

State of Mississippi-Highway Safety Plan Federal Fiscal Year 2019



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Executive Summary:

The Mississippi Office of Highway Safety (MOHS) is pleased to present the Fiscal Year 2019 Highway Safety Plan (HSP). This HSP contains the performance measures and strategies that the MOHS has set for fiscal year 2019 (October 1, 2018–September 30, 2019). The HSP is required by the U.S. Department of Transportation (U.S. DOT)/National Highway Traffic Safety Administration (NHTSA) regulations, in order to provide the State with Highway Safety Funds.

Consistent with the requirements for the application for these funds, the FY19 HSP consists of the following major sections:

1. Highway Safety Planning Process: The Highway Safety Planning Process describes the data sources and the processes used by the State to plan for the upcoming FY19 grant year. It also provides details on how the State identifies safety problems, describes performance measures, defines performance targets, incorporates evidence based countermeasures and projects to address the problems and achieve performance targets.
2. Performance Plan: The Performance Plan contains measurable highway safety performance measures with data based targets. The plan includes justification of each performance target and why the target is appropriate and data-driven.
3. Performance Report: The Performance Report contains information on the program area performance from the previous year in meeting the performance measures and targets set in the previous Highway Safety Plan.
4. Program Area Strategies and Projects: The Highway Safety Program Area Strategies and Projects include the following elements:
 - Description of each strategy and project that the State plans to implement for the fiscal year;
 - Process for selecting strategies and projects;
 - Data and analysis supporting the effectiveness of the countermeasures strategy;
 - Evidence based traffic safety programs that provide analysis of crashes, fatalities and injuries in high risk areas, deployment of resources based on analysis; and
 - Adjustments and follow up to the enforcement plan.
5. Program Cost Summary: The Program Cost Summary section shows the project/program, description of the project/program and the budget of federal funds that will be used for the projects/programs during the fiscal year.
6. Certifications and Assurances: Certifications and Assurances are attached and signed by the Governor's Representative to ensure that the HSP and 405 applications met all requirements and regulations.
7. Section 405 Grant Applications: The Section 405 Application is also included with the HSP for the national priority safety program grants; the State feels it best qualifies.

The HSP is a multi-year plan developed and updated annually by the MOHS to describe how Federal highway safety funds will be apportioned. The HSP is intergovernmental in nature and functions either directly or indirectly, through grant agreements, contracts, requisitions, purchase orders, and work orders. Projects can be activated only after the State HSP has received Federal funding approval. The ultimate goal is to have all of the agreements negotiated and ready for implementation on October 1st, the beginning of the Federal fiscal year.

Mission Statement and Overall Goal: The mission of the MOHS is to encourage and assist State and local agencies, institutions and the private sector in establishing or expanding cooperative highway safety programs based on specifically identified traffic safety problems.

The overall goal is to reduce traffic crashes which result in death, injury and economic loss in the State. In order to accomplish this goal, activities are carried out in the areas of; alcohol/drug countermeasures, police traffic services including speed, occupant protection, traffic records, driver education and special projects funded through the National Highway Traffic Safety Administration (NHTSA).

II. Highway Safety Planning Process:

A. Overview of Planning Process:

The MOHS planning process is a continuous process that involves numerous functions to make the program and projects run smoothly. The highway safety program (which is operated on the federal fiscal year) begins with an approved Highway Safety Plan as mandated by *23CFR Part 1300.10*. The Highway Safety Plan (HSP) contains targets, performance measures and strategies that Mississippi has set for the FY19.

Mississippi's Highway Safety Plan (HSP) is developed and produced by the MOHS, but is a large collaboration of partnerships that together, create the plan to reduce motor vehicle related injuries, fatalities and save lives.

The steps listed below outline the planning process broadly:

- Review the previous year Annual Report and latest available data;
- Implement Planning Meetings with Sub-grantees from program areas (Traffic Records, Impaired Driving, Occupant Protection, Public Information and Education, Police Traffic Services, Media, LEL Coordination, Judicial and Youth);
- Planning Meetings with Task Forces, Coordinating Committees, Partners, Task Forces, Agency Leaders and Mississippi Association of Highway Safety Leaders (MAHSL);
- Develop the statewide problem identification;
- Prepare and distribute the Request for Proposals (RFP);
- Implement grant writing workshops with key partners and stakeholders;
- Analyze data to be used in prioritizing and setting of targets;
- Review, rate, rank and select of evidence based projects based on problem identification, analysis and performance measures to include in the HSP;
- Preparation of the HSP and 405 Applications; and
- Prepare the Annual Report for submission to NHTSA of the States accomplishments for the grant year.

The HSP contains goals, targets, performance measures and strategies that the State has set for the FY19 grant year and is provided as part of the state application for FY19 Federal highway safety funding. The MOHS safety program is based on detailed problem analysis and problem identification that precedes the selection of projects for funding.

The MOHS planning process consists of a number of stages:

1. Data Analysis;
2. Participation from traffic safety related partners;
3. Problem identification;
4. Issuance of Requests for Proposal (RFP);
5. Identify performance measures with data based targets, and countermeasures;
6. Development of priorities for funding categories, and budget;
7. Determine additional priority programs;
8. Review and assign grant applications and determine funding category;
9. Develop, approve and distribute grant agreements; and
10. Implementation.

The MOHS operates under the provisions of the national priority grant program codified in a single section of the United States Code (HR.22 §4001-4015) and the Fixing America's Surface Transportation Act (FAST). Section 405 priority funds can be used for occupant protection, state traffic safety information systems, impaired driving countermeasures, motorcycle safety, distracted driving, state graduated drivers licensing and non-motorized safety grants.

Based on the data, the MOHS will utilize grant funds to reduce crashes, fatalities, injuries and property damage by addressing road user behavioral issues in program areas such as police traffic services, motorcycle safety, traffic records improvements, impaired driving, adjudication, occupant protection, and public information and education.

i. Identification of the Participants in Planning Process:

The HSP planning process was developed through coordination with a variety of highway safety committees, stakeholders, community groups and partners from public and private agencies across the State. The MOHS partners and stakeholders help provide data for problem identification and performance measure target setting in addition to development of countermeasure strategies, for the upcoming grant year.

MOHS Partners:

Federal Partners:

- Federal Motor Carrier Safety Administration
- Federal Highway Administration
- National Highway Traffic Safety Administration
- Governor's Highway Safety Association

State Partners:

- Legislators
- Mississippi Association of Chiefs of Police
- Mississippi Sheriff's Association
- Mississippi Department of Transportation
- Mississippi Department of Health
- Mississippi Department of Public Safety
- Mississippi Highway Patrol

Public Information and Education Groups

- Mississippi Mothers against Drunk Driving
- Mississippi State University
- Mississippi Social Science Research Center
- Mississippi Associate of Highway Safety Leaders

MOHS Staff Members

Local Municipal, Sheriff's and State Law Enforcement

Utilization of State and Federal Planning Partners: The MOHS utilizes its partners at various meetings:

- Obtain partner input and feedback;
- Examine needs and potential solutions;
- Analysis of problem identification;
- Assess data improvements; and
- Identify targets for the NHTSA Core Performance Measures.

The MOHS staff is integrally involved throughout the development of the HSP planning and implementation process. MOHS staff serves on executive committees, implementation development, task forces, Strategic Highway Safety Planning committees and the State Traffic Records Coordinating Committee. Additional data analysis, planning and strategic meetings are planned throughout the year to assess areas of need, focus to identify solutions.

ii. Data Sources in Planning Process:

The MOHS uses a variety of data sources for the planning of highway safety issues, projects and programs for the State. The MOHS program is based on a detailed review of data and problem analysis that begins before the selection of projects. The MOHS problem identification is based on the most recent completed FARS data. Fatalities, injuries, crash data, citation data and survey data are used for problem identification analysis, to determine priority area of the State. Projects are selected and planned to address the needs determined in the problem identification. Problem identification also helps the MOHS in setting performance targets, performance measures and strategies.

The following are the data sources that are used during the planning process:

Fatality Analysis Reporting System (FARS)	State Data and Statistics (MS Highway Patrol)
National Statistics (NHTSA)	Regional Data (NHTSA Region 6)
State Demographics (Census)	Surveys (Motorcycle, Seatbelt & Child Restraint and Teen) (MS State University)
Surveys (Preusser Research Group-Night)	Roadway/Infrastructure Statistics (Mississippi Department of Transportation)
Large Trucks Data (Federal Motor Carrier Safety Administration)	

iii. Steps in the Planning Process:

The MOHS program staff begins the proposal process for the requests of proposals (RFP) to meet the identified problems of the State. The RFP invites eligible state, county, local enforcement agencies, as well as college, universities and non-profit agencies, to apply for highway safety funds. All agencies **must** be involved in highway safety and submit a RFP that will help meet the identified problems.

The MOHS Traffic Safety Specialists (TSS) reviews the incoming RFP, provide recommendations and perform a risk assessment of each RFP to a review panel. The risk assessments are provided to the review panel, which consists of the Office Director, Program Director, Finance Director, Data Director, Planner and Internal Auditor.

The RFP must address the performance measures and targets; identified problem target areas, data-driven approaches address needs and utilize proven safety countermeasures to address the State's identified problem areas. The recommendations from the review panel are then used to select proposed countermeasure project activities to help the TSS develop agreements with sub-grantees.

The planning process is listed in the chart below:

Activity	Date:	MOHS Staff
Meet with partners for planning, implementation and data review.	All Year	MOHS Staff
Review previous year reports, performance, risk assessments, etc.; set annual performance targets; problem identification review of recent data; project strategic meetings.	All Year	MOHS Staff
Process monthly claims; review performance and financial statistics.	All Year	MOHS Staff
Conduct desk audits; monitoring; and file review.	All Year	MOHS Staff
Proposal solicitation and return of proposals.	October November	MOHS Staff
Grant writing workshops.	October	MOHS Staff
Assess carry forward and budget needs for upcoming FY.	January February	MOHS Staff
Strategic planning meetings for upcoming FY.	March-May	MOHS Staff
Draft Highway Safety Plan and 405 Applications.	March-June	Planner
Approval of Enforcement and Project Plans by appropriate partners.	May-June	Review Panel
Submit HSP and 405 Application	July	Planner
Implementation Meetings for FY	September	MOHS Staff
Draft Annual Report	October	Planner
FY Closeout	November December	MOHS Staff
Submit Annual Report to NHTSA	December	Planner

iv. Coordination with the Strategic Highway Safety Plan for the Planning Process:

Beginning in 2013, the MOHS and the Mississippi Department of Transportation (MDOT), along with additional partners began working together to identify common trends, potential targets areas through data and problem identification and to agree on consistent goals and performance measures that could be adopted by all parties.

The State Strategic Safety Plan (SHSP), which MDOT leads, reflects a lot of the same goals and targets that the MOHS reflects in the annual HSP. The SHSP document can be found at the MDOT website:
<http://mdottrafficsafety.com/Programs/strategicHighwaySafety/default.aspx>
<http://sp.gomdot.com/Traffic%20Engineering/Traffic%20Safety/Pages/MS-Strategic-Highway-Safety-Plan.aspx>

The MOHS and MDOT have adopted common performance measures for fatalities, fatality rate and serious injury for the upcoming fiscal year. The group meets to discuss the data and trends of where the three common measures would be in the upcoming FY and beyond. The three measures have been agreed on by all parties for the upcoming FY.

The SHSP Coordination process includes:

- Hold collaboration meetings to share data;

- Determine common trends and common joint goals;
- Develop targets and performance measure; and
- Create collaborative plans to combat joint highway safety issues within the State.

B. Problem Identification Process:

The HSP problem identification process was developed through coordination with a variety of stakeholders and partners from public and private agencies across the State. The MOHS Partners and Stakeholders review the data and help develop performance measures/targets, countermeasure strategies and projects for the upcoming grant year based on the needs that are identified during the problem identification process.

i. Participants in Problem Identification Process:

The following are the partners and stakeholders that contribute to the HSP problem identification process with data and information. The partners are invited into strategic planning meetings to help with discussion on problem identification, typically during the 2nd and 3rd quarters. During these meetings partners are asked to help the MOHS in identifying issues, problems in their areas and discuss ways to help with those issues.

MOHS Partners:

- Office of the Attorney General
- MOHS Youth Programs
- Federal Highway Administration
- Federal Motor Carrier Safety Administration
- Community Groups
- Mississippi Department of Education
- Mississippi Department of Health
- Mississippi Department of Public Safety
- Mississippi Department of Transportation
- NHTSA
- SHSP Planning Committee
- GHSA
- Local Law Enforcement

ii. Data Sources in Problem Identification Process

The MOHS HSP is based on the most recent published data available at: <http://www.nhtsa.gov>. along with a variety of data sources for the identification of highway safety issues and trends. The following are the data sources that are used during the problem identification process:

Fatality Analysis Reporting System (FARS)	MS Highway Patrol (Citation)
NHTSA-(National Statistics)	NHTSA Region 6 Regional Data
MS State University (Motorcycle, Child Restraint Seat; Seatbelt Survey)	Preusser Research Group(Attitudinal Survey/Night Time Survey)
Police, Sheriff's Departments & Community Partners	Mississippi State University-Social Science Research Center
Federal Highway Administration	US Census (State Demographics)
Mississippi Department of Transportation-Roadway Statistics	

iii. Steps in Problem Identification Process:

The following steps are implemented to determine needs and identify problem areas based on the available data. The most recent data is used to compare population, fatal and injury crashes, alcohol, unbelted, motorcycle, speed, pedestrian and bicycle fatalities, youth fatalities and the costs associated with crashes, injury and fatalities.

The steps in problem identification process take place throughout the year, as data becomes available for all data sources that are listed above. The Traffic Records Coordinator works with the FARS analyst and with individuals from the agencies listed above to retrieve data that is critical in the development of the problem identification process.

- Each county is evaluated and ranked using a 5 year average of data trends in the areas of alcohol, unbelted, speed, motorcycle, pedestrian, bicycle and youth fatalities. The data shows trends in multiple fatalities for each program area and where the focuses need to be in the upcoming grant year.
- Trend analysis is performed for each program area to take into account the data and projections of where the data may be in future, so that funds, activities and programs can be placed in the areas with the most need.
- MOHS also reviews the following to determine sub-grantee performance, need and trends within the agencies:

- Project Problem Identification;
- Risk Assessments;
- Surveys; and
- State Demographics
- Meetings are conducted with partners to determine needs, trends and issues in areas in the state. Meetings can be based on:
 - Youth;
 - Alcohol/Impaired Driving;
 - Partnership Meetings (FHWA, FMCSA, MDOT, MCSD)
 - Judicial- Traffic Safety Resource Prosecutor (TSRP)
 - LEL Coordinators;
 - Public Information and Education;
 - Traffic Records; and
 - Occupant Protection (Adult and Child Restraint)
- Request for Proposals (RFP) are based on the problem identification identified by the partners and MOHS staff.
- RFPs require applicants to show how countermeasures and strategies proposed, relate to the problem identification information and to identify how the activities will address problems identified in the sub-grantees area of coverage.

iv. Problem Identification Process-SHSP Coordination Process

The MOHS works with the Mississippi Department of Transportation (MDOT) to conduct problem identification through available data. Each group looks at the data in different ways, but all have several common goals to meet both agencies goals, which are fatality, fatality rate and injury reductions.

The SHSP Coordination process includes:

- Hold collaboration meetings to share data;
- Identify common factors through problem identification to find solutions;
- Determine common trends and common joint goals; and
- Create collaborative plans to combat joint highway safety issues within the State.

v. Problem Identification-Conclusion

Problem identification is an important process for the MOHS, so that the State knows what the concerns are and what the data and problem identification show. The State can discuss issues and concerns within their community on developing strategies and combat the issues that are occurring in the State. Problem identification is an ongoing process for the MOHS and never stops, because trends, data and issues are always developing. As new issues become known, the MOHS develops and adjusts programs and strategies to help with the problems that are identified.

C. Performance Measures Process-Overview:

The MOHS uses reviews actual fatalities and linear trends to identify performance measures in each of the program areas and in each of the target core measures. The trend lines show whether a performance measure is realistic and attainable for the State. In some cases, the MOHS choses to maintain a performance measure due to low numbers or preliminary state data is show inconsistencies for the upcoming year. (Example of a large rise in fatalities from the current published data to what will be published in the upcoming year). Performance measures are re-evaluated each year with data as it is received by FARS and by the State.

i. Performance Measure-Participants:

The performance measure and target process are developed through coordination with a variety of stakeholders and partners from public and private agencies across the State. The MOHS partners and stakeholder help develop countermeasures, performance measures, strategies and targets for the upcoming grant year. The following are the partners and stakeholders that help with the performance measure and target process.

Federal Highway Administration	Federal Motor Carrier Safety Administration	MOHS Youth Programs
MS Department of Public Safety	MS Department of Transportation	NHTSA
SHSP Planning Committee	MS Department of Public Safety	Oxford PD Enforcement Training

ii. Performance Measure Process-Data Sources:

The MOHS uses a variety of data sources for the planning of highway safety issues, projects and programs for the State. The following data sources are used during the performance measure and target development.

Fatality Analysis Reporting System (FARS)	MS Highway Patrol (Citation)
NHTSA-(National Statistics) and Region 6 Data	US Census (State Demographics)
MS State University (Child Restraint; Seatbelt Survey)	Preusser Research Group (Survey)
Police, Sheriff's Departments & Community Partners	MS State University-Social Science Research Center
Federal Highway Administration	Department of Transportation-Roadway Statistics

iii. Steps in the Performance Measure Process:

Using the data and information gathered through the problem identification process, the MOHS selects key program areas for emphasis and coordinates with various partners, the development of priority traffic safety performance measures with data based targets to measure progress. Targets for performance measures are based on trend analysis of crash data, other data sources such as demographic and outside influences, available funding, and the availability of viable evidence based strategies (for each program area) to address the problem.

Description of Target Setting Process: The HSP requires a description of the processes used by the State to describe its highway safety performance measures and define its highway safety targets; to develop and select evidence based strategies and projects to address its problems; and achieve its performance targets. The description of the target setting process is as follows:

1. Identify and collect relevant data from various data sources that can be used to measure progress of the programs.
2. Identify and work with partners to obtain data and information that may impact progress.
3. MOHS staff meets to determine the focus for the upcoming grant year. Discuss the performance targets, performance measures and strategies that will be used. Projects and programs are selected based on need, performance, potential for impacting performance targets and evidence based projects.
4. Analyze the data and conduct trend analysis.
5. Provide data to partners and MAHSL for discussion and recommendations.
6. Identify if additional performance measures beyond the required Core Outcome, Behavioral and Activity measures are needed for the State. Each program area funded will have at least one outcome performance measure, as required. When appropriate some program areas may have more than one performance measure.
7. Targets are set based on data and input from partners that may impact target setting. Feedback from partners may include such issues as pending legislation, economic issues in the state, anticipated contributions of resources and support of partners, and recommendations from strategic planning meetings.
8. Performance measures are written based on the NHTSA/GHSA template standard fill-in-the-blank statement and are incorporated into the HSP by listing in the NHTSA/GHSA recommended performance measures chart.
9. Justification/explanation for each performance target will be included in the performance plan of the HSP.
10. Targets will be considered in the selection of evidence based countermeasure strategies that will contribute to achievement of the performance measure targets.

The performance plan of the HSP establishes a performance measure for each identified priority program area. The performance measures track progress from a baseline toward meeting the target by the specified date using absolute numbers, percentages or rates. Performance measures are reviewed and updated each year. The purpose of measuring performance is to determine whether programs are effective and efficient.

In the State's performance plan section of the HSP, each program area is required to be accompanied by at least one performance measure that enables the State to track progress from a specific baseline toward meeting the goal (e.g., a goal to "increase seat belt use from XX percent in 20XX to YY percent in 20XX," using a performance measure of "percent of restrained occupants in front outboard seating positions in passenger motor vehicles"). The most recently released State and FARS data is used by the State. See 23 CFR § 1300.11(c)

If the MOHS intends to fund programs outside the core measures, for each of these other programs, performance measures are required. The following information will be included for all performance measures (i) documentation of current safety levels; (ii) quantifiable annual performance targets, and; (iii) justification for each performance target that explains why the target is appropriate and data driven.

Selected targets will, whenever reasonable, represent an improvement from the current status rather than a simple maintenance of the current number or rate. Targets for each program area will be consistent, compatible and provide sufficient coverage of State geographic areas and road users. When performance targets are common across multiple agencies, the projects that will be deployed to achieve those targets may be a combination of those projects contained in the MOHS HSP, State and local plans, and the State SHSP.

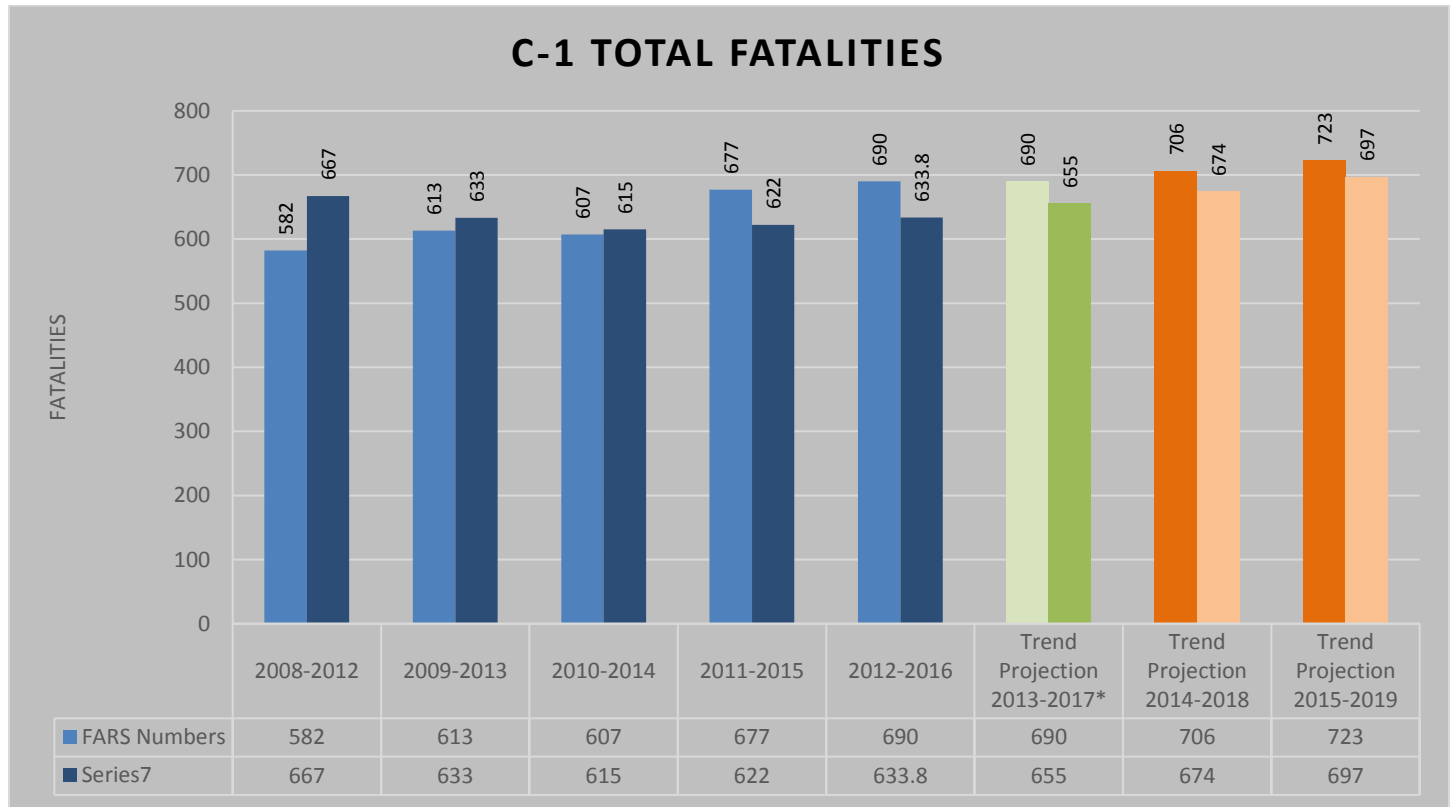
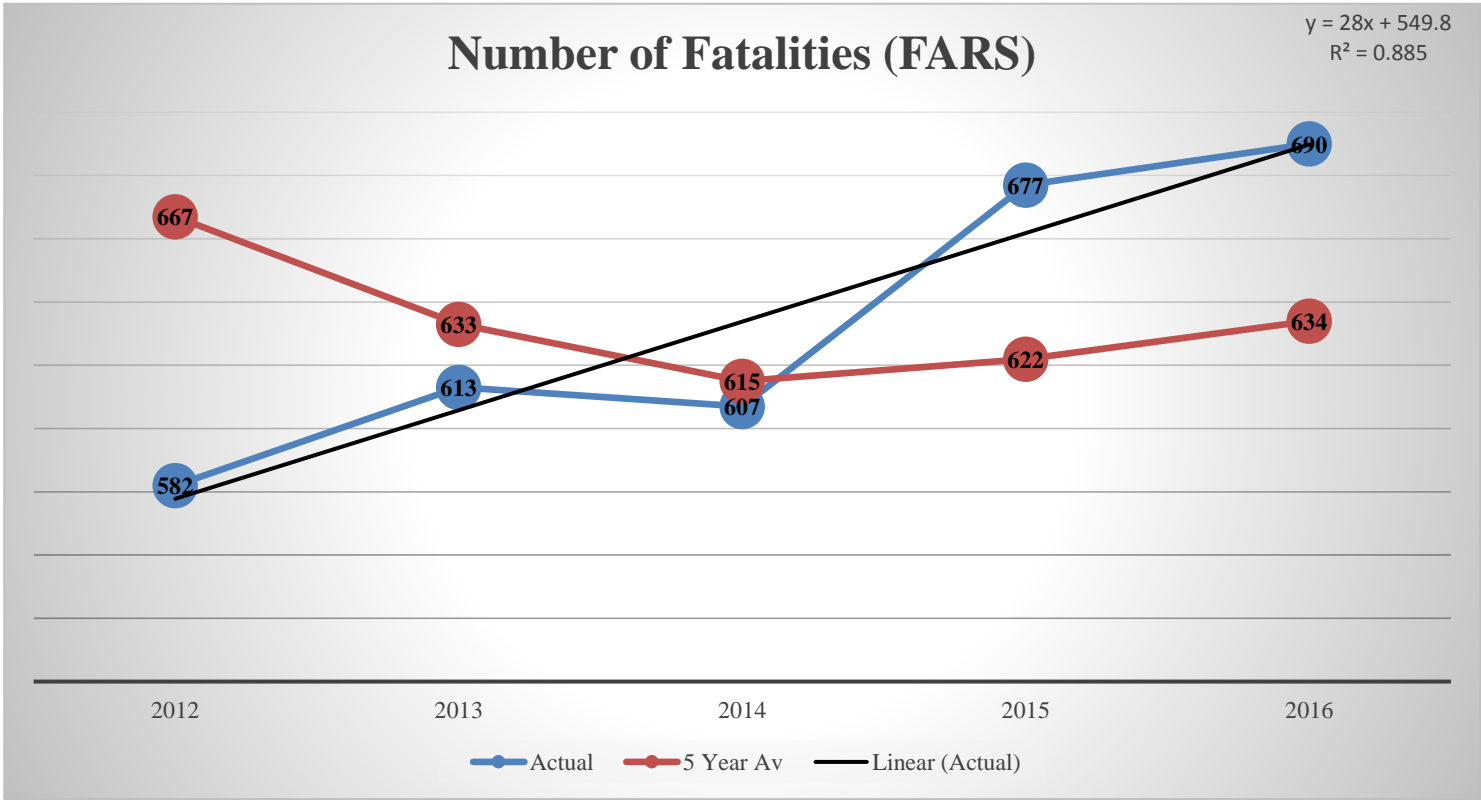
Meetings and Performance Measure Process Discussion: The performance measure process begins with discussion among the MOHS Traffic Records Coordinator, Planner, Director and the MOHS Directors after data from the previous years has been collected. Trend lines are created to determine the direction that the data is projected to take in the coming years. Based on the data and trend lines, a tentative set of performance measures and targets are set for the MOHS planning and problem identification process and strategic meetings.

During the release of the RFP, the proposed performance measures and targets are released along with the RFP. Potential applicants include data, problem identification and grant information in the RFP that would help with reaching the MOHS performance measure targets and plans for the upcoming grant year. During the performance measure and target setting process and development of the HSP, the MOHS meets with the STRCC and the SHSP Strategic Planning Committees to determine and finalize the performance measures and their targets that will be added into the HSP.

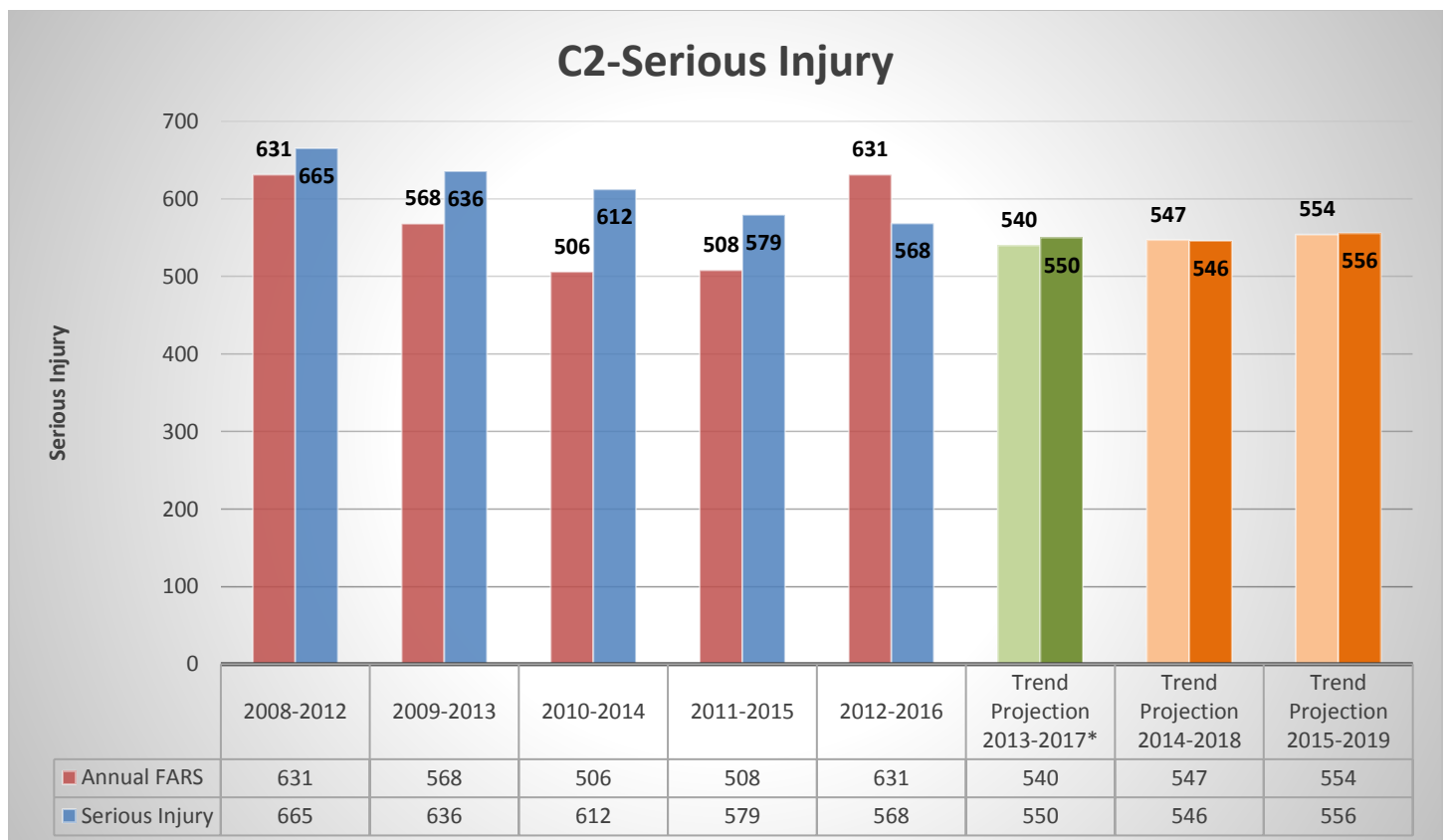
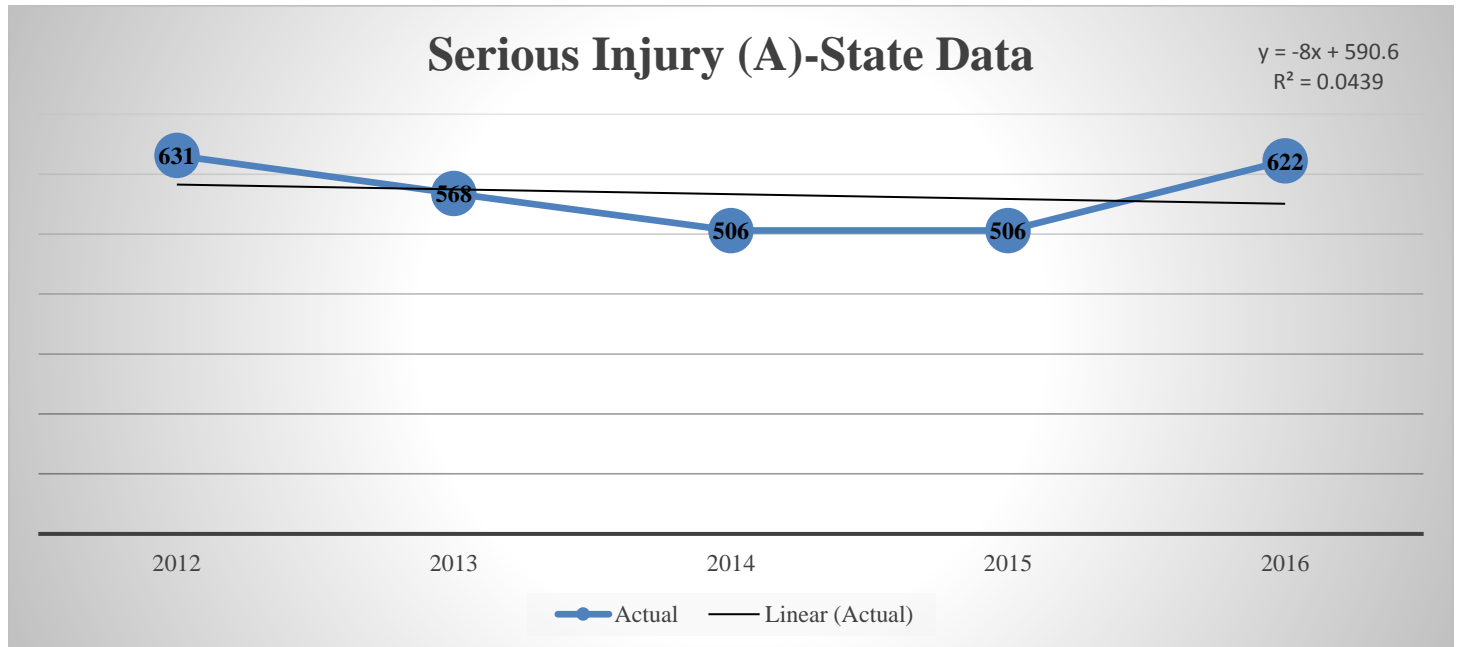
iv. Data Trend Analysis:

Comparisons are made of trends over time (5 year), targets are set and performance measures are derived with input from MOHS staff. The reduction of traffic fatalities and injuries iterates the mission and the priorities are set by selecting activities that address the State problems. Trends are based on the number of fatalities and the rates of decrease and increase. Setting Performance Targets are also based on trends that are shown in the data. Below are trends that were used to help select performance measures for each program area for the upcoming fiscal year. The R^2 value in the equation represents the reliability of the trend line. The trend line is most reliable when the equation is closest to the number 1.

Number of Traffic Fatalities (FARS): The trends for overall fatalities are shown with data from 2012-2016. The linear trend line shows a downward trend with an unstable R² value of 0.885 for the years of 2012-2016, with an increase of 28 fatalities a year. Due to the large increase of 70 fatalities in 2015, this created a large instability to the trend line. The trend line of preliminary data and moving average projections show fatalities at or around 674 in 2018 and 697 in 2019. *Trend Projection Data is not FARS final data.

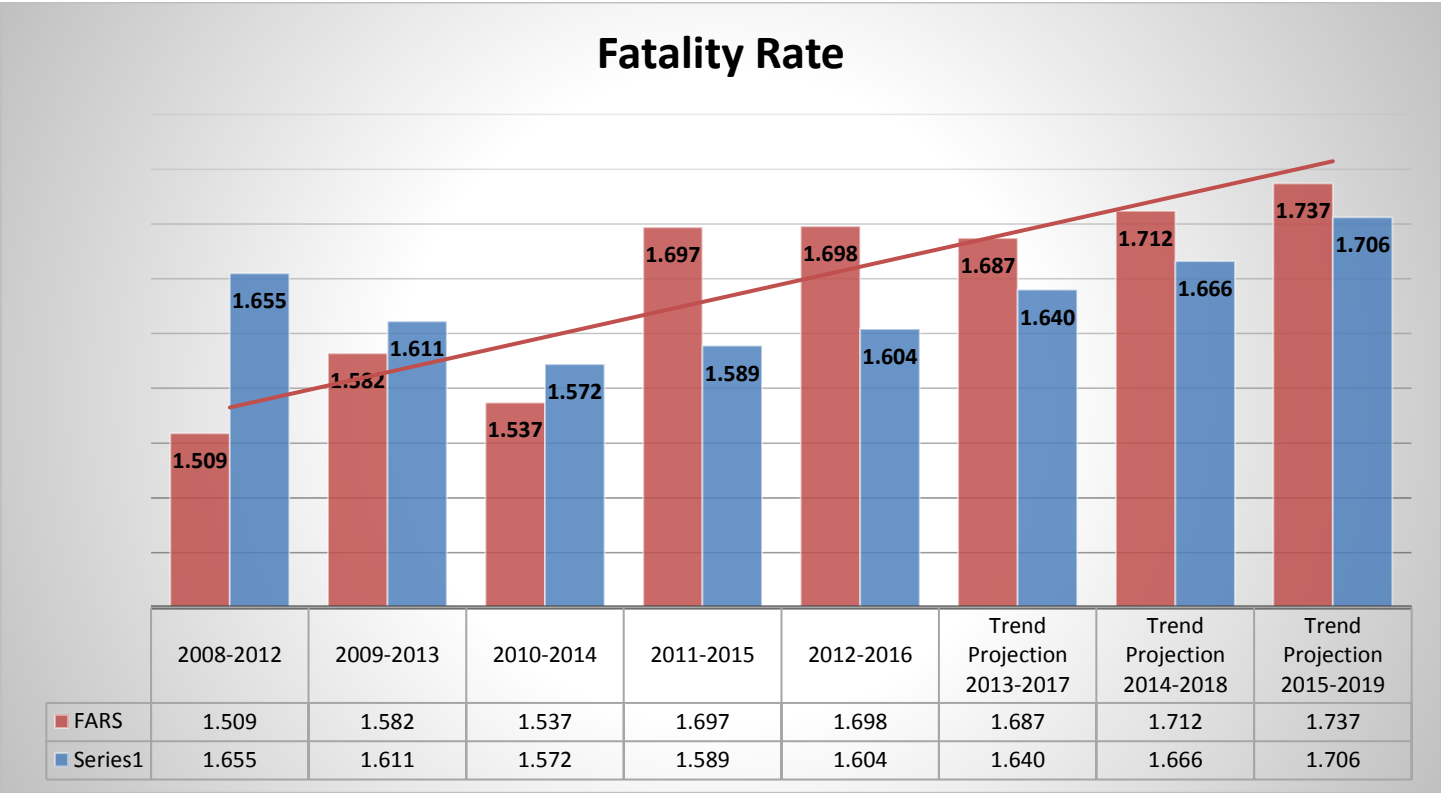
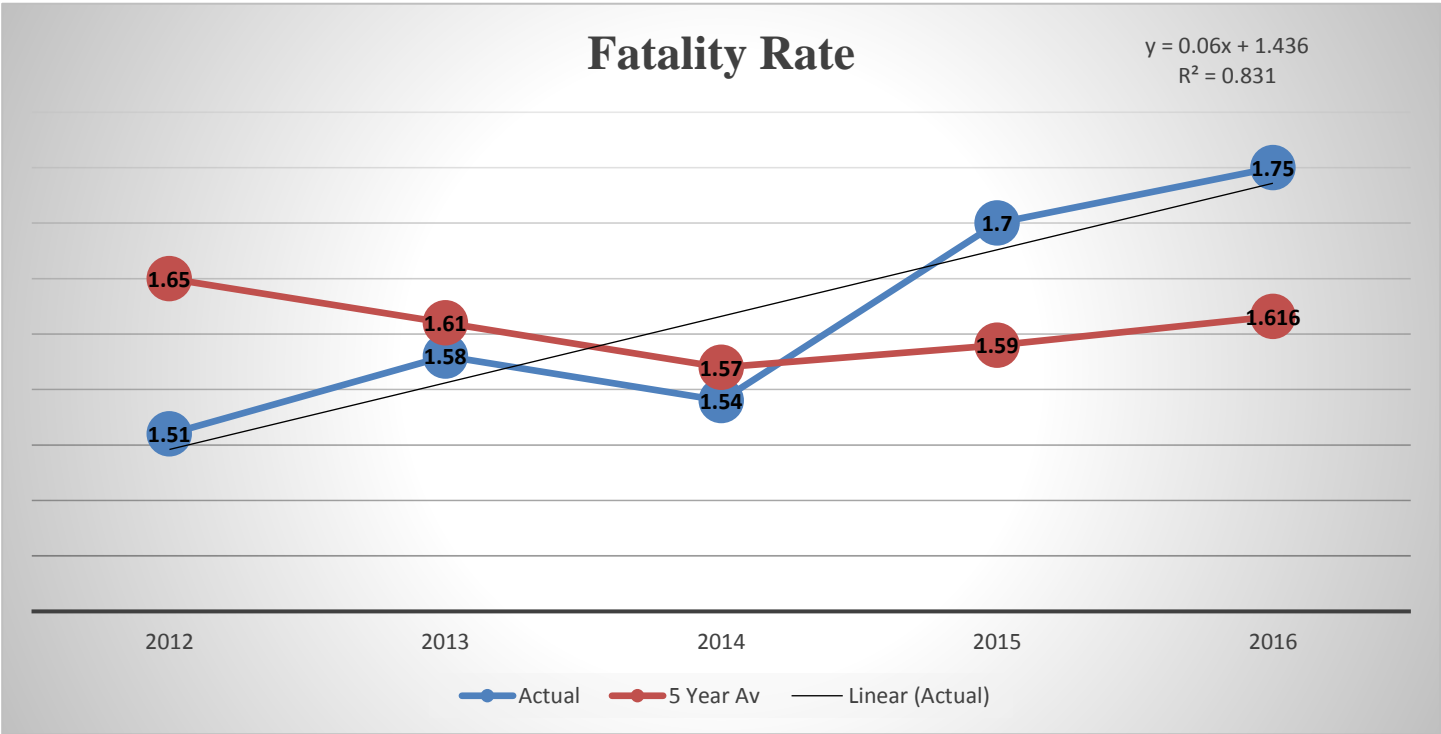


Serious Injury (State Data): The trends for serious overall injuries are shown with data from 2012-2016. The linear trend line shows a continued downward trend with a stable R^2 value of 0.04, with a reduction of 8 injuries per year. If the injuries trend continues, the MOHS will see fewer injuries in the years to come. The trend is projected for 2017 to have at or around 546 in 2018 and 556 in total injuries in 2019.



