State of Missouri

2010 Highway Safety Plan and Performance Plan

Missouri Department of Transportation
Highway Safety Division

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PROCESS DESCRIPTION

Missouri Department of Transportation Mission
To provide a world-class transportation experience that delights our customers and promotes a prosperous Missouri.

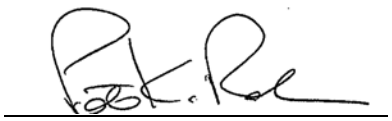
Missouri's Highway Safety Goal
Overall Goal – to reduce number and severity of traffic crashes occurring in Missouri
Specific Goal – to reduce traffic fatalities to 850 or fewer by the year 2012 as identified in the state's strategic highway safety plan, *Missouri's Blueprint to ARRIVE ALIVE*.

Highway Safety Plan and Performance Plan
The Governor's Highway Safety Program is outlined in an annual Highway Safety Plan (HSP) and Performance Plan. This document describes how Missouri's Section 402 State and Community Highway Safety Program grant (plus additional incentive grant funds and Section 154 transfer funds) will be used to promote highway safety within our state. The 2010 HSP encompasses the federal fiscal year October 1, 2009 through September 30, 2010.

The HSP will be a data driven, performance based, dynamic plan, allowing for continual review and modification in order to enhance the outcome of our efforts.

Submission
The Missouri Department of Transportation submits herewith the 2010 Highway Safety Plan and Performance Plan to:

The Honorable Jay Nixon, Governor of Missouri
Romell Cooks, NHTSA Central Region Administrator
Edgardo Cordero, FHWA Region VII Acting Administrator



Pete K. Rahn
Governor's Representative for Highway Safety

Copies of this document are available for purchase by writing to:
Missouri Department of Transportation
Highway Safety Division
2211 St. Mary's Boulevard
Jefferson City, MO 65102

Or to download free at: www.nhtsa.dot.gov/nhtsa/whatsup/SAFETEAWeb/

STATE CERTIFICATIONS AND ASSURANCES

(revised 8/25/05)

Failure to comply with applicable Federal statutes, regulations and directives may subject State officials to civil or criminal penalties and/or place the State in a high risk grantee status in accordance with 49 CFR §18.12.

Each fiscal year the State will sign these Certifications and Assurances that the State complies with all applicable Federal statutes, regulations, and directives in effect with respect to the periods for which it receives grant funding. Applicable provisions include, but not limited to, the following:

- 23 U.S.C. Chapter 4 - Highway Safety Act of 1966, as amended;
- 49 CFR Part 18 - Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments
- 49 CFR Part 19 - Uniform Administrative Requirements for Grants and Agreements with Institutions of Higher Education, Hospitals and Other Nonprofit Organizations
- 23 CFR Chapter II - (§§1200, 1205, 1206, 1250, 1251, & 1252) Regulations governing highway safety programs
- NHTSA Order 462-6C - Matching Rates for State and Community Highway Safety Programs
- Highway Safety Grant Funding Policy for Field-Administered Grants

Certifications and Assurances

The Governor is responsible for the administration of the State highway safety program through a State highway safety agency which has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program (23 USC 402(b) (1) (A));

The political subdivisions of this State are authorized, as part of the State highway safety program, to carry out within their jurisdictions local highway safety programs which have been approved by the Governor and are in accordance with the uniform guidelines promulgated by the Secretary of Transportation (23 USC 402(b) (1) (B));

At least 40 percent of all Federal funds apportioned to this State under 23 USC 402 for this fiscal year will be expended by, or for the benefit of, the political subdivision of the State in carrying out local highway safety programs (23 USC 402(b) (1) (C)), unless this requirement is waived in writing;

The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State as identified by the State highway safety planning process, including:

- National law enforcement mobilizations;
- Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits;
- An annual statewide safety belt use survey in accordance with criteria established by the Secretary for the measurement of State safety belt use rates to ensure that the measurements are accurate and representative; and
- Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources.

The State shall actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect.

This State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks (23 USC 402(b) (1) (D));

Cash drawdowns will be initiated only when actually needed for disbursement, cash disbursements and balances will be reported in a timely manner as required by NHTSA, and the same standards of timing and amount, including the reporting of cash disbursement and balances, will be imposed upon any secondary recipient organizations (49 CFR 18.20, 18.21, and 18.41). Failure to adhere to these provisions may result in the termination of drawdown privileges);

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

Equipment acquired under this agreement for use in highway safety program areas shall be used and kept in operation for highway safety purposes by the State; or the State, by formal agreement with appropriate officials of a political subdivision or State agency, shall cause such equipment to be used and kept in operation for highway safety purposes (23 CFR 1200.21);

The State will comply with all applicable State procurement procedures and will maintain a financial management system that complies with the minimum requirements of 49 CFR 18.20;

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21); (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§ 1681-1683, and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. §794), which prohibits discrimination on the basis of handicaps (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42U.S.C. §§ 6101-6107), which prohibits discrimination on the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (f) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970(P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse of

alcoholism; (g) §§ 523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§ 290 dd-3 and 290 ee-3), as amended, relating to confidentiality of alcohol and drug abuse patient records; (h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§ 3601 et seq.), as amended, relating to nondiscrimination in the sale, rental or financing of housing; (i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and, (j) the requirements of any other nondiscrimination statute(s) which may apply to the application.

The Drug-free Workplace Act of 1988(49 CFR Part 29 Sub-part F):

The State will provide a drug-free workplace by:

Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;

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

BUY AMERICA ACT

The State will comply with the provisions of the Buy America Act (23 USC 101 Note), which contains the following requirements:

Only steel, iron and manufactured products produced in the United States may be purchased with Federal funds unless the Secretary of Transportation determines that such domestic purchases would be inconsistent with the public interest; that such materials are not reasonably available and of a satisfactory quality; or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. Clear justification for the purchase of non-domestic items must be in the form of a waiver request submitted to and approved by the Secretary of Transportation.

POLITICAL ACTIVITY (HATCH ACT).
The State will comply with the provisions of 5 U.S.C. §§ 1501-1508 and implementing regulations of 5 CFR Part 151, concerning "Political Activity of State or Local Offices, or Employees".

CERTIFICATION REGARDING FEDERAL LOBBYING
Certification for Contracts, Grants, Loans, and Cooperative Agreements

The undersigned certifies, to the best of his or her knowledge and belief, that:
1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
3. The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

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

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

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION
Instructions for Primary Certification
1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit

an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.

3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.
4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.
6. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.
7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.
8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the list of Parties Excluded from Federal Procurement and Non-procurement Programs.
9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

Certification Regarding Debarment, Suspension, and Other Responsibility Matters – Primary Covered Transactions

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

Instructions for Lower Tier Certification

By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

1. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
2. The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.
3. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.
4. The prospective lower tier participant further agrees by submitting this proposal that is it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions (see below).

5. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.
6. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
7. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transactions:

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

ENVIRONMENTAL IMPACT

The Governor's Representative for Highway Safety has reviewed the State's fiscal year 2010 highway safety planning document and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If, under a future revision, this Plan will be modified in such a manner that a project would be instituted that could affect environmental quality to the extent that a review and statement would be necessary, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 USC 4321 et seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).

Governor’s Representative for Highway Safety

August 26, 2009

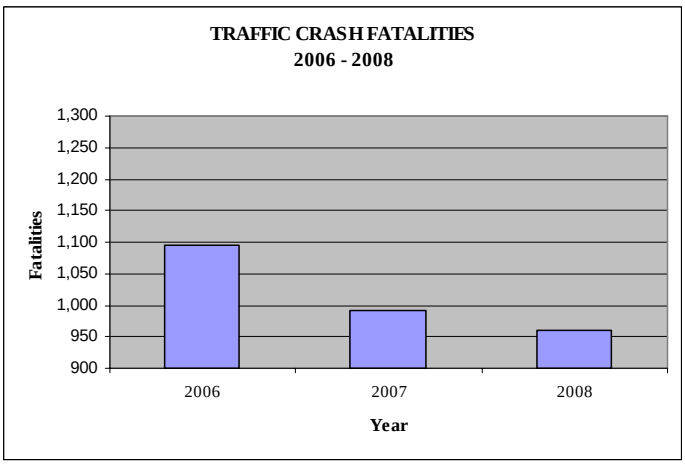
Date

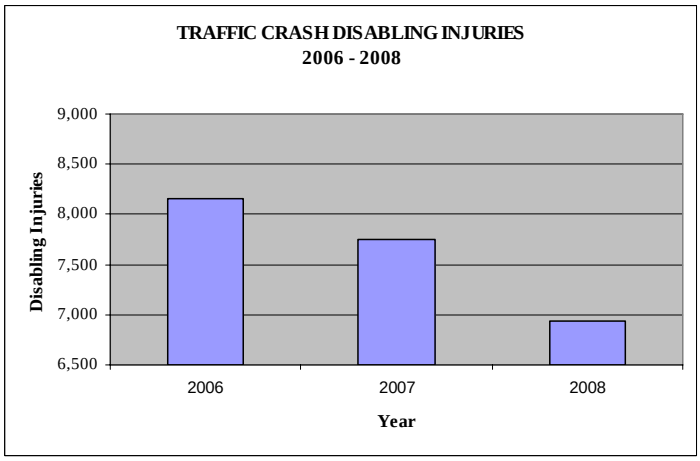
MISSOURI'S HIGHWAY SAFETY PLAN (HSP) AND PERFORMANCE PLAN

Supporting Background – *Missouri's Blueprint for Safer Roadways*

In 2003, Missouri participated with the American Association of State Highway Transportation Officials (AASHTO) in a national effort to reduce the preventable tragedies associated with traffic crashes. Utilizing a partnership approach, the state's Strategic Highway Safety Plan (SHSP) *Missouri's Blueprint for Safer Roadways* was developed that outlined opportunities to reduce fatal and serious injuries on Missouri's roads. The goal established in the *Blueprint* was set at 1,000 or fewer fatalities by 2008. That goal was reached one year early, with a year-end fatality total for 2007 of 992, as well as in 2008 with 960 fatalities. The second SHSP, *Missouri's Blueprint to ARRIVE ALIVE* was unveiled at the semi-annual Blueprint Conference in October 2008. The new goal has been set to reduce traffic fatalities to 850 or fewer by 2012.

Year	Fatalities	Disabling Injuries
2004	1,130	8,857
2005	1,257	8,624
2006	1,096	8,151
2007	992	7,744
2008	960	6,931
2004-2006 Total	3,483	25,632
2005-2007 Total	3,345	24,519
2006-2008 Total	3,048	22,826





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. The strategies for the *Blueprint to ARRIVE ALIVE* have been identified as our "Targeted Ten":

1. Pass a primary safety belt law, and maintain and enhance existing traffic safety laws;
2. Increase enforcement on targeted crash corridors;
3. Increase public education and information on traffic safety issues;
4. Expand the installation of shoulder and centerline rumble strips/stripes;
5. Expand, improve and maintain roadway visibility features (pavement markings, signs, lighting, etc);
6. Effectively deter, identify, arrest & adjudicate alcohol and other drug impaired drivers & pedestrians;
7. Expand installation and maintenance of roadway shoulders;
8. Remove and/or shield fixed objects along roadside right of way;
9. Improve and expand intersection safety with the use of innovative engineering designs (e.g., J-turns, roundabouts), technology and enforcement; and
10. Improve curve recognition through the use of signs, markings, and pavement treatments.

Five key Emphasis Areas were identified within the *Blueprint* and 19 Focus Areas within them:

<u>I – Serious Crash Types</u>

1. Run-off-road crashes
2. Crashes involving horizontal curves
3. Head-on crashes
4. Collisions w/trees or poles
5. Intersection crashes (signalized/unsignalized)

<u>III – Special Vehicles</u>

1. Commercial motor vehicles
2. Motorcycles
3. School buses/school bus signals

<u>IV – Vulnerable Roadway Users</u>

1. Pedestrians
2. Bicyclists

<u>II – High-Risk Drivers and Occupants</u>

1. Unrestrained occupants
2. Crashes involving inattentive drivers
3. Crashes involving aggressive drivers
4. Crashes involving drivers impaired by alcohol and/or other drugs
5. Crashes involving young drivers (15-20 years of age)
6. Crashes involving unlicensed, revoked or suspended drivers
7. Crashes involving older drivers (65 years of age or older)

<u>V – Special Roadway Environments</u>

1. Work zones
2. Highway/rail crossings

For each of these emphasis areas and focus areas, strategies are being employed that incorporate the 4 E's – education, emergency medical services, enforcement, and engineering.

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 "Targeted Ten" and subsequent emphasis areas, focus areas, and strategies. The state has been divided into ten (10) regional coalitions that have each developed a safety plan. The coalitions meet on a regular basis to discuss their concerns, review how their countermeasures are working, and consider ways to improve their efforts.

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.

- ➔ The ***Blueprint*** serves as a **roadmap** for the State's Highway Safety Plan
  - ➔ The "**Targeted Ten**" provide **direction** for the HSP
    - ➔ The **goal** determines our **final destination**

Highway Safety Plan (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 Highway Safety Plan. 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 goal of 850 or fewer fatalities by 2012.

Performance Measures

Performance measures enable the state to track progress, from a specific baseline, toward meeting a goal. 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 the NHTSA and the Governors Highway Safety Association.

The initial minimum set contains 14 measures: 10 core outcome measures, 1 core behavior measure; and 3 activity measures. These 14 measures cover the major areas common to State highway safety plans and use existing data systems. States will set goals for and report progress on each of the 11 core outcome and behavior measures annually beginning with the 2010 Highway Safety Plans and Annual Reports. Following are the 14 performance measures which will be identified within their respective program areas:

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. Percent observed belt use for passenger vehicles – front seat outboard occupants
12. Number of seat belt citations issued during grant-funded enforcement activities
13. Number of impaired driving arrests made during grant-funded enforcement activities
14. 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 division, however. They are often highly dependent upon existing public policy and the motoring public's adherence to traffic laws and safe driving habits.

The Benchmarks provided within this 2010 HSP/Performance Plan are, in most cases, "expectations" based upon the goal of reaching 1,000 or fewer fatalities by 2008 established in the 2004 *Missouri's Blueprint for Safer Roadways* and are not actual 2008 data.

Best Practices Countermeasures

The highway safety division 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 document *Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices*, US DOT, NHTSA, Fourth Edition, 2009;
2. Evaluating traffic data to determine target populations and geographic locations in order to most effectively implement countermeasure efforts;
3. Participating in national law enforcement mobilizations that combine blanketed enforcement and saturated media during established timeframes and in targeted traffic corridors; and
4. Participating in state and national training opportunities in order to gain insight into proven programs that can be replicated in Missouri.

Partnerships

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 (10 – Northwest, North Central, Northeast, Kansas City, Central, St. Louis, Southwest, Springfield, South Central, Southeast)
- Cape Girardeau Safe Communities Program
- 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
- 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 Department of Transportation
- MO Division of Alcohol and Drug Abuse
- MO Division of Alcohol and Tobacco Control
- MO Head Injury Advisory Council
- MO Motor Carriers Association
- MO Office of Prosecution Services
- MO Police Chiefs Association
- MO Safety Center
- MO Safety Council
- MO Sheriffs Association
- MO State Highway Patrol
- MO Youth/Adult Alliance
- Mothers Against Drunk Driving
- Motorcycle Safety Task Force
- National Highway Traffic Safety Administration Region VII
- Office of State Courts Administrator
- Operation Impact
- Operation Lifesaver
- Partners in Environmental Change
- Partners in Prevention
- 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 our Highway Safety partners, each *Blueprint* regional coalition has an extensive base of local partners. During the 2009 legislative session, the MCRS established a widespread grassroots network of safety advocates statewide. These partners numbered over 3,000. The highway safety office is able to collaborate with those partners at a lower tier level by working through our regional coalition contacts.

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 tables on the following pages represent 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 Division are more fluid; they may be revised in order to allow the agency to function more efficiently.

The first table sets the timeframes for the basic Section 402 State and Community Program Grant and the Annual Report for that grant. The second table establishes the timeframes for supplemental grants the agency may receive under the additional provisions of SAFETEA-LU.

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 monitoring by HS staff	O N G O I N G											
Grantee reimbursement vouchers	V O U C H E R S A R E P R O C E S S E D T W I C E M O N T H L Y A S R E C E I V E D											
Conduct regional grant application training sessions						1-15						
Grant applications due to HS								1				
Grant applications review & budget meetings									15-30			
HSP & Performance Plan due to NHTSA											31	
Mail grantee award and denial letters											1	
Contracts written and reviewed internally											15	
Regional contract award workshops w/grantees											25	
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	15											
Year end reports due from grantees		15										
Compile & print annual report			15									
Annual report & final cost summary due			31									
Audit closeout (within 90 days of fiscal year end)			31									
Require submission of program income documentation	31						30					

Planning, Programming and Implementation Timeframes

SAFETEA-LU Incentive Grant Programs (other than 402)

ACTIVITY	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP
Data collection and analysis; problem identification; input solicitation for next grant cycle				1								
Contract monitoring by HS staff	O	N	G	O	I	N	G					
Grantee reimbursement vouchers	VOUCHERS ARE PROCESSED TWICE MONTHLY AS RECEIVED											
Grantee monthly reimbursement vouchers due monthly	DUE BY THE 10TH EACH MONTH											
Safety belt use survey results from previous calendar year are released											15	
Section 154 Open Container Certification split letter	DUE 60 DAYS AFTER FUNDS ARE MADE AVAILABLE											
Section 405 Occupant Protection Incentive Grant application due					15							
Section 406 Safety Belt Incentive Grant application due (eligible as soon as the law is passed and is being enforced)									30			
Section 408 Data Improvement Incentive Grant application due									15			
Section 410 Alcohol Impaired Driving Incentive Grant application due											1	
Section 1906 Racial Profiling Incentive Grant application due										1		
Section 2010 Motorcycle Safety Incentive Grant application due											1	
Section 2011 Child Safety & Booster Seat Incentive Grant application due										1		
Require submission of program income documentation	31						30					

Grant Application Process

The Highway Safety Division hosts grant application workshops to which all potential grantees are invited. 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 March.

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 explained to help the potential grantees understand how their efforts are required in order to impact the goal. Program areas are identified and the Highway Safety grant management system and on-line reporting systems are detailed for them. 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. Participants are told that the deadline date for submission of applications is May 1. NOTE: Effective for the 2010 fiscal year, the internal grant management system was converted to a complete Web-based system; therefore, the application deadline was extended to May 22.

Grant Selection Process

The highway safety program staff members each review 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 or in part, or denied.

Fatal and disabling injury crash rankings are performed for all cities, all counties, and the unincorporated areas in the state. These rankings are conducted for the problem areas of alcohol, speed, young drinking drivers, and older drivers. The rankings are also used in determining the overall severity of the problem for each respective location.

Law enforcement applications are assessed to determine where they fit within the rankings by the type of project they are choosing to conduct. While the highest-ranking locales are most often 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 may be given a project in order that they can become an active participant 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 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 the 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 disabling injuries?
- Does the problem identification sufficiently document problem locations, crash statistics, targeted population, 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 surveys)?
- Will the activity serve as a "foundational project" that satisfies criteria for additional federal funding (e.g., sobriety checkpoints, server training, underage drinking prevention)?
- 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). 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 Division'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* goal.

Grantee Compliance Requirements

COMPLIANCE
Any agency receiving a Highway Safety grant must comply with the following Statutes or Rules:
Nondiscrimination — CFR Chapter 50 prohibits discrimination on the basis of race, color, religion, sex or national origin including DBE and Segregated Facilities.

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

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
- ***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 division, 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.

STATEWIDE TRAFFIC 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).

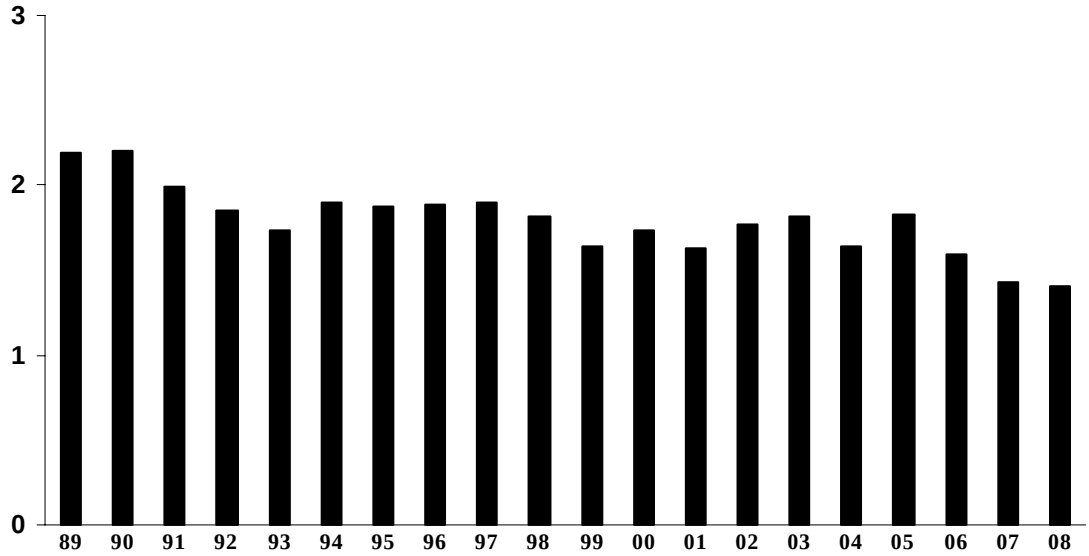
Since this Plan is directed toward modifying behavior so that safety will be the accepted norm, it stands to reason that we must identify and categorize those individuals who are making unsafe decisions and/or who are causing traffic crashes. It will be obvious to the reader that this document references *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. Statistical data from the most current three years are analyzed to support the annual Highway Safety Plan.

In the 3-year period **2006-2008**, a total of **3,048 people died** on Missouri's roadways while another **22,826 suffered disabling injuries**. A fatality is recorded when a victim dies within 30 days of the crash date from injuries sustained in the crash. A disabling 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 Disabling (serious) Injury crashes have been targeted because they are more costly in human suffering, social and economic terms.

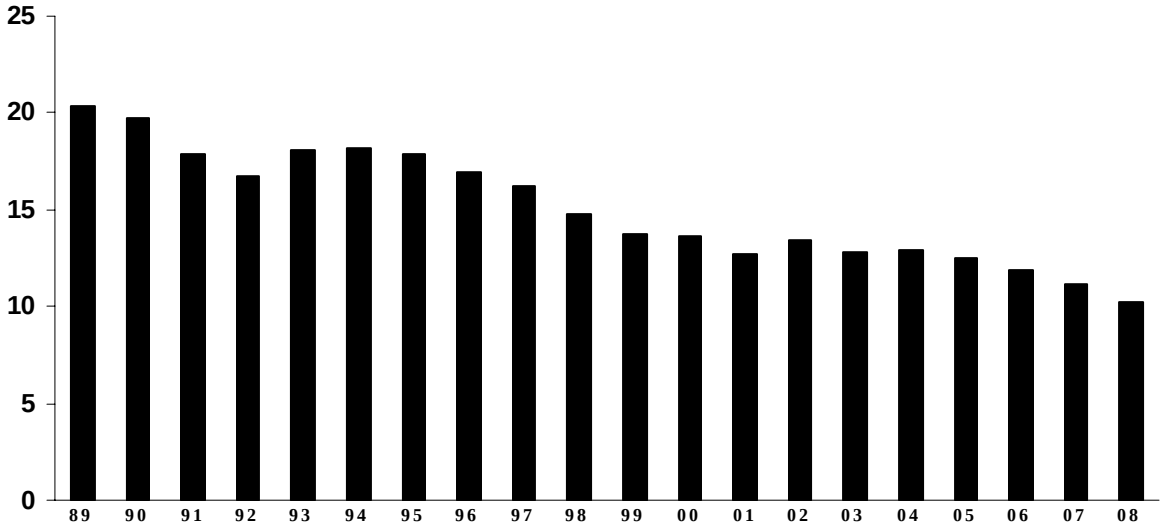
The graphs on this page present a long-term depiction of deaths and disabling injuries covering the 20-year period 1989 through 2008. While the graphs on the following page address only the 3-year period 2006-2008 assessed within this plan.

MISSOURI DEATH RATE
1989-2008

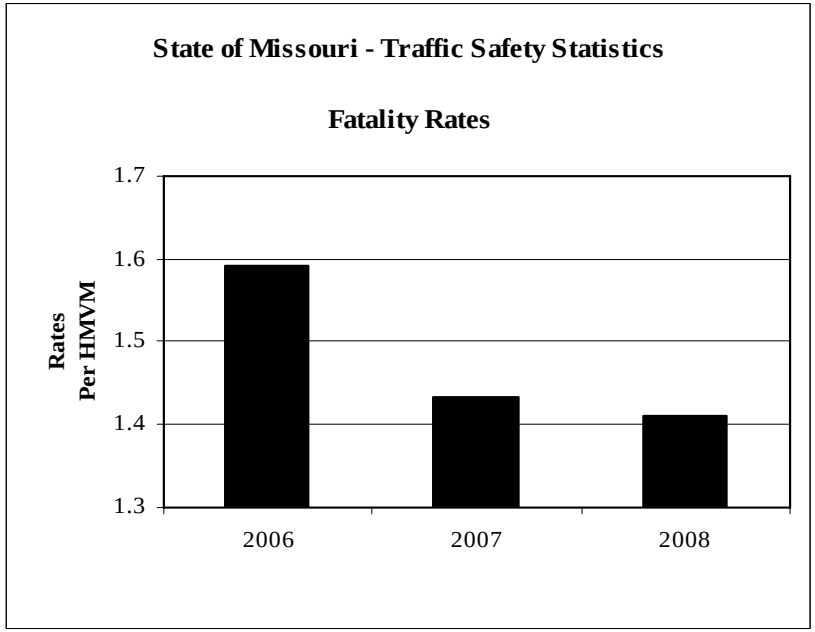


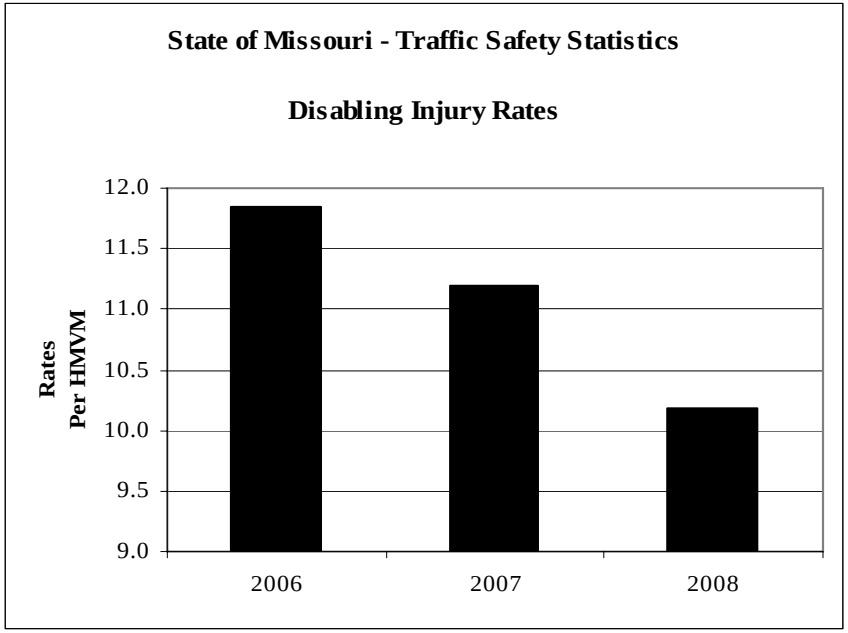
YEAR	89	90	91	92	93	94	95	96	97	98	99	00	01	02	03	04	05	06	07	08
DEATH RATE	2.2	2.2	2.0	1.9	1.7	1.9	1.9	1.9	1.9	1.8	1.6	1.7	1.6	1.8	1.8	1.6	1.8	1.6	1.4	1.4

MISSOURI DISABLING INJURY RATE
1989-2008



YEAR	89	90	91	92	93	94	95	96	97	98	99	00	01	02	03	04	05	06	07	08
DISABLING INJURY RATE	20.4	19.7	17.8	16.7	18.1	18.2	17.9	16.9	16.2	14.8	13.8	13.6	12.7	13.4	12.9	12.9	12.5	11.8	11.2	10.2





Year	Fatalities	Disabling Injuries	Miles Traveled[1]	Fatality Rate[2]	Disabling Injury Rate[3]
2006	1,096	8,151	68,834,000,000	1.6	11.8
2007	992	7,744	69,150,000,000	1.4	11.2
2008	960	6,931	68,086,000,000	1.4	10.2

[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 disabling injuries per 100 million miles of vehicle travel.

