

**PROGRAM DESCRIPTION**

<b>Department of Transportation</b>	<b>HB Section: 4.440</b>
<b>Program Name: Safety and Operations Grants</b>	
<b>Program is found in the following core budget(s): Safety and Operations</b>	

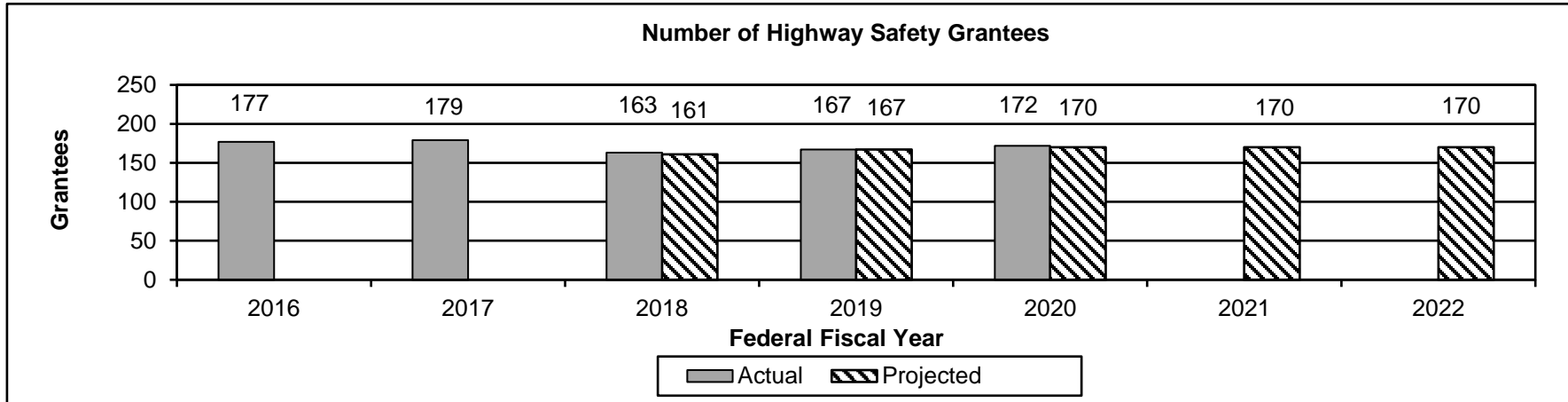
**1a. What strategic priority does this program address?**

Safety - moving Missourians safely

**1b. What does this program do?**

The goal for this program is to help reduce death and injury resulting from traffic crashes. This program is for various Highway Safety grant programs. Grant funding is designated specifically for behavioral traffic safety programs, such as high-visibility traffic enforcement, training for law enforcement officers, and administration of the state's breath alcohol program, child passenger safety program and teen and young driver safety programs.

**2a. Provide an activity measure(s) for the program.**



The projections for each year are based on the department's current contracts with grantees. Individual grantees may have multiple projects, and therefore, are awarded more than one contract. For example, the 172 grantees in federal fiscal year 2020 had a total of 413 contracts awarded.