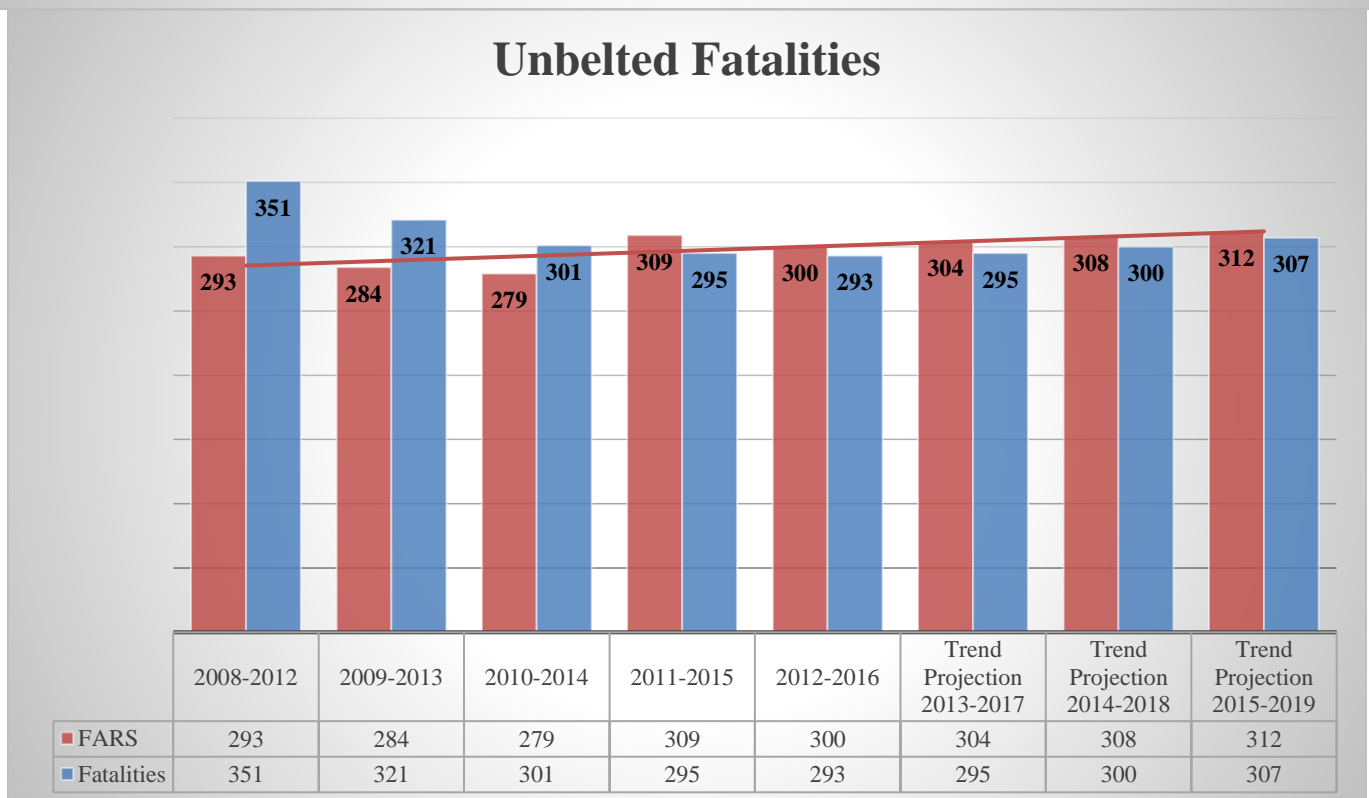
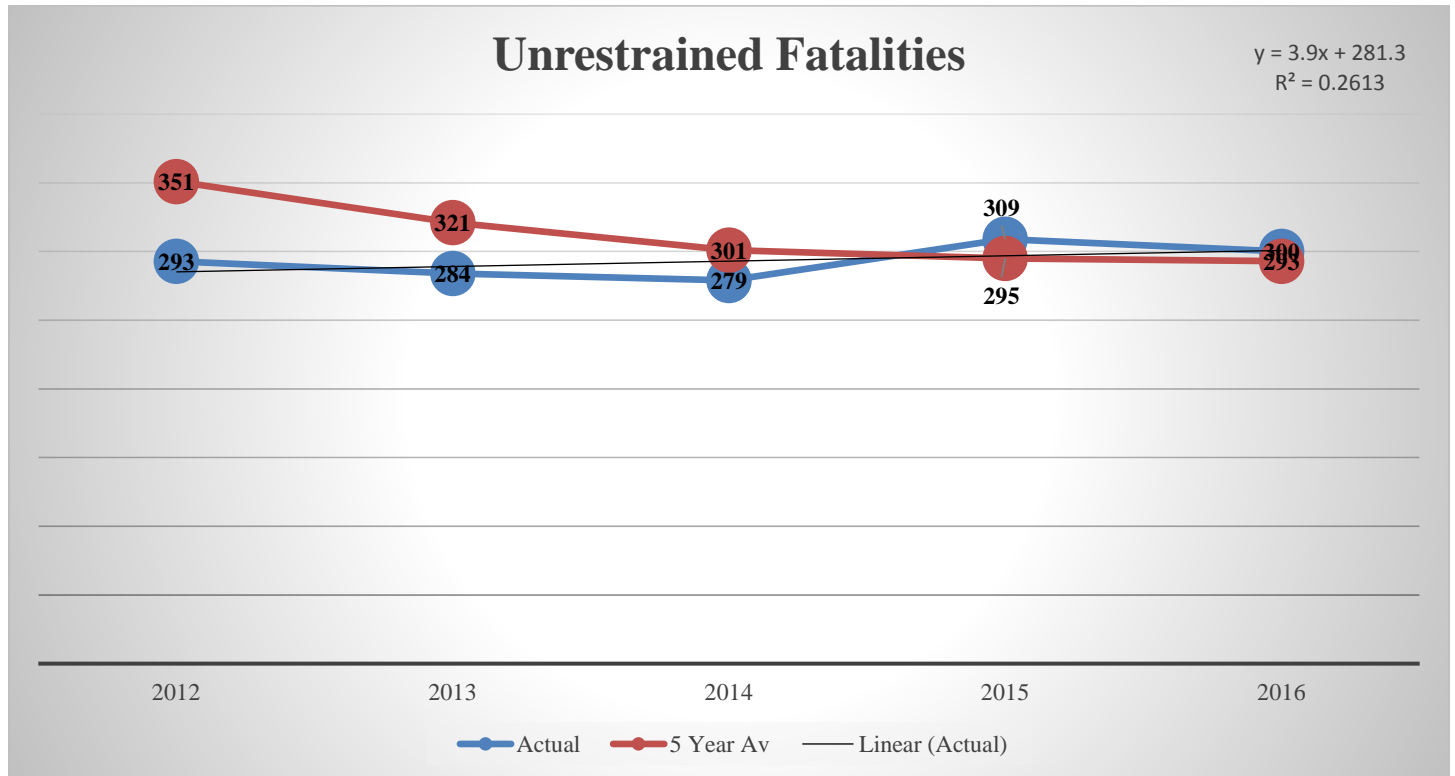
*Trend Projection Data is not FARS final data.

Fatality Rate: The trends for overall fatality rates are shown with data from 2012-2016. The linear trend line shows an upward trend with a stable R² value of 0.831. If the trend continues, the State will see a fatality rate increase in the years to come. The trend is projected for 2018 to have a fatality rate at or around 1.66 and 1.70 in 2019.



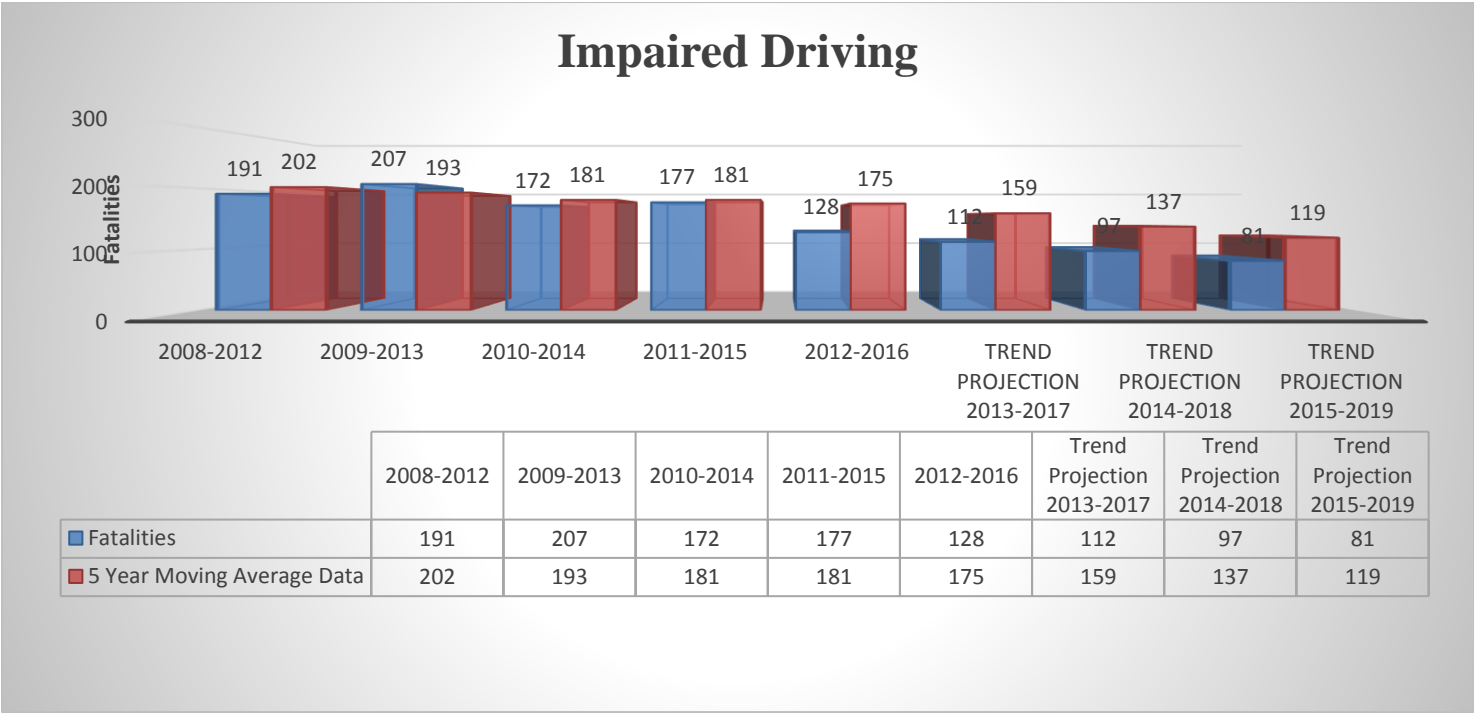
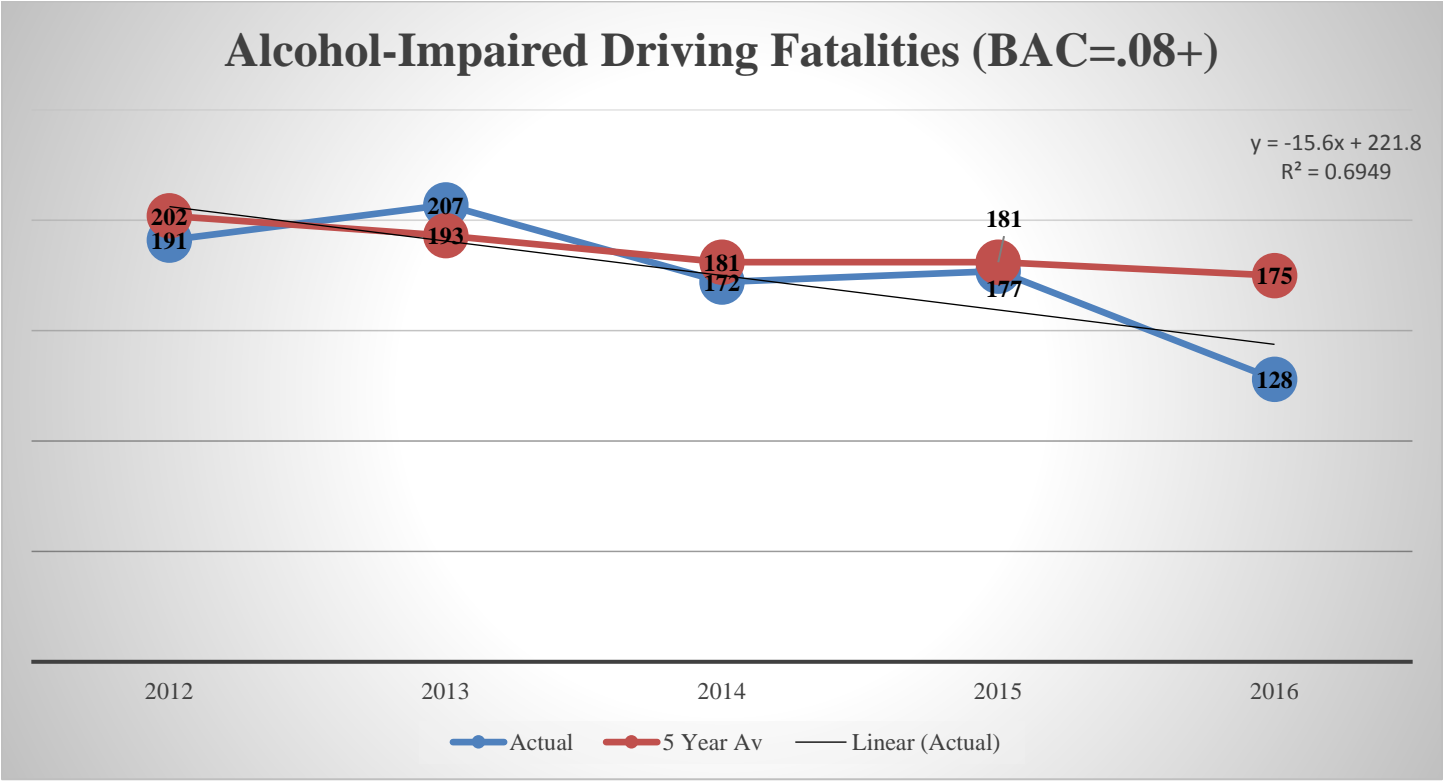
*Trend Projection Data is not FARS final data.

Unrestrained Passenger Vehicle Occupant Fatalities: The trends for overall unrestrained passengers are shown with data from 2012-2016. The linear trend line shows a small increase trend with a R² value of 3.9. If the trend continues, the State will see an unrestrained passenger fatality rate increase in the years to come. The trend is projected for 2018 to have unrestrained fatalities rate at or around 308 and 312 in 2019.

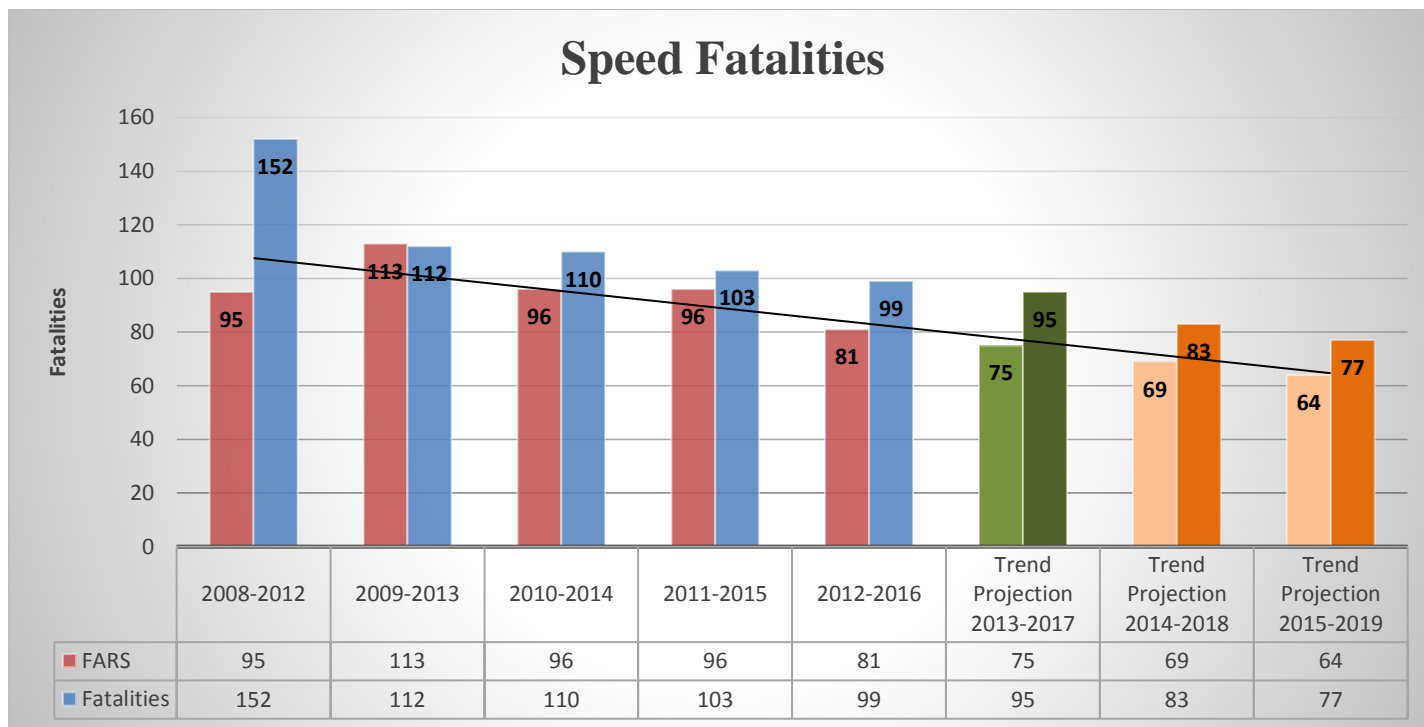
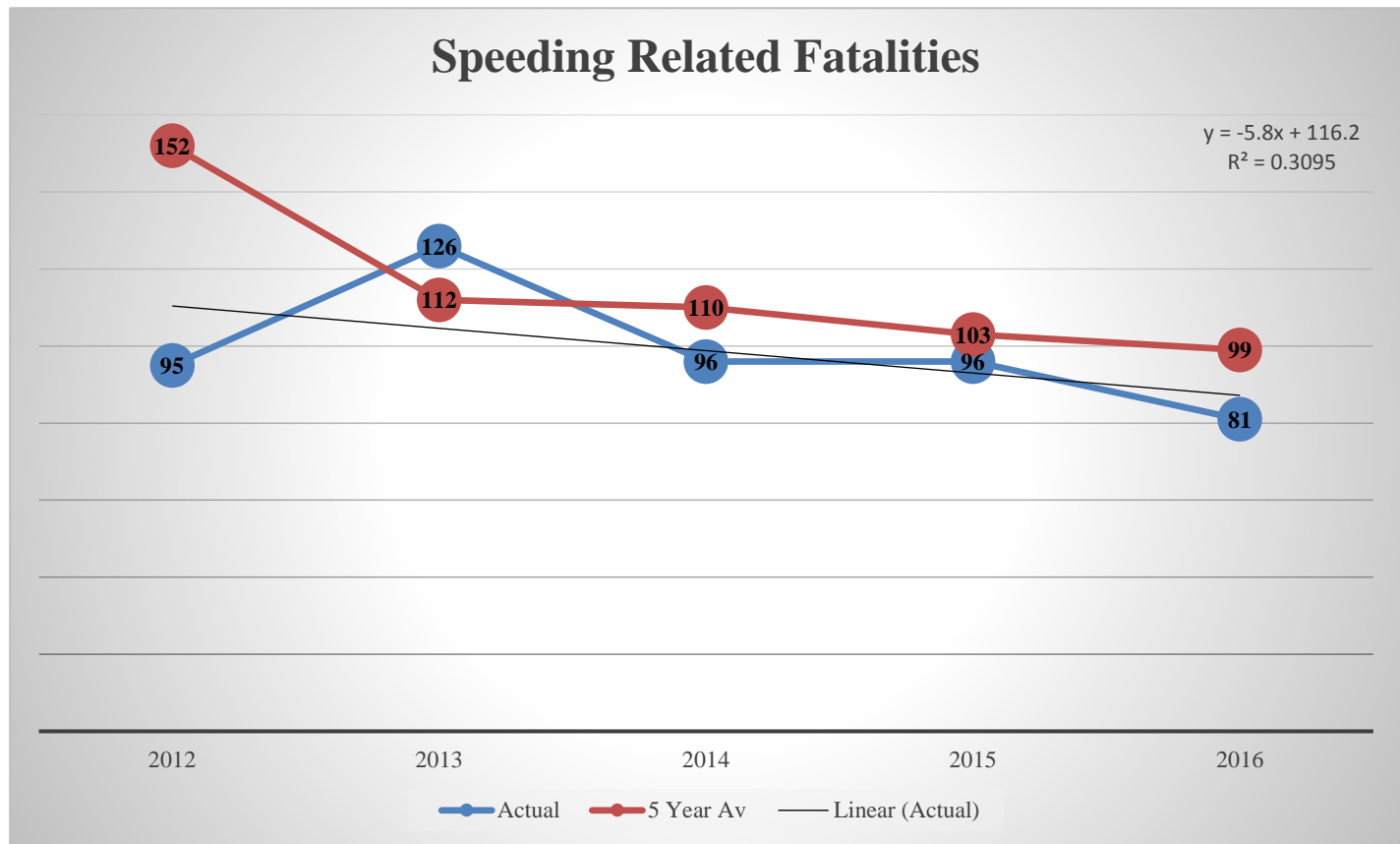


*Trend Projection Data is not FARS final data.

Alcohol and Other Drugs: The trend for overall fatalities with alcohol/other drugs with a BAC of .08 or above is shown with data from 2012-2016. The linear trend line shows a downward trend with a R² value of 0.6949. If the trend continues, the MOHS should see the fatality rate decrease in the future. This area has decreased in fatalities over the past four years from 207 in 2013 to 128 in 2016. The trend is projected at or around for 2018 impaired driving fatalities of 97 and 81 in 2019. *Data is very inconsistent with Impaired Driving. 2016 “certified” number doesn’t appear to have imputed number from NHTSA. Without imputed number, either data for 2016 is incorrect or 2012-2015 should use state data for number.

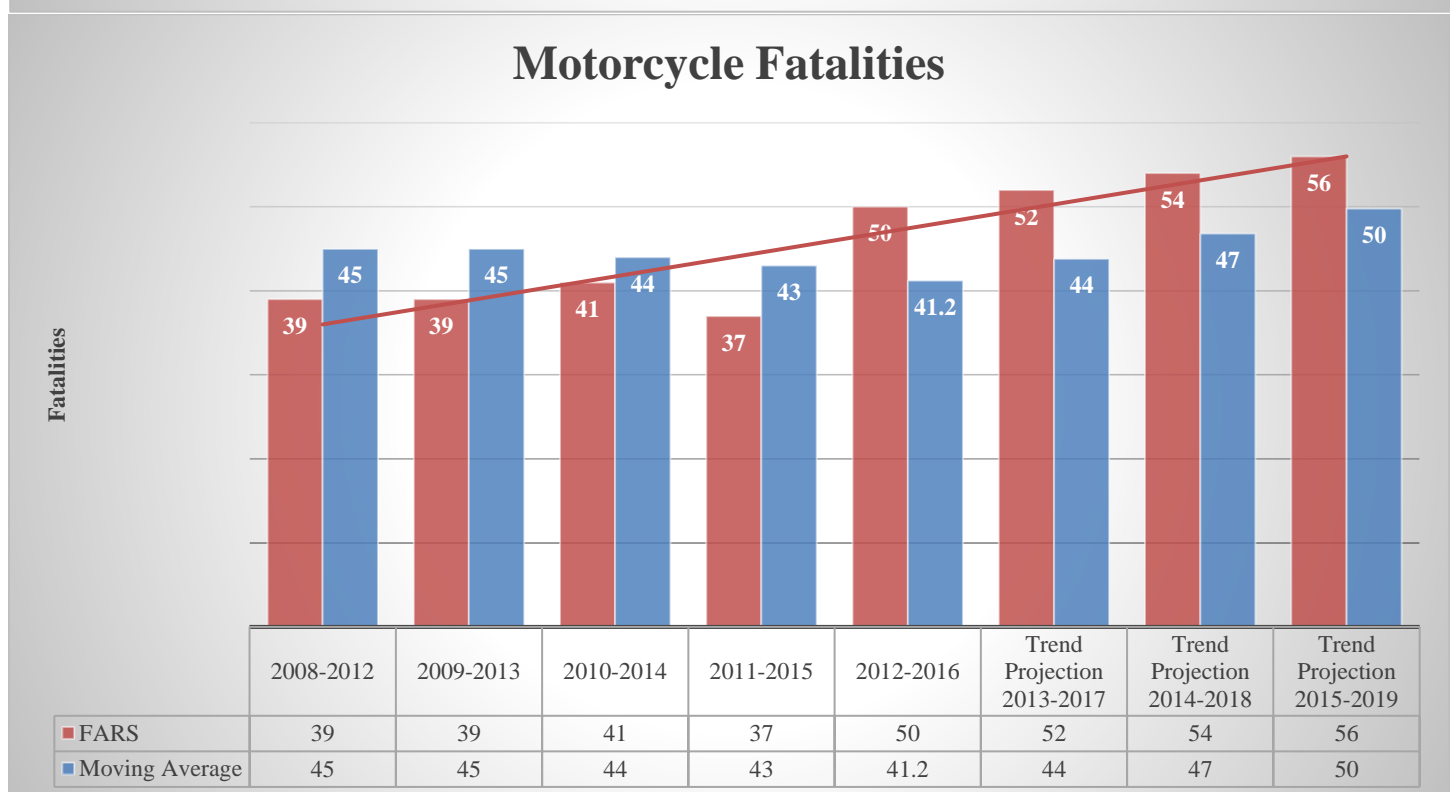
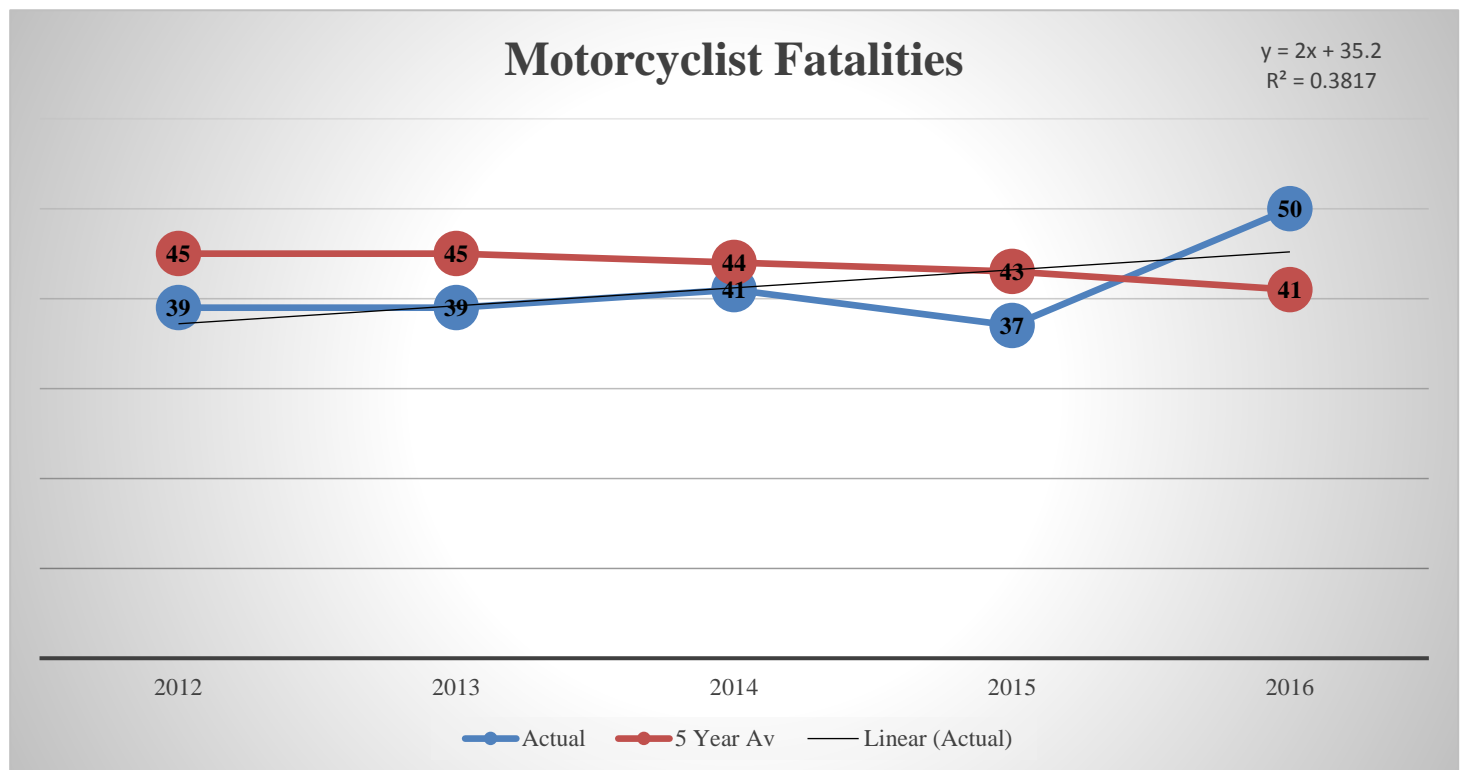


Speed: The trend for speed related fatalities is shown with data from 2012-2016. The linear trend line shows a downward trend, the trend line has an unstable R² value of .03095. If the trend continues, the MOHS will likely see continued decreases in the speed related fatalities in the years to come. The MOHS saw a maintaining of fatalities in years 2014 and 2015. The trend is projected for 2018 at or around 69 and 64 in 2019.



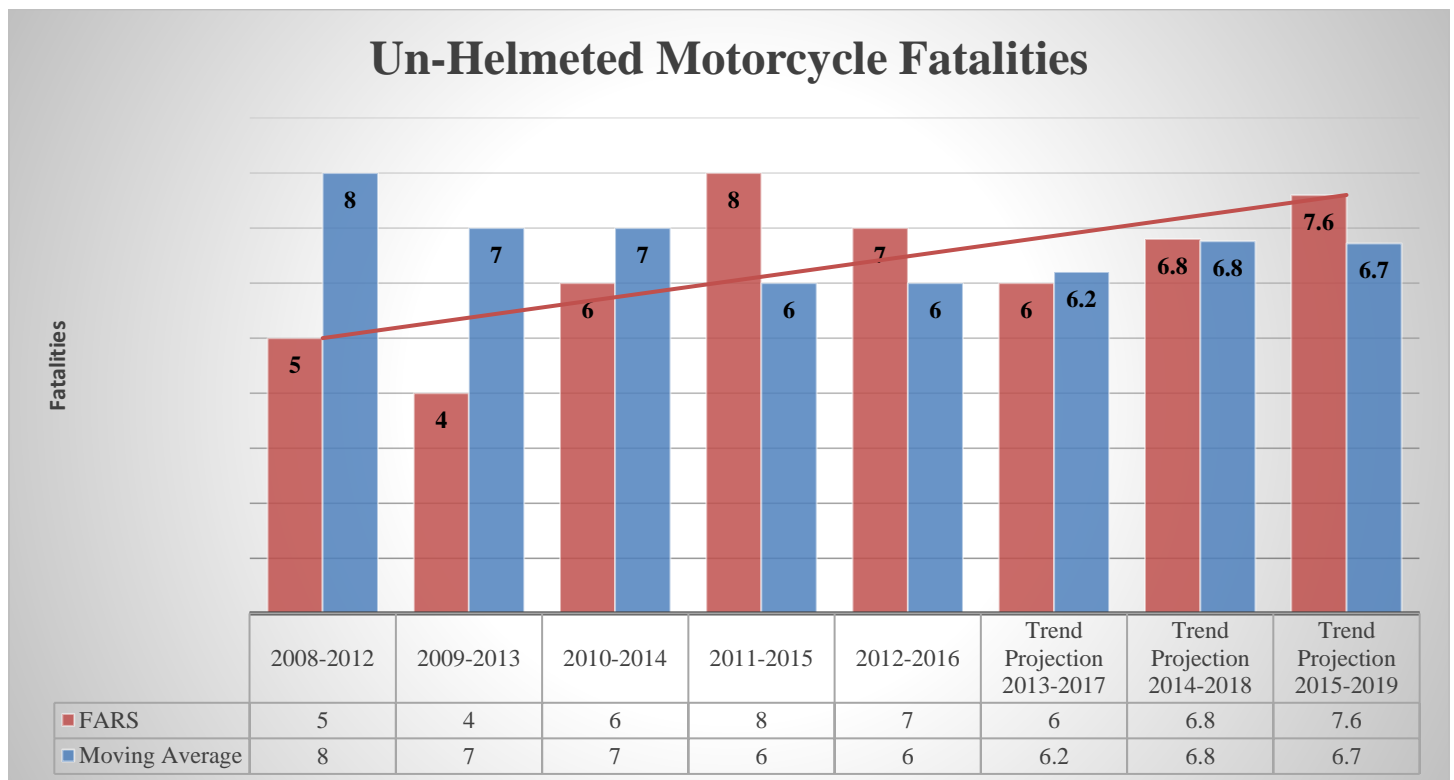
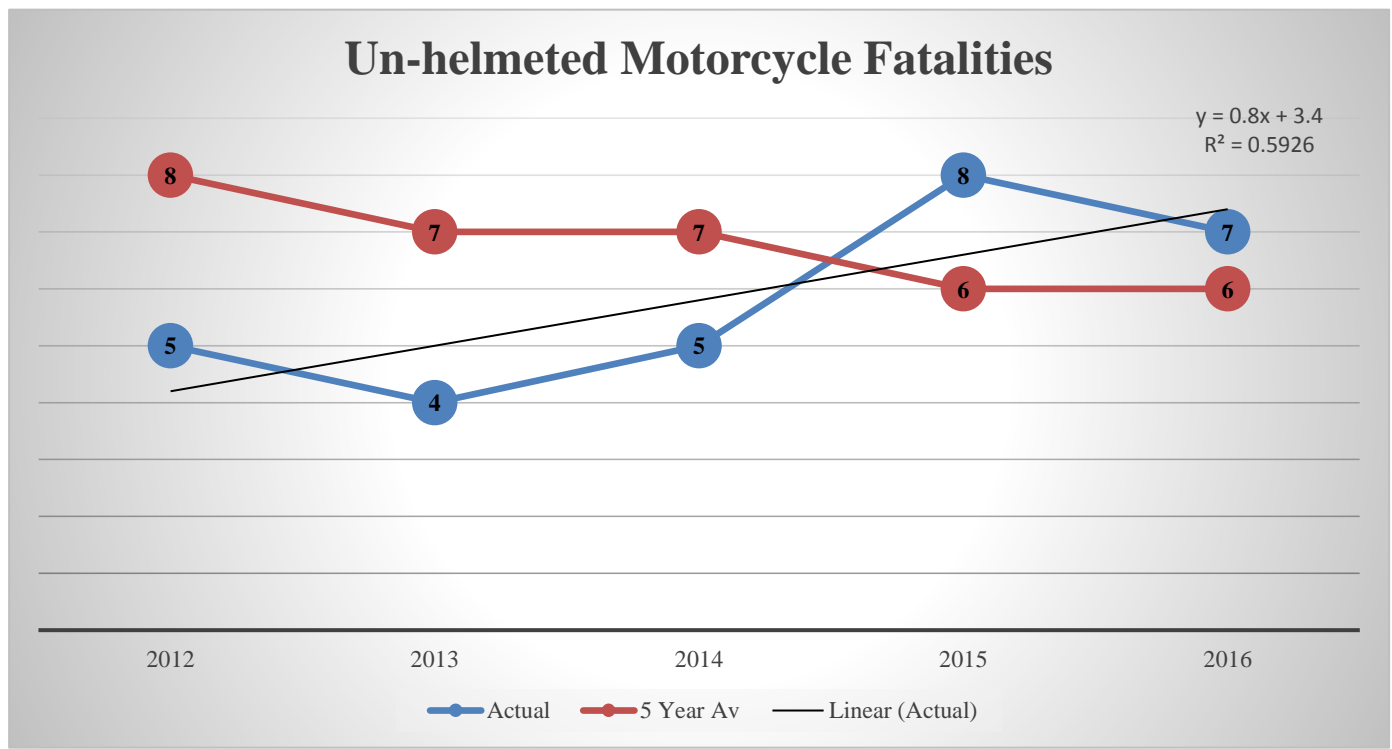
*Trend Projection Data is not FARS final data.

Motorcycles: The trend for motorcycle fatalities is shown with data from 2012-2016. The linear trend line shows an upward trend with an unstable R^2 value of 0.3817. If the trend continues, the State will likely see motorcycles fatalities increase in the years to come. The MOHS will continue to monitor the motorcycle fatalities in an effort to continue the upward trend. The trend is projected to have motorcycle driving fatalities of 54 in 2018 at or around 56 in 2019.



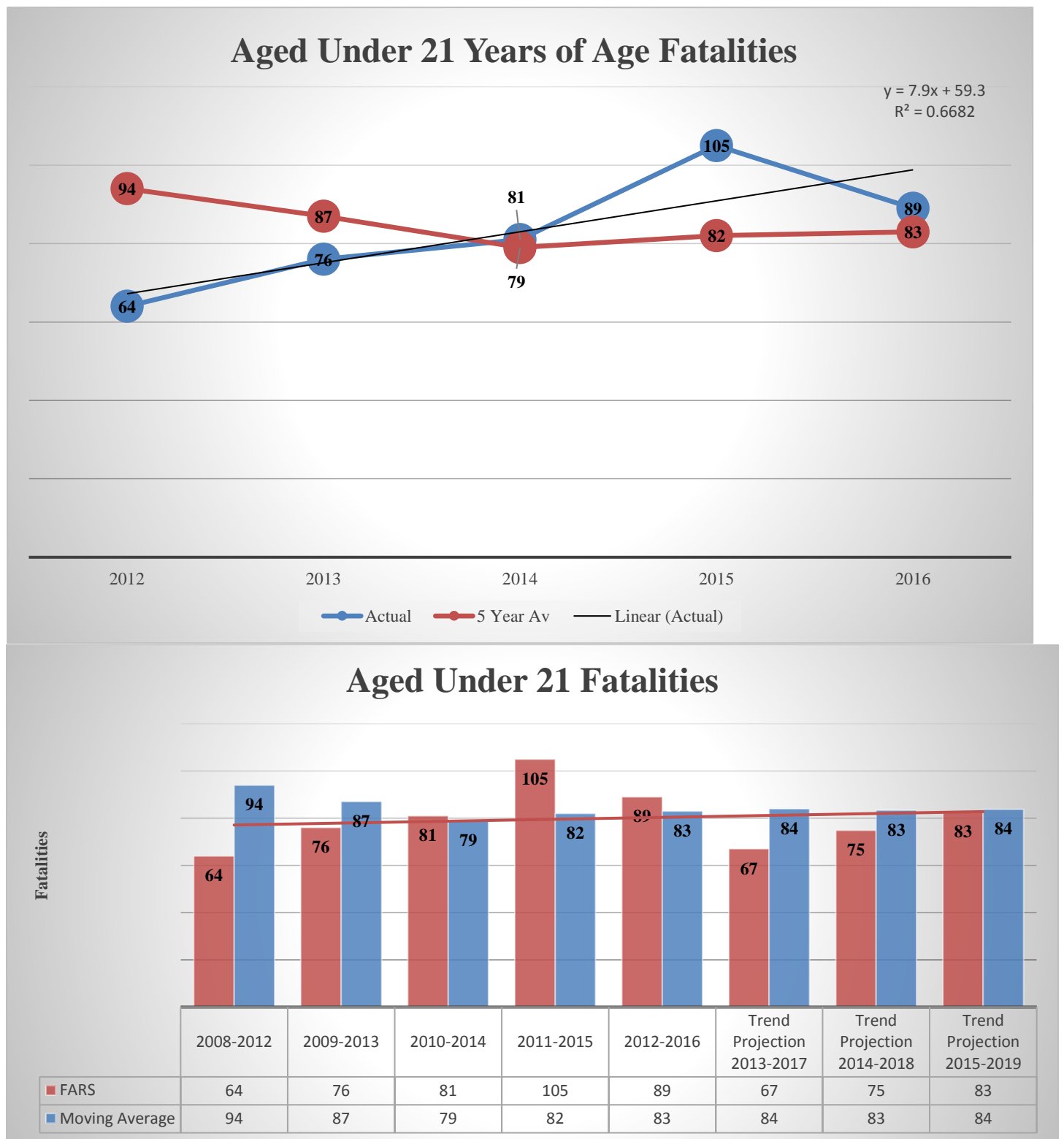
*Trend Projection Data is not FARS final data.

