



**Traffic and Highway Safety Division**  
**TRAFFIC ENFORCEMENT APPLICATION**  
**October 01, 2017 through September 30, 2018**  
 (Application due by March 01, 2017)

Traffic and Highway Safety Division  
 P.O. Box 270  
 830 MoDOT Drive  
 Jefferson City, MO 65102  
 1-800-800-2358 or 573-751-4161

<b>Agency:</b>	Independence Police Dept.	<b>Agency ORI#:</b>	MO0480600
<b>Address:</b>	223 N. Memorial Dr.	<b>Federal Tax ID#:</b>	446000190
		<b>DUNS #:</b>	076259456
<b>City:</b>	Independence	<b>State:</b>	MO
		<b>Zip:</b>	64050-2836
		<b>County:</b>	Jackson
<b>Phone:</b>	816-325-7300	<b>Fax:</b>	816-325-7316
<b>Contact:</b>	Sgt. Jason Petersen	<b>Email:</b>	jpetersen@indepmo.org
<b>Jurisdiction:</b>	Urban	<b>Jurisdiction Population:</b>	116,832
<b>Targeted Population:</b>	All Drivers		

**Project activity for which your agency is requesting funding:**

Occupant Protection

<b>Project Title:</b>	Occupant Protection	<b>Requested Amount:</b>	\$53,000.00
<b>Brief Description:</b>	Seat Belt/Safety Seat Enforcement		

Brad Halsey  
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 Authorizing Official

*Capt. Jason Petersen #1000*  
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 Authorizing Official Signature

Chief of Police  
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 Authorizing Official Title

## PROBLEM IDENTIFICATION

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Traffic crashes are the leading cause of death in the United States. It is well recognized that one of the best means of defense in a crash is to be protected by a safety belt or a child safety seat. Increasing safety belt use has tremendous potential for saving lives, preventing injuries, and reducing the economic costs associated with traffic crashes. For many years, motor vehicle manufacturers have been required to install safety belts in their vehicles, so the vast majority of vehicles on the roads today have these types of safety devices installed. The overwhelming percentage of people killed on Missouri roads or seriously injured in 2012-2014, in all probability, had a safety belt available for use (except for pedestrians, bicyclists, and motorcyclists):

- 2,349 killed - 75.6% had a safety belt available;
- 15,101 seriously injured - 79.2% had a safety belt available.

A substantial number of vehicle occupants killed in 2012-2014 Missouri traffic crashes were not wearing safety belts compared to those injured and not injured. In fatal crashes where safety belt usage was known, 65.6% of the drivers/passengers who died were not buckled up. Of those seriously injured, 36.0% were not belted. Conversely, of those not injured, 685,521 were wearing a safety belt.

Safety belt use dramatically reduces a person's chance of being killed or seriously injured in a traffic crash. Of the drivers involved in 2012-2014 crashes, 1 in 2 was injured when they failed to wear their safety belt, however, when they were wearing a safety belt, their chances of being injured in the crash were 1 in 8. When examining driver deaths, the differences are much more significant. Drivers had a 1 in 29.8 chance of being killed if they were not wearing a safety belt; but that chance dropped dramatically to only 1 in 1,343 if the driver was wearing a safety belt.

The possibility of death and serious injury dramatically increases in cases where the person is ejected from the vehicle at the time of the crash. One of the benefits of being belted is it increases the probability of the person staying in the vehicle and being protected by the vehicle passenger compartment. In known cases of those occupants killed who were totally ejected from the vehicle, 97.4% were not wearing safety belts and of those partially ejected, 93.5% were not belted. Of the occupants killed who were not ejected from their vehicles, 50.4% failed to wear their safety belts.

From 2013 to 2015 the Independence Missouri Police Department investigated 6,708 crashes. It was determined that seat belts or appropriate safety seats were not used in 579 of those crashes. Among these crashes, twenty-nine (29) resulted in fatal injuries eight (8) of those killed were not using appropriate safety devices. Of the four hundred forty-eight (448) reported disabling injuries sustained, one hundred three (103) were not using the appropriate safety device.