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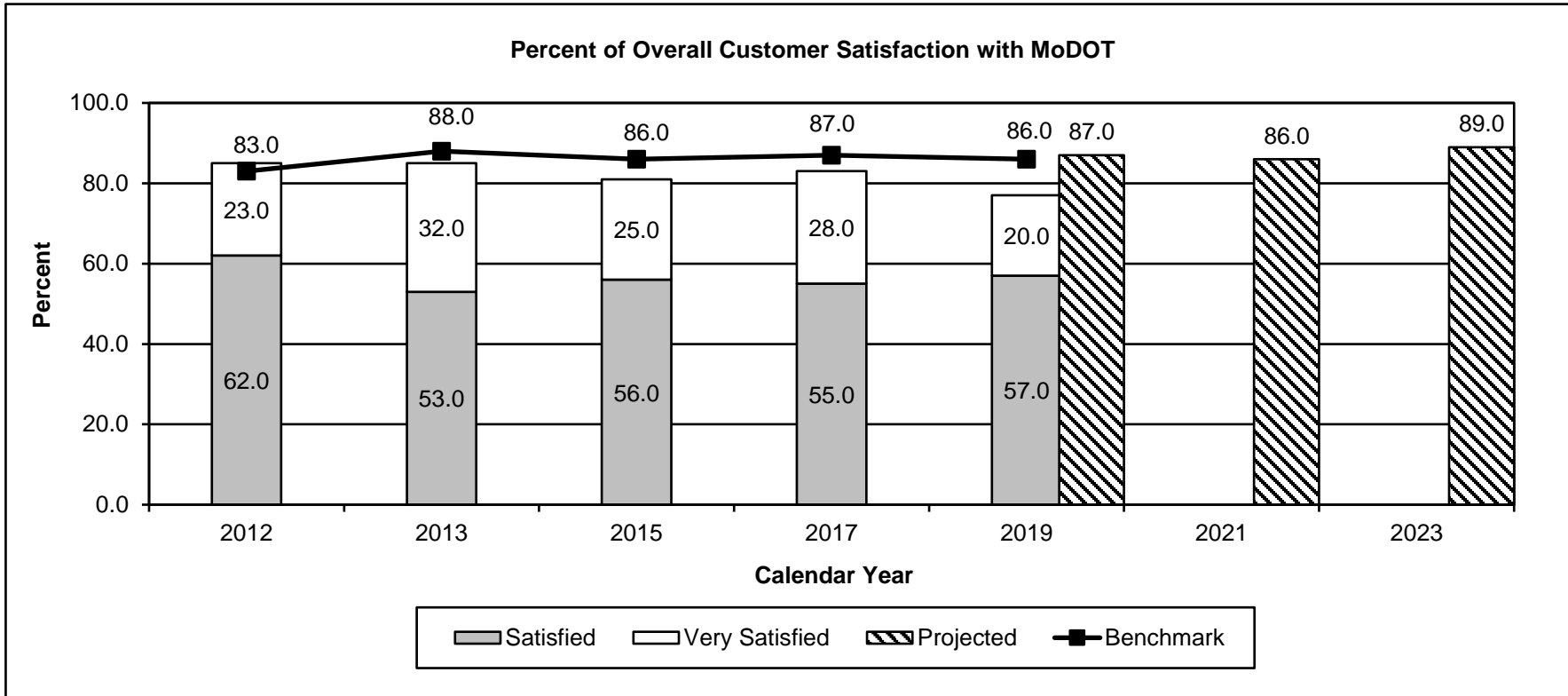
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2b. Provide a measure(s) of the program's quality.

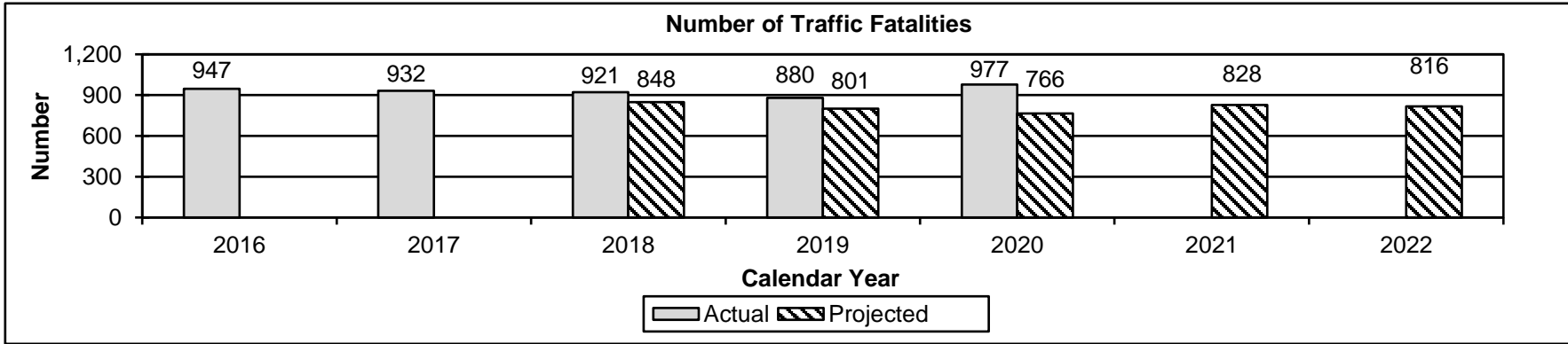


Data is collected through a biennial telephone survey conducted by a consultant from interviews of approximately 3,500 randomly selected adult Missourians. "How satisfied are you with the job the Missouri Department of Transportation is doing?" was the question surveyed. The benchmark data is from the American Customer Satisfaction Index, a national cross-industry measure of customer satisfaction in the United States. The 2021 projection is equal to the 2019 benchmark score of 86 percent. The 2023 projection was established by projecting a three percent improvement from the benchmark. No survey was conducted in calendar years 2014, 2016, 2018 and 2020.