Un-helmeted Motorcyclists: The trend for overall un-helmeted motorcycle fatalities is shown with data from 2012-2016. The linear trend line shows a downward trend with an unstable R^2 value of 0.5926. The numbers show several ups and downs in the data, which makes the trend line very unstable. The State saw a large increase from 5 in 2014 to 8 in 2015, which was the largest increase in the five (5) years of data. If the trend continues, the MOHS will likely see continued increases in un-helmeted motorcycles fatalities in the years to come. The trend is projected to have un-helmeted fatalities of 6.8 in 2018 and at or around 7.6 in 2019.



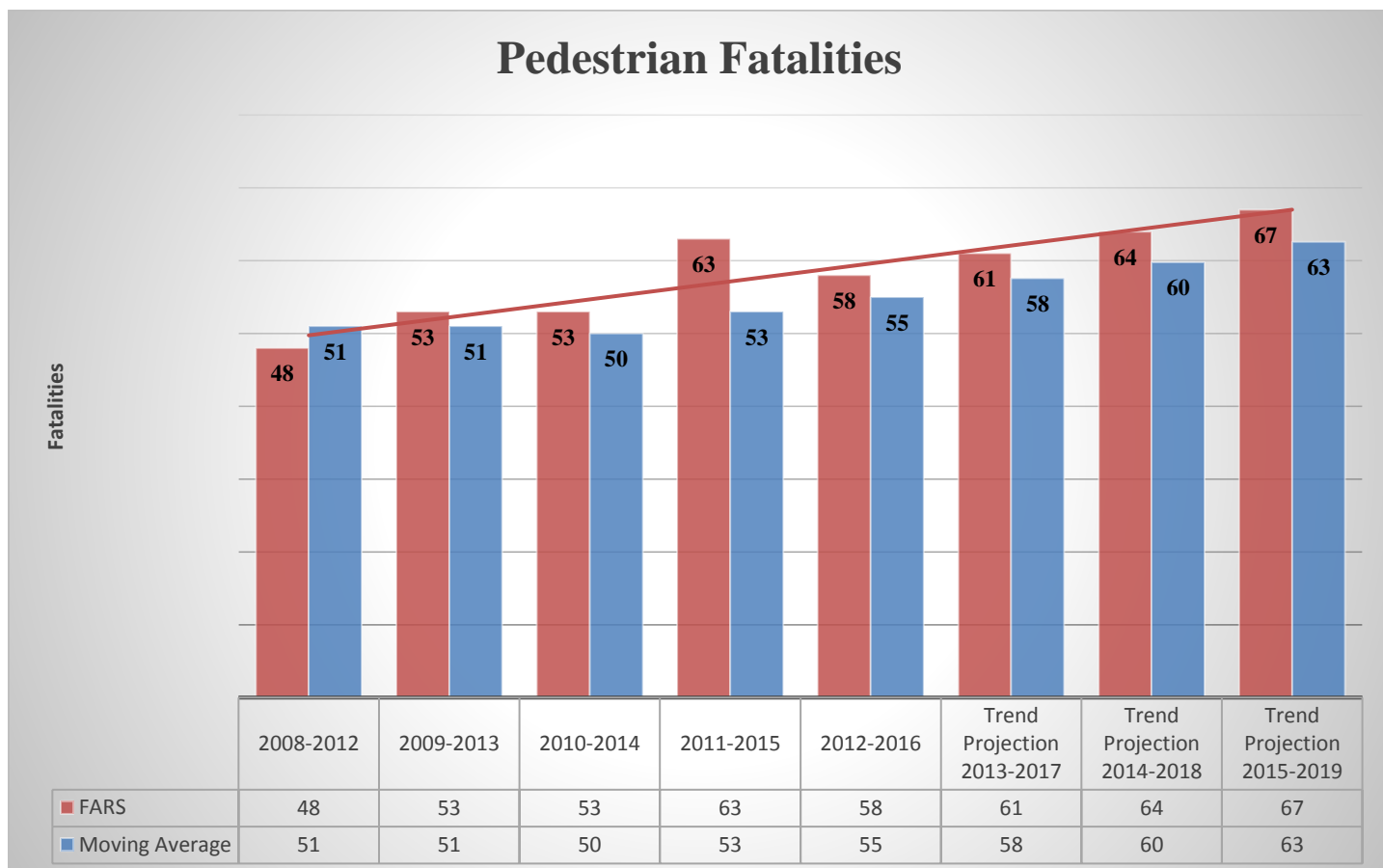
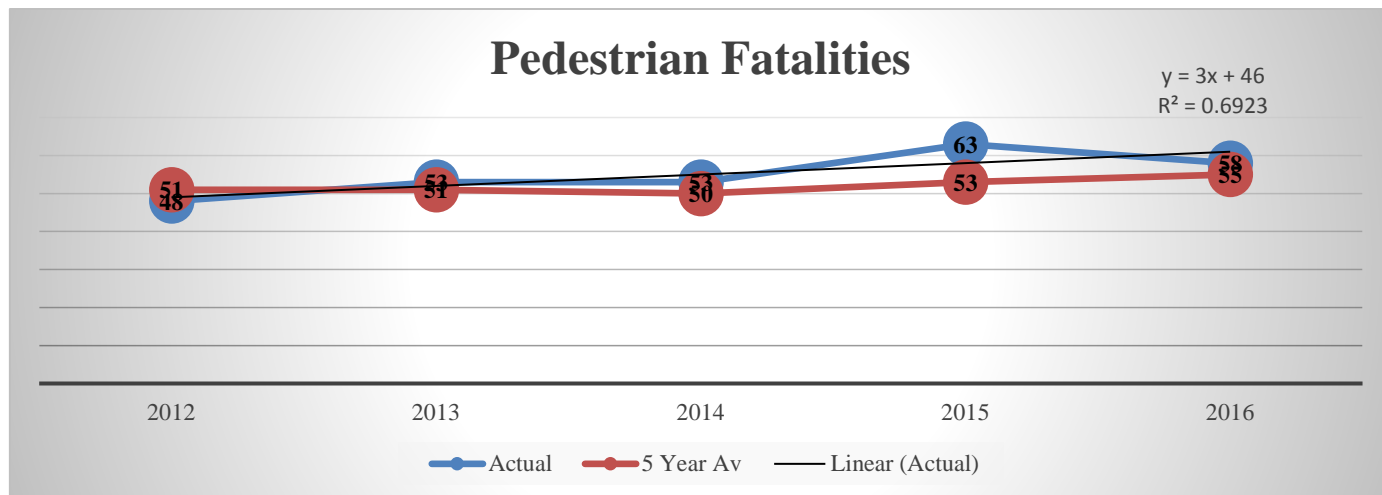
*Trend Projection Data is not FARS final data.

Under 21: The trend for overall alcohol impaired crashes for ages 21 is shown with data from 2012-2016. The linear trend line shows an upward trend with an R² value of 0.6682. If the trend continues to increase, the MOHS could continue to see the teen alcohol crash rate increase in the future. The trend line is projected for 75 in 2018 and at or around 83 in 2019.



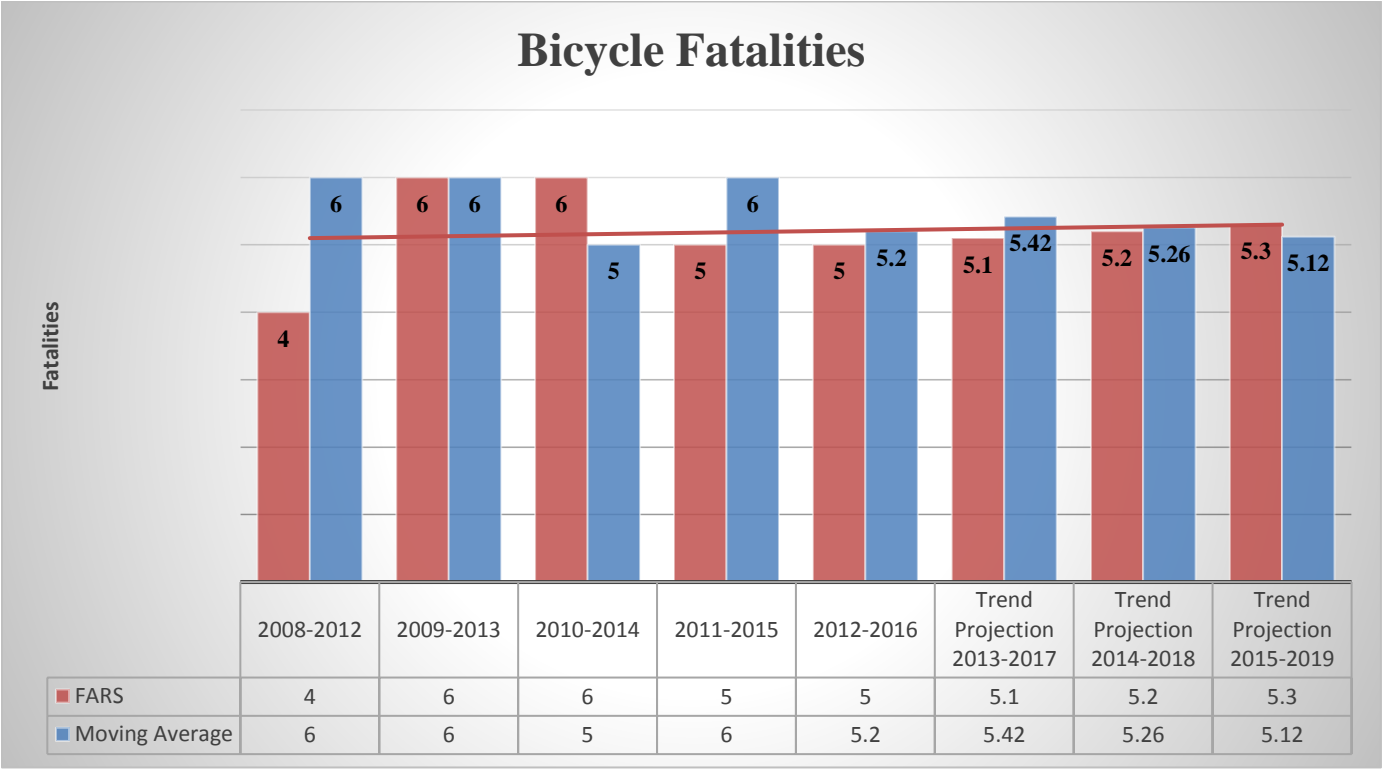
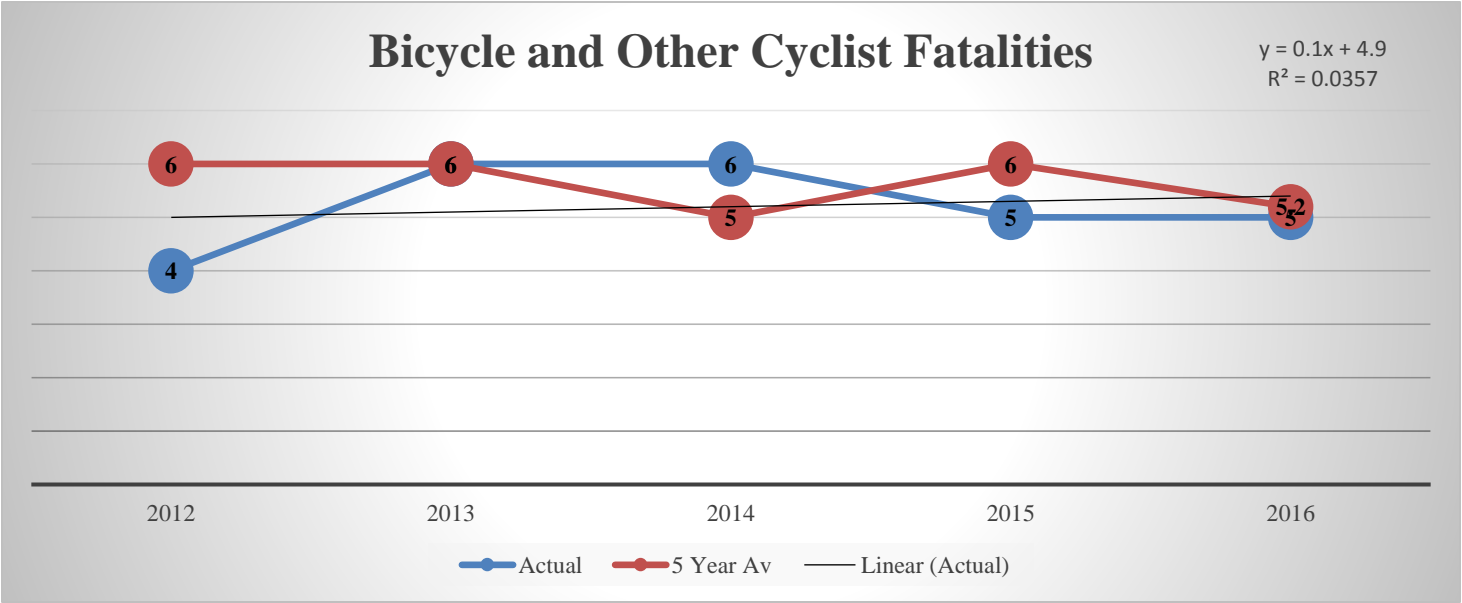
*Trend Projection Data is not FARS final data.

Pedestrians: The trend for overall pedestrian fatalities is shown with data from 2012-2016. The linear trend line shows an increase trend with a very unstable R^2 value of 0.6923. If the trend continues, the MOHS will likely see continued increases in pedestrian fatalities. The numbers show a few ups and downs in the data, which makes the trend line very unstable. The MOHS will continue to monitor pedestrian fatalities in hopes of reducing fatalities in the coming years. The trend is projected to be at or around 64 for 2018 and 67 in 2019.



*Trend Projection Data is not FARS final data.

Bicyclist: The trend for overall bicycle fatalities is shown with data from 2012-2016. The linear trend line shows an increase trend with an unstable R² value of 0.0357. If the trend continues, the MOHS will likely see increases in bicycle fatalities. The numbers show a few ups and downs in the data, which makes the trend line very unstable. The trend is projected for at or around 5.2 in 2018 and 5.3 in 2019.



*Trend Projection Data is not FARS final data.

v. Performance Measure Process-SHSP Coordination:

The MOHS works with the Mississippi Department of Transportation (MDOT) and additional partners to create the statewide Strategic Highway Safety Plan (SHSP) for the State of Mississippi, to determine the identical joint targets for the HSIP common measures. The strategic committee must agree on the targets for the three common performance measures of fatalities, fatality rate and injuries that the agencies will work to achieve in the upcoming year and in upcoming years. The following process is used:

- Agency gathers data to include information on roadways, FARS data, injury data and VMT data;
- Strategic meeting are planned for discussion of data and selection of joint measures;
- Partners gather and review the data as a group and give input into the selection of the joint performance measures;
- Three joint performance measures are developed and agreed on by each member of the strategic planning committee; and
- Performance measures with identical targets are included in each agencies plan.

D. Evidence Based Strategy and Project Selection Process:

The MOHS has developed evidenced strategies to help with the project selection process for all MOHS programs. Mississippi incorporates an evidenced based data driven approach to its enforcement programs through the following:

i. Participants in Evidence Based Strategy and Project Selection Process:

The evidence based strategy and project selection process was developed through coordination with a variety of stakeholders and partners from public and private agencies across the State. The MOHS partners and stakeholder help develop strategies and projects for the upcoming grant year. The following are the partners and stakeholders that contribute to the HSP and the strategy and project selection process.

MOHS Partners:

- MOHS Staff and Management
- Federal Highway Administration
- Federal Motor Carrier Safety Administration
- MS Dept. of Public Safety (Planning & State Patrol)
- NHTSA
- SHSP Planning Committee
- Local community governments
- STRCC

ii. Data Sources in Evidence Based Strategy and Project Selection Process:

The MOHS uses a variety of data sources for the identification of highway safety issues, trends, selection of performance measures and to define targets. The following are the data sources that are used for the strategy and project selection process:

Fatality Analysis Reporting System (FARS)	MS Highway Patrol (Citation)
NHTSA-(National Statistics)	MS State University-Social Science Research Center
MS State University (Child Restraint; Seatbelt Survey)	Federal Highway Administration
Police, Sheriff's Departments & Community Partners	MS Highway Patrol (Citation)
Department of Transportation-Roadway Statistics	Countermeasures that Work-NHTSA Publication
Fatality Analysis Reporting System (FARS)	NHTSA-(National Statistics)
Results of previous year Sub-grantee performance reports	Results of previous year sub-grantee project evaluations

All enforcement agencies that receive grant funds also provide data driven approaches, to identify the issues within their areas. Data is provided monthly with each submitted program report to the MOHS, which then is collected to track trends, issues and performance. The MOHS also uses data driven approaches through review of the most current data to engage in special enforcement efforts, pilots and special projects as the data drives shows the issues and where new focus begin to present itself.

iii. Steps in Evidence Based Strategies and Project Selection Process:

The MOHS uses the following with the development of evidenced based strategies and with the selection of projects that will be implemented during the upcoming grant year. After review of each RFP, the RFP is graded based on problem identification, performance, impact of program potential risk and data analysis.

- RFP's are reviewed by the MOHS Review Committee (RC), which consists of the MOHS Director, Directors, Planner, Financial Director and Internal Auditor.
- Grant agreements are prepared after the RFP has been approved by the RC.
- Agreements are prepared and forwarded to the agency for signature approval.
- Grant implementation is conducted with each awarded agency.
- Grant agreements begin with a start date of October 1, subject to the availability of federal funds.

The MOHS also uses the following as strategies for project selection:

1. Meetings: The MOHS staff meets throughout the grant year to hold strategic planning meetings for the upcoming grant year. Programs are reviewed to ensure the strategies and countermeasures are being used and remain effective for the program success.

A copy of the evidenced based strategies are given to MOHS applicants within the Project Director's Funding Guidelines that is provided with the RFP and are also discussed in length during grant writing workshops. The evidenced based strategies are also discussed during MAHSL sub-committees, such as the STRCC and the Impaired Driving Task force to discuss the strategies that are being planned for the upcoming grant year. The project selection process takes place with all MOHS staff to discuss the selection of projects that will be funded for the upcoming grant year.

The TSS presents their assessments of the RFP, along with ratings, rankings and risk assessment to the RC. Decisions are made for selection of projects based on problem identification, data analysis, past performance (if applicable), budget requests, risk and scope of program. Decisions are made and the TSS begins working on the grant agreements for the grant year. The Planner adds the information in to the HSP and the Financial Director places the financial information into the Grants Tracking System (GTS).

2. Review of data sources for evidence-based countermeasures for each program area and select countermeasures: The MOHS uses *Countermeasures that Work: A Highway Safety Countermeasures Guide for State Highway Safety Offices*, Eighth Edition, 2015, published by NHTSA to select strategies that will be used for the upcoming grant year. The MOHS takes into consideration all data that is available (See Problem Identification section), target areas and the countermeasures to continue the selection process for RFPs and to determine what the MOHS hopes to accomplish during the grant year.

3. Assessment Process to project potential impact of the countermeasure strategy: During the review of the *Countermeasures that Work*, the State takes notice of measures that are rated with three stars or above for effectiveness and includes the most effective measures into funded projects and programs. The higher the effectiveness of the measure, the more likely the success of the program will be for the State. All the strategies selected for inclusion in the HSP, are selected from proven countermeasures and strategies and will have the highest potential to impact the HSP.

These steps during the process of evidenced based strategies and the project selection process help the MOHS develop evidence based enforcement plans for impaired driving, occupant protection and police traffic services. Below are the countermeasures for each program areas that the MOHS will be requesting funding for implementation of projects.

iv. Countermeasures and the Impact of the Countermeasures:

FY19 Alcohol/Impaired Driving Proposed Strategies: The MOHS reviewed the *Countermeasures that Work* and will use 21 evidence based countermeasures as strategies for the upcoming grant year, along with surveys. A listing of the measures used can be found in the Impaired Driving Program Area.

FY19 Occupant Protection Countermeasures: The MOHS reviewed the *Countermeasures that Work* and will use 12 evidence based countermeasures as strategies for the upcoming grant year, along with surveys. A listing of the measures used can be found in the Occupant Protection Program Area.

FY19 Police Traffic Services Countermeasures: The MOHS reviewed the *Countermeasures that Work* and will use 13 evidence based countermeasures as strategies for the upcoming grant year, along with surveys. A listing of the measures used can be found in the Police Traffic Service Program Area.

FY19 Traffic Records Countermeasures: The MOHS will use the following countermeasures as strategies to accomplish the targets that have been set for the grant year.

- Software Updates: Provide software updates to essential programs, such as the Mississippi E-Citation program, Report Beam; Dash Board and others programs that are essential to data collection.
- Programming: Continue to improve programming of the Mississippi E-Citation program, Report Beam; Dash Board and others programs that are essential to data collection. Create new programming to collect additional data.

FY19 Driver's Education Countermeasures: The MOHS reviewed the *Countermeasures that Work* and will use 4 evidence based countermeasures as strategies for the upcoming grant year, along with surveys. A listing of the measures used can be found in the Police Traffic Service Program Area.

The MOHS will evaluate the impact of the evidence based countermeasures through evaluation tools such as:

- Monitoring sub-grantees and programs;
- Review of financial and program documentation submitted from the agency;
- Evaluation through progress reports to evaluate performance measures;
- Evaluation of year end progress of reaching targets and performance measure through Progress Reports prepared by the agency; and
- Evaluation of citation information, financial information and program requirements.

The programs funded through the MOHS are evaluated extensively to ensure that the evidence based countermeasures are being used, performance measures and targets are being met. MOHS will conduct a review of the impact of the combined countermeasures in each program area and provide an explanation of the expected outcome in each program area and will consider such factors as: population coverage, geographic coverage, percent of problem addressed, the percent of funds dedicated, high impact projects vs. support project, etc.

1. Solicitation and Proposal Process of Evidence Based Strategy and Project Selection Process: The RFP is released to the public on a designated date that is set by the MOHS, along with a return date for the RFP. The RFP goes through an extensive review and is considered for the upcoming (new) fiscal year's Highway Safety Plan (October 1st – September 30th). State agencies and other organizations interested in traffic safety issues may request an RFP from the MOHS at any time during the year, but will only be considered after completion of the RFP review and approval process.

During the grant year, the MOHS may solicit additional grants based on need, trends, national blitz or state campaigns or for a specific program area of need for the State. If a RFP is received requesting funding in the current fiscal year, the MOHS will consider the request based on available time and budget. If the project is accepted for funding and implementation in the current fiscal year, the current HSP will be updated and submitted to NHTSA for review and approval.

2. Request for Proposals (RFP): A release date for the current RFP was set for October. MOHS also set the due date for the RFP to be at the end of November giving the applicants approximately 45 days to have the RFP completed and turned in for review. MOHS released the RFP through several ways, so that anyone interested in applying for the grant funding would have an opportunity for applying.

- Letter of Notice of RFP: A letter of Notice is mailed, at least thirty days prior to the release of the application to all current law enforcement agencies (Municipal, County & State) across the State. The notice provides information on the RFP and the ways that the application can be applied through, as well as the release and deadlines dates for the submission. The letter also provides information on upcoming grant writing courses with time, date and location.
- Newspaper: MOHS released RFP information regarding the application through a legal notice in the state-wide newspaper, the *Clarion Ledger*. The legal notice is published in October. The *Clarion Ledger* is a statewide known paper with a large circulation of subscribers and daily users. The newspaper also is updated online through their company website.
- Email: The RFP is emailed to all continuation sub-grantees and known potential applicants through email.
- Website: The RFP is released through the MS Department of Public Safety website at: <http://www.dps.state.ms.us>. The website is easily accessible and viewed State-wide for anyone interested in applying. It was listed under the MOHS section, along with being listed on the front page of the web-site under “New Announcements”.
- Website: The RFP is also released through the Mississippi Office of Highway Safety website at www.highwaysafety.ms.gov
- MAHSL: Information regarding the RFP is provided to all attendees at the Mississippi Association of Highway Safety Leaders (MAHSL) scheduled meetings in August, September and October.

3. Project Selection: RFP’s submitted for traffic safety activities are not restricted to any dollar value, but must provide evidence of being reasonable, cost effective, and efficient and have project risks assessed. An RFP must state in detail the problem to be addressed, project performance target, measures and strategies, and the associated implementation of activities. RFP’s for proposed highway safety activities received from state agencies and political subdivisions will be reviewed by the MS Office of Highway Safety staff in accordance with review criteria listed below.

The RFP’s selected for funding will be incorporated into designated program area plans for review and approval. Upon approval, the program plans and an executive summary of the highway safety activities will be combined to produce the program area portion of the HSP for each fiscal year. The HSP becomes the basis for federal funding support and is submitted as a single document for federal program approval.

1. Finance Director provides an estimated budget to the MOHS Director based on carry forward and anticipated funding.
2. Applications received in the MOHS will be logged in and checked daily by the Office Manager (OM), to ensure they have all pertinent information and supporting documentation.
3. OM will be check Applicants on System for Award Management (debarment list) for exclusion of grant eligibility. <https://www.sam.gov/portal/public/SAM/>. OM will keep an annual Debarment Results notebook.
4. OM emails Application to Division Directors (DD). Debarment results are given to DD. Provides list of applicants to Review Committee. Review Committee represents Director, DD’s, Planner and Finance Mgr.
5. After review of debarment, DD will give debarment results, along with application assignments to Traffic Safety Specialist (TSS).TSS will add debarment results to each Application.
6. TSS review Application, rate Application using the MOHS Risk Assessment document. TSS will maintain checklist and assessments for planning purposes and reviews. A copy of assessments is given to Review Committee for review committee notebooks.
7. After assessment is given the Review Committee, the TSS may meet with Review Committee to make recommendations for funding and selection of project.
8. Grant budgets and grant agreement details are determined by Review Committee.
9. Once approved by the Review Committee, information is provided to the Planner for inclusion in the HSP. Financial information is provided to the Financial Director for setting up financial files.
10. DD provides the TSS with grant application review notes regarding decisions on Application, agreement, revisions and recommendations.
11. TSS will draft agreement documents to sub-grantees and give to DD for review.

12. DD will provide agreement to Accounting for review.
13. Agreements are given to Financial Director for verification of final award amounts. Final award amounts are provided to Planner for inclusion in the HSP.
14. DD will provide approved and completed applications to TSSs for them to obtain final signatures.
15. TSSs will contact sub-grantees, obtain signatures and route to Director for signature.
16. Approved agreements received at MOHS and preparations for Implementation begin. All Staff.
17. Approved agreements are implemented and given to sub-grantees at annual Implementation Meetings. All Staff.

4. Review of Proposals: During the initial review of the RFP, the TSS rates the RFP on completeness, data, risk, finance and program content. The TSS prepares a grant application risk assessment report on each RFP, with a summary of detailed previous grant performance, along with information from the RFP. The grant application risk assessment is a complete look of the sub-grantee from the previous year, including financial information, timeliness, budget, cost per citation and more. The grant application risk assessment is important for the review committee to look at the TSS's review of the whole program and not just the proposal. The grant application risk assessment is brought to the RC as part of the review process for all RFP.

The next step in the review process of the proposals is the review meetings. The proposals and grant application risk assessment is brought to the RC for discussion. The TSS reports out on the proposal from financials, data, program details, targets and performance measures. The TSS along with the RC looks at all aspects of the RFP. Once the RFP has been thoroughly reviewed, decisions are made by the RC to fund the projects and funding amount and funding source that will best fit the agreement.

Items considered in the Review of Proposals are:

- *Countermeasures that Work;*
- Project effectiveness;
- Grant achievement of performance measures;
- Target areas of program area;
- Use of grant funding;
- Grant performance;
- Amount of risk;
- Requested amounts of funding; and
- Allowable Costs

Preference is given to projects that represent target areas of the State, high fatality and injury areas and/or projects that will have the largest impact on state-wide issues. These projects are reviewed to ensure countermeasures will work and will have the greatest opportunity for success. Prepare grant agreements with performance targets and measures: Once RFP has been approved for inclusion into the HSP; the TSS prepares the grant agreements for the sub-grantees. The agreements will include all approved financial information, equipment, program specifications, and justification and performance measures with base, targets, strategies and activities for the upcoming grant year.

5. Identify Funds from Sources in Evidence Based Strategy and Project Selection Process: All funding sources in the HSP are federal funds, unless otherwise noted in the additional funding section in each project description. The State of Mississippi utilizes Mississippi Highway Patrol activities and State funds as match for projects that need additional match monies provided.

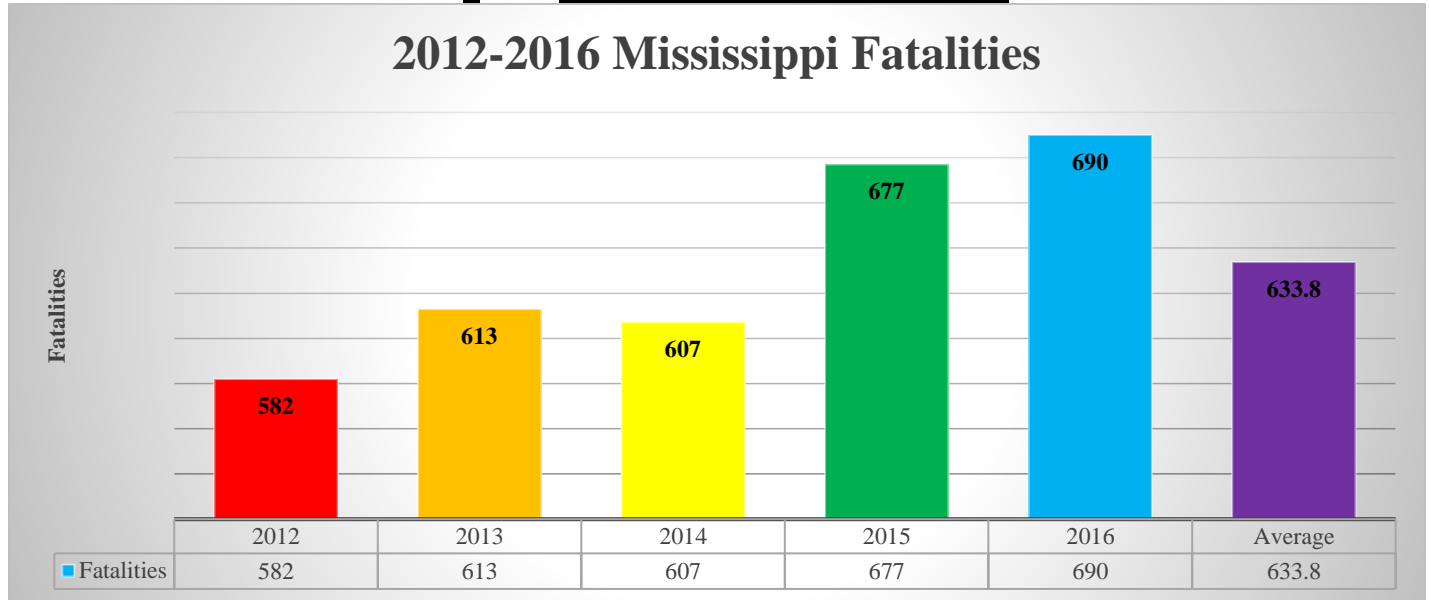
The MOHS also operates under the provisions of the national priority grant program codified in a single section of the United States Code (23 U.S.C. 405 (Section 405)) Fixing America's Surface Transportation Act (FAST). Section 405 funds can be used for occupant protection, state traffic safety information systems, impaired driving countermeasures, motorcycle safety, distracted driving, state graduated drivers licensing and non-motorized safety grants. Funds used by MOHS are also based on carry forward funds from the previous year of federal funding; and funding may come from other federal partners such as Mississippi Department of Transportation.

III. Performance Plan

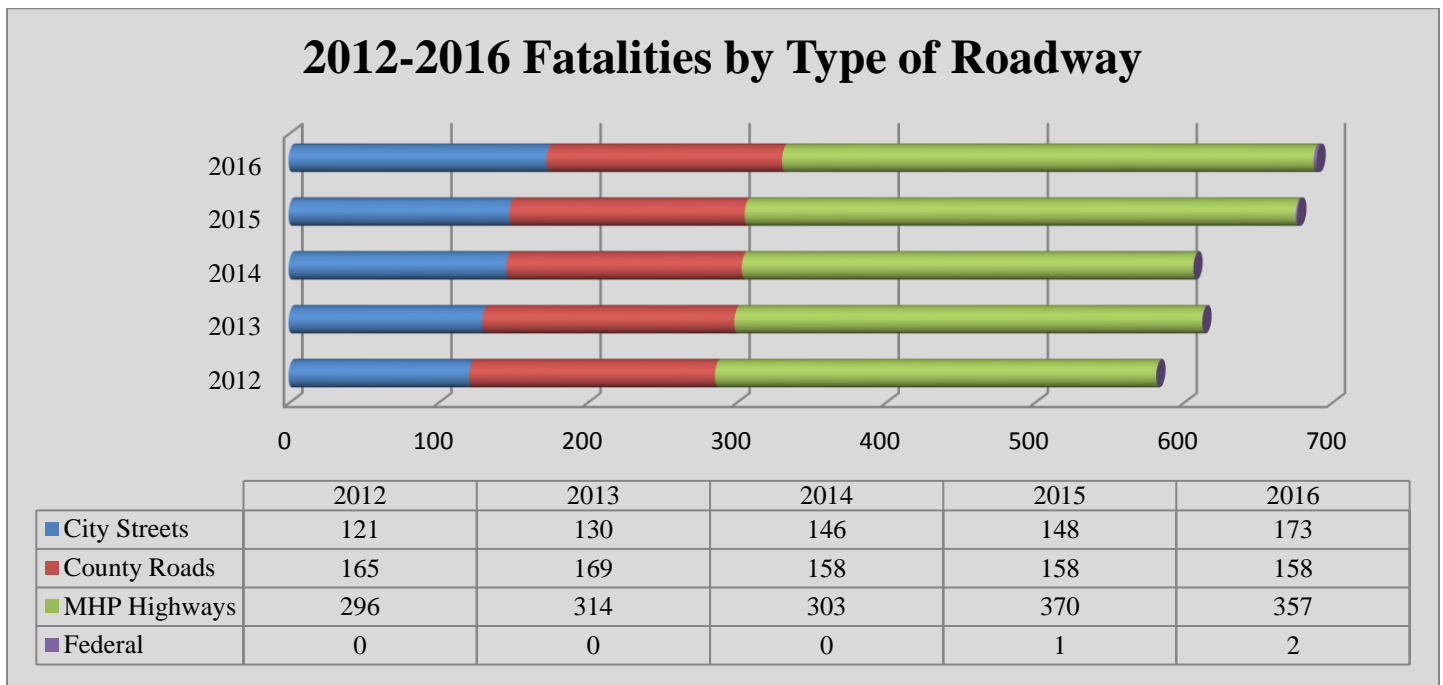
A. Problem Identification-Data Section

One of the core steps that the MOHS uses for problem identification is data analysis. The MOHS looks at different forms of data to establish what the performance measures will be for upcoming grant year, along with where the data shows that the targets for the MOHS should be established.

i. 2016 Mississippi Overall Fatality



The location of Mississippi fatalities are important in data analysis process, because the MOHS needs to know where the fatalities, injuries and crashes occur. This aids in the planning of enforcement and education programs that can be targeted in those areas that need the most attention. The number of fatal crashes in county roads, highways and interstates have increased from 2014-2015, but had a decrease in city streets fatalities in 2015.



5 Year Trend For The Top 10 Counties of 2016 - Fatalities

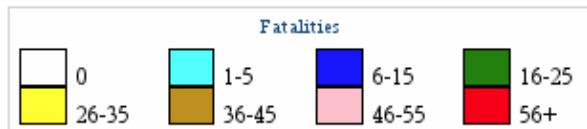
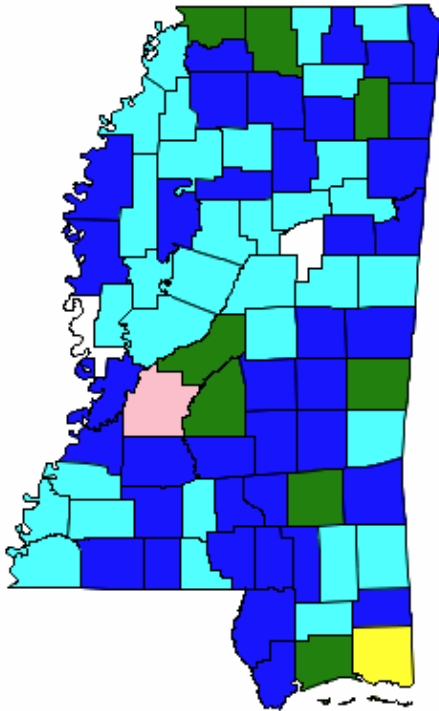
Mississippi Counties by 2016 Ranking		Fatalities					Percent of Total				
		2012	2013	2014	2015	2016	2012	2013	2014	2015	2016
1	Hinds County	29	28	31	47	46	5	5	5	7	7
2	Jackson County	16	18	28	20	27	3	3	5	3	4
3	Desoto County	11	17	19	24	24	2	3	3	4	3
4	Lauderdale County	15	15	17	10	24	3	2	3	1	3
5	Harrison County	30	24	23	28	21	5	4	4	4	3
6	Lee County	15	19	20	14	19	3	3	3	2	3
7	Rankin County	22	21	18	16	19	4	3	3	2	3
8	Jones County	15	11	14	19	17	3	2	2	3	2
9	Madison County	9	6	11	14	17	2	1	2	2	2
10	Marshall County	8	14	14	17	17	1	2	2	3	2
Sub Total 1.*	Top Ten Counties	197	187	197	222	231	34	31	32	33	33
Sub Total 2.**	All Other Counties	385	426	410	455	459	66	69	68	67	67
Total	All Counties	582	613	607	677	690	100	100	100	100	100

*This Sub Total is the Total for the Top Ten Counties

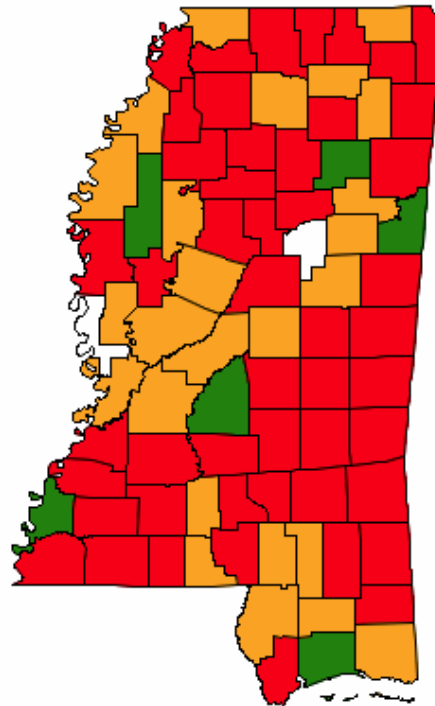
**This Sub Total is the Total for all Counties Outside the Top Ten

*STSI/NHTSA

Fatalities (All Crashes)



Fatalities (All Crashes) per 100,000 Population



Data Analysis-Population: Type of Fatality

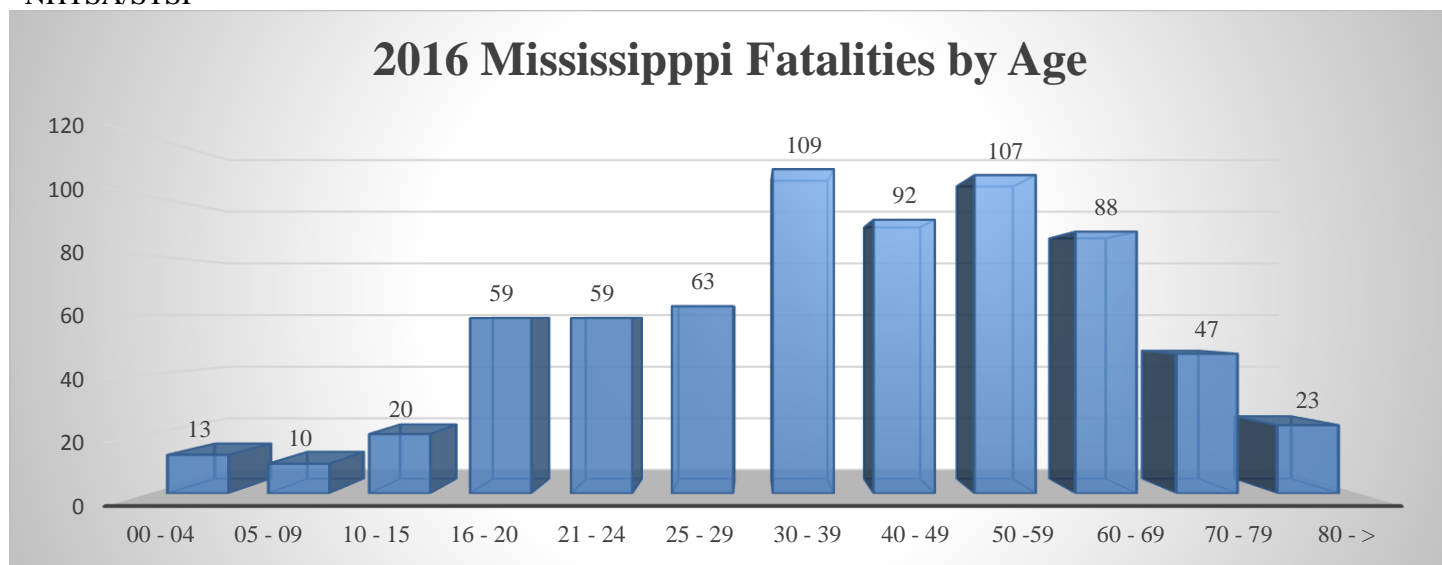
The following charts are provided to show a data snapshot of the State and Traffic Safety issues and concerns as it relates to the Mississippi fatalities by person type.