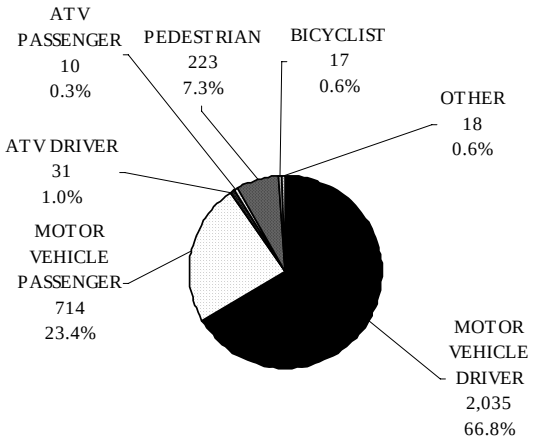
Current Traffic Crash Data: 2006-2008

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 2006-2008, of the 489,219 traffic crashes, 2,716 resulted in fatalities and 17,465 resulted in serious injuries. These fatal and serious injury crashes resulted in 3,048 deaths and 22,826 serious injuries.

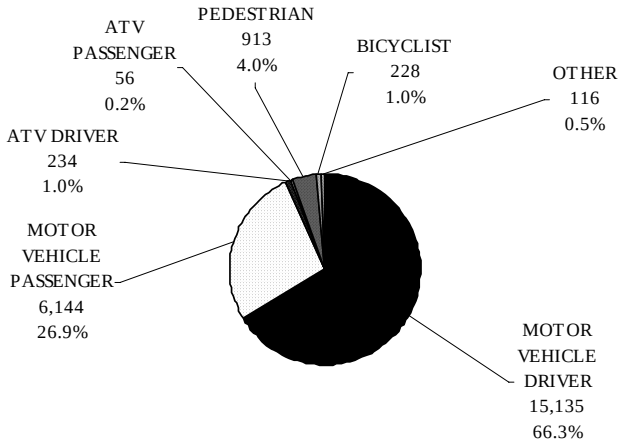
A substantial number of persons killed and injured in Missouri's 2006-2008 traffic crashes were drivers and passengers of motorized vehicles. Of the fatalities, 66.8% were drivers and 23.4% were passengers; of those seriously injured, 66.3% were drivers and 26.9% were passengers.

2006-2008 MISSOURI FATALITIES AND DISABLING INJURIES

PERSONS KILLED
3,048



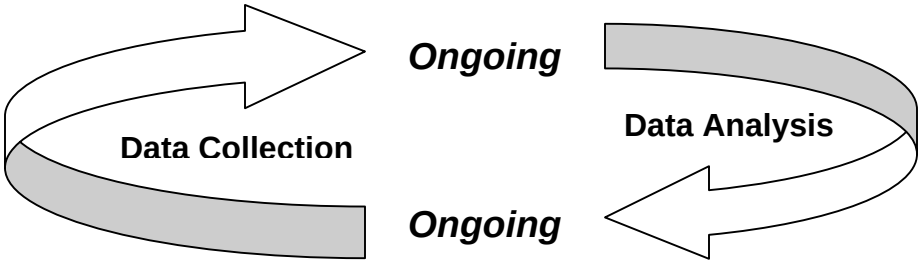
PERSONS SERIOUSLY INJURED
22,826



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

Data Collection

Data is the cornerstone of this study, 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 Division analyzes that data to compile statistics on fatalities and disabling 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 five Emphasis Areas and their focus areas as defined in the *Blueprint to ARRIVE ALIVE*:

Emphasis Area I – Serious Crash Types
Emphasis Area II – High-Risk Drivers and Occupants
Emphasis Area III – Special Vehicles
Emphasis Area IV – Vulnerable Roadway Users
Emphasis Area V – Special Roadway Environments

Total Fatalities and Disabling Injuries by Target Area
2006-2008

Fatalities

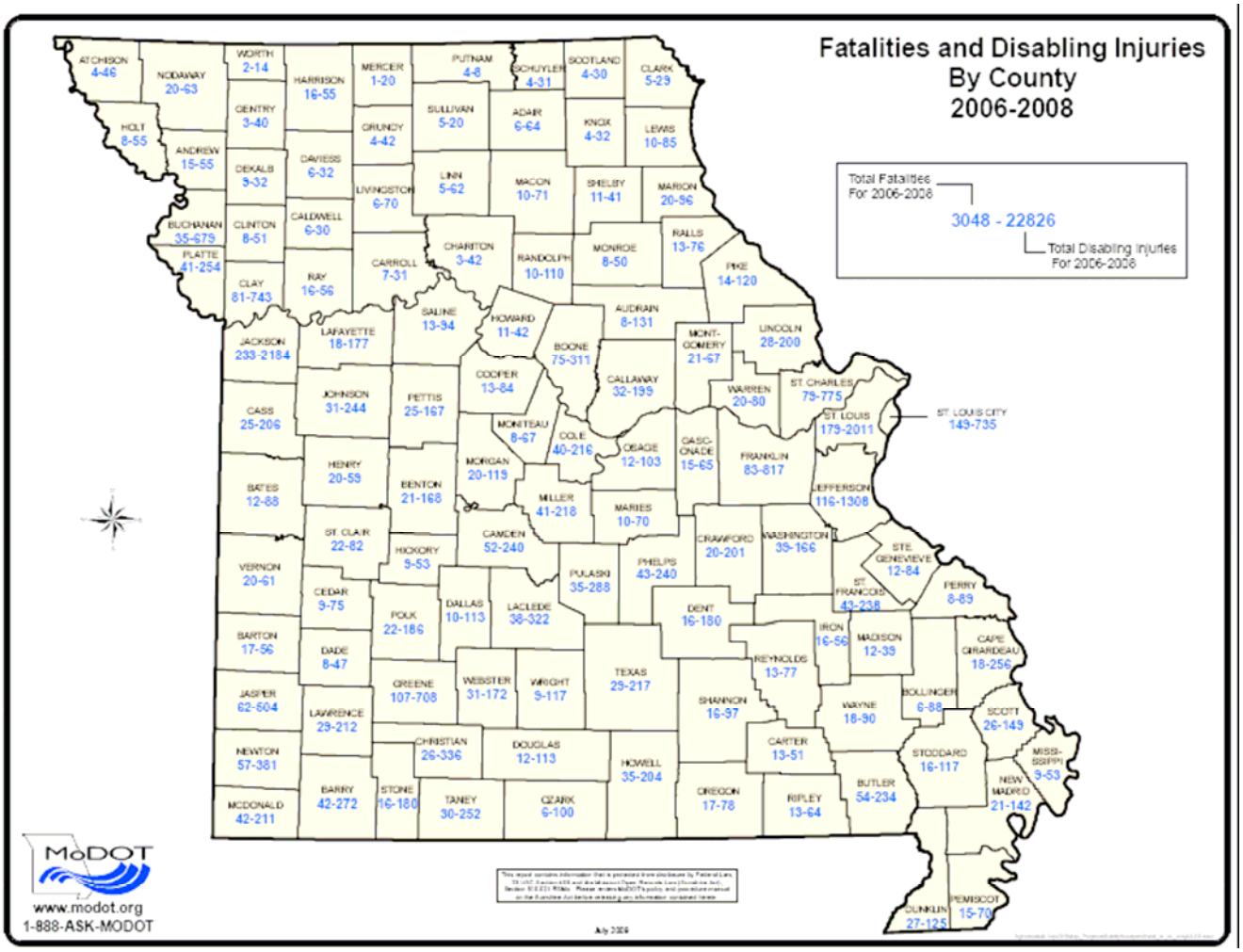
Description	2006	2007	2008	Total
Unrestrained Occupants	576	478	489	1,543
Aggressive Driving Involved				
Following too close	23	18	18	59
Too fast for conditions	290	254	262	806
Speed exceeded limit	195	174	194	563
TOTAL for 3 conditions	508	446	474	1,428
Killed in Run-Off-Road Crashes	494	447	460	1,401
Horizontal Curves Involved	375	350	332	1,057
Alcohol and/or Other Drugs Involved	288	257	279	824
Inattentive Drivers Involved	262	247	231	740
Young Drivers—15-20 Involved	246	180	189	615
Killed in Intersection Crashes				
Unsignalized	141	114	127	382
Signalized	55	59	42	156
TOTAL for Intersection Fatalities	196	173	169	538
Killed Involving Commercial Motor Vehicles	181	168	135	484
Killed in Head-On Crashes				
Head-On - Non-Interstate	141	158	133	432
Head-On - Interstates	13	6	14	33
TOTAL for Non-Interstate and Interstate	154	164	147	465
Unlicensed Drivers Involved	166	138	151	455
Killed in Collision with Tree	139	141	153	433
Motorcyclists Killed	93	91	107	291
Older Drivers—65-75 Involved	107	84	84	275
Older Drivers – 76 or Older Involved	69	90	80	239
Pedestrians Killed	78	79	66	223
Killed in Collision with Utility Pole	38	27	38	103
Killed in Work Zones	19	5	12	36
Bicyclists Killed	7	9	1	17
School Buses / Bus Signal Involved	3	5	1	9

Disabling Injuries

Description	2006	2007	2008	Total
Seriously Injured in Run-Off-Road Crashes	3,349	3,338	2,967	9,654
Aggressive Driving Involved				
Following too close	509	481	413	1,403
Too fast for conditions	2,176	2,177	1,872	6,225
Speed exceeded limit	608	552	536	1,696
TOTAL for 3 conditions	3,293	3,210	2,821	9,324
Seriously Injured in Intersection Crashes				
Unsignalized	1,538	1,429	1,287	4,254
Signalized	755	767	698	2,220
Total for Intersection Serious Injuries	2,293	2,196	1,985	6,474
Unrestrained Occupants	2,400	2,116	1,930	6,446
Horizontal Curves Involved	2,282	2,199	1,889	6,370
Inattentive Drivers Involved	2,187	2,124	1,714	6,025
Young Drivers—15-20 Involved	2,251	1,945	1,771	5,967
Alcohol and/or Other Drugs Involved	1,360	1,324	1,205	3,889
Unlicensed Drivers Involved	917	900	818	2,635
Seriously Injured in Collision with Tree	865	802	790	2,457
Seriously Injured in Head-On Crashes				
Head-On - Non-Interstates	749	761	592	2,102
Head-On - Interstates	29	13	23	65
TOTAL for Non-Interstate and Interstate	778	774	615	2,167
Motorcyclists Seriously Injured	686	715	750	2,151
Older Drivers—65-75 Involved	662	641	640	1,943
Seriously Injured Involving Commercial Motor Vehicles	673	682	548	1,903
Older Drivers – 76 or Older Involved	356	363	349	1,068
Pedestrians Seriously Injured	319	306	288	913
Seriously Injured in Collision with Utility Pole	242	236	223	701
Seriously Injured in Work Zones	104	94	75	273
Bicyclists Seriously Injured	88	71	69	228
School Buses / Bus Signal Involved	29	31	19	79

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 20,181 fatal and disabling injury crashes in 2006-2008, 45.9% occurred in an urban community while 54.1% occurred in a rural area. The rural areas of the State take on even greater significance when examining only fatal traffic crashes. In 2006-2008 fatal traffic crashes, 36% occurred in an urban area of the state while 64% occurred in a rural area.



COUNTY RANK ORDER

2006-2008

FATAL CRASHES

2006 - YTD 2008 MISSOURI FATAL TRAFFIC CRASHES
RANK-ORDER COUNTY LISTING

DATA REFLECT ALL CRASHES IN STARS AS OF MARCH 13, 2009

CNTYRANK	COUNTY	COUNT	PCT
1.0	JACKSON	221	8.2
2.0	ST LOUIS	170	6.3
3.0	ST LOUIS CITY	132	4.9
4.0	JEFFERSON	113	4.2
5.0	GREENE	96	3.6
6.5	FRANKLIN	70	2.6
6.5	ST CHARLES	70	2.6
8.5	BOONE	68	2.5
8.5	CLAY	68	2.5
10.5	JASPER	52	1.9
10.5	NEWTON	52	1.9
12.0	BUTLER	46	1.7
13.0	CAMDEN	41	1.5
14.0	PLATTE	40	1.5
15.0	ST FRANCOIS	39	1.4
16.0	PHELPS	38	1.4
17.5	BARRY	37	1.4
17.5	COLE	37	1.4
19.0	LACLEDE	36	1.3
20.0	WASHINGTON	35	1.3
21.0	MILLER	34	1.3
22.0	MC DONALD	33	1.2
24.0	BUCHANAN	31	1.1
24.0	HOWELL	31	1.1
24.0	PULASKI	31	1.1
26.0	TANEY	30	1.1
27.5	CALLAWAY	27	1.0
27.5	WEBSTER	27	1.0
29.5	CHRISTIAN	25	0.9
29.5	PETTIS	25	0.9
31.0	JOHNSON	24	0.9
32.0	ST CLAIR	23	0.9
34.5	CASS	22	0.8
34.5	LAWRENCE	22	0.8
34.5	SCOTT	22	0.8
34.5	TEXAS	22	0.8
37.5	DUNKLIN	21	0.8
37.5	NEW MADRID	21	0.8
39.0	LINCOLN	20	0.7
41.0	MARION	19	0.7
41.0	POLK	19	0.7
41.0	WARREN	19	0.7
43.0	BENTON	18	0.7
46.0	CAPE GIRARDEAU	17	0.6
46.0	CRAWFORD	17	0.6
46.0	OREGON	17	0.6
46.0	VERNON	17	0.6
46.0	WAYNE	17	0.6
50.0	LAFAYETTE	16	0.6
50.0	MONTGOMERY	16	0.6
50.0	NODAWAY	16	0.6
52.0	STONE	15	0.6
54.0	GASCONADE	14	0.5

2006 - YTD 2008 MISSOURI FATAL TRAFFIC CRASHES
RANK-ORDER COUNTY LISTING

DATA REFLECT ALL CRASHES IN STARS AS OF MARCH 13, 2009

CNTYRANK	COUNTY	COUNT	PCT
54.0	HENRY	14	0.5
54.0	STODDARD	14	0.5
59.0	DENT	13	0.5
59.0	HARRISON	13	0.5
59.0	IRON	13	0.5
59.0	MORGAN	13	0.5
59.0	PEMISCOT	13	0.5
59.0	RAY	13	0.5
59.0	REYNOLDS	13	0.5
65.0	ANDREW	12	0.4
65.0	BARTON	12	0.4
65.0	COOPER	12	0.4
65.0	OSAGE	12	0.4
65.0	PIKE	12	0.4
71.0	BATES	11	0.4
71.0	CARTER	11	0.4
71.0	DOUGLAS	11	0.4
71.0	RALLS	11	0.4
71.0	RIPLEY	11	0.4
71.0	STE GENEVIEVE	11	0.4
71.0	SALINE	11	0.4
75.5	DALLAS	10	0.4
75.5	MADISON	10	0.4
80.5	CEDAR	9	0.3
80.5	HOWARD	9	0.3
80.5	MACON	9	0.3
80.5	MARIES	9	0.3
80.5	MISSISSIPPI	9	0.3
80.5	MONITEAU	9	0.3
80.5	RANDOLPH	9	0.3
80.5	SHANNON	9	0.3
86.0	CLINTON	8	0.3
86.0	DE KALB	8	0.3
86.0	HICKORY	8	0.3
91.0	AUDRAIN	7	0.3
91.0	CARROLL	7	0.3
91.0	DADE	7	0.3
91.0	LEWIS	7	0.3
91.0	MONROE	7	0.3
91.0	PERRY	7	0.3
91.0	WRIGHT	7	0.3
98.0	ADAIR	6	0.2
98.0	BOLLINGER	6	0.2
98.0	CALDWELL	6	0.2
98.0	DAVIESS	6	0.2
98.0	HOLT	6	0.2
98.0	OZARK	6	0.2
98.0	SHELBY	6	0.2
103.0	LINN	5	0.2
103.0	LIVINGSTON	5	0.2
103.0	SULLIVAN	5	0.2
106.5	ATCHISON	4	0.1
106.5	CLARK	4	0.1

2006 - YTD 2008 MISSOURI FATAL TRAFFIC CRASHES
RANK-ORDER COUNTY LISTING

DATA REFLECT ALL CRASHES IN STARS AS OF MARCH 13, 2009

CNTYRANK	COUNTY	COUNT	PCT
106.5	GRUNDY	4	0.1
106.5	SCHUYLER	4	0.1
111.0	CHARITON	3	0.1
111.0	GENTRY	3	0.1
111.0	KNOX	3	0.1
111.0	PUTNAM	3	0.1
111.0	SCOTLAND	3	0.1
114.0	WORTH	2	0.1
115.0	MERCER	1	0.0

COUNTY RANK ORDER

2006-2008

DISABLING INJURY CRASHES

2006 - YTD 2008 MISSOURI MAJOR DISABLING TRAFFIC CRASHES
RANK-ORDER COUNTY LISTING

DATA REFLECT ALL CRASHES IN STARS AS OF MARCH 13, 2009

CNTYRANK	COUNTY	COUNT	PCT
1.0	JACKSON	1712	9.8
2.0	ST LOUIS	1631	9.3
3.0	JEFFERSON	967	5.5
4.0	ST CHARLES	626	3.6
5.0	FRANKLIN	599	3.4
6.0	ST LOUIS CITY	590	3.4
7.0	CLAY	574	3.3
8.0	GREENE	566	3.2
9.0	BUCHANAN	505	2.9
10.0	JASPER	369	2.1
11.0	NEWTON	296	1.7
12.0	CHRISTIAN	254	1.5
13.0	PULASKI	239	1.4
14.0	LACLEDE	238	1.4
15.0	BOONE	231	1.3
16.0	PLATTE	209	1.2
17.0	CAPE GIRARDEAU	203	1.2
18.0	TANEY	194	1.1
19.5	JOHNSON	192	1.1
19.5	ST FRANCOIS	192	1.1
21.0	BARRY	191	1.1
22.0	PHELPS	188	1.1
23.0	CAMDEN	183	1.0
24.0	CASS	170	1.0
25.0	BUTLER	168	1.0
26.0	COLE	167	1.0
27.0	TEXAS	158	0.9
28.0	HOWELL	155	0.9
29.0	MILLER	154	0.9
30.0	CRAWFORD	153	0.9
31.5	CALLAWAY	150	0.9
31.5	LAWRENCE	150	0.9
33.0	MC DONALD	147	0.8
34.0	POLK	143	0.8
35.0	LAFAYETTE	139	0.8
36.0	STONE	136	0.8
37.5	LINCOLN	133	0.8
37.5	PETTIS	133	0.8
39.0	DENT	129	0.7
40.0	WASHINGTON	128	0.7
41.0	WEBSTER	122	0.7
42.0	BENTON	116	0.7
43.0	SCOTT	110	0.6
44.0	AUDRAIN	100	0.6
45.5	MORGAN	94	0.5
45.5	NEW MADRID	94	0.5
47.0	WRIGHT	91	0.5
48.0	DUNKLIN	89	0.5
49.5	DOUGLAS	87	0.5
49.5	STODDARD	87	0.5
51.0	DALLAS	81	0.5
52.5	OZARK	80	0.5
52.5	RANDOLPH	80	0.5

2006 - YTD 2008 MISSOURI MAJOR DISABLING TRAFFIC CRASHE
RANK-ORDER COUNTY LISTING

DATA REFLECT ALL CRASHES IN STARS AS OF MARCH 13, 2009

CNTYRANK	COUNTY	COUNT	PCT
54.0	PIKE	78	0.4
55.0	MARION	77	0.4
56.0	PERRY	76	0.4
58.0	BATES	71	0.4
58.0	COOPER	71	0.4
58.0	OSAGE	71	0.4
60.5	SALINE	70	0.4
60.5	WAYNE	70	0.4
62.0	SHANNON	69	0.4
63.0	BOLLINGER	68	0.4
64.0	STE GENEVIEVE	66	0.4
65.0	WARREN	60	0.3
66.0	REYNOLDS	59	0.3
67.5	CEDAR	58	0.3
67.5	LEWIS	58	0.3
69.0	OREGON	57	0.3
70.0	ADAIR	56	0.3
71.5	RALLS	55	0.3
71.5	ST CLAIR	55	0.3
73.5	MARIES	52	0.3
73.5	MONITEAU	52	0.3
76.5	LIVINGSTON	51	0.3
76.5	MACON	51	0.3
76.5	NODAWAY	51	0.3
76.5	RIPLEY	51	0.3
79.5	LINN	50	0.3
79.5	PEMISCOT	50	0.3
81.0	GASCONADE	49	0.3
82.5	IRON	47	0.3
82.5	MONTGOMERY	47	0.3
84.0	HENRY	46	0.3
85.0	VERNON	44	0.3
86.0	RAY	43	0.2
87.0	HOLT	42	0.2
89.0	ANDREW	40	0.2
89.0	CARTER	40	0.2
89.0	HARRISON	40	0.2
91.5	BARTON	39	0.2
91.5	MISSISSIPPI	39	0.2
93.0	CLINTON	38	0.2
94.0	ATCHISON	37	0.2
95.0	MONROE	36	0.2
96.0	HICKORY	35	0.2
97.0	MADISON	33	0.2
98.0	GRUNDY	32	0.2
99.0	CHARITON	31	0.2
100.5	DADE	30	0.2
100.5	HOWARD	30	0.2
102.0	CALDWELL	27	0.2
104.5	CARROLL	26	0.1
104.5	DE KALB	26	0.1
104.5	GENTRY	26	0.1
104.5	KNOX	26	0.1

2006 - YTD 2008 MISSOURI MAJOR DISABLING TRAFFIC CRASHES
RANK-ORDER COUNTY LISTING

DATA REFLECT ALL CRASHES IN STARS AS OF MARCH 13, 2009

CNTYRANK	COUNTY	COUNT	PCT
107.0	SHELBY	24	0.1
108.5	CLARK	22	0.1
108.5	SCHUYLER	22	0.1
110.0	DAVIESS	21	0.1
111.0	SCOTLAND	19	0.1
112.0	MERCER	17	0.1
113.0	SULLIVAN	16	0.1
114.0	WORTH	9	0.1
115.0	PUTNAM	6	0.0

CITY RANK ORDER

2006-2008

FATAL CRASHES

2006 - YTD 2008 MISSOURI FATAL TRAFFIC CRASHES
RANK-ORDER CITY LISTING

DATA REFLECT ALL CRASHES IN STARS AS OF MARCH 13, 2009

CITYRANK	CITY	COUNT	PCT
1.0	KANSAS CITY	165	18.4
2.0	ST. LOUIS	132	14.7
3.0	SPRINGFIELD	47	5.3
4.0	INDEPENDENCE	32	3.6
5.0	COLUMBIA	30	3.4
6.5	JOPLIN	20	2.2
6.5	LEE'S SUMMIT	20	2.2
8.0	ST. JOSEPH	15	1.7
9.0	BRIDGETON	13	1.5
10.0	BERKELEY	11	1.2
11.5	FENTON	10	1.1
11.5	JEFFERSON CITY	10	1.1
14.0	BLUE SPRINGS	9	1.0
14.0	ST. CHARLES	9	1.0
14.0	ST. PETERS	9	1.0
18.0	ARNOLD	8	0.9
18.0	FLORISSANT	8	0.9
18.0	GRANDVIEW	8	0.9
18.0	LIBERTY	8	0.9
18.0	WEST PLAINS	8	0.9
21.0	ST. ROBERT	7	0.8
23.5	BELLEFONTAINE NB	6	0.7
23.5	FARMINGTON	6	0.7
23.5	O'FALLON	6	0.7
23.5	POPLAR BLUFF	6	0.7
31.0	CAPE GIRARDEAU	5	0.6
31.0	FESTUS	5	0.6
31.0	JENNINGS	5	0.6
31.0	LAKE OZARK	5	0.6
31.0	LEBANON	5	0.6
31.0	NORTH KANSAS CITY	5	0.6
31.0	RIVERSIDE	5	0.6
31.0	ROGERSVILLE	5	0.6
31.0	ROLLA	5	0.6
31.0	SEDALIA	5	0.6
31.0	WASHINGTON	5	0.6
43.0	CARTHAGE	4	0.4
43.0	CLINTON	4	0.4
43.0	CREVE COEUR	4	0.4
43.0	EUREKA	4	0.4
43.0	FULTON	4	0.4
43.0	HAZELWOOD	4	0.4
43.0	LADUE	4	0.4
43.0	MARYLAND HEIGHTS	4	0.4
43.0	NIXA	4	0.4
43.0	PARKVILLE	4	0.4
43.0	PEVELY	4	0.4
43.0	SIKESTON	4	0.4
43.0	SUNSET HILLS	4	0.4
57.0	BRANSON	3	0.3
57.0	CARL JUNCTION	3	0.3
57.0	ELDON	3	0.3
57.0	HANNIBAL	3	0.3