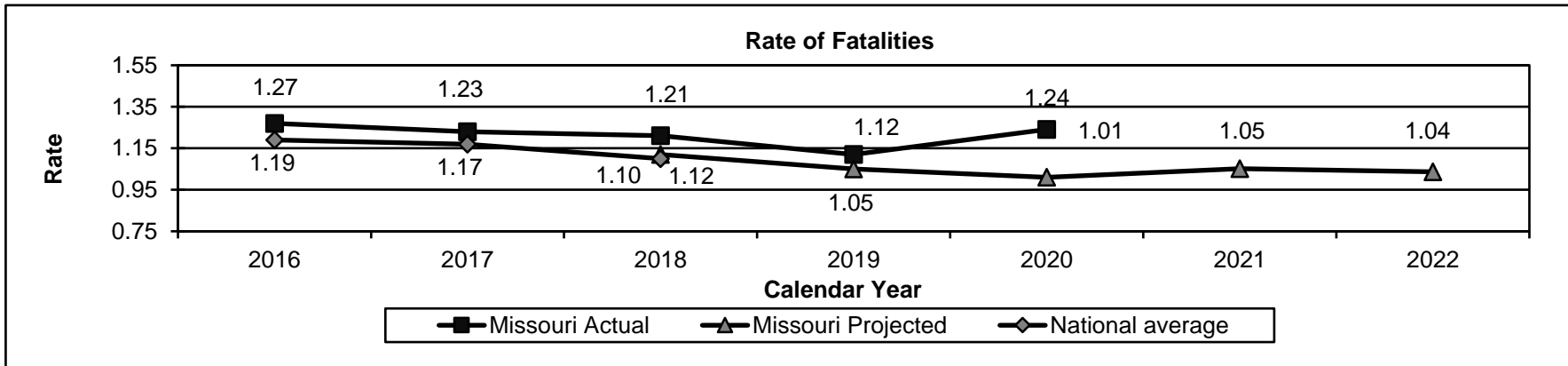
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2c. Provide a measure(s) of the program's impact.



The 2021 and 2022 projections are based on a 5.91 percent and 7.25 percent reduction in traffic fatalities from the 2019 actuals, respectively. Calendar year 2020 actuals are preliminary and are subject to change.



This chart displays the annual fatality rates per 100 million vehicle miles traveled (VMT). For example, the rate of fatalities in 2019 was calculated by dividing 880 fatalities by 78.7 billion VMT and multiplying that by 100 million. The projections were established using the projected number of fatalities for each year and the actual 2019 VMT. Calendar year 2020 VMT was not calculated at the time of publication.

