISTIAN	17	.7	.7	16.4
CLARK	20	.8	.8	17.2
CLAY	40	1.6	1.6	18.8
CLINTON	18	.7	.7	19.5
COLE	22	.9	.9	20.4
COOPER	20	.8	.8	21.2
CRAWFORD	20	.8	.8	22.0
DADE	17	.7	.7	22.6
DALLAS	16	.6	.6	23.3
DAVISS	20	.8	.8	24.1
DEKALB	18	.7	.7	24.8
DENT	19	.8	.8	25.5
DOUGLAS	14	.6	.6	26.1
DUNKLIN	14	.6	.6	26.7
FRANKLIN	71	2.8	2.8	29.5
GASCONADE	19	.8	.8	30.2
GENTRY	18	.7	.7	31.0
GREENE	17	.7	.7	31.6
GRUNDY	17	.7	.7	32.3
HARRISON	17	.7	.7	33.0
HENRY	17	.7	.7	33.7
HICKORY	16	.6	.6	34.3
HOLT	17	.7	.7	35.0
HOWARD	19	.8	.8	35.7
HOWELL	14	.6	.6	36.3
IRON	15	.6	.6	36.9
JACKSON	40	1.6	1.6	38.5
JASPER	17	.7	.7	39.2
JEFFERSON	73	2.9	2.9	42.1

	Frequency	Percent	Valid Percent	Cumulative Percent
JOHNSON	39	1.6	1.6	43.6
KNOX	21	.8	.8	44.4
LACLEDE	19	.8	.8	45.2
LAFAYETTE	40	1.6	1.6	46.8
LAWRENCE	17	.7	.7	47.5
LEWIS	22	.9	.9	48.3
LINCOLN	22	.9	.9	49.2
LINN	18	.7	.7	49.9
LIVINGSTON	18	.7	.7	50.7
MACON	23	.9	.9	51.6
MADISON	14	.6	.6	52.1
MARIES	19	.8	.8	52.9
MARION	21	.8	.8	53.7
MCDONALD	16	.6	.6	54.4
MERCER	20	.8	.8	55.2
MILLER	19	.8	.8	55.9
MISSISSIPPI	14	.6	.6	56.5
MONITEAU	20	.8	.8	57.3
MONROE	20	.8	.8	58.1
MONTGOMERY	22	.9	.9	58.9
MORGAN	19	.8	.8	59.7
NEW MADRID	15	.6	.6	60.3
NEWTON	17	.7	.7	61.0
NODAWAY	17	.7	.7	61.6
OREGON	14	.6	.6	62.2
OSAGE	19	.8	.8	63.0
OZARK	16	.6	.6	63.6
PEMISCOT	16	.6	.6	64.2
PERRY	15	.6	.6	64.8
PETTIS	40	1.6	1.6	66.4
PHELPS	20	.8	.8	67.2
PIKE	21	.8	.8	68.0
PLATTE	41	1.6	1.6	69.7

In what county do you currently live?^a

	Frequency	Percent	Valid Percent	Cumulative Percent
POLK	16	.6	.6	70.3
PULASKI	19	.8	.8	71.1
PUTNAM	17	.7	.7	71.7
RALLS	20	.8	.8	72.5
RANDOLPH	21	.8	.8	73.4
RAY	43	1.7	1.7	75.1
REYNOLDS	17	.7	.7	75.8
RIPLEY	16	.6	.6	76.4
SAINT CHARLES	71	2.8	2.8	79.2
SAINT CLAIR	17	.7	.7	79.9
SAINT FRANCOIS	14	.6	.6	80.5
SAINT LOUIS	73	2.9	2.9	83.4
SAINT LOUIS CITY	72	2.9	2.9	86.2
SAINTE GENEVIEVE	18	.7	.7	86.9
SALINE	39	1.6	1.6	88.5
SCHUYLER	20	.8	.8	89.3
SCOTLAND	20	.8	.8	90.1
SCOTT	14	.6	.6	90.6
SHANNON	13	.5	.5	91.2
SHELBY	20	.8	.8	92.0
STODDARD	14	.6	.6	92.5
STONE	18	.7	.7	93.2
SULLIVAN	17	.7	.7	93.9
TANEY	17	.7	.7	94.6
TEXAS	14	.6	.6	95.1
VERNON	17	.7	.7	95.8
WARREN	22	.9	.9	96.7
WASHINGTON	20	.8	.8	97.5
WAYNE	14	.6	.6	98.1
WEBSTER	17	.7	.7	98.7
WORTH	17	.7	.7	99.4
WRIGHT	15	.6	.6	100.0
Total	2513	100.0	100.0	

a. Year = 2014

Table 59: Question g

What is your home zip code? ^a				
	Frequency	Percent	Valid Percent	Cumulative Percent
63005	2	.1	.1	.1
63010	9	.4	.4	.4
63011	2	.1	.1	.5
63012	4	.2	.2	.7
63013	2	.1	.1	.8
63014	2	.1	.1	.8
63016	2	.1	.1	.9
63017	1	.0	.0	1.0
63020	6	.2	.2	1.2
63021	7	.3	.3	1.5
63023	1	.0	.0	1.5
63025	2	.1	.1	1.6
63026	9	.4	.4	1.9
63028	9	.4	.4	2.3
63031	2	.1	.1	2.4
63033	4	.2	.2	2.5
63034	1	.0	.0	2.6
63036	1	.0	.0	2.6
63037	5	.2	.2	2.8
63038	2	.1	.1	2.9
63039	1	.0	.0	2.9
63042	1	.0	.0	3.0
63043	1	.0	.0	3.0
63049	4	.2	.2	3.2
63050	9	.4	.4	3.5
63051	5	.2	.2	3.7
63052	15	.6	.6	4.3
63055	1	.0	.0	4.4
63060	4	.2	.2	4.5
63061	1	.0	.0	4.6
63068	9	.4	.4	4.9
63069	2	.1	.1	5.0

Valid

What is your home zip code?^a

	Frequency	Percent	Valid Percent	Cumulative Percent
63070	1	.0	.0	5.1
63071	1	.0	.0	5.1
63072	1	.0	.0	5.1
63074	2	.1	.1	5.2
63077	8	.3	.3	5.5
63080	9	.4	.4	5.9
63084	8	.3	.3	6.2
63087	1	.0	.0	6.2
63088	2	.1	.1	6.3
63089	3	.1	.1	6.4
63090	18	.7	.7	7.2
63104	7	.3	.3	7.4
63106	1	.0	.0	7.5
63107	3	.1	.1	7.6
63109	17	.7	.7	8.3
63110	3	.1	.1	8.4
63111	3	.1	.1	8.5
63113	1	.0	.0	8.6
63114	1	.0	.0	8.6
63116	16	.6	.6	9.2
63117	2	.1	.1	9.3
63118	6	.2	.2	9.6
63119	2	.1	.1	9.6
63120	1	.0	.0	9.7
63121	2	.1	.1	9.7
63122	3	.1	.1	9.9
63123	8	.3	.3	10.2
63125	1	.0	.0	10.2
63126	3	.1	.1	10.3
63128	2	.1	.1	10.4
63129	7	.3	.3	10.7
63130	1	.0	.0	10.7
63131	4	.2	.2	10.9

What is your home zip code?^a

	Frequency	Percent	Valid Percent	Cumulative Percent
63132	1	.0	.0	10.9
63134	1	.0	.0	11.0
63136	5	.2	.2	11.2
63137	1	.0	.0	11.2
63139	6	.2	.2	11.5
63141	1	.0	.0	11.5
63143	1	.0	.0	11.5
63144	1	.0	.0	11.6
63146	1	.0	.0	11.6
63147	3	.1	.1	11.7
63301	6	.2	.2	12.0
63303	10	.4	.4	12.4
63304	8	.3	.3	12.7
63332	1	.0	.0	12.7
63333	2	.1	.1	12.8
63334	6	.2	.2	13.1
63336	1	.0	.0	13.1
63339	1	.0	.0	13.1
63341	3	.1	.1	13.3
63343	3	.1	.1	13.4
63344	3	.1	.1	13.5
63345	1	.0	.0	13.5
63347	1	.0	.0	13.6
63348	3	.1	.1	13.7
63350	1	.0	.0	13.7
63351	1	.0	.0	13.8
63352	1	.0	.0	13.8
63353	6	.2	.2	14.0
63357	3	.1	.1	14.2
63359	3	.1	.1	14.3
63361	9	.4	.4	14.6
63362	4	.2	.2	14.8
63363	4	.2	.2	15.0

What is your home zip code?^a

	Frequency	Percent	Valid Percent	Cumulative Percent
63366	12	.5	.5	15.4
63367	3	.1	.1	15.6
63368	3	.1	.1	15.7
63369	2	.1	.1	15.8
63376	16	.6	.6	16.4
63377	2	.1	.1	16.5
63379	7	.3	.3	16.8
63382	7	.3	.3	17.0
63383	13	.5	.5	17.5
63384	5	.2	.2	17.7
63385	8	.3	.3	18.1
63389	3	.1	.1	18.2
63390	3	.1	.1	18.3
63401	12	.5	.5	18.8
63432	3	.1	.1	18.9
63434	5	.2	.2	19.1
63435	3	.1	.1	19.2
63436	2	.1	.1	19.3
63437	1	.0	.0	19.3
63438	3	.1	.1	19.5
63439	2	.1	.1	19.5
63440	4	.2	.2	19.7
63441	1	.0	.0	19.7
63443	1	.0	.0	19.8
63445	11	.4	.4	20.2
63446	1	.0	.0	20.3
63448	7	.3	.3	20.5
63451	3	.1	.1	20.7
63452	1	.0	.0	20.7
63453	2	.1	.1	20.8
63454	6	.2	.2	21.0
63456	6	.2	.2	21.2
63457	2	.1	.1	21.3

What is your home zip code? ^a				
	Frequency	Percent	Valid Percent	Cumulative Percent
63458	2	.1	.1	21.4
63459	8	.3	.3	21.7
63460	2	.1	.1	21.8
63461	7	.3	.3	22.1
63462	2	.1	.1	22.2
63463	1	.0	.0	22.2
63466	1	.0	.0	22.2
63468	4	.2	.2	22.4
63469	6	.2	.2	22.6
63473	1	.0	.0	22.7
63474	5	.2	.2	22.9
63501	15	.6	.6	23.5
63530	2	.1	.1	23.6
63531	4	.2	.2	23.7
63532	1	.0	.0	23.8
63533	2	.1	.1	23.8
63536	5	.2	.2	24.0
63537	11	.4	.4	24.5
63538	2	.1	.1	24.6
63541	1	.0	.0	24.6
63543	2	.1	.1	24.7
63544	2	.1	.1	24.8
63545	1	.0	.0	24.8
63546	4	.2	.2	25.0
63548	11	.4	.4	25.4
63549	5	.2	.2	25.6
63551	1	.0	.0	25.6
63552	11	.4	.4	26.1
63555	11	.4	.4	26.5
63556	8	.3	.3	26.8
63558	1	.0	.0	26.9
63559	5	.2	.2	27.1
63560	1	.0	.0	27.1

What is your home zip code?^a

	Frequency	Percent	Valid Percent	Cumulative Percent
63563	5	.2	.2	27.3
63565	11	.4	.4	27.7
63566	4	.2	.2	27.9
63567	1	.0	.0	27.9
63601	1	.0	.0	28.0
63620	3	.1	.1	28.1
63621	2	.1	.1	28.2
63622	1	.0	.0	28.2
63623	1	.0	.0	28.3
63624	3	.1	.1	28.4
63625	1	.0	.0	28.4
63626	1	.0	.0	28.5
63628	3	.1	.1	28.6
63629	4	.2	.2	28.7
63630	2	.1	.1	28.8
63631	2	.1	.1	28.9
63636	1	.0	.0	28.9
63638	8	.3	.3	29.2
63640	5	.2	.2	29.4
63645	11	.4	.4	29.9
63648	1	.0	.0	29.9
63650	3	.1	.1	30.0
63653	1	.0	.0	30.1
63654	1	.0	.0	30.1
63655	1	.0	.0	30.2
63656	2	.1	.1	30.2
63660	3	.1	.1	30.4
63662	2	.1	.1	30.4
63664	7	.3	.3	30.7
63670	15	.6	.6	31.3
63673	4	.2	.2	31.5
63701	8	.3	.3	31.8
63703	3	.1	.1	31.9

What is your home zip code?^a

	Frequency	Percent	Valid Percent	Cumulative Percent
63730	2	.1	.1	32.0
63735	1	.0	.0	32.0
63736	2	.1	.1	32.1
63739	1	.0	.0	32.2
63740	4	.2	.2	32.3
63751	2	.1	.1	32.4
63755	2	.1	.1	32.5
63764	7	.3	.3	32.7
63766	1	.0	.0	32.8
63774	1	.0	.0	32.8
63775	14	.6	.6	33.4
63780	2	.1	.1	33.5
63781	2	.1	.1	33.5
63801	6	.2	.2	33.8
63822	2	.1	.1	33.9
63827	1	.0	.0	33.9
63829	2	.1	.1	34.0
63830	5	.2	.2	34.2
63834	7	.3	.3	34.5
63841	6	.2	.2	34.7
63845	6	.2	.2	34.9
63846	2	.1	.1	35.0
63848	1	.0	.0	35.1
63851	3	.1	.1	35.2
63855	1	.0	.0	35.2
63857	5	.2	.2	35.4
63863	3	.1	.1	35.5
63869	5	.2	.2	35.7
63870	1	.0	.0	35.8
63873	6	.2	.2	36.0
63877	6	.2	.2	36.3
63878	1	.0	.0	36.3
63879	1	.0	.0	36.3

What is your home zip code?^a

	Frequency	Percent	Valid Percent	Cumulative Percent
63882	1	.0	.0	36.4
63901	10	.4	.4	36.8
63933	3	.1	.1	36.9
63935	11	.4	.4	37.3
63937	3	.1	.1	37.4
63939	2	.1	.1	37.5
63940	1	.0	.0	37.6
63943	2	.1	.1	37.6
63944	1	.0	.0	37.7
63945	1	.0	.0	37.7
63952	1	.0	.0	37.8
63953	3	.1	.1	37.9
63954	2	.1	.1	38.0
63956	1	.0	.0	38.0
63957	13	.5	.5	38.5
63960	1	.0	.0	38.6
63965	10	.4	.4	39.0
64001	1	.0	.0	39.0
64011	3	.1	.1	39.1
64012	15	.6	.6	39.7
64014	2	.1	.1	39.8
64015	1	.0	.0	39.8
64018	2	.1	.1	39.9
64019	1	.0	.0	40.0
64020	9	.4	.4	40.3
64024	12	.5	.5	40.8
64029	2	.1	.1	40.9
64030	1	.0	.0	40.9
64035	4	.2	.2	41.1
64037	6	.2	.2	41.3
64040	6	.2	.2	41.5
64048	1	.0	.0	41.6
64050	3	.1	.1	41.7

What is your home zip code?^a

	Frequency	Percent	Valid Percent	Cumulative Percent
64052	3	.1	.1	41.8
64055	4	.2	.2	42.0
64057	1	.0	.0	42.0
64060	2	.1	.1	42.1
64061	4	.2	.2	42.3
64062	9	.4	.4	42.6
64063	1	.0	.0	42.7
64064	1	.0	.0	42.7
64067	7	.3	.3	43.0
64068	6	.2	.2	43.2
64071	1	.0	.0	43.3
64076	12	.5	.5	43.7
64078	2	.1	.1	43.8
64079	5	.2	.2	44.0
64080	5	.2	.2	44.2
64081	4	.2	.2	44.4
64082	2	.1	.1	44.4
64083	6	.2	.2	44.7
64084	3	.1	.1	44.8
64085	15	.6	.6	45.4
64086	3	.1	.1	45.5
64089	5	.2	.2	45.7
64093	15	.6	.6	46.3
64097	2	.1	.1	46.4
64108	2	.1	.1	46.5
64110	2	.1	.1	46.6
64113	1	.0	.0	46.6
64114	1	.0	.0	46.6
64116	1	.0	.0	46.7
64117	1	.0	.0	46.7
64118	8	.3	.3	47.0
64119	5	.2	.2	47.2
64123	1	.0	.0	47.3

What is your home zip code? ^a				
	Frequency	Percent	Valid Percent	Cumulative Percent
64126	1	.0	.0	47.3
64128	1	.0	.0	47.4
64130	1	.0	.0	47.4
64133	1	.0	.0	47.4
64137	1	.0	.0	47.5
64138	1	.0	.0	47.5
64151	9	.4	.4	47.9
64152	17	.7	.7	48.5
64153	3	.1	.1	48.7
64155	2	.1	.1	48.7
64157	4	.2	.2	48.9
64158	2	.1	.1	49.0
64163	2	.1	.1	49.1
64401	1	.0	.0	49.1
64402	5	.2	.2	49.3
64422	2	.1	.1	49.4
64424	8	.3	.3	49.7
64427	2	.1	.1	49.8
64428	1	.0	.0	49.8
64429	14	.6	.6	50.4
64430	1	.0	.0	50.4
64433	1	.0	.0	50.5
64434	1	.0	.0	50.5
64437	1	.0	.0	50.5
64439	2	.1	.1	50.6
64441	1	.0	.0	50.7
64442	4	.2	.2	50.8
64444	2	.1	.1	50.9
64446	3	.1	.1	51.0
64448	1	.0	.0	51.1
64451	2	.1	.1	51.1
64453	2	.1	.1	51.2
64454	3	.1	.1	51.3

What is your home zip code? ^a				
	Frequency	Percent	Valid Percent	Cumulative Percent
64456	7	.3	.3	51.6
64457	1	.0	.0	51.7
64463	2	.1	.1	51.7
64465	4	.2	.2	51.9
64466	2	.1	.1	52.0
64468	12	.5	.5	52.4
64469	2	.1	.1	52.5
64470	8	.3	.3	52.8
64471	2	.1	.1	52.9
64473	4	.2	.2	53.1
64474	2	.1	.1	53.2
64475	1	.0	.0	53.2
64477	3	.1	.1	53.3
64481	2	.1	.1	53.4
64482	6	.2	.2	53.6
64483	3	.1	.1	53.8
64485	9	.4	.4	54.1
64486	5	.2	.2	54.3
64487	1	.0	.0	54.4
64489	4	.2	.2	54.5
64490	5	.2	.2	54.7
64491	4	.2	.2	54.9
64494	3	.1	.1	55.0
64496	2	.1	.1	55.1
64497	1	.0	.0	55.1
64498	2	.1	.1	55.2
64499	3	.1	.1	55.3
64501	1	.0	.0	55.4
64503	1	.0	.0	55.4
64504	4	.2	.2	55.6
64505	6	.2	.2	55.8
64506	7	.3	.3	56.1
64507	4	.2	.2	56.2

What is your home zip code?^a

	Frequency	Percent	Valid Percent	Cumulative Percent
64601	15	.6	.6	56.8
64620	2	.1	.1	56.9
64622	2	.1	.1	57.0
64624	2	.1	.1	57.1
64628	4	.2	.2	57.2
64631	2	.1	.1	57.3
64632	1	.0	.0	57.3
64633	13	.5	.5	57.9
64636	1	.0	.0	57.9
64637	3	.1	.1	58.0
64640	7	.3	.3	58.3
64641	1	.0	.0	58.3
64642	2	.1	.1	58.4
64644	4	.2	.2	58.6
64645	1	.0	.0	58.6
64648	1	.0	.0	58.7
64649	1	.0	.0	58.7
64650	1	.0	.0	58.7
64651	1	.0	.0	58.8
64653	1	.0	.0	58.8
64655	1	.0	.0	58.9
64657	2	.1	.1	58.9
64658	4	.2	.2	59.1
64659	3	.1	.1	59.2
64660	1	.0	.0	59.3
64661	2	.1	.1	59.3
64664	1	.0	.0	59.4
64667	1	.0	.0	59.4
64668	5	.2	.2	59.6
64670	5	.2	.2	59.8
64671	4	.2	.2	60.0
64672	1	.0	.0	60.0
64673	18	.7	.7	60.7

What is your home zip code?^a

	Frequency	Percent	Valid Percent	Cumulative Percent
64674	4	.2	.2	60.9
64676	1	.0	.0	60.9
64682	1	.0	.0	61.0
64683	17	.7	.7	61.6
64688	2	.1	.1	61.7
64689	3	.1	.1	61.8
64701	4	.2	.2	62.0
64720	7	.3	.3	62.3
64724	1	.0	.0	62.3
64725	1	.0	.0	62.4
64730	5	.2	.2	62.6
64733	1	.0	.0	62.6
64734	2	.1	.1	62.7
64735	10	.4	.4	63.1
64740	1	.0	.0	63.1
64742	3	.1	.1	63.2
64744	9	.4	.4	63.6
64748	1	.0	.0	63.6
64752	2	.1	.1	63.7
64755	1	.0	.0	63.7
64756	2	.1	.1	63.8
64759	14	.6	.6	64.4
64761	2	.1	.1	64.5
64762	2	.1	.1	64.5
64763	3	.1	.1	64.7
64772	13	.5	.5	65.2
64776	12	.5	.5	65.7
64779	3	.1	.1	65.8
64783	1	.0	.0	65.8
64784	3	.1	.1	65.9
64788	1	.0	.0	66.0
64790	1	.0	.0	66.0
64801	2	.1	.1	66.1

What is your home zip code?^a

	Frequency	Percent	Valid Percent	Cumulative Percent
64804	13	.5	.5	66.6
64831	2	.1	.1	66.7
64832	1	.0	.0	66.7
64834	2	.1	.1	66.8
64835	1	.0	.0	66.9
64836	6	.2	.2	67.1
64842	1	.0	.0	67.1
64843	2	.1	.1	67.2
64844	1	.0	.0	67.3
64848	1	.0	.0	67.3
64850	4	.2	.2	67.4
64854	1	.0	.0	67.5
64856	8	.3	.3	67.8
64861	1	.0	.0	67.8
64863	1	.0	.0	67.9
64865	1	.0	.0	67.9
64870	2	.1	.1	68.0
65011	2	.1	.1	68.1
65013	5	.2	.2	68.3
65016	2	.1	.1	68.4
65017	2	.1	.1	68.4
65018	13	.5	.5	69.0
65020	6	.2	.2	69.2
65026	2	.1	.1	69.3
65032	3	.1	.1	69.4
65035	5	.2	.2	69.6
65037	7	.3	.3	69.9
65040	1	.0	.0	69.9
65041	7	.3	.3	70.2
65043	4	.2	.2	70.4
65046	4	.2	.2	70.5
65047	2	.1	.1	70.6
65049	2	.1	.1	70.7

What is your home zip code?^a

	Frequency	Percent	Valid Percent	Cumulative Percent
65051	8	.3	.3	71.0
65052	1	.0	.0	71.0
65053	2	.1	.1	71.1
65054	1	.0	.0	71.2
65058	2	.1	.1	71.2
65061	3	.1	.1	71.3
65062	1	.0	.0	71.4
65063	2	.1	.1	71.5
65065	2	.1	.1	71.5
65066	9	.4	.4	71.9
65068	2	.1	.1	72.0
65072	2	.1	.1	72.1
65074	2	.1	.1	72.1
65075	1	.0	.0	72.2
65077	1	.0	.0	72.2
65078	2	.1	.1	72.3
65079	5	.2	.2	72.5
65081	2	.1	.1	72.6
65082	2	.1	.1	72.7
65084	2	.1	.1	72.7
65085	2	.1	.1	72.8
65101	10	.4	.4	73.2
65109	9	.4	.4	73.6
65201	3	.1	.1	73.7
65202	5	.2	.2	73.9
65203	10	.4	.4	74.3
65230	1	.0	.0	74.3
65231	1	.0	.0	74.4
65232	1	.0	.0	74.4
65233	7	.3	.3	74.7
65236	4	.2	.2	74.9
65237	2	.1	.1	74.9
65239	1	.0	.0	75.0

What is your home zip code?^a

	Frequency	Percent	Valid Percent	Cumulative Percent
65243	4	.2	.2	75.1
65248	7	.3	.3	75.4
65251	12	.5	.5	75.9
65254	5	.2	.2	76.1
65256	1	.0	.0	76.1
65257	3	.1	.1	76.2
65258	3	.1	.1	76.4
65259	5	.2	.2	76.6
65260	2	.1	.1	76.6
65261	4	.2	.2	76.8
65263	2	.1	.1	76.9
65264	1	.0	.0	76.9
65265	12	.5	.5	77.4
65270	10	.4	.4	77.8
65274	3	.1	.1	77.9
65275	8	.3	.3	78.2
65276	4	.2	.2	78.4
65279	1	.0	.0	78.4
65280	1	.0	.0	78.5
65281	6	.2	.2	78.7
65283	1	.0	.0	78.8
65284	1	.0	.0	78.8
65287	1	.0	.0	78.8
65301	29	1.2	1.2	80.0
65321	2	.1	.1	80.1
65322	1	.0	.0	80.1
65323	1	.0	.0	80.1
65324	3	.1	.1	80.3
65325	4	.2	.2	80.4
65326	2	.1	.1	80.5
65329	3	.1	.1	80.6
65332	2	.1	.1	80.7
65334	2	.1	.1	80.8

What is your home zip code?^a

	Frequency	Percent	Valid Percent	Cumulative Percent
65335	1	.0	.0	80.8
65336	10	.4	.4	81.2
65337	6	.2	.2	81.5
65338	1	.0	.0	81.5
65339	1	.0	.0	81.5
65340	23	.9	.9	82.5
65344	1	.0	.0	82.5
65345	1	.0	.0	82.5
65347	1	.0	.0	82.6
65348	2	.1	.1	82.7
65349	8	.3	.3	83.0
65351	4	.2	.2	83.1
65355	11	.4	.4	83.6
65360	3	.1	.1	83.7
65401	10	.4	.4	84.1
65438	3	.1	.1	84.2
65439	2	.1	.1	84.3
65441	3	.1	.1	84.4
65452	4	.2	.2	84.6
65453	6	.2	.2	84.8
65459	8	.3	.3	85.1
65462	1	.0	.0	85.2
65466	6	.2	.2	85.4
65470	1	.0	.0	85.4
65483	1	.0	.0	85.5
65486	5	.2	.2	85.7
65501	2	.1	.1	85.8
65536	15	.6	.6	86.4
65542	1	.0	.0	86.4
65543	1	.0	.0	86.4
65548	1	.0	.0	86.5
65550	2	.1	.1	86.5
65552	1	.0	.0	86.6

What is your home zip code?^a

	Frequency	Percent	Valid Percent	Cumulative Percent
65555	3	.1	.1	86.7
65556	5	.2	.2	86.9
65557	2	.1	.1	87.0
65559	6	.2	.2	87.2
65560	21	.8	.8	88.1
65565	11	.4	.4	88.5
65566	1	.0	.0	88.5
65567	1	.0	.0	88.6
65571	1	.0	.0	88.6
65580	3	.1	.1	88.7
65582	6	.2	.2	89.0
65583	5	.2	.2	89.2
65584	2	.1	.1	89.3
65588	1	.0	.0	89.3
65589	1	.0	.0	89.3
65590	2	.1	.1	89.4
65591	1	.0	.0	89.5
65604	1	.0	.0	89.5
65605	3	.1	.1	89.6
65606	5	.2	.2	89.8
65608	8	.3	.3	90.1
65609	1	.0	.0	90.2
65610	2	.1	.1	90.3
65611	2	.1	.1	90.3
65613	9	.4	.4	90.7
65615	2	.1	.1	90.8
65616	5	.2	.2	91.0
65617	1	.0	.0	91.0
65619	2	.1	.1	91.1
65622	5	.2	.2	91.3
65625	6	.2	.2	91.5
65626	3	.1	.1	91.6
65629	1	.0	.0	91.7

What is your home zip code?^a

	Frequency	Percent	Valid Percent	Cumulative Percent
65631	4	.2	.2	91.8
65632	3	.1	.1	92.0
65633	1	.0	.0	92.0
65634	1	.0	.0	92.0
65635	2	.1	.1	92.1
65637	1	.0	.0	92.2
65640	1	.0	.0	92.2
65644	1	.0	.0	92.2
65646	3	.1	.1	92.4
65647	1	.0	.0	92.4
65648	2	.1	.1	92.5
65649	2	.1	.1	92.6
65650	1	.0	.0	92.6
65652	3	.1	.1	92.7
65653	4	.2	.2	92.9
65655	6	.2	.2	93.1
65656	4	.2	.2	93.3
65660	1	.0	.0	93.3
65661	6	.2	.2	93.6
65663	2	.1	.1	93.6
65667	1	.0	.0	93.7
65668	1	.0	.0	93.7
65672	1	.0	.0	93.8
65679	1	.0	.0	93.8
65680	2	.1	.1	93.9
65681	1	.0	.0	93.9
65682	2	.1	.1	94.0
65686	2	.1	.1	94.1
65689	4	.2	.2	94.2
65692	1	.0	.0	94.3
65704	3	.1	.1	94.4
65706	7	.3	.3	94.7
65707	2	.1	.1	94.7

What is your home zip code?^a

	Frequency	Percent	Valid Percent	Cumulative Percent
65708	5	.2	.2	94.9
65711	11	.4	.4	95.4
65712	2	.1	.1	95.5
65714	7	.3	.3	95.7
65717	2	.1	.1	95.8
65721	3	.1	.1	95.9
65722	1	.0	.0	96.0
65723	6	.2	.2	96.2
65724	2	.1	.1	96.3
65732	1	.0	.0	96.3
65734	3	.1	.1	96.5
65735	2	.1	.1	96.5
65737	7	.3	.3	96.8
65739	1	.0	.0	96.9
65742	1	.0	.0	96.9
65746	5	.2	.2	97.1
65747	1	.0	.0	97.1
65752	4	.2	.2	97.3
65759	1	.0	.0	97.3
65761	2	.1	.1	97.4
65762	1	.0	.0	97.5
65764	3	.1	.1	97.6
65766	1	.0	.0	97.6
65767	4	.2	.2	97.8
65768	2	.1	.1	97.9
65769	4	.2	.2	98.0
65770	1	.0	.0	98.1
65772	2	.1	.1	98.1
65773	1	.0	.0	98.2
65774	3	.1	.1	98.3
65775	8	.3	.3	98.6
65777	1	.0	.0	98.6
65778	1	.0	.0	98.7

What is your home zip code?^a

	Frequency	Percent	Valid Percent	Cumulative Percent
65779	2	.1	.1	98.8
65781	1	.0	.0	98.8
65785	5	.2	.2	99.0
65787	2	.1	.1	99.1
65791	7	.3	.3	99.4
65793	4	.2	.2	99.5
65802	1	.0	.0	99.6
65803	3	.1	.1	99.7
65804	3	.1	.1	99.8
65807	2	.1	.1	99.9
65809	1	.0	.0	99.9
65810	2	.1	.1	100.0
Total	2513	100.0	100.0	

a. Year = 2014

Table 60: Question h

What is your household income?^a

	Frequency	Percent	Valid Percent	Cumulative Percent
Under \$30,000	525	20.9	20.9	20.9
\$30,000 - \$49,999	485	19.3	19.3	40.2
\$50,000 - \$69,999	372	14.8	14.8	55.0
\$70,000 or greater	584	23.2	23.2	78.2
Refused	547	21.8	21.8	100.0
Total	2513	100.0	100.0	

a. Year = 2014

HIGHWAY SAFETY PROGRAM COST SUMMARY

U.S. Department of Transportation
 National Highway Traffic Safety
 Administration
 Federal Highway Administration

