

integration by 2002. With the aid of Section 402, 411, and MCSAP funds, as well as other funding sources, the new UAR was implemented on January 1, 2002, and the STARS/TMS integration was completed on January 15, 2002. Although crash reports are still sent to MSHP for encoding, the files reside at MoDOT. Fortunately, the total costs to integrate the two systems and re-engineer STARS resulted in a cost savings of approximately \$760,000.

Other positive results from the re-engineering and integration include:

1. New methodologies for law enforcement officers to record crash location information on the UAR which will enhance uniformity for crash location data analysis and GIS.
2. Conversion of STARS crash data from 1985 forward so that it is available on-line.
3. An infrastructure that is amenable to link various data systems such as driver and vehicle registration, CODES, and court disposition.
4. Development and implementation of an interface where crash data encoded into STARS/TMS is electronically routed, based on selected criteria, to the Missouri State Highway Patrol's Commercial Vehicle Enforcement Division. Division personnel then review the data and encode four additional NGA commercial vehicle data elements from the UAR image. All applicable data is then uploaded to the Motor Carrier Management Information System (MCMIS) in Washington, D.C.

Future enhancements to STARS/TMS include an interface to accommodate electronic reporting of crash data from the field to STARS and a Web application to collect and disseminate crash data.

The development of a Strategic Plan and spirit of cooperation and coordination for better traffic records systems in Missouri has resulted in a new statewide crash system that saved Missouri hundreds of thousands of dollars by not duplicating systems. It also stands to benefit both government and private entities by eventually taking advantage of today's Internet foundation.