

PROGRAM DESCRIPTION

Department of Transportation	HB Section: 4.450, 4.465
Program Name: Safety and Operations Grants	
Program is found in the following core budget(s): Safety and Operations	

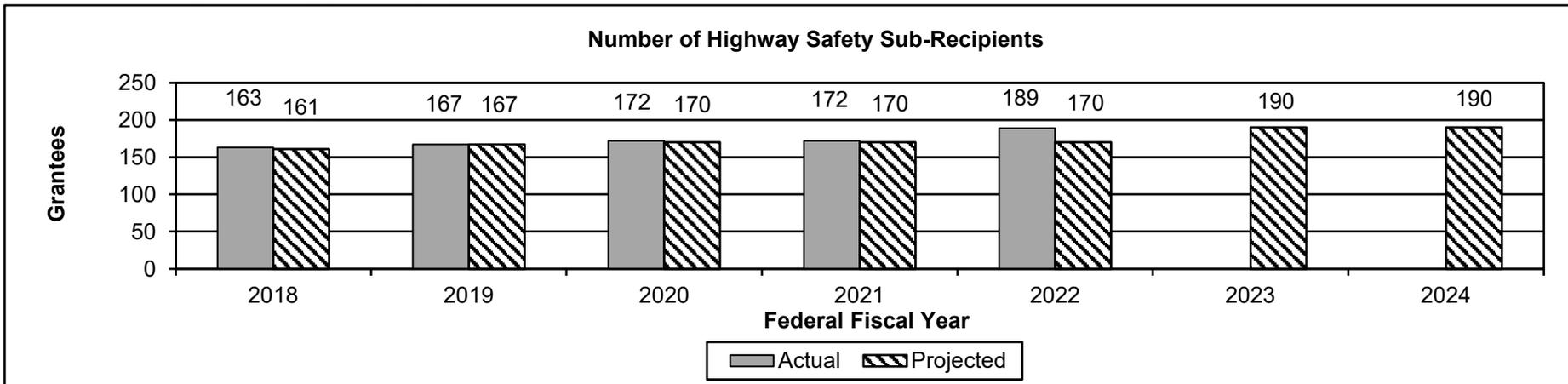
1a. What strategic priority does this program address?

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 sub-recipients. Individual sub-recipients may have multiple projects, and therefore, are awarded more than one contract. For example, the 189 sub-recipients in federal fiscal year 2022 had a total of 443 contracts awarded.

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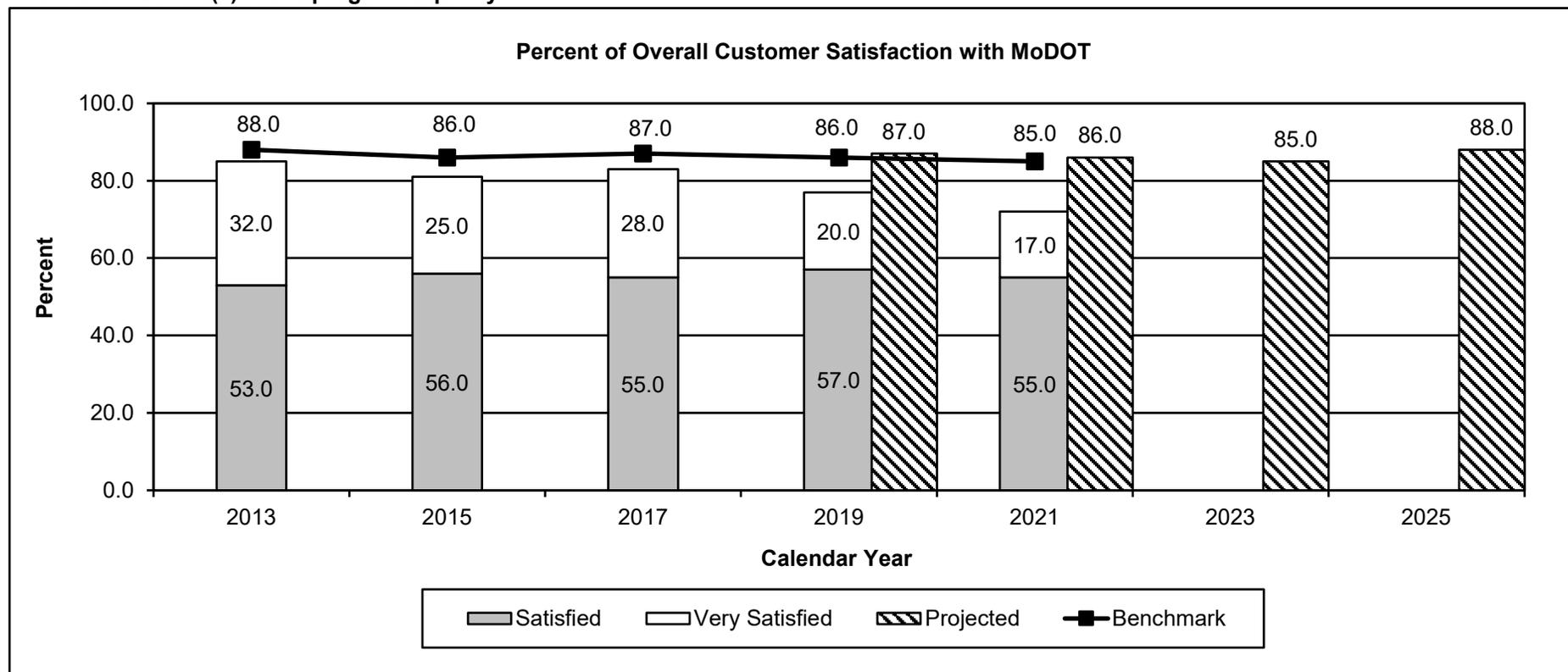
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2b. Provide a measure(s) of the program's quality.