State Missouri Number 15-1 Date August 21, 2014

Program Area	Approved Program Costs	State/Local Funds	Federally Funded Programs		Federal Share to Local
			Previous Balance	Increase/(Decrease)	
PA	125,000.00	125,000.00			0.00
EM	56,700.00	0.00			0.00
OP	50,000.00	0.00			0.00
PT	5,410,259.46	1,893,651.06			4,493,099.46
AI	156,308.58	0.00			21,500.00
CP	700,480.22	0.00			210,309.22
DE	205,208.18	0.00			63,780.00
DL	217,128.00	0.00			0.00
RH	30,010.00	0.00			30,010.00
RS	96,000.00	0.00			0.00
SA	293,009.80	0.00			293,009.80
SE	102,000.00	0.00			0.00
PM	130,000.00	0.00			0.00
YA	2,500.00	0.00			2,500.00
402 Total	7,574,604.24	2,018,651.06	0.00	0.00	5,114,208.48
K9	500.00	125.00	0.00	0.00	0.00
408 Total	500.00	125.00	0.00	0.00	0.00
K8	10,000.00	30,000.00	0.00	0.00	6,000.00
410 Total	10,000.00	30,000.00	0.00	0.00	6,000.00
K6	400.00	0.00	0.00	0.00	0.00
2010 Total	400.00	0.00	0.00	0.00	0.00
K3	6,000.00	6,000.00	0.00	0.00	0.00
2011 Total	6,000.00	6,000.00	0.00	0.00	0.00
154AL	10,413,488.49	0.00			8,417,215.87
154HE	7,000,000.00	0.00			0.00
154 Total	17,413,488.49	0.00	0.00	0.00	8,417,215.87
164HE	10,000,000.00	0.00			0.00
164 Total	10,000,000.00	0.00	0.00	0.00	0.00

Program Area	Approved Program Costs	State/Local Funds	Federally Funded Programs		Federal Share to Local
			Previous Balance	Increase/(Decrease)	
			Current Balance		
M2HVE	1,636,898.63	0.00			689,609.24
M2PE	64,914.66	0.00			4,914.66
M2CPS	30,000.00	0.00			10,000.00
M2CSS	63,000.00	0.00			0.00
M2OP	229,811.57	0.00			0.00
M2X	1,775,545.17	950,042.51			1,775,545.17
405b Total	3,800,170.03	950,042.51	0.00	0.00	2,480,069.07
M3DA	2,964,226.98	741,056.74			50,000.00
405c Total	2,964,226.98	741,056.74	0.00	0.00	50,000.00
M5HVE	3,747,186.24	0.00			2,434,142.49
M5IDC	240,900.00	0.00			
M5CS	247,767.87	0.00			
M5TR	344,987.70	0.00			174,080.50
M5OT	3,493.09	0.00			3,493.09
M5X	4,051,656.93	2,158,997.96			4,000,000.00
405d Total	8,635,991.83	2,158,997.96	0.00	0.00	6,611,716.08
M9MA	253,978.08	63,494.52			0.00
405f Total	253,978.08	63,494.52	0.00	0.00	0.00
Total NHTSA	50,659,359.65	5,968,367.79	0.00	0.00	22,679,209.50
Total FHWA					
Total NHTSA & FHWA	50,659,359.65	5,968,367.79	0.00	0.00	22,679,209.50

State Official Authorized Signature:



Federal Official Authorized Signature:

NAME: Leanna Depue
 TITLE: Highway Safety Director
 DATE: August 21, 2014

NHTSA - NAME:
 TITLE:
 DATE:

Effective Date: _____

Highway Safety Plan Cost Summary - Missouri

2015 HSP 1

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incr/(Decre)	Current Balance	Share to Local
NHTSA								
NHTSA 402								
Planning and Administration								
	PA-2015-02-01-00	THSD-Planning and Administration	\$0.00	\$125,000.00	\$0.00	\$125,000.00	\$125,000.00	\$0.00
	Planning and Administration Total		\$0.00	\$125,000.00	\$0.00	\$125,000.00	\$125,000.00	\$0.00
Emergency Medical Services								
	EM-2015-02-01-00	Univ of MO Curators-SafetyTrain for Em R	\$0.00	\$0.00	\$0.00	\$56,700.00	\$56,700.00	\$0.00
	Emergency Medical Services Total		\$0.00	\$0.00	\$0.00	\$56,700.00	\$56,700.00	\$0.00
Occupant Protection								
	OP-2015-05-03-00	THSD-Child Passenger Safety Coordination	\$0.00	\$0.00	\$0.00	\$50,000.00	\$50,000.00	\$0.00
	Occupant Protection Total		\$0.00	\$0.00	\$0.00	\$50,000.00	\$50,000.00	\$0.00
Police Traffic Services								
	PT-2015-02-00-00	THSD-Statewide PTS	\$0.00	\$1,893,651.06	\$0.00	\$2,168,559.99	\$2,168,559.99	\$2,168,559.99
	PT-2015-02-01-00	MO Southern State Univ-Law Enf Training	\$0.00	\$0.00	\$0.00	\$21,000.00	\$21,000.00	\$21,000.00
	PT-2015-02-02-00	MSHP-Radar/EVOC/Instr Dev/Equip Material	\$0.00	\$0.00	\$0.00	\$100,280.00	\$100,280.00	\$0.00
	PT-2015-02-03-00	MSHP-Skill Development	\$0.00	\$0.00	\$0.00	\$25,000.00	\$25,000.00	\$0.00
	PT-2015-02-04-00	MO Safety Center-Instructor Dev Training	\$0.00	\$0.00	\$0.00	\$23,380.00	\$23,380.00	\$0.00
	PT-2015-02-05-00	Arnold Police-Hazardous Moving Violation	\$0.00	\$0.00	\$0.00	\$12,600.00	\$12,600.00	\$12,600.00
	PT-2015-02-07-00	Ballwin Police-Hazardous Moving Grant	\$0.00	\$0.00	\$0.00	\$6,560.00	\$6,560.00	\$6,560.00
	PT-2015-02-08-00	Breckenridge Hills Police-BHPD Haz Movin	\$0.00	\$0.00	\$0.00	\$4,000.00	\$4,000.00	\$4,000.00
	PT-2015-02-09-00	Brentwood Police-Citizen Safety Awarenes	\$0.00	\$0.00	\$0.00	\$12,500.00	\$12,500.00	\$12,500.00
	PT-2015-02-10-00	Bridgeton Police-HMV	\$0.00	\$0.00	\$0.00	\$8,000.00	\$8,000.00	\$8,000.00
	PT-2015-02-11-00	Byrnes Mill Police-Slow Down Arrive Safe	\$0.00	\$0.00	\$0.00	\$8,000.00	\$8,000.00	\$8,000.00
	PT-2015-02-14-00	Chesterfield Police-HMV Enforcement	\$0.00	\$0.00	\$0.00	\$8,640.00	\$8,640.00	\$8,640.00
	PT-2015-02-15-00	Creve Coeur Police-Speed/HMV Grant	\$0.00	\$0.00	\$0.00	\$12,000.00	\$12,000.00	\$12,000.00
	PT-2015-02-16-00	Crystal City Police-HMV	\$0.00	\$0.00	\$0.00	\$13,500.00	\$13,500.00	\$13,500.00
	PT-2015-02-17-00	Des Peres Public Safety-HMV	\$0.00	\$0.00	\$0.00	\$3,570.00	\$3,570.00	\$3,570.00
	PT-2015-02-18-00	Eureka Police-Hazardous Moving Violation	\$0.00	\$0.00	\$0.00	\$15,000.00	\$15,000.00	\$15,000.00
	PT-2015-02-19-00	Ferguson Police-HMV Enforcement	\$0.00	\$0.00	\$0.00	\$12,000.00	\$12,000.00	\$12,000.00
	PT-2015-02-20-00	Festus Police-HMV Overtime Enforcement	\$0.00	\$0.00	\$0.00	\$18,000.00	\$18,000.00	\$18,000.00
	PT-2015-02-21-00	Florissant Police-HMV	\$0.00	\$0.00	\$0.00	\$15,075.00	\$15,075.00	\$15,075.00
	PT-2015-02-22-00	Franklin Co Sheriff-HMV Enforcement	\$0.00	\$0.00	\$0.00	\$20,000.00	\$20,000.00	\$20,000.00
	PT-2015-02-23-00	Glendale Police-HMV	\$0.00	\$0.00	\$0.00	\$4,510.00	\$4,510.00	\$4,510.00
	PT-2015-02-24-00	Belton Police-Hazardous Moving	\$0.00	\$0.00	\$0.00	\$10,858.00	\$10,858.00	\$10,858.00
	PT-2015-02-25-00	Hazelwood Police-HMV	\$0.00	\$0.00	\$0.00	\$22,582.50	\$22,582.50	\$22,582.50
	PT-2015-02-26-00	Herculaneum Police-HMV	\$0.00	\$0.00	\$0.00	\$3,000.00	\$3,000.00	\$3,000.00
	PT-2015-02-27-00	Blue Springs Police-HMV	\$0.00	\$0.00	\$0.00	\$9,465.00	\$9,465.00	\$9,465.00
	PT-2015-02-28-00	Buchanan Co Sheriff-HMV	\$0.00	\$0.00	\$0.00	\$9,672.30	\$9,672.30	\$9,672.30
	PT-2015-02-29-00	Cameron Police-Highway Safety	\$0.00	\$0.00	\$0.00	\$3,500.00	\$3,500.00	\$3,500.00
	PT-2015-02-30-00	Cass Co Sheriff-HMV	\$0.00	\$0.00	\$0.00	\$6,600.00	\$6,600.00	\$6,600.00
	PT-2015-02-31-00	Chillicothe Police-HMV	\$0.00	\$0.00	\$0.00	\$8,000.19	\$8,000.19	\$8,000.19
	PT-2015-02-32-00	Clay Co Sheriff-HMV Enforcement	\$0.00	\$0.00	\$0.00	\$8,000.00	\$8,000.00	\$8,000.00
	PT-2015-02-34-00	Excelsior Springs Police-HMV	\$0.00	\$0.00	\$0.00	\$4,320.00	\$4,320.00	\$4,320.00
	PT-2015-02-35-00	Gladstone Public Safety-HMV Enforcement	\$0.00	\$0.00	\$0.00	\$9,200.00	\$9,200.00	\$9,200.00

Highway Safety Plan Cost Summary - Missouri

2015 HSP 1

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incr/(Decre)	Current Balance	Share to Local
	PT-2015-02-36-00	Grain Valley Police-HMV Enforcement	\$0.00	\$0.00	\$0.00	\$2,592.00	\$2,592.00	\$2,592.00
	PT-2015-02-37-00	Grandview Police-HMV	\$0.00	\$0.00	\$0.00	\$12,000.00	\$12,000.00	\$12,000.00
	PT-2015-02-38-00	Harrisonville Police-Speeding	\$0.00	\$0.00	\$0.00	\$4,000.00	\$4,000.00	\$4,000.00
	PT-2015-02-39-00	Jackson Co Sheriff-HMV	\$0.00	\$0.00	\$0.00	\$25,000.01	\$25,000.01	\$25,000.01
	PT-2015-02-40-00	Jefferson Co Sheriff-HMV	\$0.00	\$0.00	\$0.00	\$220,000.00	\$220,000.00	\$220,000.00
	PT-2015-02-41-00	Kirkwood Police-HMV-Traffic Enforcement	\$0.00	\$0.00	\$0.00	\$10,000.00	\$10,000.00	\$10,000.00
	PT-2015-02-42-00	Kansas City Police Commission-HMV Grant	\$0.00	\$0.00	\$0.00	\$210,000.45	\$210,000.45	\$210,000.45
	PT-2015-02-43-00	Kearney Police-Crash/Injury Reduct Hwys	\$0.00	\$0.00	\$0.00	\$3,800.00	\$3,800.00	\$3,800.00
	PT-2015-02-44-00	Lake Lotawana Police-HMV Enforcement	\$0.00	\$0.00	\$0.00	\$3,004.05	\$3,004.05	\$3,004.05
	PT-2015-02-45-00	Lee's Summit Police-Hazardous Moving	\$0.00	\$0.00	\$0.00	\$35,000.00	\$35,000.00	\$35,000.00
	PT-2015-02-46-00	Liberty Police-HMV	\$0.00	\$0.00	\$0.00	\$10,000.01	\$10,000.01	\$10,000.01
	PT-2015-02-47-00	Livingston Co Sheriff-HMV Project	\$0.00	\$0.00	\$0.00	\$3,000.00	\$3,000.00	\$3,000.00
	PT-2015-02-48-00	Lincoln Co Sheriff-HMV Project	\$0.00	\$0.00	\$0.00	\$10,000.00	\$10,000.00	\$10,000.00
	PT-2015-02-49-00	Lake St Louis Police-H.M.V. Grant	\$0.00	\$0.00	\$0.00	\$6,000.00	\$6,000.00	\$6,000.00
	PT-2015-02-50-00	Billings Police-HMV Enforcement	\$0.00	\$0.00	\$0.00	\$3,089.35	\$3,089.35	\$3,089.35
	PT-2015-02-51-00	THSD-PTS Program Coordination	\$0.00	\$0.00	\$0.00	\$250,000.00	\$250,000.00	\$0.00
	PT-2015-02-52-00	MSHP-HMV Enforcement	\$0.00	\$0.00	\$0.00	\$240,000.00	\$240,000.00	\$0.00
	PT-2015-02-53-00	Independence Police-HMV	\$0.00	\$0.00	\$0.00	\$182,980.00	\$182,980.00	\$182,980.00
	PT-2015-02-54-00	North Kansas City Police-HMV	\$0.00	\$0.00	\$0.00	\$6,956.36	\$6,956.36	\$6,956.36
	PT-2015-02-55-00	Peculiar Police-HMV Enforcement	\$0.00	\$0.00	\$0.00	\$3,947.00	\$3,947.00	\$3,947.00
	PT-2015-02-56-00	Platte Co Sheriff-HMV Enforcement	\$0.00	\$0.00	\$0.00	\$12,106.19	\$12,106.19	\$12,106.19
	PT-2015-02-57-00	Platte Co Sheriff-Traffic Safety Officer	\$0.00	\$0.00	\$0.00	\$20,434.50	\$20,434.50	\$20,434.50
	PT-2015-02-58-00	Pleasant Hill Police-HMV	\$0.00	\$0.00	\$0.00	\$3,000.00	\$3,000.00	\$3,000.00
	PT-2015-02-59-00	Raymore Police-HMV Enforcement	\$0.00	\$0.00	\$0.00	\$4,000.00	\$4,000.00	\$4,000.00
	PT-2015-02-60-00	Raytown Police-Speed & Crash Reduction	\$0.00	\$0.00	\$0.00	\$11,850.00	\$11,850.00	\$11,850.00
	PT-2015-02-61-00	Richmond Police-HMV Enforcement	\$0.00	\$0.00	\$0.00	\$2,500.04	\$2,500.04	\$2,500.04
	PT-2015-02-62-00	Riverside Pub Safety-HMV Wolfpack Op	\$0.00	\$0.00	\$0.00	\$3,500.33	\$3,500.33	\$3,500.33
	PT-2015-02-63-00	Sedalia Police-HMV	\$0.00	\$0.00	\$0.00	\$5,550.00	\$5,550.00	\$5,550.00
	PT-2015-02-64-00	St Joseph Police-HMV Enforcement	\$0.00	\$0.00	\$0.00	\$6,480.00	\$6,480.00	\$6,480.00
	PT-2015-02-65-00	Sugar Creek Police-HMV	\$0.00	\$0.00	\$0.00	\$3,120.00	\$3,120.00	\$3,120.00
	PT-2015-02-66-00	Smithville Police-HMV Grant	\$0.00	\$0.00	\$0.00	\$4,127.55	\$4,127.55	\$4,127.55
	PT-2015-02-67-00	Kansas City Police Comm-Adv Crash Invest	\$0.00	\$0.00	\$0.00	\$20,108.98	\$20,108.98	\$20,108.98
	PT-2015-02-68-00	Manchester Police-Hazardous Driving Enf	\$0.00	\$0.00	\$0.00	\$5,075.00	\$5,075.00	\$5,075.00
	PT-2015-02-69-00	Maryland Heights Police-Interstate Speed	\$0.00	\$0.00	\$0.00	\$11,755.49	\$11,755.49	\$11,755.49
	PT-2015-02-70-00	Northwoods Police-Saving Lives by Drivin	\$0.00	\$0.00	\$0.00	\$3,000.00	\$3,000.00	\$3,000.00
	PT-2015-02-71-00	O'Fallon Police-Speed/Red Lt Enf (HMV)	\$0.00	\$0.00	\$0.00	\$21,996.00	\$21,996.00	\$21,996.00
	PT-2015-02-72-00	Olivette Police-HMV Enforcement	\$0.00	\$0.00	\$0.00	\$6,006.25	\$6,006.25	\$6,006.25
	PT-2015-02-73-00	Overland Police-Hazardous & Speeding	\$0.00	\$0.00	\$0.00	\$8,296.00	\$8,296.00	\$8,296.00
	PT-2015-02-74-00	Pacific Police-2015 HMV	\$0.00	\$0.00	\$0.00	\$7,490.25	\$7,490.25	\$7,490.25
	PT-2015-02-75-00	Palmyra Police-HMV	\$0.00	\$0.00	\$0.00	\$3,000.00	\$3,000.00	\$3,000.00
	PT-2015-02-76-00	Pevely Police-HMV Enforcement	\$0.00	\$0.00	\$0.00	\$7,050.00	\$7,050.00	\$7,050.00
	PT-2015-02-77-00	St Ann Police-I70 Travel Safe Spd Enf	\$0.00	\$0.00	\$0.00	\$7,500.00	\$7,500.00	\$7,500.00
	PT-2015-02-78-00	St Charles City Police-HMV	\$0.00	\$0.00	\$0.00	\$15,040.00	\$15,040.00	\$15,040.00
	PT-2015-02-79-00	St Charles Co Sheriff-HMV Enforcement	\$0.00	\$0.00	\$0.00	\$20,500.00	\$20,500.00	\$20,500.00

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	PT-2015-02-80-00	St Clair Police-Speed Enforcement	\$0.00	\$0.00	\$0.00	\$5,126.40	\$5,126.40	\$5,126.40
	PT-2015-02-81-00	St John Police-HMV	\$0.00	\$0.00	\$0.00	\$8,037.00	\$8,037.00	\$8,037.00
	PT-2015-02-82-00	St Louis Co Police-Highway Safety Unit	\$0.00	\$0.00	\$0.00	\$297,516.00	\$297,516.00	\$297,516.00
	PT-2015-02-83-00	St Louis Metro Police-Haz Viol/Spd Enf	\$0.00	\$0.00	\$0.00	\$200,006.00	\$200,006.00	\$200,006.00
	PT-2015-02-84-00	St Peters Police-HMV 2014-2015	\$0.00	\$0.00	\$0.00	\$22,472.50	\$22,472.50	\$22,472.50
	PT-2015-02-85-00	Town & Country Police-HMV Reduction Proj	\$0.00	\$0.00	\$0.00	\$20,027.52	\$20,027.52	\$20,027.52
	PT-2015-02-86-00	Troy Police-Hazardous Moving Violation	\$0.00	\$0.00	\$0.00	\$6,030.00	\$6,030.00	\$6,030.00
	PT-2015-02-87-00	Univ City Police-HMV	\$0.00	\$0.00	\$0.00	\$2,520.00	\$2,520.00	\$2,520.00
	PT-2015-02-88-00	Union Police-HMV Enforcement	\$0.00	\$0.00	\$0.00	\$10,017.00	\$10,017.00	\$10,017.00
	PT-2015-02-90-00	Webster Groves Police-HMV FY 2015	\$0.00	\$0.00	\$0.00	\$4,808.35	\$4,808.35	\$4,808.35
	PT-2015-02-91-00	Wentzville Police-HMV Project	\$0.00	\$0.00	\$0.00	\$7,515.30	\$7,515.30	\$7,515.30
	PT-2015-02-92-00	THSD-2015 LETSAC	\$0.00	\$0.00	\$0.00	\$45,000.00	\$45,000.00	\$0.00
	PT-2015-02-93-00	Bolivar Police-HMV Grant	\$0.00	\$0.00	\$0.00	\$3,300.00	\$3,300.00	\$3,300.00
	PT-2015-02-94-00	Boone Co Sheriff-HMV Slowdown	\$0.00	\$0.00	\$0.00	\$27,736.00	\$27,736.00	\$27,736.00
	PT-2015-02-95-00	Callaway Co Sheriff-Sheriff's Office	\$0.00	\$0.00	\$0.00	\$10,752.00	\$10,752.00	\$10,752.00
	PT-2015-02-96-00	Cape Girardeau Co Sheriff-Seatbelt Enf	\$0.00	\$0.00	\$0.00	\$2,800.00	\$2,800.00	\$2,800.00
	PT-2015-02-97-00	Camden Co Sheriff-HMV	\$0.00	\$0.00	\$0.00	\$7,504.00	\$7,504.00	\$7,504.00
	PT-2015-02-98-00	Camdenton Police-Overtime Enforcement	\$0.00	\$0.00	\$0.00	\$1,250.00	\$1,250.00	\$1,250.00
	PT-2015-02-99-00	Cape Girardeau Police-HMV Enforcement	\$0.00	\$0.00	\$0.00	\$6,496.00	\$6,496.00	\$6,496.00
	PT-2015-02-A0-00	Charleston Public Safety-Equipment	\$0.00	\$0.00	\$0.00	\$5,053.00	\$5,053.00	\$5,053.00
	PT-2015-02-A1-00	Christian Co Sheriff-HMV	\$0.00	\$0.00	\$0.00	\$5,087.40	\$5,087.40	\$5,087.40
	PT-2015-02-A2-00	Cole Co Sheriff-HMV Enforcement	\$0.00	\$0.00	\$0.00	\$5,015.67	\$5,015.67	\$5,015.67
	PT-2015-02-A3-00	Columbia Police-HMV	\$0.00	\$0.00	\$0.00	\$9,760.00	\$9,760.00	\$9,760.00
	PT-2015-02-A6-00	Farmington Police-HMV	\$0.00	\$0.00	\$0.00	\$4,471.75	\$4,471.75	\$4,471.75
	PT-2015-02-A7-00	Greene Co Sheriff-HMV	\$0.00	\$0.00	\$0.00	\$80,000.00	\$80,000.00	\$80,000.00
	PT-2015-02-A8-00	Greene Co Sheriff-HMV Unit	\$0.00	\$0.00	\$0.00	\$33,600.31	\$33,600.31	\$33,600.31
	PT-2015-02-A9-00	Henry Co Sheriff-HMV Enforcement	\$0.00	\$0.00	\$0.00	\$5,381.50	\$5,381.50	\$5,381.50
	PT-2015-02-B0-00	Hollister Police-HMV Enforcement	\$0.00	\$0.00	\$0.00	\$3,000.00	\$3,000.00	\$3,000.00
	PT-2015-02-B1-00	Howell Co Sheriff-HMV	\$0.00	\$0.00	\$0.00	\$5,000.00	\$5,000.00	\$5,000.00
	PT-2015-02-B2-00	Jackson Police-HMV Enforcement	\$0.00	\$0.00	\$0.00	\$5,250.00	\$5,250.00	\$5,250.00
	PT-2015-02-B3-00	Jasper Co Sheriff-HMV	\$0.00	\$0.00	\$0.00	\$10,650.00	\$10,650.00	\$10,650.00
	PT-2015-02-B4-00	Jefferson City Police-HMV Enforcement	\$0.00	\$0.00	\$0.00	\$19,997.34	\$19,997.34	\$19,997.34
	PT-2015-02-B5-00	Joplin Police-HMV Overtime	\$0.00	\$0.00	\$0.00	\$12,100.00	\$12,100.00	\$12,100.00
	PT-2015-02-B6-00	Kennett Police-Speed & HMV Enforcement	\$0.00	\$0.00	\$0.00	\$3,500.00	\$3,500.00	\$3,500.00
	PT-2015-02-B7-00	Lawrence Co Sheriff-HMV Enforcement	\$0.00	\$0.00	\$0.00	\$3,294.48	\$3,294.48	\$3,294.48
	PT-2015-02-B9-00	Miller Co Sheriff-Traffic Safety Enforce	\$0.00	\$0.00	\$0.00	\$3,000.00	\$3,000.00	\$3,000.00
	PT-2015-02-C0-00	Mountain View Police-HMV	\$0.00	\$0.00	\$0.00	\$1,500.00	\$1,500.00	\$1,500.00
	PT-2015-02-C1-00	Neosho Police-HMV	\$0.00	\$0.00	\$0.00	\$2,485.00	\$2,485.00	\$2,485.00
	PT-2015-02-C2-00	Nevada Police-HMV Enforcement	\$0.00	\$0.00	\$0.00	\$6,695.00	\$6,695.00	\$6,695.00
	PT-2015-02-C3-00	Newton Co Sheriff-HMV	\$0.00	\$0.00	\$0.00	\$6,800.00	\$6,800.00	\$6,800.00
	PT-2015-02-C4-00	Nixa Police-Hazardous Moving Violations	\$0.00	\$0.00	\$0.00	\$10,000.00	\$10,000.00	\$10,000.00
	PT-2015-02-C5-00	Osage Beach Police-Hazardous Moving Enf	\$0.00	\$0.00	\$0.00	\$4,983.00	\$4,983.00	\$4,983.00
	PT-2015-02-C6-00	Ozark Police-Hazardous Moving Violation	\$0.00	\$0.00	\$0.00	\$3,990.00	\$3,990.00	\$3,990.00
	PT-2015-02-C7-00	Phelps Co Sheriff-Hazardous Moving Grant	\$0.00	\$0.00	\$0.00	\$5,000.00	\$5,000.00	\$5,000.00

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	PT-2015-02-C8-00	Potosi Police-Hazardous Moving Violation	\$0.00	\$0.00	\$0.00	\$5,500.00	\$5,500.00	\$5,500.00
	PT-2015-02-C9-00	Republic Police-Safety is our First Prio	\$0.00	\$0.00	\$0.00	\$3,500.00	\$3,500.00	\$3,500.00
	PT-2015-02-D0-00	Rolla Police-Hazardous Moving Violation	\$0.00	\$0.00	\$0.00	\$6,000.00	\$6,000.00	\$6,000.00
	PT-2015-02-D1-00	Scott City Police-HMV Enforcement	\$0.00	\$0.00	\$0.00	\$1,992.99	\$1,992.99	\$1,992.99
	PT-2015-02-D2-00	Scott Co Sheriff-HMV	\$0.00	\$0.00	\$0.00	\$5,275.00	\$5,275.00	\$5,275.00
	PT-2015-02-D3-00	Springfield Police-HMV	\$0.00	\$0.00	\$0.00	\$76,320.20	\$76,320.20	\$76,320.20
	PT-2015-02-D4-00	St Robert Police-HMV	\$0.00	\$0.00	\$0.00	\$3,504.00	\$3,504.00	\$3,504.00
	PT-2015-02-D5-00	Stone Co Sheriff-Hazardous	\$0.00	\$0.00	\$0.00	\$5,200.00	\$5,200.00	\$5,200.00
	PT-2015-02-D6-00	THSD-Statewide HMV	\$0.00	\$0.00	\$0.00	\$50,000.00	\$50,000.00	\$30,000.00
	PT-2015-02-D7-00	Washington Co Sheriff-HMV	\$0.00	\$0.00	\$0.00	\$6,114.00	\$6,114.00	\$6,114.00
	PT-2015-02-D8-00	Wayne Co Sheriff-HMV Enforcement	\$0.00	\$0.00	\$0.00	\$6,315.96	\$6,315.96	\$6,315.96
	PT-2015-02-D9-00	Webb City Police-HMV Enforcement	\$0.00	\$0.00	\$0.00	\$7,980.00	\$7,980.00	\$7,980.00
	PT-2015-02-E0-00	Webster Co Sheriff-HMV Enf 2014-2015	\$0.00	\$0.00	\$0.00	\$5,000.00	\$5,000.00	\$5,000.00
	PT-2015-02-E1-00	West Plains Police-HMV 2015	\$0.00	\$0.00	\$0.00	\$4,000.00	\$4,000.00	\$4,000.00
	PT-2015-02-E2-00	Willow Springs Police-HMV	\$0.00	\$0.00	\$0.00	\$3,300.00	\$3,300.00	\$3,300.00
	PT-2015-02-E3-00	THSD-Public Info & Education General	\$0.00	\$0.00	\$0.00	\$20,000.00	\$20,000.00	\$0.00
	PT-2015-02-E4-00	THSD-PI Creative Services	\$0.00	\$0.00	\$0.00	\$30,000.00	\$30,000.00	\$0.00
	PT-2015-02-E5-00	THSD-402 Training Survey Assessments	\$0.00	\$0.00	\$0.00	\$163,500.00	\$163,500.00	\$0.00
	Police Traffic Services Total		\$0.00	\$1,893,651.06	\$0.00	\$5,410,259.46	\$5,410,259.46	\$4,493,099.46
Accident Investigation								
	AI-2015-04-01-00	MO Safety Center-Crash InvestTraining	\$0.00	\$0.00	\$0.00	\$57,356.58	\$57,356.58	\$21,500.00
	AI-2015-04-02-00	MSHP-Accident Investigation	\$0.00	\$0.00	\$0.00	\$98,952.00	\$98,952.00	\$0.00
	Accident Investigation Total		\$0.00	\$0.00	\$0.00	\$156,308.58	\$156,308.58	\$21,500.00
Community Traffic Safety Project								
	CP-2015-09-01-00	Cape Girardeau Safe Comm-Team Spirit	\$0.00	\$0.00	\$0.00	\$181,054.72	\$181,054.72	\$181,054.72
	CP-2015-09-02-00	MO Youth Adult All-MO It Only Takes One	\$0.00	\$0.00	\$0.00	\$29,254.50	\$29,254.50	\$29,254.50
	CP-2015-09-03-00	Univ of MO Curators-ThinkFirst MO	\$0.00	\$0.00	\$0.00	\$451,181.00	\$451,181.00	\$0.00
	CP-2015-09-04-00	THSD-Young Driver Project	\$0.00	\$0.00	\$0.00	\$38,990.00	\$38,990.00	\$0.00
	Community Traffic Safety Project Total		\$0.00	\$0.00	\$0.00	\$700,480.22	\$700,480.22	\$210,309.22
Driver Education								
	DE-2015-02-01-00	THSD-Mature Driver Program	\$0.00	\$0.00	\$0.00	\$5,000.00	\$5,000.00	\$0.00
	DE-2015-02-02-00	MO Police Chfs Assoc-Law Enf Driving Tr	\$0.00	\$0.00	\$0.00	\$51,130.00	\$51,130.00	\$51,130.00
	DE-2015-02-03-00	Curators of Univ of MO St. L-Impr Older	\$0.00	\$0.00	\$0.00	\$100,015.02	\$100,015.02	\$0.00
	DE-2015-02-04-00	MO Sheriffs Assoc-Emerg Veh Op Training	\$0.00	\$0.00	\$0.00	\$12,650.00	\$12,650.00	\$12,650.00
	DE-2015-02-05-00	MO Safety Center-Driver Improvement Prog	\$0.00	\$0.00	\$0.00	\$36,413.16	\$36,413.16	\$0.00
	Driver Education Total		\$0.00	\$0.00	\$0.00	\$205,208.18	\$205,208.18	\$63,780.00
Driver Licensing								
	DL-2015-02-01-00	Washington Univ St. L-Evaluating Driving	\$0.00	\$0.00	\$0.00	\$120,675.00	\$120,675.00	\$0.00
	DL-2015-02-02-00	Washington Univ St. L-Expanding Fitness	\$0.00	\$0.00	\$0.00	\$96,453.00	\$96,453.00	\$0.00
	Driver Licensing Total		\$0.00	\$0.00	\$0.00	\$217,128.00	\$217,128.00	\$0.00
Railroad/Highway Crossings								
	RH-2015-02-01-00	Missouri Operation Lifesaver	\$0.00	\$0.00	\$0.00	\$30,010.00	\$30,010.00	\$30,010.00
	Railroad/Highway Crossings Total		\$0.00	\$0.00	\$0.00	\$30,010.00	\$30,010.00	\$30,010.00
Roadway Safety								