2006 - YTD 2008 MISSOURI FATAL TRAFFIC CRASHES
RANK-ORDER CITY LISTING

DATA REFLECT ALL CRASHES IN STARS AS OF MARCH 13, 200

CITYRANK	CITY	COUNT	PCT
57.0	LAKE LOTAWANA	3	0.3
57.0	MOSCOW MILLS	3	0.3
57.0	NEOSHO	3	0.3
57.0	OVERLAND	3	0.3
57.0	PACIFIC	3	0.3
57.0	RAYTOWN	3	0.3
57.0	ST. CLAIR	3	0.3
57.0	SEYMOUR	3	0.3
57.0	TOWN AND COUNTRY	3	0.3
57.0	WEBSTER GROVES	3	0.3
57.0	WENTZVILLE	3	0.3
82.0	AURORA	2	0.2
82.0	BOWLING GREEN	2	0.2
82.0	CARUTHERSVILLE	2	0.2
82.0	CHARLESTON	2	0.2
82.0	CLAYCOMO	2	0.2
82.0	CRYSTAL CITY	2	0.2
82.0	DES PERES	2	0.2
82.0	FERGUSON	2	0.2
82.0	KENNETT	2	0.2
82.0	KIRKWOOD	2	0.2
82.0	MALDEN	2	0.2
82.0	MOBERLY	2	0.2
82.0	MONETT	2	0.2
82.0	OLIVETTE	2	0.2
82.0	OSAGE BEACH	2	0.2
82.0	OZARK	2	0.2
82.0	PAGEDALE	2	0.2
82.0	PALMYRA	2	0.2
82.0	PINE LAWN	2	0.2
82.0	PLATTE CITY	2	0.2
82.0	PLEASANT VALLEY	2	0.2
82.0	REPUBLIC	2	0.2
82.0	RICHMOND	2	0.2
82.0	ST. JAMES	2	0.2
82.0	SCOTT CITY	2	0.2
82.0	STRAFFORD	2	0.2
82.0	THAYER	2	0.2
82.0	UNION	2	0.2
82.0	UNIVERSITY CITY	2	0.2
82.0	WARRENSBURG	2	0.2
82.0	WARRENTON	2	0.2
82.0	WEBB CITY	2	0.2
82.0	WELDON SPRING	2	0.2
82.0	WILDWOOD	2	0.2
82.0	WRIGHT CITY	2	0.2
134.5	ANDERSON	1	0.1
134.5	ASHLAND	1	0.1
134.5	AVA	1	0.1
134.5	BATTLEFIELD	1	0.1
134.5	BETHANY	1	0.1
134.5	BILLINGS	1	0.1
134.5	BOLIVAR	1	0.1

2006 - YTD 2008 MISSOURI FATAL TRAFFIC CRASHES
RANK-ORDER CITY LISTING

DATA REFLECT ALL CRASHES IN STARS AS OF MARCH 13, 200

CITYRANK	CITY	COUNT	PCT
134.5	BONNE TERRE	1	0.1
134.5	BOURBON	1	0.1
134.5	BRECKENRIDGE HILLS	1	0.1
134.5	BRENTWOOD	1	0.1
134.5	BYRNE'S MILL	1	0.1
134.5	CABOOL	1	0.1
134.5	CAMPBELL	1	0.1
134.5	CASSVILLE	1	0.1
134.5	CENTRALIA	1	0.1
134.5	CHESTERFIELD	1	0.1
134.5	CHILLICOTHE	1	0.1
134.5	CLAYTON	1	0.1
134.5	CUBA	1	0.1
134.5	DESLOGE	1	0.1
134.5	DE SOTO	1	0.1
134.5	DEXTER	1	0.1
134.5	EDINA	1	0.1
134.5	EL DORADO SPRINGS	1	0.1
134.5	EXCELSIOR SPRINGS	1	0.1
134.5	FREDERICKTOWN	1	0.1
134.5	FRONTENAC	1	0.1
134.5	GRAIN VALLEY	1	0.1
134.5	GREENFIELD	1	0.1
134.5	HERCULANEUM	1	0.1
134.5	HOLLISTER	1	0.1
134.5	HOLTS SUMMIT	1	0.1
134.5	KEARNEY	1	0.1
134.5	LAMAR	1	0.1
134.5	LAWSON	1	0.1
134.5	LILBOURN	1	0.1
134.5	LOUISIANA	1	0.1
134.5	MACON	1	0.1
134.5	MANCHESTER	1	0.1
134.5	MAPLEWOOD	1	0.1
134.5	MARLBOROUGH	1	0.1
134.5	MARSHALL	1	0.1
134.5	MARYVILLE	1	0.1
134.5	MEXICO	1	0.1
134.5	MINER	1	0.1
134.5	MOUNTAIN GROVE	1	0.1
134.5	NEVADA	1	0.1
134.5	NOEL	1	0.1
134.5	NORMANDY	1	0.1
134.5	OAK GROVE	1	0.1
134.5	OAKLAND	1	0.1
134.5	PECULIAR	1	0.1
134.5	PLATTSBURG	1	0.1
134.5	POTOSI	1	0.1
134.5	RICH HILL	1	0.1
134.5	RICHLAND	1	0.1
134.5	ST. ANN	1	0.1
134.5	SENECA	1	0.1
134.5	SHREWSBURY	1	0.1

2006 - YTD 2008 MISSOURI FATAL TRAFFIC CRASHES
RANK-ORDER CITY LISTING

DATA REFLECT ALL CRASHES IN STARS AS OF MARCH 13, 2009

CITYRANK	CITY	COUNT	PCT
134.5	STANBERRY	1	0.1
134.5	STEELE	1	0.1
134.5	SUGAR CREEK	1	0.1
134.5	SULLIVAN	1	0.1
134.5	TIPTON	1	0.1
134.5	TRENTON	1	0.1
134.5	UNIONVILLE	1	0.1
134.5	WAYNESVILLE	1	0.1
134.5	WELLSVILLE	1	0.1
134.5	WILLARD	1	0.1

CITY RANK ORDER

2006-2008

DISABLING INJURY CRASHES

2006 - YTD 2008 MISSOURI MAJOR DISABLING TRAFFIC CRASHES
RANK-ORDER CITY LISTING

DATA REFLECT ALL CRASHES IN STARS AS OF MARCH 13, 2009

CITYRANK	CITY	COUNT	PCT
1.0	KANSAS CITY	1120	15.6
2.0	ST. LOUIS	590	8.2
3.0	ST. JOSEPH	445	6.2
4.0	SPRINGFIELD	326	4.5
5.0	INDEPENDENCE	256	3.6
6.0	JOPLIN	239	3.3
7.0	LEE'S SUMMIT	234	3.3
8.0	LIBERTY	175	2.4
9.0	ST. CHARLES	171	2.4
10.0	COLUMBIA	137	1.9
11.0	BLUE SPRINGS	129	1.8
12.0	BRIDGETON	82	1.1
13.0	ST. PETERS	79	1.1
14.0	EXCELSIOR SPRINGS	75	1.0
15.0	FLORISSANT	67	0.9
16.0	CHESTERFIELD	65	0.9
18.0	ARNOLD	64	0.9
18.0	JEFFERSON CITY	64	0.9
18.0	O'FALLON	64	0.9
20.0	KIRKWOOD	59	0.8
21.0	LEBANON	56	0.8
22.5	BERKELEY	55	0.8
22.5	CREVE COEUR	55	0.8
24.0	HAZELWOOD	53	0.7
25.0	CAPE GIRARDEAU	52	0.7
26.0	FERGUSON	51	0.7
27.0	MARYLAND HEIGHTS	50	0.7
28.5	BELTON	49	0.7
28.5	RAYTOWN	49	0.7
30.0	POPLAR BLUFF	48	0.7
31.5	FARMINGTON	43	0.6
31.5	MEXICO	43	0.6
33.0	WENTZVILLE	40	0.6
34.0	WILDWOOD	39	0.5
35.0	SEDALIA	36	0.5
36.5	ST. ROBERT	34	0.5
36.5	UNIVERSITY CITY	34	0.5
38.0	OZARK	33	0.5
39.5	EUREKA	32	0.4
39.5	NEOSHO	32	0.4
41.5	KENNETT	31	0.4
41.5	OVERLAND	31	0.4
44.0	GLADSTONE	30	0.4
44.0	TOWN AND COUNTRY	30	0.4
44.0	WEBSTER GROVES	30	0.4
46.0	ST. CLAIR	29	0.4
48.0	OSAGE BEACH	28	0.4
48.0	ROLLA	28	0.4
48.0	SUNSET HILLS	28	0.4
50.0	SIKESTON	27	0.4
51.0	WEST PLAINS	26	0.4
53.0	HANNIBAL	25	0.3
53.0	MAPLEWOOD	25	0.3

2006 - YTD 2008 MISSOURI MAJOR DISABLING TRAFFIC CRASHES
RANK-ORDER CITY LISTING

DATA REFLECT ALL CRASHES IN STARS AS OF MARCH 13, 2009

CITYRANK	CITY	COUNT	PCT
53.0	WAYNESVILLE	25	0.3
55.0	RICHMOND HEIGHTS	24	0.3
56.0	GRANDVIEW	23	0.3
57.5	CLAYTON	22	0.3
57.5	KIRKSVILLE	22	0.3
59.5	BELLEFONTAINE NB	21	0.3
59.5	BRANSON	21	0.3
61.0	JENNINGS	20	0.3
63.5	FESTUS	19	0.3
63.5	MOBERLY	19	0.3
63.5	NIXA	19	0.3
63.5	ST. ANN	19	0.3
66.5	MONETT	18	0.3
66.5	PARKVILLE	18	0.3
70.5	BOLIVAR	17	0.2
70.5	CARTHAGE	17	0.2
70.5	FENTON	17	0.2
70.5	HARRISONVILLE	17	0.2
70.5	JACKSON	17	0.2
70.5	WEBB CITY	17	0.2
75.0	DES PERES	16	0.2
75.0	PACIFIC	16	0.2
75.0	PERRYVILLE	16	0.2
79.0	BALLWIN	15	0.2
79.0	COTTLEVILLE	15	0.2
79.0	GRAIN VALLEY	15	0.2
79.0	TROY	15	0.2
79.0	UNION	15	0.2
85.5	CAMDENTON	14	0.2
85.5	CLAYCOMO	14	0.2
85.5	FULTON	14	0.2
85.5	HERCULANEUM	14	0.2
85.5	NEVADA	14	0.2
85.5	PEVELY	14	0.2
85.5	PLATTE CITY	14	0.2
85.5	SMITHVILLE	14	0.2
92.0	BYRNE'S MILL	13	0.2
92.0	MARSHALL	13	0.2
92.0	MOLINE ACRES	13	0.2
92.0	MOSCOW MILLS	13	0.2
92.0	NORTH KANSAS CITY	13	0.2
98.0	FRONTENAC	12	0.2
98.0	LADUE	12	0.2
98.0	OLIVETTE	12	0.2
98.0	PLEASANT HILL	12	0.2
98.0	REPUBLIC	12	0.2
98.0	SUGAR CREEK	12	0.2
98.0	WARRENSBURG	12	0.2
104.0	CRYSTAL CITY	11	0.2
104.0	LAKE ST. LOUIS	11	0.2
104.0	SALEM	11	0.2
104.0	WASHINGTON	11	0.2
104.0	WILLARD	11	0.2

2006 - YTD 2008 MISSOURI MAJOR DISABLING TRAFFIC CRASHES
RANK-ORDER CITY LISTING

DATA REFLECT ALL CRASHES IN STARS AS OF MARCH 13, 2009

CITYRANK	CITY	COUNT	PCT
111.0	CUBA	10	0.1
111.0	DE SOTO	10	0.1
111.0	ELLISVILLE	10	0.1
111.0	KEARNEY	10	0.1
111.0	LAKE OZARK	10	0.1
111.0	MANCHESTER	10	0.1
111.0	OAK GROVE	10	0.1
111.0	RAYMORE	10	0.1
111.0	TRENTON	10	0.1
120.0	COOL VALLEY	9	0.1
120.0	HOLLISTER	9	0.1
120.0	MARSHFIELD	9	0.1
120.0	NORMANDY	9	0.1
120.0	POTOSI	9	0.1
120.0	RIVERSIDE	9	0.1
120.0	ST. JAMES	9	0.1
120.0	SHREWSBURY	9	0.1
120.0	SULLIVAN	9	0.1
127.0	AURORA	8	0.1
127.0	BRENTWOOD	8	0.1
127.0	DEXTER	8	0.1
127.0	NORWOOD COURT	8	0.1
127.0	PAGEDALE	8	0.1
135.5	BOONVILLE	7	0.1
135.5	BOURBON	7	0.1
135.5	BUFFALO	7	0.1
135.5	CASSVILLE	7	0.1
135.5	CHILLICOTHE	7	0.1
135.5	EL DORADO SPRINGS	7	0.1
135.5	FREDERICKTOWN	7	0.1
135.5	LAKE LOTAWANA	7	0.1
135.5	PARK HILL	7	0.1
135.5	PLEASANT VALLEY	7	0.1
135.5	ROGERSVILLE	7	0.1
135.5	ST. JOHN	7	0.1
147.0	CARROLLTON	6	0.1
147.0	ELDON	6	0.1
147.0	GLENDALE	6	0.1
147.0	HAYTI	6	0.1
147.0	HIGGINSVILLE	6	0.1
147.0	LOUISIANA	6	0.1
147.0	PINE LAWN	6	0.1
147.0	ROCK HILL	6	0.1
147.0	WESTON	6	0.1
147.0	WOODSON TERRACE	6	0.1
147.0	WRIGHT CITY	6	0.1
158.5	BOWLING GREEN	5	0.1
158.5	BUTLER	5	0.1
158.5	CLINTON	5	0.1
158.5	DESLOGE	5	0.1
158.5	HOUSTON	5	0.1
158.5	IRONTON	5	0.1
158.5	LEXINGTON	5	0.1

170.5	BILLINGS	4	0.1
170.5	CABOOL	4	0.1

2006 - YTD 2008 MISSOURI MAJOR DISABLING TRAFFIC CRASHES
RANK-ORDER CITY LISTING

DATA REFLECT ALL CRASHES IN STARS AS OF MARCH 13, 2009

CITYRANK	CITY	COUNT	PCT
220.5	ELSBERRY	2	0
220.5	FORSYTH	2	0
220.5	GREENWOOD	2	0
220.5	HERMANN	2	0
220.5	HOLTS SUMMIT	2	0
220.5	KIMBERLING CITY	2	0
220.5	LA PLATA	2	0
220.5	LAWSON	2	0
220.5	MANSFIELD	2	0
220.5	MARIONVILLE	2	0
220.5	MERRIAM WOODS	2	0
220.5	MONTGOMERY CITY	2	0
220.5	OAKLAND	2	0
220.5	ODESSA	2	0
220.5	PECULIAR	2	0
220.5	PUXICO	2	0
220.5	RICH HILL	2	0
220.5	RICHLAND	2	0
220.5	RIVERVIEW	2	0
220.5	SARCOXIE	2	0
220.5	SENATH	2	0
220.5	STEELE	2	0
220.5	STRAFFORD	2	0
220.5	TIPTON	2	0
220.5	UNIONVILLE	2	0
220.5	WELDON SPRING	2	0
220.5	WELLSTON	2	0
220.5	WINCHESTER	2	0
220.5	WINDSOR	2	0
266.5	ADRIAN	1	0
266.5	ANDERSON	1	0
266.5	ASHLAND	1	0
266.5	BEL-NOR	1	0
266.5	BLOOMFIELD	1	0
266.5	BONNE TERRE	1	0
266.5	CALVERTON PARK	1	0
266.5	CHARLACK	1	0
266.5	CLARKSON VALLEY	1	0
266.5	CLEVER	1	0
266.5	DARDENNE PRAIRIE	1	0
266.5	DIXON	1	0
266.5	DONIPHAN	1	0
266.5	DUENWEG	1	0
266.5	DUQUESNE	1	0
266.5	FOUR SEASONS	1	0
266.5	GERALD	1	0
266.5	GOODMAN	1	0
266.5	GOWER	1	0
266.5	GRANBY	1	0
266.5	GREENFIELD	1	0
266.5	HANLEY HILLS	1	0
266.5	HILLSDALE	1	0
266.5	HOLDEN	1	0

2006 - YTD 2008 MISSOURI MAJOR DISABLING TRAFFIC CRASHES
RANK-ORDER CITY LISTING

DATA REFLECT ALL CRASHES IN STARS AS OF MARCH 13, 2009

CITYRANK	CITY	COUNT	PCT
266.5	KNOB NOSTER	1	0
266.5	LAMAR	1	0
266.5	LA MONTE	1	0
266.5	LATHROP	1	0
266.5	LICKING	1	0
266.5	MACON	1	0
266.5	MALDEN	1	0
266.5	MARBLE HILL	1	0
266.5	MARCELINE	1	0
266.5	MAYSVILLE	1	0
266.5	MEMPHIS	1	0
266.5	MOUNTAIN GROVE	1	0
266.5	NEW LONDON	1	0
266.5	NOEL	1	0
266.5	PALMYRA	1	0
266.5	PARIS	1	0
266.5	PURDY	1	0
266.5	ROCKPORT	1	0
266.5	SAVANNAH	1	0
266.5	SENECA	1	0
266.5	SEYMOUR	1	0
266.5	SHELBINA	1	0
266.5	SPARTA	1	0
266.5	VERSAILLES	1	0
266.5	WARSAW	1	0
266.5	WINONA	1	0

UNINCORPORATED COUNTY RANK ORDER

2006-2008

FATAL CRASHES

2006 - YTD 2008 MISSOURI FATAL TRAFFIC CRASHES
RANK-ORDER COUNTY LISTING
UNINCORPORATED PORTION OF COUNTY ONLY

DATA REFLECT ALL CRASHES IN STARS AS OF MARCH 13, 2009

CNTYRANK	COUNTY	COUNT	PCT
1.0	JEFFERSON	90	5.0
2.0	ST LOUIS	57	3.2
3.0	FRANKLIN	56	3.1
4.5	GREENE	41	2.3
4.5	ST CHARLES	41	2.3
6.0	BUTLER	40	2.2
7.0	CAMDEN	39	2.2
8.5	BOONE	36	2.0
8.5	JASPER	36	2.0
10.0	NEWTON	35	1.9
11.5	BARRY	34	1.9
11.5	WASHINGTON	34	1.9
14.5	LACLEDE	31	1.7
14.5	MC DONALD	31	1.7
14.5	PHELPS	31	1.7
14.5	ST FRANCOIS	31	1.7
17.0	COLE	27	1.5
18.5	MILLER	26	1.4
18.5	TANEY	26	1.4
20.5	HOWELL	23	1.3
20.5	ST CLAIR	23	1.3
23.0	CALLAWAY	22	1.2
23.0	JOHNSON	22	1.2
23.0	PULASKI	22	1.2
26.0	CASS	21	1.2
26.0	TEXAS	21	1.2
26.0	WEBSTER	21	1.2
29.5	JACKSON	20	1.1
29.5	LAWRENCE	20	1.1
29.5	NEW MADRID	20	1.1
29.5	PETTIS	20	1.1
32.0	PLATTE	19	1.1
34.0	BENTON	18	1.0
34.0	CHRISTIAN	18	1.0
34.0	POLK	18	1.0
36.5	LINCOLN	17	0.9
36.5	WAYNE	17	0.9
40.0	BUCHANAN	16	0.9
40.0	CLAY	16	0.9
40.0	DUNKLIN	16	0.9
40.0	LAFAYETTE	16	0.9
40.0	VERNON	16	0.9
45.5	CRAWFORD	15	0.8
45.5	MONTGOMERY	15	0.8
45.5	NODAWAY	15	0.8
45.5	OREGON	15	0.8
45.5	STONE	15	0.8
45.5	WARREN	15	0.8
50.0	GASCONADE	14	0.8
50.0	MARION	14	0.8
50.0	SCOTT	14	0.8
54.5	CAPE GIRARDEAU	13	0.7

2006 - YTD 2008 MISSOURI FATAL TRAFFIC CRASHES
RANK-ORDER COUNTY LISTING
UNINCORPORATED PORTION OF COUNTY ONLY

DATA REFLECT ALL CRASHES IN STARS AS OF MARCH 13, 2009

CNTYRANK	COUNTY	COUNT	PCT
54.5	DENT	13	0.7
54.5	IRON	13	0.7
54.5	MORGAN	13	0.7
54.5	REYNOLDS	13	0.7
54.5	STODDARD	13	0.7
59.5	ANDREW	12	0.7
59.5	COOPER	12	0.7
59.5	HARRISON	12	0.7
59.5	OSAGE	12	0.7
64.5	BARTON	11	0.6
64.5	CARTER	11	0.6
64.5	RALLS	11	0.6
64.5	RAY	11	0.6
64.5	RIPLEY	11	0.6
64.5	STE GENEVIEVE	11	0.6
70.5	BATES	10	0.6
70.5	DALLAS	10	0.6
70.5	DOUGLAS	10	0.6
70.5	HENRY	10	0.6
70.5	PEMISCOT	10	0.6
70.5	SALINE	10	0.6
76.0	HOWARD	9	0.5
76.0	MADISON	9	0.5
76.0	MARIES	9	0.5
76.0	PIKE	9	0.5
76.0	SHANNON	9	0.5
81.0	CEDAR	8	0.4
81.0	DE KALB	8	0.4
81.0	HICKORY	8	0.4
81.0	MACON	8	0.4
81.0	MONITEAU	8	0.4
87.0	CARROLL	7	0.4
87.0	CLINTON	7	0.4
87.0	LEWIS	7	0.4
87.0	MISSISSIPPI	7	0.4
87.0	MONROE	7	0.4
87.0	PERRY	7	0.4
87.0	RANDOLPH	7	0.4
95.5	ADAIR	6	0.3
95.5	AUDRAIN	6	0.3
95.5	BOLLINGER	6	0.3
95.5	CALDWELL	6	0.3
95.5	DADE	6	0.3
95.5	DAVIESS	6	0.3
95.5	HOLT	6	0.3
95.5	OZARK	6	0.3
95.5	SHELBY	6	0.3
95.5	WRIGHT	6	0.3
101.5	LINN	5	0.3
101.5	SULLIVAN	5	0.3
104.5	ATCHISON	4	0.2
104.5	CLARK	4	0.2

2006 - YTD 2008 MISSOURI FATAL TRAFFIC CRASHES
RANK-ORDER COUNTY LISTING
UNINCORPORATED PORTION OF COUNTY ONLY

DATA REFLECT ALL CRASHES IN STARS AS OF MARCH 13, 2009

CNTYRANK	COUNTY	COUNT	PCT
104.5	LIVINGSTON	4	0.2
104.5	SCHUYLER	4	0.2
108.0	CHARITON	3	0.2
108.0	GRUNDY	3	0.2
108.0	SCOTLAND	3	0.2
111.5	GENTRY	2	0.1
111.5	KNOX	2	0.1
111.5	PUTNAM	2	0.1
111.5	WORTH	2	0.1
114.0	MERCER	1	0.1

UNINCORPORATED COUNTY RANK ORDER

2006-2008

DISABLING INJURY CRASHES

2006 - YTD 2008 MISSOURI MAJOR DISABLING TRAFFIC CRASHES
RANK-ORDER COUNTY LISTING
UNINCORPORATED PORTION OF COUNTY ONLY

DATA REFLECT ALL CRASHES IN STARS AS OF MARCH 13, 2009

CNTYRANK	COUNTY	COUNT	PCT
1.0	JEFFERSON	818	8.0
2.0	FRANKLIN	516	5.0
3.0	ST LOUIS	499	4.9
4.0	ST CHARLES	243	2.4
5.0	NEWTON	220	2.1
6.0	GREENE	206	2.0
7.0	CHRISTIAN	196	1.9
8.0	LACLEDE	182	1.8
9.0	JOHNSON	178	1.7
10.0	PULASKI	175	1.7
11.0	BARRY	167	1.6
12.0	TANEY	160	1.6
13.0	PHELPS	151	1.5
14.0	TEXAS	148	1.4
15.0	MC DONALD	144	1.4
16.0	CAMDEN	142	1.4
17.0	MILLER	136	1.3
19.5	CAPE GIRARDEAU	134	1.3
19.5	LAWRENCE	134	1.3
19.5	ST FRANCOIS	134	1.3
19.5	STONE	134	1.3
22.0	CRAWFORD	133	1.3
23.0	CALLAWAY	131	1.3
24.0	JASPER	129	1.3
25.5	LAFAYETTE	126	1.2
25.5	POLK	126	1.2
27.5	BUTLER	120	1.2
27.5	HOWELL	120	1.2
29.0	WASHINGTON	119	1.2
30.0	DENT	118	1.2
31.0	BENTON	112	1.1
32.0	WEBSTER	110	1.1
33.0	COLE	106	1.0
34.0	LINCOLN	103	1.0
35.0	CLAY	97	0.9
36.0	PETTIS	96	0.9
37.5	BOONE	93	0.9
37.5	MORGAN	93	0.9
39.0	WRIGHT	88	0.9
40.0	JACKSON	85	0.8
41.0	DOUGLAS	84	0.8
42.0	NEW MADRID	82	0.8
44.0	CASS	80	0.8
44.0	OZARK	80	0.8
44.0	SCOTT	80	0.8
46.0	STODDARD	76	0.7
47.0	DALLAS	74	0.7
48.0	PLATTE	72	0.7
49.0	OSAGE	71	0.7
50.0	SHANNON	68	0.7
51.5	BOLLINGER	67	0.7
51.5	PIKE	67	0.7

2006 - YTD 2008 MISSOURI MAJOR DISABLING TRAFFIC CRASHES
RANK-ORDER COUNTY LISTING
UNINCORPORATED PORTION OF COUNTY ONLY

DATA REFLECT ALL CRASHES IN STARS AS OF MARCH 13, 2009

CNTYRANK	COUNTY	COUNT	PCT
53.0	WAYNE	66	0.6
54.0	COOPER	64	0.6
55.0	BATES	63	0.6
56.0	STE GENEVIEVE	62	0.6
57.5	BUCHANAN	61	0.6
57.5	RANDOLPH	61	0.6
59.0	PERRY	60	0.6
60.0	REYNOLDS	59	0.6
61.0	SALINE	57	0.6
62.5	LEWIS	55	0.5
62.5	ST CLAIR	55	0.5
64.5	AUDRAIN	53	0.5
64.5	OREGON	53	0.5
67.0	MARIES	52	0.5
67.0	MARION	52	0.5
67.0	RALLS	52	0.5
69.5	CEDAR	51	0.5
69.5	DUNKLIN	51	0.5
71.0	RIPLEY	50	0.5
72.0	WARREN	49	0.5
73.0	MACON	48	0.5
74.0	MONITEAU	47	0.5
75.5	LINN	46	0.4
75.5	NODAWAY	46	0.4
77.0	MONTGOMERY	45	0.4
78.5	GASCONADE	44	0.4
78.5	LIVINGSTON	44	0.4
80.5	HOLT	42	0.4
80.5	IRON	42	0.4
82.0	CARTER	40	0.4
83.5	HENRY	39	0.4
83.5	PEMISCOT	39	0.4
85.0	BARTON	38	0.4
86.0	RAY	37	0.4
87.5	ATCHISON	36	0.4
87.5	HARRISON	36	0.4
90.0	ANDREW	35	0.3
90.0	HICKORY	35	0.3
90.0	MISSISSIPPI	35	0.3
92.5	ADAIR	34	0.3
92.5	CLINTON	34	0.3
94.0	MONROE	33	0.3
95.0	CHARITON	31	0.3
96.5	HOWARD	30	0.3
96.5	VERNON	30	0.3
98.0	DADE	29	0.3
99.0	CALDWELL	27	0.3
100.0	MADISON	26	0.3
101.0	DE KALB	24	0.2
102.5	KNOX	23	0.2
102.5	SHELBY	23	0.2
105.0	CLARK	22	0.2

2006 - YTD 2008 MISSOURI MAJOR DISABLING TRAFFIC CRASHES
RANK-ORDER COUNTY LISTING
UNINCORPORATED PORTION OF COUNTY ONLY

DATA REFLECT ALL CRASHES IN STARS AS OF MARCH 13, 2009

CNTYRANK	COUNTY	COUNT	PCT
105.0	GRUNDY	22	0.2
105.0	SCHUYLER	22	0.2
107.0	DAVIESS	21	0.2
108.5	CARROLL	20	0.2
108.5	GENTRY	20	0.2
110.0	SCOTLAND	18	0.2
111.0	MERCER	17	0.2
112.0	SULLIVAN	13	0.1
113.0	WORTH	9	0.1
114.0	PUTNAM	4	0.0

Statewide Goals and Performance Measures

Goal #1: To reduce fatalities to:

- 963 or lower by 2009
- 925 or lower by 2010
- 888 or lower by 2011
- 850 or lower by 2012

Performance Measures:

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

Benchmarks:

- Expected 2008 fatalities = 1,000
- Expected 2008 fatality rate per 100M VMT = 1.4

Goal #2: To reduce serious injuries to:

- 6,818 by 2009
- 6,549 by 2010
- 6,287 by 2011
- 6,020 by 2012

Performance Measure:

- Number of serious injuries

Benchmark:

- Expected 2008 serious (disabling) injuries = 7,080

PUBLIC INFORMATION AND EDUCATION

Background

Traffic crashes, unfortunately, appear to be an accepted part of our mobile society. Drivers become complacent to the task of driving. They usually don't think about crashing until they witness a wreck, then they slow down and are cautious for a short while. After that, it's back to driving just like they were before.