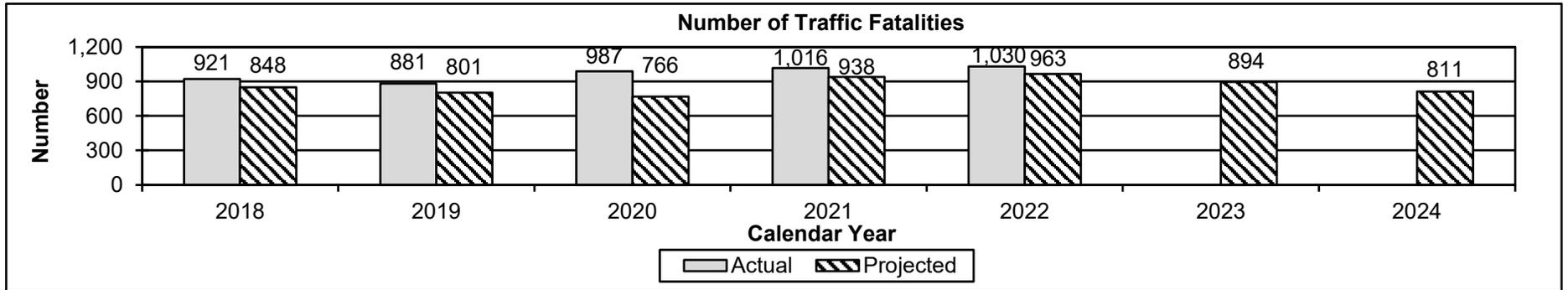


Data is collected through a biennial survey conducted by a consultant. Historically, this has been a telephone survey of approximately 3,500 randomly selected Missourians; however, new for 2021, the survey offered both a phone and text option to approximately 7,500 randomly selected adult Missourians. "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 2023 projection is equal to the 2021 benchmark score of 85 percent. The 2025 projection was established by projecting a three percent improvement from the benchmark. No survey was conducted in calendar years 2014, 2016, 2018, 2020 and 2022.

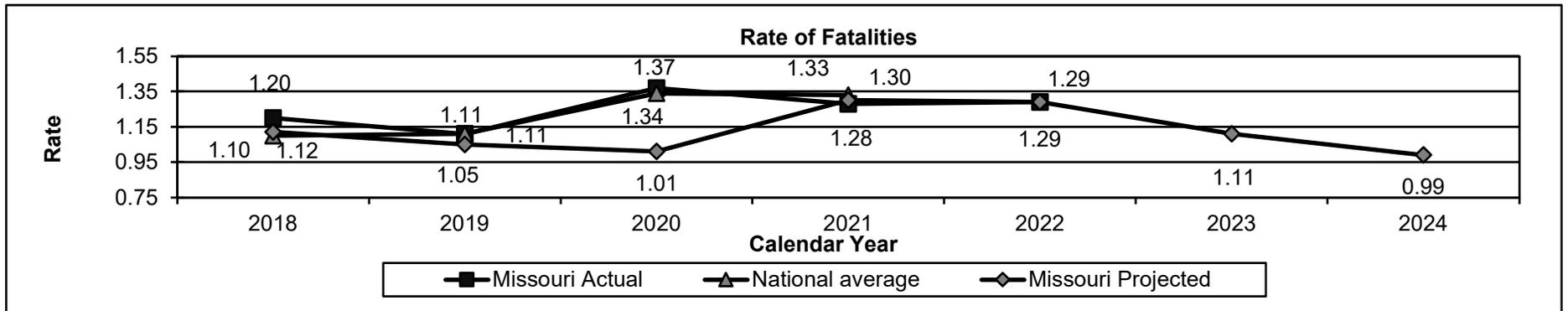
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2c. Provide a measure(s) of the program's impact.