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	RS-2015-11-01-00	THSD-TEAP	\$0.00	\$0.00	\$0.00	\$60,000.00	\$60,000.00	\$0.00
	RS-2015-11-02-00	THSD-MoDOT Traffic Safety Conference	\$0.00	\$0.00	\$0.00	\$36,000.00	\$36,000.00	\$0.00
	Roadway Safety Total		\$0.00	\$0.00	\$0.00	\$96,000.00	\$96,000.00	\$0.00
Safe Communities								
	SA-2015-09-01-00	Cape Girardeau Safe Communités Program	\$0.00	\$0.00	\$0.00	\$81,172.58	\$81,172.58	\$81,172.58
	SA-2015-09-02-00	Ozark Tech College-Safe Communities	\$0.00	\$0.00	\$0.00	\$44,643.50	\$44,643.50	\$44,643.50
	SA-2015-09-03-00	Safety & Health Council West KS-Traffic	\$0.00	\$0.00	\$0.00	\$101,103.72	\$101,103.72	\$101,103.72
	SA-2015-09-04-00	St Joseph Safety & Health-Task Force	\$0.00	\$0.00	\$0.00	\$66,090.00	\$66,090.00	\$66,090.00
	Safe Communities Total		\$0.00	\$0.00	\$0.00	\$293,009.80	\$293,009.80	\$293,009.80
Speed Enforcement								
	SE-2015-02-01-00	MSHP-Speed Enforcement	\$0.00	\$0.00	\$0.00	\$102,000.00	\$102,000.00	\$0.00
	Speed Enforcement Total		\$0.00	\$0.00	\$0.00	\$102,000.00	\$102,000.00	\$0.00
Paid Advertising								
	PM-2015-02-01-00	THSD-Work Zone Awareness 2015 Media	\$0.00	\$0.00	\$0.00	\$50,000.00	\$50,000.00	\$0.00
	PM-2015-02-02-00	THSD-Motorcyclist Safety Initiatives	\$0.00	\$0.00	\$0.00	\$80,000.00	\$80,000.00	\$0.00
	Paid Advertising Total		\$0.00	\$0.00	\$0.00	\$130,000.00	\$130,000.00	\$0.00
Youth Alcohol								
	YA-2015-03-06-00	Webster Co Sheriff-Youth Alc Enf 2014-15	\$0.00	\$0.00	\$0.00	\$2,500.00	\$2,500.00	\$2,500.00
	Youth Alcohol Total		\$0.00	\$0.00	\$0.00	\$2,500.00	\$2,500.00	\$2,500.00
	NHTSA 402 Total		\$0.00	\$2,018,651.06	\$0.00	\$7,574,604.24	\$7,574,604.24	\$5,114,208.48
2011 Child Seats								
	K3-2015-05-00-00	THSD-Statewide CPS	\$0.00	\$6,000.00	\$0.00	\$0.00	\$0.00	\$0.00
	K3-2015-05-01-00	THSD-Low Income CPS Training	\$0.00	\$0.00	\$0.00	\$6,000.00	\$6,000.00	\$0.00
	2011 Child Seat Incentive Total		\$0.00	\$6,000.00	\$0.00	\$6,000.00	\$6,000.00	\$0.00
	2011 Child Seats Total		\$0.00	\$6,000.00	\$0.00	\$6,000.00	\$6,000.00	\$0.00
154 Transfer Funds								
	154AL-2015-AL-00-00	THSD-Statewide 154AL Program	\$0.00	\$0.00	\$0.00	\$5,839,278.71	\$5,839,278.71	\$5,839,278.71
	154AL-2015-AL-01-00	MO Safety Center-Imp Drive Counter Meas	\$0.00	\$0.00	\$0.00	\$764,065.05	\$764,065.05	\$343,900.00
	154AL-2015-AL-02-00	DOR-Attorney & Legal Assistant	\$0.00	\$0.00	\$0.00	\$124,301.91	\$124,301.91	\$0.00
	154AL-2015-AL-03-00	DOR-DOR & Law Enforcement Training	\$0.00	\$0.00	\$0.00	\$26,120.00	\$26,120.00	\$0.00
	154AL-2015-AL-04-00	MADD-MADD Court Monitoring Project	\$0.00	\$0.00	\$0.00	\$119,156.00	\$119,156.00	\$119,156.00
	154AL-2015-AL-05-00	OSCA-DWI Court Project	\$0.00	\$0.00	\$0.00	\$342,217.60	\$342,217.60	\$0.00
	154AL-2015-AL-06-00	MADD-MADD's Power of Parents Program	\$0.00	\$0.00	\$0.00	\$50,614.00	\$50,614.00	\$50,614.00
	154AL-2015-AL-07-00	Safe & Sober, Inc-MO Safe & Sober	\$0.00	\$0.00	\$0.00	\$214,100.00	\$214,100.00	\$214,100.00
	154AL-2015-AL-08-00	Arnold Police-Sobriety Checkpoint	\$0.00	\$0.00	\$0.00	\$7,750.00	\$7,750.00	\$7,750.00
	154AL-2015-AL-09-00	Univ of MO Curators-SMART, CHEERS, Drive	\$0.00	\$0.00	\$0.00	\$373,818.06	\$373,818.06	\$0.00
	154AL-2015-AL-10-00	THSD-Youth Alcohol Project	\$0.00	\$0.00	\$0.00	\$18,000.00	\$18,000.00	\$0.00
	154AL-2015-AL-11-00	Arnold Police-DWI Saturation Patrol	\$0.00	\$0.00	\$0.00	\$14,870.00	\$14,870.00	\$14,870.00
	154AL-2015-AL-12-00	Ballwin Police-DWI Grant	\$0.00	\$0.00	\$0.00	\$10,250.00	\$10,250.00	\$10,250.00
	154AL-2015-AL-13-00	Breckenridge Hills Police-Sob Ckpt & DWI	\$0.00	\$0.00	\$0.00	\$7,500.00	\$7,500.00	\$7,500.00
	154AL-2015-AL-14-00	Byrnes Mill Police-DWI Safety Grant	\$0.00	\$0.00	\$0.00	\$8,000.00	\$8,000.00	\$8,000.00
	154AL-2015-AL-15-00	Chesterfield Police-DWI Enforcement	\$0.00	\$0.00	\$0.00	\$6,480.00	\$6,480.00	\$6,480.00
	154AL-2015-AL-16-00	Clark Co Sheriff-Driving Impaired by You	\$0.00	\$0.00	\$0.00	\$3,500.00	\$3,500.00	\$3,500.00
	154AL-2015-AL-17-00	Edmundson Police-Impaired Driver Impact	\$0.00	\$0.00	\$0.00	\$4,000.00	\$4,000.00	\$4,000.00

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	154AL-2015-AL-18-00	Ellisville Police-Drink	\$0.00	\$0.00	\$0.00	\$7,500.00	\$7,500.00	\$7,500.00
	154AL-2015-AL-19-00	Festus Police-DWI Overtime Enforcement	\$0.00	\$0.00	\$0.00	\$15,000.00	\$15,000.00	\$15,000.00
	154AL-2015-AL-20-00	Franklin Co Sheriff-DWI Enforcement	\$0.00	\$0.00	\$0.00	\$15,000.00	\$15,000.00	\$15,000.00
	154AL-2015-AL-21-00	Hazelwood Police-BAT Van Operator	\$0.00	\$0.00	\$0.00	\$6,500.00	\$6,500.00	\$6,500.00
	154AL-2015-AL-22-00	Belton Police-Sobriety Check Point	\$0.00	\$0.00	\$0.00	\$10,885.00	\$10,885.00	\$10,885.00
	154AL-2015-AL-23-00	Benton Co Sheriff-DWI Enforcement	\$0.00	\$0.00	\$0.00	\$5,000.00	\$5,000.00	\$5,000.00
	154AL-2015-AL-24-00	Cartersville Police-Operation Zero Tolera	\$0.00	\$0.00	\$0.00	\$5,600.00	\$5,600.00	\$5,600.00
	154AL-2015-AL-25-00	Belton Police-DWI Enforcement	\$0.00	\$0.00	\$0.00	\$4,767.00	\$4,767.00	\$4,767.00
	154AL-2015-AL-26-00	Blue Springs Police-Wolfpack DWI Enf	\$0.00	\$0.00	\$0.00	\$6,750.00	\$6,750.00	\$6,750.00
	154AL-2015-AL-27-00	Blue Springs Police-Sobriety Ckpoints	\$0.00	\$0.00	\$0.00	\$9,000.00	\$9,000.00	\$9,000.00
	154AL-2015-AL-28-00	Cass Co Sheriff-Alcohol Enforcement	\$0.00	\$0.00	\$0.00	\$14,453.00	\$14,453.00	\$14,453.00
	154AL-2015-AL-29-00	Clay Co Sheriff-DWI Enforcement	\$0.00	\$0.00	\$0.00	\$4,800.00	\$4,800.00	\$4,800.00
	154AL-2015-AL-31-00	Clay Co Sheriff-Youth Alcohol Enf	\$0.00	\$0.00	\$0.00	\$3,500.16	\$3,500.16	\$3,500.16
	154AL-2015-AL-32-00	Clay Co Sheriff-DWI Enforcement	\$0.00	\$0.00	\$0.00	\$6,000.00	\$6,000.00	\$6,000.00
	154AL-2015-AL-33-00	Excelsior Springs Police-DWI Enforcement	\$0.00	\$0.00	\$0.00	\$3,240.00	\$3,240.00	\$3,240.00
	154AL-2015-AL-34-00	Excelsior Springs Police-Clay/Platte TS	\$0.00	\$0.00	\$0.00	\$3,840.00	\$3,840.00	\$3,840.00
	154AL-2015-AL-35-00	Gladstone Public Safety-Enforc of Undera	\$0.00	\$0.00	\$0.00	\$3,000.20	\$3,000.20	\$3,000.20
	154AL-2015-AL-36-00	Gladstone Public Safety-DWI Enforcement	\$0.00	\$0.00	\$0.00	\$11,000.00	\$11,000.00	\$11,000.00
	154AL-2015-AL-37-00	Grain Valley Police-DWI Enforcement	\$0.00	\$0.00	\$0.00	\$3,240.00	\$3,240.00	\$3,240.00
	154AL-2015-AL-38-00	Harrisonville Police-DWI/Sobriety Ckpt	\$0.00	\$0.00	\$0.00	\$4,000.00	\$4,000.00	\$4,000.00
	154AL-2015-AL-39-00	Grandview Police-Checkpoints	\$0.00	\$0.00	\$0.00	\$13,000.00	\$13,000.00	\$13,000.00
	154AL-2015-AL-40-00	Jackson Co Sheriff-Sob Ckpt & LETSAC	\$0.00	\$0.00	\$0.00	\$50,000.21	\$50,000.21	\$50,000.21
	154AL-2015-AL-41-00	Jackson Co Sheriff-DWI Unit Salary	\$0.00	\$0.00	\$0.00	\$160,255.22	\$160,255.22	\$160,255.22
	154AL-2015-AL-42-00	Jackson Co Sheriff-Wolf Pack-Saturation	\$0.00	\$0.00	\$0.00	\$40,000.45	\$40,000.45	\$40,000.45
	154AL-2015-AL-43-00	KC Bd of Police Comm-Sobriety Ckpoint	\$0.00	\$0.00	\$0.00	\$152,500.00	\$152,500.00	\$152,500.00
	154AL-2015-AL-44-00	KC Bd Police Comm-Youth Alcohol	\$0.00	\$0.00	\$0.00	\$22,000.00	\$22,000.00	\$22,000.00
	154AL-2015-AL-45-00	KC Bd Police Comm-DWI Enforcement	\$0.00	\$0.00	\$0.00	\$123,932.00	\$123,932.00	\$123,932.00
	154AL-2015-AL-46-00	Kearney Police-DWI Extra Patrol	\$0.00	\$0.00	\$0.00	\$3,800.00	\$3,800.00	\$3,800.00
	154AL-2015-AL-47-00	Lake Lotawana Police-DWI Enforcement	\$0.00	\$0.00	\$0.00	\$2,746.56	\$2,746.56	\$2,746.56
	154AL-2015-AL-48-00	Liberty Police-DWI Enforcement	\$0.00	\$0.00	\$0.00	\$6,193.80	\$6,193.80	\$6,193.80
	154AL-2015-AL-49-00	Livingston Co Sheriff-County DWI Project	\$0.00	\$0.00	\$0.00	\$5,000.00	\$5,000.00	\$5,000.00
	154AL-2015-AL-50-00	Lake St. Louis Police-Sobriety Ckpoint	\$0.00	\$0.00	\$0.00	\$6,000.00	\$6,000.00	\$6,000.00
	154AL-2015-AL-51-00	Billings Police-DWI Enforcement	\$0.00	\$0.00	\$0.00	\$3,089.35	\$3,089.35	\$3,089.35
	154AL-2015-AL-52-00	Jackson Co Sheriff-DWI Enforcement	\$0.00	\$0.00	\$0.00	\$7,800.00	\$7,800.00	\$7,800.00
	154AL-2015-AL-53-00	Marshall Police-Sobriety Checkpoints	\$0.00	\$0.00	\$0.00	\$7,020.62	\$7,020.62	\$7,020.62
	154AL-2015-AL-54-00	Oak Grove Police-DWI Enforcement	\$0.00	\$0.00	\$0.00	\$4,129.32	\$4,129.32	\$4,129.32
	154AL-2015-AL-55-00	Pleasant Hill Police-S.T.E.P DWI Grant	\$0.00	\$0.00	\$0.00	\$5,000.00	\$5,000.00	\$5,000.00
	154AL-2015-AL-56-00	Raymore Police-Sobriety Ckpt/DWI Enf	\$0.00	\$0.00	\$0.00	\$7,000.00	\$7,000.00	\$7,000.00
	154AL-2015-AL-57-00	Riverside Public Safety-DWI Enforcement	\$0.00	\$0.00	\$0.00	\$4,138.00	\$4,138.00	\$4,138.00
	154AL-2015-AL-58-00	Sedalia Police-DWI Enforcement	\$0.00	\$0.00	\$0.00	\$11,487.00	\$11,487.00	\$11,487.00
	154AL-2015-AL-59-00	Smithville Police-Joint Clay-Platte DWI	\$0.00	\$0.00	\$0.00	\$4,147.20	\$4,147.20	\$4,147.20
	154AL-2015-AL-60-00	Smithville Police-DWI Wolfpack	\$0.00	\$0.00	\$0.00	\$5,220.98	\$5,220.98	\$5,220.98
	154AL-2015-AL-61-00	Platte Co Sheriff-Sobriety Ckpoints/Wolf	\$0.00	\$0.00	\$0.00	\$14,421.95	\$14,421.95	\$14,421.95
	154AL-2015-AL-62-00	Maryland Heights Police-DWI Sat Patrol	\$0.00	\$0.00	\$0.00	\$5,689.42	\$5,689.42	\$5,689.42

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	154AL-2015-AL-63-00	St Charles Police-Sat Patrol/Wolf Pk Enf	\$0.00	\$0.00	\$0.00	\$15,040.00	\$15,040.00	\$15,040.00
	154AL-2015-AL-64-00	St Peters Police-DWI Enforcement	\$0.00	\$0.00	\$0.00	\$11,992.32	\$11,992.32	\$11,992.32
	154AL-2015-AL-65-00	Vinita Park Police-Safe Roads Lead Home	\$0.00	\$0.00	\$0.00	\$5,000.00	\$5,000.00	\$5,000.00
	154AL-2015-AL-66-00	Barton Co Sheriff-Sobriety Checkpoint	\$0.00	\$0.00	\$0.00	\$2,500.00	\$2,500.00	\$2,500.00
	154AL-2015-AL-67-00	Bolivar Police-DWI Enforcement	\$0.00	\$0.00	\$0.00	\$6,637.50	\$6,637.50	\$6,637.50
	154AL-2015-AL-68-00	Boone Co Sheriff-FT DWI/Traffic Unit	\$0.00	\$0.00	\$0.00	\$69,031.60	\$69,031.60	\$69,031.60
	154AL-2015-AL-69-00	Boone Co Sheriff-Sob Ckpt/Sat Patrols	\$0.00	\$0.00	\$0.00	\$25,180.00	\$25,180.00	\$25,180.00
	154AL-2015-AL-70-00	Branson Police-DWI Enforcement	\$0.00	\$0.00	\$0.00	\$5,000.00	\$5,000.00	\$5,000.00
	154AL-2015-AL-71-00	Butler Co Sheriff-DWI Traffic Enfor 2014	\$0.00	\$0.00	\$0.00	\$8,465.75	\$8,465.75	\$8,465.75
	154AL-2015-AL-72-00	Cape Girardeau Police-DWI OT Enforcement	\$0.00	\$0.00	\$0.00	\$10,500.00	\$10,500.00	\$10,500.00
	154AL-2015-AL-73-00	Camden Co Sheriff-DWI Enforcement	\$0.00	\$0.00	\$0.00	\$15,008.00	\$15,008.00	\$15,008.00
	154AL-2015-AL-74-00	Cape Girardeau Co Sheriff-DWI Enf/Sat Ck	\$0.00	\$0.00	\$0.00	\$17,024.00	\$17,024.00	\$17,024.00
	154AL-2015-AL-75-00	Cape Girardeau Police-Sobriety Ckpoint	\$0.00	\$0.00	\$0.00	\$5,040.00	\$5,040.00	\$5,040.00
	154AL-2015-AL-76-00	Carthage Police-DWI Enf & Checkpoints	\$0.00	\$0.00	\$0.00	\$3,125.00	\$3,125.00	\$3,125.00
	154AL-2015-AL-77-00	Caruthersville Police-SE DWI Task Force	\$0.00	\$0.00	\$0.00	\$5,500.00	\$5,500.00	\$5,500.00
	154AL-2015-AL-78-00	Charleston Public Safety-DWI Enf & Ckpt	\$0.00	\$0.00	\$0.00	\$4,004.00	\$4,004.00	\$4,004.00
	154AL-2015-AL-79-00	Christian Co Sheriff-DWI Enforcement	\$0.00	\$0.00	\$0.00	\$10,905.00	\$10,905.00	\$10,905.00
	154AL-2015-AL-80-00	Cole Co Sheriff-DWI Enf & Sob Ckpoints	\$0.00	\$0.00	\$0.00	\$23,976.59	\$23,976.59	\$23,976.59
	154AL-2015-AL-81-00	Columbia Police-FT DWI Enforcement Unit	\$0.00	\$0.00	\$0.00	\$74,652.40	\$74,652.40	\$74,652.40
	154AL-2015-AL-82-00	Columbia Police-DWI Enforcement	\$0.00	\$0.00	\$0.00	\$28,060.00	\$28,060.00	\$28,060.00
	154AL-2015-AL-83-00	Crocker Police-Sobriety Ckpt & DWI Sat	\$0.00	\$0.00	\$0.00	\$4,416.00	\$4,416.00	\$4,416.00
	154AL-2015-AL-84-00	Cuba Police-Sobriety Checkpoints	\$0.00	\$0.00	\$0.00	\$3,700.00	\$3,700.00	\$3,700.00
	154AL-2015-AL-85-00	Dexter Police-Sobriety Checkpoint	\$0.00	\$0.00	\$0.00	\$4,977.70	\$4,977.70	\$4,977.70
	154AL-2015-AL-86-00	Eldon Police-DWI Grant	\$0.00	\$0.00	\$0.00	\$2,983.50	\$2,983.50	\$2,983.50
	154AL-2015-AL-87-00	Gasconade Co Sheriff-DWI Enforcement	\$0.00	\$0.00	\$0.00	\$3,997.50	\$3,997.50	\$3,997.50
	154AL-2015-AL-88-00	Greene Co Sheriff-DWI Enforcement	\$0.00	\$0.00	\$0.00	\$77,400.00	\$77,400.00	\$77,400.00
	154AL-2015-AL-89-00	Greene Co Sheriff-DWI Unit	\$0.00	\$0.00	\$0.00	\$56,457.08	\$56,457.08	\$56,457.08
	154AL-2015-AL-90-00	Hollister Police-DWI Enforcement	\$0.00	\$0.00	\$0.00	\$3,000.00	\$3,000.00	\$3,000.00
	154AL-2015-AL-91-00	Howell Co Sheriff-DWI Enforcement	\$0.00	\$0.00	\$0.00	\$6,500.00	\$6,500.00	\$6,500.00
	154AL-2015-AL-92-00	Jackson Police-DWI Enforcement	\$0.00	\$0.00	\$0.00	\$5,520.00	\$5,520.00	\$5,520.00
	154AL-2015-AL-93-00	Jasper Co Sheriff-DWI Enforcement	\$0.00	\$0.00	\$0.00	\$22,450.00	\$22,450.00	\$22,450.00
	154AL-2015-AL-94-00	Jasper Police-DWI Enforcement	\$0.00	\$0.00	\$0.00	\$1,494.00	\$1,494.00	\$1,494.00
	154AL-2015-AL-95-00	Jefferson City Police-DWI Enforcement	\$0.00	\$0.00	\$0.00	\$25,007.76	\$25,007.76	\$25,007.76
	154AL-2015-AL-96-00	Joplin Police-DWI Enf & Youth Alcohol	\$0.00	\$0.00	\$0.00	\$12,380.00	\$12,380.00	\$12,380.00
	154AL-2015-AL-97-00	Joplin Police-FT DWI Unit	\$0.00	\$0.00	\$0.00	\$60,650.00	\$60,650.00	\$60,650.00
	154AL-2015-AL-98-00	Kennett Police-PD & Task Force Ckpoints	\$0.00	\$0.00	\$0.00	\$8,400.00	\$8,400.00	\$8,400.00
	154AL-2015-AL-99-00	Kennett Police-PD DWI Enforcement	\$0.00	\$0.00	\$0.00	\$10,500.00	\$10,500.00	\$10,500.00
	154AL-2015-AL-A0-00	Lamar Police-You Drink & Drive We Provid	\$0.00	\$0.00	\$0.00	\$2,500.00	\$2,500.00	\$2,500.00
	154AL-2015-AL-A1-00	Lawrence Co Sheriff-DWI Enforcement	\$0.00	\$0.00	\$0.00	\$11,130.00	\$11,130.00	\$11,130.00
	154AL-2015-AL-A2-00	Leadington Police-Arrive Alive	\$0.00	\$0.00	\$0.00	\$2,385.00	\$2,385.00	\$2,385.00
	154AL-2015-AL-A3-00	Lebanon Police-Sobriety Checkpoint	\$0.00	\$0.00	\$0.00	\$5,770.00	\$5,770.00	\$5,770.00
	154AL-2015-AL-A4-00	Miller Co Sheriff-Drunk Driver Enf	\$0.00	\$0.00	\$0.00	\$3,000.00	\$3,000.00	\$3,000.00
	154AL-2015-AL-A5-00	Monett Police-DWI Enf & Sob Ckpoints	\$0.00	\$0.00	\$0.00	\$3,865.00	\$3,865.00	\$3,865.00
	154AL-2015-AL-A6-00	Morgan Co Sheriff-Safety on our Highways	\$0.00	\$0.00	\$0.00	\$3,000.00	\$3,000.00	\$3,000.00

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	154AL-2015-AL-A7-00	Mountain View Police-DWI Checkpoints	\$0.00	\$0.00	\$0.00	\$3,000.00	\$3,000.00	\$3,000.00
	154AL-2015-AL-A8-00	Neosho Police-DWI Enforcement	\$0.00	\$0.00	\$0.00	\$6,370.00	\$6,370.00	\$6,370.00
	154AL-2015-AL-A9-00	Nevada Police-DWI Enforcement	\$0.00	\$0.00	\$0.00	\$3,975.00	\$3,975.00	\$3,975.00
	154AL-2015-AL-B0-00	Newton Co Sheriff-DWI	\$0.00	\$0.00	\$0.00	\$7,977.50	\$7,977.50	\$7,977.50
	154AL-2015-AL-B1-00	Nixa Police-DWI Enforcement	\$0.00	\$0.00	\$0.00	\$17,000.00	\$17,000.00	\$17,000.00
	154AL-2015-AL-B2-00	Oronogo Police-DWI Enforcement	\$0.00	\$0.00	\$0.00	\$1,296.00	\$1,296.00	\$1,296.00
	154AL-2015-AL-B3-00	Oronogo Police-SW MO DWI Taskforce	\$0.00	\$0.00	\$0.00	\$1,530.00	\$1,530.00	\$1,530.00
	154AL-2015-AL-B4-00	Osage Beach Police-DWI Enforcement	\$0.00	\$0.00	\$0.00	\$4,488.00	\$4,488.00	\$4,488.00
	154AL-2015-AL-B5-00	Ozark Police-DWI Enforcement	\$0.00	\$0.00	\$0.00	\$3,780.00	\$3,780.00	\$3,780.00
	154AL-2015-AL-B6-00	Ozark Police-Sobriety Checkpoint	\$0.00	\$0.00	\$0.00	\$5,000.00	\$5,000.00	\$5,000.00
	154AL-2015-AL-B7-00	Phelps Co Sheriff-DWI Enforcement	\$0.00	\$0.00	\$0.00	\$9,000.00	\$9,000.00	\$9,000.00
	154AL-2015-AL-B8-00	Potosi Police-DWI Enforcement	\$0.00	\$0.00	\$0.00	\$8,495.00	\$8,495.00	\$8,495.00
	154AL-2015-AL-B9-00	Republic Police-DWI Enf & Sob Checkpoint	\$0.00	\$0.00	\$0.00	\$12,000.00	\$12,000.00	\$12,000.00
	154AL-2015-AL-C0-00	Rolla Police-DWI Enf & Sob Checkpoint	\$0.00	\$0.00	\$0.00	\$14,385.00	\$14,385.00	\$14,385.00
	154AL-2015-AL-C1-00	Scott Co Sheriff-SE MO DWI Task Force	\$0.00	\$0.00	\$0.00	\$4,320.00	\$4,320.00	\$4,320.00
	154AL-2015-AL-C2-00	Sikeston Public Safety-SE MO DWI Task Fo	\$0.00	\$0.00	\$0.00	\$3,261.60	\$3,261.60	\$3,261.60
	154AL-2015-AL-C3-00	Scott Co Sheriff-DWI Enforcement	\$0.00	\$0.00	\$0.00	\$3,990.00	\$3,990.00	\$3,990.00
	154AL-2015-AL-C4-00	Springfield Police-DWI Enf & Sob Checkpt	\$0.00	\$0.00	\$0.00	\$100,045.00	\$100,045.00	\$100,045.00
	154AL-2015-AL-C5-00	St Robert Police-DWI Enforcement	\$0.00	\$0.00	\$0.00	\$8,951.32	\$8,951.32	\$8,951.32
	154AL-2015-AL-C6-00	Ste Genevieve Co Sheriff-Impaired Dr Enf	\$0.00	\$0.00	\$0.00	\$11,500.00	\$11,500.00	\$11,500.00
	154AL-2015-AL-C7-00	Stone Co Sheriff-DWI Wolf Pack	\$0.00	\$0.00	\$0.00	\$11,000.00	\$11,000.00	\$11,000.00
	154AL-2015-AL-C8-00	Sullivan Police-DWI Enforcement	\$0.00	\$0.00	\$0.00	\$2,993.76	\$2,993.76	\$2,993.76
	154AL-2015-AL-C9-00	Washington Co Sheriff-DWI Enforcement	\$0.00	\$0.00	\$0.00	\$5,500.00	\$5,500.00	\$5,500.00
	154AL-2015-AL-D0-00	Waynesville Police-2014 Police Traffic E	\$0.00	\$0.00	\$0.00	\$3,075.00	\$3,075.00	\$3,075.00
	154AL-2015-AL-D1-00	Webb City Police-DWI Saturation Patrols	\$0.00	\$0.00	\$0.00	\$12,180.00	\$12,180.00	\$12,180.00
	154AL-2015-AL-D2-00	Webster Co Sheriff-DWI Enf 14-15 Webster	\$0.00	\$0.00	\$0.00	\$18,995.00	\$18,995.00	\$18,995.00
	154AL-2015-AL-D3-00	West Plains Police-Sobriety Checkpoints	\$0.00	\$0.00	\$0.00	\$3,435.84	\$3,435.84	\$3,435.84
	154AL-2015-AL-D4-00	Willow Springs Police-Sobriety Checkpt	\$0.00	\$0.00	\$0.00	\$4,500.00	\$4,500.00	\$4,500.00
	154AL-2015-AL-D5-00	MSHP-DWI Tracking System(DWITS)	\$0.00	\$0.00	\$0.00	\$6,650.00	\$6,650.00	\$0.00
	154AL-2015-AL-D6-00	THSD-Alcohol Enforcement Equipment	\$0.00	\$0.00	\$0.00	\$80,000.00	\$80,000.00	\$0.00
	154AL-2015-AL-D7-00	THSD-Impaired Driving Paid Media Campaig	\$0.00	\$0.00	\$0.00	\$605,000.00	\$605,000.00	\$0.00
	154 Alcohol Total		\$0.00	\$0.00	\$0.00	\$10,413,488.49	\$10,413,488.49	\$8,417,215.87
154 Hazard Elimination								
	154HE-2015-HE-01-00	MoDOT Financial Serv-2015 154 HE	\$0.00	\$0.00	\$0.00	\$7,000,000.00	\$7,000,000.00	\$0.00
	154 Hazard Elimination Total		\$0.00	\$0.00	\$0.00	\$7,000,000.00	\$7,000,000.00	\$0.00
	154 Transfer Funds Total		\$0.00	\$0.00	\$0.00	\$17,413,488.49	\$17,413,488.49	\$8,417,215.87
164 Transfer Funds								
	164HE-2015-HE-01-00	MoDOT Financial Services-2015 164 HE	\$0.00	\$0.00	\$0.00	\$10,000,000.00	\$10,000,000.00	\$0.00
	164 Hazard Elimination Total		\$0.00	\$0.00	\$0.00	\$10,000,000.00	\$10,000,000.00	\$0.00
	164 Transfer Funds Total		\$0.00	\$0.00	\$0.00	\$10,000,000.00	\$10,000,000.00	\$0.00
MAP 21 405b OP Low								
	M2HVE-2015-05-01-00	Eureka Police-Occupant Protection Enf	\$0.00	\$0.00	\$0.00	\$6,770.88	\$6,770.88	\$6,770.88
	M2HVE-2015-05-02-00	Edmundson Police-2015 Occupant Prot	\$0.00	\$0.00	\$0.00	\$6,500.00	\$6,500.00	\$6,500.00
	M2HVE-2015-05-03-00	Adair Co Sheriff-Click It or Ticket	\$0.00	\$0.00	\$0.00	\$6,000.00	\$6,000.00	\$6,000.00