Most people tend to think they are good drivers. One of the Highway Safety Division's former campaigns posed the question "*What if everybody drove like you?*" The typical response was, "*There would be fewer crashes,*" or "*We'd be better off.*" When drivers are asked to assess their driving skills, 3 of 4 say their own skills are above average. Is it possible for this many drivers to be above average? Our challenge is to make the general public aware of their poor driving habits, responsive to changing these habits, and to voluntarily comply with Missouri's traffic laws.

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 ***You Drink & Drive. YOU LOSE***. People heard about the mobilizations in the media, there were well-recognized logos to support the effort, 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.

The Public Information Subcommittee of the Missouri Coalition for Roadway Safety (MCRS) is comprised of partners throughout the state who have expertise in traffic safety programming. The subcommittee developed a central theme for use on all traffic safety materials and campaigns. The theme, *ARRIVE ALIVE*, conveys a consistent unified message regardless of whether the campaign pertains to occupant protection, drinking drivers, or any other traffic safety concern. The HSD works closely with the committee to coordinate all of our public awareness efforts. A Web site (www.saveMOlives.com) was developed to promote our public awareness programs. In an attempt to reach more youth, it was agreed that a separate Web site be designed which would prove more attractive to younger audiences. The youth campaigns can be viewed at www.saveMOyouth.com. We are also participating in the social networking services *Twitter* and *Facebook*, both of which are extremely popular with teens and young adults.

Goal #1: Promote Missouri's traffic safety issues to improve understanding and increase compliance with state traffic laws, thereby reducing fatalities and disabling injuries

Performance Measures:

- Traffic crash statistics relevant to target audiences
- Campaign messages:
  - > Target audiences reached
  - > Level of exposure
  - > Venues utilized
  - > Public service announcements aired or printed
  - > Level of partner and/or sponsor participation
- 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)
- Presentations:
  - > Numbers given
  - > Target audiences reached
- Pieces of traffic safety materials distributed

Benchmarks:

- 2008 expected fatalities = 1,000; 2008 expected disabling injuries = 7,080
- Campaign messages:
  - > Target audiences reached = General public; young drivers; parents/caregivers of children in child safety seats or booster seats; older drivers; commercial motor vehicle drivers; pedestrians; bicyclists; motorcyclists; impaired drivers
  - > Level of exposure = Potential exposure to the entire state and beyond
  - > Venues utilized = Internet; radio; billboards; television; print; events; mobile (text messaging); email
  - > Public service announcements aired or printed: Spring Teen Seat Belt (7,510 spots); Work Zone (5,156 spots); Motorcycle Safety (1,934 spots); Click It or Ticket (7,736 spots); You Drink & Drive You Lose (6,290 spots); Child Passenger Safety (768 spots); Fall Teen Seat Belt (7,093 spots); Holiday impaired driving (4,708 spots); All quarterly impaired driving (2,403 spots); Battle of the Belt (5,609 spots); TOTAL = 49,207
  - > Partner and/or sponsor participation = State Farm Insurance; ThinkFirst; American Family Insurance; Mizzou; Royals Baseball; Cardinals Baseball; MSHP; DOR; DHSS; FMCSA; FHWA; NHTSA
- Increase in safety devices used:
  - > Statewide safety belt use rate = 76 percent in 2008
  - > Teen safety belt use rate = 62 percent in 2008
  - > Commercial vehicle safety belt use rate = 73 percent in 2008
  - > Child safety seat and/or booster seat use rate = 90 percent in 2008
  - > Motorcycle helmet usage rate (note: this survey is not conducted annually) = 99.2 percent in 2005
- Presentations:
  - > Numbers given = 112
  - > Numbers reached at presentations = 37,738
- Pieces of traffic safety materials distributed = 477,107

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 and speeding
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 Division to the general public through our Web sites at www.modot.mo.gov; www.saveMOlives.com; and www.saveMOyouth.com, in workshops, at conferences/exhibits, and through our materials
6. Develop, update and disseminate public information/promotional/educational materials and Web sites
7. Develop and promote materials/campaigns to reach specific audiences (e.g., high risk drivers, vulnerable roadway users, impaired drivers, mature drivers)
8. Maintain the youth-specific Web site, saveMOyouth, in a format that is fresh and appealing to teens/young adults
9. 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
10. Promote and incorporate the ARRIVE ALIVE theme and logo developed by the MCRS
11. Work with the MCRS regional coalitions to appropriately target their messages and develop programs to meet their needs
12. Develop strategies to work with partners—both traditional and nontraditional—in order to reach wider audiences and maximize resources
13. Solicit public information activity reports from law enforcement partners and district coalitions
14. Work with the Motor Carrier Safety Assistance Program, Safe Routes to School Program, Missouri Motorcycle Safety Education Program, and others to promote joint traffic safety awareness campaigns when possible
15. Give presentations and provide training to community groups, schools, etc. as available
16. Serve on federal, state, and regional committees/boards in order to broaden opportunities to promote traffic safety issues
17. Promote law enforcement mobilization efforts: *Click It or Ticket* safety belt campaign; *You Drink & Drive. YOU LOSE* alcohol campaign; quarterly occupant protection and impaired driving mobilizations; *Operation Safe Teen* youth campaign (the enforcement portion of the *Never Made It* teen campaign)
18. Purchase paid advertising to support traffic safety campaigns (e.g., occupant protection and impaired driving)
19. Support and promote MoDOT's *The Difference is You. DRIVE SMART* construction work zone public awareness campaign
20. Promote *Saved by the Belt* and *Battle of the Belt* programs
21. Promote the *Seat Belt Convincer, Rollover Simulator, and SIDNE* educational programs to assure the units are used to reach as many people as possible
22. Participate in the Missouri State Fair to educate the public on traffic safety issues and any modifications to traffic safety laws
23. 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

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 ARRIVE ALIVE* 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."

2006-2008 Missouri Aggressive Driver Involved Fatalities & Disabling Injuries Type Of Circumstance (by Crash Severity[1])

CIRCUMSTANCE	FATALITIES - 1,428	DISABLING INJURIES - 9,324
Exceeding Speed Limit	39.4%	18.2%
Too Fast For Conditions	56.5%	66.8%
Following Too Close	4.1%	15.0%

[1] Percentage of 2006-2008 aggressive driving related fatalities and disabling injuries by type of aggressive driving behavior involved. For instance, in aggressive driving related fatalities and disabling injuries, 39.4% involved a motorized vehicle-driver exceeding the speed limit. NOTE: Multiple aggressive driving factors can be related to a single fatality or disabling injury.

Aggressive drivers not only put their own lives at risk, but the lives of others as well. Of the 1,330 people killed, 62.3% were the aggressive driver and the other 37.7% were some other party in the incident. Of the 8,690 seriously injured, slightly more than one-half (55.3%) were the aggressive drivers and nearly one-half (44.7%) 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."

In 2006-2008, there were 489,219 crashes in Missouri – 17.7% involved speeding. Correlating with the national data, Missouri's problem is also more significant when examining fatal crashes—of the **2,716 fatal crashes**, **41.8% involved drivers who were speeding.**

Goal #1: To decrease aggressive driving-related fatalities by 2 percent annually to:

- 427 by 2009
- 419 by 2010
- 410 by 2011
- 402 by 2012

Performance Measure:

- Number of aggressive driving-related fatalities

Benchmarks:

- 2008 aggressive driving-related fatalities = 436

Goal #2: To decrease speed-related fatalities by 2 percent annually to:

- 417 by 2009
- 409 by 2010
- 401 by 2011
- 393 by 2012

Performance Measure:

- Number of speed-related fatalities

Benchmarks:

- 2008 speed-related fatalities = 426

Goal #3: To increase speed-related arrests made during grant-funded enforcement activities and mobilizations by 2 percent annually to:

- 95,023 by 2009
- 96,924 by 2010
- 98,863 by 2011
- 100,840 by 2012

Performance Measure:

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

Benchmark:

- 2008 speeding citations issued during grant-funded enforcement activities and mobilizations = 93,160

Strategies

1. Expand targeted corridor projects and Selective Traffic Enforcement Programs (STEPs) conducted by the Highway Patrol and local law enforcement agencies
2. Continue to strategize with law enforcement and training academy partners to develop enforcement/awareness countermeasures and share their concepts and programs
3. Fund saturation enforcement efforts in construction/work zones in the MoDOT districts and enhance the enforcement with public awareness campaigns
4. Expand use of speed monitoring and changeable message signs
5. Expand efforts to educate roadways users on the dangers of aggressive driving and the rules of the road

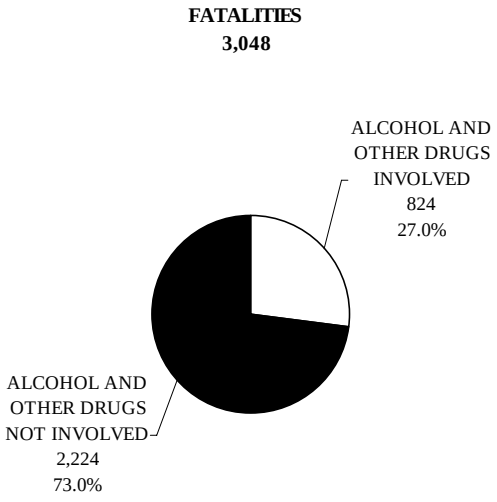
ALCOHOL AND OTHER DRUGS

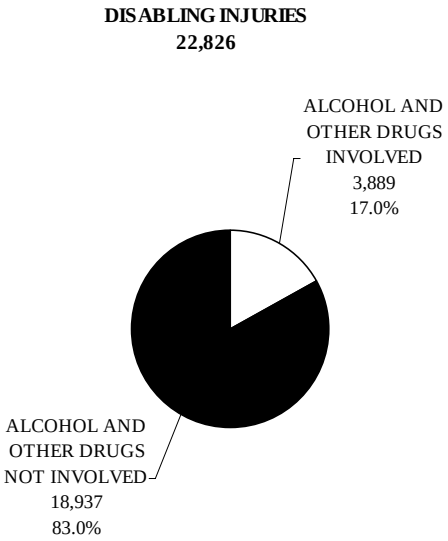
Background

It is impossible to predict how alcohol will affect a person on any given occasion. Every drink, especially the first, influences the body and mind having a profound impact over divided attention skills like driving a motor vehicle. Only one drink could have dire consequences.

Alcohol and other drugs contribute substantially to traffic crashes on Missouri's roads, especially those resulting in death or disabling injury. In the 2006-2008 period, 489,219 traffic crashes occurred in the State. Of those, 0.6% resulted in a fatality and 3.6% involved someone being seriously injured. During the same time period, there were 24,995 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, 824 people were killed and another 3,889 were seriously injured. It also is important to note that impaired driving is under-reported as a contributing factor in traffic crashes. As a result, it is an even greater problem than these statistics would indicate.

2006-2008 MISSOURI ALCOHOL AND OTHER DRUG RELATED

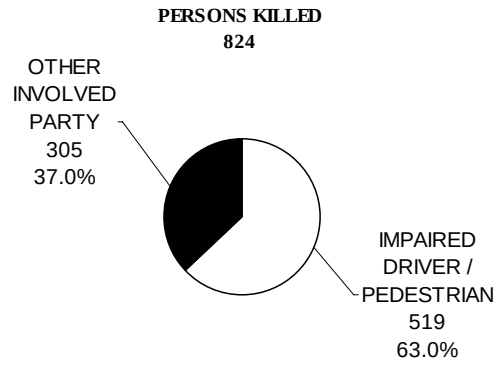


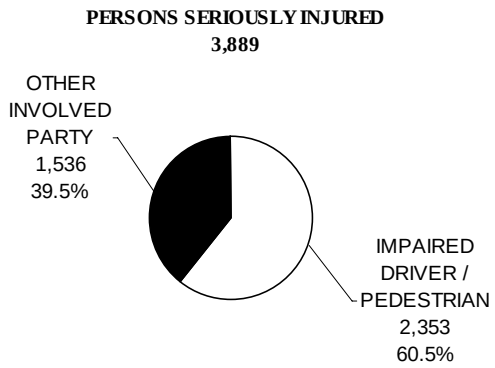


FATALITIES AND DISABLING INJURIES

A common misconception is that impaired drivers are mostly hurting and killing themselves. While that is often true, a substantial number of people killed and seriously injured in these crashes were not intoxicated. Their actions in these incidents probably did not contribute to the cause of the collision. Of the 824 people killed in alcohol and other drug-related traffic crashes, 63.0% were the impaired driver/pedestrian and 37.0% were some other involved party. Of the 3,889 seriously injured, 60.5% were the impaired drivers/pedestrians while 39.5% were other persons in the incidents.

2006-2008 MISSOURI ALCOHOL AND OTHER DRUG RELATED FATALITIES AND DISABLING INJURIES (Person Involvement)



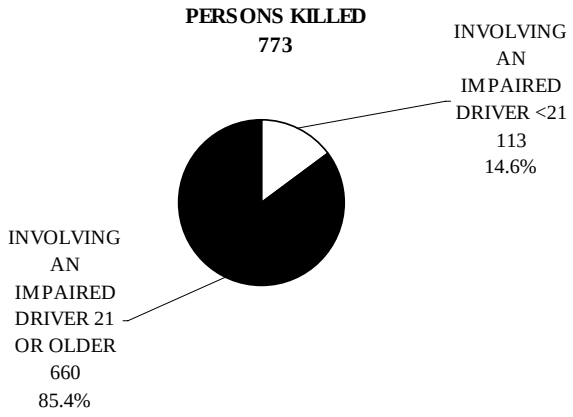


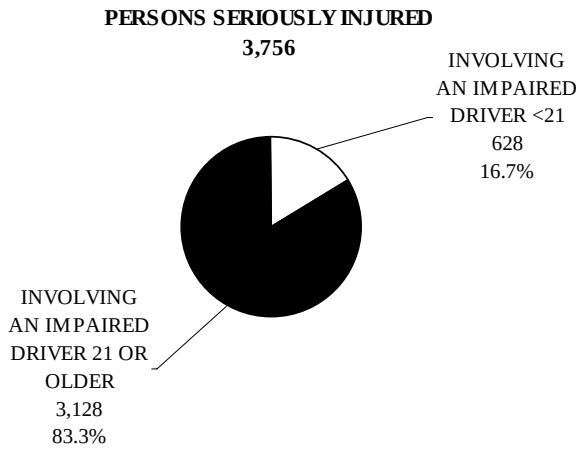
Young Impaired Drivers (Under Age 21)

Youth make up a significant proportion of impaired drivers of motorized vehicles causing traffic crashes on Missouri roadways. Of the 24,790 impaired drivers who caused traffic crashes during 2006-2008, 14.5% 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 2006-2008, a total of 712 impaired drivers were involved in crashes where one or more persons were killed. In known cases, 14.5% of these drivers were under the age of 21. A total of 113 persons were killed in traffic crashes involving these young drivers. Of those persons killed, 39.8% were the underage impaired driver and 60.2% were some other party in the crash.

2006-2008 MISSOURI ALCOHOL AND OTHER DRUG RELATED FATALITIES AND DISABLING INJURIES (by Age)





NOTE: The data for persons killed and seriously injured involving an 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 and other drug related crash has the potential of consisting of an 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 by 2 percent annually to:

- 304 by 2009
- 298 by 2010
- 292 by 2011
- 286 by 2012

Performance Measure:

- Number of fatalities involving drivers of passenger vehicles and motorcycle operators with .08 BAC or greater

Benchmarks:

- 2008 fatalities involving drivers of passenger vehicles and motorcycle operators with .08 BAC or greater = 310

Goal #2: To increase impaired driving arrests made during grant-funded enforcement activities by 2 percent annually to:

- 7,560 by 2009
- 7,711 by 2010
- 7,865 by 2011
- 8,022 by 2012

Performance Measure:

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

Benchmark:

- 2008 impaired driving arrests made during grant-funded enforcement activities = 7,412 (DWI)

Goal #3: To decrease fatalities involving impaired drivers under the age of 21 years by 2 percent annually to:

- 38 by 2009
- 37 by 2010
- 36 by 2011
- 35 by 2012

Performance Measure:

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

Benchmark:

- 2008 fatalities involving impaired drivers under the age of 21 years = 39

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 ***You Drink & Drive. YOU LOSE.***, through quarterly impaired driving mobilizations, and through the distribution of educational materials at traffic safety workshops, health and safety fairs, displays, on the Web site, and through public service announcements
2. Incorporate impaired driving educational programs into school systems and businesses
3. Develop 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. Implement, if possible, recommendations identified in the 2008 Statewide Impaired Driving Assessment
7. Working through the MCRS Impaired Driving Subcommittee to develop and implement an Impaired Driving Strategic Plan
8. 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 and Partners in Environmental Change; local community educational programs
9. Revise and reprint impaired driving educational materials as needed; expand partnerships to encourage use of these materials in their publications
10. Develop campaigns/materials to reach targeted high-risk groups
11. Develop materials to educate legislators about alcohol and other drug-related driving issues
12. 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, Partners In Environmental Change)
13. 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
14. Provide Drug Impairment Training for Educational Professionals across the state
15. 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, sobriety checkpoint supervisor training, courtroom testimony, Drug Recognition Experts, and DWI crash investigation techniques)
4. Provide motivational and educational speakers for law enforcement personnel during training events such as the annual Law Enforcement Traffic Safety Advisory Council (LETSAC) conference
5. Provide supplies, support, and training for Drug Recognition Experts and the DRE Recertification Training to ensure continuity of the program
6. Support a State SFST Coordinator who will work in cooperation with the Impaired Driving Subcommittee of the MCRS in order to maintain standardization of the program
7. Support projects designed to prevent underage alcohol purchase, apprehend minors attempting to purchase alcohol, and provide a physical enforcement/intervention presence (e.g., Badges in Business, Server Training, Party Patrol, 1-866-MUSTB21 tipline, PIRE law enforcement training, selective enforcement, compliance checks, and special events)
8. Incorporate, if possible, recommendations identified in the 2008 Impaired Driving Assessment
9. Increase participation in statewide multijurisdiction mobilization enforcement efforts
10. Support selective enforcement efforts to address young drinking drivers by funding underage drinking enforcement projects statewide
11. Support three additional DWI traffic units with a local law enforcement agency

Prosecution/Adjudication

1. Train judges, prosecutors and law enforcement personnel on local/national DWI issues utilizing the expertise of the Missouri Office of Prosecution Services, Department of Revenue, Office of State Courts Administrator, and the 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. Provide equipment and training to enhance the DWI Tracking System (DWITS)
6. Provide motivational speakers for judicial personnel during training events such as their annual municipal judges and court clerks conference
7. 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

8. Continue expansion of DWI Courts throughout the state beyond the current five locations in St. Charles, Lincoln, Jefferson, Buchanan and Greene Counties
9. 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.
10. Provide funding for a paralegal position in the legal counsel's office a the Missouri Department of Revenue whose dedicated function will be to serve as the ignition interlock coordinator

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 Instrument Training Laboratory to calibrate and repair breath test instruments in order to improve their reliability, and reassign instruments as needed
3. Seek ways to expedite processing of DWI offenders
4. Improve the process of tracking DWI offenders who have been sanctioned to install ignition interlock devices
5. Develop a process to monitor ignition interlock manufacturers/installers for adherence to the Breath Alcohol Ignition Interlock Device Program guidelines (or rules)

Hazard Elimination (Section 154 Open Container Transfer Funds)

Within the provisions of SAFETEA-LU, states were required to pass and enforce a qualifying Open Container law or be subject to a 3% transfer of their federal aid highway funds. These funds were required to be diverted to either alcohol countermeasure safety programs (within the Highway Safety Division) or be utilized for qualifying Hazard Elimination projects. Some of the alcohol countermeasures identified within this Plan are supported by Section 154 transfer funds. A portion of the funding has been retained for Hazard Elimination efforts consisting of installation of 3-strand guard cable on major roadways to prevent crossover crashes – one of the most serious types of crashes occurring in Missouri.

OCCUPANT RESTRAINTS

RESTRAINT USE

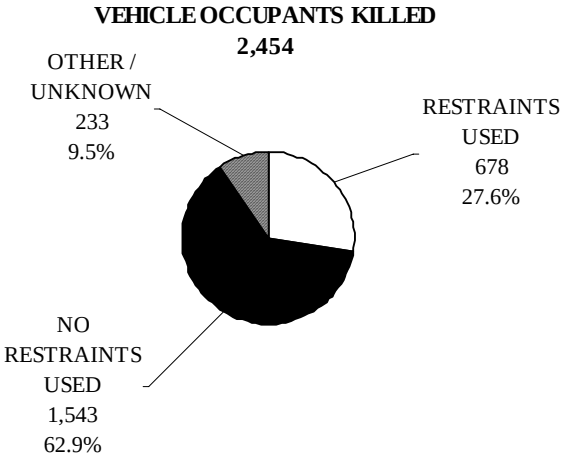
Traffic crashes are the leading cause of death in the United States. It is well recognized that one of the best means of defense in a crash is to be protected by a seat belt or a child safety seat. Increasing safety belt use has tremendous potential for saving lives, preventing injuries, and reducing the economic costs associated with traffic crashes. For many years, motor vehicle manufacturers have been required to install seat 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 or seriously injured in 2006-2008, in all probability, had a seat belt available for use:

- 3,048 killed –80.5% had a seat belt available;
- 22,826 seriously injured – 83.5% had a seat belt available.

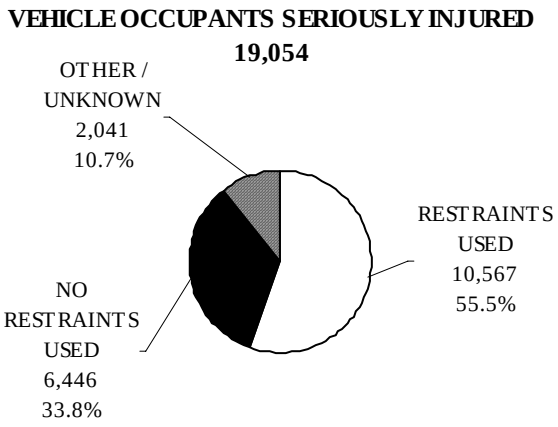
A substantial number of occupants killed in 2006-2008 Missouri traffic crashes were not wearing seat belts compared to those injured and not injured. In fatal crashes, **69.5% of the people who died were not buckled up** (crashes where usage was known). Of those seriously injured, 37.9% were not belted. Conversely, of those not injured, 696,825 were wearing a seat belt.

Note: The following charts include the percent of fatalities with unknown seat belt usage.

2006-2008 MISSOURI TRAFFIC FATALITIES AND DISABLING INJURIES SEAT BELT USAGE



Data includes Child Safety Seats



Data includes Child Safety Seats

Seat belt use dramatically reduces a person's chance of being killed or seriously injured in a traffic crash. Of the drivers involved in 2006-2008 crashes, 1 in 2 was injured when they failed to wear their seat belt. But when they were wearing a seat 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 31** chance of being **killed** if they were **not wearing a seat belt**; but that chance dropped dramatically to only **1 in 1,326** if the driver was **wearing a seat belt**.

Seat Belt Usage Among High School Students

While 69.5% of the dead occupants were not buckled up, lack of seat belt use becomes even more significant when we segregate young people. When just looking at young people between the ages of 15 through 20, **79.3% percent of those who died were not buckled up**.