The following shows where Independence ranks compared to other cities in Missouri for unbuckled fatalities and serious injury crashes:

Unbuckled Crashes :  
-4th in the state

Unbuckled Fatalities:  
-4th in the state

Unbuckled Serious Injuries:  
-2nd in the state

The top four crash locations in Independence are I70 and Chrysler, MO-291 at MO-78, I70 and Noland, and MO-291 and Salisbury.

## GOALS/OBJECTIVES

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

- 81% by 2014
- 82% by 2015
- 83% by 2016

Performance Measure:

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

Benchmark:

2013 statewide safety belt usage rate = 80%  
(79% in 2014, 80% in 2015)

Goal #2:

To reduce unrestrained passenger vehicle occupant fatalities to:

- 377 by 2013
- 359 by 2014
- 342 by 2015
- 324 by 2016

Performance Measure:

Number of unrestrained passenger vehicle occupant fatalities

Benchmark:

2012 unrestrained passenger vehicle occupant fatalities = 394  
(325 in 2013, 312 in 2014)

Goal #3:

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

- 68% by 2014
- 69% by 2015
- 70% by 2016

Performance Measure:

Percent observed belt use for teen front seat outboard occupants

Benchmark:

2013 teen safety belt usage rate = 67%  
(67% in 2014, 68% in 2015)

Objectives:

1. Participate in the National "Click It or Ticket" campaign
2. Participate in the quarterly occupant protection enforcement campaigns
3. Develop and implement an enforcement plan that will focus on non use of occupant protection devices as required by State statute or local ordinance

## PROJECT DESCRIPTION

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Project Description information is captured in the supplemental section.

Independence has established a Primary Safety Belt ordinance. Officers will work alone and in teams with enforcement efforts targeting major roadways. Officers will monitor traffic and make contact with observed traffic violators with emphasis on Occupant Safety Devices. There will be zero tolerance for seat belt violations and child restraint violations. We will also participate in the Click-it or Ticket and Child Passenger Safety (CPS) Enforcement mobilizations.

## SUPPLEMENTAL INFORMATION

<u>Question</u>	<u>Answer</u>
<b>You must answer the following questions.</b>	
1 Does your agency have and enforce an internal safety belt policy for all personnel?	Yes
2 Does your agency have and enforce a policy restricting cell phone use while driving?	Yes
3 Does your agency report racial profiling data annually?	Yes
4 Does your agency report to STARS?	Yes
5 Does your agency report UCR information annually?	Yes
6 Please explain any NO answer(s) to questions 1-5:	
7 Have any of your officers/personnel been debarred and are therefore not eligible to receive federal funds for reimbursement of salary, fringe benefits, or overtime?	No
8 Does your agency have adequate manpower to fully expend the funds requested in this application?	Yes
9 If NO, please explain.	
10 Have any significant changes occurred with your agency within the last year that would affect performance, including personnel or system changes?	No
11 If YES, please explain.	
12 Are you aware of any fraud, waste or abuse on grant projects in your office/agency within the last 5 years?	No
13 If YES, please explain.	
14 If your agency received Highway Safety grant funding in the last three (3) fiscal years and there were unexpended balances, please explain why.  Unexpended balance on 2016-2017 HMV Grant due to injuries, retirements, and personnel shortage. City Manager has authorized filling all current vacancies in commissioned personnel.	
15 Did your political entity receive more than 80% of its annual gross revenues in Federal Awards in your preceding fiscal year?	No
16 Did your political entity receive \$25,000,000 or more in Federal Awards in your preceding fiscal year?	No
17 If you answered NO to either question 15 and 16, DO NOT answer this question. If you answered YES to both question 15 and 16, and the public does not have access to this information, list the names and compensation amounts of the five most highly compensated employees in your business or organization (the legal entity to which the DUNS number it provided belongs).	