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	M2HVE-2015-05-04-00	Arnold Police-Occupant Protection Compl	\$0.00	\$0.00	\$0.00	\$12,600.00	\$12,600.00	\$12,600.00
	M2HVE-2015-05-05-00	Ballwin Police-Occupant Protection	\$0.00	\$0.00	\$0.00	\$3,690.00	\$3,690.00	\$3,690.00
	M2HVE-2015-05-06-00	Byrnes Mill Police-Click It or Ticket !	\$0.00	\$0.00	\$0.00	\$3,000.00	\$3,000.00	\$3,000.00
	M2HVE-2015-05-07-00	Calverton Park Police-Click it or Ticket	\$0.00	\$0.00	\$0.00	\$2,700.00	\$2,700.00	\$2,700.00
	M2HVE-2015-05-08-00	Creve Coeur Police-Click It or Ticket	\$0.00	\$0.00	\$0.00	\$6,600.00	\$6,600.00	\$6,600.00
	M2HVE-2015-05-09-00	Florissant Police-Occupant Protection	\$0.00	\$0.00	\$0.00	\$5,000.00	\$5,000.00	\$5,000.00
	M2HVE-2015-05-10-00	Hazelwood Police-Occupant Protection	\$0.00	\$0.00	\$0.00	\$12,500.00	\$12,500.00	\$12,500.00
	M2HVE-2015-05-11-00	Kirkwood Police-Seatbelt Enforcement	\$0.00	\$0.00	\$0.00	\$12,500.00	\$12,500.00	\$12,500.00
	M2HVE-2015-05-12-00	MSHP-Click It or Ticket Enforcement	\$0.00	\$0.00	\$0.00	\$121,680.00	\$121,680.00	\$0.00
	M2HVE-2015-05-13-00	Maryland Heights Police-Safety & Drivers	\$0.00	\$0.00	\$0.00	\$2,121.77	\$2,121.77	\$2,121.77
	M2HVE-2015-05-14-00	Overland Police-Occupant Protection	\$0.00	\$0.00	\$0.00	\$4,100.00	\$4,100.00	\$4,100.00
	M2HVE-2015-05-15-00	Pevely Police-Occupant Protection Enf	\$0.00	\$0.00	\$0.00	\$5,760.00	\$5,760.00	\$5,760.00
	M2HVE-2015-05-16-00	St Charles City Police-Occupant Protect	\$0.00	\$0.00	\$0.00	\$5,640.00	\$5,640.00	\$5,640.00
	M2HVE-2015-05-17-00	St Louis Co Police-Occupant Protect Enf	\$0.00	\$0.00	\$0.00	\$40,000.00	\$40,000.00	\$40,000.00
	M2HVE-2015-05-18-00	Webster Groves Police-Occupant Protect 2	\$0.00	\$0.00	\$0.00	\$6,000.00	\$6,000.00	\$6,000.00
	M2HVE-2015-05-19-00	Wentzville Police-Click It or Ticket	\$0.00	\$0.00	\$0.00	\$5,202.90	\$5,202.90	\$5,202.90
	M2HVE-2015-05-20-00	Missouri Safety Center-Enforcement CIOT	\$0.00	\$0.00	\$0.00	\$300,153.13	\$300,153.13	\$291,750.00
	M2HVE-2015-05-22-00	Missouri Safety Center-Enforcement CPS W	\$0.00	\$0.00	\$0.00	\$84,553.13	\$84,553.13	\$75,750.00
	M2HVE-2015-05-23-00	Chillicothe Police-Occupant Protection	\$0.00	\$0.00	\$0.00	\$4,000.14	\$4,000.14	\$4,000.14
	M2HVE-2015-05-24-00	Gladstone Public Safety-Occupant Protect	\$0.00	\$0.00	\$0.00	\$2,000.00	\$2,000.00	\$2,000.00
	M2HVE-2015-05-25-00	Grandview Police-Seatbelt Enforcement	\$0.00	\$0.00	\$0.00	\$15,000.00	\$15,000.00	\$15,000.00
	M2HVE-2015-05-26-00	Kansas City Police Comm-Occupant Protect	\$0.00	\$0.00	\$0.00	\$60,000.05	\$60,000.05	\$60,000.05
	M2HVE-2015-05-27-00	Missouri Safety Center-Enforcement Youth	\$0.00	\$0.00	\$0.00	\$94,603.13	\$94,603.13	\$86,200.00
	M2HVE-2015-05-28-00	Columbia Police-Occupant Protection Enf	\$0.00	\$0.00	\$0.00	\$3,240.00	\$3,240.00	\$3,240.00
	M2HVE-2015-05-29-00	Eldon Police-Seat Belt Ticket	\$0.00	\$0.00	\$0.00	\$2,983.50	\$2,983.50	\$2,983.50
	M2HVE-2015-05-30-00	Leadington Police-Safety Belt Enf	\$0.00	\$0.00	\$0.00	\$2,000.00	\$2,000.00	\$2,000.00
	M2HVE-2015-05-31-00	THSD-Click It or Ticket	\$0.00	\$0.00	\$0.00	\$350,000.00	\$350,000.00	\$0.00
	M2HVE-2015-05-32-00	THSD-Youth Seat Belt Media Campaign	\$0.00	\$0.00	\$0.00	\$300,000.00	\$300,000.00	\$0.00
	M2HVE-2015-05-33-00	THSD-Child Passenger Safety Pd Media	\$0.00	\$0.00	\$0.00	\$150,000.00	\$150,000.00	\$0.00
	405b Low HVE Total		\$0.00	\$0.00	\$0.00	\$1,636,898.63	\$1,636,898.63	\$689,609.24
405b Low Public Education								
	M2PE-2015-05-01-00	THSD-TWEEN Safety Program	\$0.00	\$0.00	\$0.00	\$60,000.00	\$60,000.00	\$0.00
	M2PE-2015-05-05-00	Trailnet-Pedestrian Ed for St Louis City	\$0.00	\$0.00	\$0.00	\$4,914.66	\$4,914.66	\$4,914.66
	405b Low Public Education Total		\$0.00	\$0.00	\$0.00	\$64,914.66	\$64,914.66	\$4,914.66
405b Low Community CPS Services								
	M2CPS-2015-05-01-00	THSD-CPS Program Activities	\$0.00	\$0.00	\$0.00	\$20,000.00	\$20,000.00	\$0.00
	M2CPS-2015-05-02-00	Lincoln Co Health Dept-2015 CPS Summit	\$0.00	\$0.00	\$0.00	\$10,000.00	\$10,000.00	\$10,000.00
	405b Low Community CPS Services Total		\$0.00	\$0.00	\$0.00	\$30,000.00	\$30,000.00	\$10,000.00
405b Low CSS Purchase/Distribution								
	M2CSS-2015-05-01-00	THSD-Child Safety Seats MAP 21	\$0.00	\$0.00	\$0.00	\$63,000.00	\$63,000.00	\$0.00
	405b Low CSS Purchase/Distribution Total		\$0.00	\$0.00	\$0.00	\$63,000.00	\$63,000.00	\$0.00
405b Low OP Information System								
	M2OP-2015-05-01-00	Missouri Safety Center-Survey Teen (HS)	\$0.00	\$0.00	\$0.00	\$73,064.59	\$73,064.59	\$0.00

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	M2OP-2015-05-02-00	Missouri Safety Center-Statewide Seat Be	\$0.00	\$0.00	\$0.00	\$156,746.98	\$156,746.98	\$0.00
	405b Low OP Information System Total		\$0.00	\$0.00	\$0.00	\$229,811.57	\$229,811.57	\$0.00
405b OP Low								
	M2X-2015-05-00-00	THSD-Statewide 405b OP Low	\$0.00	\$950,042.51	\$0.00	\$1,775,545.17	\$1,775,545.17	\$1,775,545.17
	405b OP Low Total		\$0.00	\$950,042.51	\$0.00	\$1,775,545.17	\$1,775,545.17	\$1,775,545.17
	MAP 21 405b OP Low Total		\$0.00	\$950,042.51	\$0.00	\$3,800,170.03	\$3,800,170.03	\$2,480,069.07
MAP 21 405c Data Program								
	M3DA-2015-04-00-00	THSD-Statewide 405c Data Program	\$0.00	\$741,056.74	\$0.00	\$2,213,994.59	\$2,213,994.59	\$50,000.00
	M3DA-2015-04-01-00	THSD-Engineering Coordination	\$0.00	\$0.00	\$0.00	\$1,650.00	\$1,650.00	\$0.00
	M3DA-2015-04-02-00	THSD-Traffic Records Prog Coordination	\$0.00	\$0.00	\$0.00	\$15,500.00	\$15,500.00	\$0.00
	M3DA-2015-04-03-00	MSHP-Statewide Traffic Accident Records	\$0.00	\$0.00	\$0.00	\$132,285.00	\$132,285.00	\$0.00
	M3DA-2015-04-04-00	MSHP-STARs & FARS Support	\$0.00	\$0.00	\$0.00	\$150,945.56	\$150,945.56	\$0.00
	M3DA-2015-04-05-00	OSCA-JIS Monitoring & Muni Reporting	\$0.00	\$0.00	\$0.00	\$225,066.91	\$225,066.91	\$0.00
	M3DA-2015-04-06-00	REJIS-LETS Sustainment & Enhancements	\$0.00	\$0.00	\$0.00	\$151,577.00	\$151,577.00	\$0.00
	M3DA-2015-04-07-00	THSD-Traffic Records Data Improvement	\$0.00	\$0.00	\$0.00	\$68,000.00	\$68,000.00	\$0.00
	M3DA-2015-04-08-00	MSHP-SAC Support	\$0.00	\$0.00	\$0.00	\$5,207.92	\$5,207.92	\$0.00
	405c Data Program Total		\$0.00	\$741,056.74	\$0.00	\$2,964,226.98	\$2,964,226.98	\$50,000.00
	MAP 21 405c Data Program Total		\$0.00	\$741,056.74	\$0.00	\$2,964,226.98	\$2,964,226.98	\$50,000.00
MAP 21 405d Impaired Driving Mid								
	M5HVE-2015-03-01-00	Calverton Park Police-DWI Enforcement	\$0.00	\$0.00	\$0.00	\$3,600.00	\$3,600.00	\$3,600.00
	M5HVE-2015-03-02-00	Calverton Park Police-Sobriety Ckpt	\$0.00	\$0.00	\$0.00	\$6,000.00	\$6,000.00	\$6,000.00
	M5HVE-2015-03-03-00	Chesterfield Police-Sobriety Checkpoint	\$0.00	\$0.00	\$0.00	\$15,048.00	\$15,048.00	\$15,048.00
	M5HVE-2015-03-04-00	Clark Co Sheriff-DWI Enforcement	\$0.00	\$0.00	\$0.00	\$5,000.00	\$5,000.00	\$5,000.00
	M5HVE-2015-03-05-00	Cottleville Police-DWI Task Force	\$0.00	\$0.00	\$0.00	\$5,400.00	\$5,400.00	\$5,400.00
	M5HVE-2015-03-06-00	Creve Coeur Police-You Drink, Drive, Los	\$0.00	\$0.00	\$0.00	\$6,500.00	\$6,500.00	\$6,500.00
	M5HVE-2015-03-07-00	Creve Coeur Police-DWI Sob Ckpoint / Bat	\$0.00	\$0.00	\$0.00	\$13,000.00	\$13,000.00	\$13,000.00
	M5HVE-2015-03-08-00	Creve Coeur Police-DWI Officer	\$0.00	\$0.00	\$0.00	\$51,500.00	\$51,500.00	\$51,500.00
	M5HVE-2015-03-09-00	Des Peres Public Safety-DWI Enforcement	\$0.00	\$0.00	\$0.00	\$3,570.00	\$3,570.00	\$3,570.00
	M5HVE-2015-03-10-00	Eureka Police-DWI Enforcement	\$0.00	\$0.00	\$0.00	\$13,541.76	\$13,541.76	\$13,541.76
	M5HVE-2015-03-11-00	Eureka Police-Sobriety Checkpoint	\$0.00	\$0.00	\$0.00	\$10,156.32	\$10,156.32	\$10,156.32
	M5HVE-2015-03-12-00	Festus Police-Youth Alcohol OT Enf	\$0.00	\$0.00	\$0.00	\$8,500.00	\$8,500.00	\$8,500.00
	M5HVE-2015-03-13-00	Florissant Police-DWI Enforcement	\$0.00	\$0.00	\$0.00	\$9,500.00	\$9,500.00	\$9,500.00
	M5HVE-2015-03-14-00	Florissant Police-Youth Alcohol	\$0.00	\$0.00	\$0.00	\$3,500.00	\$3,500.00	\$3,500.00
	M5HVE-2015-03-15-00	Franklin Co Sheriff-Traffic Safety/DWI U	\$0.00	\$0.00	\$0.00	\$156,000.00	\$156,000.00	\$156,000.00
	M5HVE-2015-03-16-00	Franklin Co Sheriff-Youth Alcohol	\$0.00	\$0.00	\$0.00	\$10,000.00	\$10,000.00	\$10,000.00
	M5HVE-2015-03-17-00	Franklin Co Sheriff-Sobriety Checkpoints	\$0.00	\$0.00	\$0.00	\$10,000.00	\$10,000.00	\$10,000.00
	M5HVE-2015-03-18-00	Hazelwood Police-DWI Enforcement Project	\$0.00	\$0.00	\$0.00	\$7,520.00	\$7,520.00	\$7,520.00
	M5HVE-2015-03-19-00	Hazelwood Police-Sobriety Checkpoints	\$0.00	\$0.00	\$0.00	\$22,480.00	\$22,480.00	\$22,480.00
	M5HVE-2015-03-20-00	Hazelwood Police-Youth Alcohol Enf	\$0.00	\$0.00	\$0.00	\$7,500.00	\$7,500.00	\$7,500.00
	M5HVE-2015-03-21-00	Grandview Police-DUI Patrol	\$0.00	\$0.00	\$0.00	\$16,000.16	\$16,000.16	\$16,000.16
	M5HVE-2015-03-22-00	Eureka Police-Youth Alcohol Enforcement	\$0.00	\$0.00	\$0.00	\$4,000.00	\$4,000.00	\$4,000.00
	M5HVE-2015-03-23-00	Jefferson Co Sheriff-Youth Alcohol	\$0.00	\$0.00	\$0.00	\$175,000.00	\$175,000.00	\$175,000.00
	M5HVE-2015-03-24-00	Jefferson Co Sheriff-Sobriety Checkpoint	\$0.00	\$0.00	\$0.00	\$75,000.00	\$75,000.00	\$75,000.00
	M5HVE-2015-03-25-00	Jefferson Co Sheriff-DWI Enforcement OT	\$0.00	\$0.00	\$0.00	\$215,000.00	\$215,000.00	\$215,000.00

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	M5HVE-2015-03-26-00	Jefferson Co Sheriff-DWI Enf Unit	\$0.00	\$0.00	\$0.00	\$123,090.50	\$123,090.50	\$123,090.50
	M5HVE-2015-03-27-00	Lee's Summit Police-DWI Enforcement	\$0.00	\$0.00	\$0.00	\$46,000.00	\$46,000.00	\$46,000.00
	M5HVE-2015-03-28-00	Lake St Louis Police-DWI Sat Patrol	\$0.00	\$0.00	\$0.00	\$6,500.00	\$6,500.00	\$6,500.00
	M5HVE-2015-03-29-00	MSHP-DWI Saturations	\$0.00	\$0.00	\$0.00	\$230,400.00	\$230,400.00	\$0.00
	M5HVE-2015-03-30-00	MSHP-Sobriety Checkpoints	\$0.00	\$0.00	\$0.00	\$240,837.50	\$240,837.50	\$0.00
	M5HVE-2015-03-31-00	Independence Police-DWI Enforcement	\$0.00	\$0.00	\$0.00	\$277,000.00	\$277,000.00	\$277,000.00
	M5HVE-2015-03-32-00	Peculiar Police-DWI Enforcement	\$0.00	\$0.00	\$0.00	\$3,947.00	\$3,947.00	\$3,947.00
	M5HVE-2015-03-33-00	St Joseph Police-Midland Empire Alcohol	\$0.00	\$0.00	\$0.00	\$32,400.00	\$32,400.00	\$32,400.00
	M5HVE-2015-03-34-00	St Joseph Police-NW MO DWI Taks Force	\$0.00	\$0.00	\$0.00	\$27,900.00	\$27,900.00	\$27,900.00
	M5HVE-2015-03-35-00	Missouri Safety Center-Enforcement State	\$0.00	\$0.00	\$0.00	\$368,556.25	\$368,556.25	\$351,750.00
	M5HVE-2015-03-36-00	Manchester Police-DWI OT Enforcement	\$0.00	\$0.00	\$0.00	\$5,075.00	\$5,075.00	\$5,075.00
	M5HVE-2015-03-37-00	Moline Acres Police-DWI Enforcement	\$0.00	\$0.00	\$0.00	\$9,000.00	\$9,000.00	\$9,000.00
	M5HVE-2015-03-38-00	O'Fallon Police-DWI Saturation Patrols	\$0.00	\$0.00	\$0.00	\$20,016.00	\$20,016.00	\$20,016.00
	M5HVE-2015-03-39-00	O'Fallon Police-Youth Alc before Drive	\$0.00	\$0.00	\$0.00	\$6,480.00	\$6,480.00	\$6,480.00
	M5HVE-2015-03-40-00	O'Fallon Police-Sobriety Checkpoint	\$0.00	\$0.00	\$0.00	\$15,984.00	\$15,984.00	\$15,984.00
	M5HVE-2015-03-41-00	Olivette Police-DWI Enforcement	\$0.00	\$0.00	\$0.00	\$11,200.00	\$11,200.00	\$11,200.00
	M5HVE-2015-03-42-00	Overland Police-Sobriety Checkpoint	\$0.00	\$0.00	\$0.00	\$15,474.00	\$15,474.00	\$15,474.00
	M5HVE-2015-03-43-00	Overland Police-Youth Alcohol	\$0.00	\$0.00	\$0.00	\$1,640.00	\$1,640.00	\$1,640.00
	M5HVE-2015-03-44-00	Overland Police-DWI Saturation Patrols	\$0.00	\$0.00	\$0.00	\$7,900.00	\$7,900.00	\$7,900.00
	M5HVE-2015-03-45-00	Pevely Police-Youth Alcohol Enforcement	\$0.00	\$0.00	\$0.00	\$4,500.00	\$4,500.00	\$4,500.00
	M5HVE-2015-03-46-00	Pevely Police-DWI Wolf Pack	\$0.00	\$0.00	\$0.00	\$7,500.00	\$7,500.00	\$7,500.00
	M5HVE-2015-03-47-00	Richmond Heights Police-HMV Enforcement	\$0.00	\$0.00	\$0.00	\$7,560.00	\$7,560.00	\$7,560.00
	M5HVE-2015-03-48-00	THSD-Statewide DWI	\$0.00	\$0.00	\$0.00	\$75,000.00	\$75,000.00	\$50,000.00
	M5HVE-2015-03-49-00	Shrewsbury Police-HMV & Speeders	\$0.00	\$0.00	\$0.00	\$6,006.00	\$6,006.00	\$6,006.00
	M5HVE-2015-03-50-00	St Ann Police-Sobriety Checkpoint	\$0.00	\$0.00	\$0.00	\$12,994.50	\$12,994.50	\$12,994.50
	M5HVE-2015-03-51-00	St Charles City Police-Sobriety Checkpt	\$0.00	\$0.00	\$0.00	\$15,040.00	\$15,040.00	\$15,040.00
	M5HVE-2015-03-52-00	St Charles City Police-Youth Alcohol	\$0.00	\$0.00	\$0.00	\$7,520.00	\$7,520.00	\$7,520.00
	M5HVE-2015-03-53-00	St Charles Co Sheriff-DWI Enforcement	\$0.00	\$0.00	\$0.00	\$20,500.00	\$20,500.00	\$20,500.00
	M5HVE-2015-03-54-00	St Charles Co Sheriff-DWI Checkpoint	\$0.00	\$0.00	\$0.00	\$20,500.00	\$20,500.00	\$20,500.00
	M5HVE-2015-03-55-00	St Charles Co Sheriff-Youth Alcohol/Bus	\$0.00	\$0.00	\$0.00	\$10,500.00	\$10,500.00	\$10,500.00
	M5HVE-2015-03-56-00	St Clair Police-R.I.D.	\$0.00	\$0.00	\$0.00	\$8,953.65	\$8,953.65	\$8,953.65
	M5HVE-2015-03-57-00	St John Police-DWI Saturation	\$0.00	\$0.00	\$0.00	\$7,011.00	\$7,011.00	\$7,011.00
	M5HVE-2015-03-58-00	St John Police-Sobriety Checkpoints	\$0.00	\$0.00	\$0.00	\$15,785.25	\$15,785.25	\$15,785.25
	M5HVE-2015-03-59-00	St Louis Co Police-Sobriety Ckpts & DWI	\$0.00	\$0.00	\$0.00	\$87,500.00	\$87,500.00	\$87,500.00
	M5HVE-2015-03-60-00	St Louis Metro Police-DWI Enforcement	\$0.00	\$0.00	\$0.00	\$150,004.00	\$150,004.00	\$150,004.00
	M5HVE-2015-03-61-00	St Louis Metro Police-Sobriety Checkpt	\$0.00	\$0.00	\$0.00	\$25,200.00	\$25,200.00	\$25,200.00
	M5HVE-2015-03-62-00	St Peters Police-Sobriety Checkpoint	\$0.00	\$0.00	\$0.00	\$18,000.00	\$18,000.00	\$18,000.00
	M5HVE-2015-03-63-00	Troy Police-Sobriety Checkpoint	\$0.00	\$0.00	\$0.00	\$6,750.00	\$6,750.00	\$6,750.00
	M5HVE-2015-03-64-00	Troy Police-DWI Enforcement	\$0.00	\$0.00	\$0.00	\$4,500.00	\$4,500.00	\$4,500.00
	M5HVE-2015-03-65-00	Univ City Police-DWI Enforcement	\$0.00	\$0.00	\$0.00	\$2,520.00	\$2,520.00	\$2,520.00
	M5HVE-2015-03-66-00	Union Police-DWI Saturation Patrol Prog	\$0.00	\$0.00	\$0.00	\$17,450.00	\$17,450.00	\$17,450.00
	M5HVE-2015-03-67-00	Washington Police-Sobriety Checkpoint	\$0.00	\$0.00	\$0.00	\$7,512.75	\$7,512.75	\$7,512.75
	M5HVE-2015-03-68-00	Washington Police-Youth Alcohol	\$0.00	\$0.00	\$0.00	\$5,016.50	\$5,016.50	\$5,016.50
	M5HVE-2015-03-69-00	Wentzville Police-DWI Enforcement	\$0.00	\$0.00	\$0.00	\$9,018.36	\$9,018.36	\$9,018.36

Highway Safety Plan Cost Summary - Missouri

2015 HSP 1

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incr/(Decre)	Current Balance	Share to Local
	M5HVE-2015-03-70-00	Wentzville Police-DWI Sobriety Checkpt	\$0.00	\$0.00	\$0.00	\$6,744.50	\$6,744.50	\$6,744.50
	M5HVE-2015-03-71-00	Wentzville Police-Under Age Drinking	\$0.00	\$0.00	\$0.00	\$6,012.24	\$6,012.24	\$6,012.24
	M5HVE-2015-03-72-00	THSD-BAT Vans	\$0.00	\$0.00	\$0.00	\$800,000.00	\$800,000.00	\$0.00
	M5HVE-2015-03-73-00	Parma Police-SE MO DWI Task Force	\$0.00	\$0.00	\$0.00	\$1,440.00	\$1,440.00	\$1,440.00
	M5HVE-2015-03-74-00	Boone Co Sheriff-Youth Alcohol Enf	\$0.00	\$0.00	\$0.00	\$2,856.00	\$2,856.00	\$2,856.00
	M5HVE-2015-03-75-00	Branson Police-Youth Alcohol Compliance	\$0.00	\$0.00	\$0.00	\$5,000.00	\$5,000.00	\$5,000.00
	M5HVE-2015-03-76-00	Cape Girardeau Police-Youth Alcohol	\$0.00	\$0.00	\$0.00	\$2,100.00	\$2,100.00	\$2,100.00
	M5HVE-2015-03-77-00	Greene Co Sheriff-Youth Alcohol Enf	\$0.00	\$0.00	\$0.00	\$37,500.00	\$37,500.00	\$37,500.00
	M5HVE-2015-03-78-00	Springfield Police-Youth Alcohol Enf	\$0.00	\$0.00	\$0.00	\$29,975.00	\$29,975.00	\$29,975.00
	405d Mid HVE Total		\$0.00	\$0.00	\$0.00	\$3,747,186.24	\$3,747,186.24	\$2,434,142.49
405d Mid ID Coordinator								
	M5IDC-2015-03-01-00	THSD-Youth Alcohol Program Coordination	\$0.00	\$0.00	\$0.00	\$81,400.00	\$81,400.00	\$0.00
	M5IDC-2015-03-02-00	THSD-Alcohol Coordination	\$0.00	\$0.00	\$0.00	\$159,500.00	\$159,500.00	\$0.00
	405d Mid ID Coordinator Total		\$0.00	\$0.00	\$0.00	\$240,900.00	\$240,900.00	\$0.00
405d Mid Court Support								
	M5CS-2015-03-01-00	MO Prosecution Services-Traf Saf Res Pro	\$0.00	\$0.00	\$0.00	\$247,767.87	\$247,767.87	\$0.00
	405d Mid Court Support Total		\$0.00	\$0.00	\$0.00	\$247,767.87	\$247,767.87	\$0.00
405d Mid Training								
	M5TR-2015-03-01-00	Missouri Safety Center-Drug Imp Driving	\$0.00	\$0.00	\$0.00	\$144,027.60	\$144,027.60	\$85,400.00
	M5TR-2015-03-02-00	MO Police Chiefs Assoc-DITEP 2014-2015	\$0.00	\$0.00	\$0.00	\$41,580.50	\$41,580.50	\$41,580.50
	M5TR-2015-03-03-00	MO Southern Univ-Alcohol Tr LE Officers	\$0.00	\$0.00	\$0.00	\$47,100.00	\$47,100.00	\$47,100.00
	M5TR-2015-03-04-00	MSHP-BAC/DRE/ARIDE/SFST Training	\$0.00	\$0.00	\$0.00	\$102,279.60	\$102,279.60	\$0.00
	M5TR-2015-03-05-00	THSD-Travel Sponsorship Training	\$0.00	\$0.00	\$0.00	\$10,000.00	\$10,000.00	\$0.00
	405d Mid Training Total		\$0.00	\$0.00	\$0.00	\$344,987.70	\$344,987.70	\$174,080.50
405d Mid Other Based on Problem ID								
	M5OT-2015-03-01-00	Scott City Police-SEMO DWI Taskforce	\$0.00	\$0.00	\$0.00	\$3,493.09	\$3,493.09	\$3,493.09
	405d Mid Other Based on Problem ID Total		\$0.00	\$0.00	\$0.00	\$3,493.09	\$3,493.09	\$3,493.09
405d Impaired Driving Mid								
	M5X-2015-03-00-00	THSD-Statewide 405d Mid HVE	\$0.00	\$2,158,997.96	\$0.00	\$4,051,656.93	\$4,051,656.93	\$4,000,000.00
	405d Impaired Driving Mid Total		\$0.00	\$2,158,997.96	\$0.00	\$4,051,656.93	\$4,051,656.93	\$4,000,000.00
MAP 21 405d Impaired Driving Mid Total			\$0.00	\$2,158,997.96	\$0.00	\$8,635,991.83	\$8,635,991.83	\$6,611,716.08
MAP 21 405f Motorcycle Programs								
	M9MA-2015-12-00-00	THSD-Statewide 405f Motorcyclist Awarene	\$0.00	\$63,494.52	\$0.00	\$178,978.08	\$178,978.08	\$0.00
	M9MA-2015-12-01-00	THSD-Motorcycle Safety Awareness	\$0.00	\$0.00	\$0.00	\$75,000.00	\$75,000.00	\$0.00
	405f Motorcyclist Awareness Total		\$0.00	\$63,494.52	\$0.00	\$253,978.08	\$253,978.08	\$0.00
MAP 21 405f Motorcycle Programs Total			\$0.00	\$63,494.52	\$0.00	\$253,978.08	\$253,978.08	\$0.00
	NHTSA Total		\$0.00	\$5,938,242.79	\$0.00	\$50,648,459.65	\$50,648,459.65	\$22,673,209.50
	Total		\$0.00	\$5,938,242.79	\$0.00	\$50,648,459.65	\$50,648,459.65	\$22,673,209.50

Fiscal Year 2015

Equipment List

Fiscal Year 2015 Equipment List

Agency	Item Detail	Budget	Source	Project Number
Traffic and Highway Safety	Six new BAT vans will be purchased for the following agencies Missouri State Highway Patrol, Kansas City PD, Jackson County Sheriff's Dept., St. Charles County PD, Franklin County Sheriff's Dept., Greene County Sheriff's Dept. Vehicle type to be determined (TDB) per Buy America Act.	\$800,000.00	405d	15-M5HVE-03-072
Missouri Safety Center	Breath test instruments 12 DMT's and 6 ECIR2.	\$120,600.00	154AL	15-154-AL-001
Traffic and Highway Safety	Four Digital Ally in-car video cameras @ \$5,500.00 each, one fully equipped DWI car TBD per Buy America Act \$36,000.00.	\$58,000.00	405d 154AL	15-M5HVE-03-048 15-154-AL-136
St. Louis County Police Department	Scene Lighting for Sobriety Checkpoints. Brand TBD per Buy America Act.	\$8,750.00	405d	15-M5HVE-03-059
Jefferson County Sheriff's Dept.	Two radar speed trailers. Brand TBD per Buy America Act.	\$18,000.00	402	15-PT-02-040
Franklin County Sheriff's Dept.	Three patrol vehicles. Brand TBD per Buy America Act.	\$56,720.00	405d	15-M5HVE-03-015
Boone County Sheriff's Dept.	One radar speed trailer. Brand TBD per Buy America Act.	\$9,600.00	402	15-PT-02-094

NHTSA

Program Assessments

The NHTSA Program Assessments are included in this section. The assessments and recommendations are in various stages of completion and include the following:

- Occupant Protection
- Occupant Protection Children
- Motorcycle
- Impaired Driving
- Standardized Field Sobriety Testing
- Traffic Record

MISSOURI

Occupant Protection Program Assessment

March 31 – April 4, 2014



ASSESSMENT TEAM MEMBERS

Susan Bryant

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The team would also like to acknowledge the hard work and dedication of the Missouri Coalition for Roadway Safety, staff representatives from OHS, MoDOT, the Missouri State Highway Patrol (MSHP), local law enforcement (Boone County Sheriff's Office, Creve Coeur Police Department, Joplin Police Department, Kansas City Metro Police Department, St. Louis County Police Department and Willow Springs Police Department), Lincoln County Health Department, Missouri Safety Center, Missouri Safe Kids, ThinkFirst Missouri and others, many of whom volunteered their time to share their knowledge and expertise during the assessment. Thanks to everyone committed to *Saving Mo Lives* on Missouri roadways.

This assessment could not have been conducted without the guidance and involvement from the National Highway Traffic Safety Administration's regional and headquarters staff: Susan DeCourcy, Janice Hartwill-Miller, Amy Schick and Laura Dunn; and support from their supervisors, Region 7 Administrator Chris Murphy and Occupant Protection Division Chief Maria Vegega. Special thanks also goes to Laura Nichols, who served as the administrative consultant for this assessment.