The Highway Safety Division had long been concerned with the lack of seat 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 usage survey for these 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 seat belt usage observations would be made.
2. The safety belt usage rates of high school students would be computed for each of the ten MoDOT districts in the state.
3. The number of schools selected from each MoDOT district would be proportionate to the number of schools in that district in comparison to the state total of 496 public high schools
4. The high schools within each district would be selected in their descending order of student enrollment to maximize the number of high school students from each MoDOT district.

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/May, 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 seat outboard passenger and other occupants in the vehicle. A detailed report of all findings is available on file at the Highway Safety office.

Results of the high school surveys have shown small but steady increases:

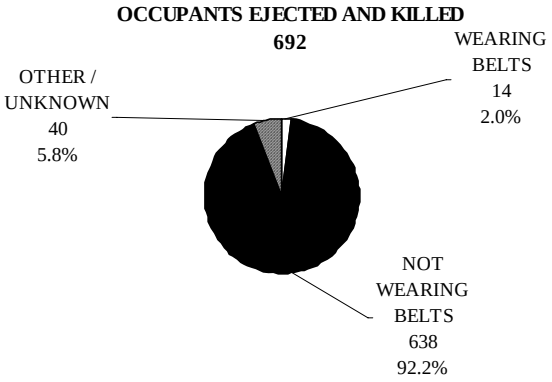
- 2004 – 54 percent;
- 2005 – 56 percent;
- 2006 – 58 percent;
- 2007 – 61 percent; and
- 2008 – 62 percent.

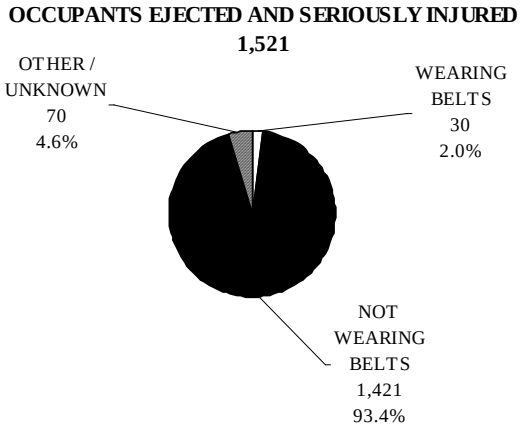
Ejections

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, 92.2% were not wearing seat belts and of those partially ejected, 83.1% were not belted. Of the occupants not ejected from their vehicles, 48.0% failed to wear their seat belts.

Note: The following charts include the percent of fatalities with unknown seat belt usage.

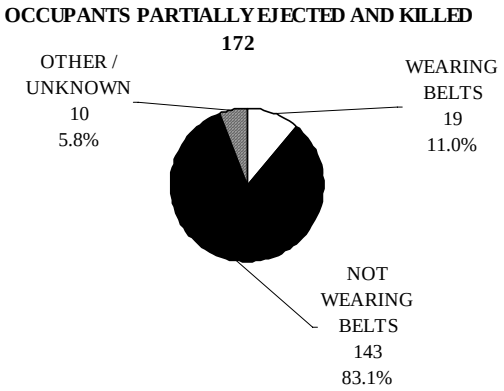
2006-2008 MISSOURI TRAFFIC FATALITIES AND DISABLING INJURIES SEAT BELT USAGE

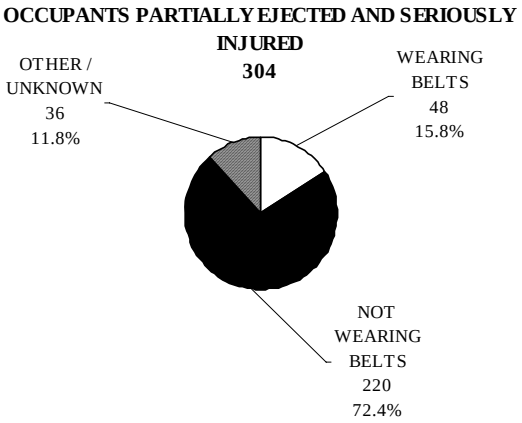




In known cases of those occupants seriously injured who were totally ejected from the vehicle, 93.4% were not wearing seat belts and of those partially ejected, 72.4% were not belted. Of the occupants not ejected from their vehicles, only 28.3% failed to wear their seat belts.

Note: The following charts include the percent of fatalities with unknown seat belt usage.





Very Young Passengers

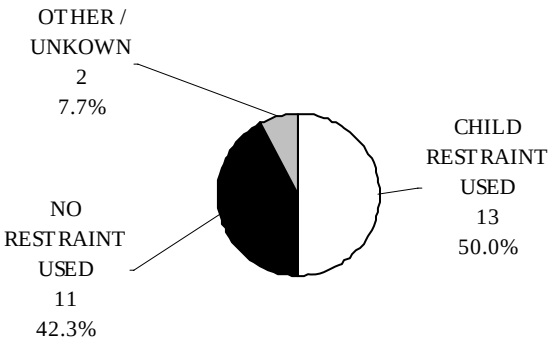
While Missouri must continue to promote the use of seat belts, particular attention must be paid to increasing the use of restraint devices for transporting young children. According to the National Highway Traffic Safety Administration (NHTSA), approximately 7,500 lives have been saved by the proper 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 non-use of child safety seats and booster seats.

Children Birth through Age Three – Child Safety Seats

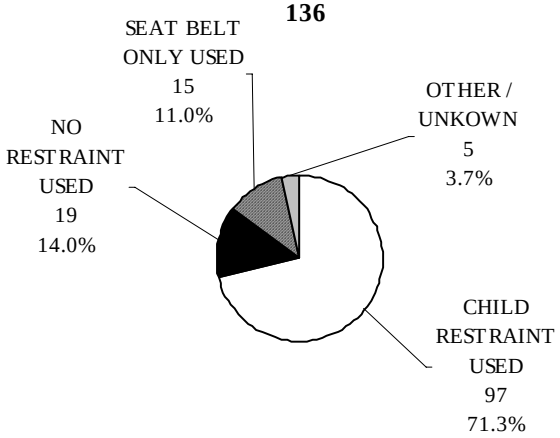
In 2006-2008, 26 children under the age of 4 were killed in a motor vehicle; 42.3% were not using any type of restraint device (in known cases). Another 136 were seriously injured. In known cases, 14.0% were not in any restraint device and 11.0% were in an adult seat belt.

2006-2008 MISSOURI TRAFFIC FATALITIES AND DISABLING INJURIES RESTRAINT DEVICE USAGE – CHILDREN UNDER AGE 4

CHILDREN UNDER AGE 4 - KILLED
26



CHILDREN UNDER AGE 4 - SERIOUSLY INJURED
136



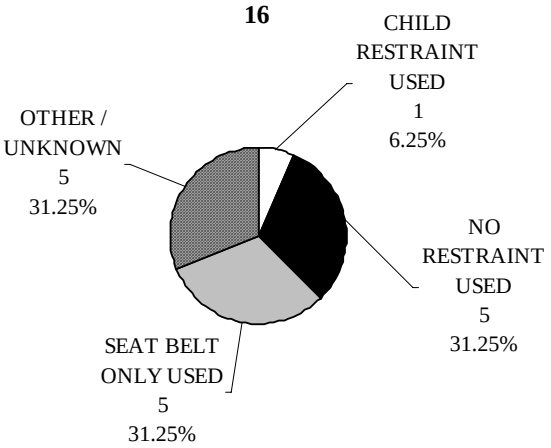
Children Age 4 through 7 – Booster Seats

Research indicates that when children are graduated to a safety belt too soon, they are much more likely to suffer serious, disabling injuries in a crash due to "seat 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 can take up to six months before the general public is aware of a new law and has put it into practice, we will not evaluate booster seat usage for 2006. We will 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.

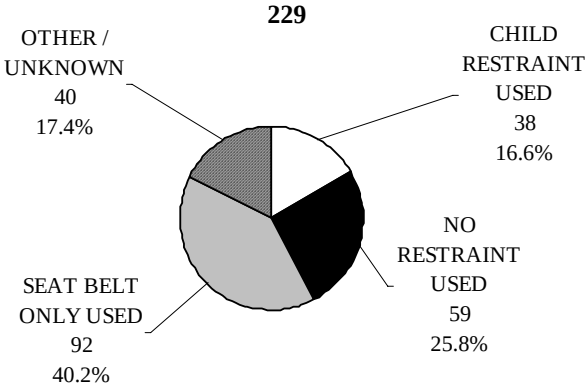
In 2006-2008, 16 children 4 through 7 years of age were killed in a motor vehicle; in known cases, 31.25% were not using any type of restraint device. Another 229 children within this age group were seriously injured – 25.8% were not secured in any type of restraint device, 16.6% were in a child restraint, and 40.2% were in an adult seat belt.

2006-2008 MISSOURI TRAFFIC FATALITIES AND DISABLING INJURIES RESTRAINT DEVICE USAGE – CHILDREN 4-7 YEARS OF AGE

CHILDREN 4-7 YEARS OF AGE - KILLED
16



CHILDREN 4-7 YEARS OF AGE - SERIOUSLY INJURED
229



Goal #1: To increase statewide seat belt usage by 2 percent annually to:

- 78 percent by 2009
- 80 percent by 2010
- 82 percent by 2011
- 84 percent by 2012

Performance Measures:

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

Benchmarks:

- 2008 statewide seat belt usage rate = 76%

Goal #2: To reduce unrestrained passenger vehicle occupant fatalities by 2 percent annually to:

- 479 by 2009
- 470 by 2010
- 460 by 2011
- 451 by 2012

Performance Measures:

- Number of unrestrained passenger vehicle occupant fatalities

Benchmarks:

- 2008 unrestrained passenger vehicle occupant fatalities = 489

Goal #3: To increase seat belt citations by 2 percent annually to:

- 28,691 by 2009
- 29,265 by 2010
- 29,850 by 2011
- 30,447 by 2012

Performance Measures:

- Number of seat belt citations issued during grant-funded enforcement and mobilizations

Benchmarks:

- 2008 seat belt citations (grant-funded enforcement and mobilizations) = 28,128

Goal #4: To increase teen seat belt usage by 2 percent usage annually to:

- 64% by 2009
- 66% by 2010
- 68% by 2011
- 70% by 2012

Performance Measures:

- Percent observed belt use for teen front seat outboard occupants

Benchmarks:

- 2008 teen seat belt usage rate = 62%

Goal #5: To increase seat belt usage by commercial motor vehicle drivers by 2 percent annually to:

- 75% by 2009
- 77% by 2010
- 79% by 2011
- 81% by 2012

Performance Measures:

- Percent observed seat belt use for commercial motor vehicle (CMV) drivers

Benchmarks:

- 2008 CMV driver usage rate = 73%

Goal #6: To increase child safety seat usage by 2 percent annually to:

- 92% by 2009
- 94% by 2010
- 96% by 2011
- 98% by 2012

Performance Measures:

- Percent observed child safety seat use

Benchmarks:

- 2008 child safety seat usage rate = 90%

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 ten *Blueprint* regional coalitions

Performance Measures:

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

Benchmarks:

- Certified Technicians as of July 2009 = 987

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 ten *Blueprint* regional coalitions

Performance Measures:

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

Benchmarks:

- Certified Instructors as of July 2009 = 35

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 10 blueprint regional coalitions

Performance Measures:

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

Benchmarks:

- Inspection stations in Missouri as of August 2009 = 183

Strategies

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. Conduct annual teen statewide safety belt enforcement and public awareness campaign in February/March followed by the teen observational safety belt survey in March/April
3. Conduct observational booster seat survey at identified pilot sites in Spring 2011, alternately every other year
4. Produce, promote and distribute educational materials addressing: occupant protection laws; importance of wearing safety belts all the time; properly installing child safety seats; booster seat use; air bag safety
5. Maintain a state CPS Advisory Committee and implement their recommendations where appropriate
6. Conduct between 8-12 certified Child Passenger Safety Technician classes statewide
7. Certify an additional 2 CPS Instructors
8. Maintain a statewide computer list-serve of CPS technicians and instructors
9. 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 Highway Safety Division
10. Work with partners and with the media to garner support for annual CPS Week in September
11. 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)
12. 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
13. Conduct Selective Traffic Enforcement Program (STEP Waves) with Highway Patrol and local law enforcement agencies which will be 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
14. Conduct paid media efforts and work toward continual increases in earned media efforts
15. Develop educational pieces to heighten awareness concerning the life-saving and economic benefits derived from primary safety belt laws and enhanced child safety seat laws
16. Conduct youth safety belt selective traffic enforcement efforts statewide (*Operation Safe Teen*) coupled with press releases, radio spots, and materials targeting young drivers
17. Promote the *Never Made It* and *Battle of the Belt* youth campaigns; modify or enhance campaigns as needed to keep a fresh approach for the teen audience
18. Develop youth safety belt public awareness materials with input from young drivers
19. Educate youth on the importance of safety belts through programs such as Team Spirit Leadership Training & Reunion, Think First, and the Young Traffic Offenders Program
20. Coordinate the production of paid media messages and public services announcements

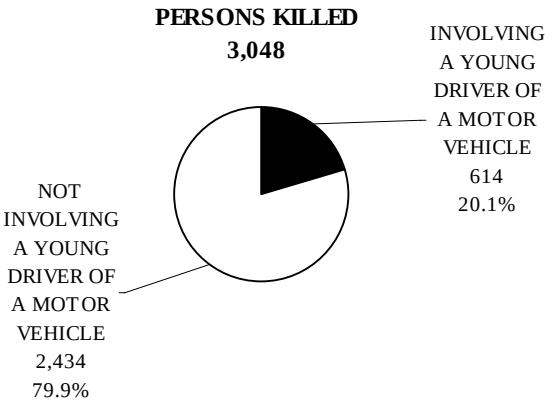
YOUNG DRIVERS

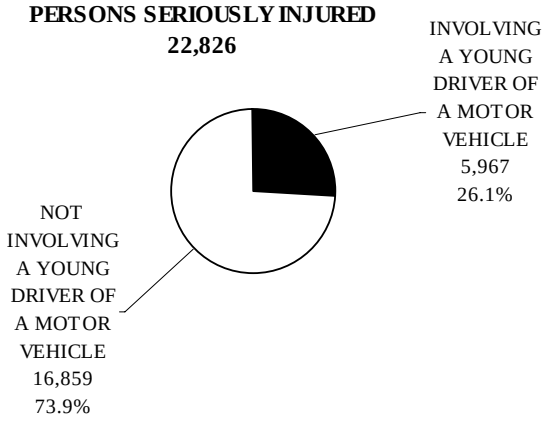
Background

Young drivers are categorized as those ages 15 through 20 years. These young drivers are substantially over-involved in Missouri's traffic crash experience. In 2008, 18.4% of all fatal crashes involved a young driver of a motor vehicle; this is particularly significant since young drivers comprised only 8.7% of the licensed driver population in Missouri.

Of all 2006-2008 fatal and disabling injury crashes in Missouri, 24.7% involved a young driver of a motor vehicle. In 2006-2008, 614 persons were killed and 5,967 were seriously injured in traffic crashes involving a young driver of a motor vehicle.

2006-2008 MISSOURI YOUTH INVOLVED TRAFFIC FATALITIES AND DISABLING INJURIES





NOTE: data for persons killed and seriously injured involving a young driver does not include young drivers of ATV's, bicycles, farm implements, construction equipment, other transport devices, 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, drinking, 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 2008 was 62 percent compared to the overall usage rate of 76 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. Both of these factors increase crash risk.

The top 5 contributing circumstances attributable to young drivers were:

1. Inattention
2. Driving Too Fast for Conditions
3. Failed to Yield
4. Following too Close
5. Improper lane usage/change

Young Drinking Drivers

When analyzing statistics involving young drinking drivers, it is all the more important for us to keep in mind that drinking is an illegal behavior for those under 21 years of age. In Missouri, we have 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 2006-2008, there were 3,331 drivers whose consumption of alcohol contributed to the cause of a fatal or disabling injury crash. In known cases 493 (15.0%) of the drinking drivers were under the legal drinking age of 21.

In 2006-2008, a total of 671 drinking drivers were involved in crashes where one or more people were **killed**. In known cases, 93 (14.0%) of those drinking drivers were under the legal drinking age of 21.

In 2006-2008, 778 (25.5%) of the fatalities and 3,641 (16.0%) of the disabling injuries involved a drinking driver. Of these, 103 (13.2%) of the fatalities and 572 (15.7%) of the disabling injuries involved an underage drinking driver.

In 2006-2008, **540 young drivers** of motor vehicles were involved in 518 fatal traffic crashes where 614 people died. In those crashes, 91 or 16.9% of the young drivers were drinking and driving. **In other words, one of every 6 young drivers of a motor vehicle involved in fatal crashes was drinking alcohol and their intoxicated condition contributed to the cause of the crash.**

Goal #1: To decrease fatalities involving young drivers by 2 percent annually to:

- 186 by 2009
- 182 by 2010
- 179 by 2011
- 175 by 2012

Performance Measure:

- Number of drivers age 20 or younger involved in fatal crashes

Benchmarks:

- 2008 fatalities involving drivers age 20 or younger = 190

Goal #2: To decrease disabling injuries involving young drivers by 2 percent annually to:

- 1,745 by 2009
- 1,710 by 2010
- 1,676 by 2011
- 1,643 by 2012

Performance Measure:

- Number of drivers age 20 or younger involved in disabling injury crashes

Benchmarks:

- 2008 disabling injuries involving drivers age 20 or younger = 1,781

Strategies

1. Continue support for youth prevention and education programs to include Team Spirit Leadership Conferences and Reunion; Think First Programs (school assemblies Traffic Offenders Program, and the corporate program); *Every15 Minutes*; DWI docudramas; CHEERS university-based designated driver program
2. Continue statewide distribution of *Safe Driving for Life, A Parent's Guide to Teaching Your Teen to Drive* through DOR offices and Highway Patrol driver examination stations
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 who are teaching teens to drive and teens who are learning to drive
4. Continue to update, as needed, materials and Web site information on young, high-risk drivers; develop materials that are especially appealing to young drivers
5. Include information on the GDL law in materials, on the Web site, and within presentations
6. Support projects designed to prevent underage alcohol purchase, apprehend minors attempting to purchase alcohol, and provide a physical enforcement/intervention presence (e.g., Badges in Business, Server Training, SMART Web-based server training, Party Patrol, selective enforcement, 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. Provide funding to support college/university prevention programs (Partners In Prevention, Partners In Environmental Change, CHEERS Designated Driver program) that focus on the development and implementation of UMC's *Drive Safe. Drive Smart* campaign

9. Encourage strict enforcement of Missouri laws targeting young drivers (e.g., Graduated Drivers License, Zero Tolerance, Abuse and Lose)
10. Promote saveMOyouth Web site and other social marketing sites that appeal to youth (Facebook, Twitter, etc.)
11. Provide support for the Missouri Coalition for Roadway Safety Impaired Driving Subcommittee to address underage impaired driving
12. Implement, if possible, recommendations identified in the 2009 Statewide Underage Impaired Driving Strategic Advance
13. Develop campaigns/materials to reach targeted high-risk groups
14. Promote the Never Made It, Battle of the Belt, and Get Your Buckle On 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. Fatality rates per vehicle miles traveled have been falling for society as a whole, but older drivers' rates are increasing (NHTSA, 2005). According to the 2000 Census, Missouri ranked 14th nationally with 13.5% of the population age 65 or older. A 62 percent increase is expected in this age group between 2005 and 2025, from 774,000 to 1,258,000.

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. Furthermore, as drivers age past 65, fatality rates multiply as indicated by reports that fatal crash rates for drivers 85 years and older are nearly three times that of drivers aged 55 through 74.

Older drivers are a major concern because they are more at risk of dying in a traffic crash than younger drivers. This is due, in large part, to the fragility of older individuals. Fragility and inflexibility – natural occurrences of aging – cause older drivers to be more easily injured. These conditions cause them to be less likely to survive their injuries. Certain progressive illnesses, such as osteoporosis, atherosclerosis, Alzheimer's disease and macular degeneration, eventually cause physical weakness and/or require driving retirement due to the progressive nature of these diseases. For this reason, NHTSA lists older driver safety as a priority area for research, education, and rulemaking in the upcoming decade.

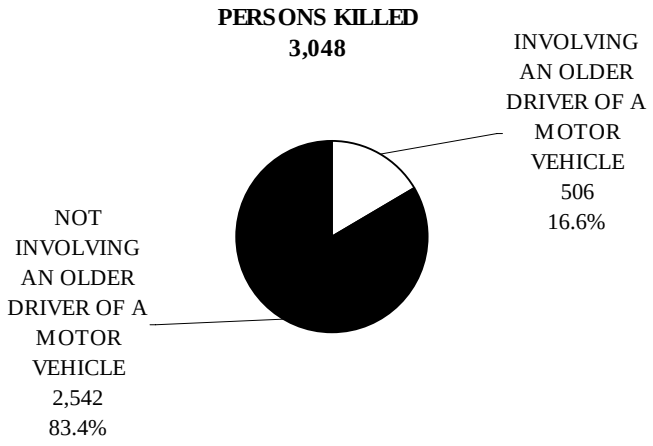
The good news is that older drivers who keep track of changes in their eyesight, physical fitness and reflexes may be able to adjust their driving habits so they stay safer on the road. The Missouri Department of Transportation has also begun implementing numerous countermeasures to address visibility issues with older drivers. Roadway markings and highway signs have been modified to utilize material and paint with higher retro-reflectivity. Advance street name signs and wrong-way arrows on ramps have been installed on the highways. Center and edgeline rumble strips and rumble stripes have been installed with this highly reflective material and the width of the stripes have been increased. Interstate mile markers have been redesigned for higher visibility. Signs have been revamped and are now much larger.

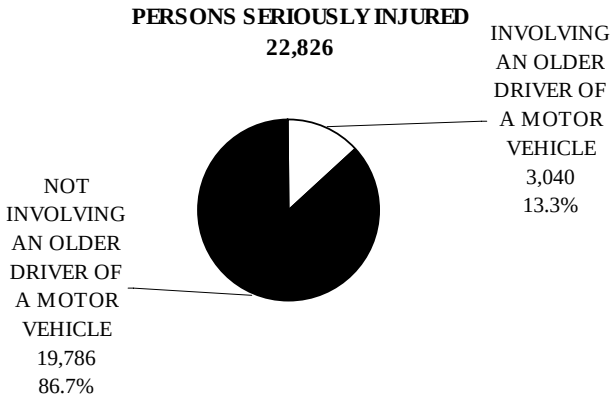
In relation to all other licensed drivers in the State, drivers 65 and over are almost equally involved in Missouri's traffic crash experience; however, older drivers do not travel as many miles or as frequently as other drivers. This may be due, in part, to the fact that older drivers tend to self-regulate. As their nighttime vision begins to deteriorate, they begin to restrict their driving to daylight hours. If they are uncomfortable or frightened driving in unfamiliar surroundings, they limit their driving to locations that are well known to them.

In 2006, there were 638,057 people licensed in Missouri who were age 65 or over. They accounted for 14.9% percent of the 4,281,710 persons licensed in Missouri. By 2009, 681,260 of the 4,310,044 licensed drivers in the state were 65 and older—representing an increase to 15.8% of the total licensed driver population.

Of all 2006-2008 fatal and disabling injury crashes in Missouri, 13.8% involved an older driver of a motor vehicle. In 2006-2008, 506 persons were killed and 3,040 were seriously injured in traffic crashes involving an older driver of a motor vehicle.

OLDER DRIVER INVOLVEMENT
IN 2006-2008 MISSOURI TRAFFIC CRASHES





Goal #1: To decrease fatalities involving older drivers by 2 percent annually to:

- 156 by 2009
- 153 by 2010
- 150 by 2011
- 147 by 2012

Performance Measure:

- Number of fatalities occurring in crashes involving older drivers

Benchmarks:

- 2008 fatalities involving older drivers = 159

Goal #2: To decrease serious injuries involving older drivers by 2 percent annually to:

- 939 by 2009
- 920 by 2010
- 902 by 2011
- 884 by 2012

Performance Measure:

- Number of serious injuries occurring in crashes involving older drivers

Benchmarks:

- 2008 serious injuries involving older drivers = 958

Strategies

1. Work with safety advocates and partners to assess and implement countermeasures to reduce crashes involving older drivers
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. Conduct *Drive Well* and *Car Fit* NHTSA training sessions in selected regions of the state
5. Implement strategies outlined in *Missouri's Blueprint to ARRIVE ALIVE*
6. Train law enforcement personnel to identify signs of impairment specific to older drivers
7. Identify and promote self-assessment tools to enable older drivers to check their own driving abilities
8. Improve the process for reporting unsafe or medically unfit drivers (revisions of forms, internal processes, and needed training)
9. Establish a subcommittee under the Missouri Coalition for Roadway Safety to address older driver safety.
10. Develop a package of office based screening tools that can be used by agencies involved in licensing decisions.

COMMERCIAL MOTOR VEHICLES

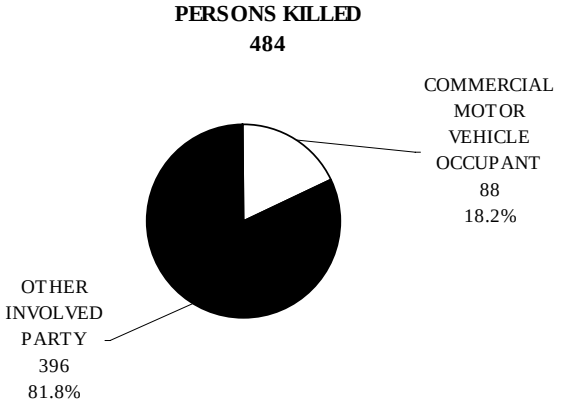
Background

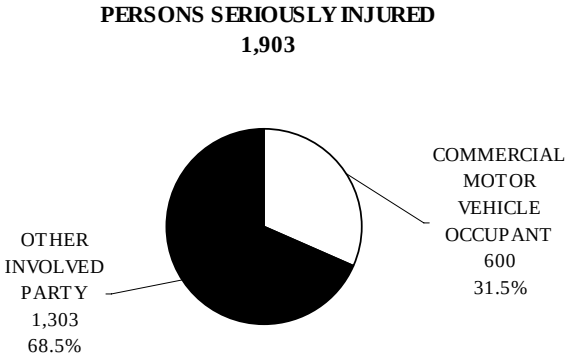
Large trucks have blind spots – identified as ***No Zones*** – around the front, back and sides of the truck, which make it difficult for the driver to see. It is critically important that other drivers stay out of the ***No Zone*** of a commercial vehicle. Because most commercial motor vehicles (CMVs) 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 2006-2008, there were 489,219 traffic crashes in the State. In these crashes, 38,533 or 7.9% involved at least one commercial motor vehicle. Of the 2,716 fatal crashes, however, 403 or 14.8% involved at least one commercial motor vehicle.