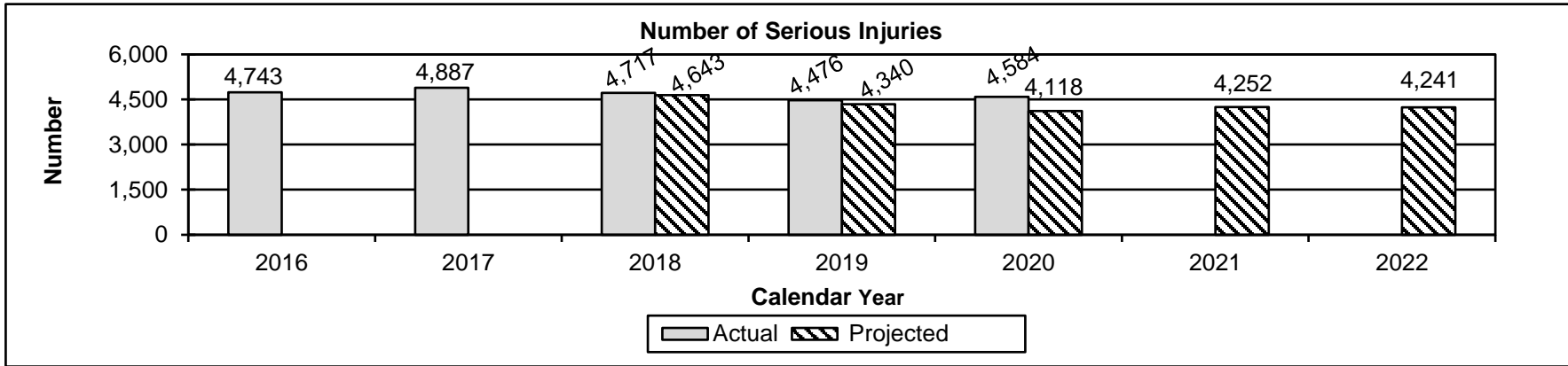
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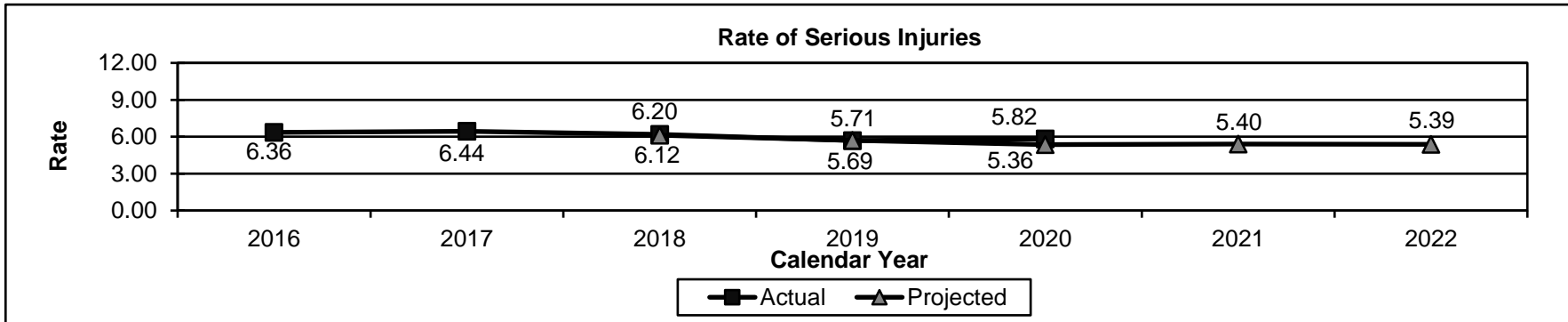
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The 2021 and 2022 projections are based on a 5 percent and 5.26 percent reduction in serious injuries from the 2019 actuals, respectively. Calendar year 2020 actuals are preliminary and are subject to change.



This chart displays the annual serious injury rates per 100 million vehicle miles traveled (VMT). For example, the rate of serious injuries in 2019 was calculated by dividing 4,476 serious injuries by 78.7 billion VMT and multiplying that by 100 million. The projections were established using the projected number of serious injuries for each year and the actual 2019 VMT. Calendar year 2020 VMT was not calculated at the time of publication.

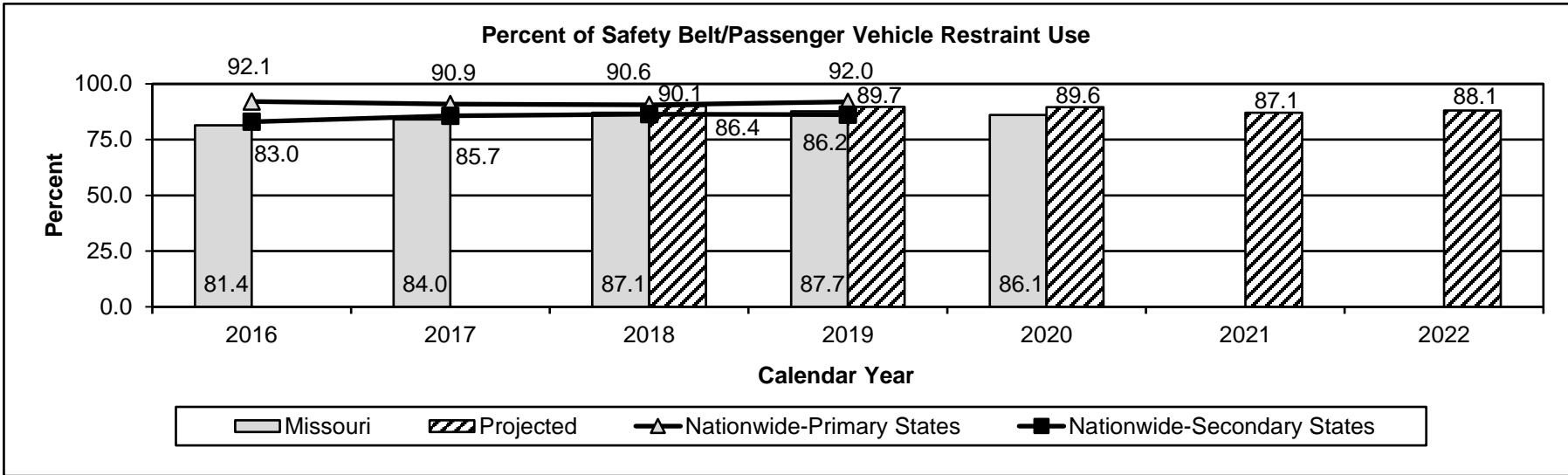
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States with a primary seat belt law rank highest on seat belt use nationwide. States that have a secondary law continue to rate lowest in national rankings. MoDOT's 2021 and 2022 projections are equal to the current national average for primary and secondary combined. Nationwide data for 2020 was not available at the time of publication.