Mississippi Fatalities by Person Type

<i>Person Type</i>		2012		2013		2014		2015		2016	
		#	%*	#	%*	#	%*	#	%*	#	%*
<i>Occupants</i>	Passenger Car	225	39	232	38	262	43	257	38	273	40
	Light Truck - Pickup	132	23	140	23	113	19	161	24	135	20
	Light Truck - Utility	87	15	94	15	82	14	112	17	111	16
	Light Truck - Van	19	3	20	3	13	2	14	2	24	3
	Light Truck - Other	0	0	3	0	5	1	2	0	5	1
	Large Truck	12	2	17	3	13	2	18	3	13	2
	Bus	2	0	0	0	0	0	0	0	0	0
	Other/Unknown Occupants	11	2	9	1	18	3	7	1	16	2
	<i>Total Occupants</i>	488	84	515	84	506	83	571	84	577	84
<i>Motorcyclists</i>	<i>Total Motorcyclists</i>	39	7	39	6	41	7	37	5	50	7
<i>Nonoccupants</i>	Pedestrian	48	8	53	9	53	9	63	9	58	8
	Bicyclist and Other Cyclist	4	1	6	1	6	1	5	1	5	1
	Other/Unk Nonoccupants	3	1	0	0	1	0	1	0	0	0
	<i>Total Nonoccupants</i>	55	9	59	10	60	10	69	10	63	9
<i>Total</i>	<i>Total</i>	582	100	613	100	607	100	677	100	690	100

**Sum of Percent May Not = 100 Due to Individual Cell Rounding*

*NHTSA/STSI

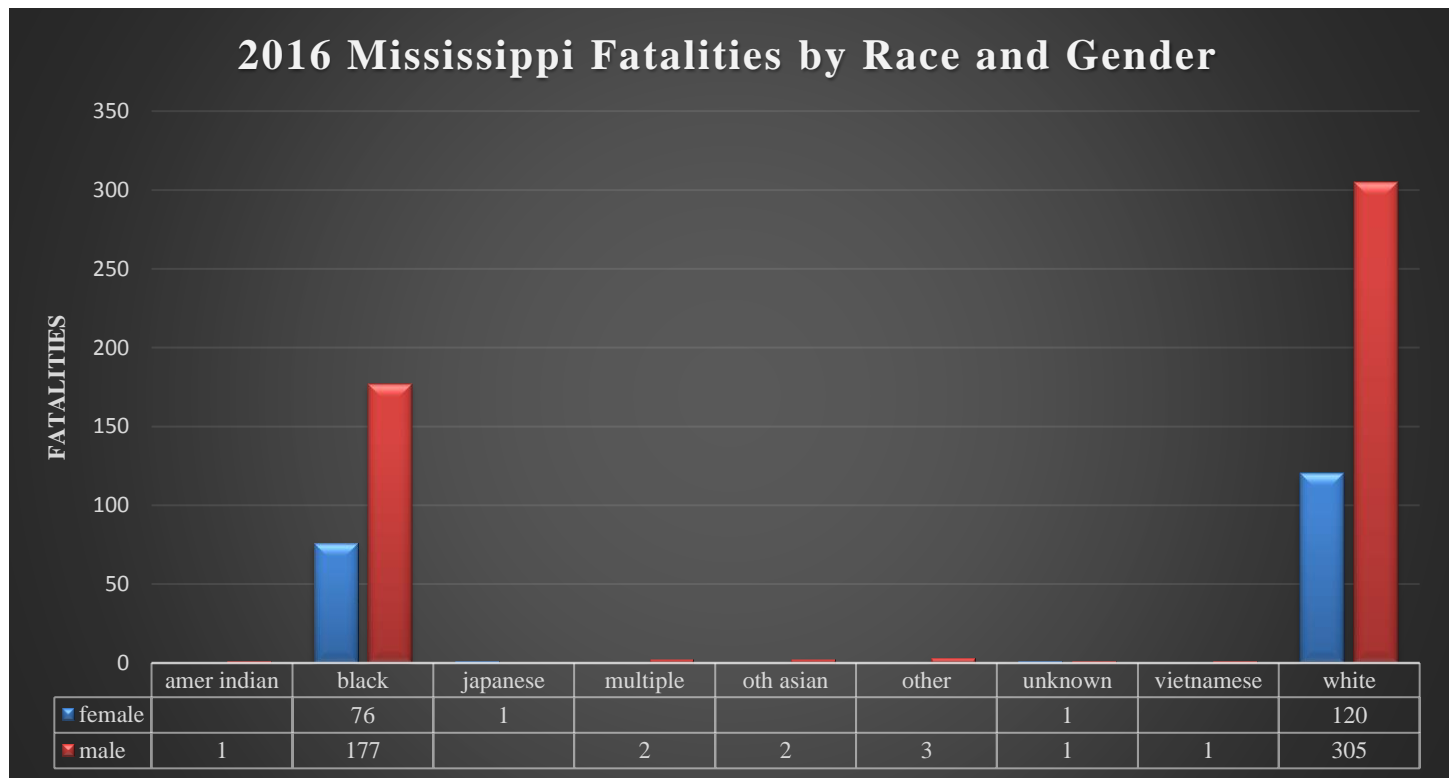


*MOHS State Data

The age of persons that are involved in fatal crashes helps show the population that the MOHS needs to focus on through enforcement and education. During 2016, the age group with the most fatal crashes was the age group of 30-39, 40-49 and 50-59. This information provides information on how to target education and media campaigns to reach those age groups and help with the reductions of fatalities.

The race of persons that were involved in fatal crashes helps show the population that the MOHS needs to focus on through enforcement and education. During 2016, the race and gender group with the most fatal crashes was the male

gender group with race in white and black race groups. During 2016, there were 492 male fatalities compared to the 198 in females during 2016. This information provides information on how to target education and media campaigns to reach race and gender groups and help with the reductions of fatalities. *Data used was from preliminary FARS data.



*MOHS State Data

Mississippi Fatalities by Person Type and Race/Hispanic Origin

		2012	2013	2014	2015
Occupants (All Vehicle Types)	Hispanic	19	13	13	20
	White Non-Hispanic	318	366	332	376
	Black, Non-Hispanic	185	168	197	205
	American Indian, Non-Hispanic/Unknown	2	0	1	4
	Asian, Non-Hispanic/Unknown	2	3	3	1
	All Other Non-Hispanic or Race	1	3	1	2
	Unknown Race and Unknown Hispanic	0	1	0	0
	Total	527	554	547	608
Non-Occupants (Pedestrians, Pedalcyclists and Other/Unknown NonOccupants)	Hispanic	1	0	2	3
	White Non-Hispanic	28	28	40	30
	Black, Non-Hispanic	26	26	16	33
	American Indian, Non-Hispanic/Unknown	0	1	0	1
	Asian, Non-Hispanic/Unknown	0	1	2	2
	All Other Non-Hispanic or Race	0	2	0	0
	Unknown Race and Unknown Hispanic	0	1	0	0
	Total	55	59	60	69
Total		582	613	607	677

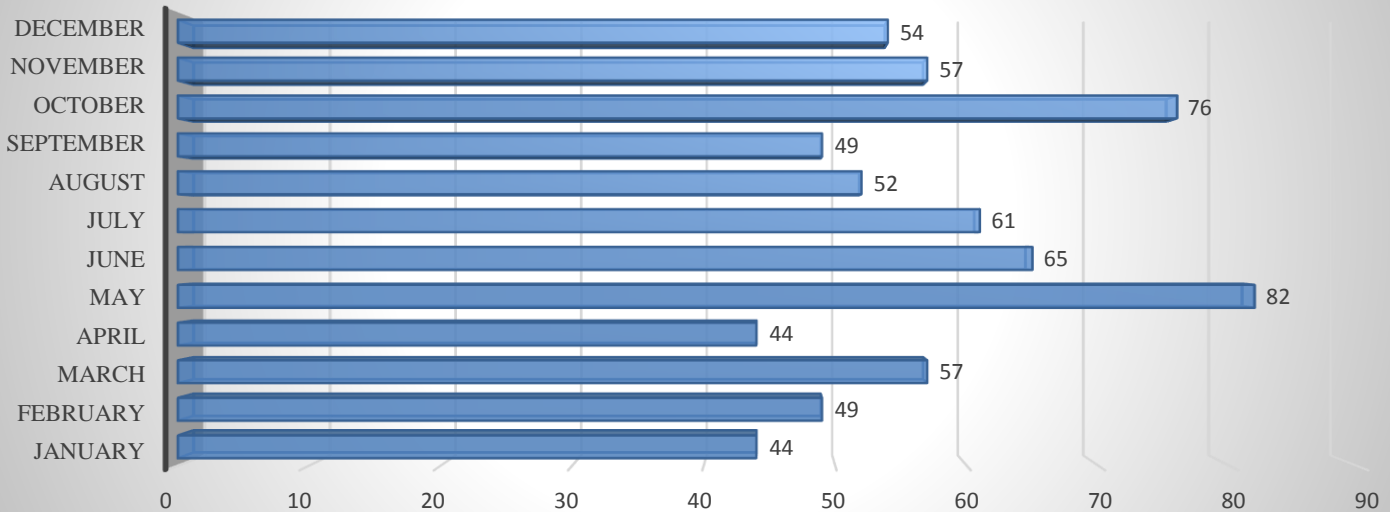
**2016 Race/Hispanic Origin Data is Not Yet Complete*

*STSI/NHTA

Data Analysis-Time/Date Charts: 2016 Traffic Fatalities by Month and Jurisdiction

In 2016, most fatalities occurred during May, June and October, which is due to increase in tourism to the State and activities that require travel. Problem identification through data shows when most fatalities occur, the MOHS can provide law enforcement additional assistance through grant monies, media campaigns and other activities that can be provided

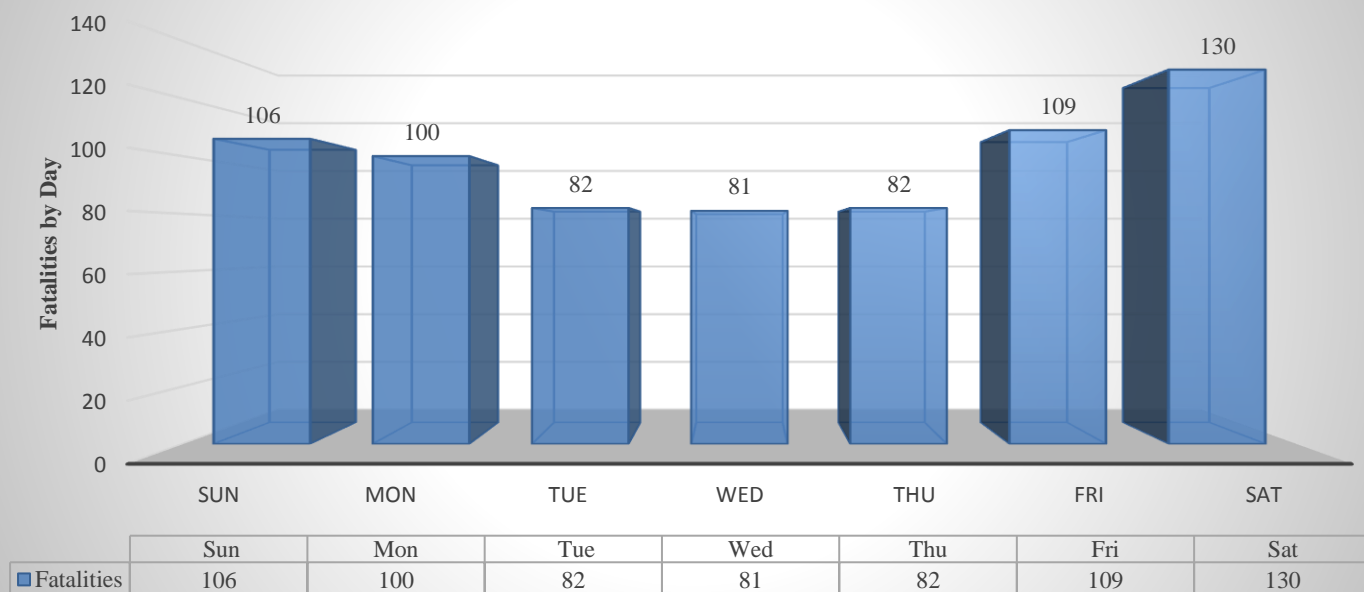
2016 Mississippi Fatalities by Month



during high fatality months, to reduce crashes, injuries and fatalities in Mississippi.

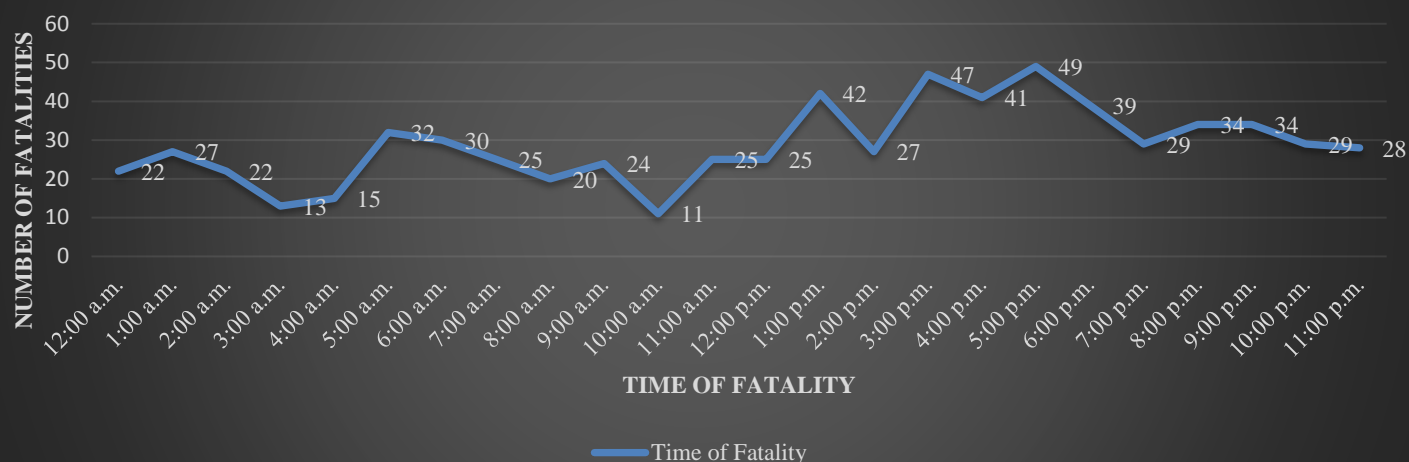
The chart shows the number of statewide fatalities and the days of the week that the fatalities occurred. The chart shows that the days of Friday-Sunday are the most fatal days of the week, with Saturday having the most fatal crashes. This helps show law enforcement and educational programs when the deadliest days are in the week, so that the programs can be

2016 Mississippi Fatalities by Day of Week



adjust to help during those days and reduce fatalities and fatal crashes.

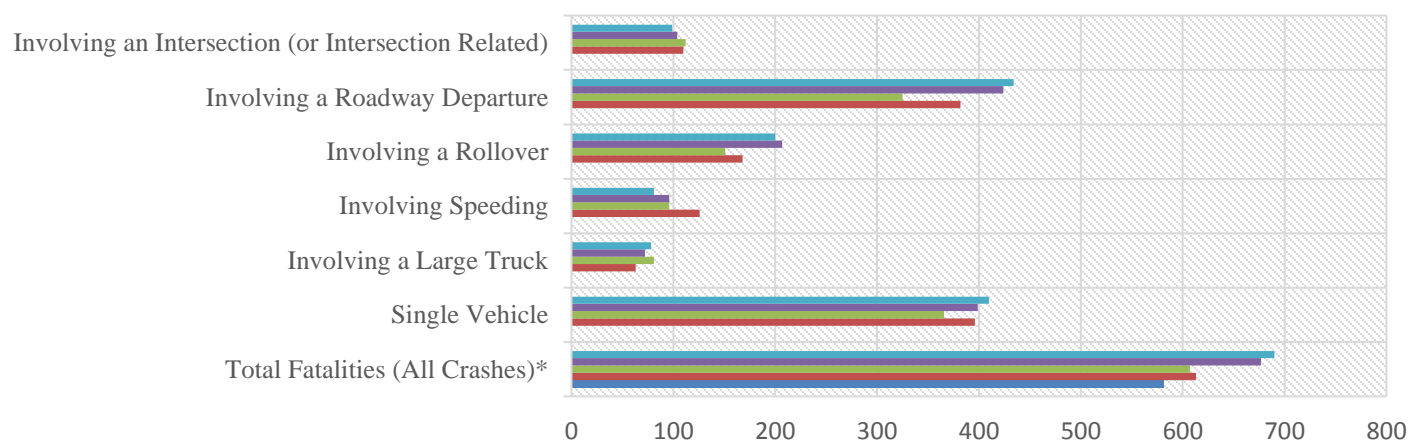
2016 Mississippi Time of Fatality



The above chart shows the time of day for 2016 statewide fatalities. The time period with the most statewide fatalities has taken a large shift from the past where traditionally fatalities occur between 3:00 p.m. and 5:00 p.m. having the most fatalities during the day. This is generally times that the school and work day is ending and people are rushing home or to activities.

Below shows a summary of Mississippi Fatalities by Crash type for 2012-2016. During 2016, fatality crashes involving roadway departures were the largest crash type, with single vehicle crashes following closely.

Mississippi Fatalities by Crash Type



	Total Fatalities (All Crashes)*	Single Vehicle	Involving a Large Truck	Involving Speeding	Involving a Rollover	Involving a Roadway Departure	Involving an Intersection (or Intersection Related)
2016	690	410	78	81	200	434	99
2015	677	399	72	96	207	424	104
2014	607	366	81	96	151	325	112
2013	613	396	63	126	168	382	110
2012	582	0	0	0	0	0	0

2016 Mississippi Overall Fatality-Snapshot

For 2019, the MOHS staff will continue to look into the data like never before. The fatality data in a snapshot is as follows and what will be the priority for the MOHS during FY19: *MOHS State Data

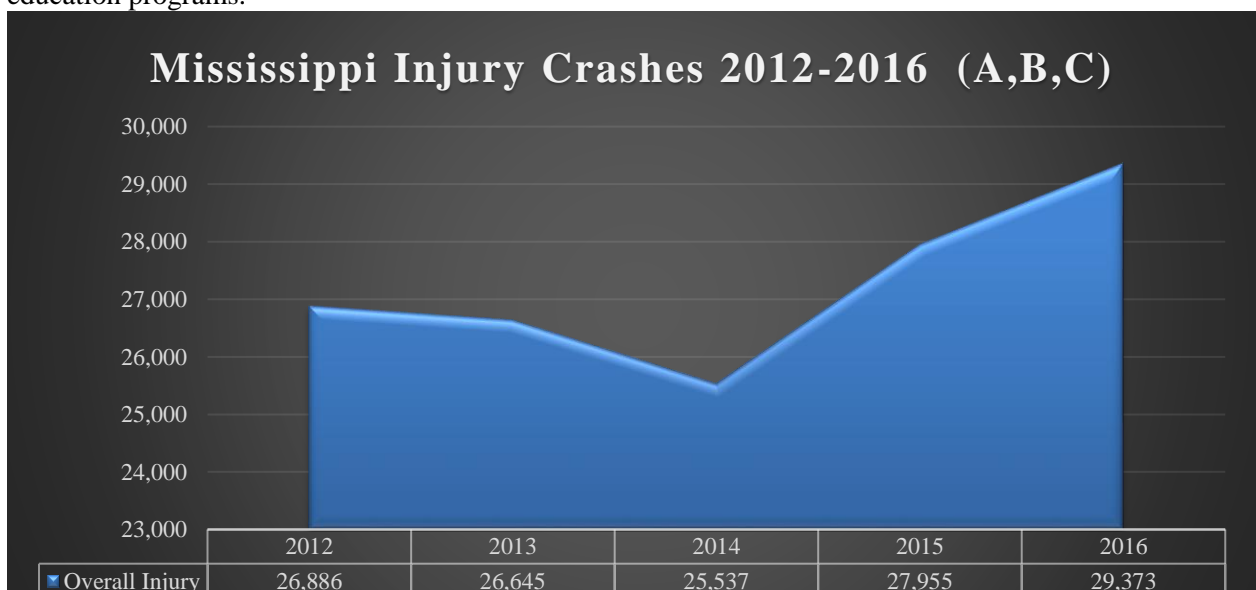
- Roadway Focus: Interstates and city roadways are the deadliest.
- Age Group Focus: 30-39; 40-49; and 50-59.
- Ethnicity/Race: White/Caucasian ethnicity presented a fatality rate of 2x the fatality rate of other ethnicities during 2016.
- Gender Focus: Males will remain the primary gender focus for 2019 for fatalities.
- Months of Focus: May, October and June are the deadliest month during the year. The MOHS will focus on activities, enforcement, media campaigns during these months.
- Day of Week Focus: Saturday is the deadliest day of the week, which is different than the past of Friday and Sunday.
- Time of Day Focus: The time of day focus has also shifted from overnight hours to the hours on 5:00 p.m. and 3:00 p.m.
- Type of Crash Focus: The type of crash focus for 2019 will be roadway departures and single vehicle fatality crashes.

ii. 2016 Mississippi Overall Injury

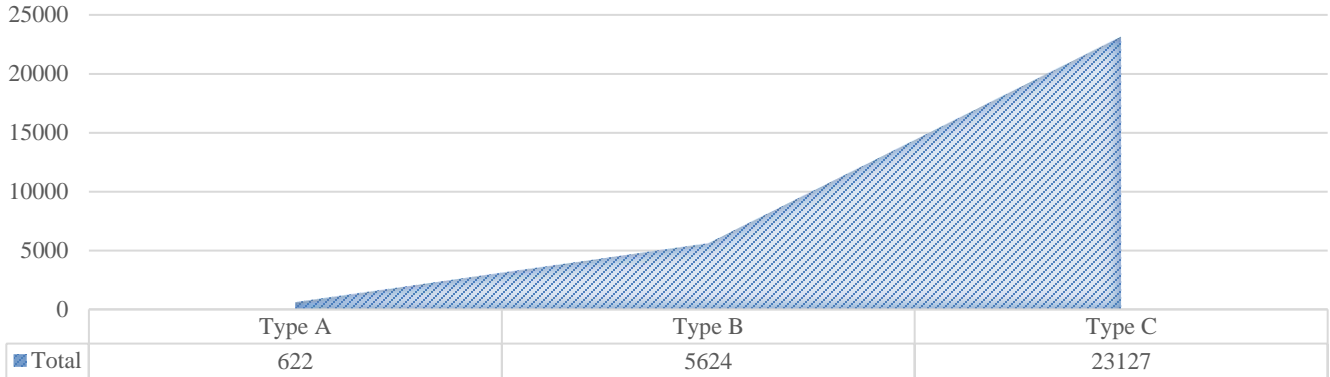
During 2016, Mississippi reported a total of 29,373 crashes, of which 622 were Type A; 5624 were Type B and 23,127 were Type C crashes. For Mississippi, the state uses the following for injury definitions* of crashes:

- Type A-Life Threatening Injury. Injuries where there is a high probability of the loss of life.
 - Type B-Moderate Injury. Visible injuries that may include one or more of the following: abrasions, cuts, lacerations or broken bones.
 - Type C-Complaint of Pain. No visible injury, the person/occupant only gives a verbal descriptions of any injury.
- *KABCO Injury Classification Scale and Definitions.

Injury crash information is very important with program identification, as the person did not have a fatal crash, but the person did have a crash that can still provide valuable information and data to be used in focusing on enforcement and education programs.



TOTAL 2016 MISSISSIPPI INJURY (A,B,C)

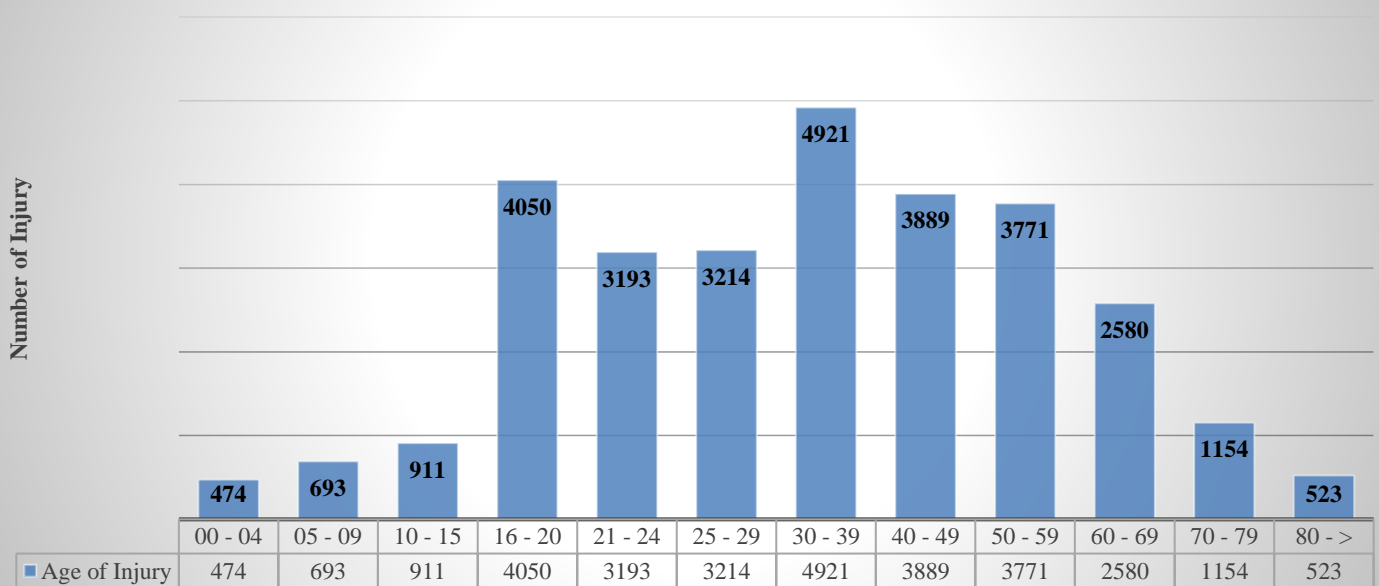


Data Analysis-Population: Type of Injury

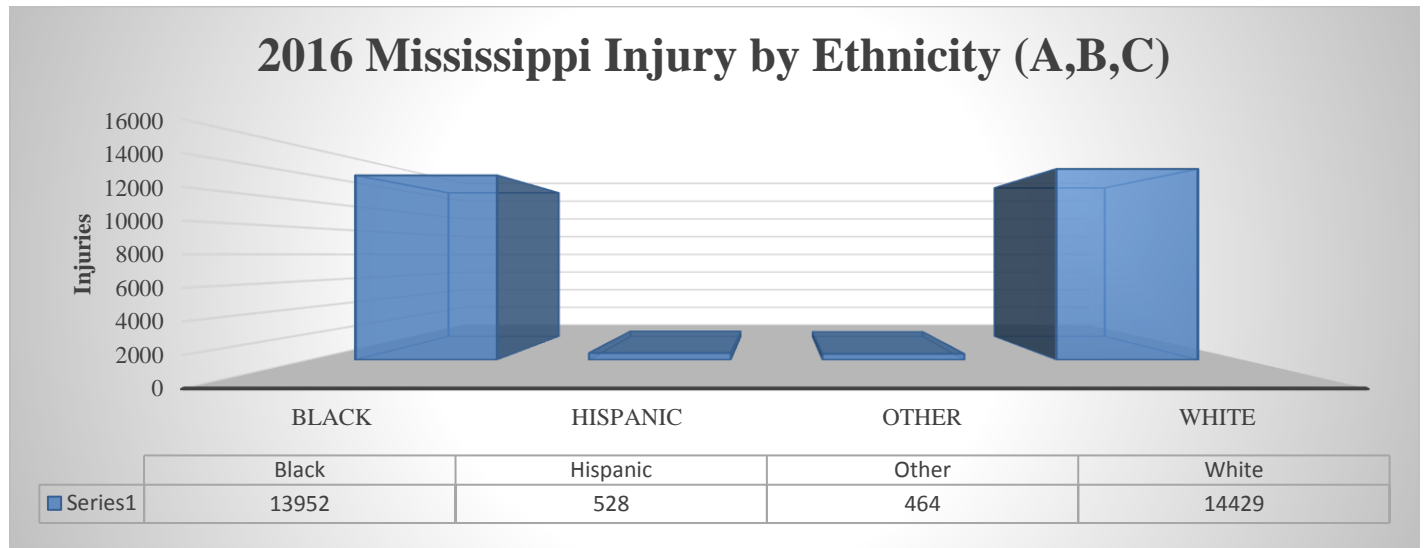
The following charts are provided to show a data snapshot of the State and Traffic Safety issues and concerns as it relates to the Mississippi fatalities by person type. In the chart below, almost all vehicle crashes are driver injury with passenger injuries following.

Type of Injury by Person (A,B,C)	Number of Injury
Bicycle	9
Driver	22,511
Hit & Run	12
Law Enforcement Officer	116
Passenger	6,690
Pedestrian	35
Total	29,373

2016 Overall Injury (A,B,C)



The age of persons that are involved in injury (A, B, C) crashes helps show the population that the MOHS needs to focus on through enforcement and education. During 2016, the age group with the most injury crashes was the age group of 30-39, 16-20 and 40-49. This information provides information on how to target education and media campaigns to reach those age groups and help with the reductions of injuries.

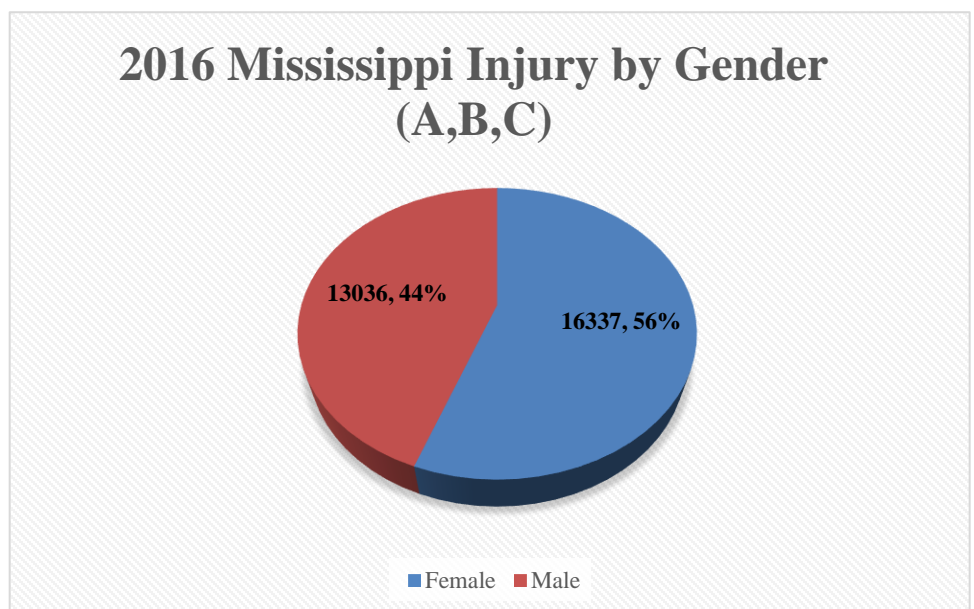


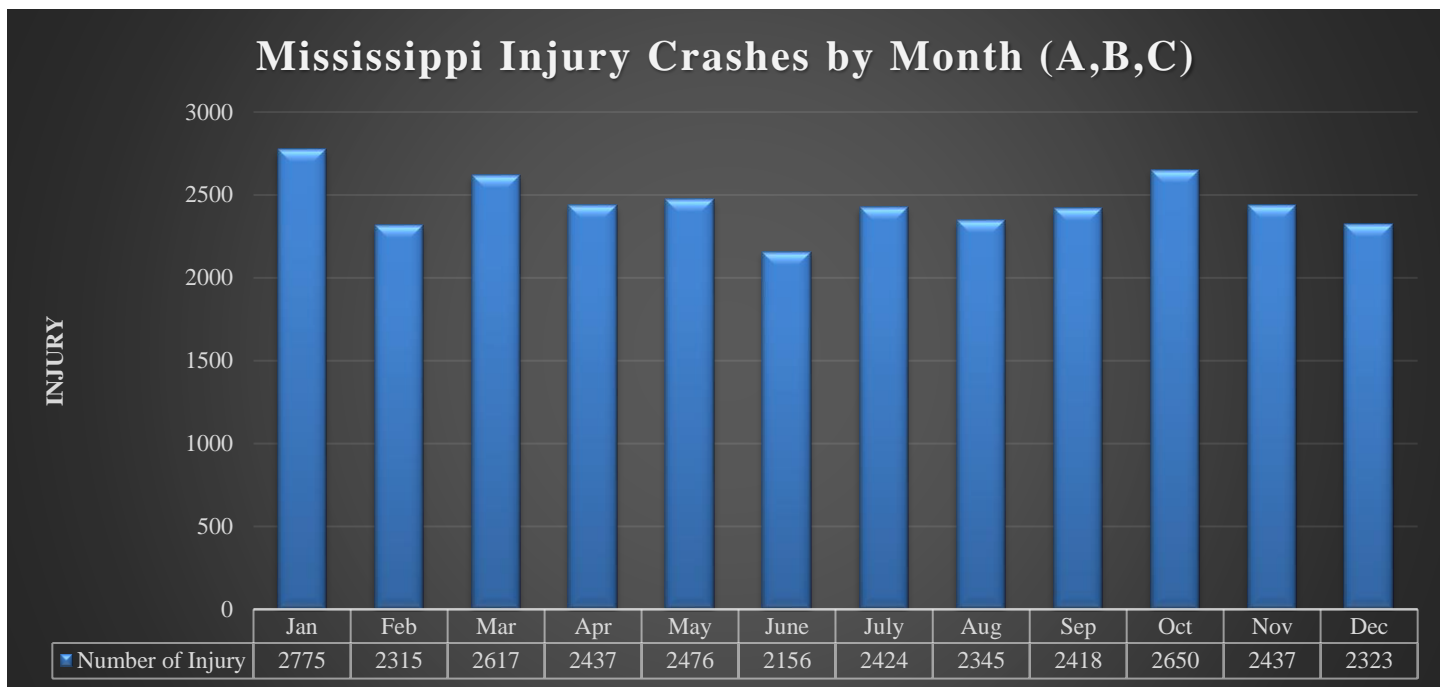
	Top Group	Second Group
00 - 04	Black	White
05 - 09	Black	White
10 - 15	Black	White
16 - 20	White	Black
21 - 24	Black	White
25 - 29	Black	White
30 - 39	Black	White
40 - 49	White	Black
50 - 59	White	Black
60 - 69	White	Black
70 - 79	White	Black
80 - >	White	Black

When looking at ethnicity among injuries, two ethnicities are much higher than others. The white ethnic groups with 49.1% and the black ethnic group with 47.4% of all A, B and C injuries. When looking at ages and ethnic groups, the numbers shift and change depending on which age group is focused on.

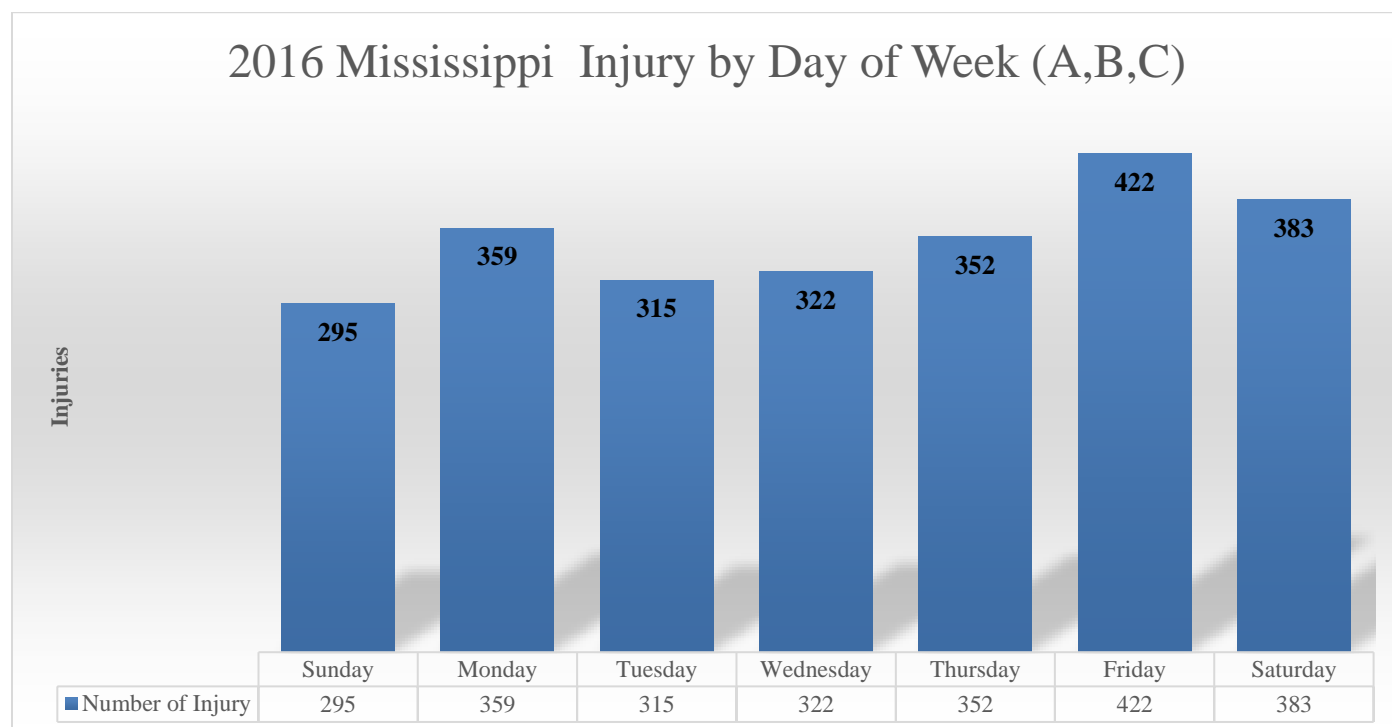
Below shows a chart of the comparisons between the age groups. This information helps programs be able to focus on which ethnic groups programs. When looking at focusing for programs such as media and education, gender is also a focus area. In years past, males were the predominate focus group, but with looking focusing on the data and looking into further specifics, the MOHS is able to see trends emerge in the data, such as females have shifted into predominance in injuries. The MOHS also looks at the age groups to help focus on specific programs among gender, as well.