Of those killed in 2006–2008 CMV crashes, 88 (18.2%) were CMV occupants but 396 (81.8%) were other parties in the incident. When examining disabling injuries, 600 (31.5%) were CMV occupants while 1,303 (68.5%) were some other party.

2006-2008 MISSOURI COMMERCIAL MOTOR VEHICLE INVOLVED TRAFFIC CRASHES





The Motor Carrier Safety Assistance Program (MCSAP) is a federal grant program that provides financial assistance to states to reduce the number and severity of 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 Highway Safety Division administers MCSAP, but the MCSAP program operates under a separate federal grant. Goals, benchmarks and strategies are outlined within the MCSAP Plan, which is submitted to the Federal Motor Carrier Safety Administration.

MOTORCYCLE CRASHES

Background

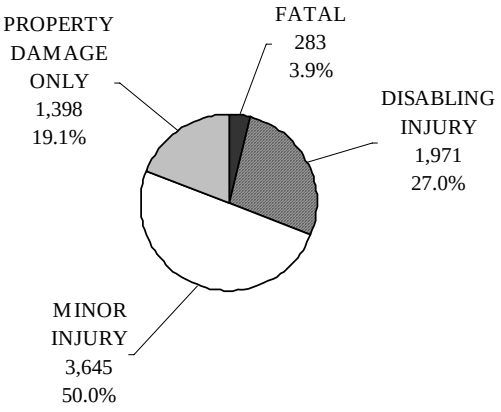
A responsible motorcyclist must think about the consequences of their riding behavior in traffic and accept personal responsibility for the results of their decisions and actions, as well as develop good skills and judgment. The motorcyclist must consider their personal margin of safety or margin for 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 disabling injuries at a considerably greater rate than other traffic crashes. In the 2006 national rankings of the 50 States, DC and Puerto Rico, Missouri ranked 8th of the ten best in the nation – Missouri's motorcycle helmet law has undoubtedly had an impact on the relatively low motorcycle fatality rate per 100,000 population.

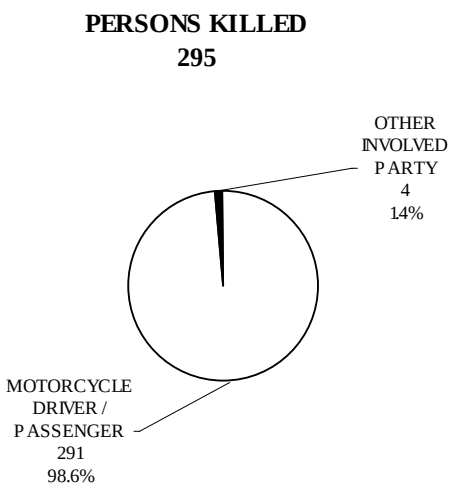
Of the 489,219 traffic crashes in 2006-2008, 0.6% resulted in a fatality and 3.6% involved someone being seriously injured in the incident. During the same period, there were 7,297 traffic crashes involving motorcycles. In these incidents, 3.9% (283) resulted in a fatality and 27.0% (1,971) resulted in someone being seriously injured in the crash. These figures demonstrate the overrepresentation of motorcycles in fatal and serious injury crashes.

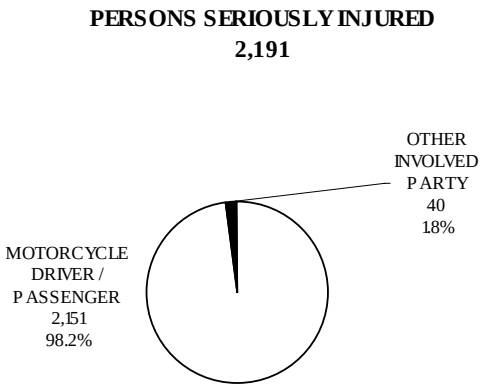
2006 – 2008 MISSOURI MOTORCYCLE INVOLVED CRASHES
7,297



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 295 people killed in motorcycle-involved crashes, 98.6% (291) were motorcycle riders and 1.4% (4) were some other person in the incident. Of the 2,191 seriously injured, 98.2% (2,151) were the motorcycle riders while only 1.8% (40) were some other person in the incident.

2006 – 2008 MISSOURI MOTORCYCLE INVOLVED TRAFFIC CRASHES
(Person Involvement)





A significant number of motorcyclists and their passengers killed and seriously injured in Missouri traffic crashes are middle age. Of those killed, 46.0% were between the ages of 41-60 and 45.9% of those seriously injured were in this age group.

2006-2008 MISSOURI MOTORCYCLE DRIVERS AND PASSENGERS KILLED AND SERIOUSLY INJURED IN MISSOURI TRAFFIC CRASHES
(Age by Personal Injury Severity)

	KILLED			SERIOUSLY INJURED			TOTAL	
Age	**Number**	**%**	**Without Helmets**	**Number**	**%**	**Without Helmets**	**Number**	**%**
00 - 20	18	6.2%	2	178	8.3%	28	196	8.1%
21 - 40	118	40.5%	16	812	37.7%	74	930	38.2%
41 - 60	134	46.0%	18	987	45.9%	65	1121	46.1%
61 and Over	21	7.2%	2	165	7.7%	4	186	7.6%
Unknown age	0	0.0%	0	9	0.4%	0	9	0.4%
Total	291	100.0%	38	2151	100.0%	171	2433	100.0%

Goal #1: To decrease motorcyclist fatalities by 2 percent annually to:

- 105 by 2009
- 103 by 2010
- 101 by 2011
- 99 by 2012

Performance Measure:

- Number of motorcyclist fatalities

Benchmarks:

- Number of 2008 motorcyclist fatalities = 107

Goal #2: To decrease unhelmeted motorcyclist fatalities by one per year (does not include fatalities where helmet use was "unknown"):

- 12 by 2009
- 11 by 2010
- 10 by 2011
- 9 by 2012

Performance Measure:

- Number of unhelmeted motorcyclist fatalities (only those fatalities where helmet use was known)

Benchmarks:

- Expected 2008 unhelmeted motorcyclist fatalities = 13

Goal #3: To decrease fatalities involving motorcycle operators with .08 BAC or above by one fatality annually:

- 27 by 2009
- 26 by 2010
- 25 by 2011
- 24 by 2012

Performance Measure:

- Number of fatalities involving motorcycle operators with .08 BAC or above

Benchmark:

- 2008 fatalities involving motorcycle operators with .08 BAC or above = 28

Strategies

1. Continue support for the Missouri Motorcycle Safety Program administered by the Missouri Safety Center at UCM
2. Continue to provide motorcycle rider education statewide in order to train 4500 riders annually
3. Conduct a minimum of two RiderCoaches (Instructor) Preparation courses per year over the next five years in order to train and expand base of certified motorcycle RiderCoaches
4. Actively participate in Missouri's Motorcycle Safety Committee
5. Implement, as feasible, strategies identified in the "Strategic Planning Final Report," August 30, 2006, developed by the Missouri Motorcycle Safety Committee which includes:
   - Distribute NHTSA's *Fake Helmets, Unsafe on Any Head* to law enforcement agencies, conduct training through LETSAC on detecting the use of non-compliant helmets, and encourage aggressive enforcement of Missouri's helmet law (DVDs are now available and are being distributed)
   - Distribute NHTSA's *Detecting DWI Motorcyclists* to law enforcement agencies, conduct training through LETSAC on detecting DWI motorcyclists, and encourage aggressive enforcement of while riding while impaired
   - Continue to work with eligible entities that are seeking approval to become training providers in order to expand motorcycle training capacity (in identified areas of need)
   - Continue to search for suitable locations for permanent training sites to expand motorcycle training capacity in order to accommodate training within 50 miles of any Missouri resident
   - Continue to encourage motorcycle groups and motorcycle dealerships to promote formal motorcycle rider education
   - Expand upon the motorcycle public information and education campaigns including motorists' awareness of motorcyclists (promote *Share the Road* paid media campaign utilizing Section 2010 funds); proper protective gear – to include billboards, print materials (pamphlets and posters), radio spots, and television spots; distribute print materials statewide through the DOR field offices, MSHP examination stations, dealerships, etc.
   - Work toward assuring that EMS personnel receive accident scene management training specific to motorcycle crashes
   - Work with MoDOT to evaluate signage that may be of safety benefit to motorcyclists entering work zones and where conditions are particularly hazardous to motorcycles
   - Continue to educate the general public, legislature, law enforcement community, and others about the benefits of Missouri's universal all rider helmet law.
6. Implement, where possible, recommendations documented in the statewide motorcycle assessment conducted in April of 2009

CRASHES INVOLVING SCHOOL BUSES

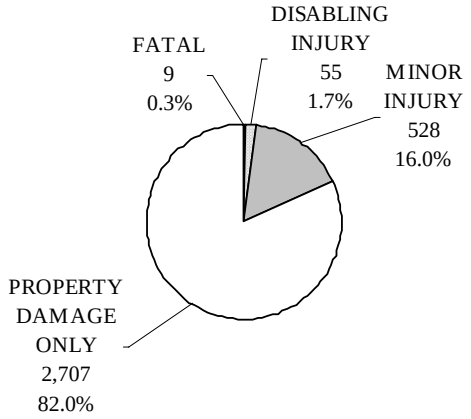
Background

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.

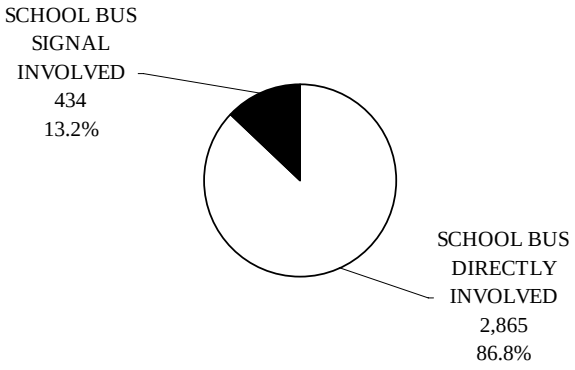
A vehicle must meet safety standards that are appropriate for its size and type because different types of vehicles perform differently in a crash. For example, because a large school bus is heavier than most other vehicles, its weight can protect its occupants from crash forces better than a light vehicle 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.

School buses are not involved in a large number of traffic crashes in Missouri, but they are significant due to their potential for causing harm to young children. Of all 2006-2008 Missouri traffic crashes, 0.7% involved a school bus or school bus signal. In 86.8% of the school bus crashes, a school bus was directly involved in the crash and in 13.2% of the crashes, no school bus was directly involved but a school bus signal was involved.

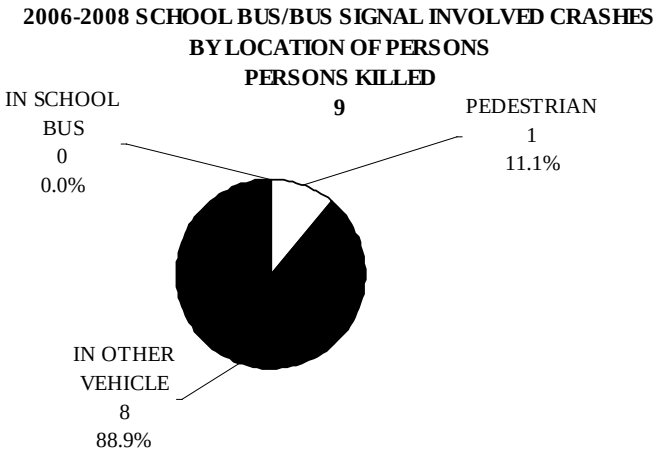
2006-2008 MISSOURI SCHOOL BUS/SCHOOL BUS SIGNAL INVOLVED TRAFFIC CRASHES

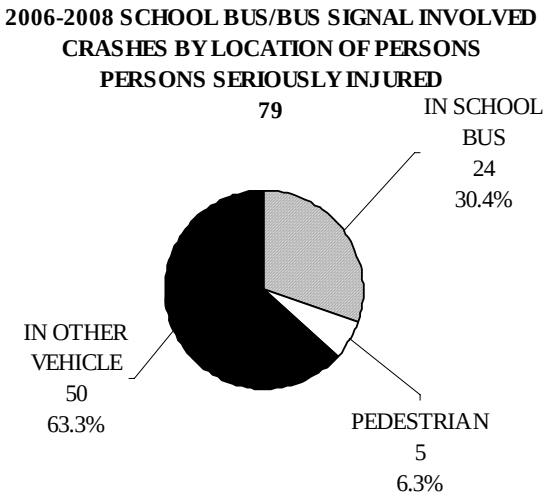


SCHOOL BUS INVOLVEMENT TYPE 2006-2008 MISSOURI SCHOOL BUS INVOLVED TRAFFIC CRASHES



Of the nine persons killed during 2006-2008 in crashes involving school buses, none were actual occupants of the school bus, one was a pedestrian, and the remaining eight were some other person in the incident. Of the 79 persons seriously injured, 24 were occupants of the school bus, five were pedestrians and 50 were some other person in the incident.





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

PERSONS KILLED AND SERIOUSLY INJURED IN 2006-2008
SCHOOL BUS/BUS SIGNAL INVOLVED TRAFFIC CRASHES
(Age by Personal Injury Severity by Involvement)

	IN BUS		PEDESTRIAN		IN OTHER VEHICLE	
Age	**Killed**	**Disabling Injuries**	**Killed**	**Disabling Injuries**	**Killed**	**Disabling Injuries**
0-4	0	0	0	0	0	1
5-8	0	1	1	0	0	1
9-20	0	11	0	1	2	15
21+	0	11	0	3	6	33
Unknown	0	1	0	1	0	1
Total	0	24	1	5	8	50

Goal: To decrease by 2% the number of fatalities and disabling injuries resulting from crashes involving school buses in comparison to the previous 3-year period to:

- 86 for the period 2007-2009
- 85 for the period 2008-2010
- 83 for the period 2009-2011
- 81 for the period 2010-2012

Performance Measures

- Number of fatalities occurring in crashes involving school buses
- Number of disabling injuries occurring in crashes involving school buses

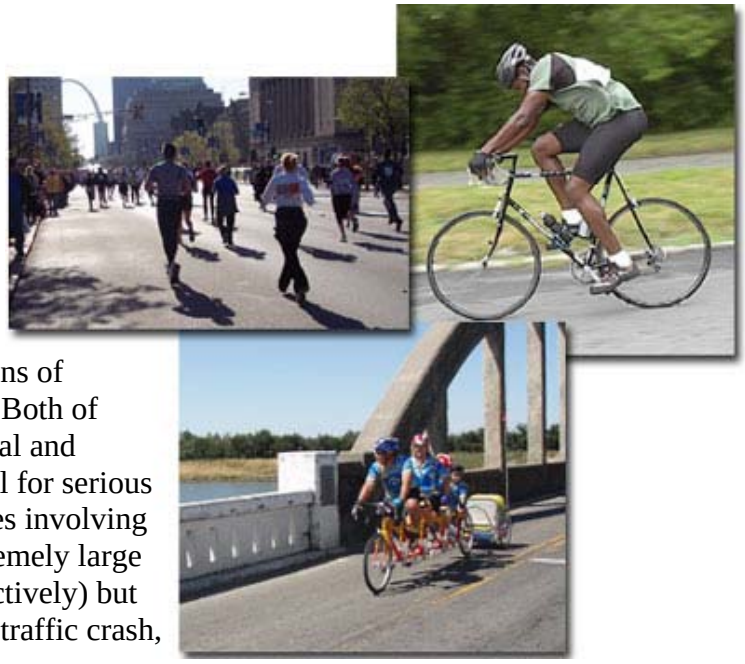
Benchmarks:

- 2006-2008 fatalities and disabling injuries occurring in crashes involving school buses = 88

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



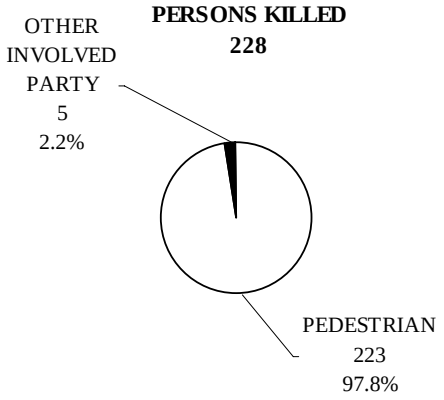
Many Missourians rely on non-motorized means of transportation such as walking and bicycling. Both of these modes have the ability to provide physical and health benefits, but they also have the potential for serious or fatal injuries in the event of a crash. Crashes involving pedestrians and bicyclists do not occur in extremely large numbers (0.9% and 0.4% of all crashes, respectively) but when a pedestrian or bicyclist is involved in a traffic crash, the potential for harm is much greater.

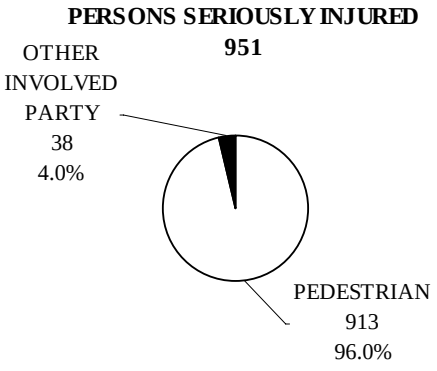
Pedestrians and bicyclists alike need to understand that they have primary responsibility for their own safety; however, the motoring public also has a responsibility to share the road in a safe manner with these vulnerable road users. This is especially true since many pedestrians and bicyclists are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

Pedestrians

For the period 2006-2008, there were 224 fatal pedestrian-involved crashes and 873 disabling injury pedestrian-involved crashes. During that 3-year period, of the 228 persons killed in pedestrian involved crashes, 223 (97.8%) were the pedestrians. Of the 951 seriously injured in pedestrian involved crashes, 913 (96.0%) were the pedestrians.

2006 – 2008 MISSOURI PEDESTRIAN INVOLVED TRAFFIC CRASHES (Person Involvement)

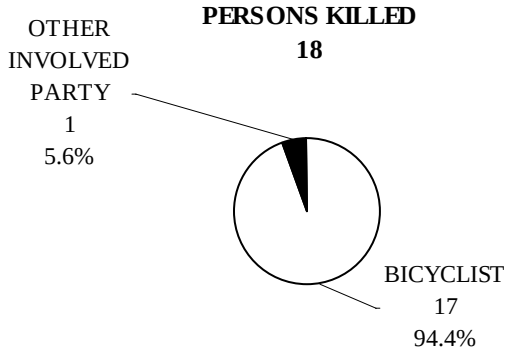


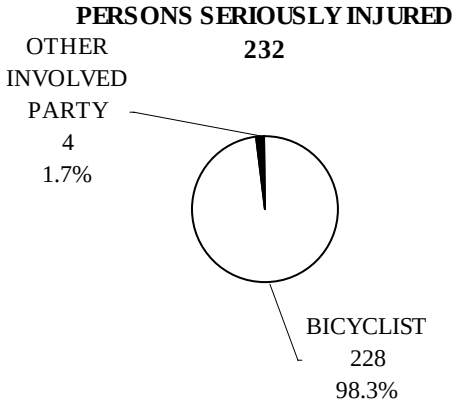


Bicyclists

For the period 2006-2008, there were 17 fatal bicycle-involved crashes and 221 disabling injury bicycle-involved crashes. For that same 3-year period, of the18 persons killed in bicycle-involved crashes, 17 (94.4%) were the bicyclists. Of the 232 persons seriously injured in bicycle-involved crashes, 228 (98.3%) were the bicyclists.

2006-2008 MISSOURI BICYCLE INVOLVED TRAFFIC CRASHES
(Person Involvement)





Goal #1: To decrease one pedestrian fatality annually to:

- 65 by 2009
- 64 by 2010
- 63 by 2011
- 62 by 2012

Performance Measure:

- Number of pedestrian fatalities

Benchmarks:

- 2008 pedestrian fatalities = 66

Goal #2: To decrease the five year (2004-2008) bicyclist fatality average by one to:

- 5 by 2009
- 4 by 2010
- 3 by 2011
- 2 by 2012

Performance Measure:

- Number of bicyclist fatalities

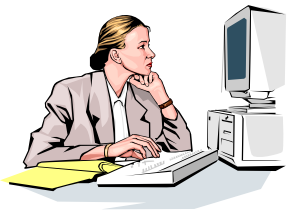
Benchmarks:

- 2008 bicyclist fatalities = 6

Strategies

1. Serve on the MoDOT Bicycle and Pedestrian Advisory Committee (BPAC)
2. Administer Safe Routes to Schools grants through the highway safety division to improve walking, biking and wheeling conditions for children getting to and from school — 29 non-infrastructure projects and 27 infrastructure projects were awarded in 2008 in addition to $93,750 programmed for mini-grants that support "Walk to School" and "Walking School Bus" events
3. Educate the motoring public on sharing the road safely with pedestrians and bicyclists
4. Educate pedestrians and bicyclists on safely interacting with motor vehicles
5. Purchase helmets for distribution at exhibits and for school/local safety awareness programs
6. Conduct bicycle safety events/awareness programs at the local level utilizing the Safe Communities programs and the *Blueprint* regional coalitions

ENGINEERING SERVICES AND 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 operations. 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 statewide installation effort began in 2003, over 500 miles of guard cable have been installed across the state. As a result, only two crossover fatalities occurred at cable locations in 2007 compared to 55 the year before cable was installed – a 96% reduction.

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 Division 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 Division allocates funding for consultants to perform this service for the local jurisdictions.

Internal Grants Management System

In late 2001, the highway safety division began work with the Regional Justice Information Service (REJIS) to develop the first-of-its-kind online 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 division has continued to work with REJIS to refine the system in order make it further 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. Additional reporting components are currently in the development stages.

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 tell 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 person 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 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 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.

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:

- Number of agencies participating in LETS
- Ability to track positive or negative trends in traffic crashes by target populations, geographic location, driver subgroups, and causation factors

Benchmarks:

- 50 agencies participating in LETS in 2008

Goal #2: To publish the annual Traffic Safety Compendium by July 1

Performance Measure

- Production of the annual Traffic Safety Compendium in a timely fashion for use by traffic safety advocates, law enforcement agencies, media, and the general public

Benchmarks:

- 2008 Compendium published

Goal #3: To provide adequate training on an annual basis that will support and enhance the ability of state and local agencies in developing accident countermeasures

Performance Measure:

- Develop partnership with Mid America Regional Council to pilot test road safety audits with law enforcement

Benchmarks:

- Conduct one road safety audit with law enforcement

Benchmarks

A. Provide consultant assistance to local communities for traffic engineering assessments
B. Provide consultant assistance to local communities for bridge engineering assessments
C. 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)
D. Provide an effective, efficient software system for capturing local law enforcement crash data
E. 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 to produce the annual Traffic Safety Compendium to assist MoDOT's 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. Implement, where possible, recommendations of the Traffic Records Assessment team which will include establishing linkage capability with the Statewide Traffic Accident Reporting System in order to generate merged records for analytic purposes
7. Continue to serve on the Traffic Records Coordinating Committee and assist in the redevelopment of the Missouri Traffic Records Strategic Plan
8. Implement recommendations of the 2006 Traffic Records Assessment into the statewide strategic plan (as required in Section 408 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. This includes redevelopment of the crash report form to allow for capture of additional data elements as recommended by the review process
12. Maintain and improve as needed a totally Web-based Highway Safety grants management system working in conjunction with the Highway Safety division, 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

FY 2010 BUDGET

and

PROJECT LISTING

Project #	Grantee	Problem Area and Project Countermeasure	Total Allocation	402	410	154 AL	2011	154 HE	408	2010	1906
		PLANNING AND ADMINISTRATION									
10-PA-02-01	MO. Division of Highway Safety	P & A Coordination		100,000.00							
		TOTAL PA	**100,000.00**	**100,000.00**							
		POLICE TRAFFIC SERVICES									
10-PT-02-03	MO. DIVISION OF HIGHWAY SAFETY	PARENT GUIDE PROGRAM		30,000.00							
10-PT-02-04	MO. DIVISION OF HIGHWAY SAFETY	YOUNG DRIVER PROGRAM		12,500.00							
10-PT-02-05	BELTON POLICE DEPARTMENT	HAZARDOUS MOVING VIOLATION		15,200.00							
10-PT-02-06	BLUE SPRINGS POLICE DEPT.	HAZARDOUS/AGGRESSIVE VIOLATION ENF		8,000.00							
10-PT-02-07	BUCHANAN CO. SHERIFF'S DEPT.	SAFE BUCHANAN HIGHWAYS		10,000.00							
10-PT-02-08	CASS COUNTY SHERIFF'S OFFICE	HMV/AGGRESSIVE DRIVING		8,000.00							
10-PT-02-09	CHILLICOTHE POLICE DEPT.	SPEED		2,000.00							
10-PT-02-10	CLAY COUNTY SHERIFF'S DEPT.	HAZARDOUS MOVING VIOLATION		17,900.00							
10-PT-02-11	CLAY COUNTY SHERIFF'S DEPT.	OCCUPANT PROTECTION/AWARENESS		4,000.00							
10-PT-02-12	ARNOLD POLICE DEPARTMENT	HAZARDOUS MOVING VIOLATION		9,990.00							
10-PT-02-13	BALLWIN POLICE DEPARTMENT	STREET SAFE		4,248.96							
10-PT-02-14	CLEVELAND POLICE DEPT.	HAZARDOUS MOVING VIOLATION		2,000.00							
10-PT-02-15	CLINTON POLICE DEPARTMENT	AGGRESSIVE DRIVING REDUCTION		5,000.00							
10-PT-02-16	GLADSTONE DPS	HAZARDOUS MOVING VIOLATION		8,000.00							
10-PT-02-17	BELLEFONTAIN NEIGHBORS PD	AGGRESSIVE DRIVERS		8,160.00							
10-PT-02-18	GRANDVIEW POLICE DEPARTMENT	HAZARDOUS MOVING VIOLATION		10,000.00							
10-PT-02-19	BRECKENRIDGE HILLS PD	SAFE DRIVING ENFORCEMENT OPERATION		10,038.00							
10-PT-02-20	HARRISONVILLE POLICE DEPT.	SPEEDING		4,000.00							
10-PT-02-21	BRENTWOOD POLICE DEPT.	SAFETY FOR CROWDED ROADWAYS		11,000.00							
10-PT-02-22	BRIDGETON POLICE DEPARTMENT	HAZARDOUS MOVING VIOLATION		12,312.00							
10-PT-02-23	INDEPENDENCE POLICE DEPT.	HMV-HIGH CRASH ROADWAYS		195,000.00							
10-PT-02-24	NOT USED	----------									
10-PT-02-25	BYRNES MILL POLICE DEPT.	HAZARDOUS MOVING VIOLATION		4,600.00							