Notes:

The information included in this document has been collected from a variety of sources including interviews, official documents, websites, and other materials. Sources may not be consistent. Some copyrighted material has been used under the "Fair Use" Doctrine of the U.S. copyright statute.

ASSESSMENT BACKGROUND

The purpose of the Occupant Protection Program Assessment is to provide the State of Missouri with a comprehensive review of its occupant protection program by identifying strengths, accomplishments, and challenges. In addition to using data and other resources, this report provides valuable insights for occupant protection program planning.

The assessment process provides a systematic approach for measuring progress by following the format of the *Uniform Guidelines for State Highway Safety Programs, Guideline No. 20, Occupant Protection* (November 2006). These guidelines offer direction to states in formulating their plans for highway safety efforts that are supported with 23 U.S.C. Section 402 (State and Community Highway Safety), 23 U.S.C. Section 405(b) (Occupant Protection) and other grant funds. The guidelines provide a framework for developing a balanced highway safety program and serve as a tool with which states can assess the effectiveness of their own programs.

All states, in cooperation with their political subdivisions, should have a comprehensive occupant protection program that educates and motivates its citizens to use available motor vehicle occupant protection systems. A combination of use requirements, aggressive enforcement, public information, education, and incentives is necessary to achieve lasting increases in occupant protection usage, which will prevent fatalities and decrease the number and severity of injuries.

The National Highway Traffic Safety Administration (NHTSA) staff facilitated the Occupant Protection Program Assessment. Working with the Missouri Department of Transportation (MoDOT) Traffic and Highway Safety Division's Office of Highway Safety (OHS), NHTSA recommended a team of five individuals with proven expertise in various aspects of occupant protection program development, implementation, and evaluation. Efforts were made to select a team that reflected the needs and interests expressed by OHS.

The assessment consisted of a thorough review of state-provided occupant protection program briefing materials and interviews with state and community-level program directors, coordinators, advocates, law enforcement personnel, and OHS staff. The conclusions drawn by the assessment team were based primarily upon the facts and information provided in the briefing materials and by the various experts who made presentations to the team.

Following completion of the interviews on Wednesday, April 2, 2014, the team convened to review and analyze the information presented. On Friday, April 4, 2014, the team briefed OHS and other invited guests on its findings and discussed major points and recommendations.

The assessment team noted that many occupant protection and general traffic safety activities are conducted throughout Missouri. It is not the intent of this report to thoroughly document all of these successes, nor to give credit to the large number of individuals at all levels who are dedicated to traffic safety. By its very nature, the report focuses on areas where further improvements can be made. Please consider this report as constructive criticism. It is an attempt to provide assistance at all levels for improvement, which is consistent with the overall goals of assessments.

This report is a consensus report. The recommendations provided are based on the unique characteristics of Missouri and what the assessment team members believe Missouri, its political subdivisions, and partners can do to improve the reach and effectiveness of the occupant protection program.

Missouri conducted a NHTSA occupant protection assessment in 2009. In addition to utilizing this current assessment report for occupant protection planning, the team strongly encourages OHS to continue using the 2009 assessment recommendations. Some recommendations from the previous assessment are now reinforced in this document to highlight their importance and reinforce that their implementation is key to improving Missouri's occupant protection program.

This Occupant Protection Program Assessment Report is not a NHTSA document and it belongs to OHS. Missouri is strongly encouraged to use the assessment report as the basis for making program improvements, assessing legislative priorities, providing additional training opportunities, evaluating funding priorities, and shaping future strategic highway safety plans.

EXECUTIVE SUMMARY

The state of Missouri, in cooperation with the National Highway Traffic Safety Administration (NHTSA), initiated an Occupant Protection Program Assessment. During the February 14, 2014 pre-assessment conference call, the Missouri Department of Transportation (MoDOT) Traffic and Highway Safety Division's Office of Highway Safety (OHS) asked the team of independent experts to identify practical strategies that a secondary enforcement law state can utilize to increase overall seat belt usage, strategies to increase teen seat belt use, and innovative enforcement approaches. Particular attention was given to these areas.

Recommendations from this assessment are intended to guide OHS toward improvements in program management; regulations, legislation and policy; law enforcement; communication; occupant protection for children; outreach; and data and evaluation.

OHS, the Missouri Coalition for Roadway Safety, and other dedicated partners are committed to improving highway safety. By 2016, Missouri is committed to having 700 or fewer traffic fatalities on its roadways.

OHS guides Missouri's overall highway safety program, identifies the most critical statewide traffic safety needs, awards and monitors highway safety grants, and coordinates high visibility enforcement mobilizations such as Click It or Ticket/Click It for Life. OHS takes a thorough approach in assessing the state's occupant protection challenges that run the gamut, from decreasing the overall number of crashes (fatal, injury and property damage only) to reducing unrestrained fatality crashes and increasing observed seat belt use rates. OHS relies heavily on performance management and observational surveys to assess program efficacy.

Since 2005, Missouri has seen a 40 percent reduction in motor vehicle fatalities. In 2013, 757 people were killed in traffic crashes, the lowest number since 1945. Despite this noteworthy progress, Missouri has struggled to see meaningful increases in its seat belt use rate over the past ten years, ranging from 76 percent in 2004 to 80.1 percent in 2013. Missouri's teen seat belt usage rate stands at 67 percent. In 2013, sixty-three percent of all vehicle occupants fatally injured were unbelted and nearly 8 out of 10 vehicle occupants age 15-25 died unrestrained.

With 33,000 miles of state-owned and maintained roadways, Missouri's state road system is the 7th largest in the country. Roughly 75 percent of fatalities occur on the major state-owned roads. The "off (county/city) system" consists of 96,000 road miles. Similar to national trends, Missouri seat belt use compliance in rural areas is generally lower than more populated areas. Young men, pickup truck drivers and minorities are also less likely to buckle up.

Missouri, known as the "Show-Me State", has highly varied geography and is the 21st largest and the 18th most populous of the 50 United States. According to the 2010 U.S. Census, more than six million people live in Missouri with over half of Missourians residing within the St. Louis and Kansas City metropolitan areas.

Recently, MoDOT underwent significant staffing reductions. OHS was not immune to these reductions. Despite the staffing downsize, OHS manages more than 400 contracts with a \$3.4 million contracted budget in FY 2014 for occupant protection.

The state of Missouri has a secondary enforcement seat belt law for adults in the front seat of passenger vehicles. There is no seat belt law for adult rear seat occupants. With little political will at the state level, largely due to freedom of choice concerns, Missouri's prospect of upgrading to primary enforcement at the current time is bleak. To Missouri's credit, the state leads the way in enacting local primary enforcement seat belt law ordinances. Currently 21 percent of Missouri's population is covered by 39 local primary belt ordinances. This offers a unique opportunity to mitigate secondary law enforcement challenges and reduce serious injuries and fatalities on Missouri's roadways.

While there are a number of dedicated CPS professionals in Missouri, opportunity exists to better reach children between the ages of 8 and 18.

With 114 counties and more than 600 law enforcement agencies in the state, OHS has three staff liaisons that work to recruit and maintain enforcement agencies to participate in year round and/or mini-grant opportunities. Given the diversity of Missouri's police departments, ranging from larger metropolitan departments which are very traffic-minded to smaller sheriffs' offices that opt not to enforce traffic safety, opportunity exists to educate more law enforcement personnel on the importance of buckling up.

Further opportunity exists to refine the target audiences and educate minority and higher-risk groups through traditional and non-traditional communication mediums.

Despite Missouri's many challenges, OHS staff and those interviewed as part of this assessment are dedicated to improving highway safety for all Missourians. Each person brings his or her own unique expertise and experience that should be leveraged to the fullest capacity.

Using occupant protection is the single most effective habit Missourians can do to protect themselves in a crash and *Arrive Alive*. Based on the fundamental elements of the *Uniform Guidelines for State Highway Safety Programs for Occupant Protection*, this assessment report identifies Missouri's strengths and challenges and provides recommendations for the major occupant protection program areas.

KEY RECOMMENDATIONS

*(Note: Key Recommendations are **BOLDED** in each individual section)*

- **Task regional coalitions and the Occupant Protection Subcommittee of the Missouri Coalition for Roadway Safety with the creation, development, and implementation of new initiatives in occupant protection.**
- **Develop the will for political change through grassroots community advocacy, leveraging influential organizations, and generating visible public and private support.**
- **Establish a Law Enforcement Liaison (LEL) program. The position(s) should be staffed by former law enforcement personnel who have the ability to garner the support of law enforcement executives to work toward the highway safety goals of OHS. The LELs should also be able to coordinate and facilitate training programs to better inform the law enforcement community about highway safety concerns, practices and procedures.**
- **Enforcement of occupant protection laws needs to be emphasized on a year-round basis. Law enforcement agencies should make enforcement of these laws a priority of their patrol personnel on a daily basis.**
- **Conduct a Child Occupant Protection Observational Survey for the entire 0 to 18 year old spectrum for a baseline.**
- **Conduct an annual Child Passenger Safety (CPS) conference/summit to update technicians, provide opportunities for re-certification and CEUs, and foster networking opportunities.**
- **Explore alternative funding sources to purchase child safety seats for distribution programs.**
- **Establish strong partnerships with organizations such as the statewide Parent Teacher Association (PTA) or local PTAs and the state or local chapters of American Academy of Pediatricians (AAP) to distribute occupant protection education materials to parents.**
- **Establish new partnerships with large employers in the state to distribute occupant protection safety education materials. Provide large employers with model seat belt use policies to implement for employees.**
- **Create partnerships and implement occupant protection programs with faith-based organizations.**
- **Use surveys/questionnaires to track message retention and behavior changes after public information and education campaigns are conducted.**

KEY RECOMMENDATIONS (continued)

- Use evidence-based research to raise support among the general population, legislators and other community leaders for primary enforcement laws.
- **Evaluate the effectiveness of local primary ordinances across the state of Missouri.**
- Do more in-depth analyses of unbelted fatalities and disabling injury crashes occurring at nighttime.
- Ensure that evaluation results are an integral part of program planning and problem identification. Evaluate the effectiveness of all current occupant protection programs including inputs and results.

1. PROGRAM MANAGEMENT

GUIDELINE:

Each state should have centralized program planning, implementation and coordination to achieve and sustain high rates of seat belt use. Evaluation is also important for determining progress and ultimate success of occupant protection programs.

- *Provide leadership, training and technical assistance to other State agencies and local occupant protection programs and projects;*
- *Establish and convene an occupant protection advisory task force or coalition to organize and generate broad-based support for programs. The coalition should include agencies and organizations that are representative of the State's demographic composition and critical to the implementation of occupant protection initiatives;*
- *Integrate occupant protection programs into community/corridor traffic safety and other injury prevention programs; and*
- *Evaluate the effectiveness of the State's occupant protection program.*

1A. STRENGTHS

- The Missouri Occupant Protection Program is administered by the Office of Highway Safety (OHS) in the Traffic and Highway Safety Division of the Missouri Department of Transportation (MoDOT) with highly experienced and dedicated traffic safety professionals.
- The Missouri Coalition for Roadway Safety (MCRS) serves as the state traffic safety coalition for goal-setting, planning, and coordination. The MCRS is composed of an executive committee, ten state-level subcommittees, and seven regional coalitions.
- Regional coalitions are composed of a variety of traffic safety professionals, volunteers, and advocates. Participants report that satisfaction in and effectiveness of the coalitions are high to very high.
- The Executive Committee of the MCRS provides the leadership for Missouri's Strategic Highway Safety Plan (SHSP), entitled *Missouri's Blueprint to Save More Lives*.
- The SHSP identifies the vision, mission, and goal for traffic safety in Missouri:
 - Vision: Continuously Moving Missouri toward Zero Deaths
 - Goal: 700 or Fewer Fatalities by 2016
 - Mission: To make travel on Missouri's roadways safer through a partnership of committed local, state, federal, public and private organizations.
- "Increasing Safety Belt Use" is among the nine strategies in the SHSP to reduce traffic injuries and fatalities. The SHSP also incorporates "Unrestrained Drivers and Occupants" as

a focus area. A comprehensive core of strategies for this focus area includes education, enforcement, engineering, and public policy.

- Six identified and measurable performance measures are tracked to determine the progress of occupant protection programs.
- The State has selected a goal to increase statewide seat belt usage by two percentage points annually such that an 87 percent rate is achieved by 2015.
- OHS includes a designated Occupant Protection Coordinator. The Coordinator is an experienced grant manager and traffic safety leader.
- The Executive Committee of the MCRS approved the establishment of a statewide Occupant Protection Subcommittee. The subcommittee will be chaired by the State Occupant Protection Coordinator within OHS. It is planned to be implemented by July 1, 2014.
- In FY 2014, OHS planned to develop a multi-year strategic plan for occupant protection in conjunction with an Occupant Protection Summit. The goal is to complete this plan by July 1, 2014.
- OHS is working with the Centers for Disease Control and Prevention (CDC) to support the strategic planning process. CDC is interviewing various persons in the state, to be followed by a workshop, and concluding with a report with recommendations and results.
- According to the 2014 Highway Safety Program Cost Summary (June 2013), a significant amount of funds has been planned to support occupant protection efforts. These include, but aren't limited to:

2014 Planned Occupant Protection Funds		
Federal Fund Source	Amount	State/local
Section 402 (OP)	\$ 870,149	
MAP-21 (Section 405b)	\$ 900,000	\$ 225,000
Section 2011	\$ 504,462	\$ 264,500
TOTAL	\$ 2,274,611	\$ 489,500

[These amounts do not include, for example, Community Traffic Safety projects (\$208,130), Safe Communities projects (\$179,287), and Child Restraint projects (\$80,000).]

- Additional resources are available to local projects through the regional MCRS coalitions. The regional coalitions develop traffic safety plans and manage state funds for projects to implement those plans. These projects for enforcement, public information and education supplement and support state programs and campaigns.
- The state occupant protection program takes a comprehensive approach that combines program management, legislative and policy efforts, law enforcement, public information and education, child passenger safety, and program evaluation.

- Based on crash data and observational surveys, identified primary target groups for occupant protection include teens, rural drivers and passengers, young males, and pickup truck drivers.
- In support of the grant application process, OHS conducts regional workshops for existing and potential grantees. Packets and information that include instructions and traffic crash data are provided to attendees.
- OHS developed and implemented a grants management system that now provides web-based processes for grant application submissions, contract development, enforcement reporting, and vouchering. Users consider this system to be easy to use and helpful. Additional components are in development for reporting and training.
- Project selection is based on multiple factors to help determine the potential for project success. *Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices* (NHTSA) serves as a reference document for project development and selection.
- Project ideas come from a variety of sources such as sharing with other states, research reports, and meetings and events such as the national Lifesavers traffic safety conference.
- Consolidation of the administration of Click It or Ticket mini-grants with the Missouri Safety Center eases the time spent on basic grant management tasks by OHS staff for this program while maintaining quality control and oversight.

1B. CHALLENGES

- In 2012, OHS was reduced by six full time employees (FTEs) as part of an overall 19 percent staff reduction for MoDOT.
- The designated occupant protection coordinator does not spend 100 percent of staff time on occupant protection but also carries significant responsibility in law enforcement coordination and grant management.
- The designated child passenger safety coordinator spends up to 20 percent of time on activities other than occupant protection.
- Successful projects have operated in pockets of the State for several years but have not expanded statewide. These projects, such as Battle of the Belts in various high schools, are time and personnel intensive. With limited staff at the state and regional level, it is difficult to grow these types of programs.
- Due to programming constraints, it is difficult to create, develop, and implement new initiatives that could energize the public and the highway safety community.

- While there are numerous meetings and traffic safety conferences, there has not been a state conference that focuses specifically and solely on occupant protection programs and issues.
- Different funding streams result in multiple applications and grants to the same grantee. Grant program complexity may mean additional staff time for all involved.

1C. RECOMMENDATIONS

- Incorporate recommendations from this assessment and the Centers for Disease Control and Prevention (CDC) initiative in developing the State's comprehensive occupant protection strategic plan.
- Conduct a functional job analysis for an occupant protection coordinator to determine what tasks are essential to Office of Highway Safety (OHS); contract, grant, or transfer functions to create a full-time occupant protection coordinator position within OHS.
- Expand identified, successful projects statewide.
- **Task regional coalitions and the Occupant Protection Subcommittee of the Missouri Coalition for Roadway Safety with the creation, development, and implementation of new initiatives in occupant protection.**
- Conduct a state conference for current and new partners in occupant protection; use this conference to gain renewed commitment to occupant protection programs and policies.
- Continue to simplify and streamline grant management processes.
- Continue development and increase use of the online grants management system.

2. LEGISLATION/REGULATION AND POLICY

GUIDELINE:

Each state should enact and vigorously enforce primary enforcement occupant protection use laws. Each state should develop public information programs to provide clear guidance to the motoring public concerning motor vehicle occupant protection systems. This legal framework should include:

- *Legislation permitting primary enforcement that requires all motor vehicle occupants to use systems provided by the vehicle manufacturer;*
- *Legislation permitting primary enforcement that requires that children birth to 16 years old (or the State's driving age) be properly restrained in an appropriate child restraint system (i.e., certified by the manufacturer to meet all applicable Federal safety standards) or seat belt;*
- *Legislation permitting primary enforcement that requires children under 13 years old to be properly restrained in the rear seat (unless all available rear seats are occupied by younger children);*
- *Graduated Driver Licensing (GDL) laws that include three stages of licensure, and that place restrictions and sanctions on high-risk driving situations for novice drivers (i.e., nighttime driving restrictions, passenger restrictions, zero tolerance, required seat belt use);*
- *Regulations requiring employees and contractors at all levels of government to wear seat belts when traveling on official business;*
- *Official policies requiring that organizations receiving Federal highway safety program grant funds develop and enforce an employee seat belt use policy; and*

Outreach to state insurance commissioners to encourage them to persuade insurers to offer incentives to policyholders who use seat belts and child restraints. Insurance commissioners are likely to have significant influence with insurers that write policies in

2A. STRENGTHS

- Missouri was among the first states to adopt a seat belt law, implementing secondary enforcement legislation in 1985.
- There are committed, dedicated and persistent safety advocates in the State, including the top leadership of the Missouri Department of Transportation, who continue to promote occupant protection and support policy initiatives. For example, the former president of the St. Louis Area Police Chiefs Association was instrumental in obtaining a primary enforcement ordinance for the city of Creve Coeur.
- Thirty-eight cities and one county have passed local ordinances which permit traditional (i.e., primary) enforcement. These ordinances cover over 1 million people, 21 percent of

Missouri's population. The safety advantages and cost savings of implementing primary enforcement have been persuasive in the passage of these ordinances.

- Factual information regarding state law and the potential of primary enforcement and a higher fine is provided to the public and to state legislators.
- Significant planning documents, such as *Missouri's Blueprint to Save More Lives*, have reiterated the safety community's commitment to upgrade state and local requirements by designating key strategies to:
 - enact a primary safety belt law.
 - expand the number of local primary safety belt ordinances.
- Occupant protection legislation covers all drivers and front seat passengers (Section 307.178 RSMo), persons less than eighteen years of age operating or riding in a truck (Section 307.178 RSMo), and a child less than sixteen years of age (Section 307.179 RSMo).
- Under designated circumstances, failure to wear a safety belt may be admitted in a case to mitigate damages.
- The State's child passenger safety law (Section 307.179 RSMo) requires use of an appropriate child passenger safety system which meets federal standards for:
 - Children less than four years of age, regardless of weight, and
 - Children weighing less than 40 pounds, regardless of age.
- Section 307.179 RSMo requires use of an appropriate restraint system or booster seat which meets federal standards for children at least four years of age but less than eight years of age who also weigh at least 40 pounds but less than 80 pounds and who are also less than four feet nine inches tall.
- Section 307.179 RSMo requires use of a vehicle safety belt or appropriate booster seat which meets federal standards for children at least 80 pounds or more than four feet nine inches tall.
- Violation of subsections of Section 307.179 RSMo for children less than or equal to 80 pounds or less than or equal to four feet nine inches tall may result in a fine of up to \$50 plus court costs.
- Lincoln County, Missouri, has an ordinance prohibiting the sale of used car seats. This is the only ordinance of its kind in the country.
- The Highway and Transportation Commission is charged with implementing a program to educate and ensure compliance with the State's occupant protection laws.

- Missouri law (Section 304.665 RSMo) prohibits a person under 18 years old from riding in the unenclosed bed of a truck with a licensed gross weight of less than 12,000 pounds.
- Under Missouri's graduated driver licensing (GDL) provisions (Section 302.178 RSMo):
 - An intermediate driver's license requires that the driver and all passengers wear seat belts at all times.
 - Some limited restrictions are made on permissible nighttime driving. An intermediate driver's license holder is prohibited from driving between the hours of 1:00 a.m. and 5:00 a.m. unless accompanied by a legally-designated individual unless the travel is to or from school or educational program or activity, a regular place of employment or in emergency situations as defined by regulation. (See also "Challenges" below.)
 - For the first six months of an intermediate driver's license, there may be only one passenger under the age of 19 who is not a member of the holder's immediate family. After the first six months, there may be no more than three passengers under 19 years of age who are not members of the holder's immediate family.
- State of Missouri Administrative Policy (SP-4, Revised May 15, 2008) requires that all occupants of state vehicles or private vehicles operated on state business "shall use safety restraints where equipped".
- According to the Missouri Department of Transportation Employee Handbook (September 2013), employees are required to use seat belts when driving or riding in a department vehicle.
- The Office of Highway Safety (OHS) requires all grantees to have an employee seat belt policy.
- Research specific to Missouri - *Evaluation of a County Enforcement Program with a Primary Seat Belt Ordinance: St. Louis County, Missouri* (NHTSA 2010) and *Estimated Minimum Savings to the Medicaid Budget in Missouri by Implementing a Primary Seat Belt Law* (NHTSA 2007) - has documented the advantages of primary enforcement in lives saved, injuries prevented, and cost savings.
- Federal commercial motor vehicle regulation (§392.16: Use of seat belts) requires that a commercial motor vehicle which has a seat belt assembly installed at the driver's seat shall not be driven unless the driver has properly restrained himself/herself with the seat belt assembly.
This regulation is supported by the Commercial Motor Vehicle Safety Program which provides funds for inspection, enforcement, and education.
- OHS is developing the *Primary Safety Belt Ordinance Toolkit* to assist local governments in adopting primary seat belt ordinances. The toolkit includes a model primary seat belt ordinance, crash data, maps, and seat belt survey results.

2B. CHALLENGES

- Since first passed in 1985, Missouri has been unable to upgrade its seat belt law to allow for standard enforcement. Therefore, despite the fact that failure to wear a seat belt is illegal, law enforcement is unable to appropriately and adequately enforce the law.
- The political climate and belief in the primacy of personal freedom have not been conducive to passing upgrades to the State’s occupant protection laws. According to the Highway Drivers Survey (Missouri Department of Transportation 2012), about half of respondents wish to keep the seat belt law as secondary (51 percent) and prefer to keep the penalty as is (52.9 percent).
- There has not been sufficient, influential support from certain individual leaders, such as some state and local elected officials and powerful professional and business organizations, to achieve legislative change.
- Missouri’s occupant protection legislation does not meet the following requirements of Moving Ahead for Progress in the 21st Century Act (MAP-21) Section 405(b) grant program and increase occupant protection:
 - The State must provide for imposition of a fine of not less than \$25 per unrestrained occupant. Missouri’s seat belt law (Section 307.178 RSMo) provides for a fine not to exceed \$10. Section 307.179 (2) (4) RSMo, requiring use of a seat belt or booster seat for children at least 80 pounds or more than four feet nine inches tall, also provides for a fine not to exceed \$10. A \$10 fine is the lowest in the country and is generally considered insufficient to influence those who fail to wear a seat belt.
 - There must be no gaps in coverage in the State occupant protection laws. Missouri law does not cover back seat occupants in passenger vehicles 16 years or older. Pickup truck drivers and passengers 18 years of age or older are also exempt.
- Under Section 307.178 RSMo, no court costs may be imposed for failure to use a seat belt.
- No points on a person’s driver license may be assessed for violating the seat belt law.
- Charges for violation of Section 307.178 (1), (2), or (3) shall be dismissed or withdrawn if the driver, prior to or at hearing, provides satisfactory evidence of acquisition of child passenger restraint system or child booster seat. It is unknown as to what is required to show “satisfactory evidence of acquisition”. Correct installation is not required and may not be expected.
- Several exemptions in Missouri law (Section 304.665 RSMo) allow passengers under 18 years old to ride in the unenclosed bed of a pickup truck under certain circumstances. Exemptions include, but are not limited to:

- roads that are not part of the state or federal highway system or within the corporate limits of any city;
 - if there is any means to prevent or secure a passenger from being thrown, falling or jumping from the truck; and
 - if the truck is being operated solely for the purposes of participating in a special event and there is a lack of available seating. A “special event” is “a specific social activity of a definable duration which is participated in by the person riding in the unenclosed bed”.
- The State’s Graduated Drivers License (GDL) provisions do not appear to meet the requirements to qualify Missouri for the State GDL Grant Program (Section 1200.26) of MAP-21. For example, the Interim Final Rule (IFR) imposes a restriction on nighttime driving between 10 p.m. through 5 a.m. when intermediate drivers are most at risk. While the IFR allows exceptions in the case of emergency, it does not permit other exceptions during the restricted driving hours. Missouri provisions do not meet these specifics as noted above.
 - Provisions for a temporary instruction permit prior to an intermediate driver’s license (Section 302.130 RSMo) do not include any passenger restrictions or nighttime driving restrictions or incorporate seat belt use requirements.
 - Driver education, other than behind-the-wheel instruction, is not required to obtain a driver license in Missouri.
 - A local seat belt ordinance with primary enforcement has been challenged in court. A circuit court upheld the validity and constitutionality of the ordinance. However, the decision of the circuit court has been appealed. At the time of this assessment, a decision on the appeal had not been made.

2C. RECOMMENDATIONS

- **Develop the will for political change through grassroots community advocacy, leveraging influential organizations, and generating visible public and private support.**
- Provide for standard primary enforcement statewide for all occupant protection laws.
- Increase the fine for occupant protection laws that currently allow for a maximum \$10 fine to a minimum of \$25.
- Ensure there are no age gaps in the State’s occupant protection laws.
- Allow court costs to be imposed for violations of the State’s occupant protection laws.
- Attach points to a driver license for violation of occupant protection laws.

- Reduce the number of exemptions that allow young passengers to ride in the open bed of a pickup truck.
- Determine whether child passenger violations are waived on the presentation of a purchase receipt or car seat; encourage judges and prosecutors to work toward requiring a child passenger safety technician's determination of an appropriate child restraint properly installed prior to waiver of a fine.
- Upgrade graduated driver licensing requirements to comply with the State Graduated Driver Licensing Grant Program (MAP 21), including a restriction on nighttime driving between 10 p.m. through 5 a.m. for intermediate drivers.
- Require in-class driver education to qualify for a driver license for those under the age of 18.
- Distribute a *Primary Safety Belt Ordinance Toolkit* to assist local governments considering a primary ordinance.

3. LAW ENFORCEMENT

GUIDELINE:

Each State should conduct frequent, high-visibility law enforcement efforts, coupled with communication strategies, to increase seat belt and child safety seat use. Essential components of a law enforcement program should include:

- *Written, enforced seat belt use policies for law enforcement agencies with sanctions for noncompliance to protect law enforcement officers from harm and for officers to serve as role models for the motoring public;*
- *Vigorous enforcement of seat belt and child safety seat laws, including citations and warnings;*
- *Accurate reporting of occupant protection system information on police accident report forms, including seat belt and child safety seat use or non-use, restraint type, and airbag presence and deployment;*
- *Communication campaigns to inform the public about occupant protection laws and related enforcement activities;*
- *Routine monitoring of citation rates for non-use of seat belts and child safety seats;*
- *Use of National Child Passenger Safety Certification (basic and in-service) for law enforcement officers;*
- *Utilization of Law Enforcement Liaisons (LELs), for activities such as promotion of national and local mobilizations and increasing law enforcement participation in such mobilizations and collaboration with local chapters of police groups and associations that represent diverse groups (e.g., NOBLE, HAPCOA) to gain support for enforcement efforts.*

3A. STRENGTHS

- The Missouri Department of Transportation (MoDOT) Traffic and Highway Safety Division's Office of Highway Safety (OHS) requires all law enforcement agencies applying for grant funds to have a seat belt use policy within their agencies. There is a specific block on the electronic application for funds that must be marked in the affirmative indicating such a seat belt use policy exists.
- There is strong law enforcement participation during national and state occupant protection mobilizations, i.e. Click It or Ticket and Youth Safety Belt Enforcement Campaign.
- Crash trend updates are regularly distributed throughout the state by OHS.
- Electronic crash reporting provides a means for near real-time crash data and the ability to more quickly identify problem areas.
- Law enforcement agencies are permitted to conduct vehicle equipment and licensing checkpoints during which enforcement of occupant protection laws may take place.

- The Missouri State Highway Patrol (MSHP) has a zero tolerance policy toward occupant protection enforcement which requires troopers to cite violators of the state's occupant protection laws when a traffic stop is made upon other probable cause.
- Seat Belt Convincers and rollover simulators are available for demonstrations through the MSHP and some local agencies.
- There are 39 jurisdictions within Missouri that have adopted local ordinances that enable their law enforcement officers to enforce seat belt violations as a primary offense.
- MoDOT provides signs to local jurisdictions that have adopted primary seat belt enforcement ordinances to help advertise that seat belt violations may be enforced as a primary offense.
- OHS has an online reporting system for law enforcement agencies to report their activities during occupant protection mobilizations.
- Many law enforcement agencies participate in one of the seven regional roadway safety coalitions.
- OHS holds an annual Highway Safety Conference for law enforcement officers that includes educational sessions on occupant protection.
- Electronic ticketing (e-ticketing) is available to many law enforcement officers which enables them to more efficiently issue citations for multiple violations.
- Law enforcement agencies throughout the State work closely with one another and the MSHP.
- Funding for law enforcement is available through both OHS and the Missouri Roadway Safety Coalition.

3B. CHALLENGES

- OHS does not have a Law Enforcement Liaison (LEL) program. Existing staff must undertake the role of liaison in addition to their administrative and programmatic responsibilities. This limits the frequency with which they can interact with and assist those law enforcement agencies who may be struggling in achieving advances in occupant protection usage rates. Personnel with a law enforcement background would garner greater cooperation and more participation from law enforcement partners.
- There appears to be a lack of year-round enforcement of occupant protection laws outside of enforcement waves where grant funding is available to pay for overtime.

- In law enforcement agencies with specialty traffic enforcement units, most enforcement for occupant protection violations comes from the few officers assigned to those units rather than from the vastly larger number of personnel assigned to uniformed and other patrol functions.
- While most, if not all, law enforcement agencies have written policies requiring their personnel to use seat belts when operating department vehicles, there are still officers who do not regularly wear their seat belts while on duty and their departments do not fully enforce department regulations requiring usage.
- Confusion exists among law enforcement personnel regarding child passenger safety laws. This likely contributes to some reluctance in taking enforcement action.
- There appears to be no clear plan for nighttime enforcement of occupant protection laws.
- Enforcement data appears to be collected for only that enforcement conducted on OHS funded overtime or during OHS enforcement campaigns.