	Top Group	Second Group
00 - 04	Female	Male
05 - 09	Male	Female
10 - 15	Female	Male
16 - 20	Female	Male
21 - 24	Female	Male
25 - 29	Female	Male
30 - 39	Female	Male
40 - 49	Female	Male
50 - 59	Female	Male
60 - 69	Female	Male
70 - 79	Female	Male
80 - >	Female	Male



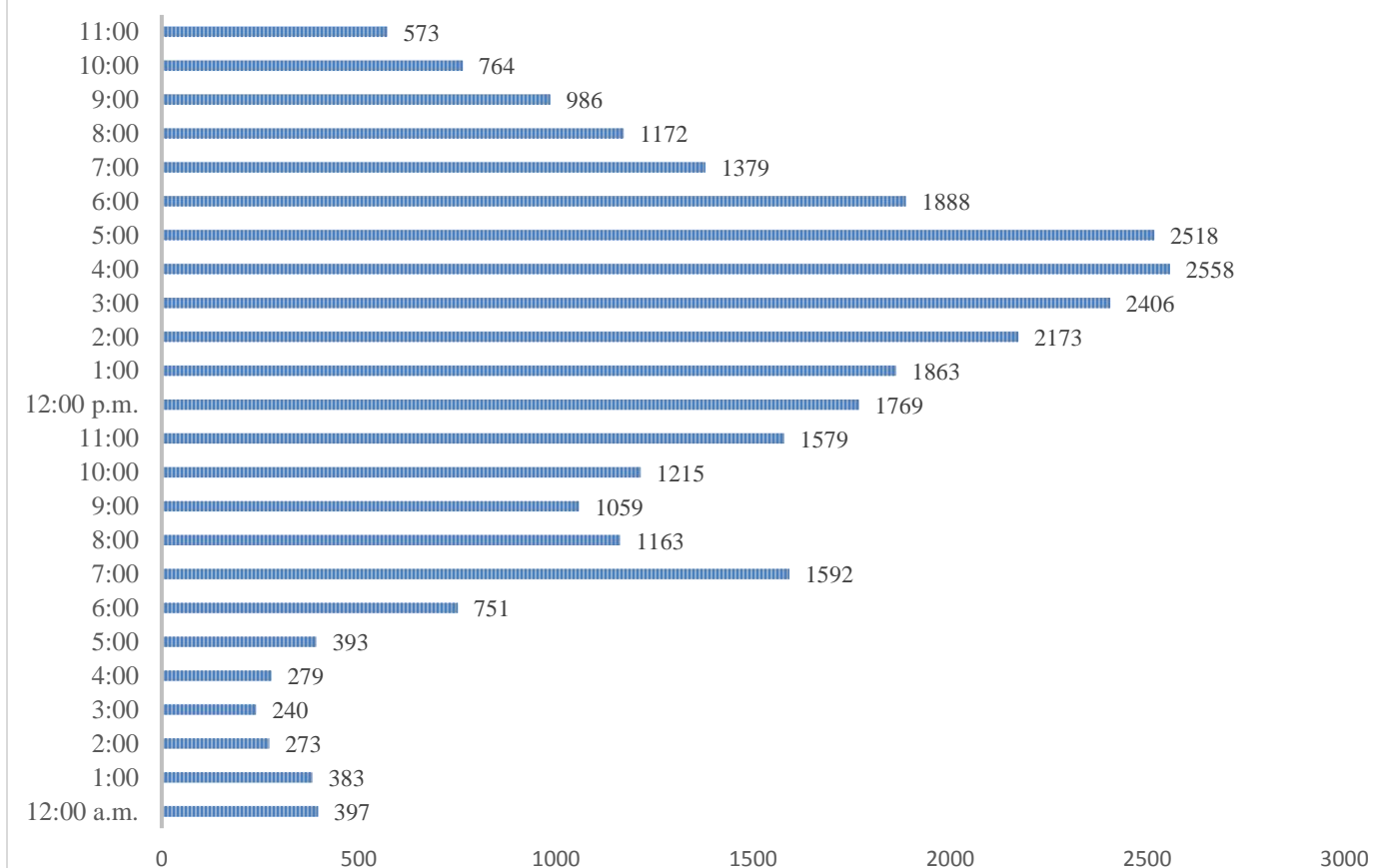


In 2016, most fatalities occurred during January, October and March, which could be due to an increase in weather events across the State. Problem identification through data shows when most injury crashes occur, so that the MOHS can provide law enforcement additional assistance through grant monies, media campaigns and other activities that can be provided during high injury months, to reduce crashes, injuries and fatalities in Mississippi.



The chart shows the number of statewide injuries (A, B, C) and the days of the week that the injuries occurred. The chart shows that the days of Friday and Saturday have the highest levels of injuries during the week. This helps show law enforcement and educational programs the days of the week with the largest injuries, so that the programs can be adjust to help during those days and reduce injuries and injury crashes.

2016 MISSISSIPPI INJURY-TIME OF DAY (A,B,C)



The above chart shows the time of day for 2016 statewide injury crashes. The time period with the most statewide injury crashes occur between 3:00 p.m. and 5:00 p.m. having the most injuries during the day, which are the same time periods with the most fatalities. This is generally times that the school and work day is ending and people are rushing home or to activities.

2016 Mississippi Overall Injury-Snapshot

For 2019, the MOHS staff will continue to look into the data like never before. The injury data in a snapshot is as follows and what will be the priority for the MOHS during FY19: *MOHS State Data

- Age Group Focus: 30-39; 40-49; and 16-20.
- Ethnicity/Race: White and Black ethnic groups have the highest injuries in 2016.
- Gender Focus: Females have the highest injuries in 2016, but males will also remain gender focus.
- Months of Focus: January, October and March had the highest numbers of injury crashes in 2016.
- Day of Week Focus: Friday has the highest injuries during the week.
- Time of Day Focus: 3:00 p.m., 4:00 p.m. and 5:00 p.m. have the highest numbers of injury crashes during 2016.

Contributing Factors for Mississippi Fatalities and Fatal Crashes:

iii. Impaired Driving:

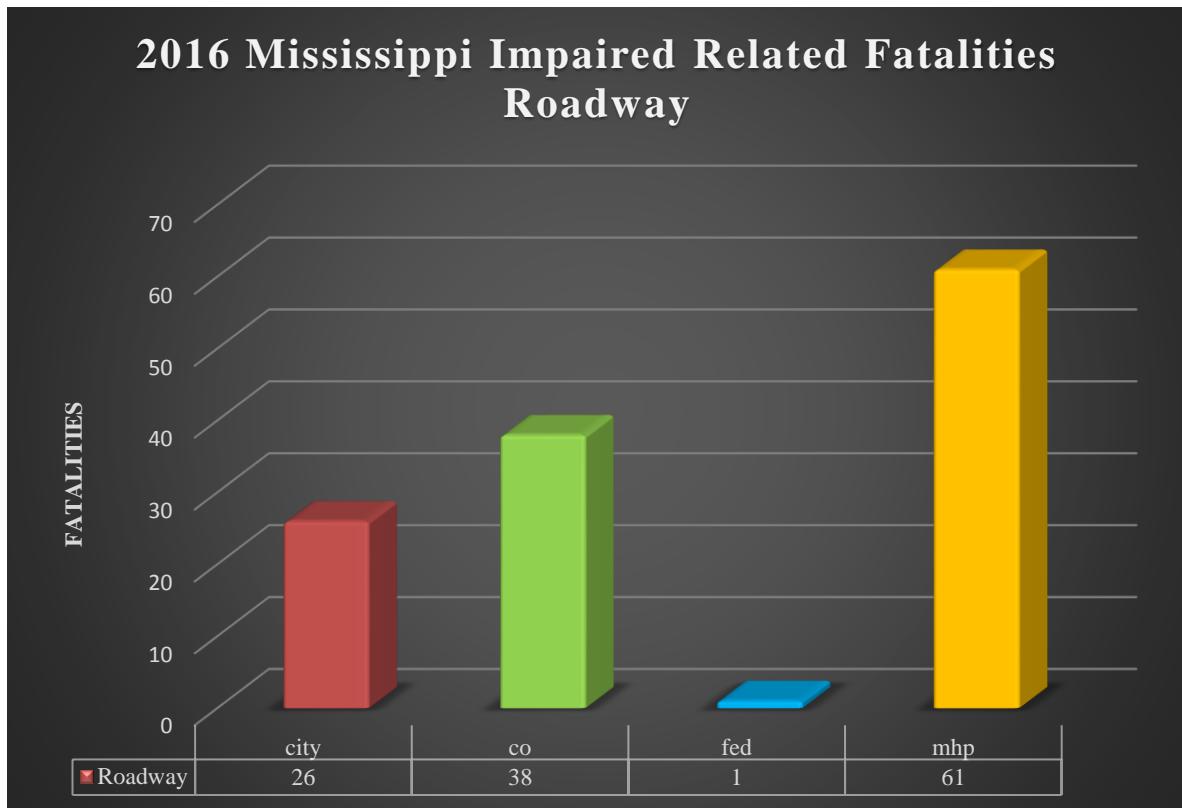
Alcohol impaired fatalities increased from 175 in 2015 to 126 in 2016. In 2016, 18.26% of all fatalities were alcohol impaired, which dropped from 26% in 2015. MOHS plans to continue in the efforts to reduce overall crashes, fatal crashes, injury and the economic losses caused by traffic crashes. Alcohol impaired traffic crashes will continue to be a priority in program planning. *Data is very inconsistent with impaired driving. The 2016 “certified” number does not appear to have the imputed additional fatalities added in traditionally from NHSA. Without the imputed number the data reflects closer to the state number of impaired fatalities. Without the imputed number, either the 2016 alcohol fatal number is incorrect or the 2012-2015 impaired numbers should be changed to not include the imputed NHTSA fatality addition.

The impaired driver is a continuing and large factor in fatal traffic crashes every year in Mississippi. Although speeding and other aggressive driving behaviors cause deadly traffic crashes, alcohol impairment remains the predominant enemy of traffic safety for Mississippi. When DUI arrests decrease, there are usually corresponding increases in traffic fatalities.

Mississippi Traffic Fatalities and Alcohol Involvement 2012 – 2016

Year	Fatalities	Impaired Fatalities	% of Impaired Fatalities	Impaired Related Injuries
2012	582	191	33%	N/A
2013	613	207	33%	1,077
2014	607	172	28%	1,127
2015	677	175	26%	1,205
2016	690	126*	18.26%	1,130

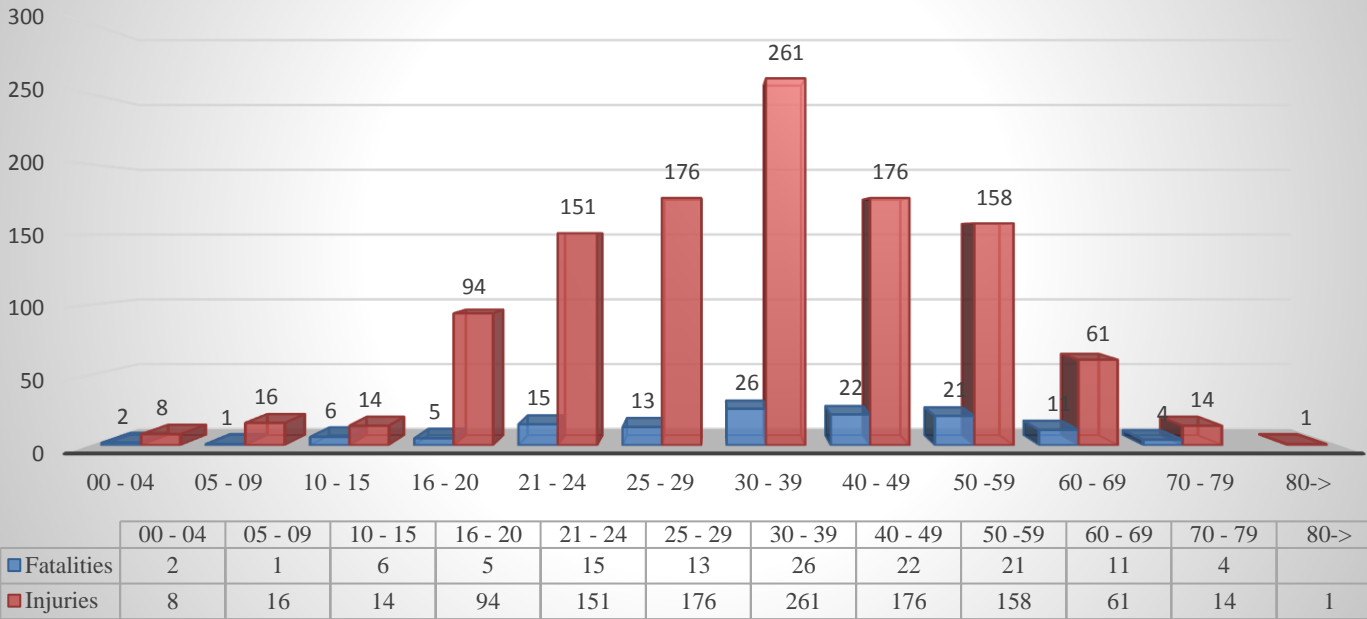
*MOHS State Data



*MOHS State Data

In 2016, most impaired driving fatalities occurred on state highways and interstates with 61 fatalities; county roads with 38 fatalities, 26 city roadways and 1 on federal roadways.

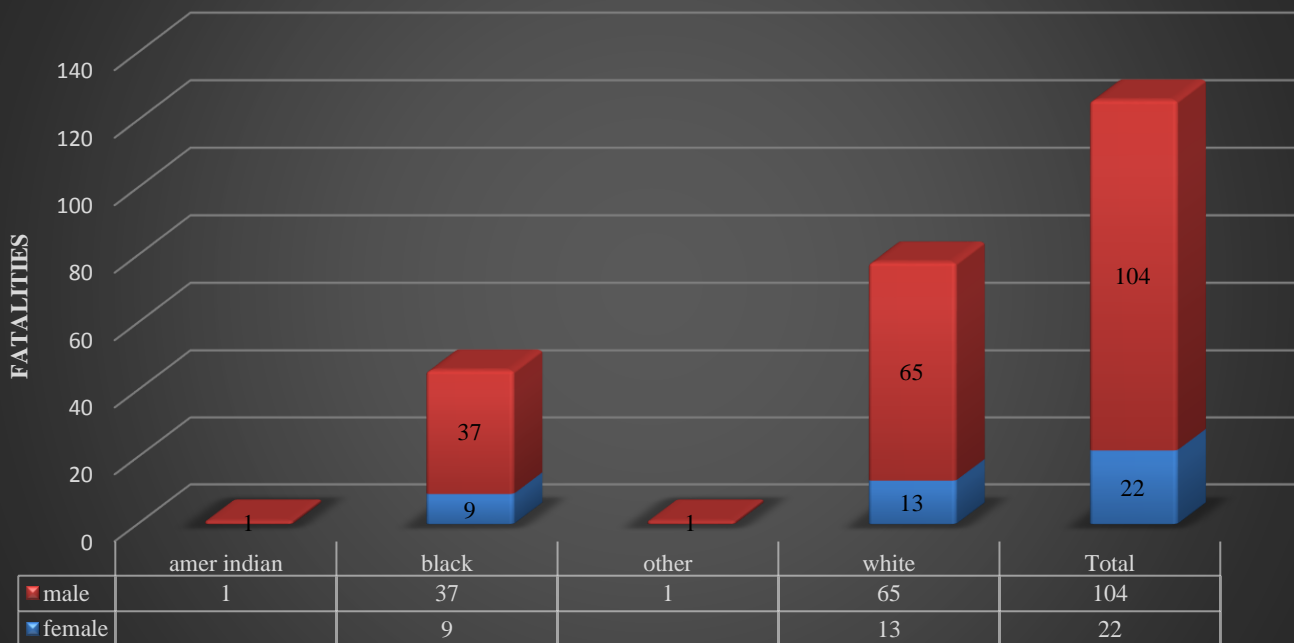
2016 Mississippi Alcohol Related Fatalities & Injuries by Age



* Impaired by age was determined with State data

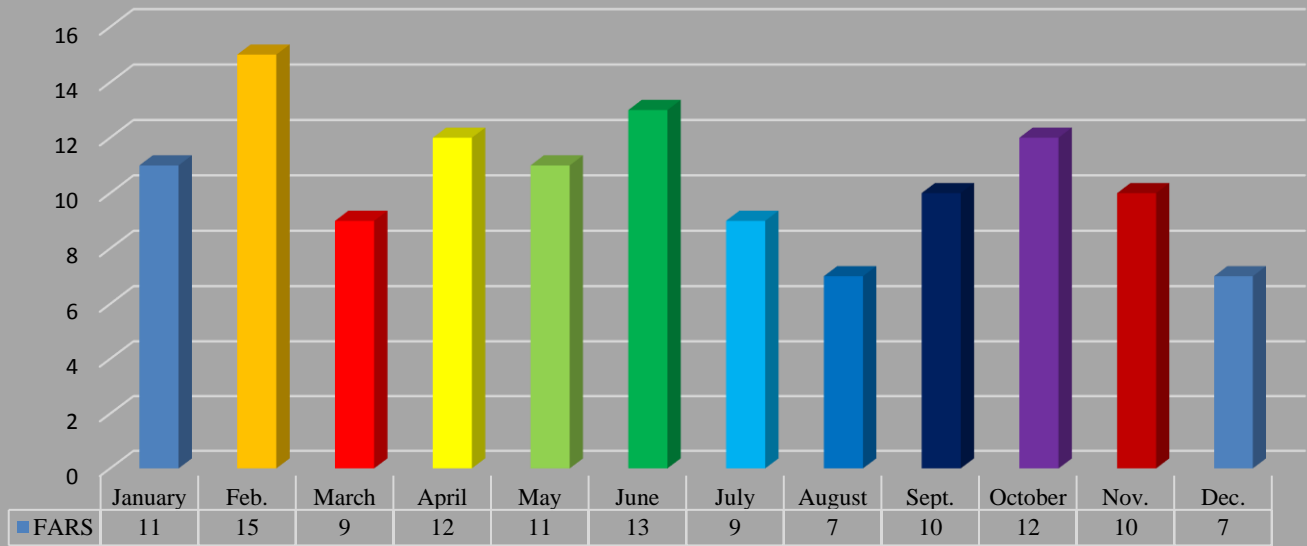
The above chart shows the impaired fatalities and injuries during 2016 by the age of the population. In 2016, the age groups with most of the impaired fatalities have shifted to 30-39, 40-49 and 50-59. Injuries in 2016 among age groups were 30-39, 25-29 and 40-49 year olds. This data provides the MOHS on what population to direct educational programs and enforcement efforts.

2016 Alcohol/Impaired Fatalities by Race and Gender



*MOHS State Data

2016 Mississippi Impaired Driving Fatalities by Month

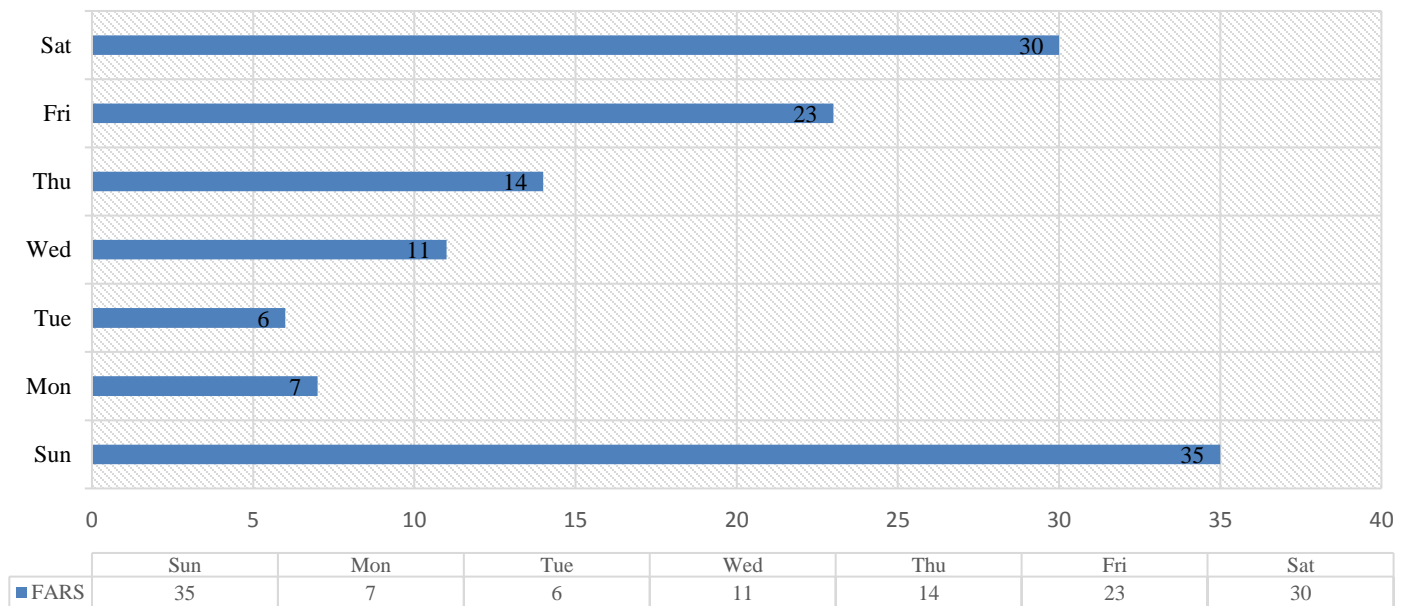


In 2016, males had a higher rate of fatality than women by almost 4 times to rate. White males were higher than in fatalities with black males coming in next. White females were higher in fatalities from any other race.

*MOHS State Data

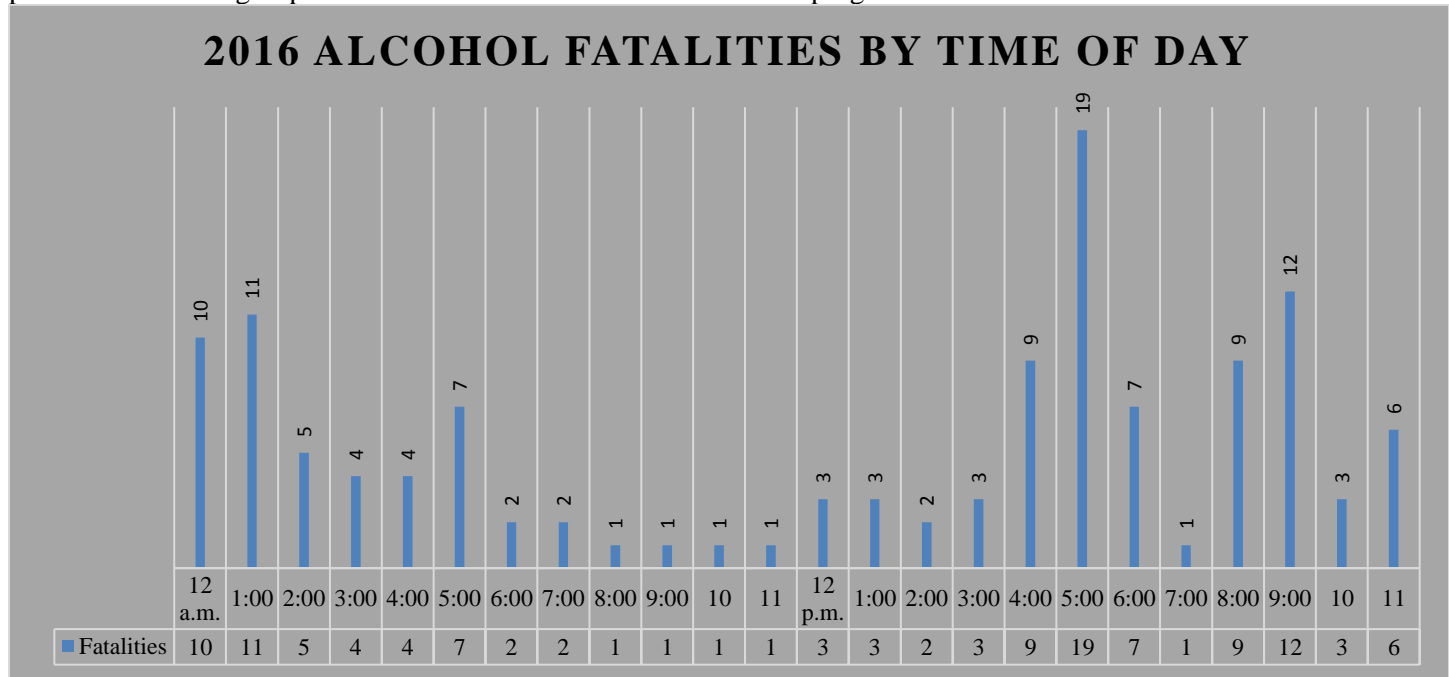
The above chart shows the 2016 Impaired Driving Fatalities by month for Mississippi. Fatalities are highest in February, October, January and May. This data helps the MOHS put resources in place for DUI impaired such as extra enforcement and educational programs.

2016 Alcohol Related Fatalities by Day of Week



*MOHS State Data

During 2016, most alcohol related fatalities occurred on Sunday, with Saturday and Friday following. This has shifted from previous years of Saturday being the day with the largest fatalities. The MOHS will work with law enforcement and public information groups with this information to work on focused programs.



*MOHS State Data

During 2016, 5:00 p.m. had the most fatalities out of any other time period of the day with a total of 19 fatalities. This has shifted from years past with late night and early morning hours.

DUI Arrests and DUI Citations:

The total number of DUI arrests decreased from 28,855 in 2015, 15,394 in 2016 and 13,798 in 2017. Grant funded citations increased slightly from 12,851 in 2016 to 8,015 in 2017. During FY19, the MHP will host a training academy for additional trained enforcement to become part of the MHP, which will increase state-wide enforcement and increase the numbers of DUI arrests in the coming years. During 2017, the Mississippi Highway Patrol did not participate in any call back grant funded enforcement activities, which lead to the decrease in grant funded and overall statewide citations from previous year total.

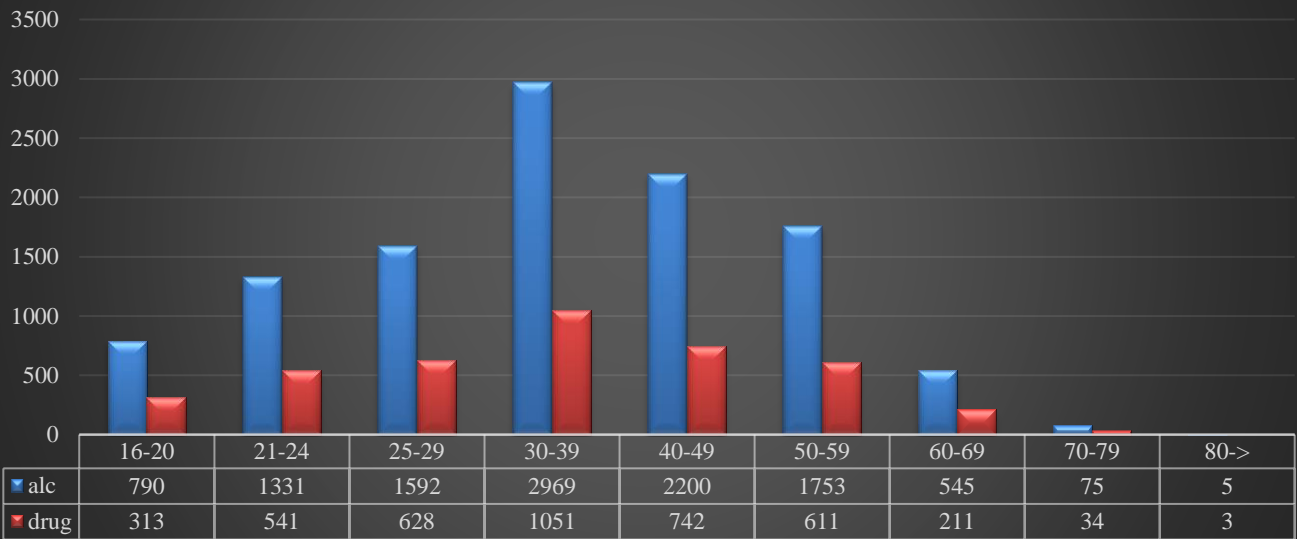
DUI CITATIONS VS. GRANT FUNDED DUI CITATIONS



	2013	2014	2015	2016	2017
Grant Funded	11,263	10,667	12,330	12,851	8,015
Statewide	31,918	33,260	28,855	15,394	13,798

DUI Arrest by Age: Most DUI arrest during 2016, occurred in the 30-39 age group, with 40-49 year old following.

2016 Impaired Arrest by Age



Underage DUI: Mississippi underage drivers accounted for a little over 7.16% of the total Mississippi drivers arrested for DUI in 2016. Underage drinking and driving continues to be a major traffic safety problem, the number of underage DUI arrest is increasing. DUI arrests have decreased a great deal, in not only total arrests, but also in underage DUI arrest as well. The most alarming fact is that these young drivers are committing two serious offenses.

First, drinking alcohol illegally and then driving under the influence! The MOHS will continue to work with law enforcement and education groups that focus on young driver to help combat these issues.

*MOHS State Data

2012-2016 DUI Arrests

Year	Total DUI Arrests	Underage 21 DUI	% Underage DUI
2012	30,577	1,747	5.7%
2013	31,918	2,489	7.97%
2014	33,260	2,190	6.60%
2015	28,855	1,509	5.23%
2016	15,394	1,103	7.16%

*MOHS State Data

Traffic enforcement not only saves lives, it also supplements many criminal enforcement activities. Reducing DUI and increasing the use of seatbelts and child restraints are a few of the most cost effective ways to reduce death and injury on the roadways. Seat belts remain one of the best defenses against impaired drivers. Whether being a crime victim or crash victim, all citizens ultimately pay the societal costs for health care and public safety resources.

The most recent "Drive Sober or Get Pulled Over" public information and education campaign, coupled with strict traffic enforcement by State and local departments, document that the State has made significant progress in reducing deaths and injuries on MS roadways.

DUI by Month and Jurisdiction: Local law enforcement continues to make the highest number of arrest, which includes both municipality and sheriff departments. May, July and April have the highest number of arrests of all the months for 2016.

2016 DUI Arrests by Month and Jurisdiction						
Month	city	co	mhp	misc	unk	Total
January	550	359	268	2	6	1185
February	568	344	300	3	22	1237
March	564	329	318	2	18	1231
April	622	426	335	9	18	1410
May	753	448	382	11	20	1614
June	641	339	297	1	6	1284
July	718	395	330		9	1452
August	626	370	256	7	6	1265
September	610	442	345	4	5	1406
October	573	359	196	2	2	1132
November	548	324	200	4		1076
December	599	304	192	6	1	1102
Total	7372	4439	3419	51	113	15394

Overall Alcohol/Impaired Fatality and Injury-Snapshot

For 2019, the MOHS staff is looking at data like never before. The focus for MOHS has changed and has shifted the focus and priorities for the upcoming year for the MOHS. The data in a snapshot is as follows and what will be the priority for the MOHS during FY19: *MOHS State Data

- Roadway Focus: State Highway and Interstates
- Age Group Focus Fatal: 30-39; 40-49; and 50-59
- Age Groups Focus-Injury: 30-39; 25-29; and 40-49
- Ethnicity/Race Focus: White and Black
- Gender Focus: Males
- Months of Focus: February, June, April and October
- Day of Week Focus: Sunday and Saturday
- Time of Day Focus: 5:00 p.m.; 9:00 p.m. and 1:00 a.m.

iv. Occupant Protection:

On May 27, 2006, Mississippi became the 22nd State to implement a primary safety belt law. Effective, July 1, 2017, Mississippi will join other states by implementing an all passenger seatbelt law. Historically, most of the drivers and passengers that die in traffic crashes are not belted. Although, safety belts cannot save all persons, it is estimated that fatalities are in fact reduced 50 to 65 percent when safety belts are used, becoming injured rather than killed.

In 2016, there were 561 occupant fatalities and 53.83%, which is more than 1 out of every 2, were not wearing safety belts. There is no doubt that seat belts save lives and/or reduce injury. With sustained statewide law enforcement, coupled with public information and education, Mississippi stands poised to save hundreds of lives and reduce thousands of injuries each year from increased safety belt usage by motorists.

Seatbelts, air bags, other restraint systems and anti-lock brakes have significantly contributed to reducing injuries and deaths from traffic crashes, but these technological advances are only a step in the process. Continued improvements in vehicle design are necessary to protect occupants, along with education and behavior modification. Effective and ongoing traffic enforcement is a key factor in improving or maintaining a community's quality of life. As crime increases and more demands are placed on law enforcement agencies, the importance of effective traffic enforcement rises.

Among the problem are funding issues, shifting demands for police services and projected increases in registered drivers and traffic fatalities. Law enforcement organizations will have to refocus traffic enforcement to respond to the coming changes and improve traffic services.

Type of Fatality by Occupant Protection Device 2016

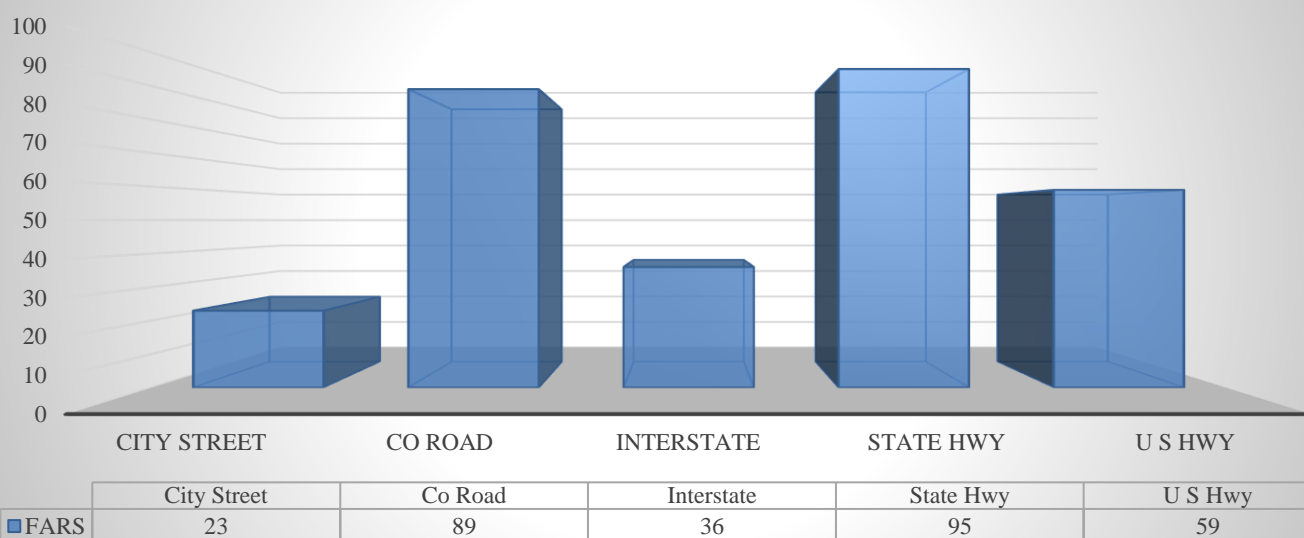
2016 Fatalities by Restraint Use and Person Type						
restraint	Driver	Passenger	Pedestrian	Bicyclist	Unknown	Total
N/A			58	5	3	66
Shoulder Only		1				1
Lap Belt Only		1				1
Lap/Shoulder	196	49				245
Child Restraint		12				12
Unbelted	243	59				302
No Helmet	14	1				15
Helmet	39	1				40
Unk for Helmet	2					2
Other	1					1
Not Reported	4					4
Unknown	1					1
Grand Total	500	124	58	5	3	690

*MOHS State Data

There were 561 motor vehicle occupants in 2016, with 302 total occupants not, which represents 53.83% unbelted. Of the 439 total driver occupants, there were 243 drivers unrestrained which represents 55.3% drivers unbelted. Of the 122 unrestrained occupants, there were 59 passengers unrestrained, which represents 48.3% were unbelted.

As the chart shows, most unbelted fatalities occur on state highways with 95 unbelted fatalities for 2016, with county roads with the second deadliest roadways for 2016 with 89 unbelted fatalities.

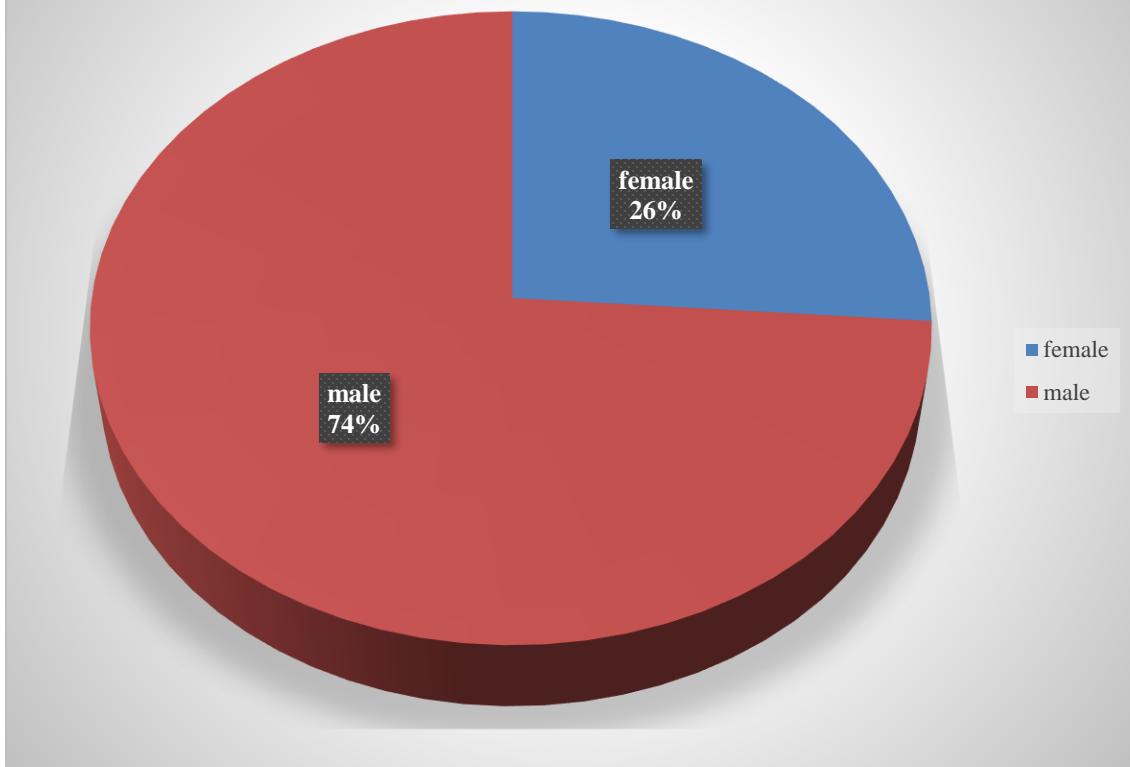
2016 Unbelted Fatalities by Roadway



The largest age group of unbelted fatalities was among the 21-29 age population with 67 unbelted fatalities, which represents 22.2%; the 30-39 age population with 54 fatalities, which represents 17.47% of all fatalities of the 690 fatalities, 302 were unbelted. White and Black ethnic groups have the highest levels of fatalities among all ethnic groups represented. *MOHS State Data

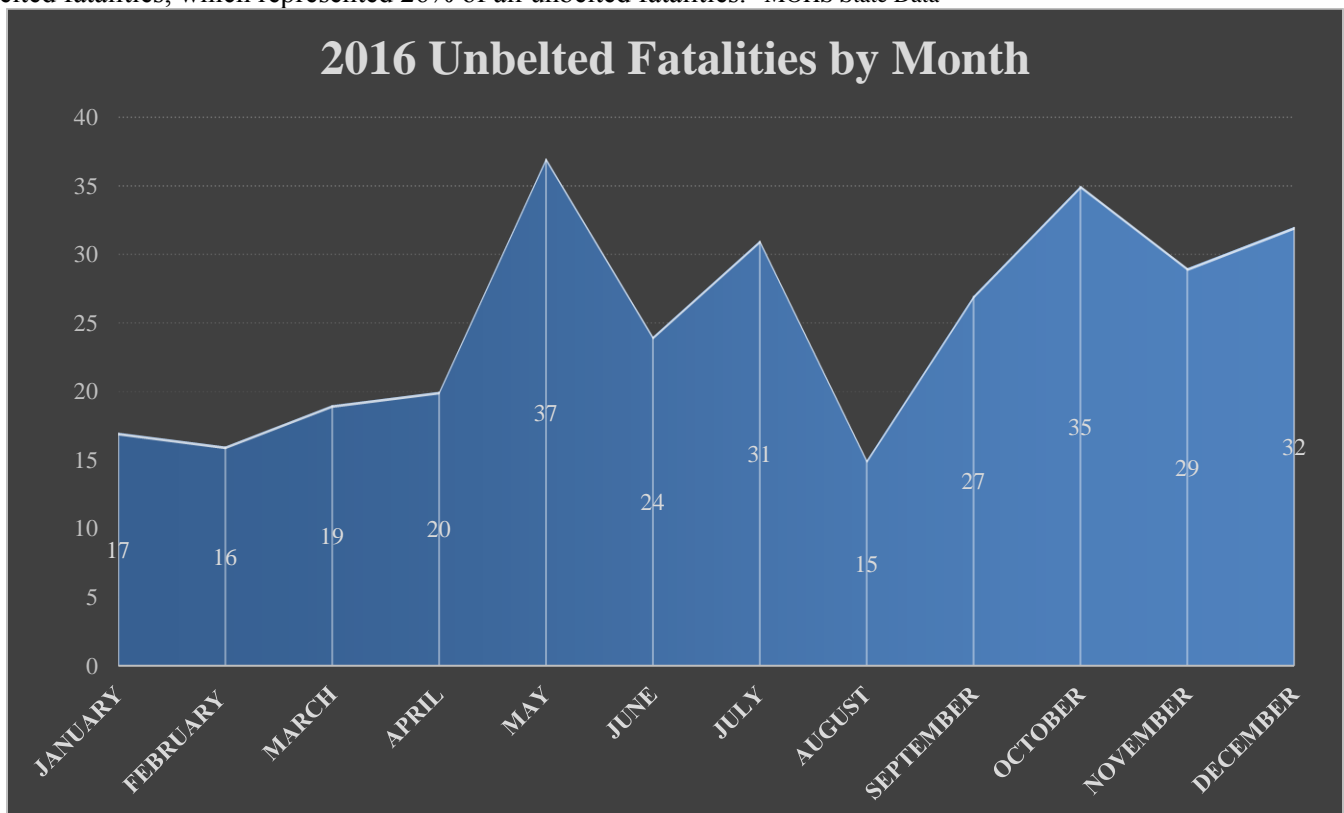
2016 Unbelted Fatalities by Age Range and Race							
Age Range	amer indian	black	oth asian	other	unknown	white	Total
05 - 09		2				1	3
10 - 15		4				4	8
16 - 20		11				21	32
21 - 24		17				19	36
25 - 29		11				20	31
30 - 39	1	20	1	1	1	30	54
40 - 49		17				22	39
50 -59		13				35	48
60 - 69		12				18	30
70 - 79		5				11	16
80 - >		1				4	5
Total	1	113	1	1	1	185	302

2016 Unbelted Fatalities by Gender



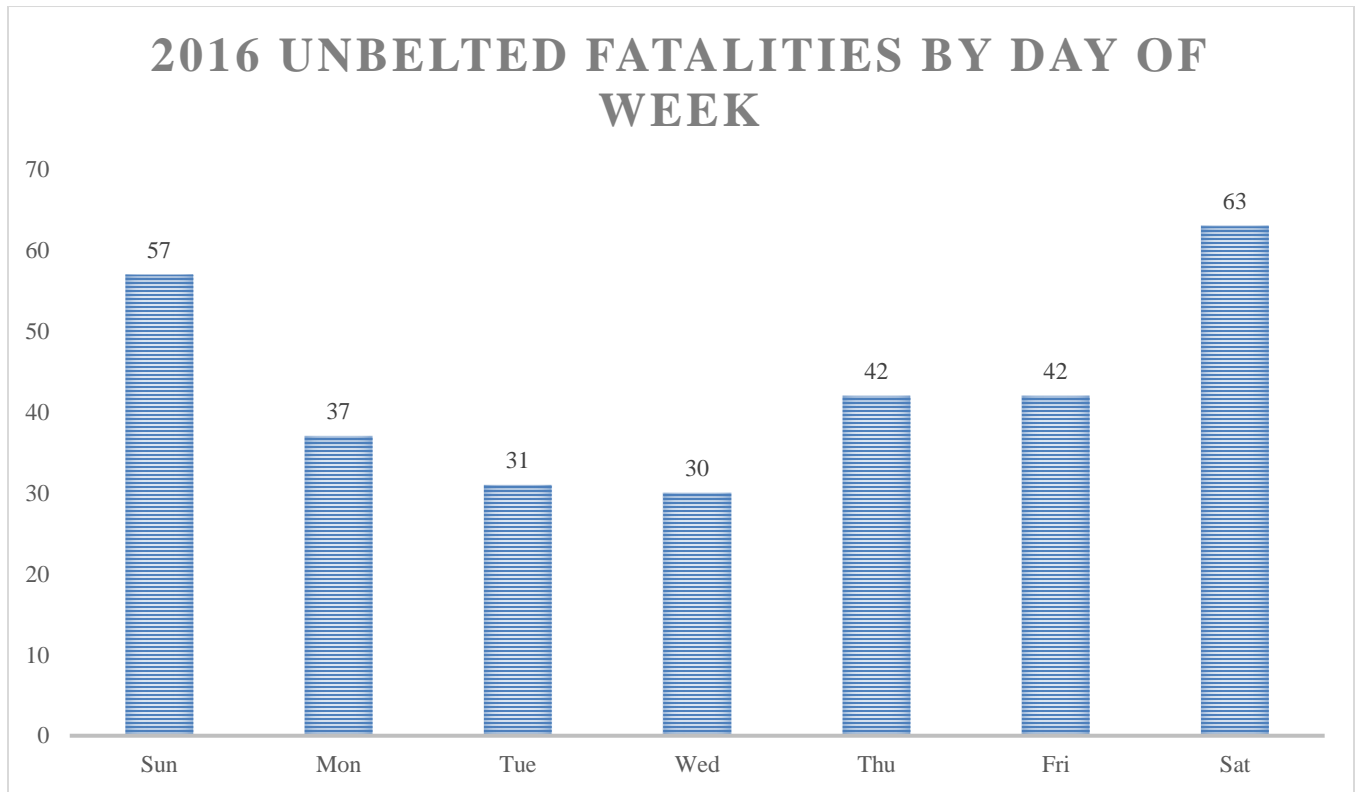
During 2016, the male population had 223 fatalities, which represents 74% of all unbelted fatalities and female had 79 unbelted fatalities, which represented 26% of all unbelted fatalities. *MOHS State Data

2016 Unbelted Fatalities by Month



*MOHS State Data

During 2016, May and October were the deadliest months of the year for unbelted fatalities. This data helps the MOHS put resources in place for unbelted focus projects, such as extra enforcement and educational programs.