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**2d. Provide a measure(s) of the program's efficiency.**

**Number of Citations and Warnings Issued by Law Enforcement - Overtime Projects**

	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>
Total hazardous moving violations	138,325	143,463	143,901	134,375	122,884	105,160
Driving while intoxicated	3,871	3,601	3,862	3,664	3,484	3,012
Following too close	1,741	1,554	1,366	1,005	973	779
Stop sign	7,238	7,328	3,965	5,783	5,363	3,860
Signal violation	2,923	2,973	4,444	3,120	3,347	2,383
Fail to yield	845	868	1,049	778	778	594
Careless and imprudent driving	1,252	1,326	1,114	1,237	1,199	873
Speeding	84,897	89,325	87,232	78,391	73,730	66,491
Other hazardous moving violations	35,558	34,063	39,831	40,113	34,010	27,248
Seat belt	20,590	22,414	18,465	15,597	13,331	11,394
Child restraint	586	658	675	375	403	313
Other violations	36,190	39,164	41,035	38,676	41,792	33,349
Felony arrests	1,064	1,378	1,640	1,701	1,551	1,319
Drug arrests	1,944	2,425	2,520	2,373	2,167	1,656
Vehicles recovered	82	68	114	125	122	103
Fugitives apprehended	3,600	3,207	4,077	3,451	2,988	1,994
Suspended/revoked license	6,594	6,100	5,596	4,991	4,343	3,830
Uninsured motorist	16,169	17,420	16,521	11,775	14,457	11,312
Number of checkpoints	389	376	134	-	-	-
Total Number of Stops	255,920	276,215	198,184	158,921	149,892	125,350
Total Hours Worked	158,235	141,781	130,280	128,289	121,199	107,670
Total Violations	221,641	237,927	228,928	211,259	200,258	168,144

This measure shows the citations and warnings written each federal fiscal year by law enforcement agencies during contracted year-long overtime projects with grants funded through MoDOT with federal highway safety funds. Law enforcement agencies are awarded overtime enforcement grants to conduct high visibility enforcement of traffic laws. Focused law enforcement efforts attempt to modify driver behavior and ultimately reduce traffic crashes in their jurisdiction.

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**Number of Citations and Warnings Issued by Law Enforcement During Mobilization Campaigns**