The 2023 and 2024 projections are based on a 7.10 percent and 9.30 percent reduction in traffic fatalities from the previous year's projection, respectively. The reductions are based on the goal set in the 2023 Highway Safety Plan to have zero fatalities by 2030. The 2030 goal is not based on a linear reduction. Instead, it assumes smaller reductions in the early years followed by larger reductions toward the end of the decade as vehicle technologies and roadway improvements are implemented. The calendar year 2022 actual is preliminary and is subject to change.



This chart displays the annual fatality rates per 100 million vehicle miles traveled (VMT). For example, the rate of fatalities in 2021 was calculated by dividing 1,016 fatalities by 79.2 billion VMT and multiplying that by 100 million. The projections were established by using the projected number of fatalities for each year and the actual 2021 VMT with a one percent increase each of the following years. The calendar year 2022 actual is preliminary and is subject to change.

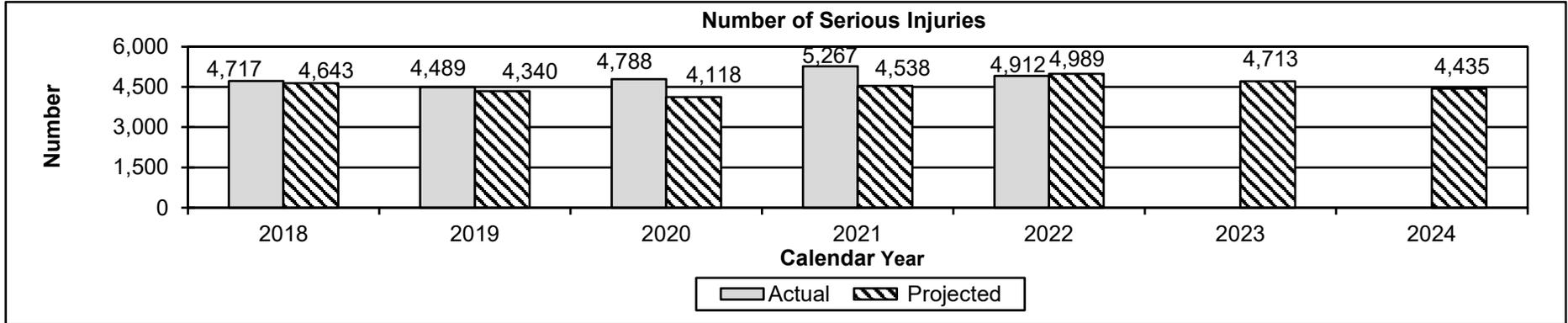
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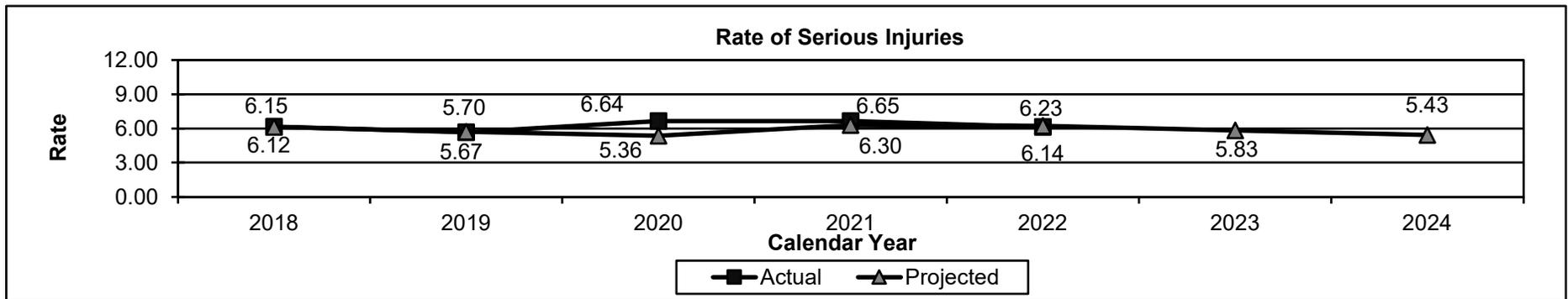
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The 2023 and 2024 projections are based on a 5.56 percent and 5.88 percent reduction in serious injuries from the previous year's projection, respectively. The reductions are based on the goal set in the 2023 Highway Safety Plan to have zero serious injuries by 2040. The 2040 goal is not based on a linear reduction. Instead, it assumes smaller reductions in the early years followed by larger reductions toward the end of the vicennial as vehicle technologies and roadway improvements are implemented. The calendar year 2022 actual is preliminary and is subject to change.