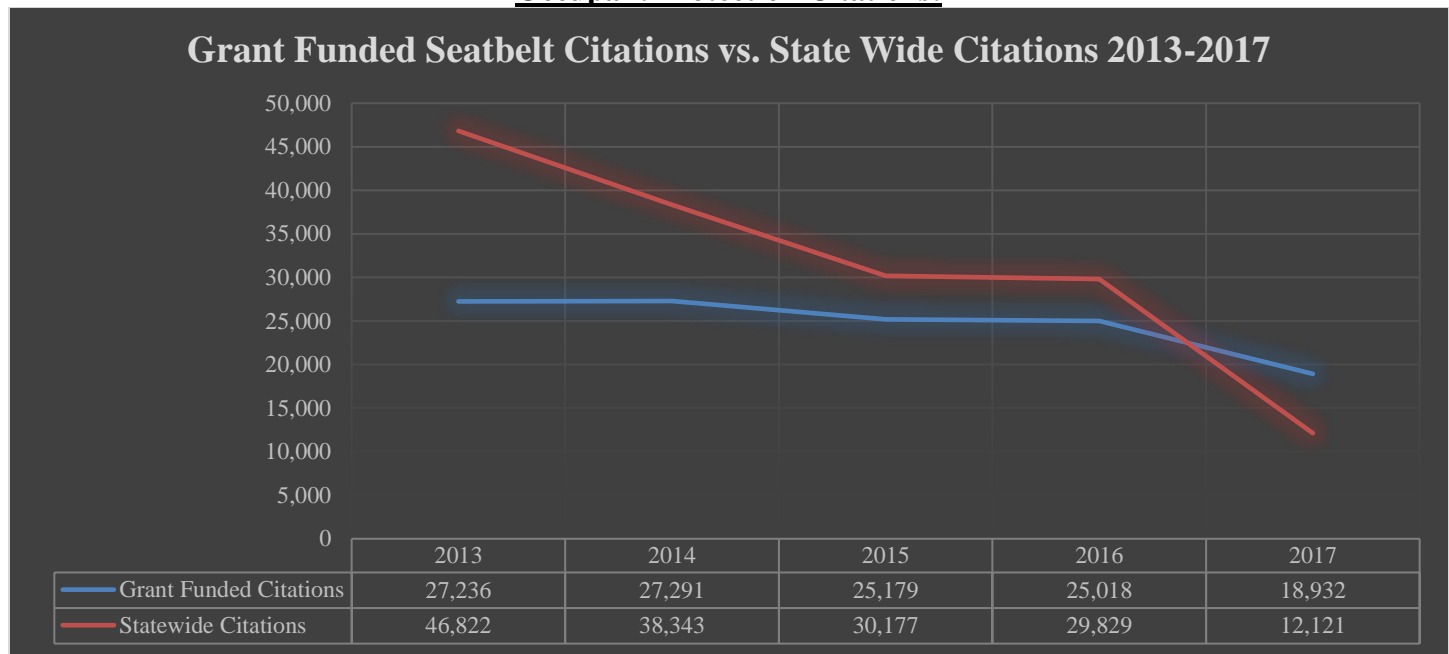


*MOHS State Data

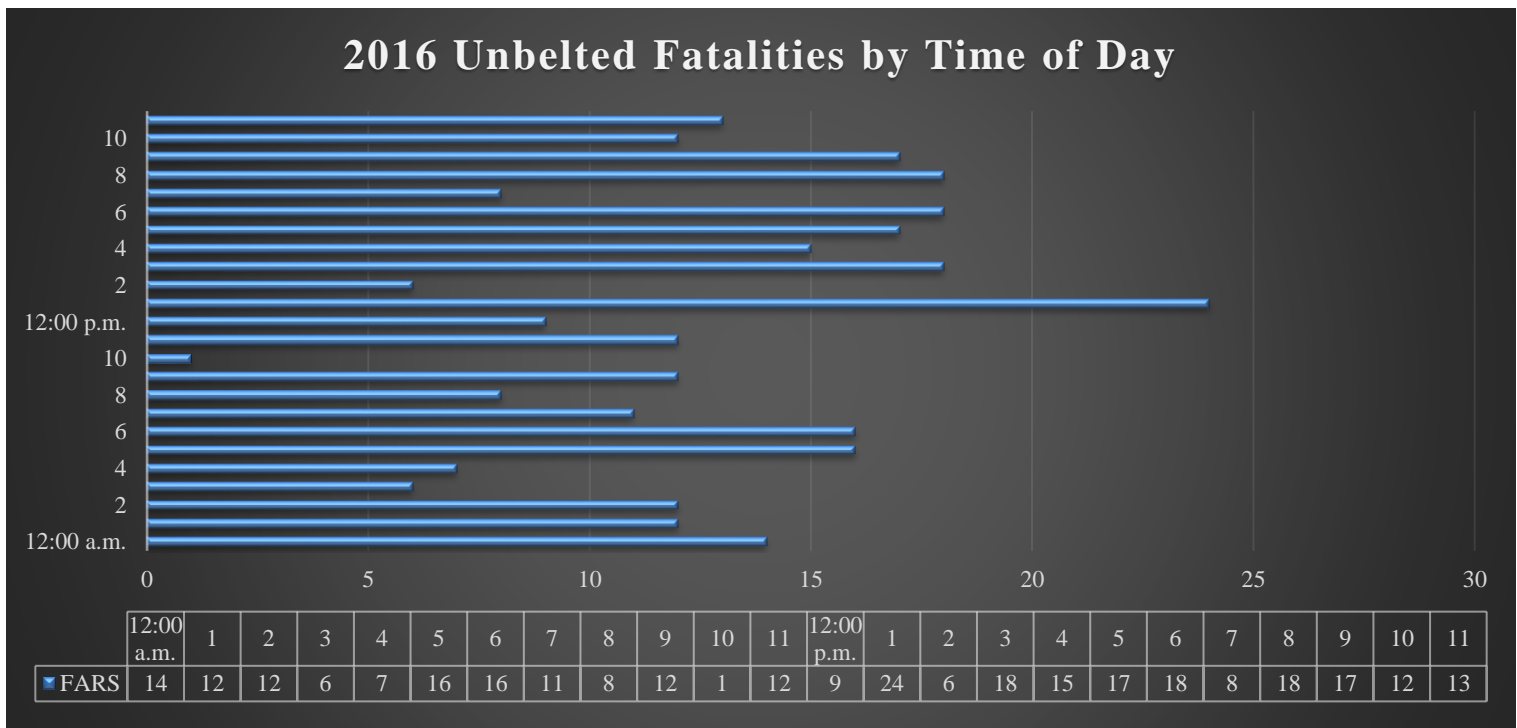
The above charts show that Saturday and Sunday had the most unbelted fatalities during the week, each with more than 50 on each day. The chart below shows the 2016 unbelted fatalities by the time of day. The data shows that 1:00 p.m. had the highest number of unbelted fatalities, with 3:00 p.m., 6:00 p.m. and 8:00 p.m. coming in next for the highest number of unbelted fatalities in 2016.

*MOHS State Data

Occupant Protection Citations:



*MOHS State Data



The above chart shows the grant funded citations v. statewide citations for 2013-2017. The data shows a decrease in grant funded citations from 25,018 in 2016 to 18,932 in 2017. The state wide seatbelt citations decreased 29,829 in 2016 to 12,121 in 2017. The state will continue to work on maintaining the increase of grant funded citations, along with working with all agencies across the state to work on increasing the state wide seatbelt citations.

Mississippi Seatbelt Surveys/Usage Rate:

The MOHS conducts annual statewide safety belt use surveys in accordance with criteria established by the Secretary of Transportation for the measurement of State safety belt use rates. The survey will ensure that the measurements accurately represent the State's seat belt usage rate. Occupant Protection continues to be a priority emphasis area for NHTSA and for the MOHS.

Overall Seatbelt Survey: In the overall seatbelt usage rate, the 2017 seat belt usage rate for Mississippi is 78.89%, which increased 0.9%. The northern part of the State continues to be a major focus area with two surveyed areas being less than 65% usage. The southern part of the State remains to have some of the highest rates for seatbelt usage, with most above 80% usage rates and some above the national average of 87%.

County	2016 Survey	2017 Survey	Percentage Change
Chickasaw	65.00%	63.4%	-1.6%
Desoto	88.40%	83.4%	-5.0%
Hancock	75.70%	88.5%	+12.8%
Harrison	90.30%	90.6%	+0.3%
Holmes	78.80%	83.5%	+4.7%
Hinds	72.50%	75.2%	+2.7%
Jackson	88.00%	89.6%	+1.6%
Lee	70.30%	76.8%	+6.5%
Leflore	68.70%	62.4%	-6.3%
Madison	81.40%	77.6%	-3.8%
Panola	80.30%	78.2%	-2.1%
Perry	92.30%	89.2%	-3.1%
Pike	82.80%	80.2%	-2.6%
Pontotoc	72.9%	72.7%	-0.2%
Prentiss	70.6%	74.3%	+4.3%
Rankin	72.6%	76.8%	+4.2%
Total	77.9%	78.8%	+0.09%

*MOHS State Data

As the chart shows, the MOHS has made major positive differences in Hancock (+12.8%) and Lee (+6.5%) counties, presumably due to an increased effort in media and enforcement in these areas of the state. There were several significant drops in belt use in 2017 came from Leflore (-6.3%) and Desoto (-5.0%). All other differences among the counties surveyed were less than 5% in either a positive or negative direction. These differences are considered to be due to normal fluctuations and of minimal impact.

Child Restraint Survey: According to the 2016 Seat Belt Survey Report, Mississippi currently has a 78.8% usage rate. This rate is slightly higher than the 77.9% usage rate in 2015. Over time, the effort toward increasing and improving child restraint use has been both extensive and intensive. The child restraint rate in 2017 83.7%, which is higher than the 2016 rate of 81.27%. There is little doubt that having a primary child restraint law has made a significant impact on the high use of child restraints in Mississippi. The 2006 primary seat belt law for all front seat passengers could be an influential factor in the usage rate increase. Forty municipalities with populations of 10,000 and above were selected for the 2017 Child Restraint Survey.

Seating Position of Child	Children Observed	
Front Seat	771	13.8%
Back Seat	4,805	86.2%
Totals	5,576	100%

Occupant Protection Snapshot

For 2019, the MOHS staff is looking at data like never before. The focus for MOHS has changed and has shifted the focus and priorities for the upcoming year for the MOHS. The data in a snapshot is as follows and what will be the priority for the MOHS during FY19: *MOHS State Data

- Roadway Focus: Highways and county roads are the most deadliest roadways
- Age Group Focus: 21-29; 30-39 and 50-59.
- Ethnicity/Race & Gender Focus: White Males and White Females.
- Months of Focus: May, October and December are the deadliest months during the year.
- Day of Week Focus: Saturday and Sunday are the deadliest day of the week.
- Time of Day Focus: The time of day focus has also shifted from overnight hours to the hours on 1:00 p.m. and 3:00 p.m.

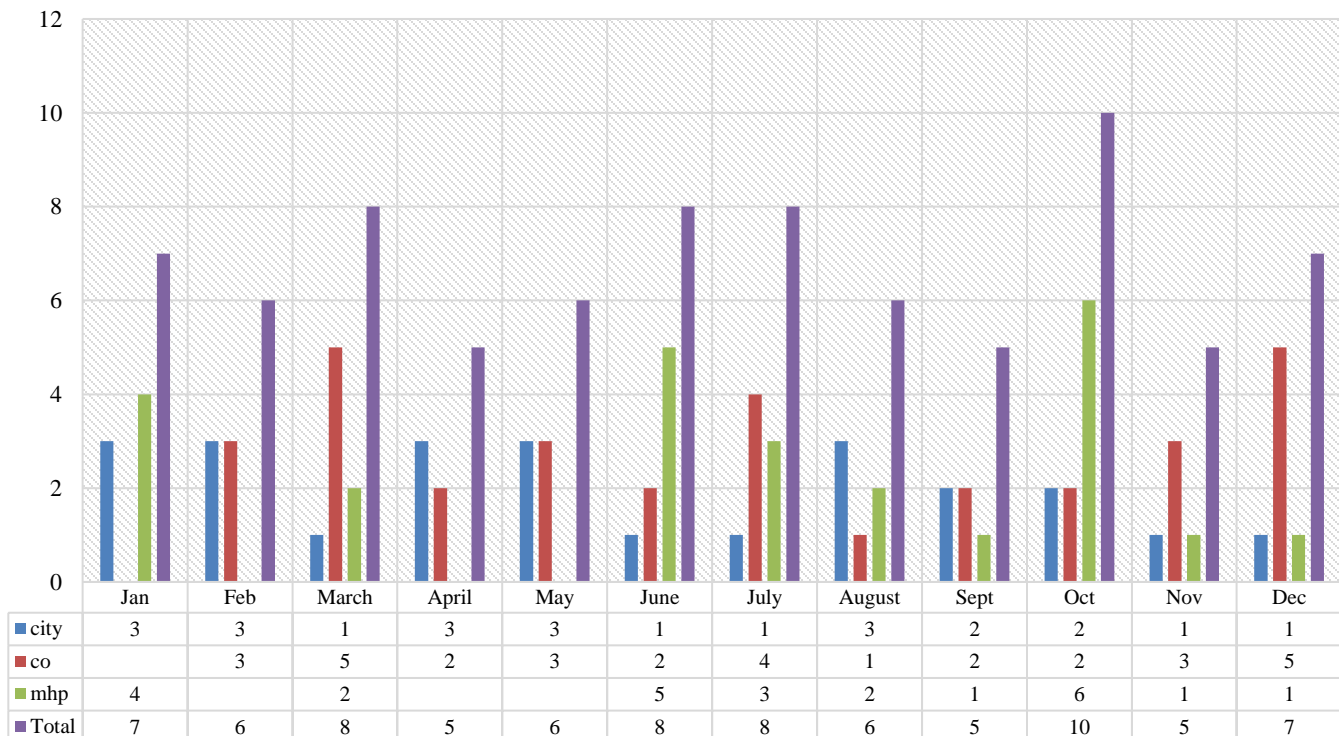
v. Speed:

NHTSA defines speeding as driving too fast for conditions or exceeding the posted speed limit. The MOHS Police Traffic Services Program plans to increase enforcement, education, and training in traffic enforcement and effective adjudication, thereby reducing the incidence of aggressive and improper driving, including speed.

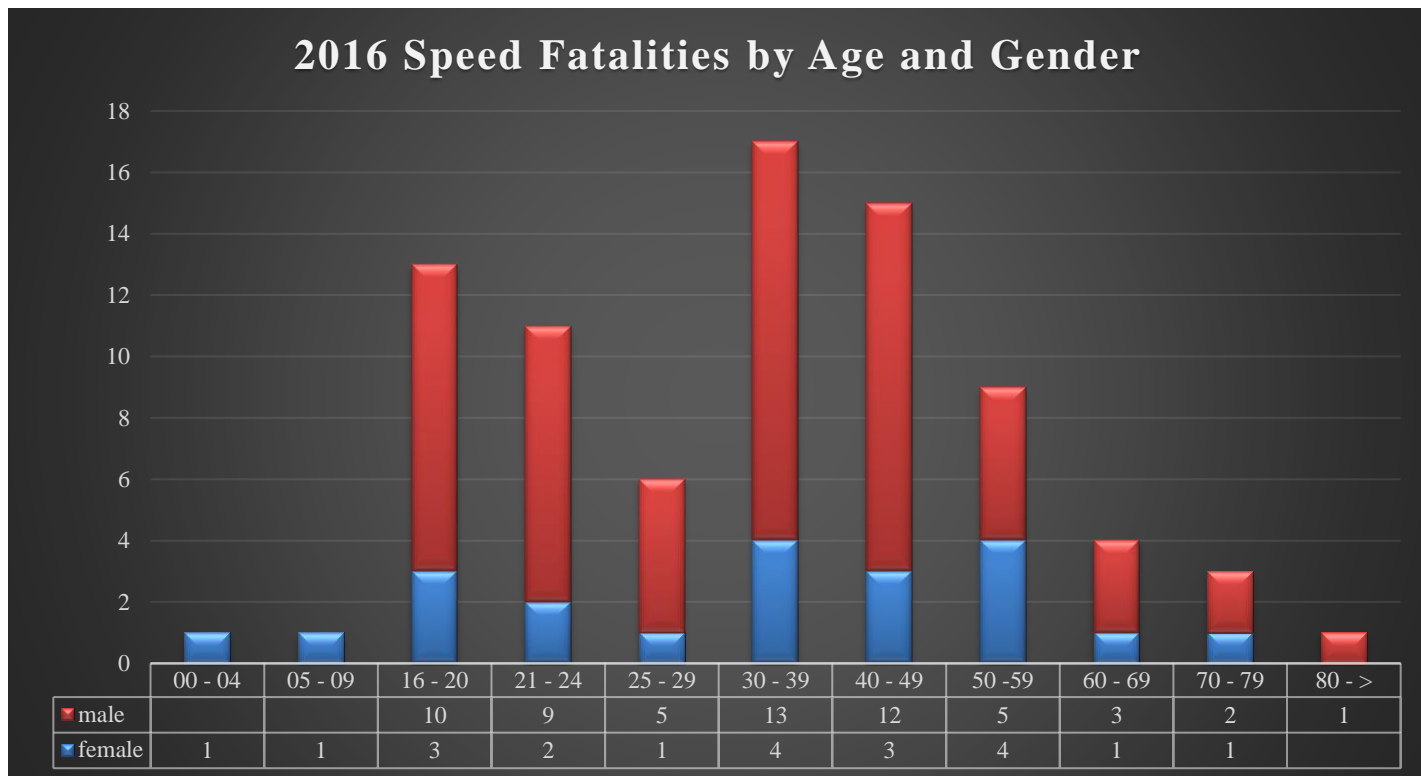
Traffic enforcement has been a long mainstay of the police profession. Increasing community demands on law enforcement agencies, rising crime rates, and shifting priorities have begun to direct resources away from traffic enforcement. MOHS, along with all awarded agencies, will implement activities in support of national highway safety targets to reduce motor vehicle related fatalities.

The public's lack of compliance with traffic laws and the view that driving beyond the speed limit is acceptable must be changed. It is imperative that the motoring public understand that driving under the influence of alcohol, driving too fast and not wearing their seatbelt is dangerous and unacceptable behavior.

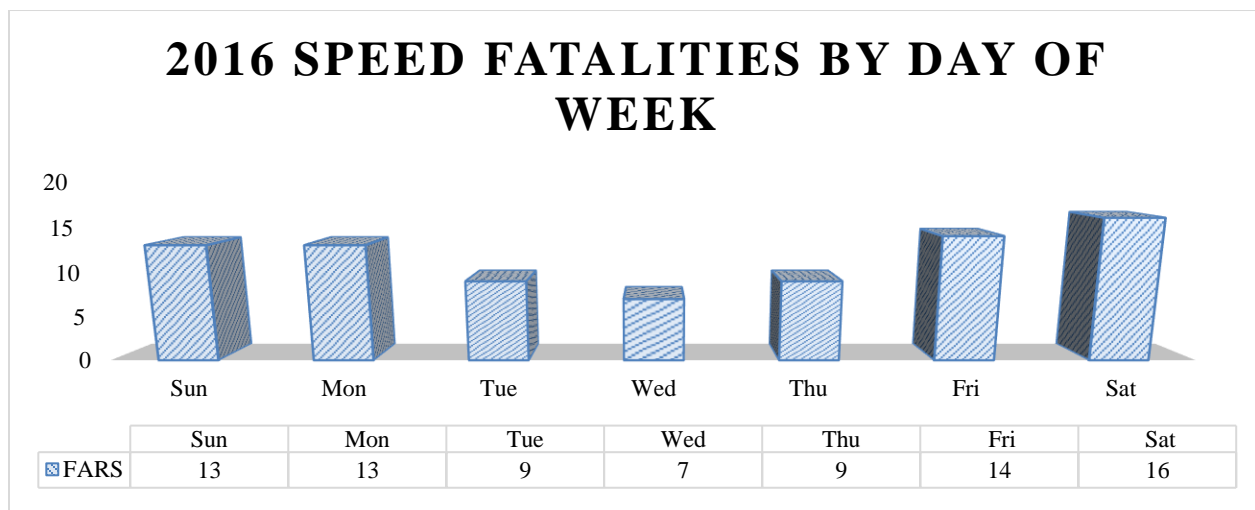
2016 Speed Related Fatalities by Month and Roadway



In 2016, most speed related fatalities occurred on county roads with state highways coming in next highest type of roadway. October is still the highest month in unbelted fatalities with March, June and July with a tie for the next highest months.

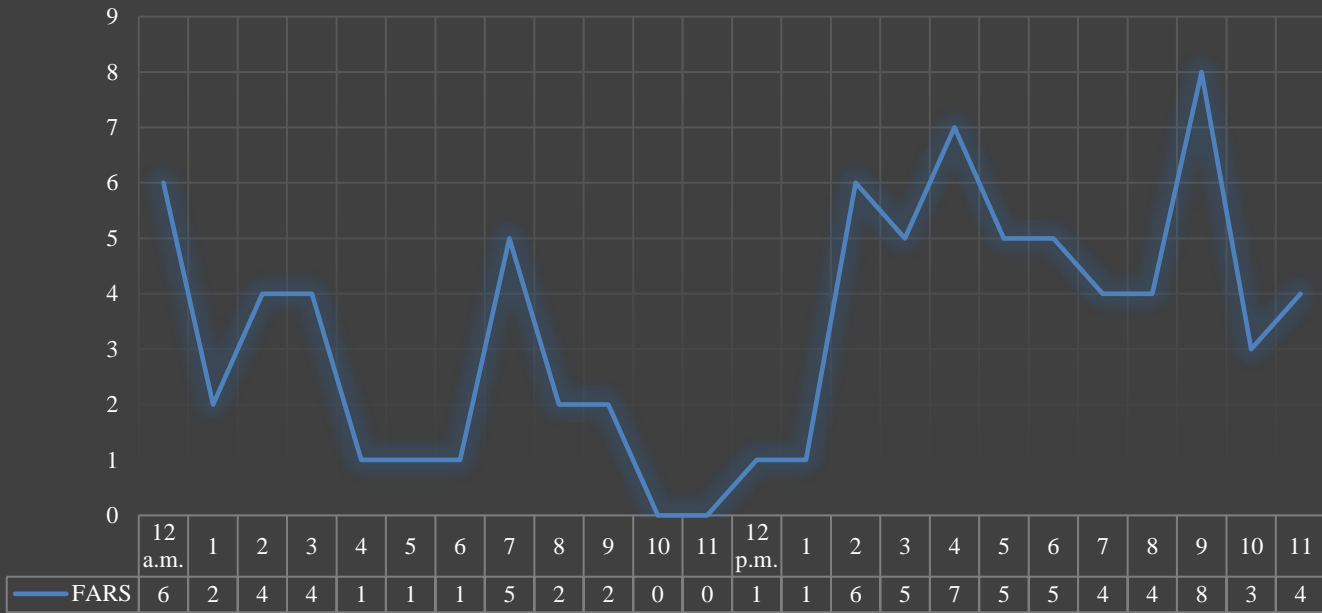


The largest age group of speed related fatalities was among the 30-39 age population with 17 fatalities and 40-49 age population with 15 fatalities during 2016. The chart also shows fatalities based on gender with males having the highest level of unbelted fatalities with 60 fatalities, compared to 21 of female.



During 2016, Saturday and Friday had the most fatalities during the week with 16 fatalities on Saturday and 14 on Friday.

2016 Speed Fatalities by Time of Day



The charts above show 9:00 p.m. was by far the time of day with the largest amounts of speeding related fatalities during the day. This data will help the MOHS create focused programs during the times with the most speeding related fatalities.

Although much of the public concern about speeding has been focused on high-speed Interstates, they actually have the best safety record of all roads and the lowest speeding fatality rate.

- Almost 50% of speed-related fatalities occur on local roads with limits of 50 mph or less.
- For drivers involved in fatal crashes, young males are the most likely to be speeding.
- Law enforcement consistently reports that speeding is the number 1 traffic complaint from citizens to their agencies.
- Speeding is contributing factor for contacts between drivers 16 and older and law enforcement.

Engineering, enforcement, and education must be integrated and coordinate for speed management programs to be successful and sustainable. The MOHS is proposing to conduct a series of projects on setting and enforcing rational speed limits to demonstrate this approach.

- Set speed limits between the 50th and 85th percentile speed based on crash history, pedestrian activity and other factors.
- Implementation of strict enforcement with a low tolerance for speeds exceeding the limit.
- Integrate with PI & E explaining the purpose of the revised limits and the consequences for violators.

2016 Speed Snapshot

For 2019, the MOHS staff is looking at data like never before. The focus for MOHS has changed and has shifted the focus and priorities for the upcoming year for the MOHS. The data in a snapshot is as follows and what will be the priority for the MOHS during FY18: *MOHS State Data

- Roadway Focus: County roads are the most deadliest roadways
- Age Group Focus: 30-39 and 40-49
- Ethnicity/Race & Gender Focus: White Males and White Females represent a higher fatal rate of other ethnicity and race.
- Months of Focus: October, June, July and March are the deadliest months during the year.
- Day of Week Focus: Saturday and Friday are the deadliest days of the week.
- Time of Day Focus: The time of day focus has also shifted from overnight hours to the hours on 9:00 p.m. and 4:00 p.m.

vi. Areas of Highest Risk/Areas of Focus for 2019

The MOHS looks at all the data that is provided above, in each of programs areas of impaired driving, occupant protection, speed, etc., to determine the areas of needs and the areas that are considered the highest risks. The MOHS looks at all fatalities, injuries and crashes for counties and cities for each program area and determines the Top 30 high risk areas, so that program can be solicited and developed to reduce fatalities, injuries and crashes. By developing and funding program in the highest risk areas, the MOHS, along with law enforcement and public information groups, have the highest chances for impact on those measures.

Below please see the high risk and focus areas that the MOHS will focus on in FY19.

Impaired Driving:

Top 30 Impaired Driving High Risk Areas of Focus				
	Fatal County	Fatal City	Injury County	Injury City
1	Jackson Co	Clinton	Hinds Co	Jackson
2	Tate Co	Meridian	Harrison Co	Gulfport
3	Claiborne Co	Ridgeland	Desoto Co	Southaven
4	Harrison Co	Brandon	Jackson Co	Hattiesburg
5	Hinds Co	Canton	Forrest Co	Greenville
6	Pearl River Co	Carthage	Rankin Co	Oxford
7	Prentiss Co	D'Iberville	Lee Co	Biloxi
8	Kemper Co	Grenada	Lauderdale Co	Meridian
9	Madison Co	Hattiesburg	Madison Co	McComb
10	Warren Co	Hazlehurst	Lowndes Co	Tupelo
11	Copiah Co	Horn Lake	Jones Co	Horn Lake
12	Lafayette Co	Pelahatchie	Washington Co	Olive Branch
13	Lauderdale Co	Picayune	Warren Co	Ridgeland
14	Monroe Co	Richland	Panola Co	Pascagoula
15	Neshoba Co	Southaven	Lafayette Co	Vicksburg
16	Rankin Co	Wiggins	Pearl River Co	Bay St. Louis
17	Smith Co		Pike Co	Columbus
18	Tishomingo Co		Hancock Co	Ocean Springs
19	Alcorn Co		Lincoln Co	Natchez
20	Amite Co		Coahoma Co	West Point
21	DeSoto Co		Leflore Co	Starkville
22	Forrest Co		Oktibbeha Co	Canton
23	George Co		Adams Co	Hernando
24	Grenada Co		Monroe Co	Waveland
25	Leake Co		Lamar Co	Pearl
26	Lee Co		Marshall Co	Laurel
27	Pike Co		Alcorn Co	Clinton
28	Pontotoc Co		Tate Co	Corinth
29	Quitman Co		Simpson Co	Moss Point
30	Walthall Co		Bolivar Co	D'Iberville

Occupant Protection:

Top 30 Occupant Protection High Risk Areas of Focus

	Fatal County	Fatal City	Injury County	Injury City
1	DeSoto Co	Jackson	Harrison Co	Gulfport
2	Hinds Co	Southaven	Jackson Co	Jackson
3	Lauderdale Co	Ridgeland	Hinds Co	Southaven
4	Lee Co	Pearl	Lee Co	Hattiesburg
5	Rankin Co	Laurel	Desoto Co	Tupelo
6	Jackson Co	Biloxi	Lowndes Co	Biloxi
7	Pike Co	Tupelo	Rankin Co	Greenville
8	Tate Co	Pelahatchie	Jones Co	Oxford
9	Harrison Co	Madison	Madison Co	Ridgeland
10	Lincoln Co	Hazlehurst	Pearl River Co	Moss Point
11	Madison Co	Hattiesburg	Lauderdale Co	Grenada
12	George Co	Gulfport	Forrest Co	Gautier
13	Lamar Co	Greenville	Lincoln Co	Canton
14	Marshall Co	Batesville	Lamar Co	Columbus
15	Monroe Co	Wiggins	Marshall Co	Picayune
16	Panola Co	West Point	Panola Co	West Point
17	Pearl River Co	Senatobia	George Co	Amory
18	Pontotoc Co	Richland	Lafayette Co	Meridian
19	Washington Co	Picayune	Pike Co	Laurel
20	Coahoma Co	Olive Branch	Grenada Co	Batesville
21	Copiah Co	New Albany	Itawamba Co	Bay St. Louis
22	Covington Co	Morton	Pontotoc Co	Vicksburg
23	Hancock Co	Meridian	Washington Co	Corinth
24	Jones Co	McComb	Alcorn Co	D'Iberville
25	Neshoba Co	Iuka	Marion Co	McComb
26	Alcorn Co	Holly Springs	Monroe Co	Pearl
27	Amite Co	Hernando	Hancock Co	Hernando
28	Bolivar Co	Guntown	Leake Co	Byram
29	Forrest Co	Grenada	Wayne Co	Booneville
30	Itawamba Co	Clinton	Neshoba Co	Collins

Police Traffic Service: Speed

Top 30 Speed High Risk Areas of Focus				
	Fatal County	Fatal City	Injury County	Injury City
1	Hinds Co	Chunky	Harrison Co	Gulfport
2	DeSoto Co	Jackson	Jackson Co	Jackson
3	Jackson Co	Clinton	Desoto Co	Biloxi
4	Harrison Co	Greenville	Rankin Co	Meridian
5	Monroe Co	Laurel	Hinds Co	Olive Branch
6	Newton Co	Canton	Lauderdale Co	Southaven
7	Pearl River Co	Carthage	Madison Co	Brandon
8	Pike Co	Columbus	Jones Co	D'Iberville
9	Bolivar Co	D'Iberville	Warren Co	Oxford
10	Calhoun Co	Hattiesburg	Forrest Co	Greenville
11	Forrest Co	Hernando	Lowndes Co	Grenada
12	George Co	Horn Lake	Pearl River Co	McComb
13	Jasper Co	Marks	Panola Co	Pearl
14	Jones Co	McComb	Marshall Co	Picayune
15	Lauderdale Co	Meridian	Lincoln Co	Hattiesburg
16	Madison Co	Olive Branch	Pike Co	Hernando
17	Marshall Co	Pearl	Copiah Co	Ridgeland
18	Neshoba Co	Picayune	Hancock Co	Florence
19	Rankin Co	Ridgeland	Lafayette Co	Moss Point
20	Scott Co		Lamar Co	Vicksburg
21	Simpson Co		Lee Co	Gautier
22	Washington Co		Union Co	Bay St. Louis
23	Adams Co		George Co	Canton
24	Alcorn Co		Covington Co	Pascagoula
25	Chickasaw Co		Grenada Co	Byhalia
26	Claiborne Co		Washington Co	Greenwood
27	Greene Co		Alcorn Co	Laurel
28	Leake Co		Monroe Co	Starkville
29	Lincoln Co		Tunica Co	Batesville
30	Lowndes Co		Simpson Co	Byram

B. Performance Plan -Quantifiable Targets for Each Program
Highway Safety Plan 2019
Mississippi Traffic Safety Performance Target and Trends, 2012– 2016

	2012	2013	2014	2015	2016	Average
C1. Core Outcomes Measure- Fatalities	582	613	607	677	690	634
C2. Core Outcomes Measure –Number of Serious Injuries	631	568	506	506	622	567
C3. Core Outcome Measure- Fatalities/100M VMT	1.51	1.58	1.54	1.70	N/A	1.58
C4. Core Outcome Measure- Number of unrestrained passenger vehicle occupant fatalities, all seating positions	293	284	279	309	300	293
C5. Core Outcome Measure- Number of fatalities involving driver or motorcycle operator with .08 BAC or above	191	207	172	175	128	175
C6. Core Outcome Measure- Number of speeding-related fatalities	95	126	96	96	81	99
C7. Core Outcome Measure- Number of motorcyclist fatalities	39	39	41	37	50	41
C8. Core Outcome Measure- Number of un-helmeted motorcyclist fatalities	5	4	6	8	7	6
C9. Core Outcome Measure- Number of drivers age 20 or younger involved in fatal crashes	64	76	81	105	89	83
C10. Core Outcome Measure- Number of pedestrian fatalities	48	53	53	63	58	55
C11. Core Outcome Measure-Number of bicycle fatalities	4	6	6	5	5	5
Core Behavioral Measure	2013	2014	2015	2016	2017	Average
B-1. Percent observed belt use for passenger vehicles	74.4%	78.3%	79.6%	77.9%	78.8%	77.8%
Core Achievement Measures:	2013	2014	2015	2016	2017	Average
Seat Belt Citations Issued During Grant Funded Activities*	27,236	27,291	25,179	27,996	18,932	25,326
Impaired Driving Arrests During Grant Funded Activities*	11,263	10,667	12,330	12,851	8,015	11,025
Speeding Citations Issued During Grant Funded Activities*	21,873	26,785	32,596	34,589	13,762	25,921

*Statistical information provided by NHTSA from STSI website.

C. Targets and Performance Measures

i. Core Measures and Behavioral Measures*

*Due to errors with the submission of 2013 and 2014 FARS data (excluding the passenger fatality data) and the large increases in 2015 and projected increases in 2016 State fatality and injury data, the MOHS has taken into consideration all factors of the setting targets and performance measures. The MOHS has taken into consideration current and past trend data sets and current, projected and past State data, in the decision making process, along with SHSP discussions.

C-1 Core Outcome Measure/Number of Traffic Fatalities (FARS): To slow the expected increase of the total fatalities-five year average from 634 fatalities (2012-2016) to 697 fatalities-five year average (2015-2019) by the end of December 31, 2019. Based on early state data, the MOHS will again experience an increase in fatalities during 2017, which will result in increases in the moving averages for the projected end of 2019.

C-2 Core Outcome Measure/Serious Injury: To continue with the expected decrease of serious injuries from 567 injuries-five year average (2012-2016) to 556 serious injuries-five year average (2015-2019) by the end of December 31, 2019. Based on early state data, the MOHS is projecting a decrease in serious injuries during 2017, which will result in decreases in the moving averages for the projected end of 2019. The MOHS hopes to maintain the current trend levels of decrease.

C-3 Core Outcome Measure/Fatality Rate: To slow the projected increase in fatality rate from 1.604 fatalities/100M VMT-five year average (2012-2016) to 1.706 fatalities/100M VMT-five year average (2015-2019) by the end of December 31, 2019. Based on early state data, the MOHS will again experience an increase in the fatality rate for 2017, which will result in an increase in the fatality rate for the projected end of 2019.

C-4 Core Outcome Measure/Unrestrained Passengers: To decrease the expected rise in the number of unrestrained passenger vehicle occupant fatalities in all seating positions from the five year average (2012-2016) of 293 to 307 by the end of (2015-2019). Based on early state data, the MOHS will again experience an increase in unrestrained fatalities in 2017, which will result in increases in the number of unrestrained fatalities for the projected end of 2019.

C-5 Core Outcome Measure/Alcohol and Other Drugs: To decrease the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above, by 3% of the five year average (2012-2016) of 175 to 170 by the end of (2015-2019).