Project #	Grantee	Problem Area and Project Countermeasure	Total Allocation	402	410	154 AL	2011	154 HE	408	2010	1906
10-PT-02-26	JACKSON CO. SHERIFF'S DEPT.	OCCUPANT PROTECTION		6,000.00							
10-PT-02-27	CALVERTON PARK POLICE DEPT.	SPEEDING		5,059.70							
10-PT-02-28	KANSAS CITY POLICE DEPT.	HAZARDOUS MOVING VIOLATION		310,000.00							
10-PT-02-29	KANSAS CITY POLICE DEPT.	OCCUPANT PROTECTION		80,000.00							
10-PT-02-30	LEE'S SUMMIT POLICE DEPT.	HAZARDOUS MOVING VIOLATION		36,000.00							
10-PT-02-31	LIBERTY POLICE DEPARTMENT	HAZARDOUS MOVING VIOLATION		9,000.00							
10-PT-02-32	LIVINGSTON CO. SHERIFF'S DEPT.	HAZARDOUS MOVING VIOLATION		5,000.00							
10-PT-02-33	CHARLACK POLICE DEPARTMENT	HAZARDOUS MOVING VIOLATION		2,011.29							
10-PT-02-34	CHESTERFIELD POLICE DEPT.	HAZARDOUS MOVING VIOLATION		8,640.00							
10-PT-02-35	CHESTERFIELD POLICE DEPT.	WORKFORCE TRAFFIC SAFETY EDUCATION		28,388.00							
10-PT-02-36	GLADSTONE DPS	SEAT BELT ENFORCEMENT		6,240.00							
10-PT-02-37	GRAIN VALLEY POLICE DEPT.	HAZARDOUS MOVING VIOLATION		5,000.00							
10-PT-02-38	MO. DIVISION OF HIGHWAY SAFETY	PI CREATIVE SERVICES		30,000.00							
10-PT-02-39	JACKSON CO. SHERIFF'S DEPT.	HAZARDOUS MOVING VIOLATION		20,000.00							
10-PT-02-40	MISSOURI SAFETY CENTER	OCCUPANT PROT-YOUTH ENFORCEMENT		55,000.00							
10-PT-02-41	MISSOURI SAFETY CENTER	TEEN SEATBELT SURVEY		82,500.00							
10-PT-02-42	NORTH KANSAS CITY PD	HAZARDOUS MOVING VIOLATION		7,000.00							
10-PT-02-43	CREVE COEUR POLICE DEPT.	CLICK-IT OR TICKET (CIOT)		4,600.00							
10-PT-02-44	CREVE COEUR POLICE DEPT.	SPEED ENFORCEMENT		6,000.00							
10-PT-02-45	PECULIAR POLICE DEPARTMENT	HAZARDOUS MOVING VIOLATION		3,000.00							
10-PT-02-46	PLATTE CO. SHERIFF'S DEPT.	HAZARDOUS MOVING VIOLATION		15,000.00							
10-PT-02-47	PLATTE CO. SHERIFF'S DEPT.	TRAFFIC SAFETY OFFICER		22,119.40							
10-PT-02-48	CRYSTAL CITY POLICE DEPT.	HAZARDOUS MOVING VIOLATION		9,018.00							
10-PT-02-49	DES PERES DPS	HAZARDOUS MOVING VIOLATION		3,200.00							
10-PT-02-50	DESOTO DPS	HAZARDOUS MOVING VIOLATION		4,000.00							
10-PT-02-51	EUREKA POLICE DEPARTMENT	HAZARDOUS MOVING VIOLATION		30,896.14							
10-PT-02-52	FERGUSON POLICE DEPARTMENT	I-270 ENFORCEMENT ACTIVITY		8,040.00							

Project #	Grantee	Problem Area and Project Countermeasure	Total Allocation	402	410	154 AL	2011	154 HE	408	2010	1906
10-PT-02-53	MO POLICE CHIEFS ASSOCIATION	L.E. DRIVING & RESPONSE TRAINING		47,600.00							
10-PT-02-54	FESTUS POLICE DEPARTMENT	HAZARDOUS MOVING VIOLATION		16,050.00							
10-PT-02-55	FLORISSANT POLICE DEPT.	HAZARDOUS MOVING VIOLATION		9,568.00							
10-PT-02-56	FRANKLIN CO. SHERIFF'S DEPT.	HMV ENFORCEMENT/SPEED ENFORCEMENT		15,000.00							
10-PT-02-57	PLEASANT HILL POLICE DEPT.	HAZARDOUS MOVING VIOLATION		5,000.00							
10-PT-02-58	GLENDALE POLICE DEPARTMENT	HAZARDOUS MOVING VIOLATION		4,800.00							
10-PT-02-59	RAYMORE POLICE DEPARTMENT	HAZARDOUS MOVING VIOLATION		10,000.00							
10-PT-02-60	HAZELWOOD POLICE DEPT.	HAZARDOUS MOVING VIOLATION		12,075.00							
10-PT-02-61	SEDALIA POLICE DEPARTMENT	HAZARDOUS MOVING VIOLATION		10,000.00							
10-PT-02-62	SMITHVILLE POLICE DEPT.	HAZARDOUS MOVING VIOLATION		4,000.00							
10-PT-02-63	HERCULANEUM POLICE DEPT.	HAZARDOUS MOVING VIOLATION		10,805.00							
10-PT-02-64	ST. JOSEPH POLICE DEPT.	OCCUPANT PROTECTION		6,048.00							
10-PT-02-65	ST. JOSEPH POLICE DEPT.	HAZARDOUS MOVING VIOLATION		9,984.00							
10-PT-02-66	MO. DIVISION OF HIGHWAY SAFETY	LETSAC		35,000.00							
10-PT-02-67	MO. DIVISION OF HIGHWAY SAFETY	STATEWIDE HMV		90,000.00							
10-PT-02-68	RAYTOWN POLICE DEPARTMENT	HAZARDOUS MOVING VIOLATION		20,000.00							
10-PT-02-69	JEFFERSON CO. SHERIFF'S DEPT.	HAZARDOUS MOVING VIOLATION		115,063.60							
10-PT-02-70	JENNINGS POLICE DEPARTMENT	HAZARDOUS MOVING VIOLATION		6,400.00							
10-PT-02-71	KIRKWOOD POLICE DEPARTMENT	HAZARDOUS MOVING VIOLATION		14,662.30							
10-PT-02-73	MARYLAND HEIGHTS PD	DRIVERS LIC/SEAT BELT CHECKPOINT		2,942.04							
10-PT-02-74	BILLINGS POLICE DEPARTMENT	HAZARDOUS MOVING VIOLATION		3,774.00							
10-PT-02-75	BOLIVAR POLICE DEPARTMENT	HAZARDOUS MOVING VIOLATION		4,000.00							
10-PT-02-76	MARYLAND HEIGHTS PD	SPEED ENFORCEMENT		14,034.24							
10-PT-02-77	MISSOURI SAFETY CENTER	DRIVE IMPROVEMENT PROG (DIP) ADMIN.		48,400.00							
10-PT-02-78	MISSOURI SAFETY CENTER	CLICK-IT OR TICKET (CIOT)		243,925.00							
10-PT-02-79	BOONE COUNTY SHERIFF'S DEPT.	OPERATION SLOW DOWN		17,280.00							
10-PT-02-80	MISSOURI SAFETY CENTER	STATEWIDE SEATBELT SURVEY		110,600.00							

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10-PT-02-81	NORTHWOODS POLICE DEPT.	SAFETY INTERSTATE 70		2,000.00							
10-PT-02-82	O'FALLON POLICE DEPARTMENT	SPEEDING/RED LIGHT VIOLATION ENF		19,018.08							
10-PT-02-83	OLIVETTE POLICE DEPARTMENT	HAZARDOUS MOVING VIOLATION		5,040.00							
10-PT-02-84	OVERLAND POLICE DEPARTMENT	HAZARDOUS & SPEEDING		20,180.00							
10-PT-02-85	PACIFIC POLICE DEPARTMENT	YOUTH DRIVERS PROTECTION		7,591.50							
10-PT-02-86	PEVELY POLICE DEPARTMENT	HAZARDOUS MOVING VIOLATION		32,190.00							
10-PT-02-87	RICHMOND HEIGHTS PD	HAZARDOUS MOVING VIOLATION		7,560.00							
10-PT-02-88	ST. CHARLES CITY POLICE DEPT.	HAZARDOUS MOVING VIOLATION		22,500.00							
10-PT-02-89	ST. CHARLES CO. SHERIFF'S DEPT.	SPEEDING		10,000.00							
10-PT-02-90	ST. CLAIR POLICE DEPARTMENT	SPEED ENFORCEMENT		4,500.00							
10-PT-02-91	MO. DIVISION OF HIGHWAY SAFETY	TWEEN SAFETY		20,000.00							
10-PT-02-92	ST. JOHN POLICE DEPARTMENT	HAZARDOUS MOVING VIOLATION		10,200.00							
10-PT-02-93	ST. LOUIS CO. POLICE DEPT.	HIGHWAY SAFETY UNIT		260,880.00							
10-PT-02-94	ST. LOUIS METRO POLICE DEPT.	HAZARDOUS VIOLATIONS/SPEED ENF.		225,120.00							
10-PT-02-95	ST. PETERS POLICE DEPARTMENT	I-70 EAST AND WEST		24,000.00							
10-PT-02-96	TOWN & COUNTRY POLICE DEPT.	HAZARDOUS MOVING VIOLATION		24,960.00							
10-PT-02-97	TROY POLICE DEPARTMENT	SAFE STREETS		8,308.00							
10-PT-02-98	UNION POLICE DEPARTMENT	HAZARDOUS MOVING VIOLATION		15,080.00							
10-PT-02-99	UNION POLICE DEPARTMENT	TOPS/ROADSIDE SAFETY EDUCATION PROG		7,130.00							
10-PT-02-100	UNIVERSITY CITY POLICE DEPT.	HAZARDOUS MOVING VIOLATION		10,014.00							
10-PT-02-101	WASHINGTON POLICE DEPT.	HAZARDOUS MOVING VIOLATION		9,000.00							
10-PT-02-102	MISSOURI OPERATION LIFESAVER	HIGHWAY-RAIL SAFETY		15,000.00							
10-PT-02-103	WEBSTER GROVES POLICE DEPT.	HAZARDOUS MOVING VIOLATION		3,000.00							
10-PT-02-104	WRIGHT CITY POLICE DEPT.	INTERSTATE DANGER REDUCTION PROGRAM		3,480.00							
10-PT-02-105	BOWLING GREEN POLICE DEPT.	TRAFFIC ENFORCEMENT		3,390.00							
10-PT-02-106	MISSOURI SAFETY CENTER	CRASH INVESTIGATION		90,942.50							
10-PT-02-107	BUTLER COUNTY SHERIFF'S DEPT.	SAFER ROADS		3,967.50							

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10-PT-02-108	CAMDEN CO. SHERIFF'S DEPT.	HAZARDOUS MOVING VIOLATION		16,800.00							
10-PT-02-109	CAMDENTON POLICE DEPT.	YOUTH OCCUPANT PROTECTION		3,000.00							
10-PT-02-110	MO SHERIFFS ASSOCIATION	LE OFFICER DRIVER TRAINING		34,347.50							
10-PT-02-111	CAPE GIRARDEAU CO. SHERIFF	SPEED INVOLVEMENT		5,069.68							
10-PT-02-112	CAPE GIRARDEAU POLICE DEPT.	HAZARDOUS MOVING VIOLATION		9,856.00							
10-PT-02-113	CARTHAGE POLICE DEPARTMENT	SPEED ENFORCEMENT		2,268.00							
10-PT-02-114	CARUTHERSVILLE POLICE DEPT.	SPEED ENFORCEMENT		3,000.00							
10-PT-02-115	CHRISTIAN CO. SHERIFF'S DEPT.	HAZARDOUS MOVING VIOLATION		13,365.00							
10-PT-02-116	COLE COUNTY SHERIFF'S DEPT.	HAZARDOUS MOVING VIOLATION		8,250.00							
10-PT-02-117	COLUMBIA POLICE DEPARTMENT	HAZARDOUS MOVING VIOLATION		13,500.00							
10-PT-02-118	DADE COUNTY SHERIFF'S DEPT.	OPERATION STOP SPEEDERS		2,400.00							
10-PT-02-119	DUNKLIN COUNTY SHERIFF'S DEPT.	SPEED ENFORCEMENT		2,238.00							
10-PT-02-120	FARMINGTON POLICE DEPT.	HAZARDOUS MOVING VIOLATION		7,318.60							
10-PT-02-121	MO SOUTHERN STATE UNIVERSITY	LAW ENFORCEMENT TRAINING		51,000.00							
10-PT-02-122	GREENE COUNTY SHERIFF'S DEPT.	SPEED ENFORCEMENT		40,000.00							
10-PT-02-123	HAYTI POLICE DEPARTMENT	HAZARDOUS MOVING VIOLATION		3,000.00							
10-PT-02-124	HOLLISTER POLICE DEPARTMENT	HAZARDOUS MOVING VIOLATION		3,300.00							
10-PT-02-125	HOWELL COUNTY SHERIFF'S DEPT.	HAZARDOUS MOVING VIOLATION		6,000.00							
10-PT-02-126	JACKSON POLICE DEPARTMENT	HAZARDOUS MOVING VIOLATION		4,000.00							
10-PT-02-127	JASPER CO SHERIFF'S DEPT.	HAZARDOUS MOVING VIOLATION		23,500.00							
10-PT-02-128	JEFFERSON CITY POLICE DEPT.	HAZARDOUS MOVING VIOLATION		25,889.50							
10-PT-02-129	JOPLIN POLICE DEPARTMENT	HAZARDOUS MOVING VIOLATION		15,200.00							
10-PT-02-130	MO STATE HIGHWAY PATROL	SKILL DEVELOPMENT		34,450.00							
10-PT-02-131	MO STATE HIGHWAY PATROL	ACCIDENT INVESTIGATION		62,945.50							
10-PT-02-132	MO STATE HIGHWAY PATROL	RADAR/EVOC/INSTR DEV/EQUIP/MATERIALS		78,612.00							
10-PT-02-133	KENNETT POLICE DEPARTMENT	SPEED ENFORCEMENT		15,040.40							
10-PT-02-134	KENNETT POLICE DEPARTMENT	SEAT BELT ENFORCEMENT		1,998.79							

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10-PT-02-135	LAWRENCE CO. SHERIFF'S DEPT.	OFFICER & TRAFFIC SAFETY		6,000.00							
10-PT-02-136	LEBANON POLICE DEPARTMENT	SPEED ENFORCEMENT		1,600.00							
10-PT-02-137	MOBERLY POLICE DEPARTMENT	HAZARDOUS MOVING VIOLATION		3,000.00							
10-PT-02-138	MONETT POLICE DEPARTMENT	HAZARDOUS MOVING VIOLATION		3,025.00							
10-PT-02-139	MO. STATE HIGHWAY PATROL	SPEED ENFORCEMENT		102,087.56							
10-PT-02-140	MO. STATE HIGHWAY PATROL	HAZARDOUS MOVING VIOLATION		110,042.24							
10-PT-02-141	MO. STATE HIGHWAY PATROL	OCCUPANT PROTECTION PROJECT		125,060.76							
10-PT-02-142	MO. DIVISION OF HIGHWAY SAFETY	PTS PROGRAM COORDINATION		150,000.00							
10-PT-02-143	MO. DIVISION OF HIGHWAY SAFETY	TRAINING (WORKSHOPS)		25,000.00							
10-PT-02-144	MO. DIVISION OF HIGHWAY SAFETY	BROCURES & INCENTIVE ITEMS		40,000.00							
10-PT-02-145	UNIVERSITY OF MISSOURI	HIGHWAY SAFETY COURSE DELIVERY		14,070.00							
10-PT-02-146	MO STATE HIGHWAY PATROL	STATEWIDE TRAFFIC ACCIDENT RECORDS SYS		97,732.50							
10-PT-02-147	MO. DIVISION OF HIGHWAY SAFETY	REJIS DATABASE MANAGEMENT		4,000.00							
10-PT-02-148	NEOSHO POLICE DEPARTMENT	HAZARDOUS MOVING VIOLATION		4,400.00							
10-PT-02-149	NEWTON COUNTY SHERIFF'S DEPT.	HAZARDOUS MOVING VIOLATION		12,600.00							
10-PT-02-150	NIXA POLICE DEPARTMENT	HAZARDOUS MOVING VIOLATION		7,980.00							
10-PT-02-151	NIXA POLICE DEPARTMENT	OCCUPANT PROTECTION		3,000.00							
10-PT-02-152	WASHINGTON UNIVERSITY	FITNESS-TO-DRIVE IN OLDER ADULTS		152,340.00							
10-PT-02-153	MO. DIVISION OF HIGHWAY SAFETY	MATURE DRIVER PROGRAM		10,000.00							
10-PT-02-154	MO. DIVISION OF HIGHWAY SAFETY	INSTRUCTOR DEVELOPMENT WORKSHOP		20,000.00							
10-PT-02-155	OSAGE BEACH DPS	HAZARDOUS MOVING VIOLATION		6,336.00							
10-PT-02-156	OZARK POLICE DEPARTMENT	HAZARDOUS MOVING VIOLATION		7,500.00							
10-PT-02-157	PALMYRA POLICE DEPARTMENT	HAZARDOUS MOVING VIOLATION		2,520.00							
10-PT-02-158	PEMISCOT CO. SHERIFF'S DEPT.	HAZARDOUS MOVING VIOLATION		6,000.00							
10-PT-02-159	PHELPS CO. SHERIFF'S DEPT.	SPEED ENFORCEMENT		6,000.00							
10-PT-02-160	PULASKI CO. SHERIFF'S DEPT.	HAZARDOUS MOVING VIOLATION		12,486.00							
10-PT-02-161	REPUBLIC POLICE DEPARTMENT	HAZARDOUS MOVING VIOLATION		6,000.00							

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10-PT-02-162	ROLLA POLICE DEPARTMENT	SPEED ENFORCEMENT		7,200.00							
10-PT-02-163	SCOTT COUNTY SHERIFF'S DEPT.	HAZARDOUS MOVING VIOLATION		6,325.00							
10-PT-02-164	SPRINGFIELD POLICE DEPT.	HAZARDOUS MOVING/RED LIGHT RUNNING		65,400.00							
10-PT-02-165	ST. ROBERT POLICE DEPARTMENT	HAZARDOUS MOVING VIOLATION		3,499.20							
10-PT-02-166	STONE COUNTY SHERIFF'S DEPT.	HAZARDOUS MOVING VIOLATION		5,670.00							
10-PT-02-167	STRAFFORD POLICE DEPT.	SPEED ENFORCEMENT		4,090.00							
10-PT-02-168	UNIV OF MO-COLUMBIA DPS	HAZARDOUS MOVING VIOLATION		9,800.00							
10-PT-02-169	VERNON CO. SHERIFF'S DEPT.	HAZARDOUS MOVING VIOLATION		3,525.00							
10-PT-02-170	WEBB CITY POLICE DEPARTMENT	HAZARDOUS MOVING VIOLATION		10,080.00							
10-PT-02-171	WEST PLAINS POLICE DEPT.	HAZARDOUS MOVING VIOLATION		10,273.50							
10-PT-02-172	WILLARD POLICE DEPARTMENT	HAZARDOUS MOVING VIOLATION		4,770.00							
10-PT-02-173	WILLOW SPRINGS POLICE DEPT.	HAZARDOUS MOVING VIOLATION		4,000.00							
10-PT-02-174	SPRINGFIELD POLICE DEPT.	PART-TIME DATA ENTRY		9,100.00							
10-PT-02-175	UNIVERSITY OF MISSOURI	THINKFIRST MISSOURI-YOUTH FOCUS		258,455.00							
10-PT-02-176	ELDON POLICE DEPARTMENT	HAZARDOUS MOVING VIOLATION		2,160.00							
10-PT-02-177	MO. STATE HIGHWAY PATROL	SAC SUPPORT		7,000.00							
		TOTAL PTS PROJECTS		**4,782,200.98**							
		TOTAL 402 FUNDED PROJECTS	**6,111,503.11**								
		ALCOHOL ENFORCEMENT PROJECTS									
10-AL-03-02	MO. DIVISION OF HIGHWAY SAFETY	IMPAIRED DRIVING PROGRAM		40,000.00							
10-AL-03-03	MO. DIVISION OF HIGHWAY SAFETY	YOUTH ALCOHOL COORDINATION		74,000.00							
10-K8-03-01	MO. DIVISION OF HIGHWAY SAFETY	YOUTH IMPAIRED DRIVING			12,500.00						
10-K8-03-02	ARCHIE POLICE DEPARTMENT	SOBRIETY CHECKPOINT & DWI ENFORCEMENT			2,000.00						
10-K8-03-03	ARNOLD POLICE DEPARTMENT	DWI ENFORCEMENT			7,420.00						
10-K8-03-04	BLUE SPRINGS POLICE DEPT.	SOBRIETY CHECKPOINT/IMPAIRED DRIVERS			8,000.00						
10-K8-03-05	CASS COUNTY SHERIFF'S OFFICE	SOBRIETY CHECKPOINT & DWI ENFORCEMENT			10,000.00						
10-K8-03-06	CHILLICOTHE POLICE DEPT.	DWI ENFORCEMENT			2,196.00						

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10-K8-03-07	GLADSTONE DPS	DUI ENFORCEMENT			14,976.00						
10-K8-03-08	BALLWIN POLICE DEPARTMENT	DWI DETECTION			8,330.88						
10-K8-03-09	GRAIN VALLEY POLICE DEPT.	DWI ENFORCEMENT			2,800.00						
10-K8-03-10	GRANDVIEW POLICE DEPARTMENT	WOLF PACK			10,000.00						
10-K8-03-11	GREENWOOD POLICE DEPT.	DWI ENFORCEMENT			2,000.00						
10-K8-03-12	BRECKENRIDGE HILLS PD	SOBRIETY CHECKPOINT			7,368.00						
10-K8-03-13	HARRISONVILLE POLICE DEPT.	SOBRIETY CHECKPOINT & DWI ENFORCEMENT			6,000.00						
10-K8-03-14	HENRIETTA POLICE DEPARTMENT	RADE TASK FORCE CAMPAIGN			1,000.00						
10-K8-03-15	INDEPENDENCE POLICE DEPT.	DWI WOLF PACK			120,000.00						
10-K8-03-16	INDEPENDENCE POLICE DEPT.	SOBRIETY CHECKPOINT			50,400.00						
10-K8-03-17	JACKSON CO. SHERIFF'S DEPT.	DWI ENFORCEMENT			12,000.00						
10-K8-03-18	JACKSON CO. SHERIFF'S DEPT.	SOBRIETY CHECKPOINT			16,950.00						
10-K8-03-19	BARTON COUNTY SHERIFF'S DEPT.	DWI ENFORCEMENT			4,000.00						
10-K8-03-20	JACKSON CO. SHERIFF'S DEPT.	TRAFFIC UNIT			210,352.91						
10-K8-03-21	JACKSON CO. SHERIFF'S DEPT.	YOUTH ALCOHOL			11,970.00						
10-K8-03-22	BYRNES MILL POLICE DEPT.	SOBRIETY CHECKPOINT			5,152.00						
10-K8-03-23	LIVINGSTON CO. SHERIFF'S DEPT.	DWI SATURATION			10,650.00						
10-K8-03-24	CALVERTON PARK POLICE DEPT.	SOBRIETY CHECKPOINT			4,393.95						
10-K8-03-25	CHARLACK POLICE DEPARTMENT	DWI ENFORCEMENT			4,866.00						
10-K8-03-26	CHARLACK POLICE DEPARTMENT	DWI CHECKPOINT			6,439.20						
10-K8-03-27	CHESTERFIELD POLICE DEPT.	DWI ENFORCEMENT			8,640.00						
10-K8-03-28	CREVE COEUR POLICE DEPT.	SOBRIETY CHECKPOINT			15,900.00						
10-K8-03-29	CREVE COEUR POLICE DEPT.	DWI OFFICER			41,870.00						
10-K8-03-30	PECULIAR POLICE DEPARTMENT	DWI ENFORCEMENT			1,675.00						
10-K8-03-31	PLATTE CO. SHERIFF'S DEPT.	WOLF PACK			3,960.00						
10-K8-03-32	RAYMORE POLICE DEPARTMENT	SOBRIETY CHECKPOINT & DWI ENFORCEMENT			12,000.00						
10-K8-03-33	SMITHVILLE POLICE DEPT.	DWI CHECKPOINT			4,260.00						