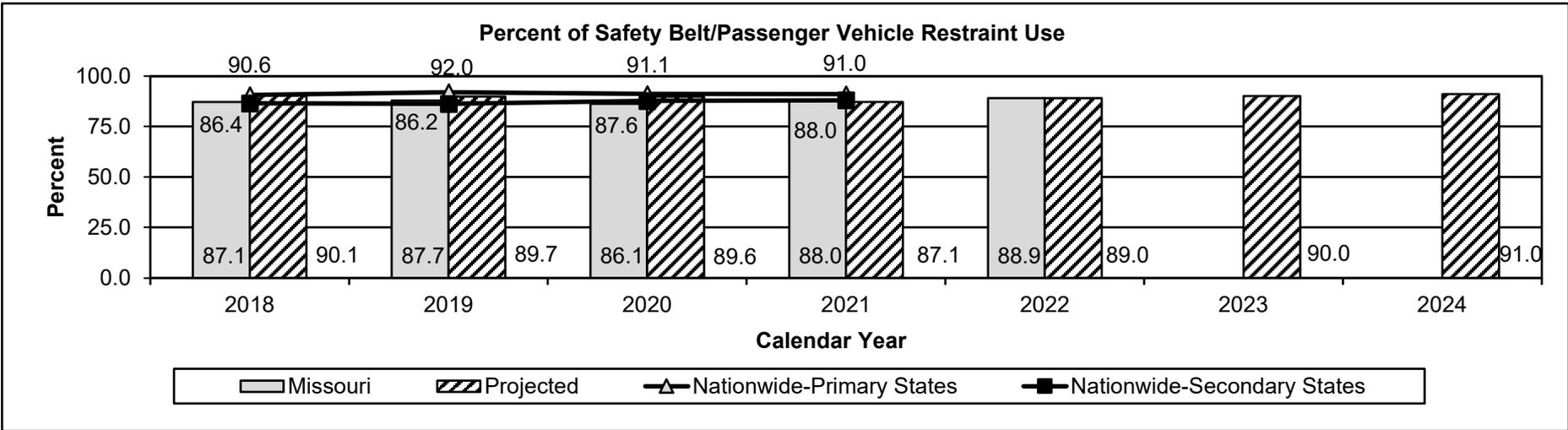


This chart displays the annual serious injury rates per 100 million vehicle miles traveled (VMT). For example, the rate of serious injuries in 2021 was calculated by dividing 5,267 serious injuries by 79.2 billion VMT and multiplying that by 100 million. The projections were established using the projected number of serious injuries for each year and a one percent increase of the 2021 VMT. The calendar year 2022 actual is preliminary and is subject to change.

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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 2023 and 2024 projections are equal to a one percent increase in seat belt usage each year. Nationwide data for calendar year 2022 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

	2016	2017	2018	2019	2020	2021	2022
Total hazardous moving violations	143,463	143,901	134,375	122,884	105,160	111,540	118,169
Driving while intoxicated	3,601	3,862	3,664	3,484	3,012	3,417	4,679
Following too close	1,554	1,366	1,005	973	779	680	879
Stop sign	7,328	3,965	5,783	5,363	3,860	3,681	4,204
Signal violation	2,973	4,444	3,120	3,347	2,383	2,107	2,371
Fail to yield	868	1,049	778	778	594	692	870
Careless and imprudent driving	1,326	1,114	1,237	1,199	873	1,246	1,295
Speeding	89,325	87,232	78,391	73,730	66,491	70,556	71,718
Other hazardous moving violations	34,063	39,831	40,113	34,010	27,248	29,161	31,793
Seat belt	22,414	18,465	15,597	13,331	11,394	10,836	9,573
Child restraint	658	675	375	403	313	314	484
Other violations	39,164	41,035	38,676	41,792	33,349	32,227	31,793
Felony arrests	1,378	1,640	1,701	1,551	1,319	1,115	1,188
Drug arrests	2,425	2,520	2,373	2,167	1,656	1,435	1,310
Vehicles recovered	68	114	125	122	103	84	108
Fugitives apprehended	3,207	4,077	3,451	2,988	1,994	1,827	2,176
Suspended/revoked license	6,100	5,596	4,991	4,343	3,830	3,707	4,181
Uninsured motorist	17,420	16,521	11,775	14,457	11,312	9,033	13,525
Number of checkpoints	376	134	-	-	-	-	-
Total Number of Stops	276,215	198,184	158,921	149,892	125,350	129,222	140,769
Total Hours Worked	141,781	130,280	128,289	121,199	107,670	116,950	142,688
Total Violations	237,927	228,928	211,259	200,258	168,144	173,711	188,600