C-6 Core Outcome Measure/ Speed: To decrease the number of speeding related fatalities by 5% from the five year average (2012-2016) of 99 to 94 by the end of (2015-2019).

C-7 Core Outcome Measure/Motorcycles: To decrease the expected rise of motorcycle fatalities from the five year average (2012-2016) of 41 to 50 by the end of (2015-2019). Based on early state data, the MOHS will again experience an increase in motorcycle fatalities in 2017, which will result in increases in the number of fatalities for the projected end of 2019.

C-8 Core Outcome Measure/Un-helmeted Motorcyclists: To maintain the number of un-helmeted motorcycle fatalities of the five year average (2012-2016) of 6 by the end of (2015-2019).

C-9 Core Outcome Measure/Under 21: To maintain the number of under the age of 21 drivers in fatal crashes from the five year average of 83 (2012-2016) by the end of (2015-2019).

C-10 Core Outcome Measures/Pedestrians: Reduce the expected rise of the number of pedestrian fatalities of the five year average (2012-2016) of 55 to 63 by the end of (2015-2019). Based on early state data, the MOHS will again experience an increase in the number of pedestrian fatalities, which will increase the fatality number for the projected end of 2019.

C-11 Core Outcome Measure: Bicyclist: Maintain the number of bicycle fatalities of the five year average (2012-2016) of 5 fatalities by the end of 2015-2019.

B-1 Core Behavior Measure/Occupant Protection: To increase the statewide observed seatbelt use of front seat outboard occupants in passenger vehicles from the five year average (2013-2017) of 77.8% to 79.62% by the end of 2016-2020.

Activity Measures:

Activity Measure/Speed: To maintain the number of speed citations issued during grant funded enforcement activities for the five year average (2013-2017) of 25,921 by the end of 2016-2020.

Activity Measure/Seat Belts: To maintain the number of seatbelt citations issued during grant funded enforcement activities during the five year average (2013-2017) 25,326 by the end of 2016-2020.

Activity Measure/Impaired Driving: To maintain the number of impaired driving citations issues during grant funded enforcement activities during the five year average (2013-2017) of 11,025 by the end of 2016-2020.

Additional MOHS Targets and Performance Measures:

MOHS Outcome Measure: Teen-AL: To maintain the number of alcohol related fatalities among 16-20 year old drivers and passengers from the five year average (2012-2016) of 13.6 by the end of 2015-2019. Based on early state data, the MOHS will increase the number of alcohol related fatalities among the age group of 16-20 year olds.

MOHS Outcome Measure: Teen-OP: To decrease the expected rise in number of unbelted related fatalities among 16-20 year old drivers and passengers from the five year average (2012-2016) of 32 to 37.92 by the end of 2015-2019. Based on early state data, the MOHS will increase the number of unbelted related fatalities among the age group of 16-20 year olds.

MOHS Outcome Measure: Teen-Speed: To decrease the expected rise in number of speed related fatalities among 16-20 year old drivers and passengers from the five year average (2012-2016) of 13.4 to 16.36 by the end of 2015-2019. Based on early state data, the MOHS will increase the number of speed related fatalities among the age group of 16-20 year olds.

MOHS Outcome Measure/Traffic Records: To increase the number of electronic submission of completed crash record data from Mississippi law enforcement agencies to DPS from 98.7% in 2017 to 99% in 2019.

MOHS Outcome Measure/Traffic Records: To decrease the number of average days from the crash event to entry into the Reportbeam Crash System from 2.67 days in 2017 to 2.5 days in 2019.

MOHS Outcome Measure/Traffic Records: To increase the percentage of drivers involved in fatal crashes that are subsequently tested for their BAC at the 26.5% level seen in 2017 to 35% in 2019.

MOHS Outcome Measure/Traffic Records: To increase the percentage of citation data submitted to DPS electronically by 60% in 2017 to 61.5% by the end of 2019.

MOHS Outcome Measure/Traffic Records: To continue the process of integrating data of vehicle insurance information with the vehicle VIN from the vehicle file.

MOHS Outcome Measure/Traffic Records: To continue the process of integrating data on crash reports, to link with the EMS Transport system and to the Hospital Trauma registry.

MOHS Outcome Measure/Traffic Records: To continue the process of mapping data of citation, crash and EMS run using same base layer map to overlay for proactive planning.

D. Evaluation of Each Target:

Each performance measure above was selected and evaluated by the partners and participants, as well as data sources. After selection of each target based on trends, the MOHS determined that the above performance measures are measures that the State will strive to achieve during FY19.

The State will continue to monitor the target and performance measures to evaluate if the MOHS, agencies and partners are meeting the set targets and measures in the sub-grantees agreements, in return meeting the State target and performance measures.

IV. Performance Report

The MOHS works diligently with all agencies, creating strategic plans and hosting strategic planning meetings in an effort to reach core outcome and behavior measures for 2017. The reduction of law enforcement within the Mississippi Highway Patrol and local agencies is one of the challenges that the overall program faced in FY16 and FY17.

The MOHS reviews the performance from the previous year as a planning tool for the upcoming grant year. The MOHS makes adjustment to programs and projects, based on data, trends and past performance. The MOHS continuously evaluates programs and projects to meet performance measures that are set.

Performance Measure Type	TSS ID	Performance Measure	2017 Target	2012-2016 FARS Avg.	2016 Target Met	% Difference (Actual vs. Target)
Core Outcome Measures	C-1	Fatalities*	615	634	○	+3%
	C-2	Serious Injuries*	6,342	6,107	○	-4%
	C-3	Fatalities per 100 MVMT*	1.57	N/A	⊗	N/A
	C-4	Unrestrained passenger vehicle occupant fatalities*	293	293	●	0.00
	C-5	Alcohol-impaired fatalities (driver or motorcycle operator with BAC 0.08 or higher)*	180	128	●	-41%
	C-6	Speeding-related fatalities*	106	99	●	-7%
	C-7	Motorcycle fatalities*	42	41	●	-2%
	C-8	Un-helmeted motorcycle fatalities*	6	6	●	0.00
	C-9	Young drivers (20 or under) involved in fatal crashes*	76	83	○	+7%
	C-10	Pedestrian fatalities*	49	55	○	+11%
	C-11	Bicycle fatalities*	5	5	●	0.00
Core Behavior	B-1	Observed seat belt use	79.86	78.8	○	-1%
Activity Measures ¹ (during grant-funded activities)	A-1	Seat belt citations	25,777	25,921	●	+1%
	A-2	Impaired driving arrests	26,090	25,327	○	-3%
	A-3	Speeding citations	11,764	11,025	○	-7%

Key: ○ = Did Not Meet Target; ● = Met or Exceeded Target; and ⊗ = Data Missing or Not Applicable. *2017 target numbers were based off of FY17 average targets from HSP, Data from 2016 and averages.

V. Program Area Strategies and Projects:

This section of the HSP will discuss strategies, programs and projects that the MOHS plans to implement during the grant year. The MOHS plans to implement programs and projects in the following areas:

- Planning and Administration;
- Alcohol Countermeasures/Impaired Driving-Alcohol and Drug; (See 405(d) Application);

- Occupant Protection-(See 405b Application);
- Police Traffic Services;
- Traffic Records- (See 405c Application); and
- Driver's Education (402/154)

Highway Safety Strategies and Projects:

Selection of Countermeasures/Strategies: The MOHS uses *Countermeasures that Work: A Highway Safety Countermeasures Guide for State Highway Safety Offices*, published by the NHTSA to select countermeasures/strategies that will be used for the upcoming grant year. The MOHS takes into consideration all data that is available, target areas and the countermeasures to begin selection process of applications and to determine what the MOHS hopes to accomplish during the grant year.

A. Planning and Administration (P&A) & Program Coordination Projects:

The MOHS is responsible for the development and implementation of the annual HSP based on an evaluation of highway safety problems within the State. The State must also consider the involvement of local units of government in its highway safety planning, implementation, and oversight and financial management efforts.

The day-to-day internal management of MOHS is coordinated by the Office Director. Programs under the Directors are impaired driving, occupant protection, traffic records, motorcycle, outreach, judicial, and police traffic services. Through planning and administration, continuous efforts will be made to provide the resources necessary for planning, administration and coordination of the statewide Highway Safety Program.

The P&A covers costs associated with operating the Highway Safety Program to include contractual services, commodities, and indirect costs for administrative support. The administrative assistant provides support to the MOHS staff via the following duties: collecting and maintaining time and attendance records, receive and distribute incoming/outgoing correspondence, records minutes for staff and other meetings, answers phone, orders office supplies and other clerical duties as needed and requested.

Strategies:

- Provide staff the opportunity to receive training and attend traffic safety conference to improve skills on a local, state and national level;
- Follow guidance provided by the MOHS financial director to limit P&A cost to the maximum amount allowed by federal guidelines;
- Provide sound financial management of the State and Federal funds;
- Provide adequate guidance to sub-grantees;
- Provide timely and accurate reimbursement to sub-grantees; and
- Provide planning and implementation of evidenced based strategies and projects to achieve State performance targets.

Programs and Projects:

Project Number: 154AL-2019-ST-41-01; 154AL-2019-ST-41-02; 154AL-2019-ST-41-03

Project Title: MOHS Alcohol/Impaired Driving Coordination & Program Management

The MOHS Impaired Driving Coordination & Program Management provides program management in the impaired driving program area to coordinate statewide and local law enforcement efforts related to DUI operations, national impaired driving blitz campaigns and other projects related to the impaired driving effort. Program oversees funding to state and local law enforcement agencies, and assist in developing strategies for inter-jurisdictional enforcement efforts. Collaborate with the State's law enforcement liaisons, TSRP, and others alcohol impaired programs to increase effectiveness and efficiency of law enforcement efforts to reduce DUI.

Provide program management for the planned MOHS alcohol impaired driving outreach projects, surveys and the "Drive Sober or Get Pulled Over" (DSGPO) National Mobilization. Assist with impaired driving media campaign during

National DSOGPO blitz period as needed and/or requested. Personnel services will include salaries and benefits, travel, supplies, and training will also be included in the project for monitoring, workshops, seminars and program management at the same percentage.

154 Program Coordination-Budget: \$284,630.00 Federal Funding Source 154 AL/\$0.00 Match/\$0.00 Local Benefit
154 Program Travel- Budget: \$10,000.00 Federal Funding Source 154 AL/\$0.00 Match/\$0.00 Local Benefit
154 Program Expenses- Budget: \$3,000.00 Federal Funding Source 154 AL/\$0.00 Match/\$0.00 Local Benefit

Project Number: 154PA-2019-PA-41-01
Project Title: MOHS P&A

Provides program management to coordinate statewide local law enforcement efforts related to MOHS operations. Program oversees funding to state and local law enforcement agencies for overtime enforcement, and assisted in developing strategies for inter-jurisdictional enforcement efforts. MOHS P&A includes salaries, fringe and other expenses for MOHS.

FY19 PLANNING AND ADMINISTRATION 154 (P&A)

	TOTAL (100%)	FEDERAL (100%)
PERSONAL SERVICES		
Salaries & Wages	\$0.00	\$0.00
Fringe Benefits	\$0.00	\$0.00
(.340039 of Salaries which consist of: Social Security, State Retirement, Group Insurance, Unemployment insurance, and Workman's compensation)		
Travel	\$0.00	\$0.00
Total Personal Services	\$0.00	\$0.00
CONTRACTUAL SERVICES		
Office Rent	\$102,000.00	\$102,000.00
Accounting Services	\$31,576.80	\$31,576.80
Other Fees	\$7,011.45	\$7,011.45
Total Contractual Services	\$140,588.25	\$140,588.25
EQUIPMENT	\$20,000.00	\$20,000.00
COMMODITIES	\$10,000.00	\$10,000.00
GRAND TOTAL P&A	\$170,588.25	\$170,588.25

***Accounting Services include:**

State Personnel Board; Tann Brown & Russ (GAAP & Single Audits); Tort Claims

****Other Fees include ITS fees**

Budget: \$700,000.00 Federal Funding Source 154/\$0.00 Match /\$0.00 Local Benefit

Project Number: 402PA-2019-PA-41-01
Project Title: MOHS P&A

Provides program management to coordinate statewide local law enforcement efforts related to MOHS operations. Program oversees funding to state and local law enforcement agencies for overtime enforcement, and assisted in developing strategies for inter-jurisdictional enforcement efforts. MOHS P&A includes salaries, fringe and other expenses for MOHS. Impaired enforcement can also be included in police traffic service grants, as well.

FY19 PLANNING AND ADMINISTRATION 402 (P&A)			
	TOTAL (100%)	FEDERAL (50%)	MATCH (50%)
PERSONAL SERVICES			
Salaries & Wages	\$376,153.41	\$188,076.71	\$188,076.71
Office Director (100%); Planning Director (100%); Finance Director (100%); Media Coordinator (100%); Office Manager (100%); Internal Auditor (100%); Accounting Director (25%); Accountant (60%); and Executive Director (33%)			
Fringe Benefits	\$128,436.45	\$64,218.23	\$64,218.23
(.340039 of Salaries which consist of: Social Security, State Retirement, Group Insurance, Unemployment insurance, and Workman's compensation)			
Travel	\$20,000.00	\$10,000.00	\$10,000.00
Total Personal Services	\$524,589.86	\$262,294.93	\$262,294.93
CONTRACTUAL SERVICES			
Office Rent	\$40,988.76	\$20,494.38	\$20,494.38
Accounting Services	\$14,267.28	\$7,133.64	\$7,133.64
Other Fees	\$12,482.40	\$6,241.20	\$6,241.20
Total Contractual Serv.	\$67,738.44	\$33,869.22	\$33,869.22
EQUIPMENT	\$20,000.00	\$10,000.00	\$10,000.00
COMMODITIES	\$10,000.00	\$5,000.00	\$5,000.00
GRAND TOTAL P&A	\$622,328.30	\$311,164.15	\$311,164.15

***Accounting Services include:**

State Personnel Board; Tann Brown & Russ (GAAP & Single Audits); Tort Claims

****Other Fees include ITS fees**

Budget: \$750,000.00 Federal Funding Source 402/\$150,000.00 Match/\$0.00 Local Benefit

Project Number: OP-2019-OP-41-01; OP-2019-OP-41-02; OP-2019-OP-41-03
Project Title: MOHS Occupant Protection Coordination Program Management

Provide program management in the Occupant Protection program area to coordinate statewide local law enforcement efforts related to MOHS operations. Program oversees funding to state and local law enforcement agencies for overtime enforcement, and assist in developing strategies for inter-jurisdictional enforcement efforts. Provide program management for the planned MOHS Seat Belt Survey, the Child Passenger Seat (CPS) survey and the Click It or Ticket (CIOT) National Mobilization. Oversees projects related to CPS, including fitting stations, checkpoint stations and CPS technician training. Oversee the Occupant Protection media campaign during National CIOT blitz period. Includes travel and misc. expenses. Personnel services will include salaries and benefits, travel, supplies, and training, monitoring, workshops, seminars and program management at the same percentage.

402OP Program Coordination-Budget: \$156,000.00 Federal Funding Source 402OP /\$31,200.00 Match/\$0.00 Local Benefit

402OP Program Travel- Budget: \$10,000.00 Federal Funding Source 402OP /\$2,000.00 Match/\$0.00 Local Benefit

402OP Program Expenses- Budget: \$3,000.00 Federal Funding Source 402OP /\$600.00 Match/\$0.00 Local Benefit

Project Number: PT-2019-PT-41-01/PT-2019-PT-41-02/PT-2019-PT-41-03

Project Title: MS Office of Highway Safety - Police Traffic Services Coordination and Program Management

Provides program management in the Police Traffic Services program area to coordinate statewide local law enforcement efforts related to MOHS operations. Program oversees funding to state and local law enforcement agencies for overtime enforcement, and assist in developing strategies for inter-jurisdictional enforcement efforts. Provided program management for the planned MOHS Seat Belt Survey, the CPS survey, the CIOT National Mobilization and Drive Sober Get Pulled Over. Oversee projects related to CPS, including fitting stations, checkpoint stations and CPS technician training. Oversee OP media campaign during National CIOT blitz period. Enforcement can include impaired driving, seatbelt, child restraint and speed. Personnel services will include salaries and benefits, travel, supplies, and training, monitoring, workshops, seminars and program management at the same percentage.

402PTS Program Coordination-Budget: \$100,560.00 Federal Funding Source 402PTS /\$20,112.00 Match/\$0.00 Local Benefit

402PTS Program Travel- Budget: \$10,000.00 Federal Funding Source 402PTS /\$2,000.00 Match/\$0.00 Local Benefit

402PTS Program Expenses- Budget: \$3,000.00 Federal Funding Source 402PTS /\$600.00 Match/\$0.00 Local Benefit

Project Number: M5IDC-2019-MD-41-01

Project Title: MOHS Impaired Driving Coordination & Program Management

Program provides program management to the impaired driving program area to coordinate statewide and local law enforcement efforts related to DUI operations, national impaired driving blitz campaigns and other projects related to impaired driving efforts. Program oversees funding to state and local agencies and assist in developing strategies for inter-jurisdictional enforcement efforts. Collaborate with the State's law enforcement liaisons, TSRP, and others alcohol impaired programs to increase effectiveness and efficiency of law enforcement efforts to reduce DUI. Provide program management for the planned MOHS alcohol impaired driving outreach projects, surveys and the "Drive Sober or Get Pulled Over" National Mobilization. Assist with impaired driving media campaign during National DSOGPO blitz period as needed and/or requested. Personnel services will include salaries and benefits, travel, supplies, and training will also be included in the project for monitoring, workshops, seminars and program management at the same percentage. Impaired enforcement can also be included in police traffic service grants, as well.

Budget: \$189,000.00 Federal Funding Source 405(d)/\$37,800.00 Match

Project Number: TR-2019-TR-41-01/TR-2019-TR-41-02/TR-2019-TR-41-03

Project Title: MOHS Traffic Records Coordination Program Management

The program includes but not limited to providing statewide coordination of traffic records, managing traffic records program funded projects, accessing and analyzing traffic safety data, generating and reporting traffic safety statistical data reports to state, local and federal agencies as requested and/or required. The Coordinator assists the MOHS staff with analytical data for application planning and development, review process, managing of programs, evaluating programs, monitoring, implementation, identifying high risk locations, research, and studies.

The traffic records coordinator will expand the uses of crash data and citation data to improve accessibility to statistical reports, charts and analyses. The coordinator and consultant will work hand in hand with each proposed project to ensure that the right data is captured to evaluate problem identification areas and each agencies progress. Traffic records data is used to present facts related to highway safety legislation and strengthen public awareness of traffic safety concerns. Public information and education themes are formulated using graphics and other statistical studies. The concept of integrating innovative and emerging technologies to build a new State crash system has produced a strong foundation for the Safety Analysis Management System shared by MDOT and DPS. Personnel services will include salaries and benefits, travel, supplies and training will also be included in the project for monitoring, workshops, seminars and program management at same percentages.

Budget:

TR-2019-TR-41-01-TR Program Coordination- Budget: \$75,000.00/\$15,000.00 Match/\$0.00 Share to Local

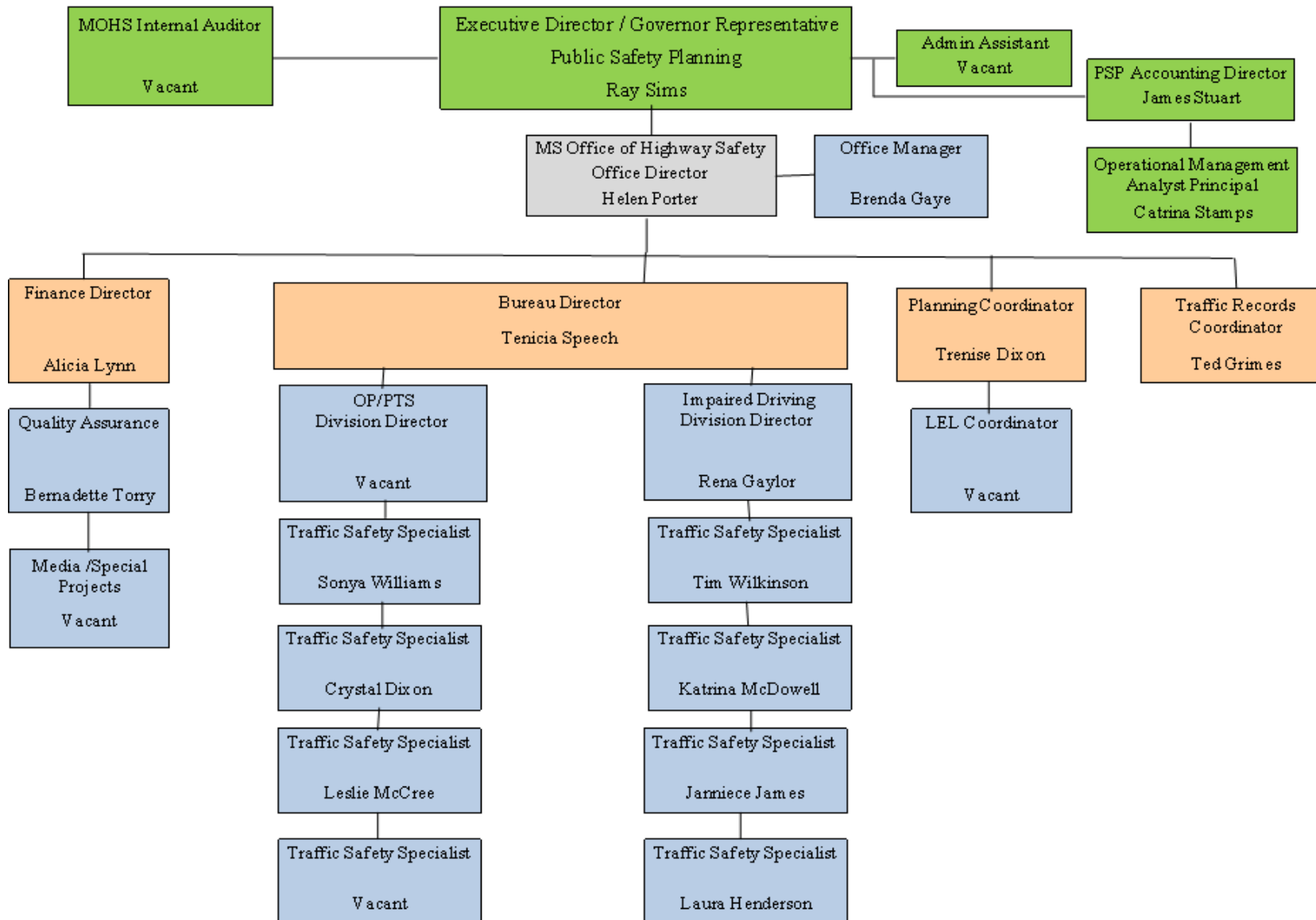
TR-2019-TR-41-02-TR-Travel-Budget: \$5,000.00/\$1,000.00 Match/\$0.00 Share to Local

TR-2019-TR-41-03-TR-Program Expenses-Budget: \$1,500.00/\$300.00 Match/\$0.00 Share to Local

FY19 Time and Effort

1 Office Director	100% 402 PA: Helen Porter
1 Bureau Director	15% 402OP, 11% 402PTS, 57% 154AL, 17% 405D: Tencia Speech
1 Planning Coordinator	100% 402PA: Trenise Dixon
1 LEL Coordinator	15% 402OP, 11% 402PTS, 57% 154AL, 17% 405D: Vacant
1 Traffic Records Coordinator	100% 402TR: David Grimes
1 Finance Director	100% 402PA: Alicia Lynn
1 Media Coordinator	100% 402PA: Vacant
1 Office Manager	100% 402PA: Brenda Gaye
1 Internal Auditor	100% 402PA: Vacant
1 OP/PTS Division Director	59% 402OP, 41% 402PTS: Vacant
1 Traffic Safety Specialist	10% 402OP, 20% 402PTS, 43% 154AL, 27% 405D: Tim Wilkinson
1 Traffic Safety Specialist	12% 402OP, 12% 402PTS, 47% 154AL, 29% 405D: Janniece James
1 Traffic Safety Specialist	15% 402OP, 11% 402PTS, 57% 154AL, 17% 405D: Sonya Williams
1 Traffic Safety Specialist	10% 402OP, 20% 402PTS, 43% 154AL, 27% 405D: Leslie McCree
1 Impaired Driving Division Director	76% 154AL, 24% 405D: Rena Gaylor
1 Traffic Safety Specialist	37% 402OP, 12% 402PTS, 51% 154AL: Katrina McDowell
1 Traffic Safety Specialist	16% 402OP, 5% 402PTS, 79% 154AL: Crystal Dixon
1 Traffic Safety Specialist	8% 402OP, 10% 402PTS, 62% 154AL, 20% 405D: Laura Henderson
1 Traffic Safety Specialist	19% 402OP, 12% 402PTS, 46% 154AL, 23% 405D: Vacant
1 Quality Assurance	15% 402OP, 11% 402PTS, 57% 154AL, 17% 405D: Bernadette Torry
1 Executive Director	33% 402 PA: Ray Sims
1 Accounting Director	25% 402 PA: James Stuart
1 Accountant	60% 402 PA: Catrina Stamps

FY19 MS Office of Highway Safety Organizational Chart



Planning and Administration Financial Chart

Project Number	Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
154AL-2019-ST-41-01	2016	154AL	MOHS Alcohol Countermeasures Coordination & Program Mgmt.	\$284,630.00	\$0.00	\$0.00
154AL-2019-ST-41-02	2016	154AL	MOHS Alcohol Countermeasures Coordination & Program Mgmt.-Travel	\$10,000.00	\$0.00	\$0.00
154AL-2019-ST-41-03	2016	154AL	MOHS Alcohol Countermeasures Coordination & Program Mgmt. Program Expenses.	\$3,000.00	\$0.00	\$0.00
154PA-2019-PA-41-01	2016	154AL	Planning and Administration Expenses for the 154 program	\$700,000.00	\$0.00	\$0.00
402PA-2019-PA-41-01	2016	402	Planning and Administration Expenses 402 programs	\$750,000.00	\$150,000.00	\$0.00
OP-2019-OP-41-01	2016	402OP	MOHS Occupant Protection Coordination & Program Management	\$156,000.00	\$31,200.00	\$0.00
OP-2019-OP-41-02	2016	402OP	MOHS Occupant Protection Coordination & Program Management Travel	\$10,000.00	\$2,000.00	\$0.00
OP-2019-OP-41-03	2016	402OP	MOHS Occupant Protection Coordination & Program Management Program Expenses.	\$3,000.00	\$600.00	\$0.00
PT-2019-PT-41-01	2016	402PTS	MOHS Police Traffic Services Coordination & Program Management	\$100,560.00	\$20,112.00	\$0.00
PT-2019-PT-41-02	2016	402PTS	MOHS Police Traffic Services Coordination & Program Management Travel	\$10,000.00	\$2,000.00	\$0.00
PT-2019-PT-41-03	2016	402PTS	MOHS Police Traffic Services Coordination & Program Management Program Expenses	\$3,000.00	\$600.00	\$0.00
M5IDC-2019-MD-41-01	2017	405D	MOHS Impaired Driving Coordination & Program Management	\$189,000.00	\$37,800.00	\$0.00
TR-2019-TR-41-01	2016	402TR	MOHS Traffic Records Coordination Program	\$75,000.00	\$15,000.00	\$0.00
TR-2019-TR-41-02	2016	402TR	MOHS Traffic Records Coordination Program. Travel	\$5,000.00	\$1,000.00	\$0.00
TR-2019-TR-41-03	2016	402TR	MOHS Traffic Records Coordination Program. Expenses.	\$1,500.00	\$300.00	\$0.00

**Note: State Match for the above projects is based on an approved formula in calculating Match for MHP.*

B. 154 Alcohol & 405(d) Impaired Enforcement Program: *All Sections (A-E are part of the EBE)

C-5 Core Outcome Measure/Alcohol and Other Drugs: To decrease the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above, by 3% of the five year average (2012-2016) of 175 to 170 by the end of (2015-2019).

Activity Measure/Impaired Driving: To maintain the number of impaired driving citations issues during grant funded enforcement activities during the five year average (2013-2017) of 11,025 by the end of 2016-2020.

MOHS Outcome Measure: Teen-AL: To maintain the number of alcohol related fatalities among 16-20 year old drivers and passengers from the five year average (2012-2016) of 13.6 by the end of 2015-2019. Based on early state data, the MOHS will increase the number of alcohol related fatalities among the age group of 16-20 year olds.

i. Impaired Driving Area:

Impaired driving (ID) projects proposed for this fiscal year include designated impaired enforcement units in problem localities. As a part of impaired driving funded programs, applicants are required to establish and implement seat belt use policies for their individual agencies, attend and participate in the Mississippi Association of Highway Safety Leaders (MAHSL) meetings, and the National Impaired Driving Blitz initiatives including statewide campaigns utilizing the national message *“Drive Sober or Get Pulled Over”*. Sub-grantees awarded under alcohol countermeasure programs are encouraged to attend impaired driving related training conferences along with utilization of resources and training offered by the LE Training Program as it relates to the impaired driver.

ii. Impaired Driving Strategies:

Impaired Driving Task Force: The ID sub-committee of MAHSL, established in September 1995, has been active since the establishment of the work group. The current ID task force committee has executive committee members, along with a chairman that calls for meetings and reports from the committee members. The ID task force also reviews and approves of the ID Plan for the 405(d) NHTSA Application.

Impaired Driving Coordinated Program:

- Strategic Meetings (Countermeasure 2.1 and 2.2).
- Attends MAHSL Meetings at least (1) per quarter to stay up to date on the latest information.
- Attend meetings to strategic plan enforcement efforts through data trends, performance measures and strategies.
- Provide a comprehensive statewide ID coordinated program;
- Fund law enforcement programs for ID enforcement;
- Assign MOHS staff to manage ID enforcement and PI&E grants;
- Provide for earned and paid media to discourage impaired driving; and
- Provide technical assistance for the ID Program.

Selective Traffic Enforcement Programs:

- STEP Programs (Countermeasure 2.1, 2.2 and 7.1);
- STEP Enforcement Period- (Countermeasure 2.1, 2.2 and 7.1);
- Fund ID checkpoints and/or saturation patrols;
- ID project agencies within a high risk location will conduct at least one special ID enforcement operation per month;
- Distribute National Impaired Driving Campaign Blitz information/reporting packets;
- Each project will generate earned media and shall utilize the earned media before, during and after planned high visibility enforcement efforts conducted during the National Impaired Driving Blitz Campaigns and State holiday campaigns.

High Visibility Enforcement:

- High Visibility Enforcement (HVE): (Countermeasure 2.1, 2.2 and 7.1)
- Implement activities in support of national highway safety targets to reduce. All programs are required to complete the HVE compliance form in the grant agreement, which defines the mobilizations and sustained enforcement activities.
- Enforcement agencies will be advised to ensure the checkpoint itself has maximum visibility from each direction and has sufficient illumination to ensure safety during night inspection along with the use of reflective vest (use of vest outlined by MDOT).
- Enforcement efforts from county, local law enforcement and the MHP will be concentrated in areas that have been identified as high driving fatality and severe injury crash locations in Mississippi.
- Seek to expand in the areas of enforcement, training, public awareness and community outreach, etc. in an effort to address impaired highway safety issues. The implementation of these programs will assist the State in meeting the impaired driving highway safety targets and performance measures.
- Fund special wave grants for law enforcement.

National Blitz:

- Participate in the National Blitz (Countermeasure 2.1 and 2.2)
- Distribute public information and education materials;
- Fund enforcement to multiple agencies (checkpoints/saturation patrols);
- Fund full time DUI Officers;
- Fund STEP HVE activities;
- Issue press releases and participate in earned media; and
- Fund paid media.

Training:

- Training (Countermeasure 2.3 and 2.4)
- Continue funding the MOHS Law Enforcement (LE) Training Program;
- Provide classes free of cost for law enforcement; and
- Provide technical support for law enforcement agencies thru statewide LEL and LEL coordinators.

Survey:

- Conduct an attitudinal survey;
- Contract with a research group to perform behavioral measures survey; and
- Generate final analysis report to include in the Annual Report.

Evaluation:

- MOHS will evaluate the programs to ensure projects that are funded are having the desired effect on the Statewide ID program;
- Evaluate grant funded impaired driving activities;
- Review monthly cost and activity reports;
- Review progress reports;
- Conduct in-house and on-site monitoring; and
- Review all surveys and analysis of data collected.

DUI-(TSRP)

- Judicial Training (Countermeasure 1.5, 3.3 and 7.2);
- DUI Outreach/Court Monitoring (Countermeasure 3.3);
- Continue funding a TSRP to assist with training for prosecutors and law enforcement;
- Work in conjunction with other ID programs; and
- Address the decline in impaired driving (DUI) conviction rate throughout the State.

Public Information and Enforcement:

- Implement educational ID programs aimed at reducing the number of impaired drivers under the age of 21, to include parent education;
- Continue supporting youth ID programs across the State, with a focus in youth, teens and young adults;
- Continue funding and support MOHS youth programs to reach youth through peer to peer education and programs across the State;
- Continue to support high school, college and university youth programs to reach youth through peer to peer education;
- Fund and conduct internal and external education programs; and
- Provide driver education materials and information.

Education:

- Improve education on new and/or updated laws related to alcohol/drug impaired driving;
- Supply services through the LEL Program and TSRP Program;
- Provide information through MAHSL meetings and special MOHS Task Forces;
- Enforce Underage Drinking Laws thru enforcement and education;
- Provide Prosecutorial and Judicial Training through the following programs:
 - TSRP;
 - Conferences;
 - Judicial College; and MASEP.

iii. Impaired Driving-MOHS Evidence Based Enforcement Program:

Crash Analysis: The MOHS recognizes that a strong impaired enforcement plan is a key to reducing impaired fatalities, injuries and crashes in the State of Mississippi. In order to bring down impaired fatalities, injuries and crashes, the State must focus on data and problem identification, trend analysis and crash location data. All factors are considered when trying to reach the impaired targets of the State.

The State is able to look at the whole State and determine the need projects, increase in enforcement and the needs of the community. Crash analysis is used to determine the areas with the most fatal and injury crashes, which helps the MOHS determine where to place the available resources that include program management and funding.

Selection of Projects: The MOHS reviews data from FARS and other data source to look for impaired fatality and crash trends in areas around the State, which helps create target areas that the MOHS will work to assist in the upcoming grant year. For further information on the selection of projects for the enforcement program, see enforcement section of each program area.

After the review of the data and target areas are selected, grant applications are distributed throughout the State for the solicitation of grants. Once grants have been received within the MOHS, if target areas have not submitted a grant application, then the MOHS uses the help from the LEL program to go and solicit applications from those target areas.

Selection of Countermeasures/Strategies: The MOHS uses *Countermeasures that Work: A Highway Safety Countermeasures Guide for State Highway Safety Offices*, published by the NHTSA to select countermeasures/strategies that will be used for the upcoming grant year. The MOHS takes into consideration all data that is available, target areas and the countermeasures to begin selection process of applications and to determine what the MOHS hopes to accomplish during the grant year.

Enforcement Analysis: The MOHS reviews the data and problem identification throughout the year and deploys resources as needed as the data analysis is developed. The resources could include addition of new projects, additional training in the area of concern and public information and education programs going to the areas with the most need and evidenced based data. The MOHS conducts this through strategic meetings, data review and review of progress reports. If support is needed in the enforcement community, the MOHS, Oxford Police Department Law Enforcement Training, PI&E partners and LEL coordinators are deployed to help with the needs and concerns.

Adjustments to the Projects and EBE: The MOHS continues to review data throughout the year, even after the grant application process has ended. If additional targets are identified during the year, the MOHS will use the help from the LEL program to contact those areas for grant funding.

In addition, program assessments are provided to each sub-grantee in the monthly program reimbursement packet to help show the agencies, cost per citation information; trend analysis and budget comparisons, so the agency is able to see costs of the program and cost of the citations for effectiveness and direct enforcement as needed for their projects. Projects that are added to the enforcement program after the submission of the HSP will be included in any HSP modifications.

The EBE continues to be updated (as necessary) as the grant year progresses, with the addition of strategies used, projects added and descriptions of enforcement activities that are conducted, example Special Wave grants. Adjustments are made to projects based on data analysis that includes fatal and injury crash data.

Each sub-grantee is to review agency data to determine where the resources should be deployed for each area the agency serves. The MHP is a statewide program, but puts emphasis and program resources in the areas with the most needs based on trends and data.

iv. Impaired Driving Planned HVE Enforcement Strategies:

Areas of Enforcement: The MOHS impaired driving enforcement plan covers all areas of enforcement from HVE, sustained and STEP enforcement programs. Each enforcement program that is funded through the MOHS participated in the National Blitz Campaigns, such as “Drive Sober, Get Pulled Over”. Each enforcement project participates in earned media in their areas, during the Blitz campaigns and throughout the year. The enforcement grants also provide presentations to the community and schools concerning traffic safety issues such as impaired driving to local areas across the State.

v. Impaired Driving Funding and Assessment of Overall Impact of Strategies:

Within the State of Mississippi, impaired driving fatalities represent 18.3% of the overall State fatalities. The State is budgeting in impaired driving during FY19, 70% of its highway safety funds to combat its impaired driving problems. 100% of the State’s population will be covered by impaired driving enforcement efforts utilizing the MHP, city and county law enforcement agencies within the top impaired driving fatality and crash locations. The MOHS focuses on the Top 25 Counties and Cities with the highest fatal crashes and injuries and seeks applications in the areas with the most data assessment needs. The MOHS also provides special wave grants through-out the year as data becomes available and new areas of data are assessed and areas are in need.

The amount of funds being utilized is commensurate with the State-wide impaired driving problem, and thus the State feels that the projects selected and if fully implemented and successful, will contribute to the overall goal of reducing impaired driving fatalities, reducing crashes and injuries.

Additional Funding Sources: All funding sources in the Mississippi HSP are federal funded monies, unless otherwise noted in the additional funding section in each project description. The State of Mississippi also utilizes Mississippi Highway Patrol activities and State funds as match for projects that need additional match monies.

Funding Charts: Each project that is proposed for funding is identified in the following pages of the Plan. A chart for each sub-grantee is listed at the end of program section.

vi. 154-Alcohol & 405(d) Impaired Driving Program Area Project Descriptions:

Project Number: See Project Numbers in the Financial Chart at the End of Section

Project Title: MOHS Alcohol Countermeasures Law Enforcement Grant Program:

Project Description: Projects under the MOHS Law Enforcement DUI Grants provide grant funds to local police departments and sheriff's offices for enforcement in jurisdictions all across Mississippi. All jurisdictions will provide enforcement for hours that are specified in each agency agreement, in support of the alcohol DUI program. These enforcement grants will be coordinated with the national DSGPO, along with any State blitz campaigns that the MOHS develops for FY19.

All law enforcement agencies participating in the MOHS Law Enforcement Grant program utilize data to targets of need and deploy resources bases on problem identification and traffic trends in the agency locales and make adjustments to the program as needed. Law Enforcement agencies use the funding for salaries (part time and full time), travel, contractual service (Installations and Rental of Meeting Space) and equipment (In Car Camera, PBT and Computers), that has been reviewed and approved by the MOHS. All information on budget can be found in the agency agreements. The agency will generate at least (1) earned media campaigns during the DSGPO campaigns. Each agency has a personalized performance measure and strategies that can be found in the grant agreement.

154 DUI Enforcement Projects:

Project numbers and budget amounts can be found in the budget chart at the end of the program area. The projects listed below will participate in reducing the performance targets, by using countermeasures and strategies.

- | | |
|--|--|
| 1. Bay St. Louis Police Department | 18. Lamar County Sheriff's Department |
| 2. Canton Police Department | 19. Madison County Sheriff's Department |
| 3. Carroll County Sheriff's Department | 20. Marion County Sheriff's Department |
| 4. Carthage Police Department | 21. Neshoba County Sheriff's Department |
| 5. Clay County Sheriff's Department | 22. New Albany Police Department |
| 6. Coahoma Police Department | 23. Oxford Police Department |
| 7. Covington County Sheriff's Department | 24. Pascagoula Police Department |
| 8. D'Iberville Police Department | 25. Pearl Police Department |
| 9. Department of Public Safety | 26. Philadelphia Police Department |
| 10. Greenwood Police Department | 27. Pontotoc County Sheriff's Department |
| 11. Grenada Police Department | 28. Ridgeland Police Department |
| 12. Gulfport Police Department | 29. Simpson County Sheriff's Department |
| 13. Hancock County Sheriff's Department | 30. Southaven Police Department |
| 14. Hattiesburg Police Department | 31. Starkville Police Department |
| 15. Hernando Police Department | 32. Stone County Sheriff's Department |
| 16. Horn Lake Police Department | 33. Tunica County Sheriff's Department |
| 17. Jones County Sheriff's Department | 34. Winona Police Department |

Budget: \$3,433,222.71 Federal Funding Source 154AL/\$0.00 Match/\$3,433,222.71 Local Benefit

Project Number: 154AL-2019-ST-40-02

Project Title: JSU Youth Safety Impaired Driving Program

Project Description: Jackson State University will be the state's primary teen impaired driving awareness program. The program will focus on the top counties of the State with the most teen alcohol impaired fatalities.