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10-K8-03-34	ST. JOSEPH POLICE DEPT.	YOUTH ALCOHOL TASK FORCE OPERATION			13,320.00						
10-K8-03-35	ST. JOSEPH POLICE DEPT.	SOBRIETY CHECKPOINT			6,650.00						
10-K8-03-36	ST. JOSEPH POLICE DEPT.	DWI WOLFPACK			5,760.00						
10-K8-03-37	UNIV. OF CENTRAL MISSOURI DPS	INCREASED DWI ENFORCEMENT			5,500.00						
10-K8-03-38	SUGAR CREEK POLICE DEPT.	DWI ENFORCEMENT			5,060.00						
10-K8-03-39	BARTON COUNTY SHERIFF'S DEPT.	SOBRIETY CHECKPOINT			5,400.00						
10-K8-03-40	BILLINGS POLICE DEPARTMENT	DWI ENFORCEMENT			3,019.20						
10-K8-03-41	BOLIVAR POLICE DEPARTMENT	DWI ENFORCEMENT			12,739.00						
10-K8-03-42	OLIVETTE POLICE DEPARTMENT	ALCOHOL ENFORCEMENT			6,273.00						
10-K8-03-43	OVERLAND POLICE DEPARTMENT	SOBRIETY CHECKPOINT			18,182.50						
10-K8-03-44	ST. LOUIS METRO POLICE DEPT.	DWI ENFORCEMENT			174,933.00						
10-K8-03-45	ST. LOUIS METRO POLICE DEPT.	SOBRIETY CHECKPOINT			24,192.00						
10-K8-03-46	TROY POLICE DEPARTMENT	DWI WOLFPACK			8,972.64						
10-K8-03-47	TROY POLICE DEPARTMENT	DWI CHECKPOINTS			6,231.00						
10-K8-03-48	UNION POLICE DEPARTMENT	DWI WOLFPACK			20,400.00						
10-K8-03-49	VELDA CITY POLICE DEPARTMENT	OPERATION REDEYE			1,860.00						
10-K8-03-50	VELDA CITY POLICE DEPARTMENT	WOLF PACK			2,016.00						
10-K8-03-51	BRANSON POLICE DEPARTMENT	DWI CHECKPOINT			21,500.00						
10-K8-03-52	BRANSON POLICE DEPARTMENT	YOUTH ALCOHOL ENFORCEMENT			3,000.00						
10-K8-03-53	BUTLER COUNTY SHERIFF'S DEPT.	DWI ENFORCEMENT			7,935.00						
10-K8-03-54	CAMDEN CO. SHERIFF'S DEPT.	DWI ENFORCEMENT			20,000.00						
10-K8-03-55	CAPE GIRARDEAU CO. SHERIFF	DWI ENFORCEMENT			7,439.04						
10-K8-03-56	CAPE GIRARDEAU POLICE DEPT.	DWI ENFORCEMENT			16,800.00						
10-K8-03-57	CAPE GIRARDEAU POLICE DEPT.	SOBRIETY CHECKPOINT			3,150.00						
10-K8-03-58	CARTERVILLE POLICE DEPT.	OPERATION ZERO TOLERANCE			4,712.50						
10-K8-03-59	CHRISTIAN CO. SHERIFF'S DEPT.	DWI ENFORCEMENT			13,442.00						
10-K8-03-60	CLARK COUNTY SHERIFF'S DEPT.	DWI/DRUG IMPAIRED DRIVERS			12,000.00						

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10-K8-03-61	COLE COUNTY SHERIFF'S DEPT.	SOBRIETY CHECKPOINT			12,450.00						
10-K8-03-62	GREENE COUNTY SHERIFF'S DEPT.	YOUTH ALCOHOL ENFORCEMENT			51,750.00						
10-K8-03-63	HALLSVILLE POLICE DEPARTMENT	SOBRIETY CHECKPOINT			3,018.72						
10-K8-03-64	HOWELL COUNTY SHERIFF'S DEPT.	DWI ENFORCEMENT			15,000.00						
10-K8-03-65	JASCO-METRO POLICE DEPT.	SOBRIETY CHECKPOINT & WOLFPACKS			5,340.00						
10-K8-03-66	JEFFERSON CITY POLICE DEPT.	DWI ENFORCEMENT			30,589.44						
10-K8-03-67	JOPLIN POLICE DEPARTMENT	YOUTH ALCOHOL			8,800.00						
10-K8-03-68	JOPLIN POLICE DEPARTMENT	DWI (WOLFPACK)			11,250.00						
10-K8-03-69	KENNETT POLICE DEPARTMENT	DWI ENFORCEMENT			19,790.00						
10-K8-03-70	KENNETT POLICE DEPARTMENT	SOBRIETY CHECKPOINT			2,374.80						
10-K8-03-71	LEBANON POLICE DEPARTMENT	UNDERAGE DRINKING			3,430.00						
10-K8-03-72	MOBERLY POLICE DEPARTMENT	DWI CHECKPOINTS			3,000.00						
10-K8-03-73	MO. STATE HIGHWAY PATROL	DWI WOLFPACK OPERATION			45,005.76						
10-K8-03-74	MO. STATE HIGHWAY PATROL	SOBRIETY CHECKPOINT			230,031.38						
10-K8-03-75	MO. DIVISION OF HIGHWAY SAFETY	ALCOHOL PROGRAM COORDINATION			125,000.00						
10-K8-03-76	MO. STATE HIGHWAY PATROL	DWI TRACKING SYSTEM			57,125.00						
10-K8-03-77	NIXA POLICE DEPARTMENT	DWI ENFORCEMENT			7,170.00						
10-K8-03-78	NIXA POLICE DEPARTMENT	SOBRIETY CHECKPOINT			9,780.00						
10-K8-03-79	OSAGE BEACH DPS	SOBRIETY CHECKPOINT			6,600.00						
10-K8-03-80	OSAGE BEACH DPS	DWI SATURATION			6,336.00						
10-K8-03-81	OZARK POLICE DEPARTMENT	SOBRIETY CHECKPOINT			8,190.00						
10-K8-03-82	PERRY COUNTY SHERIFF'S DEPT.	SOBRIETY CHECKPOINT			7,875.00						
10-K8-03-83	PHELPS CO. SHERIFF'S DEPT.	DWI WOLF PACK ENFORCEMENT			10,500.00						
10-K8-03-84	REPUBLIC POLICE DEPARTMENT	SOBRIETY CHECKPOINT/MOTORIST SAFETY			4,200.50						
10-K8-03-85	SPRINGFIELD POLICE DEPT.	DWI ENFORCEMENT			55,000.00						
10-K8-03-86	SPRINGFIELD POLICE DEPT.	SOBRIETY CHECKPOINT			15,000.00						
10-K8-03-87	SPRINGFIELD POLICE DEPT.	UNDERAGE DRINKING			50,000.00						

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10-K8-03-88	ST. ROBERT POLICE DEPARTMENT	SOBRIETY CHECKPOINT			7,900.00						
10-K8-03-89	STONE COUNTY SHERIFF'S DEPT.	SOBRIETY CHECKPOINT			7,350.00						
10-K8-03-90	STRAFFORD POLICE DEPT.	DWI IMPAIRED DRIVER ENFORCEMENT			5,112.50						
10-K8-03-91	TANEY COUNTY SHERIFF'S DEPT.	DWI ENFORCEMENT			13,599.90						
10-K8-03-92	UNIV OF MO-COLUMBIA DPS	YOUTH ALCOHOL			10,861.20						
10-K8-03-93	WEST PLAINS POLICE DEPT.	SOBRIETY CHECKPOINT			3,287.52						
10-K8-03-94	WILLOW SPRINGS POLICE DEPT.	SOBRIETY CHECKPOINT			4,010.20						
10-K8-03-95	MISSOURI SAFETY CENTER	STATEWIDE DWI ENFORCEMENT			268,950.00						
10-K8-03-96	MO. DIVISION OF HIGHWAY SAFETY	SOBRIETY CHECKPOINT EQUIPMENT			50,000.00						
10-K8-03-97	ELDON POLICE DEPARTMENT	SOBRIETY CHECKPOINT			4,050.00						
10-K8-03-98	UNIV OF MO-COLUMBIA DPS	DWI ENFORCEMENT			1,633.28						
10-K8-03-99	MO. STATE HIGHWAY PATROL	DWI SATURATION PROJECT			326,684.00						
10-K8-30-100	PLATTE CO. SHERIFF'S DEPT.	DWI CHECKPOINT			6,270.00						
10-K8PM-03-01	MO. DIVISION OF HIGHWAY SAFETY	IMPAIRED DRIVING PAID MEDIA			30,000.00						
10-154-AL-01	MO. DIVISION OF HIGHWAY SAFETY	YOUTH ALCOHOL				31,200.00					
10-154-AL-02	BELTON POLICE DEPARTMENT	DWI WOLFPACK				8,110.00					
10-154-AL-03	BELTON POLICE DEPARTMENT	SOBRIETY CHECKPOINT				9,600.00					
10-154-AL-04	CLAY COUNTY SHERIFF'S DEPT.	DWI ENFORCEMENT				15,700.00					
10-154-AL-05	CLAY COUNTY SHERIFF'S DEPT.	YOUTH ALCOHOL ENFORCMENT/AWARENESS				5,250.00					
10-154-AL-06	ARNOLD POLICE DEPARTMENT	DWI WOLFPACK				14,956.00					
10-154-AL-07	CLEVELAND POLICE DEPT.	CASS CO STEP-TASK FORCE				2,790.00					
10-154-AL-08	BYRNES MILL POLICE DEPT.	DWI ENFORCEMENT				11,500.00					
10-154-AL-09	JACKSON CO. SHERIFF'S DEPT.	TRAFFIC SAFETY TASK FORCE EQUIPMENT				23,725.00					
10-154-AL-10	KANSAS CITY POLICE DEPT.	YOUTH ALCOHOL				26,084.00					
10-154-AL-11	KEARNEY POLICE DEPARTMENT	DWI ENFORCEMENT				3,000.00					
10-154-AL-12	LEE'S SUMMIT POLICE DEPT.	DWI ENFORCEMENT				36,400.00					
10-154-AL-13	CREVE COEUR POLICE DEPT.	YOU DRINK YOU DRIVE YOU LOSE				1,800.00					

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10-154-AL-14	CREVE COEUR POLICE DEPT.	BAT VAN				7,500.00					
10-154-AL-15	MO. DIVISION OF HIGHWAY SAFETY	IMPAIRED DRIVING PIE				450,000.00					
10-154-AL-16	UNIVERSITY OF MISSOURI	SMART,CHEERS & DRIVE SAFE/DRIVE SMART				275,810.00					
10-154-AL-17	MO. DIV. OF ALCOHOL & TOBACCO	ALCOHOL SAFETY AWARENESS & PREVENTION				545,850.00					
10-154-AL-18	DES PERES DPS	DWI ENFORCEMENT				3,200.00					
10-154-AL-19	ELLISVILLE POLICE DEPARTMENT	SOBRIETY CHECKPOINT				4,900.00					
10-154-AL-20	EUREKA POLICE DEPARTMENT	DWI ENFORCEMENT				4,443.12					
10-154-AL-21	EUREKA POLICE DEPARTMENT	SOBRIETY CHECKPOINT				10,634.40					
10-154-AL-22	FESTUS POLICE DEPARTMENT	DWI ENFORCEMENT				25,050.00					
10-154-AL-23	FRANKLIN CO. SHERIFF'S DEPT.	DWI ENFORCEMENT				37,800.00					
10-154-AL-24	FRANKLIN CO. SHERIFF'S DEPT.	SOBRIETY CHECKPOINT				15,000.00					
10-154-AL-25	FRANKLIN CO. SHERIFF'S DEPT.	YOUTH ALCOHOL ENFORCEMENT				14,900.00					
10-154-AL-26	FRANKLIN CO. SHERIFF'S DEPT.	DWI TRAFFIC UNIT PROJECT				133,052.25					
10-154-AL-27	PLEASANT HILL POLICE DEPT.	DWI CHECKPOINT/ENFORCEMENT				6,000.00					
10-154-AL-28	HAZELWOOD POLICE DEPT.	SOBRIETY CHECKPOINT				15,825.00					
10-154-AL-29	SMITHVILLE POLICE DEPT.	DWI WOLFPACK				12,352.00					
10-154-AL-30	HERCULANEUM POLICE DEPT.	DWI ENFORCEMENT				12,442.00					
10-154-AL-31	WOOD HEIGHTS POLICE DEPT.	RADE TASK FORCE				1,400.00					
10-154-AL-32	JEFFERSON CO. SHERIFF'S DEPT.	SOBRIETY CHECKPOINT				56,220.00					
10-154-AL-33	JEFFERSON CO. SHERIFF'S DEPT.	DWI ENFORCEMENT				131,180.00					
10-154-AL-34	JEFFERSON CO. SHERIFF'S DEPT.	YOUTH ALCOHOL TASK FORCE				143,923.20					
10-154-AL-35	JEFFERSON CO. SHERIFF'S DEPT.	DWI ENFORCEMENT UNIT				345,073.00					
10-154-AL-36	JENNINGS POLICE DEPARTMENT	DWI ENFORCEMENT SATURATION				12,100.00					
10-154-AL-37	JENNINGS POLICE DEPARTMENT	SOBRIETY CHECKPOINT				5,850.00					
10-154-AL-38	MISSOURI POLICE CHIEFS ASSOC	DITEP				34,012.93					
10-154-AL-40	MARYLAND HEIGHTS PD	DWI ENFORCEMENT				12,030.40					
10-154-AL-41	BOONE COUNTY SHERIFF'S DEPT.	FULL TIME DWI UNIT				56,605.47					

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10-154-AL-42	KANSAS CITY POLICE DEPT.	DWI ENFORCEMENT				173,366.00					
10-154-AL-43	MISSOURI SAFETY CENTER	BREATH ALCOHOL LAB OPERATIONS				310,677.88					
10-154-AL-44	MISSOURI SAFETY CENTER	SOBRIETY CHECKPOINT SUPERVISOR TRNG				51,150.00					
10-154-AL-45	MOLINE ACRES POLICE DEPT.	CITIZEN SAFETY PROTECTION SERVICES				11,387.50					
10-154-AL-46	O'FALLON POLICE DEPARTMENT	DWI WOLFPACK/SATURATION PATROLS				12,994.56					
10-154-AL-47	O'FALLON POLICE DEPARTMENT	SOBRIETY CHECKPOINT				13,896.96					
10-154-AL-48	OLIVETTE POLICE DEPARTMENT	DWI ENFORCEMENT				2,700.00					
10-154-AL-49	OVERLAND POLICE DEPARTMENT	YOUTH ALCOHOL ENFORCEMENT				5,475.00					
10-154-AL-50	OVERLAND POLICE DEPARTMENT	DWI ENFORCEMENT				14,600.00					
10-154-AL-51	PEVELY POLICE DEPARTMENT	DWI ENFORCEMENT				16,352.00					
10-154-AL-52	ST. CHARLES CITY POLICE DEPT.	DWI ENFORCEMENT				18,000.00					
10-154-AL-53	ST. CHARLES CITY POLICE DEPT.	SOBRIETY CHECKPOINT				9,860.00					
10-154-AL-54	ST. CHARLES CO. SHERIFF'S DEPT.	SOBRIETY CHECKPOINT				10,000.00					
10-154-AL-55	ST. CHARLES CO. SHERIFF'S DEPT.	DWI ENFORCEMENT				51,800.00					
10-154-AL-56	ST. CHARLES CO. SHERIFF'S DEPT.	ALCOHOL CHECKS FOR MINORS DRINKING				10,000.00					
10-154-AL-57	ST. JOHN POLICE DEPARTMENT	SOBRIETY CHECKPOINT				10,800.00					
10-154-AL-58	ST. JOHN POLICE DEPARTMENT	DWI SATURATION				18,300.00					
10-154-AL-59	ST. LOUIS CO. POLICE DEPT.	SOBREITY CHECKPOINT				42,545.00					
10-154-AL-60	ST. LOUIS CO. POLICE DEPT.	DWI ENFORCEMENT				119,500.00					
10-154-AL-61	WASHINGTON POLICE DEPT.	DWI ENFORCEMENT				11,394.00					
10-154-AL-62	WASHINGTON POLICE DEPT.	YOUTH ALCOHOL				6,200.00					
10-154-AL-63	BOONE COUNTY SHERIFF'S DEPT.	CHECKPOINT/SATURATION PROGRAM				29,160.00					
10-154-AL-64	BOONE COUNTY SHERIFF'S DEPT.	COMPLIANCE OPERATION				1,440.00					
10-154-AL-65	MISSOURI SAFETY CENTER	SFST COORDINATION				147,346.10					
10-154-AL-66	CARTHAGE POLICE DEPARTMENT	SATURATION PATROL WOLFPACK				9,240.00					
10-154-AL-67	CARUTHERSVILLE POLICE DEPT.	DWI ENFORCEMENT				6,970.00					
10-154-AL-68	COLUMBIA POLICE DEPARTMENT	DWI ENFORCEMENT				33,550.00					

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10-154-AL-69	FARMINGTON POLICE DEPT.	DWI ENFORCEMENT				16,654.20					
10-154-AL-70	MO SOUTHERN STATE UNIVERSITY	ALCOHOL PROJECTS				84,000.00					
10-154-AL-71	GREENE COUNTY SHERIFF'S DEPT.	DWI ENFORCEMENT				66,500.00					
10-154-AL-72	HAYTI POLICE DEPARTMENT	DWI ENFORCEMENT				15,348.00					
10-154-AL-73	MO. DIVISION OF HIGHWAY SAFETY	SOUTHWEST MISSOURI DWI TASK FORCE				25,000.00					
10-154-AL-74	HOLLISTER POLICE DEPARTMENT	DWI WOLFPACK				18,835.00					
10-154-AL-75	JASPER CO SHERIFF'S DEPT.	DWI WOLF PACK DETAIL				21,958.00					
10-154-AL-76	MO STATE HIGHWAY PATROL	DRE, BAC, SFST & DRE CONF				57,950.00					
10-154-AL-77	JOPLIN POLICE DEPARTMENT	DWI OFFICER				97,114.00					
10-154-AL-78	LEBANON POLICE DEPARTMENT	DWI ENFORCEMENT/SOBRIETY CHECKPOINT				7,299.72					
10-154-AL-79	LEBANON POLICE DEPARTMENT	DWI ENFORCEMENT SATURATION PATROLS				11,885.00					
10-154-AL-80	MARIES COUNTY SHERIFF'S DEPT.	CURBING DWIS				20,899.96					
10-154-AL-81	MONETT POLICE DEPARTMENT	SOBRIETY CHECKPOINTS				6,254.00					
10-154-AL-82	MO OFFICE OF PROSECUTION SVCS	TRAFFIC SAFETY RESOURCE PROSECUTOR				185,557.41					
10-154-AL-83	MADD	MADD COURT MONITORING PROJECT				114,790.00					
10-154-AL-84	OFF OF STATE COURTS ADMIN	DWI COURT PILOT PROJECTS				224,903.80					
10-154-AL-85	NEOSHO POLICE DEPARTMENT	DWI ENFORCEMENT				5,193.90					
10-154-AL-86	NEWTON COUNTY SHERIFF'S DEPT.	DWI ENFORCEMENT				46,300.00					
10-154-AL-87	MO. DEPT. OF REVENUE	DOR APPEALS/IID REQUIREMENTS				109,466.00					
10-154-AL-88	MO. DEPT. OF REVENUE	DOR & LAW ENFORCEMENT TRAINING				26,270.00					
10-154-AL-89	MO. DIVISION OF HIGHWAY SAFETY	IMPAIRED DRIVING KIOSK				20,000.00					
10-154-AL-90	POPLAR BLUFF POLICE DEPT.	DWI ENFORCEMENT				21,905.58					
10-154-AL-91	POTOSI POLICE DEPARTMENT	DWI ENFORCEMENT				18,420.00					
10-154-AL-92	REPUBLIC POLICE DEPARTMENT	DWI REDUCTION				18,286.32					
10-154-AL-93	REYNOLDS CO SHERIFF'S DEPT.	SAFE & SOBER				8,750.00					
10-154-AL-94	ROLLA POLICE DEPARTMENT	IMPAIRED DRIVER ENFORCEMENT				29,180.00					
10-154-AL-95	ROLLA POLICE DEPARTMENT	DWI CHECKPOINTS				6,156.00					

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10-154-AL-96	STE. GENEVIEVE CO. SHERIFF DEPT	IMPAIRED DRIVING ENFORCEMENT				22,580.00					
10-154-AL-97	STONE COUNTY SHERIFF'S DEPT.	DWI ENFORCEMENT				5,985.00					
10-154-AL-98	VERNON CO. SHERIFF'S DEPT.	DWI ENFORCEMENT				10,550.00					
10-154-AL-99	VERNON CO. SHERIFF'S DEPT.	SOBRIETY CHECKPOINT				4,700.00					
10-154-AL-100	WASHINGTON CO. SHERIFF'S DEPT.	DWI ENFORCEMENT				18,210.00					
10-154-AL-101	WAYNESVILLE POLICE DEPT.	DWI ENFORCEMENT				6,855.10					
10-154-AL-102	WEBB CITY POLICE DEPARTMENT	DWI SATURATION ENFORCEMENT (WOLFPACK)				15,979.95					
10-154-AL-103	BARRY COUNTY SHERIFF'S DEPT.	DWI ENFORCEMENT				16,250.00					
10-154-AL-104	SCOTT COUNTY SHERIFF'S DEPT.	DWI PATROL				8,415.00					
10-154-AL-105	MO. DIVISION OF HIGHWAY SAFETY	STATEWIDE DWI				100,000.00					
10-154-AL-106	CAMDEN CO. SHERIFF'S DEPT.	DWI ENFORCEMENT				356,897.16					
10-154-AL-107	UNIVERSITY OF MISSOURI	THINKFIRST MISSOURI-ALCOHOL FOCUS				65,774.00					
10-154-AL-108	ELDON POLICE DEPARTMENT	IMPAIRED DRIVING ENFORCEMENT				2,700.00					
10-154-AL-109	KANSAS CITY POLICE DEPT.	SOBRIETY CHECKPOINT				583,152.00					
10-154-AL-110	ORRICK POLICE DEPARTMENT	RADE TASK FORCE				1,440.40					
10-154-AL-111	CAPE GIRARDEAU SAFE COMM.S	TEAM SPIRIT				100,950.00					
10-154-AL-112	KCMSD #33	ZERO TOLERANCE				31,000.00					
10-154-AL-113	ST. CHARLES SCHOOL DISTRICT	REDUCTION UNDERAGE DRINKING/DRIVING				32,799.50					
10-154-AL-114	MO. DIVISION OF HIGHWAY SAFETY	DRE				32,000.00					
10-154-AL-115	RICHMOND POLICE DEPARTMENT	RADE TASK FORCE CAMPAIGN				4,700.00					
10-154-AL-116	DALLAS COUNTY SHERIFF'S DEPT.	SOBRIETY CHECKPOINT				8,089.95					
10-154-AL-117	LEE'S SUMMIT POLICE DEPT.	DRE TRAINING				4,000.00					
10-154-AL-118	EASTERN MO LE TRNG ACADEMY	DRE TRAINING				4,000.00					
10-154-AL-119	MISSOURI SAFETY CENTER	IGNITION INTERLOCK MONITORING PROGRAM				86,787.80					
		TOTAL ALCOHOL PROJECTS	**9,249,538.54**	**114,000.00**	**2,614,872,.02**	**6,520,666.52**					
		OCCUPANT PROTECTION									

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10-OP-05-01	MO. DIVISION OF HIGHWAY SAFETY	BICYCLE/PEDESTRIAN SAFETY PROGRAMS		5,000.00							
10-OP-05-02	MO. DIVISION OF HIGHWAY SAFETY	CPS PROGRAM ACTIVITIES		12,000.00							
10-OP-05-03	MO. DIVISION OF HIGHWAY SAFETY	CPS PROGRAM COORDINATION		55,000.00							
		TOTAL OCCUPANT PROTECTION (402)	**72,000.00**	**72,000.00**							
		SAFE COMMUNITIES									
10-SA-09-01	CITY OF CAPE GIRARDEAU	CAPE GIRARDEAU SAFE COMMUNITIES		110,408.41							
10-SA-09-02	TRAFFIC SAFETY ALLIANCE	SAFE COMMUNITIES PROGRAM		42,032.42							
10-SA-09-03	CAPE GIRARDEAU SAFE COMM.	TEAM SPIRIT		109,461.30							
		TOTAL SAFE COMMUNITIES	**261,902.13**	**261,902.13**							
		ENGINEERING SERVICES									
10-RS-11-01	MO. DIVISION OF HIGHWAY SAFETY	ENGINEERING SERVICES COORDINATION		1,400.00							
10-RS-11-02	MO. DIVISION OF HIGHWAY SAFETY	MODOT TRAFFIC & SAFETY CONFERENCE		30,000.00							
10-RS-11-03	MO. DIVISION OF HIGHWAY SAFETY	BEAP/TEAP		100,000.00							
		TOTAL ENGINEERING SERVICES	**131,400.00**	**131,400.00**							
		402 PAID MEDIA									
10-PM 02-01	MO. DIVISION OF HIGHWAY SAFETY	OCCUPANT PROTECTION PAID MEDIA		300,000.00							
10-PM-02-02	MO. DIVISION OF HIGHWAY SAFETY	YOUNG DRIVER PAID MEDIA		250,000.00							
10-PM-02-03	MO. DIVISION OF HIGHWAY SAFETY	WORK ZONE AWARENESS PAID MEDIA		100,000.00							
		TOTAL PAID MEDIA	**650,000.00**	**650,000.00**							
		DATA PROGRAM INCENTIVE									
10-K9-04-01	MO. DIVISION OF HIGHWAY SAFETY	TRAFFIC RECORDS PROG COORDINATION							5,000.00		
10-K9-04-02	UNIV OF CENTRAL MISSOURI	TRAFFIC DATA STANDARDIZATION PROJECT							101,412.00		
10-K9-04-03	MISSOURI SAFETY CENTER	LETS SOFTWARE TRAINING							7,700.00		
10-K9-04-04	MO. DIVISION OF HIGHWAY SAFETY	DATA IMPROVEMENT							80,000.00		
10-K9-04-05	MO. DIVISION OF HIGHWAY SAFETY	LETS SOFTWARE							40,000.00		
10-K9-04-06	MO. DIVISION OF HIGHWAY SAFETY	GPS LINEWORK							140,000.00		

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10-K9-04-07	MO. DIVISION OF HIGHWAY SAFETY	LOCAL DATA IMPROVEMENT							200,000.00		
		TOTAL DATA PROGRAM INCENTIVE	**574,112.00**						**574,112.00**		
		154 HE TRANSFER FUNDS									
10-154-HE-02	MO. DIVISION OF HIGHWAY SAFETY	HAZARD ELIMINATION						12,000,000.00			
		TOTAL 154 HE TRANSFER FUNDS	**12,000,000.00**					**12,000,000.00**			
		2010 MOTORCYCLE SAFETY									
10-K6-12-01	MO. DIVISION OF HIGHWAY SAFETY	MOTORCYCLE SAFETY PROGRAM								125,000.00	
		TOTAL 2010 MOTORCYCLE SAFETY	**125,000.00**							**125,000.00**	
		2011 CHILD SEATS									
10-K3-05-01	MO. DIVISION OF HIGHWAY SAFETY	CPS PAID MEDIA					225,000.00				
10-K3-05-02	MISSOURI SAFETY CENTER	CLICK IT OR TICKET (CPS)					81,250.00				
10-K3-05-03	MO. DIVISION OF HIGHWAY SAFETY	CHILD PASSENGER SAFETY					307,000.00				
		TOTAL 2011 CHILD SEATS	**613,250.00**				**613,250.00**				
09-K10-07-01	**MSHP**	**PROHIBIT RACIAL PROFILING**									206,907.66
		TOTAL 1906 PROHIBIT RACIAL PROFILING	**206,907.66**								206,907.66
				6,111,503.11	**2,614,872.02**	**6,520,666.52**	**613,250.00**	**12,000,000.00**	**574,112.00**	**125,000.00**	206,907.66
		TOTAL HSP	**28,641,311.31**								