3C. RECOMMENDATIONS

- **Establish a Law Enforcement Liaison (LEL) program. The position(s) should be staffed by former law enforcement personnel who have the ability to garner the support of law enforcement executives to work toward the highway safety goals of OHS. The LELs should also be able to coordinate and facilitate training programs to better inform the law enforcement community about highway safety concerns, practices and procedures.**
- **Enforcement of occupant protection laws needs to be emphasized on a year-round basis. Law enforcement agencies should make enforcement of these laws a priority of their patrol personnel on a daily basis.**
- Develop short roll-call type training that may be presented in person or by video that includes messaging on the importance of occupant protection enforcement and information on the occupant protection laws. This training should also include information on effective enforcement techniques including those that can be used for nighttime enforcement.
- Emphasize consistent year-round enforcement of Missouri's seat belt and child restraint laws.
- Collect all occupant protection enforcement data, not just for that performed during enforcement waves or on OHS-funded overtime.
- Implement a nighttime occupant protection enforcement strategy.

4. OCCUPANT PROTECTION FOR CHILDREN

GUIDELINE:

Each State should enact occupant protection laws that require the correct restraint of all children, in all seating positions and in every vehicle. Regulations and policies should exist that provide clear guidance to the motoring public concerning occupant protection for children. Each State should require that children birth to 16 years old (or the State's driving age) be properly restrained in the appropriate child restraint system or seat belt. Gaps in State child passenger safety and seat belt laws should be closed to ensure that all children are covered in all seating positions, with requirements for age-appropriate child restraint use. Key provisions of the law should include: driver responsibility for ensuring that children are properly restrained; proper restraint of children under 13 years of age in the rear seat (unless all available rear seats are occupied by younger children); a ban of passengers from the cargo areas of light trucks; and a limit on the number of passengers based on the number of available seat belts in the vehicle. To achieve these objectives, State occupant protection programs for children should:

- *Collect and analyze key data elements in order to evaluate the program progress;*
- *Assure that adequate and accurate training is provided to the professionals who deliver and enforce the occupant protection programs for parents and caregivers;*
- *Assure that the capability exists to train and retain nationally certified child passenger safety technicians to address attrition of trainers or changing public demographics;*
- *Promote the use of child restraints and assure that a plan has been developed to provide an adequate number of inspection stations and clinics, which meet minimum quality criteria;*
- *Maintain a strong law enforcement program that includes vigorous enforcement of the child occupant protection laws;*
- *Enlist the support of the media to increase public awareness about child occupant protection laws and the use of child restraints. Strong efforts should be made to reach underserved populations;*
- *Assure that the child occupant protection programs at the local level are periodically assessed and that programs are designed to meet the unique demographic needs of the community;*
- *Establish the infrastructure to systematically coordinate the array of child occupant protection program components;*
- *Encourage law enforcement participation in the National Child Passenger Safety Certification (basic and in-service) training for law enforcement officers.*

4A. STRENGTHS

- Missouri has a primary child restraint law for children under age eight and a seat belt law for children and teens ages 8 to 18. (Missouri has a secondary seat belt law for all drivers, a primary child restraint law for children under age eight and the Graduated Driver's License Law requires all 16-18 year old drivers and their passengers to wear a seat belt).

- The State continues to support Child Passenger Safety (CPS) training using the current National Highway Traffic Safety Administration (NHTSA) standardized curriculum.
- Eight to twelve CPS Technician classes are sponsored by the Missouri Department of Transportation (MoDOT) Traffic and Highway Safety Division's Office of Highway Safety (OHS) each year. Other partners are leveraging funding to support additional CPS Technician classes in the State.
- A CPS observational survey is scheduled to be conducted this year.
- A teen observational seat belt survey is conducted annually at 150 high schools across the state.
- There are 198 inspection stations within the State where families can have their child safety seats inspected by certified CPS technicians.
- There are child safety seats available for distribution/education/installation in the State.
- The State currently has 970 certified CPS technicians, 38 CPS instructors and one instructor candidate.
- In 2013, the State had a CPS technician re-certification rate of 58.0 percent. Nationally, the re-certification rate was 58.5 percent.
- The State re-certification rate for the first three months of 2014 is 71.7 percent. Nationally, the re-certification rate is 54.4 percent for the same time period.
- The Missouri State Highway Patrol (MSHP) has a certified CPS instructor in each troop location and is able to assist counties where no inspection station or other technician exists. The MSHP instructors assist with training as needed. Local programs have access to rollover simulators and convincers through the seven MSHP districts.
- A ten person volunteer CPS Advisory Committee assists OHS with CPS programs across the State.
- A Kids N Motion Update is provided to all instructors in the State each time it is updated.
- Recognizing that it is sometimes difficult for law enforcement to attend a CPS Certification course, the law enforcement basic awareness courses are offered Statewide.

4B. CHALLENGES

- A CPS Technician or Instructor Technical Update is not available statewide nor is a CPS Update provided to the CPS Advisory Committee. There are few opportunities for CPS Technicians to earn CEUs within the State.

- Funds for child occupant protection training and equipment may at some time in the near future (2015) be reduced significantly. The 2011(d) funding is no longer available. However, funding will continue (maintenance of effort) with MAP21 funding through 2015.
- There does not appear to be a coordinated, consistent, and statewide effort to reach children between the ages of 8 and 14.
- Children are often the best advocates for occupant protection in family vehicles. However, there appear to be limited statewide programs to develop children as advocates.
- It is unknown whether hospitals in the State have written CPS discharge policies.
- There is little evidence of consistent enforcement of CPS laws.
- Team Spirit is celebrating their 20th anniversary this year but has not been rigorously evaluated.

4C. RECOMMENDATIONS

- **Conduct a Child Occupant Protection Observational Survey for the entire 0 to 18 year old spectrum for a baseline.**
- **Conduct an annual Child Passenger Safety (CPS) conference/summit to update technicians, provide opportunities for re-certification and CEUs, and foster networking opportunities.**
- Include appropriate CPS messaging for children up to 18 years old in paid and earned media, with special emphasis on pre-teens and booster seat aged children.
- Develop standardized language so that advocates in the State can convey the urgency of using booster seats until the adult seat belt fits properly.
- **Explore alternative funding sources to purchase child safety seats for distribution programs.**
- Provide hospitals with model discharge policies and strongly encourage them to develop and implement a written discharge policy on how they will inform parents of the requirements of CPS laws. A model policy will be available on the National Child Passenger Safety Board website.
- Encourage law enforcement to aggressively enforce CPS laws.
- Conduct an evaluation of the impact of the Team Spirit program on traffic safety.

5. OUTREACH PROGRAM

GUIDELINE:

Each state should encourage extensive statewide and community involvement in occupant protection education by involving individuals and organizations outside the traditional highway safety community. Representation from health, business, education, and diverse cultures of the community are encouraged, among others. Community involvement broadens public support for the state's programs and can increase a state's ability to deliver highway safety education programs. To encourage statewide and community involvement, States should:

- *Establish a coalition or task force of individuals and organizations to actively promote use of occupant protection systems;*
- *Create an effective communications network among coalition members to keep members informed about issues;*
- *Provide culturally relevant materials and resources necessary to conduct occupant protection education programs, especially directed toward young people, in local settings;*
- *Provide materials and resources necessary to conduct occupant protection education programs, especially directed toward specific cultural or otherwise diverse populations represented in the State and in its political subdivisions.*

States should undertake a variety of outreach programs to achieve statewide and community involvement in occupant protection education, as described below. Programs should include outreach to diverse populations, health and medical communities, schools and employers.

a. Diverse Populations

Each State should work closely with individuals and organizations that represent the various ethnic and cultural populations reflected in State demographics. Individuals from these groups might not be reached through traditional communication markets. Community leaders and representatives from the various ethnic and cultural groups and organizations will help States to increase the use of child safety seats and seat belts. The State should:

- *Evaluate the need for, and provide, if necessary, materials and resources in multiple languages;*
- *Collect and analyze data on fatalities and injuries in diverse communities;*
- *Ensure representation of diverse groups on State occupant protection coalitions and other work groups;*
- *Provide guidance to grantees on conducting outreach in diverse communities;*
- *Utilize leaders from diverse communities as spokespeople to promote seat belt use and child safety seat;*
- *Conduct outreach efforts to diverse organizations and populations during law enforcement mobilization periods.*

b. Health and Medical Communities

Each State should integrate occupant protection into health programs. The failure of drivers and passengers to use occupant protection systems is a major public health problem that must be recognized by the medical and health care communities. The SHSO, the State Health Department and other State or local medical organizations should collaborate in developing programs that:

- *Integrate occupant protection into professional health training curricula and comprehensive public health planning;*
- *Promote occupant protection systems as a health promotion/injury prevention measure;*
- *Require public health and medical personnel to use available motor vehicle occupant protection systems during work hours;*
- *Provide technical assistance and education about the importance of motor vehicle occupant protection to primary caregivers (e.g., doctors, nurses, clinic staff);*
- *Include questions about seat belt use in health risk appraisals;*
- *Utilize health care providers as visible public spokespeople for seat belt and child safety seat use;*
- *Provide information about the availability of child safety seats at, and integrate child safety seat inspections into, maternity hospitals and other prenatal and natal care centers;*
- *Collect, analyze and publicize data on additional injuries and medical expenses resulting from non-use of occupant protection devices.*

c. Schools

Each State should encourage local school boards and educators to incorporate occupant protection education into school curricula. The SHSO in cooperation with the State Department of Education should:

- *Ensure that highway safety and traffic-related injury control, in general, and occupant protection, in particular, are included in the State-approved K-12 health and safety education curricula and textbooks;*
- *Establish and enforce written policies requiring that school employees use seat belts when operating a motor vehicle on the job; and*
- *Encourage active promotion of regular seat belt use through classroom and extracurricular activities as well as in school-based health clinics; and*
- *Work with School Resource Officers (SROs) to promote seat belt use among high school students;*
- *Establish and enforce written school policies that require students driving to and from school to wear seat belts. Violation of these policies should result in revocation of parking or other campus privileges for a stated period of time.*

d. Employers

Each State and local subdivision should encourage all employers to require seat belt use on the job as a condition of employment. Private sector employers should follow the lead of Federal and State government employers and comply with Executive Order 13043, “Increasing Seat Belt Use in the United States” as well as all applicable Federal Motor Carrier Safety Administration (FMCSA) Regulations or Occupational Safety and Health Administration (OSHA) regulations requiring private business employees to use seat belts on the job. All employers should:

- *Establish and enforce a seat belt use policy with sanctions for non-use;*
- *Conduct occupant protection education programs for employees on their seat belt use policies and the safety benefits of motor vehicle occupant protection devices.*

5A. STRENGTHS

- A large number of energetic and dedicated partners promote highway safety across the State.
- The Missouri Coalition for Roadway Safety (MCRS) includes a diverse group of partners in all areas across the State.
- The MCRS operates a well-crafted website, www.SaveMOLives.com, that includes a variety of current, comprehensive, and useful information.
- The Missouri Department of Transportation (MoDOT) staff frequently shares relevant safety information on its Facebook page to its large following of almost 25,000 fans.
- Battle of the Belt is a popular high school program throughout many areas of the State.
- The Missouri State Highway Patrol (MSHP) employs a large, active team of 13 public information officers (PIOs) across the state. This team of PIOs is extremely engaged in occupant protection efforts.
- The MSHP creates its own highway safety programs and materials such as videos and graphics. The PIOs regularly share this information with all interested parties across the state.
- The MSHP’s website offers a variety of highway safety information.
- There are several strong sports marketing partnerships with teams such as the University of Missouri and the St. Louis Cardinals. These partnerships allow for educating fans through a variety of mediums including radio, billboards, television, stadium banners, etc.

5B. CHALLENGES

- There are not many programs to reach younger audiences that have outgrown a booster seat but aren't yet driving age.
- There is limited emphasis on outreach programs to minority populations with low occupant protection usage.
- There are few examples of partnerships and programs with employers to promote occupant protection.
- Currently, no teen safety education campaigns/materials or programs are geared toward parents.

5C. RECOMMENDATIONS

- Work with partners to implement/fund tween programs that are already in place such as the Safe Kids "Countdown 2: Drive" program.
- Build partnerships with minority organizations such as the Hispanic Chamber of Commerce, NAACP, etc. to help create and disseminate appropriate occupant protection messages. (Reference: "Closing the Circle: A Multi-Cultural Primer for State Highway Safety Offices" on the Governor's Highway Safety Association website.)
- Implement a traffic safety program that students and their parents are required to attend before they are eligible to receive their high school parking permit.
- **Establish strong partnerships with organizations such as the statewide Parent Teacher Association (PTA) or local PTAs and the state or local chapters of American Academy of Pediatricians (AAP) to distribute occupant protection education materials to parents.**
- **Establish new partnerships with large employers in the state to distribute occupant protection safety education materials. Provide large employers with model seat belt use policies to implement for employees.**
- **Create partnerships and implement occupant protection programs with faith-based organizations.**

6. COMMUNICATION

GUIDELINE:

As part of each State's communication program, the State should enlist the support of a variety of media, including mass media, to improve public awareness and knowledge and to support enforcement efforts to about seat belts, air bags, and child safety seats. To sustain or increase rates of seat belt and child safety seat use, a well-organized effectively managed communication program should:

- *Identify specific audiences (e.g., low belt use, high-risk motorists) and develop messages appropriate for these audiences;*
- *Address the enforcement of the State's seat belt and child passenger safety laws; the safety benefits of regular, correct seat belt (both manual and automatic) and child safety seat use; and the additional protection provided by air bags;*
- *Continue programs and activities to increase the use of booster seats by children who have outgrown their toddler seats but who are still too small to safely use the adult seat belts;*
- *Capitalize on special events, such as nationally recognized safety and injury prevention weeks and local enforcement campaigns;*
- *Provide materials and media campaigns in more than one language as necessary;*
- *Use national themes and materials;*
- *Participate in national programs to increase seat belt and child safety seat use and use law enforcement as the State's contribution to obtaining national public awareness through concentrated, simultaneous activity;*
- *Utilize paid media, as appropriate;*
- *Publicize seat belt use surveys and other relevant statistics;*
- *Encourage news media to report seat belt use and non-use in motor vehicle crashes;*
- *Involve media representatives in planning and disseminating communication campaigns;*
- *Encourage private sector groups to incorporate seat belt use messages into their media campaigns;*
- *Utilize and involve all media outlets: television, radio, print, signs, billboards, theaters, sports events, health fairs;*
- *Evaluate all communication campaign efforts.*

6A. STRENGTHS

- The Missouri Coalition for Roadway Safety (MCRS) has a strong and active Public Information Subcommittee and each local coalition is supported by a Missouri Department of Transportation (MoDOT) Public Information Officer (PIO).
- MoDOT employs a dedicated and engaged Community Relations Specialist who works closely with the Office of Highway Safety (OHS).

- There is a good working relationship between the MoDOT Community Relations Specialist and MoDOT's advertising firm, True Media.
- The State supplies their advertising firm with timely, relevant data which they use to create their media buy plans.
- Several specific occupant protection media campaigns are conducted such as Child Passenger Safety Week, Click It or Ticket, and the Youth Seatbelt Awareness Campaign.
- A wide variety of creative paid media is being utilized to target young males such as advertisements on Pandora, outdoor advertising at gas stations on video pump tops and pump top banner ads, and digital advertising on traditionally male oriented websites such as ESPN.com.
- True Media reports that their paid advertising campaigns generate large numbers of impressions.
- The Missouri Department of Revenue hosts a website, "Parent/Guardian Role in MO Graduated Driver License (GDL) Law", that includes rights and responsibilities and a parent/teen driving agreement.

6B. CHALLENGES

- The Office of Highway Safety (OHS) does not employ a dedicated full-time Public Information Officer (PIO).
- The regional Coalition PIOs are employees of MoDOT and also work on other MoDOT issues such as construction projects and funding issues and as a result aren't focused solely on traffic safety.
- The State has a large demographic area to cover including two major media markets with a limited amount of paid advertising dollars available.
- There appears to be very little, if any, evaluations conducted after media campaigns that measure both message retention and behavior change.
- Few media materials/campaigns are available to specifically inform parents of teen drivers about the primary seat belt provisions that are a part of the State's graduated driver licensing (GDL) law.
- No media materials/campaigns are available to specifically target minority populations.

6C. RECOMMENDATIONS

- Assign at least one full-time employee to the Office of Highway Safety to be the designated Public Information Officer.
- Create a variety of materials for Missouri Coalition for Roadway Safety (MCRS) members and other traffic safety partners that include culturally sensitive messaging for minority populations.
- Create advertising and other media materials to target both parents and teens that educate them about the primary seat belt provisions as part of the State's graduated driver license (GDL) law.
- **Use surveys/questionnaires to track message retention and behavior changes after public information and education campaigns are conducted.**
- **Use evidence-based research to raise support among the general population, legislators and other community leaders for primary enforcement laws.**
- Include booster seat education in key messages to children between ages five and eight and their caregivers.

7. EVALUATION

GUIDELINE:

Each State should access and analyze reliable data sources for problem identification and program planning. Each State should conduct several different types of evaluation to effectively measure progress and to plan and implement new program strategies. Program management should:

- *Conduct and publicize at least one statewide observational survey of seat belt and child safety seat use annually, making every effort to ensure that it meets current, applicable Federal guidelines;*
- *Maintain trend data on child safety seat use, seat belt use and air bag deployment in fatal crashes;*
- *Identify high-risk populations through observational usage surveys and crash statistics;*
- *Conduct and publicize statewide surveys of public knowledge and attitudes about occupant protection laws and systems;*
- *Obtain monthly or quarterly data from law enforcement agencies on the number of seat belt and child passenger safety citations and convictions;*
- *Evaluate the use of program resources and the effectiveness of existing general communication as well as special/high-risk population education programs;*
- *Obtain data on morbidity, as well as the estimated cost of crashes, and determine the relation of injury to seat belt use and non-use;*
- *Ensure that evaluation results are an integral part of new program planning and problem identification.*

7A. STRENGTHS

- The Missouri Department of Transportation (MoDOT) Traffic and Highway Safety Division's Office of Highway Safety (OHS) uses a variety of data sources for problem identification, setting goals, program evaluation, and measuring progress.
- The Missouri State Highway Patrol (MSHP) is the central traffic crash data collection agency for the state of Missouri. All local law enforcement agencies throughout the state provide MSHP copies of their crash reports. All of the crash reports received, along with crashes reported by MSHP, are tabulated and analyzed by MSHP.
- Missouri updated the Uniform Crash Report in 2012. Missouri revised crash report elements using Model Minimum Uniform Crash Criteria (MMUCC) data elements and has also signed a Memo of Agreement with NHTSA to adopt and use National Emergency Medical Services Information System (NEMSIS) data elements.
- Missouri has a Traffic Records Coordinating Committee (TRCC) that meets monthly. TRCC is working with custodial agencies to develop and maintain a comprehensive traffic records system.

- Missouri crash data are available using the online Statewide Traffic Accident Records System (STARS) maintained by MSHP.
- Local law enforcement agencies are encouraged to report crash data electronically using the Law Enforcement Traffic System (LETS) software. LETS provides an avenue for uploading local crash data into STARS, eliminating manual data entry, reducing wait time for usable electronic crash data, and decreasing data entry errors. OHS offers local law enforcement agencies LETS software for free in an attempt to increase electronic crash reporting.
- MSHP publishes unbelted fatal and disabling injury crash rankings for cities, counties, and unincorporated areas in the state.
- OHS and the Missouri Coalition for Roadway Safety (MCRS) regional coalitions take into account problem crash locations when distributing occupant protection grants.
- OHS shares counts of unbelted occupant fatalities with the MCRS regional coalitions every Monday. The coalitions disseminate that information regularly among their local traffic safety partners.
- OHS sets performance goals in their Highway Safety Plan based on raw number counts of occupants involved in crashes and observed occupant restraint use. OHS has identified priority target groups for occupant protection enforcement efforts based on the crash data. These include teens, rural occupants, young males, and pickup truck drivers.
- OHS routinely uses observational surveys to determine daytime seat belt use. Observational surveys of seat belt use are recurrently conducted by the Missouri Safety Center (MSC), University of Central Missouri. The observational surveys that MSC conducts include:
 - statewide daytime seat belt use among front seat occupants that meet federal register guidelines and are approved by NHTSA's National Center for Statistics & Analysis (NCSA).
 - annual survey of high school teen seat belt use.
 - biennial survey of commercial motor vehicle driver seat belt use.
- OHS tracks enforcement activities among its law enforcement agency grantees. Grantees report using a web-based electronic reporting system. Law enforcement grantees report detailed information on hours worked and provide counts of citations, warnings and arrests, and earned media information.
- Heartland Market Research LLC conducts an annual telephone survey of Missouri drivers. The survey has been conducted each of the last four years (2010-2013). The survey results provide information on trends in exposure to occupant protection enforcement messages, perceived risk of receiving a ticket for non-compliance with the adult seat belt law, and attitudes about primary enforcement seat belt laws.

7B. CHALLENGES

- OHS does not require all occupant protection grantees to consistently measure activities and report outcomes of their program efforts. While there is reasonable tracking of law enforcement program efforts focused on occupant protection, other projects do not appear to be monitored and evaluated closely.
- Little is known concerning the amount of occupant protection enforcement taking place outside of occupant protection mobilization periods.
- There is currently a one-year time lag in the completeness of the STARS crash data files.
- Children, approximately age 4 to 14, are not identified or left out of the seat belt observational surveys, making it difficult to evaluate effectiveness of programs targeting occupants in that age range.
- OHS has indicated that occupant protection at nighttime is a priority area, but there is little evidence that information or occupant protection programs in Missouri are focused on improving seat belt use at nighttime.
- Traffic safety partners use results of observational surveys to identify and target low belt use locations; however, these observational surveys are not designed to provide reliable estimates of belt use at the local level.

7C. RECOMMENDATIONS

- Encourage local agencies to use Law Enforcement Traffic System (LETS) or other similar systems that upload crash data to Statewide Traffic Accident Records System (STARS).
- Reduce average time for crash report entry into STARS.
- Provide assistance to local law enforcement agencies that may face technological challenges to coming onboard with electronic submission of crash reports.
- **Evaluate the effectiveness of local primary ordinances across the state of Missouri.**
- Develop a nighttime seat belt observational survey.
- Demonstrate and evaluate a nighttime seat belt enforcement program in primary law locations.
- **Do more in-depth analyses of unbelted fatalities and disabling injury crashes occurring at nighttime.**

- Restart the child restraint observational survey last conducted in 2009 and conduct it at least biennially.
- Conduct an observational survey that captures children ages 4 to 14.
- Include race/ethnicity, in so far as possible, into observational surveys.
- **Ensure that evaluation results are an integral part of program planning and problem identification. Evaluate the effectiveness of all current occupant protection programs including inputs and results.**

ASSESSMENT SCHEDULE

Monday, March 31, 2014

8:00 - 8:45		Leanna Depue and Bill Whitfield
8:45 - 9:30		Scott Jones
9:30 - 10:15		Officer Karl Streckfuss
10:15 - 10:30	Break	
10:30 - 11:15		Carrie Wolken
11:15 - 12:00		Pam Hoelscher
12:00 - 1:00	Lunch	
1:00 - 1:45		Kelly Jackson and Emily Ann Brown
1:45 - 2:30		LE Team (Scott, Jeremy, Marcus)
2:30 - 3:15		Michelle Gibler
3:15 - 3:30	Break	
3:30 - 4:15		Joe Rickman (Conf Call)
4:15 - 5:00		John Miller

Tuesday, April 1, 2014

8:00 - 8:45		Sgt. Paul Hornung
8:45 - 9:30		Cpt Tim Hull
9:30 - 10:15		Teresa Krenning
10:15 - 10:30	Break	
10:30 - 11:15		Gena Spence
11:15 - 12:00		Dianna Johnson
12:00 - 1:00	Lunch	
1:00 - 1:45		Chris Luebbert
1:45 - 2:30		Praveena Ambati
2:30 - 3:15		Chris Luebbert
3:15 - 3:30	Break	
3:30 - 4:15		Russ Dunwiddie
4:15 - 5:00		Ron Beck

Wednesday, April 2, 2014

8:00 - 8:45		Chief Dan Dunn
8:45 - 9:30		Sgt. Brian Leer
9:30-10:15		Lisa Sitler
10:15 - 10:30	Break	
10:30 - 11:15		Donna Greenwell and Steve Peek
11:15 - 12:00		Sgt. Rusty Rives and Lt. Darren Gallup
12:00 - 1:00	Lunch	
1:00 - 1:45		Sharee Galnore
1:45 - 5:00		Team Report Writing

Thursday, April 3, 2014

8:00 - 10:00		Team Report Writing (all day)
10:00 - 10:15	Break	
10:15 - 12:00		
12:00 - 1:00	Lunch	
1:00 - 3:00		
3:00 - 3:15	Break	
3:15 - 5:00		

Friday, April 4, 2014

8:00-9:00		Report Out
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ASSESSMENT TEAM CREDENTIALS

Susan N. Bryant, M.A., M.B.A.
831 Clark Street
Iowa City, IA 52240
leaderservices@yahoo.com

Susan (Sue) Bryant is currently a consultant for a small firm of which she is the principal. After almost thirty years of state employment, she retired as the director of the public transportation division of the Texas Department of Transportation (TxDOT). The public transportation division had 180 employees and an approximately \$150 million budget of federal and state grant programs for rural and small urban transportation systems, the state's medical transportation program, and public transportation planning. Prior to becoming division director, she served for over ten years as the director of the Texas traffic safety program.

During her career with TxDOT, she held the position of state traffic safety director, assistant to the deputy director for field operations, and highway safety planner and traffic safety program manager. She served as secretary and member of the board of the National Association of Governors' Highway Safety Representatives (now Governors Highway Safety Association) and member of the law enforcement committee for the Transportation Research Board.

She facilitated the strategic planning process for the Governors Highway Safety Association (GHSA) and completed a "How to Manual" for occupant protection for children for GHSA. She headed a project in Texas to conduct community assessments and develop local strategic plans for underage drinking prevention. In addition, she served as community liaison for the Travis County Alliance for a Safe Community, an underage drinking prevention coalition based in Austin. She has served on highway safety program assessment teams for Alaska, California, Colorado (2), Florida (2), Georgia, Idaho, Illinois, Kentucky, Maine (2), Maryland, Massachusetts, Montana (3), Missouri (2), North Dakota, Oklahoma, South Carolina, South Dakota, Vermont, and Wyoming. She served on the team to update the impaired driving assessment tool and was also on the team to develop assessment team training. She is currently project director for a leadership in impaired driving project for the National Highway Traffic Safety Administration.

For seven years, she served as a member and then chair of the City of Rollingwood, Texas, Planning and Zoning Commission. She served as chair of the City's Utility Commission and as director with the Rollingwood Community Development Corporation. She now serves as President of the Johnson County (Iowa) Dog Park Action Committee, a 501c3 corporation.

She has taught high school and adults, consulted for the media in major television markets, and taught management to state and local officials. She has been named to "Who's Who of American Women," has received the national Award for Public Service from the U.S. Department of Transportation, and is a two-time recipient of the American Association of State Highway and Transportation Officials (AASHTO) President's Modal Award for Highway Safety. She is also a graduate of Leadership Texas.

A Phi Beta Kappa graduate with Highest Honors in English from the University of Iowa, she holds a master's degree in communication from the University of Iowa and a master's degree in business administration from the University of Texas at Austin.

Cathy L. Gillen
Principal, The Gillen Group
 (443) 463-4449; cathy@thegillengroup.com

- Practice Focus* Cathy Gillen is a Washington, DC based public affairs transportation consultant with more than 23 years-experience in the highway safety arena. She brings non-profits, NGOs, businesses and government together to create highway safety programs that save lives and prevent injuries on the nation's highways. As a former National Highway Traffic Safety Administration (NHTSA) official with the U.S. Department of Transportation (DOT), she is proficient in behavioral safety issues including impaired driving, occupant protection, distracted driving and teen and older driving. Having served as the Managing Director of the Roadway Safety Foundation she is also an expert on the engineering issues that affect roadway safety. Her relationships with key safety organizations, government agencies including NHTSA, the Federal Highway Administration and the Federal Motor Carrier Safety Administration, and transportation reporters allow her to meet both private and public sector needs.
- Clients* Since 2005, Gillen's clients have included AAA, the AAA Foundation for Traffic Safety (AAAFTS), AARP, The American Highway Users Alliance (Highway Users), the Automotive Coalition for Traffic Safety (ACTS), Governors Highway Safety Association (GHSA), National Organizations for Youth Safety (NOYS), the Institute of Transportation Engineers (ITE), Mitsubishi Motors North America, Make Roads Safe, the Roadway Safety Foundation (RSF), the Connecticut Department of Transportation, the Missouri Department of Transportation and many others.
- Significant Accomplishments* Led a team of PR professionals to conduct one national and 23 local press conferences in state capitols across the country to announce a Ford Motor Company safety campaign. As part of the "Boost America!" campaign, Ford donated 1 million child booster seats to low-income families through a partnership with the United Way. The local press events included speakers such as local Governors Highway Safety representatives, Governors, state legislators, parents and automobile dealers. Gillen arranged all press outreach for the events and also served as a spokesperson for the campaign.
- Managed press relations and media outreach for the National Traffic Signal Report Card project for the Institute of Transportation Engineers. The goal of the FHWA-funded campaign was to raise awareness through the media of the importance traffic signals play in moving traffic safely and efficiently across the United States. Gillen secured national and local press coverage in such media outlets as NBC Nightly News, MSNBC and CBS Network Radio.
- Created a safety coalition and campaign in South Carolina known as *Recognize, React, Recover* to address the importance of using rumble strips to prevent run-off-the-road crashes, particularly on rural roads. The campaign brought together the state department of transportation, public safety agencies, law enforcement agencies, victims of car crashes and private-sector businesses to create an educational DVD and brochure, hold a partner luncheon and a news conference to launch the campaign. Press coverage of the campaign was widespread and the DVD and brochure have been distributed to more than 5,000 safety partners across the country.

Held 15 child passenger safety inspection stations for Mitsubishi's child passenger safety program known as *Kids Safety First* in September 2010, Summer 2011 and Fall of 2012. Gillen managed all logistics for the events which were held at Mitsubishi dealerships in major media outlets such as Miami, Chicago and Kansas City. In addition to managing all logistics for the events, she conducted media outreach for the events including press conferences with speakers from NHTSA and GHSA. She also managed a partnership with a major child safety seat manufacturer who provided free child safety seats for the events.

- Client Benefits* Gillen began her career in 1992 in the press office of the Maryland State Highway Administration in Baltimore, MD. She then went on to public affairs positions with the Governors Highway Safety Association, Advocates for Highway and Auto Safety and the National Highway Traffic Safety Administration. She then worked for a DC-based Strategic Communications firm where she headed up the Ford Motor Company account and managed other transportation safety accounts before starting her own practice in 2005.
- Other Activities* Gillen is a current board member of the Washington Regional Alcohol Program (WRAP); leads the National Safety Council's Maryland Safe Teen Driving Coalition; is the Maryland Representative for the National Association of Women Highway Safety Leaders (NAWHSL); and is a member of the Road Gang and the Washington Automotive Press Association (WAPA).
- Communications* Gillen has conducted dozens of media interviews, and given dozens of presentations on issues such as impaired driving and roadway safety, to highway safety groups and other organizations across the country.
- Distinctions* Gillen has received the NHTSA Administrator's Award for Excellence and The Century Council's Kevin Quinlan Traffic Safety Leader Award. She holds a bachelors of science from the University of Maryland in Journalism with a specialization in public relations and a master's degree in Publications Design from the University of Baltimore.