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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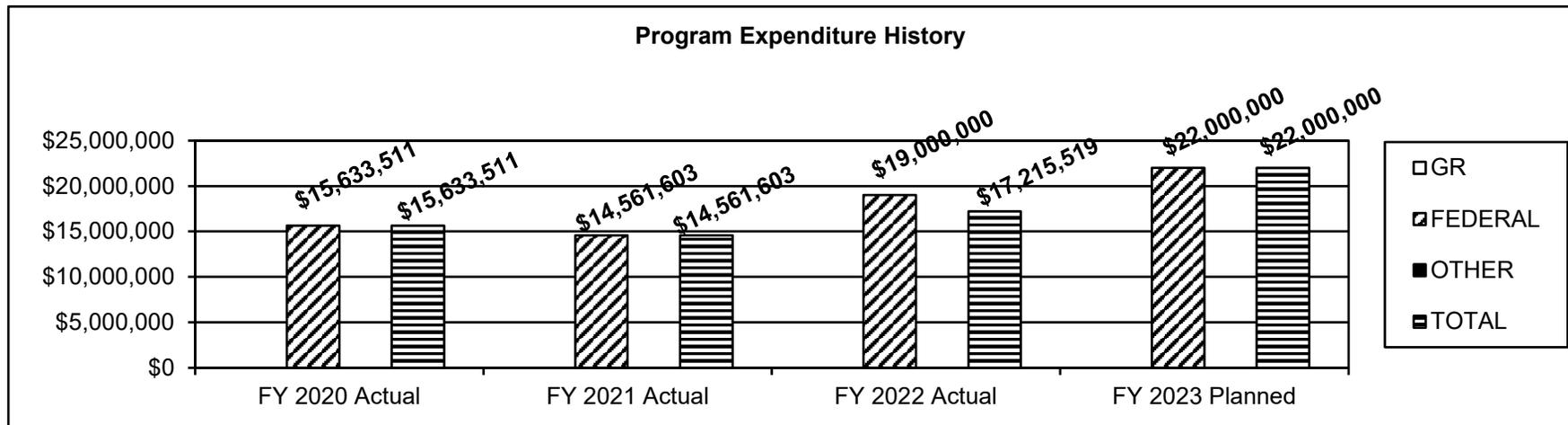
Department of Transportation		HB Section: 4.450, 4.465					
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Number of Citations and Warnings Issued by Law Enforcement During Mobilization Campaigns							
	2016	2017	2018	2019	2020	2021	2022
Total hazardous moving violations	40,120	32,911	36,916	70,112	49,383	44,927	61,290
Driving while intoxicated	1,590	1,803	1,742	1,546	1,258	1,675	2,143
Following too close	719	543	467	707	329	322	381
Stop sign	3,815	2,763	2,121	3,457	1,877	1,963	1,255
Signal violation	1,725	1,261	1,205	1,701	1,107	1,143	731
Fail to yield	868	798	606	811	415	2,108	345
Careless and imprudent driving	909	931	622	821	626	506	348
Speeding	25,747	21,040	25,810	30,470	25,107	31,908	35,115
Other hazardous moving violations	18,928	19,707	4,187	30,692	14,901	6,934	55,872
Seat belt	13,736	11,335	9,632	8,042	5,390	7,926	9,890
Child restraint	655	566	453	419	147	216	175
Other violations	23,055	-	23	23,777	15,257	17,228	20,757
Felony arrests	773	684	696	661	612	456	784
Drug arrests	1,610	1,495	1,552	2,235	1,000	776	538
Vehicles recovered	50	72	52	43	30	25	13
Fugitives apprehended	1,793	1,535	2,008	1,711	811	640	591
Suspended/revoked license	5,711	5,201	4,276	3,443	2,322	1,801	1,197
Uninsured motorist	14,641	13,457	11,225	11,007	6,023	5,680	3,882
Number of checkpoints	40	29	-	-	-	-	-
Total Number of Stops	70,339	65,046	53,816	63,691	30,228	76,073	77,919
Total Hours Worked	46,372	50,801	32,320	26,394	19,023	21,488	15,944
Total Violations	142,106	126,406	142,755	119,024	78,570	79,122	91,853

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.