**Please use the most current 12-months of data available for answering questions 18-23. Include ALL of your agency's statistics, not just those issued during grant activity.**

18 Total number of DWI violations written by your agency.	372
19 Total number of speeding violations written by your agency.	10790
20 Total number of HMV violations written by your agency.	14519
21 Total number of child safety/booster seat violations written by your agency.	53
22 Total number of safety belt violations written by your agency.	2665
23 Total number of sobriety checkpoints hosted.	8

**Use the most current three years crash data from the Missouri State Highway Patrol (MSHP) or your internal record management system for questions 24-34.**

24 Total number of traffic crashes.	6708
25 Total number of traffic crashes resulting in a fatality.	29
26 Total number of traffic crashes resulting in a serious injury.	448
27 Total number of speed-related traffic crashes.	1136
28 Total number of speed-related traffic crashes resulting in a fatality.	6
29 Total number of speed-related traffic crashes resulting in a serious injury.	109
30 Total number of alcohol-related traffic crashes.	383
31 Total number of alcohol-related traffic crashes resulting in a fatality.	8
32 Total number of alcohol-related traffic crashes resulting in a serious injury.	47
33 Total number of unbuckled fatalities.	8
34 Total number of unbuckled serious injuries.	103

**Enter your agency's information below.**

35 Total number of commissioned law enforcement officers.	204
36 Total number of commissioned patrol and traffic officers.	100
37 Total number of commissioned law enforcement officers available for overtime enforcement.	140
38 Total number of vehicles available for enforcement.	50
39 Total number of radars/lasers.	40

40 Total number of in-car video cameras.	50
41 Total number of PBTs.	5
42 Total number of Breath Instruments.	3

**The following information explains the strategies your agency will use to address the traffic crash problem. This information is considered to be the Project Description and should be specific to the crash problem.**

43 Identify primary enforcement locations.	
Major roadways including interstate highways, state routes and arterial streets.	
44 Enter the number of enforcement periods your agency will conduct each month.	40
45 Enter the months in which enforcement will be conducted.	
All	
46 Enter the days of the week in which enforcement will be conducted.	
All	
47 Enter the time of day in which enforcement will be conducted.	
5:00AM to 12:00AM	
48 Enter the number of officers assigned during the enforcement period.	20
49 If equipment or supplies are requested to conduct this project, explain below why it is needed and how it will be used.	
N/A	

## PROJECT EVALUATION

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The MHTC will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Law enforcement compliance with state UCR, Racial Profiling, and STARS reporting requirements (law enforcement contracts only)
2. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
3. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
4. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
5. Attaining the Goals set forth in this contract\*
6. Accomplishing the Objectives\* established to meet the project Goals, such as:
  - Enforcement activities (planned activities compared with actual activities)
  - Programs (number and success of programs held compared to planned programs, evaluations if available)
  - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
  - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort ; documentation of equipment use and frequency of use)
  - Public awareness activities (media releases, promotion events, incentive items or education materials produced or purchased)
  - Other (any other information or material that supports the Objectives)
7. The project will be evaluated by the Traffic and Highway Safety Division through annual crash analysis .

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically ;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

\*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.



ADDITIONAL FUNDING SOURCES

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**BUDGET**

Category	Item	Description	Quantity	Unit Cost	Total	Match	Total Requested
Personnel							
	Overtime and Fringe	Occupant Protection Enforcement/Patrol Officers	1,000	\$53.00	\$53,000.00	\$0.00	\$53,000.00
					\$53,000.00	\$0.00	\$53,000.00
<b>Total Contract</b>					<b>\$53,000.00</b>	<b>\$0.00</b>	<b>\$53,000.00</b>

## ATTACHMENTS

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Document Type

Description

Original File Name

Date Added