Cathy Gillen, Principal, The Gillen Group
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cathy@thegillengroup.com

Education:

Bachelor of Arts, Speech Communications, Washburn University, 1994
Hayden High School

Grants Administration Experience:

Fire Injury Prevention Project Grant, CDC, 2002 – 2011
Core Injury Prevention and Control Project, CDC, 2002 – Present
Sexual Violence Prevention and Education Program, CDC, 2002 – Present
Emergency Medical Services for Children, HRSA, 2003 – Present
State Implementation Projects for Preventing Secondary Conditions and Promoting the Health of People with Disabilities, CDC, 2005 – 2012
Education, Training and Enhanced Services to End Violence Against and Abuse of Women with Disabilities, DOJ, 2002 – 2004 and 2006 - 2011
Network of Employers for Traffic Safety Program, KS Dept. of Transportation, 1999 - 2002

Affiliations:

Consumer Product Safety Commission – Kansas Designee – 2009 - Present
Safe States Alliance Executive Committee – 2008- Present
 President – 2011 to 2013
 Past – President - Currently
Longaberger Consultant – 1995 to Present
Kansas Public Health Association Member – 2002 - Present
Certified Child Passenger Safety (CPS) Technician - Instructor 2000 – 2011
Certified Child Passenger Safety (CPS) Technician 2011 - Present
Safe Kids Kansas Coalition CPS Chairperson – 2000 to 2009
National Child Passenger Safety Board Member – 2006 - 2008
Kansas Chamber of Commerce and Industry, member, 2000 – 2002
ABWA – Career Chapter – 1999
United Way Loaned Executive – 1999
Society of Human Resource Management – 1998, 1999

MARK SOLOMON**Preusser Research Group, Inc.****1104 Van Buren Avenue****Oxford, MS 38655**

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Mark (Mark) Solomon is currently Vice President of Preusser Research Group (PRG). PRG is a full service research firm specializing in transportation, highway safety, and issues related to drug and alcohol abuse. PRG has offices in Trumbull, CT and Oxford, MS.

Mark has worked at PRG for 20 years. He directs overall operations in PRG's Oxford, Mississippi office. Mr. Solomon has successfully managed a large number of highway safety projects during his time at PRG. The list of clients he has worked with includes, but is not limited to, National Highway Traffic Safety Administration (NHTSA), Insurance Institute for Highway Safety (IIHS), National Institute for Child Health and Human Development (NICHD), Federal Motor Carrier Safety Association (FMCSA), AAA Foundation for Traffic Safety, Bureau of Indian Affairs (BIA), and the National Safety Council (NSC).

Over the past 20 years, Mark has completed work in every NHTSA Region and worked with nearly every highway safety office in the United States. Mark's research and evaluation work has appeared in over 70 research reports and journal articles. He also serves as a reviewer for the Transportation Safety Board's Occupant Protection Committee.

Mark is currently working on projects to improve seat belt use at daytime and nighttime, evaluating efforts to reduce distracted driving, and currently serves as the evaluation manager for NHTSA's *More Cops More Stops* high visibility enforcement program in Tennessee and Oklahoma.

Before joining PRG, Mr. Solomon was an analyst with the Florida Department of Highway Safety where he provided analytical support to the Governor's Office and the Legislature, as well as state and local agencies.

Mark earned an undergraduate degree at Millsaps College and a Master of Science degree from Mississippi State University.

Thomas H. Woodward
7606 McClellan Ave.
Boonsboro, Maryland 21713

PROFESSIONAL BACKGROUND

Thomas H. Woodward retired from the Maryland State Police on July 1, 2013 after a 36 year career as a law enforcement officer in Maryland: eight years with the Frederick City Police and 28 years with the Maryland State Police. At the time of his retirement he was the Commander of the Hagerstown Barrack. As Commander, Tom is credited with being the first to implement the Data Driven Approach to Crime and Traffic Safety (DDACTS) within the Maryland State Police. He also brought increased media attention to highway safety initiatives and enforcement actions of troopers within Washington County, MD.

Prior to transferring to the Hagerstown Barrack, Tom served in the Chemical Test for Alcohol Unit for eleven years, six of those as the Commander. In this position he was responsible for the training of all breath test operators, acquisition and maintenance of all breath testing instrumentation, training of sobriety checkpoint managers, Standardized Field Sobriety Testing instruction and oversight of the state's Drug Recognition Expert (DRE) Program. He has served as an adjunct representative for the Office of Government Affairs, reviewing legislation, recommending departmental positions and testimony, and testifying before the State Legislature on many highway safety issues. He has served on the staff of the Chief of Field Operations Bureau, and as the Executive Officer for the Commander of the Transportation Safety Division. He administered highway safety grants of the Maryland State Police Field Operations Bureau for two years and supervised the Maryland Fatality Analysis Reporting System (FARS) for two years.

Mr. Woodward has been a Standardized Field Sobriety Testing (SFST) Instructor and DRE Instructor for over 20 years. He also instructs the NHTSA SFST and DRE Instructor Development training. He served as the State Coordinator of the DRE program for 10 years.

Since retirement Mr. Woodward has served on several state occupant protection assessment boards, evaluating the effectiveness of occupant programs and identifying areas for improvement.

EDUCATIONAL BACKGROUND

Mr. Woodward received a Bachelors Degree in Organizational Leadership and Development from Wheeling Jesuit University in May 2005. He is also a graduate of the Northwestern University School Police Staff and Command.

ORGANIZATIONAL AFFILIATION

- International Association of Chiefs of Police (IACP)
- IACP Drug Recognition Expert Section
 - Officer 2006-2009
 - Chair - 2009
- Mothers Against Drunk Driving (MADD) – Maryland Operations Council

Motorcycle Assessment Recommendations						
Number	Recommendation	Will recommendation be addressed?	Tasks to be completed	Assigned to	Target date	Current Status
Program Management						
I. 1	Designate a full-time motorcycle safety coordinator within the HSD	No, lack of funding and FTE allocation. All HSD program specialists are obligated to work in more than one program area.	N/A	N/A	N/A	N/A
I. 2	Develop action plans to provide accountability, measurements, and completion dates for strategies in the 2008-2012 Missouri's Blueprint to ARRIVE ALIVE and the 2009 Highway Safety Plan & Performance Plan	No, there are performance measures in the 2010 HSP & Performance Plan. The Blueprint to ARRIVE ALIVE, however, is an umbrella document that focuses on fatalities and serious injuries; it does not drill down to the micro level of action planning strategies.	N/A	N/A	N/A	N/A
I. 3	Take the lead in facilitating and coordinating cooperative efforts among motorcycle safety stakeholders to provide more unified and focused countermeasures.	Yes	1) Make contacts to develop a working group to promote helmet use and counter the efforts of lobbying groups that attempt to repeal Missouri's all-rider helmet law; 2) Work with Dr. Peterson @ SMARTER-USA.org (Michigan) to determine if Missouri should/could become a chapter or the best way to replicate their program	1) Leanna Depue and 2) Michael Davis	1) April 2010 and 2) Mid-May 2010	ongoing
I. 4	Develop a written Memorandum of Understanding to define the specific responsibilities of the Highway Safety Division and the Missouri Safety Center for providing the MMSP to Missouri Motorcyclists.	Yes	1) Meet with MoDOT Chief Counsel to begin development of MOU; 2) Host meeting and begin work on writing MOU and determine whose signatures are required on MOU; 3) Execute MOU adoption process and send copies and/or originals to appropriate offices	Chris Luebbert	1) March 2010; 2) April 2010; 3) December 2010; 4) January 2012	ongoing

Motorcycle Personal Protect Equip						
II. 1	Maintain and strengthen the universal helmet law by providing significant fines and court costs as penalties for noncompliance	Yes and No	Due to the long-term efforts of the anti-helmet lobbyists, Missouri's experience indicates that it would appear to be a waste of effort to attempt to increase fines and court costs—our efforts must be directed at maintaining our existing law.	MCRS Legislative Subcommittee and Leanna Depue	Ongoing	ongoing
II. 2	Develop an aggressive campaign to encourage helmet use through effective communications campaigns	Yes, but expanded to include safety gear.	Meeting to discuss what is needed, funds available, what might be used that has already been produced by other states	Chris Luebbert and CR staff	Ongoing	ongoing
II. 3	Coordinate efforts between public, private, and nonprofit groups to encourage the use of proper protective gear by motorcyclists	Yes, but will be expanded to include all safety gear.	Meet to determine: Whether any partners have been overlooked; funds available for materials; best venues to promote the issue; whether there are materials available from other states	Chris Luebbert, CR staff, Michael Davis	April 2010	Ongoing, though MMSP continuously promotes though training
Motorcycle Operator Licensing						
III. 1	Analyze the unlicensed motorcycle operator problem and identify why individuals do not complete the licensing process. Initiate and evaluate a three-year plan to employ best practices and strategies that encourage full licensing.	Yes	1) Discussion between DOR & MSHP, 2) Draft and submit DOR rule change for approval; 3) Submit to Secretary of State for comment period; 4) Meet to determine whether allowing a waiver of the skills test in the Experienced Rider Course is a valid option and how it would be accomplished	Gina Wisch (DOR), Rhonda Czarnecki (MSHP Driver Examiners), Chris Luebbert, and Michael Davis	1) December 2009; 2) May 2010; 3) December 2010; 4) June 2010	Cannot use rule-change process. Must be done through the legislative process. Ongoing.

III. 2	Create a work team with stakeholders from the DOR, the MSHP, the MMSP, and the HSD to review and revise the current motorcycle license testing. The revised process should provide real-time electronic transfer of information, add operational restrictions for all instruction permit holders, limit the number of instruction permits that may be issued to individuals, and deploy testing instruments that accurately and effectively evaluate safe and responsible motorcycle	Yes and No	The state does not have the capability for electronic transfer of information. We are going through process for updating manual with other agencies and have stakeholders comments provided to DOR forms group for inclusion into the final version of the MOM.	DOR, MSHP, MMSP, Chris Luebbert	December 2010	MSHP changed the motorcycle testing standards in 2011. The capability to electronically transfer information does not exist.
III. 3	Expand the license waiver program to accept the knowledge tests administered at rider training courses.	No, Missouri stakeholders are of the opinion that the knowledge test should continue to be administered by the Missouri State Highway Patrol Driver Examiners	N/A	N/A	N/A	N/A
III. 4	Create processes, data files, and reports to track individuals who apply for motorcycle endorsements or licenses. This includes test results, the number of applications for instruction permits, how long the permits are held, when individuals received their endorsement or license, whether they participated in the license waiver program, and whether they completed the licensing process.	No, lack of funding funding and manpower resources; sharing and security issues of linking MSC with the Patrol and DOR.	N/A	N/A	N/A	N/A
III. 5	Implement a compliance and quality assurance program in MSHP to ensure that all licensing tests are administered according to established procedures and standards.	Yes	Examiner training is currently being conducted.	DOR	June 2010	Completed in 2011
III. 6	Revise the MOM to include crash data, proper licensing information, and unique or dangerous riding conditions, and to encourage rider training.	Yes	Go through process to make pertinent edits to MOM	Chris Luebbert, Michael Davis, and Joni Smith	May 2010	Completed in 2011
Motorcycle Rider Educ & Training						
IV. 1	Develop a formal curriculum review and evaluation process to assure that the approved training curriculum meets the needs of Missouri Riders.	Yes	Follows MSF curriculum.	N/A	N/A	

IV. 2	Evaluate BRC instruction and instructional techniques, including the knowledge and skills tests, to ensure that the course meets the objectives of teaching individuals the knowledge and skills to safely and responsibly operate motorcycles	No, Missouri follows the Motorcycle Safety Foundation standards and is comfortable with that.	N/A	N/A	N/A	
IV. 3	Remove tuition caps and dedicate the available funding towards program monitoring, evaluation, and developing additional safety programs.	No, According to 302.135 RSMo, training sites may charge a reasonable tuition fee as determined by the director. The tuition supports the training sites so even if the cap were removed, the state wouldn't be able to access that money. The tuition is intended to support the cost of the training; it is not for the purpose of letting the training sites make a profit.	N/A	N/A	N/A	
IV. 4	Audit all course providers regularly to ensure that the skills test is being correctly administered.	Yes	Applicable audits	Michael Davis	Continuous	ongoing
IV. 5	Develop standards and methodology to annually evaluate the effectiveness of the motorcycle training program.	No, All students complete an end-of course survey. Students are also invited to fill out a follow up on-line survey several months after completion of the course.	N/A	N/A	N/A	
IV. 6	Incorporate Missouri-specific information into the knowledge test.	Yes	Review and submit changes to MOM to DOR	Michael Davis	March 2010	Completed in 2011
IV. 7	Develop a formal QAV (Quality Assurance Visit) plan for training sites and instructors. Revise QAV forms and procedures to provide more comprehensive and effective evaluation tools	Yes	Review existing monitoring process	Michael Davis	TBD	Completed in 2011
IV. 8	Require that student driver's license or permit numbers be recorded along with written and riding test scores.	No, The two systems (test results to DOR's licensing) are not linked. There are security issues associated with this and also with the fact that some drivers' licenses have social security numbers on them.	N/A	N/A	N/A	
Motorcycle Oper Under Influen Alcohol/Drugs						
V.1	Incorporate motorcycle-specific messages into current MoDOT impaired driving campaign materials and enforcement activities	Yes	Incorporate motorcycle message into impaired driving campaign	Chris Luebbert and Revee White	May 2010	ongoing

V.2	Include impaired motorcyclist enforcement as a specific component of enforcement grants.	No, law enforcement's job is to target all impaired drivers regardless of the vehicle they are operating. Another concern is the fact that there is a much smaller volume of impaired motorcyclists as compared to impaired drivers of other vehicles. However, the Missouri Safety Center (MSC) has agreed to inform local law enforcement agencies of dates and locations of rallies being held so that they might be able to conduct saturation enforcement efforts at such events.	N/A	N/A	N/A	
V.3	Develop training programs for prosecutors and judges on the problem of impaired driving.	No, the type of vehicle involved in an impaired driving case (e.g., passenger car, pick-up truck, motorcycle) is almost entirely irrelevant	N/A	N/A	N/A	
V.4	Investigate all single-vehicle motorcycle fatalities, including determining the BAC levels in all cases.	Yes	This is already being done	N/A	N/A	ongoing
V.5	Capitalize on the enthusiasm, expertise, and passion of law enforcement partners to develop and implement impaired-riding efforts. Organize and conduct law enforcement saturations, checkpoints, and operations with an emphasis on motorcycles.	Yes, to the extent law enforcement is willing to participate.	Research impaired riding enforcement efforts that are working in other states; Determine appropriate venue to make a presentation to law enforcement agencies (LETSAC, MPCA, MSA); Compile a list of dates and locations of rallies to be held in Missouri during 2010; Update list on a monthly basis	Chris Luebbert and Michael Davis	Spring 2010	Continuous
V. 6	Conduct motorcycle safety campaigns focused on impaired riding. Incorporate materials available from NHTSA, MSF, American Motorcyclist Association (AMA), and individual State programs.	Yes	Will not conduct motorcycle specific impaired riding campaign. It will be incorporate as part of the other statewide DWI campaigns.	Chris Luebbert	N/A	N/A
V. 7	Distribute NHTSA's "Detection of DWI Motorcyclists" materials to law enforcement agencies statewide.	Yes	Communicate with LE stakeholders to determine how many they need, monitor new "Roll Call" video release."	Chris Luebbert	Spring 2010	ongoing

V. 8	Develop relationships with rider groups to encourage self-policing and a culture of zero tolerance of drinking and riding	Yes	Discuss with key motorcycle groups.	Chris Luebbert	Continuous	ongoing
Legislation & Regulations						
VI.1	Maintain and strengthen the universal helmet law by providing significant fines and court costs as penalties for noncompliance.	No	Our resources are most maximized by maintaining the laws we have.	All	N/A	
VI.2	Introduce legislation to limit the number of motorcycle instruction permits that can be issued to an individual.	Yes	through a change to the Department of Revenue administrative rules. Although the changes have been drafted, DOR is undergoing a modification to the way administrative rules are filed internally. The changes are still in the pending approval stage at DOR; after approval, they will be filed with the Secretary of State. So forward movement on this action will be dependent upon when the filing modification is complete.	Brad Brester and Gina Wisch at DOR, Joni Smith and Chris Luebbert at HSD	Cannot be accomplished through Admin. Rules process. Will take legislative change.	ongoing
VI.3	Amend the Administrative Rule to allow the program to offer any curriculum approved by MoDOT	No, Missouri's administrative rule states that the approved curricula is the current version of the Motorcycle Safety Foundation Motorcycle Rider Course or Experience Rider Course. MMSP and the HSD will continue to monitor other curricula to see if something comparable is released; in which case, the Administrative Rule could always be amended at that time	N/A	N/A	N/A	N/A

Law Enforcement						
VII.1	Identify motorcycle enforcement as a specific component of enforcement grants.	Yes, however the Highway Patrol has indicated that they do not focus on any particular type of vehicle when they are conducting HMV enforcement. So specific motorcycle-related events will have to be focused on in order to enforce moving violations associated with motorcycle riders.	Review information on the web and from motorcycle publications to determine when/where rallies will be held; notify HSD of rally dates/locations; publicize to law enforcement agencies the rally dates/locations and need for enforcement Inform law enforcement agencies that they may utilize HMV grant funds to enforce motorcycle violations in targeted areas	Michael Davis, HSD law enforcement staff	May 1, 2011	ongoing
VII.2	Encourage all law enforcement to take a zero-tolerance approach to motorcycle-related violations.	No, the HSD may provide training to enhance enforcement of motorcycle violations, but a "zero tolerance" approach is departmental discretion. The MSHP has indicated that they only take a zero tolerance approach on DWI and seat belt violations, and they will not be expanding this to include motorcycle violations.	N/A	N/A	N/A	N/A
VII.3	Partner with the Chiefs of Police and Sheriff's Associations to educate law enforcement regarding motorcycle safety issues and crash causation factors.	Yes	Compile information on motorcycle crash causation factors, Contact MPCA & MSA to request permission to publish information in their publications and/or web sites, Work with SMCR to write article(s), Provide information to MPCA & MSA to be included in their publications and/or web sites, Provide information to MSHP and request they share data and issues with their instructors to include in training, Provide information to LETSAC to be included in their conference and/or other training opportunities	John Miller, Chris Luebbert, Leanna Depue	continuous	ongoing

VII.4	Develop data-driven countermeasures and implement selective enforcement where fatal and injury motorcycle crashes are occurring.	Yes	Compile data, Share data with enforcement agencies, Encourage law enforcement agencies to use data to support selective enforcement efforts, if warranted, and to use HVM grant funds for this purpose of needed, Determine whether educational efforts can be targeted toward problem	John Miller, Chris Luebbert, Michael Davis	Fall 2010	Crashes are sporadic in location and time of day. High crash locations really don't exist.
VII.5	Develop and distribute motorcycle crash statistics and motorcycle-specific information to aid law enforcement agencies in training and planning.	Yes	Compile data, Share data with enforcement agencies , Encourage law enforcement agencies to use data to support selective enforcement efforts, if warranted, and to use HVM grant funds for this purpose of needed	John Miller and Chris Luebbert	Continuous as data is updated	ongoing
VII.6	Identify and fund “best practices” that are proven effective in motorcycle safety efforts.	Yes	Review “Countermeasures that Work” to determine those that can be incorporated in Missouri	Chris Luebbert and Michael Davis	ongoing	ongoing
VII.7	Include patrol-level law enforcement officers in the review and revision of the State’s Uniform Accident Report.	Yes	This is already occurring. There are 18 law enforcement officers included in the rewrite of the crash report form.	Traffic Records Coordinating Committee	Ongoing	ongoing

Highway Engineering						
VIII.1	Maintain Missouri's roadways in compliance with the Targeted 10 concerns listed in the 2008-2012 Missouri's Blueprint to ARRIVE ALIVE and in compliance with the Transportation Research Board of the National Academies' National Cooperative Highway Research Program, Report 500, Volume 22.	Yes	The motorcyclists have indicated they have issues with potholes, friction surface, tar patching, and side road intersections with loose gravel; MoDOT will continue to address these issues. MoDOT specifications require that there be no more than a ¼" lip when diamond grinding is conducted. The department has taken a proactive approach by stressing the importance of this specification when	Leanna Depue	January 31, 2011	New Blueprint to be unveiled October 2012.
Motorcycle Rider Conspicuity & Motorists Awareness Programs						
IX.1	Survey the non-motorcycling population to determine attitudes and opinions towards motorcycling. Use the information to ensure existing "Share the Road" materials are appropriate, develop new materials if needed, and create an effective distribution plan for the materials	No, not at this time.	N/A	N/A	N/A	N/A
IX.2	Implement comprehensive efforts to educate motorcyclists about how to make themselves visible to motorists.	Yes	Add more visual information on the web site to identify conspicuity. Add more visual information on the web site to identify conspicuity. Provide a link to www.video.about.com/motorcycles/Motorcycle-Visibility-.htm , Develop conspicuity brochure, Provide MMSP Conspicuity brochure to MSHP Driver Examiners for distribution to new motorcyclists, Include new fields in the crash report to address whether a motorcyclist was wearing reflective clothing and a compliant/non-compliant helmet.	Michael Davis, Chris Luebbert, Randy Silvey, Rhonda Czarnecki, Reeve White	Ongoing	ongoing

IX.3	Communicate through law enforcement and motorcycle rider groups to dispel the myth that other drivers are a motorcycle rider's biggest threat.	Yes	Verify percentage of motorcyclists involved in single-vehicle crashes, Develop creative materials (e.g., posters) to be displayed at motorcycle rallies, at DOR license offices, safety fairs, etc.	Michael Davis, Joni Smith	Ongoing	Chris Luebbert speaks frequently with motorcycle groups and shares crash stats in both single and multi-vehicle crashes.
IX.4	Ensure outreach efforts also target independent riders since rider education is not mandatory and a significant portion of riders are not affiliated with a rider group.	Yes	The Missouri Safety Center (Missouri Motorcyclist Safety Program) and MoDOT Highway Safety division will continue to produce public awareness campaigns to target all riders.	Chris Luebbert, Michael Davis	Ongoing	ongoing
IX.5	Include information on sharing the road with motorcycles in the Missouri Motorists' Handbook (Missouri Drivers Guide	Yes	This information is found on page 57.	N/A	N/A	N/A
Communications Program						
X.1	Assign primary responsibility for motorcycle safety communications to the HSD. Document the review and approval process for motorcycle safety materials and messages to ensure subject matter experts (e.g., the State coordinator and program manager) and other key players (e.g., Motorcycle Safety Advisory Committee, rider groups) have input during the development production phases	No, the HSD will not have primary responsibility for the motorcycle safety communications; that responsibility will fall upon the Public Relations committee of the Missouri Coalition for Roadway Safety. Coordination for materials, communications and outreach will be coordinated amongst the partners: MSC, HSD, MSHP, DOR and others.	N/A	N/A	N/A	N/A

X.2	Develop a comprehensive communications plan. The plan should include: A research component to identify problem areas to ensure that appropriate themes and messages are developed; Goals and objectives with realistic and measurable outcomes; Messages regarding the importance and availability of rider education, proper helmet and protective gear use, sharing the road, and the effects of alcohol and motorcyclists; Definition of target audiences, including motorists, independent riders, sport bike riders, returning riders, etc.; Use of appropriate multimedia channels; A comprehensive plan for community outreach at events; An evaluation component to measure pre- and post-campaign awareness and impact on motorist and motorcyclist behavior.	Yes, to an extent.	The Public Relations subcommittee (MCRS) and the System Management Community Relations division (MoDOT) will work to ensure that communications materials are reviewed by all partners and no conflicting or unsuitable messages are produced.	MCRS and MoDOT CR	Ongoing	Ongoing
X.3	Utilize the MSAC to coordinate PI&E efforts among the agencies that have the most involvement with the motorcycle safety program.	No, the MSAC doesn't have the authority to coordinate the efforts. The MCRS Public Information subcommittee will be utilized to coordinate the efforts statewide and with the local coalitions, as appropriate.	N/A	N/A	N/A	N/A
X.4	Update communications plans for existing campaigns, such as seat belt awareness and impaired driving, to include motorcycle safety messages about helmet use and protective gear and impaired driving respectively.	No, motorcycle safety messages will be considered when appropriate, but we do not believe it would necessarily be prudent to mix seat belt and helmet messages.	N/A	N/A	N/A	N/A
X.5	Create a style guide or standard look and feel for all motorcycle safety materials.	Yes, this is something MCRS and MoDOT already try to do with all the campaigns.	Continue efforts to standardize motorcycle safety materials	PI subcommittee	Ongoing	Ongoing
X.6	Strengthen relationships with rider groups; utilize them to distribute messages/materials; explore the possibility of having a representative serve on the MSAC.	Yes	Determine groups in Missouri and work toward building a relationship with them, Research rally dates and locations, Assure the a rider representative serves on the MSAC	Michael Davis and Chris Luebbert	Ongoing	Michael Davis and Chris Luebbert have developed great partnerships with rider groups and engage in frequent dialog with them.

X.7	Develop a listserv for the HSD and the MMSP to collect contact information from people they encounter at rallies, interested rider education attendees, rider groups, etc., and send messages, statistics, and program updates via inexpensive, effective, electronic means.	Yes	Students at UCM will research on internet to find information on rider groups and what other states have available Set up the listserv on the MMSP web site	Michael Davis	June 1, 2010	ongoing
X.8	Continue to leverage paid media buys and negotiate bonus spots to be placed outside of the heavy rotation periods and arrange drive-time interviews during the riding season.	Yes	Continue to look for opportunities to leverage media buys and negotiate bonus spots; arrange drive-time interviews during riding season	PI subcommittee	Ongoing	Uncertain with the MoDOT CR changes
X.9	Collaborate with the DOR to develop and distribute materials and messages about the importance of being properly licensed.	Yes	Work on development of materials in conjunction with changing administrative rule for motorcycle licensure	Chris Luebbert and Gina Wisch	January 31, 2011	Admin. Rule change will not happen. HS has frequent conversations with rider groups about being properly licensed.
X.10	Explore distributing materials at trauma centers and other medical facilities.	No, ER docs have indicated that trauma centers are not the best place to reach people who have been in a crash or their family/friends because there are too many stressors occurring at that time (patient's welfare, insurance issues, liability/insurance issues)	N/A	N/A	N/A	N/A
X.11	Develop outreach efforts for "returning riders" (i.e., motorcyclists who haven't been riding for years and may need to update their knowledge and skills).	Yes	Ask the Insurance Coalition if they would contact their members to see if discounts are given to riders who complete MMSP training Meet with SMCR to discuss development of materials (such as the "Welcome Back" campaign the MSSEP is working on)	Chris Luebbert and Michael Davis	May 1, 2011	MMSP added Returning Rider BRC to curriculum.
X.12	Capitalize on relationships with news media to raise awareness of motorcycle safety issues, programs, and accomplishments through earned media.	Yes	This is something MCRS and MoDOT already do, and all of the MCRS regions and MoDOT districts help with as well.	PI subcommittee	Ongoing	Ongoing

Program Evaluation & Data						
XI.1	Create a system to identify and collect critical information to assist with problem identification, establishing priorities, and developing countermeasures to reduce motorcycle crashes, injuries, and fatalities.	Yes	The state already collects critical crash data. This data, and countermeasures/strategies to address the problems, are included within MoDOT's annual Highway Safety Plan and also within the Missouri Coalition for Roadway Safety's Blueprint (which is updated every 4 years).	Chris Luebbert, Michael Davis, and Joni Smith	Ongoing	Ongoing
XI.2	Establish a formal planning process for the implementation and evaluation of motorcycle countermeasures that includes detailed action steps with assigned responsibilities, identification of partners, funding requirements, status and objective evaluation criteria to measure success, effectiveness, and value.	Yes, to an extent. Responsibility for this level of detail would fall on the HSD program manager Christopher Luebbert, whose workload is already severely extended. Overall goals for the motorcycle program area have been established within Missouri's Blueprint to ARRIVE ALIVE and within the state's strategic Highway Safety Plan.	Review status of the strategies in both the Blueprint the and Highway Safety Plan.	Chris Luebbert	Ongoing	Ongoing
XI.3	Evaluate all countermeasures for their impact on reducing motorcycle crashes, injuries, and fatalities.	Yes.	Set up meeting with Leanna Depue to determine which countermeasures can or cannot be evaluated	Chris Luebbert	May 1, 2010	ongoing

Impaired Driving Assessment Recommendations						
	Recommendation	Will recommendation be added	Tasks to be completed	Assigned to	Target date	Current Status
I	PROGRAM MANAGEMENT AND STRATEGIC PLANNING					
IA1	Ensure adequate, broad-based representation from all critical individuals and organizations on the Executive Committee of the Missouri Coalition for Roadway Safety	Yes	Submit for EC vote, an additional duty (in the MCRS Purpose & Procedural Guidelines) requiring the EC Chair to conduct a yearly review of the membership list to determine existing vacancies and assure such vacancies are filled in a timely manner, consider new additions to EC, and fill all vacancies	Leanna Depue, Executive Comm. Chair	12/3/2009	Subcommittee has changed chairs and filled any vacancies
IA2	Expand local law enforcement task forces to provide statewide coverage	Yes	Look for opportunities to promote the idea of local task forces	HS Law Enforcement program staff	Ongoing	We have expanded on existing task forces and have broadened work with regional coalitions.
IA3	Strengthen and support regional coalitions so all are operating at a minimal level of effort	Yes	Conduct information-sharing meetings with regional coalition representatives and attend regional coalition meetings to provide support and share information from the state level	Highway safety program staff liaisons who are assigned to the regional coalitions	As regional coalition meetings are set	Ongoing
IA4	Provide active and participatory traffic safety liaison with state and local prevention coalitions	Yes	Assign appropriate staff to serve as members on prevention coalitions and attend scheduled meetings.	Leanna Depue and Bill Whitfield	Ongoing	Ongoing
Strategic Planning						
IB1	Expedite the completion of the state strategic plan for impaired driving including goals, objectives, strategies, and initiatives for a systematic approach.	Yes	State Impaired Driving Strategic Plan is complete and has been disseminated	Jackie Rogers, HSD Alcohol Program Coordinator	1/22/2010	Done
IB2	Expedite the development of the new State Traffic Records Strategic Plan	Yes	Continue development of the plan under contract with data nexus	STRCC	9/30/2010	Final plan complete
Program Management						
IC1	Analyze and use impaired driving system-related data such as arrests, convictions, and BAC levels in the State's problem identification process.	Yes	Collect data submitted from grantees into the REJIS grants management system	HS Law Enforcement program staff	As activity reports are submitted	Ongoing, DPS recently received a grant that will make this easier.
IC2	Develop a highway safety program management manual including a routine procedure to incorporate and implement updates.	No, staff time is not available to develop another manual. This information is available to staff, just not in a single source.				
Resources						
ID1	Legislate an increased fee and/or fine structure in the State requiring that the money received be placed in a dedicated fund to reduce the increasing gap between available resources and the State's impaired driving needs.	No, the Missouri constitution requires that all penalties, forfeitures, and fine be distributed annually to schools.				
ID2	Pursue additional corporate/business sponsorships and support of events, programs, and campaigns.	Yes	Define specific events/programs/campaigns for which sponsorship will be pursued and avoid conflicts of interest	MoDOT CR staff, MCRS PI committee, Blueprint regions	1/31/2010	Ongoing
ID3	Enhance state legislation, particularly regarding administrative license revocation and high BAC, to meet the criteria for Section 410 funds.	Yes	Lobby for legislation with provisions addressing repeat offenders, high BAC, refusals, ignition interlock, DWITS, expungement, SIS	MoDOT GR staff and MCRS legislative subcommittee	Ongoing	HB 480 passed in the 2012 Legislative session to enhance ignition interlock use
ID4	Continue to plan and implement activities to use carry-over funds.	Yes	Work with grantees to ensure projects are implemented on time, notify HS Director and Program Manager when sources need expending, and provide a list of old funding sources that need to be processed for next year's budget	HS program staff, HS financial staff, MCRS Regional Coordinators	Ongoing	Ongoing
ID5	Continue to provide state funds to all the regional coalitions to support local efforts in traffic safety.	Yes	Submit request for SM Director to support coalitions within the annual HS budget requests	Leanna Depue and HS financial staff	Annually (May - September)	Ongoing
II	PREVENTION					

2A1	Increase the state excise tax on alcoholic beverages and dedicate it to prevention, intervention, and treatment of impaired driving and alcohol abuse.	Yes	Identify lead agency for legislation and work through legislative process	MCRS legislative subcommittee	1/31/2010	Ongoing due to political climate.
2A2	Enact restrictions on alcohol promotions such as Happy Hours	No - state regulation 11 CSR 70-2.2405G - regulates advertising as an inducement to purchase intoxicating liquor or nonintoxicating beer. See paper copy in file for further info.	Identify lead agency for legislation and work through legislative process	MCRS legislative subcommittee	1/31/2010	Ongoing due to political climate.
2A3	Enact full dram shop statutes	No, not enough legislative support. We need to focus our legislative efforts in other areas.				
2A4	Enact social host liability statutes	Yes/Unknown - see paper documentation in file	Identify lead agency for legislation and work through legislative process	MCRS legislative subcommittee	1/31/2010	Ongoing due to political climate.
2A5	Enact comprehensive open-container statutes	Yes/Unknown - see paper documentation in file	Identify lead agency for legislation and work through legislative process	MCRS legislative subcommittee	1/31/2010	Ongoing due to political climate.
2A6	Increase Division of Alcohol Control budget resources	No, \$200 million was cut from ATC's budget, resulting in the loss of 200 full-time and 500 part-time state employee positions. Therefore, we cannot expect the legislature to increase funding to ATC				
2A7	Continue to encourage all alcohol sales and service establishments to display educational information to discourage impaired driving.	Yes - see paper documentation in file	To the extent possible, we will continue to design, produce educational information and distribute them.	MoDOT CR staff	Ongoing	Ongoing
2A8	Continue to educate the public on underage drinking and irresponsible consumption of alcohol.	Yes	Complete annual public relations marketing calendar to include impaired driving campaign materials.	MoDOT CR staff	Ongoing	Ongoing
Transportation Alternatives						
2B1	Continue to support designation of a non-drinking driver in any designated driver promotional material.	Yes	Complete annual public relations marketing calendar to include impaired driving campaign materials.	MoDOT CR staff and CHEERS coordinator	Ongoing	Ongoing
2B2	Assure that designated driver and safe ride programs avoid any consumption by underage individuals or unintentional enabling of over-consumption	Yes	Continue to produce CHEERS materials that clearly define a designated driver and review CHEERS materials to add information on responsible, limited drinking	CHEERS coordinator (Jessica Schlosser) and Carrie Wolken	Ongoing	Ongoing
2B3	Establish a partnership between public transportation and traffic safety to identify and implement opportunities in the Kansas City and St. Louis metro areas where transit may be able to assist with safe rides home	No, because of workloads of the individuals in the MoDOT districts or the HS division to whom this responsibility would be directed; the MCRS regional contacts have indicated that private transit agencies (e.g., cab companies) have implemented such programs but they are often limited to operation on holidays and/or during special events				
Community-Based Programs						
2C11	Include impaired driving issues in Missouri Health Education Grade Level Expectations	No, because of the time and funding needed to develop curriculum materials and there is no guarantee that school districts would use the materials since DESE does not have control over school districts' curriculum.				