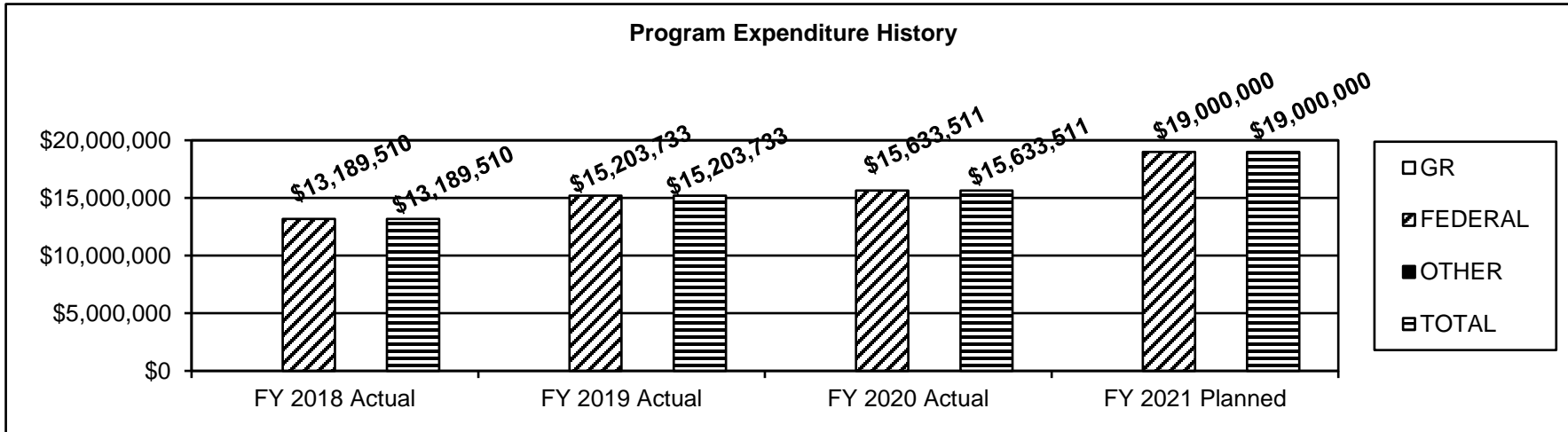
	2015	2016	2017	2018	2019	2020
Total hazardous moving violations	46,354	40,120	32,911	36,916	70,112	49,383
Driving while intoxicated	2,053	1,590	1,803	1,742	1,546	1,258
Following too close	846	719	543	467	707	329
Stop sign	3,399	3,815	2,763	2,121	3,457	1,877
Signal violation	1,712	1,725	1,261	1,205	1,701	1,107
Fail to yield	1,175	868	798	606	811	415
Careless and imprudent driving	1,026	909	931	622	821	626
Speeding	30,615	25,747	21,040	25,810	30,470	25,107
Other hazardous moving violations	16,402	18,928	19,707	4,187	30,692	14,901
Seat belt	16,467	13,736	11,335	9,632	8,042	5,390
Child restraint	550	655	566	453	419	147
Other violations	28,569	23,055	-	23	23,777	15,257
Felony arrests	717	773	684	696	661	612
Drug arrests	1,423	1,610	1,495	1,552	2,235	1,000
Vehicles recovered	40	50	72	52	43	30
Fugitives apprehended	1,882	1,793	1,535	2,008	1,711	811
Suspended/revoked license	7,714	5,711	5,201	4,276	3,443	2,322
Uninsured motorist	15,273	14,641	13,457	11,225	11,007	6,023
Number of checkpoints	87	40	29	-	-	-
Total Number of Stops	86,278	70,339	65,046	53,816	63,691	30,228
Total Hours Worked	41,381	46,372	50,801	32,320	26,394	19,023
Total Violations	151,914	142,106	126,406	142,755	119,024	78,570

This measure shows the citations and warnings written each federal fiscal year by participating law enforcement agencies during mobilization efforts with grants funded through MoDOT with federal highway safety funds. Throughout the year, 11 mobilization campaigns are conducted, targeting occupant restraint and impaired driving violations and include campaigns such as "Click It or Ticket" and "Drive Sober or Get Pulled Over".

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3. Provide actual expenditures for the prior three fiscal years and planned expenditures for the current fiscal year. *(Note: Amounts do not include fringe benefit costs.)*



4. What are the sources of the "Other" funds?

N/A

5. What is the authorization for this program, i.e., federal or state statute, etc.? (Include the federal program number, if applicable.)

Title 23 USC 401-412

6. Are there federal matching requirements? If yes, please explain.

Yes. Depending on the program, the state must provide from zero to 25 percent match.

7. Is this a federally mandated program? If yes, please explain.

Yes. Pursuant to Title 23 U.S.C. Section 154, Open Container Requirements, a transfer of two and a half percent of National Highway Performance and Surface Transportation Program apportionments must be used for educational safety or hazard elimination roadway projects due to Missouri not having laws in accordance with federal guidelines.