2C12	Establish youth-led school-based impaired driving, underage drinking and traffic safety prevention programs in schools throughout Missouri.	Yes	Continue to seek local schools willing to allow Think First presentations, Battle of theBelt, and Team Spirit in their schools.	Think First Director Michelle Gibler, Carrie Wolken, CR staff and Team Spirit Director - Sharee Galnore	Ongoing	Ongoing
2C13	Provide Drug Impairment Training for Education Professionals (DITEP) to school personnel throughout Missouri	Yes	Go through HSD grant process to implement the trainings	Jackie Rogers, HSD Alcohol Program Coordinator, MPCA	Ongoing	Ongoing
2C14	Incorporate non-use messages in college underage drinking and impaired driving prevention programs	Yes, to an extent	The college prevention programs funded by HSD grants are implemented through the University of Missouri-Columbia. They employ non-use messages as well as messages on reducing drinking.	Michelle Gibler, Carrie Wolken, CR staff	Ongoing	Ongoing
Employers						
2C21	Expand employer traffic safety programs to businesses throughout Missouri.	No, scarce resources do not allow this recommendation to be addressed.				
2C22	Provide current and accurate information to EAPs, employers, and those who provide employee safety programs.	Yes - see paper documentation in file	Compile listing of employers with employee safety programs, develop a toolkit of materials for use at these programs, inform employers of the toolkits' availability for these programs.	MoDOT CR staff, Michelle Gibler	Spring 2011	
Community Coalitions & Traffic Safety Programs						
2C31	Provide sustainable support for local coalitions currently supported by Strategic Prevention Framework State Incentive Grants (SPF-SIG).	Yes, to an extent	Annual review of law enforcement grant applications	HS Law Enforcement program staff	Ongoing	Ongoing
III CRIMINAL JUSTICE SYSTEM						
3A1	Provide adequate funding for the instruments and scientific personnel for the programs of breath, blood, and other chemical testing to support the needed testing program and to allow adequate quality assurance	No, Such funding is determined by the State Legislature and is not under the control of the stakeholders who are responsible for pursuing this recommendation. The stakeholders, however, will certainly continue to encourage the Legislature to consider appropriating adequate funding for support of this program.				THS is utilizing some of the Section 164 Repeat Offender transfer funding to purchase new breath instruments for use across the state.
3A2	Require 10 days or less for turn-around time on testing results to allow prompt filing of charges for impaired driving	No, The Highway Patrol has opened an additional state lab with the hope of reducing the turn-around time down to 30 days. It would be unrealistic to believe Missouri could reduce the turnaround time to 10 days or less unless several additional state labs were established or the state or local governmental agencies were able to contract with outside laboratories; due to budgetary constraints, this seems highly				
3A3	Preempt the municipal ordinances regarding impaired driving by a comprehensive and clear statutory scheme of impaired driving laws.	Yes/Unknown - see paper documentation in file	To the extent that is politically feasible, the HSD will support legislative efforts in the DWI area. The passage of HB 1695 did address some key issues in DWI law.	Joni Smith, Leanna Depue, Jackie Rogers, and MoDOT GR staff	Ongoing	Ongoing
Enforcement						
3B1	Continue the many multi-jurisdictional law enforcement saturations, checkpoints, and operations.	Yes	Continue to encourage law enforcement agencies to participate in these mobilizations.	HS Law Enforcement program staff	Ongoing	Ongoing

3B2	Place more emphasis on reducing underage crashes involving alcohol or drugs.	Yes	Increase resources available to investigate, prosecute, sanction and track "minor in possession" violations (including LE training, increased awareness of available resources; grant-writing workshops for LE; improved coordination of efforts & increased oversight; increased resources to agencies to enforce underage drinking laws); Promote the establishment of a Governor's Taskforce focused on underage drinking issues; Expand the use of Teen/Youth Courts for juvenile offenders to allow jurisdiction for MIPs; Plan, implement, fund, and assess an evidence-based educational intervention program designed to reduce underage impaired driving	Carrie Wolken, Jackie Rogers, MCRS Impaired Driving Subcommittee	Ongoing	Ongoing
3B3	Require National Highway Traffic Safety Administration/ International Association of Chiefs of Police (NHTSA/IACP) training standard be used for all Standardized Field Sobriety Testing training. Each training academy and agency must be required to use the latest version of the NHSTA/IACP curriculum	No, Highway Safety does not have the ability to "require" the academies/agencies use the latest curriculum unless it is mandated in statute. However, all of the POST certified academies are using the latest version of the curriculum and will continue to do so.				
3B4	Require a proficiency examination as part of the Standardized Field Sobriety Test (SFST) in-service update every two years for SFST practitioners and instructors.	Yes - instructors No - practitioners	Maintain database of SFST instructors and notify them every two years of the need to update their certification	Tracey Durbin, MO Safety Center	Ongoing	Ongoing
3B5	Expand the number of Drug Evaluation and Classification training classes.	Yes	Allocate funding for these classes and promote participation in them among law enforcement agencies	Jackie Rogers	Ongoing	Ongoing
Publicizing High Visibility Enforcement						
3C1	Evaluate impaired driving media campaigns to gauge the effectiveness in altering public awareness, attitude, and behavior.	Yes	Review analysis of teen comments on digital venues and track number of impaired driving traffic crashes, fatalities and disabling injuries following major impaired driving campaigns (e.g., You Drink, You Drive, You Lose)	ThinkFirst Missouri and CR staff	Ongoing	Ongoing
3C2	Continue developing coalitions with the public sector to maximize support, involvement, and private funding	Yes	The Missouri Coalition for Roadway Safety is comprised of 10 regional coalitions representing the entire state. The individual coalitions meet on a regular basis and the entire coalition meets periodically to share successes, information, and ideas. While there is not a move afoot to continue developing coalitions (since they already exist and all are active), the coalitions will, however, continue promotion of their efforts locally and invite involvement by any and all stakeholders and seek private funding sources to support their local efforts whenever possible.	MCRS	Ongoing	Ongoing
Prosecution						
3D1	Develop a strategic plan to streamline and improve the prosecution of impaired driving offenses.	Yes/Unknown - see paper documentation in file	Continue building on successes achieved by HB 1695 to achieve outcomes established in strategic plan.	MCRS Impaired Driving Subcommittee, TSRP & Jackie Rogers	Ongoing	Ongoing
3D2	Engage prosecutors from across the State, including counties of all sizes, in the planning and implementation of the strategic plan.	Yes/Unknown - see paper documentation in file	Continue building on successes achieved by HB 1695 to achieve outcomes established in strategic plan.	MCRS Impaired Driving Subcommittee & Jackie Rogers	Ongoing	Ongoing
3D3	Comply with the NHTSA guidelines established for the Traffic Safety Resource Prosecutor (TSRP).	Yes	Continue to incorporate NHTSA's guidelines within the TSRP contract.	Jackie Rogers	Ongoing	Ongoing
Adjudication						

3E1	Continue to work with and support Office of State Courts Administrator (OSCA) with the development and deployment of the court data systems.	Yes	Conduct periodic meetings to address this issue. Continue expansion of the Justice Information System. Reduce the timeframe it takes Municipal Courts to transfer record of conviction and case transfers	STRCC and OSCA	Ongoing	Ongoing
3E2	Require courts to timely, completely, and accurately report their data to Office of State Courts Administrator (OSCA) or be barred from hearing impaired driving offenses.	No, State courts have the ability to collect and report their data to OSCA nightly and are complying with this requirement. One of the provisions of HB 1695 requires all law enforcement, prosecutors, and courts report to the DWI Tracking System at the state Highway Patrol. This has the potential of resolving this problem. It is important to note, however, that not all municipal courts have the computer capability to comply. The highway safety division is currently under contract with OSCA to bring additional municipal courts online in order to allow electronic reporting, but this contract will only support 20 additional courts.				
3E3	Support judicial education programs using the research on alcohol screening, intervention and treatment from National Institute on Alcohol Abuse and Alcoholism (NIAAA).	Yes	HB 1695 addressed this issue through DWI court provisions. The Impaired Driving subcommittee will continue to implement its Strategic Plan that includes supports judicial education programs.	Jackie Rogers, MCRS Impaired Driving Subcommittee	Ongoing	Ongoing
Administrative Sanctions and Driver Licensing Programs						
3F11	Enact legislation requiring ignition interlocks on the offender's vehicle(s) until a qualified professional has determined that the licensee's alcohol and/or drug use problem will not interfere with their safe operation of a motor vehicle.	Unknown	We will pursue this type of legislation if the political climate is conducive.			
3F12	Implement other DWI deterrents such as impoundment of or markings on the license plate, or impoundment, immobilization or forfeiture of the vehicle(s), of repeat offenders and individuals who have driven with a license suspended or revoked for impaired driving.	Unknown	We will pursue this type of legislation if the political climate is conducive.			
3F13	Lengthen suspension times for DWI convictions and administrative suspensions.	Unknown	We will pursue this type of legislation if the political climate is conducive.			
Programs						
3F21	Enact legislation to make alcohol server training mandatory.	Unknown	We will pursue this type of legislation if the political climate is conducive.			
3F22	Include 18-20 year old drivers in primary enforcement of safety belt use laws for young novice drivers.	No, it has been common practice in Missouri to enact laws that apply to minor. Once this has been accomplished, it is exceedingly difficult to attempt to get such a law passed to encompass all ages of drivers/passengers. It was the determination of the Impaired Driving Subcommittee, therefore, to support a primary seat belt law for everyone (all ages) and nothing less.				

IV COMMUNICATION PROGRAM						
1	Make use of state-of-the-art techniques, such as online querying, to assist in the development and testing of campaign themes and media materials	No, campaigns are monitored or tracked to some extent by the number of "click throughs" on the website.				
2	Develop and implement a driver survey to provide pre- and post- data on driver awareness, knowledge, attitudes, and behavior	No, no funding.				
3	Work with various population groups to develop and provide impaired driving information to Missouri's ethnic, cultural, and linguistically diverse populations	No, no funding.				
V ALCOHOL AND OTHER DRUG MISUSE						
5A11	Conduct an evaluation of SATOP services and complete a management review of its operations.	Yes	Present Impaired Driving Strategic Plan to the MCRS Impaired Driving Subcommittee and implement those strategies	Jackie Rogers, HSD Alcohol Coordinator	1/1/2010	Completed
5A12	Complete a strategic planning process for SATOP with its justice and traffic partners	Yes	Present State of Missouri Impaired Driving Strategic Plan to the MCRS Impaired Driving Subcommittee and determine whether an actual "strategic planning process" will be conducted for SATOP and how this will occur.	Jackie Rogers, HSD Alcohol Coordinator	1/1/2010	Completed
Medical or Health Care Settings						
5A21	Train emergency room physicians, nurses and other treatment staff in the methods of Screening and Brief Intervention.	No, due to restrictions of the Alcohol Exclusion Law				
5A22	Implement Screening and Brief Intervention techniques in emergency rooms and other settings in Missouri	No, due to restrictions of the Alcohol Exclusion Law				
5A23	Repeal the alcohol exclusion statute and prohibit insurance companies from denying coverage to individuals injured as a result of impairment.	Unknown	Depends on the political climate.			
Treatment and Rehab						
	None					
Monitoring Impaired Drivers						
5C1	Provide more effective monitoring of offenders by Substance Abuse Traffic Offender Program (SATOP) prior to their seeking license restoration and during court ordered supervision periods	Yes	Present State of Missouri Impaired Driving Strategic Plan to the MCRS Impaired Driving Subcommittee and determine whether an actual "strategic planning process" will be conducted for SATOP and how this will occur.	Jackie Rogers, HSD Alcohol Coordinator	1/1/2010	Completed
V1 PROGRAM EVALUATION AND DATA						
6A1	Require law enforcement participation in Driving While Intoxicated Tracking System (DWITS).	Yes/Unknown - see paper documentation in file	HB 1695 does require all jurisdictions to enter DWI arrest and case information into the Missouri State Highway Patrol's Driving While Intoxicated Tracking System (DWITS) to strengthen the tracking of DWI offenders. (Grant funding could be withheld from agencies that fail to report.)	Jackie Rogers and Joni Smith	Ongoing	Ongoing

6A2	Require DWITS participation as a requirement for receiving impaired driving funding.	Unknown/Yes	Some law enforcement agencies do not have the capability to electronically submit the data. For other agencies, they may have a proprietary or antiquated computerized records system that will not allow their system to "link" with another. They have indicated that this will require their officers or records clerks to encode double and sometimes triple entries into their various systems (requiring more work and more personnel time/costs). They have indicated this would be an unfunded mandate.			
6A3	Conduct several different types of evaluations to effectively measure progress, to determine effectiveness to plan and implement new program strategies and to ensure that resources are allocated appropriately	Yes	Assess evaluation methods prior to implementing strategies within the MO Impaired Driving Strategic Plan and instruct HSD staff to incorporate varying methods of evaluation into HSD contracts	MCRS Impaired Driving Subcommittee and HSD staff	Ongoing	Ongoing
6A4	Continue projects to improve traffic data collection in the State and use these data to properly evaluate programs.	Yes	Data collection is an ongoing process and is used for evaluation purposes when possible	HSD Staff	Ongoing	Ongoing
6A5	Distribute Annual Report information to as wide of an audience as possible including, but not limited to, posting on the Missouri Department of Transportation website, issuing press releases regarding highlights and success stories, and including in highway safety program presentations.	Yes	Query other states to see if, and how, they are making this happen and determine which programs/projects to highlight. Set up a brainstorming session on ways to promote successes	Pam Hoelscher	1/1/2010	Done
6A6	Include evaluation as an integral part of the planning process for the Highway Safety Plan & Performance Plan.	Yes	Include Performance Measures in 2010 HSP & Performance Plan	Joni Smith	1/1/2010	Done
Data and Records						
6B1	Develop the capability for law enforcement to electronically submit crash reports into the Statewide Traffic Accident Reporting System (STARS) system.	Yes	Currently being worked on by State Traffic Records Coordinating Committee. Work with local LEAs to identify their current system and determine the potential for those systems to be modified for electronic transfer of crash report data.	STRCC & MSHP	9/30/2010	Ongoing
6B2	Complete the Regional Justice Information Service (REJIS) pilot.	Yes	Town and Country pilot, implement statewide	STRCC	9/30/2010	Done
6B3	Add the Automated Law Enforcement Response Team (ALERT) program to the Statewide Traffic Accident Reporting System (STARS) system.	No, KC data cannot be transferred automatically to MULES.				
6B4	Develop a method to transfer Automated Law Enforcement Response Team (ALERT) data automatically into Missouri's statewide Missouri Uniform Law Enforcement System (MULES) network.	No, ALERT does not have this capability.				
6B5	Upgrade the Traffic Arrest System/Driving While Intoxicated Tracking System (TAS/DWITS) making it user friendly and require all law enforcement agencies to enter data into the system..	Yes	The Highway Patrol is working to upgrade TAS/DWITS and make it more user friendly; requiring all LEAs to enter data into the system is. HB 1695 will help with this.	Randy Silvey	Ongoing	Ongoing
6B6	Resolve vehicle data barriers that prevent linkage with driver or crash data and link these data files.	Yes	To the extent funding is available, these data barriers will be addressed.	STRCC, DOR, MSHP	Ongoing	Ongoing
6B7	Record the original charge for citations issued to motorists on the driver history.	No, if the court sends that information to DOR, then it is put into the driver history. Normally DOR does receive this information.				
6B8	Expedite the development of the new State Traffic Records Strategic Plan	Yes	Continue development of Plan under contract with Data Nexus	STRCC	9/30/2010	Ongoing

6B9	Increase membership on the Traffic Records Coordinating Committee to include stakeholders outside state government.	Yes	The TRCC would welcome participation from outside state government (and currently has members from Mid America Regional Council in Kansas City and NHTSA), they are not actively seeking additional membership.	STRCC	Ongoing	Ongoing
Information & Records Systems						
6C1	Make the original traffic charge part of the driver history thus allowing analysis of plea downs, deferred prosecutions, and other reductions in charges.	No, if the court sends that information to DOR, then it is put into the driver history. Normally DOR does receive this information				
6C2	Continue development of Traffic Arrest System/Driving While Intoxicated Tracking System (TAS/DWITS) making it user friendly.	Yes	MSHP has taken the lead on this and will continue their efforts.	MSHP	Ongoing	Ongoing
6C3	Require all law enforcement agencies to enter data into the system (DWITS)	Yes	The Highway Patrol is working to upgrade TAS/DWITS and make it more user friendly; requiring all LEAs to enter data into the system is. HB 1695 will help with this.	MSHP/STRCC	Ongoing	Ongoing
6C4	Require the municipal courts to enter their data into the Judicial Information System (JIS) or be barred from adjudicating impaired driving offenses.	Unknown	This depends on legislation and funding.	Joni Smith, LE staff	Ongoing	Ongoing
6C5	Expand the user friendly Traffic Arrest System/Driving While Intoxicated Tracking System (TAS/DWITS) to create a full citation tracking system.	Yes	The Highway Patrol is working to upgrade TAS/DWITS and make it more user friendly; requiring all LEAs to enter data into the system is. HB 1695 will help with this.	MSHP/STRCC	Ongoing	Ongoing
6C6	Maintain a complete driving history of impaired drivers including all prior offenses and initial charges.	Unknown	The Highway Patrol is working to upgrade TAS/DWITS and make it more user friendly; requiring all LEAs to enter data into the system is. HB 1695 will help with this. Track and review all impaired driving legislation for 2010.	MSHP/STRCC/Jackie Rogers	Ongoing	Ongoing

Standardized Field Sobriety Testing Assessment Recommendations								
Number	Recommendation		Will recommendation be addressed?		Tasks to be completed	Assigned to	Target date	Current Status
Program Administration								
I. 1	Assemble an advisory panel to include, but not limit to, law enforcement, prosecution, judiciary and toxicology to oversee the statewide SFST program.		Yes			Jackie Rogers		A DRE/SFST Advisory Committee has been established
I. 2	Establish a Law Enforcement Liaison (LEL) position. The LEL position can assist with improving communication between law enforcement agencies involved in Missouri SFST program.		No			Chris Luebbert, Jeremy Hodges, Vacant Position		THS staff has three staff members who work with specific law enforcement agencies in the state
I. 3	Establish a State SFST Coordinator to coordinate all SFST training to maintain standardization to the program. The SFST Coordinator shall not be involved in the delivery of the curriculum package.		Yes			Tracey Durbin, Missouri Safety Center		Missouri Safety Center coordinates the SFST program in the state and works with the Advisory Board
I. 4	The Highway Safety Division convenes a meeting with all training academy coordinators to discuss and resolve issues regarding the use of properly trained and updated SFST instructors.		No					Training Academies are using the most current SFST manual
I. 5	Develop and maintain a database of SFST practitioners and instructors across the State. This database should include, but not be limited to, dates of SFST course completion, date of last SFST update, date of last SFST proficiency and date new course materials/revisions received. This will help ensure that the most recent revision of materials are being used which should lead to acceptance of your States courts.		Yes			Tracey Durbin, Missouri Safety Center		The Missouri Safety Center maintains a listin of SFST instructors and practitioners

Program Operation								
II. 1	The NHTSA/IACP SFST curriculum should be followed and delivered in the same manner across the State, regardless of who may be delivering the training. Any existing curriculum prior to the 2006 revision should be filed for reference and their use discontinued. Additional SFST training materials may be requested through the NHTSA Central Region Office.		Yes					
II. 2	Develop and maintain an open line of communication between all Missouri SFST and DRE Instructors through the use of a State Coordinator, allowing access to all training delivered, materials used and other pertinent information, so that consistency in the Missouri SFST training can be established and maintained. The SFST coordinator and the DRE coordinator must work closely together to achieve effective communication and standardization.		Yes			Tracey Durbin, Missouri Safety Center		Tracey Durbin with the Missouri Safety Center serves as both the SFST and DRE coordinator for the state and works with the advisory board
II. 3	Develop and implement a SFST course schedule consistent with the contents contained in the Administrator's Guide of the SFST curriculum to maintain statewide standardization.		Yes					
II. 4	Establish a procedure for an in-service update every two years for SFST practitioners and SFST instructors. This update should include a proficiency examination.		Yes			Tracey Durbin, Missouri Safety Center		Tracey works with the advisory board to provide update training for both SFST instructors and practioners as well
II. 5	Promote and utilize the National Sobriety Testing Resource Center web-site (www.sobrietytesting.org) to gain access to current SFST information.		Yes					

Program Prosecution & Adjudication							
III. 1	Include prosecutors and DOR hearing officer's in SFST and DRE training to better enable them to understand and apply the technologies of detecting alcohol and drug impaired drivers in court.		Yes			Susan Glass, Traffic Safety Resource Prosecutor	Susan provides training to prosecutors across the state
III. 2	Encourage pre-trial conferences in all DWI cases.						
III. 3	Reestablish the use of the National Judicial College to help with educating judges in the detection of alcohol and drug impaired drivers.		Yes			Jackie Rogers	The Office of State Court Administrator provides training to judges across the state and offers judges the
III. 4	Provided training for prosecutors in the effective prosecution of alcohol and drug impaired drivers. These courses include the following: 1. Prosecuting the drugged driver, 2. Standardized field sobriety testing, 3. Introduction to drugged driving, 4. Drug evaluation and classification (DEC), 5. Protecting lives/saving futures		Yes			Susan Glass, Traffic Safety Resource Prosecutor	Susan provides the training mentioned to prosecutors across the state
III. 5	Expand the number of DWI Courts to other counties and jurisdictions.		Yes			Jackie Rogers	THS funding is utilized to expand DWI Courts in the State

Traffic Record Assessment Recommendations							
	Recommendation		Tasks to be completed	Assigned to	Target date	Current Status	
REC #	State-Wide recommendations						
1	Traffic Records System Management						
	Traffic Records Coordinating Committee						
1. 1	Expand the membership of the TRCC to include county and local law enforcement agencies and members of the local traffic engineering entities.						
1. 2	Establish a comprehensive quality assurance and improvement program guided by the NHTSA publication <i>Model Performance Measures for State Traffic Records Systems</i> .						

	Strategic Plan						
1. 3	Charge the TRCC with the development of a new Strategic Plan for State Traffic Safety Information System Improvement addressing the recommendations in this traffic records assessment. Identify deficiencies apart from those noted in the traffic records assessment by canvassing each traffic records system component custodian for input.						
1. 4	Assure that all TRCC members participate in the development of the Strategic Plan for State Traffic Safety Information System Improvement and the selection and priority setting of the projects in the Plan.						

1. 5	Include items in each TRCC meeting agenda that address progress reports on each system and project, as well as the status of the quality metrics developed by the TRCC following the guidelines in NHTSA's <i>Model Performance Measures for State Traffic Records Systems</i> .						
1. 6	Use a formal priority setting method with all TRCC members' participation for all projects considered for inclusion in the Strategic Plan for State Traffic Safety Information System Improvement.						
	Data Integration						
1. 7	Create, Maintain, and publish a centralized traffic records system file inventory defining each system including custodial contact information and identifying all data						

	element fields, their definitions, and locations within the various component systems as outlined in the <i>Advisory</i> .						
1. 8	Examine the HIPAA available exemptions for research studies to determine if the State can overcome the obstacles believed to prevent the integration of the ISS and STARS/TMS files.						
	Data Uses and Program Management Status						
1. 9	Explore methods to incorporate additional traffic records datasets in problem identification analysis to aid in obtaining effective leading indicators of traffic safety issues.						
1. 10	Develop a centralized data warehouse of commonly requested datasets.						

2	TRAFFIC RECORDS SYSTEM COMPONENTS						
	Crash Data Component						
2. 1	Re-evaluate the decision to only accept the new version of the MUCR SHP-2Q crash form beginning January 1, 2012 to ensure partner agencies are prepared for the change and that MSHP and the traffic records community understands the consequences of the impending deadline.						
2. 2	Conduct an outreach effort to identify RMS vendors operating in Missouri and convene a meeting to provide information for electronic transfer of crash reports from their crash collection software.						

2. 3	Strengthen efforts to encourage local agencies to submit electronically as soon as possible and provide operational and funding assistance.						
2. 4	Encourage local law enforcement agencies to adopt the REJIS LETS software solution for electronic capture and submission of crash reports to STARS/TMS.						
2. 5	Investigate ways to have local agencies comply with the MSHP procedure of teletype notification to the FARS unit of MSHP upon the occurrence of a fatal crash in their jurisdiction. If such a procedure is not possible to be adopted, identify options for their consideration in order to comply and cite the criticality of the notification in support of the request.						

2. 6	Continue efforts with the TRS community to integrate the crash file with other TRS components.						
2. 7	Continue efforts to automate search and data retrieval from the driver and vehicle files for auto-population of crash and citation forms.						
2. 8	Engage and leverage the STARS Committee to assist in outreach to the local law enforcement community to increase the number of agencies electronically reporting to STARS/TMS.						
	Roadway Data Component						
2. 9	Develop a strategy to address enhancements and/or modifications to the TMS for the use of the analytic software tools recommended in the Highway Safety Manual, in particular Safety Analyst. This strategy should be						

	presented to the TRCC for inclusion in the Strategic Plan for State Traffic Safety Information System Improvement.						
2. 10	Provide access to the TMS to officials of Metropolitan Planning Organizations and Regional Planning Commissions for use in program planning and project development for the Transportation Improvement Plan (TIP).						
2. 11	Accelerate current efforts to include more roadway features data for local roads in the TMS.						
	Driver Data Component						
2. 12	Consider issuing a distinctive driver license to drivers required to operate IgnitionInterlock equipped vehicles.						

2. 13	Encourage broader participation by courts to report disposition information electronically.						
2. 14	Consider reporting crash information on the driver histories of all drivers involved in a crash.						
2. 15	Consider including serious violation conviction or adverse information from previous states for newly licensed non-CDL drivers from other states.						
2. 16	Continue to actively participate in the Traffic Records Coordinating Committee as a participant and a stakeholder.						
	Vehicle Data Component						
2. 17	Consider implementing an AAMVA standard barcode on registration documents to						

	promote complete and accurate data transfer to other traffic records systems.						
2. 18	Consider implementing a customer centric registration and titling system including the DL number and full legal name of the owner to allow linkage of driver and vehicle information.						
2. 19	Participate actively in the Traffic Records Coordinating Committee as a participant and a stakeholder.						
	Citation/Adjudication Data Component						
2. 20	Encourage the adoption of JIS by those courts now using non-JIS case management systems which is essential to the creation of a comprehensive, statewide citation data repository.						
2. 21	Continue development of canned statistical reports in JIS.						

2. 22	Promote the expanded use of the LETS and FATPOT citation modules.						
2. 23	Encourage the electronic transfer of traffic citation information between LEAs, the Prosecutor's Office, and the Courts.						
2. 24	Automate the results of the seven day reporting requirement within the Courts so that all compliance information is disseminated electronically.						
	Statewide Injury Surveillance System (SWISS) Data Component						
2. 25	Revise regulations to require ambulance services to report all EMS transports to the Bureau of Emergency Services.						
2. 26	Work directly with trauma centers to gain access to BAC results for inclusion into the FARS system.						

2. 27	Continue the plan to distribute computers to Missouri ambulance services to assist with statewide reporting of ambulance transports.						
2. 28	Integrate crash and MARS data for use by the Department of Health and Senior Services, the Highway Safety Division, and FARS.						
2. 29	Increase use of injury surveillance/CODES data to help provide a complete picture of motor vehicle injuries in the State.						
2. 30	Support and expand the use of linked data for program evaluation activities.						
2. 31	Continue representation by the Bureau of Emergency Services on the TRCC.						
2. 32	Investigate ways to use the injury surveillance data to ensure complete reporting of fatalities to the FARS system.						