Jackson State University- Youth Highway Safety Programs will increase the awareness and work statewide to provide public information on the consequences of impaired driving for young drivers aged 16-20 years old. Jackson State University- Youth Highway Safety Programs will develop and distribute relevant youth impaired driving PI&E; conduct educational outreach activities, participate in safety fairs, and community

events. This year Jackson State University –Youth Program will reach teens in the State while working in schools, safety fairs, conferences and meetings.

The program will also work with local law enforcement and local schools across the State to bring the message of the consequences of impaired driving. The program measures the effectiveness of the program with pre- and post-evaluations after each program. Funding will be used to provide salaries, fringe, contractual services, travel, supplies and indirect cost.

Budget: \$184,279.82 Federal Funding Source 154AL/\$0.00 Match

Project Number: 154AL-2019-ST-41-04/M5TR-2019-MD-41-01

Project Title: MOHS Contingency Travel

Project Description: The MOHS will provide financial support for approved contingency travel for agency partners requesting in and out of State travel expenses to alcohol and impaired meetings, conferences and trainings benefitting the alcohol and impaired highway safety programs. Funds can include airfare, baggage fees, hotel accommodation, transportation, per diem for meals, tips and an additional travel fees approved by the MOHS. Travel is directly related to the support of funded strategies and projects.

Budget: 154AL-2019-ST-41-04 Budget: \$2,500.00 Federal Funding Source 154AL/\$0.00 Match/\$0.00 Local Benefit
Budget: M5TR-2019-MD-41-01 Budget: \$2,500.00 Federal Funding Source 405d/\$500.00 Match/\$0.00 Local Benefit

Project Number: See Project Numbers in the Financial Chart at the End of Section

Project Title: MOHS Impaired Law Enforcement Grant Program:

Project Description: Project numbers and budget amounts can be found in the budget chart at the end of the program area. The projects listed below will participate in reducing the performance targets by using countermeasures and strategies. Each agency has a personalized performance measure and strategies that can be found in the grant agreement.

- | | |
|---------------------------------------|--|
| 1. Desoto County Sheriff's Department | 4. Pearl River County Sheriff's Department |
| 2. Hinds County Sheriff's Department | 5. Tishomingo County Sheriff's Department |
| 3. Lauderdale Sheriff's Department | |

Budget: \$538,637.71 Federal Funding Source 405(d)/\$107,727.54 Match/\$0.00 Local Benefit

Project Number: 154AL-2019-ST-41-05

Project Title: MOHS National Blitz-Drive Sober Get Pulled Over-High Visibility-Special Wave Grants

Project Description: The agencies will use the funds to provide overtime to non-funded agencies for officers to work overtime in conducting impaired driving enforcement during the national blitz periods of DSGPO. The agencies will conduct a minimum of (2) Special Traffic Enforcement Program (STEP) HVE/Deterrence checkpoints and a minimum of (2) Special Traffic Enforcement Program (STEP) HVE/Deterrence saturation patrols during each national DSGPO (Christmas/New Year & Labor Day), for a total of (4) Checkpoints and (4) Saturation Patrols. The agency will generate at least (1) earned media campaigns during the DSGPO campaigns. Funds will be used for law enforcement in strategically targeted areas, based on problem identification during blitz periods to reduce fatalities and injuries. The number of projects will be determined based on problem identification, need and trends. The number of hours and funding amounts will be determined by need, population size and funds available. Funds will be used for: Overtime, which is over and beyond regular duties and responsibilities.

Total Budget: \$50,000.00 Federal Funding Source 154AL /\$0.00 Match/\$50,000.00 Local Benefit

Project Number: M5PM-2019-PM-00-00

Project Title: MOHS Paid Media Sustained DUI Enforcement Campaign

Project Description: A comprehensive and sustained paid media campaign in support of the continual DUI enforcement efforts for the **DSGPO** campaigns utilizing Section 405d alcohol funding will be implemented in the FY19 grant period. These funds will be used for sustained radio and television ads, print, and outdoor space in December 2018, January 2019 and Labor Day 2019.

The **DSGPO** messages will be approved by NHTSA before airing. The number of holiday alcohol-related vehicle crash fatalities will be used to evaluate the media messaging. The measures that will be used to assess message recognition are as follows: number of television and radio spots, ads and GPAs for paid media, earned media messages for print and television, alcohol-related vehicle crash fatalities and the results obtained from the *behavioral measures awareness survey* will be used to evaluate the effectiveness of the messaging.

This project will address the following items:

- a. What program/policy the advertising is supporting-This advertising will be in support of the national Impaired Driving Campaigns for the **DSGPO** blitz campaign;
- b. How the advertising will be implemented-thru media buys throughout the State;
- c. The amount allocated for paid advertising total amount; and
- d. The measures that will be used to assess message recognition. The blitz numbers recorded and returned from agency participants to include total number of agency participation, citations written, earned media and the like; paid media reports; behavioral awareness survey; and crash fatality data during specified time period for each blitz campaign.

Budget: \$150,000.00 Federal Funding Source 405D/ \$30,000.00 Match/\$0.00 Local Benefit

Project Number: 154AL-2019-ST-40-82

Project Title: MS Dept. of Public Safety-Public Safety Awareness Officers Public Information Outreach Program Pay Attention or Pay the Fine/Stop the Knock

Project Description: The Department of Public Safety Awareness Officers-Public Information Outreach program is a statewide program covering the whole state and all populations from children to adult. The Mississippi Highway Patrol (MHP) has of nine (9) Troop districts throughout the State, that are divided into three (3) Troop Districts in the Northern, Central and South. Each district has a Public Awareness Officer (PAO) that goes into the local jurisdictions to speak with schools, colleges, local community events to bring awareness to that area on driving issues such driving under the influences of alcohol and drugs. The program will coordinate with law enforcement agencies to promote not driving impaired, provide education/information to support and enhance law enforcement efforts during national and state blitz campaigns: Christmas/New Years, Super Bowl, Memorial Day, July 4th and Labor Day by facilitating press conferences; assist law enforcement agencies with the dissemination of educational information and materials during checkpoint efforts; conduct impaired driving prevention awareness presentations and generate earned media.

The program will continue a full scale program in which the 13 PAO officers will work on the program Pay Attention or Pay a Fine and Stop the Knock. The program will focus on impaired driving with an earned media campaign and enforcement program. Evaluation of the program will be provided on the effectiveness of the program.

Budget: \$69,358.80 Federal Funding Source 154AL/\$0.00 Match/\$69,358.80 Local Benefit

Project Number: M5CS-2019-MD-40-21

Project Title: MS Office of Attorney General - Traffic Safety Resource Prosecution Program –Impaired Program

The TSRP program is statewide program covering the whole State. The TSRP will provide one to three day educational courses for prosecutors, officers, and judges; courses on Basic DUI Course; Legal Updates on recent DUI and traffic-related case law; Search & Seizure Legal Update; SFST legal sections and Trial Advocacy Training for Prosecutors (& Officers when appropriate).

The TSRP will act as a resource to impaired enforcement officers on traffic-related/impaired driving issues. Will provide training for prosecutors, officers, and judges, including joint training for prosecutors and officers when possible; provide training to assist with the increase the reporting of BAC in all fatal crashes; continue to recruit local prosecutors and pair those prosecutors with their local officers who are participants in the SFST class.

The TSRP will provide and assist with in-service training programs to assist law enforcement officers and prosecutors at their request; encourage district attorneys, city, and county prosecutors continued involvement in ID projects by providing information and/or training to allow them to handle ID cases appropriately; provide legal support and resources for prosecutors, officers and judges by distributing and updating, the MS DUI Benchbook.

Budget: \$178,243.35 Federal Funding Source 405(d)/\$35,648.67 Match/\$0.00 Local Benefit

Project Number: M5TR-2019-MD-22-51

Project Title: Oxford Police Department- Law Enforcement Training Coordination

Project Description: The Oxford Police Department Law Enforcement Training Coordination is a statewide program to provide Alcohol and Drug Impaired Driving to all law enforcement officers. The program will expand training of the state and local law enforcement officers in Mississippi. The program proposes to provide technical assistance and training to law enforcement agencies through the state which will assist in the increase in DUI Alcohol and Drug arrest. Funds will be used for salaries, contractual services, travel and supplies for the program.

The Oxford Police Department Law Enforcement Training Coordination uses the funding for salaries part time and full time, fringe, travel, contractual service, commodities, and indirect costs that has been reviewed and approved by the MOHS. All information on budget can be found in the agency budget. The agency will generate at least (1) earned media campaigns during the blitz campaigns.

Budget: \$406,915.06 Federal Funding Source 405(d)/\$81,383.01/\$0.00 Local Benefit

Project Number	Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
154AL-2019-ST-20-21	2017	154AL	Bay St. Louis Police Dept.	\$3,000.00	\$0.00	\$3,000.00
154AL-2019-ST-25-41	2017	154AL	Canton Police Department	\$10,275.00	\$0.00	\$10,275.00
154AL-2019-ST-10-81	2017	154AL	Carroll County S.O.	\$36,890.00	\$0.00	\$36,890.00
154AL-2019-ST-25-51	2017	154AL	Carthage Police Dept.	\$42,268.80	\$0.00	\$42,268.80
154AL-2019-ST-11-31	2017	154AL	Clay County S.O.	\$16,010.00	\$0.00	\$16,010.00
154AL-2019-ST-11-41	2017	154AL	Coahoma County Sheriff's Department	\$13,801.00	\$0.00	\$13,801.00
154AL-2019-ST-11-61	2017	154AL	Covington County S.O.	\$40,652.00	\$0.00	\$40,652.00
154AL-2019-ST-26-91	2017	154AL	D'Iberville Police Dept.	\$53,044.00	\$0.00	\$53,044.00
154AL-2019-ST-40-81	2017	154AL	Department of Public Safety-MS Highway Patrol-AL	\$1,683,660.19	\$0.00	\$1,683,660.19
154AL-2019-ST-40-82	2017	154AL	Department of Public Safety-PAO	\$69,358.80	\$0.00	\$69,358.80
154AL-2019-ST-21-31	2017	154AL	Greenwood Police Dept.	\$30,527.50	\$0.00	\$30,527.50
154AL-2019-ST-28-41	2017	154AL	Grenada Police Dept.	\$49,956.40	\$0.00	\$49,956.40
154AL-2019-ST-21-41	2017	154AL	Gulfport Police Dept.	\$55,828.80	\$0.00	\$55,828.80
154AL-2019-ST-12-31	2017	154AL	Hancock County S.O.	\$72,817.80	\$0.00	\$72,817.80
154AL-2019-ST-21-51	2017	154AL	Hattiesburg Police Dept.	\$51,750.00	\$0.00	\$51,750.00
154AL-2019-ST-28-61	2017	154AL	Hernando Police Dept.	\$95,745.00	\$0.00	\$95,745.00
154AL-2019-ST-21-81	2017	154AL	Horn Lake Police Dept.	\$127,350.00	\$0.00	\$127,350.00
154AL-2019-ST-13-41	2017	154AL	Jones County Sheriff's Dept.	\$49,392.00	\$0.00	\$49,392.00
154AL-2019-ST-13-71	2017	154AL	Lamar County S.O.	\$29,460.00	\$0.00	\$29,460.00
154AL-2019-ST-14-51	2017	154AL	Madison County S.O.	\$89,995.60	\$0.00	\$89,995.60
154AL-2019-ST-14-61	2017	154AL	Marion County S.O.	\$93,260.52	\$0.00	\$93,260.52
154AL-2019-ST-41-05	2017	154AL	MOHS-National DSGPO Special Wave Grant	\$50,000.00	\$0.00	\$50,000.00
154AL-2019-ST-15-01	2017	154AL	Neshoba County S.O.	\$29,120.00	\$0.00	\$29,120.00
154AL-2019-ST-22-41	2017	154AL	New Albany Police Dept.	\$11,992.00	\$0.00	\$11,992.00
154AL-2019-ST-22-51	2017	154AL	Oxford Police Dept.	\$109,056.40	\$0.00	\$109,056.40
154AL-2019-ST-22-61	2017	154AL	Pascagoula Police Dept.	\$16,500.00	\$0.00	\$16,500.00
154AL-2019-ST-31-91	2017	154AL	Pearl Police Dept.	\$38,622.00	\$0.00	\$38,622.00
154AL-2019-ST-22-81	2017	154AL	Philadelphia Police Dept.	\$40,908.60	\$0.00	\$40,908.60
154AL-2019-ST-15-81	2017	154AL	Pontotoc County S.O.	\$37,540.00	\$0.00	\$37,540.00
154AL-2019-ST-23-01	2017	154AL	Ridgeland Police Dept.	\$39,750.00	\$0.00	\$39,750.00
154AL-2019-ST-16-41	2017	154AL	Simpson County S.O.	\$50,610.00	\$0.00	\$50,610.00
154AL-2019-ST-34-41	2017	154AL	Southaven Police Dept.	\$116,163.60	\$0.00	\$116,163.60
154AL-2019-ST-23-11	2017	154AL	Starkville Police Dept.	\$80,637.60	\$0.00	\$80,637.60
154AL-2019-ST-16-61	2017	154AL	Stone County S.O.	\$47,803.60	\$0.00	\$47,803.60

154AL-2019-ST-17-21	2017	154AL	Tunica County S.O.	\$29,658.48	\$0.00	\$29,658.48
154AL-2019-ST-35-81	2017	154AL	Winona Police Dept.	\$19,817.02	\$0.00	\$19,817.02
Total Alcohol Law Enforcement		154AL		\$3,433,222.71	\$0.00	\$3,433,222.71
MOHS Impaired Driving Grants						
Project Number	Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
M5X-2019-MD-11-71	2018	405D	Desoto County S.O.	\$170,765.76	\$34,153.15	\$0.00
M5X-2019-MD-12-51	2018	405D	Hinds County Sheriff's Dept.	\$148,910.04	\$29,782.01	\$0.00
M5X-2019-MD-13-81	2018	405D	Lauderdale County S.O.	\$132,711.75	\$26,542.35	\$0.00
M5X-2019-MD-15-51	2017	405D	Pearl River County S.O.	\$36,330.16	\$7,266.03	\$0.00
M5X-2019-MD-17-11	2017	405D	Tishomingo County S.O.	\$49,920.00	\$9,984.00.0	\$0.00
Total Impaired Law Enforcement		405D		\$538,637.71	\$107,727.54	\$0.00
154/405D Special Programs						
Project Number	Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
154AL-2019-ST-40-02	2016	154AL	JSU Youth Highway Safety Programs	\$184,279.82	\$0.00	\$0.00
154AL-2019-ST-40-01	2016	154AL	Metro Jackson/JSU	\$209,774.37	\$0.00	\$0.00
M5PM-2019-PM-00-00	2018	405D	MOHS Paid Media Impaired Driving	\$150,000.00	\$30,000.00	\$0.00
154AL-2019-ST-41-04	2016	154AL	MOHS Contingency Travel	\$2,500.00	\$0.00	\$0.00
M5CS-2019-MD-40-21	2018	405D	MS Office of the Attorney General's Office TSRP	\$178,243.35	\$35,648.67	\$0.00
M5TR-2019-MD-22-51	2018	405D	Oxford Police Department Law Enforcement Training	\$406,915.06	\$81,383.01	\$0.00
M5TR-2019-MD-41-01	2018	405D	MOHS Contingency Travel	\$2,500.00	\$500.00	\$0.00
Total 154 Special Projects				186,779.82	\$50,000.00	\$0.00
Total 405D Special Projects				\$737,658.41	\$116,418.40	\$0.00
Total 154 Enforcement Funds:				\$3,433,222.71	\$0.00	\$3,433,222.71
Total 405D Enforcement Funds				\$538,637.71	\$9,984.00	\$0.00
Total Funds 154				\$3,620,002.53	\$166,418.40	\$3,433,222.71
Total 405D				\$1,276,296.12		

**Note: State Match for the above projects is based on an approved formula in calculating Match for MHP.*

C. Occupant Protection (OP):

i. Occupant Protection Area

C-4 Core Outcome Measure/Unrestrained Passengers: To decrease the expected rise in the number of unrestrained passenger vehicle occupant fatalities in all seating positions from the five year average (2012-2016) of 293 to 307 by the end of (2015-2019). Based on early state data, the MOHS will again experience an increase in unrestrained fatalities in 2017, which will result in increases in the number of unrestrained fatalities for the projected end of 2019.

B-1 Core Behavior Measure/Occupant Protection: To increase the statewide observed seatbelt use of front seat outboard occupants in passenger vehicles from the five year average (2013-2017) of 77.8% to 79.62% by the end of 2016-2020.

MOHS Outcome Measure: Teen-OP: To decrease the expected rise in number of unbelted related fatalities among 16-20 year old drivers and passengers from the five year average (2012-2016) of 32 to 37.92 by the end of 2015-2019. Based on early state data, the MOHS will increase the number of unbelted related fatalities among the age group of 16-20 year olds.

The MOHS uses *the Countermeasures that Work: A Highway Safety Countermeasures Guide for State Highways Safety Offices* to select strategies that will be used for the upcoming grant year. Within the State of Mississippi, unbelted fatalities represent 45.64%, which is a large representation of the State's fatalities. The State is utilizing in FY17, 20% of all funds, which includes 402 and 100% 405B funds to combat the problems of occupant protection.

100% of the State's population will be covered by occupant protection enforcement efforts utilizing the MHP, city and county law enforcement agencies within the top occupant protection fatality and crash locations, along with the survey counties and special emphasis areas such as the Delta region with low seatbelt usage rates.

The amount of funds being utilized is commensurate with the State-wide occupant problem, and thus the State feels that the projects selected and if fully implemented and successful, will contribute to the overall goal of reducing occupant protection fatalities, reducing crashes and injuries.

ii. Occupant Protection Strategies:

Occupant Protection Task Force: The current OP task force committee has executive committee members, along with a chairman that calls for meetings and reports from the committee members. The ID task force also reviews and approves of the OP Plan for the 405(b) NHTSA Application.

Occupant Protection Coordinated Program:

- Occupant Protection (OP) Coordinated Program: (Countermeasures 2.1; 2.2; 2.3);
- Statewide Child Passenger Safety Coordination program (Countermeasures: 8.1; 11.1; 11.2);
- Strategic Meetings: Attend MAHSL Meetings at least (1) per quarter to stay up to date on the latest information;
- Attend meetings to strategic plan enforcement efforts through data trends, performance measures and strategies;
- Provide a comprehensive statewide OP Coordinated Program;
- Conduct pre and post seatbelt surveys;
- Fund law enforcement programs for day and night enforcement;
- Assign MOHS staff to manage OP enforcement and outreach grants;
- Promote seatbelt safety through earned and paid media; and
- Provide technical assistance when needed for the OP Program.

Statewide Child Passenger Safety Coordination program:

- Statewide Child Passenger Safety (CPS) Program (Countermeasures 7.2)
- Provide a comprehensive Statewide CPS Coordination program;
- Conduct CPS Surveys;
- Fund the Mississippi Department of Health to provide child passenger seats;

- Provide funding for law enforcement programs to conduct specific HVE seat belt & child passenger seat enforcement checkpoints & saturation patrols; and
- Assign MOHS staff to manage enforcement and outreach grants, promote seatbelt safety and provide assistance where needed for the OP Program.

Child Passenger Seat Technician Training:

- Child Passenger Seat Technician Training will provide training on how to properly install, understand the use of seats to aid to law enforcement and others help groups and organizations.
- Increase training opportunities and retention of child passenger safety (CPS) technicians and instructors;
- Continue to provide assistance to Safe Kids Mississippi, to provide training opportunities to individuals and agencies, to obtain Child Passenger Safety Seat Technician certification;
- Provide the NHTSA approved CPS training for law enforcement, in an effort to build the base for Child Passenger Safety Seat Technicians in the State;
- Increase the number of Emergency Medical service and Fire Department that are CPS fitting stations; and
- Increase number of CPS checkpoint locations across Mississippi and in target areas identified with low usage rates.

Child Passenger Seat Enforcement:

- Child Passenger Seat Enforcement (Countermeasure 5.1)
- Increase proper use of CPS in motor vehicles;
- Increase CPS checkpoint locations throughout the State;
- Conduct pre and post seatbelt surveys;
- Fund law enforcement programs for day and night enforcement;
- Assign MOHS staff to manage OP enforcement and outreach grants;
- Promote seatbelt safety through earned and paid media; and
- Provide technical assistance when needed for the OP Program.

High Visibility Enforcement:

- Occupant Protection Enforcement (Countermeasure 1.1);
- High Visibility Enforcement (Countermeasures 2.1; 2.2; 2.3);
- Support sustained HVE of occupant protection laws, which includes supporting the National OP Enforcement Campaign, *Click It or Ticket (CIOT)*.
- Fund law enforcement programs and fund special wave grants for law enforcement;
- Fund law enforcement program with emphasis in night time enforcement;
- Provide public information and education programs with an emphasis in occupant protection;
- Develop and promote a comprehensive media campaign for the *CIOT* mobilization; and
- Develop and promote a comprehensive media campaign for a night time enforcement mobilization.

Public Information and Education:

- Improve education on new and/or updated laws related to OP and Child Restraints;
- Supply services through the LEL Program; and
- Provide information through MAHSL Meetings and special MOHS Task Forces.

Teen Driver Seatbelt Program:

- Teen Seatbelt Focus Program (Countermeasure 4.1; 6.1)
- Develop and promote a statewide education campaign that will focus on teen seatbelt use and increasing seatbelt usage rates among teens;
- Develop and promote a statewide media campaign that will focus on teen seatbelt use and increasing seatbelt usage rates among teens;
- Provide public information and education programs with an emphasis in teen occupant protection; and
- Fund law enforcement programs to focus on teen seatbelt use.

Surveys: MOHS will utilize the NHTSA/GHSA questions to track driver attitude and awareness related to seat belt issues by conducting surveys during the fourth quarter;

- Conduct Seatbelt and Child Restraint Survey to track seatbelt usage across the State; and

iii. Occupant Protection-MOHS Evidence Based Enforcement Plan

Full Version of the MOHS Evidence Based Enforcement Plan: A copy of the complete Evidence Based Enforcement Plan can be provided upon request.

Crash Analysis: The MOHS recognizes that a strong enforcement plan is a key to reducing occupant protection fatalities, injuries and crashes in the State of Mississippi. In order to bring down OP fatalities, injuries and crashes, the State must focus on data and problem identification), trend analysis and crash location. All factors are considered when trying to reach the occupant protection targets of the State.

Selection of Projects: The MOHS reviews data from FARS and other data source to look for occupant protection fatality and crash trends in areas around the State, which helps create target areas that the MOHS will work to assist in the upcoming grant year. For further information on the selection of projects for the enforcement program, see enforcement section of each program area.

After the review of the data and target areas are selected, grant applications are distributed throughout the State for the solicitation of grants. Once grants have been received within the MOHS, if target areas have not submitted a grant application, then the MOHS uses the help from the LEL program to go and solicit applications from those target areas. For further information on the solicitation of grants.

Selection of Countermeasures/Strategies: The MOHS uses *Countermeasures that Work: A Highway Safety Countermeasures Guide for State Highway Safety Offices*, published by the NHTSA to select countermeasures/strategies that will be used for the upcoming grant year. The MOHS takes into consideration all data that is available, target areas and the countermeasures to begin selection process of applications and to determine what the MOHS hopes to accomplish during the grant year.

Enforcement Analysis: The MOHS reviews the data and problem identification throughout the year and deploys resources as needed as the data analysis is developed. The resources could include addition of new projects, additional training in the area of concern and public information and education programs going to the areas with the most need and evidenced based data. The MOHS conducts this through strategic meetings, data review and review of progress reports. If support is needed in the enforcement community, the MOHS, PI&E partners and LEL coordinators are deployed to help with the needs and concerns.

Adjustments to the Projects and EBE: The MOHS continues to review data throughout the year, even after the grant application process has ended. If additional targets are identified during the year, the MOHS will use the help from the LEL program to contact those areas for grant funding.

In addition, program assessments are provided to each sub-grantee in the monthly program reimbursement packet to help show the agencies, cost per citation information; trend analysis and budget comparisons, to see costs of the program and cost of the citations for effectiveness and direct enforcement as needed for their projects. Projects that are added to the enforcement program after the submission of the HSP will be included in any HSP modifications.

The EBE continues to be updated (as necessary) as the grant year progresses, with the addition of strategies used, projects added and descriptions of enforcement activities that are conducted, example Special Wave grants. Adjustments are made to projects based on data analysis that includes fatal and injury crash data.

Each sub-grantee is to review agency data to determine where the resources should be deployed for each area the agency serves. The MHP is a statewide program, but puts emphasis and program resources in the areas with the most needs based on trends and data.

iv. Occupant Protection- Planned HVE Enforcement Strategies:

Areas of Enforcement Covered: The MOHS enforcement plan covers all areas of enforcement from high visibility, sustained and STEP enforcement programs. Each enforcement program that is funded through the MOHS participated in the National Blitz Campaign, CIOT.

Each enforcement project participates in earned media in their areas, during the Blitz campaigns and throughout the year. The enforcement grants also provide presentations to the community and schools concerning traffic safety issues such as impaired driving, occupant protection, speed and child restraint information.

v. Occupant Protection Funding and Impact of Program:

Within the State of Mississippi, unbelted fatalities represent 43.8%, a large percentage of the overall State fatalities. 100% of the State's population will be covered by enforcement efforts utilizing the MHP, city and county law enforcement agencies within the top unbelted fatality and crash locations. The MOHS focuses on the Top 25 Counties and Cities with the highest fatal crashes and injuries and seeks applications in the areas with the most data assessment needs.

The MOHS also provides special wave grants through-out the year as data becomes available and new areas of data are assessed and areas are in need. The amount of funds being utilized is commensurate with the State-wide problem, and thus the State feels that the projects selected and if fully implemented and successful, will contribute to the overall goal of reducing fatalities, reducing crashes and injuries.

Additional Funding Sources: All funding sources in the Mississippi HSP are federal funded monies, unless otherwise noted in the additional funding section in each project description. Mississippi also utilizes MHP activities and State funds as match for projects that need additional match monies.

OP Financial Charts: Each enforcement program that is proposed for funding is identified in the following pages of the Performance Plan. A chart for each sub-grantee is listed at the end of program section.

vi. 2019 Occupant Protection Program Area Project Descriptions:

Project Number: OP-2019-OP-41-05

Project Title: MOHS Click It or Ticket Special Wave Grants

Project Description: The agency will use the funds to provide overtime to officers to work overtime in conducting Occupant Protection. Funds will be used for law enforcement in strategic target areas that have been identified through data to increase enforcement during the blitz period to reduce fatalities and injuries. Funds will be used for: Overtime that is over and beyond regular duties and responsibilities. The number of projects will be determined based on problem identification, need and trends. The number of hours and funding amounts will be determined by need, population size and funds available.

Budget: \$50,000.00 Federal Funding Source 402 OP/\$10,000.00 Match/\$50,000.00 Local Benefit

Project Number: OP-2019-OP-41-06

Project Title: MOHS High Risk Population Special Wave Grants

Project Description: The agency will use the funds to provide overtime to officers to work overtime in conducting Occupant Protection for data driven high risk populations. Funds will be used for law enforcement in strategic target areas that have been identified through data to increase enforcement to reduce fatalities and injuries. Funds will be used for: Overtime that is over and beyond regular duties and responsibilities. The number of projects will be determined based on problem identification, need and trends. The number of hours and funding amounts will be determined by need, population size and funds available.

Budget: \$5,000.00 Federal Funding Source 402 OP/\$1,000.00 Match/\$5,000.00 Local Benefit

Project Number: OP-2019-OP-41-04
Project Title: MOHS Contingency Travel

Project Description: The funds will be used for contingency travel in and out of State to OP meetings, conference and trainings approved by the MOHS. Funds will also be used to provide honorariums for speakers, presenters for speaking engagements, conferences, meetings and training that would enhance the MOHS OP program. Funds can include airfare, baggage fees, hotel accommodation and transportation, per diem for meals, tips and any additional travel fees approved by the MOHS. Travel is directly related to the support of funded strategies and projects.

Budget: \$2,500.00 Federal Funding Source 402OP/\$500.00 Match/\$0.00 Local Benefit

Project Number: See Financial Chart Below
Project Name: MOHS Occupant Protection Law Enforcement STEP Grants

MOHS will provide sub-grants to local law enforcement agencies, for high visibility and sustained overtime enforcement efforts of occupant protection traffic safety laws. Each agency will provide enforcement in support of occupant protection and child passenger safety program. All efforts will be coordinated with the annual Click It or Ticket blitz campaign, as well as other designated MOHS efforts. All law enforcement agencies participating in the highway safety program will utilize data to identify highway safety needs. Each agency will participate in efforts to reduce of state-wide and local performance targets by using countermeasures and strategies. Agencies will conduct enforcement efforts based on crash analysis and deploy resources in coordination with the state and local agency enforcement plans and make adjustments as needed. Each agency has personalized performance measures and strategies that can be found in each grant agreement. Funds can be used for salary, commodities, equipment, contractual services, in-direct cost (if applicable) and travel. All costs associated with the program are listed in the agency grant agreement.

- | | |
|--|---|
| 1. Canton Police Department | 15. Morton Police Department |
| 2. Carroll County Police Department | 16. New Albany Police Department |
| 3. Carthage Police Department | 17. Oktibbeha County Sheriff's Department |
| 4. Charleston Police Department | 18. Pearl Police Department |
| 5. Clarksdale Police Department | 19. Pearl River County Sheriff's Department |
| 6. Clay County Sheriff's Department | 20. Philadelphia Police Department |
| 7. Desoto County Sheriff's Department | 21. Pike County Sheriff's Department |
| 8. Hancock County Sheriff's Department | 22. Pontotoc County Sheriff's Department |
| 9. Harrison County Sheriff's Department | 23. Sardis Police Department |
| 10. Hinds County Sheriff's Department | 24. Southaven Police Department |
| 11. Holly Springs Police Department | 25. Tunica County Sheriff's Department |
| 12. Jones County Sheriff's Department | 26. Vicksburg Police Department |
| 13. Lamar County Sheriff's Department | 27. West Point Police Department |
| 14. Lauderdale County Sheriff's Department | |

Budget: \$433,832.27 Federal Funding Source 402OP/\$86,766.46 Match/\$433,832.27 Local Benefit

Project Number: M2PE-2019-MB-00-00
Project Title: MOHS Paid Media Sustained Occupant Protection Enforcement Campaign

Project Description: A comprehensive and sustained paid media campaign in support of the continual Occupant Protection enforcement efforts for the "CIOT" campaigns utilizing Section 405 Occupant Protection funding will be implemented in the grant period. These funds will be used for sustained radio and television ads, print, and outdoor space in May 2019 and September 2019. The number of holiday unbelted vehicle crash fatalities will be used to evaluate the media messaging. The measures that will be used to assess message recognition are as follows: number of television and

radio spots, ads and GPAs for paid media, earned media messages for print and television, unbelted-related vehicle crash fatalities, the results obtained from the *behavioral measures awareness survey and seat belt survey* will be used to evaluate the effectiveness of the messaging.

This project will address the following items:

- a. What program/policy the advertising is supporting this advertising will be in support of the national OP Campaign for the “CIOT” blitz periods
- b. How the advertising will be implemented through media buys throughout the state.
- c. The amount allocated for paid advertising and total amount.
- d. The measures that will be used to assess message recognition.
- e. The blitz numbers recorded and returned from agency participants to include total number of agency participation, citations written, earned media and the like;
- f. Paid media reports; behavioral awareness survey; seat belt survey and unbelted crash fatality data during specified time period for each blitz campaign.

Budget: \$150,000.00 Federal Funding Source 405(b)/\$30,000.00 Match/\$0.00 Local Benefit

Project Number: CR-2019-CR-40-71

Project Title: MS Department of Health Child Restraint Seat Program

Project Description: The Department of Health is responsible for enforcement activities for the entire State of Mississippi through extensive enforcement. The population of Mississippi is 2,992,333, according to the 2015 census. The program covers square miles 48,434 and county miles 10,958. The Department of Health will conduct child safety seat checkpoints at local health departments, daycares, or preschools. Will conduct publicized community child safety seat checkpoints at community events, shopping centers, or health and safety fairs to promote correct usage statewide and distribute 1,850 child passenger restraints. The Department of Health will collaborate with Safe Kids Mississippi, Mississippi Department of Education, and other local partners to conduct school based occupant protection activities (e.g. presentations, safety fairs, workshops, countdown to drive program) for children ages 0-15 years. Collaborate with Safe Kids Mississippi and Public Health District Educators to conduct child passenger safety presentations on regulations and recommendations at schools and community/public events in all nine Health Districts. Schedule CPST courses to increase the number of Child Passenger Safety Technicians throughout the state. Conduct child safety seat checkpoints and publicized community child safety seat checkpoints. Distribute child restraints, increase knowledge about proper usage, and ensure they are being utilized and distribute fact sheets and child passenger safety brochures that target children, ages 0-15 years that come into local health clinics.

The Department of Health will use funding for the purchase of child restraints for the Child Restraint Seat Program.

Budget: \$85,433.00 Federal Funding Source 402CR/\$17,086.60 Match/\$0.00 Local Benefit

Project Number: M2PE-2019-MB-40-71

Project Title: MS Department of Health Child Occupant Protection Program

Supplemental to CR-2019-CR-40-11

Project Description: The Department of Health is responsible for child passenger activities for the entire State of Mississippi. The Child Protection Program will distribute child passenger safety seats, conduct child passenger safety presentations and child safety seat checkpoints.

The Department of Health will plan occupant protection awareness activities for student’s ages 0-15 years and the parents/guardians. Contact state, local, and federal agencies, hospitals, elementary schools, daycares, HeadStart Centers, and faith-based organizations statewide in a collaborative effort to speak with individuals.

Budget: \$88,216.42 Federal Funding Sources 405(b)/\$17,643.28 Match/\$0.00 Local Benefit

Project Number: M2TR-2019-MB-63-91

Project Title: University Medical Center/MS Safe Kids Program

Project Description: The University Medical Center is responsible for child passenger training for the entire State of Mississippi. The Child Occupant Protection Program will conduct child passenger safety presentations, child safety seat checkpoints, Child Passenger Safety Technician training courses and child passenger safety renewal course. The University Medical Center will plan occupant protection awareness activities for student's ages 0-15 years and the parents/guardians. Contact state, local, and federal agencies, hospitals, elementary schools, daycares, HeadStart Centers, and faith-based organizations statewide in a collaborative effort to speak with individuals.

Schedule CPST courses within all 9 public health districts for fire and police department personnel, MSDH staff, social workers, nurses, and/or individuals interested in promoting child passenger safety in their community.

Budget: \$109,305.92 Federal Funding Source 405(b)/\$21,861.18 Match/\$0.00 Local Benefit

Project Number: SO-2019-SO-40-11

Project Title: Mississippi State University-Occupant Restraints Survey –Stennis Institute

Project Description: The seat belt portion of the project, the agency will survey a pseudo-random sample of (16) counties across the State of Mississippi in order to represent the entire State. The child restraint survey of the project will be conducted in a convenience survey of 40 municipalities with populations over 10,000. This is also done to generate representative numbers for the entire state. So, each municipality's inclusion in the survey is not targeted based on any predetermined problems. The agency will utilize the grant funds for; salary; overtime; fringe; contractual service; travel; commodities and indirect cost to conduct described program activities above and beyond the agency's daily activities and responsibilities.

Budget: \$215,734.92 Federal Funding Source 402SO/\$43,146.98 Match/\$0.00 Local Benefit

Project Number	Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
MOHS OP Enforcement Projects						
OP-2019-OP-25-41	2017	402OP	Canton Police Department	\$10,915.00	\$2,183.00	\$10,915.00
OP-2019-OP-10-81	2017	402OP	Carroll County S.O.	\$10,013.00	\$2,002.60	\$10,013.00
OP-2019-OP-25-51	2017	402OP	Carthage Police Department	\$1,950.00	\$390.00	\$1,950.00
OP-2019-OP-25-71	2017	402OP	Charleston Police Department	\$1,445.00	\$289.00	\$1,445.00
OP-2019-OP-25-81	2017	402OP	Clarksdale Police Department	\$33,057.48	\$6,611.50	\$33,057.48
OP-2019-OP-11-31	2017	402OP	Clay County Sheriff's S.O	\$10,000.00	\$2,000.00	\$10,000.00
OP-2019-OP-11-71	2017	402OP	Desoto County S.O.	\$22,620.00	\$4,524.00	\$22,620.00
OP-2019-OP-12-31	2017	402OP	Hancock County S.O.	\$1,483.00	\$296.60	\$1,483.00
OP-2019-OP-12-41	2017	402OP	Harrison County S.O.	\$48,949.00	\$9,789.80	\$48,949.00
OP-2019-OP-12-51	2017	402OP	Hinds County S.O.	\$10,750.00	\$2,150.00	\$10,750.00
OP-2019-OP-21-71	2017	402OP	Holly Springs Police Dept.	\$15,289.25	\$3,057.85	\$15,289.25
OP-2019-OP-13-41	2017	402OP	Jones County S.O.	\$19,381.50	\$3,876.30	\$19,381.50
OP-2019-OP-13-71	2017	402OP	Lamar County S.O.	\$2,946.00	\$589.20	\$2,946.00
OP-2019-OP-13-81	2017	402OP	Lauderdale County S.O.	\$37,440.00	\$7,488.00	\$37,440.00
OP-2019-OP-31-11	2017	402OP	Morton Police Dept.	\$5,355.18	\$1,071.04	\$5,355.18
OP-2019-OP-22-41	2017	402OP	New Albany Police Department	\$14,000.66	\$2,800.13	\$14,000.66
OP-2019-OP-15-31	2017	402OP	Oktibbeha County S.O.	\$15,000.00	\$3,000.00	\$15,000.00
OP-2019-OP-31-91	2017	402OP	Pearl Police Department	\$100,000.00	\$20,000.00	\$100,000.00
OP-2019-OP-15-51	2017	402OP	Pearl River County S.O.	\$2,472.00	\$494.40	\$2,472.00
OP-2019-OP-22-81	2017	402OP	Philadelphia Police Dept.	\$1,484.00	\$296.80	\$1,484.00
OP-2019-OP-15-71	2017	402 OP	Pike County S.O.	\$12,500.00	\$2,500.00	\$12,500.00
OP-2019-OP-15-81	2017	402OP	Pontotoc County S.O.	\$15,000.00	\$3,000.00	\$15,000.00

OP-2019-OP-33-91	2017	402OP	Sardis Police Department	\$3,552.00	\$710.40	\$3,552.00
OP-2019-OP-34-41	2017	402OP	Southaven Police Department	\$13,399.20	\$2,679.84	\$13,399.20
OP-2019-OP-17-21	2017	402 OP	Tunica County S.O.	\$11,646.00	\$2,329.20	\$11,646.00
OP-2019-OP-23-41	2017	402OP	Vicksburg Police Dept.	\$11,085.00	\$2,217.00	\$11,085.00
OP-2019-OP-35-61	2017	402OP	West Point Police Department	\$2,099.00	\$419.80	\$2,099.00
Total OP Enforcement				\$433,832.27	\$86,766.46	\$433,832.27
OP-2019-OP-41-05	2017	402OP	MOHS-CIOT Special Wave	\$50,000.00	\$10,000.00	\$50,000.00
OP-2019-OP-41-06	2017	402OP	MOHS High Risk Population-Special Wave	\$5,000.00	\$1,000.00	\$5,000.00
OP-2019-OP-41-04	2017	402OP	MOHS Contingency Travel	\$2,500.00	\$500.00	\$0.00
SO-2019-SO-40-11	2017	402SO	Mississippi State University-Stennis Institute-SB Survey	\$215,734.92	\$43,146.98	\$0.00
M2PE-2019-MB-00-00	2017	405B	MOHS Paid Media-OP	\$150,000.00	\$30,000.00	\$0.00
M2PE-2019-MB-40-71	2018	405B	MS Dept. of Health-OP Program	\$88,216.42	\$17,643.28	\$0.00
M2TR-2019-MB-63-91	2018	405B	University Medical Center/MS Safe Kids	\$109,305.92	\$21,861.18	\$0.00
CR-2019-CR-40-71	2017	402CR	MS Dept. of Health -Child Restraint Seat	\$85,433.00	\$17,086.60	\$0.00
Total 402OP				\$707,067.19	\$141,413.44	\$488,832.27
Total 402CR				\$85,433.00	\$17,086.60	\$0.00
Total 405B				\$347,522.34	\$69,602.26	\$0.00
Total OP Program				\$1,140,022.53	\$228,102.30	\$488,832.27

**Note: State Match for the above projects is based on an approved formula in calculating Match for MHP. Occupant protection is also provided under the Police Traffic Services program.*

D. Police Traffic Services

i. Police Traffic Services Area

C-4 Core Outcome Measure/Unrestrained Passengers: To decrease the expected rise in the number of unrestrained passenger vehicle occupant fatalities in all seating positions from the five year average (2012-2016) of 293 to 307 by the end of (2015-2019). Based on early state data, the MOHS will again experience an increase in unrestrained fatalities in 2017, which will result in increases in the number of unrestrained fatalities for the projected end of 2019.

C-5 Core Outcome Measure/Alcohol and Other Drugs: To decrease the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above, by 3% of the five year average (2012-2016) of 175 to 170 by the end of (2015-2019).

C-6 Core Outcome Measure/ Speed: To decrease the number of speeding related fatalities by 5% from the five year average (2012-2016) of 99 to 94 by the end of (2015-2019).

C-7 Core Outcome Measure/Motorcycles: To decrease the expected rise of motorcycle fatalities from the five year average (2012-2016) of 41 to 50 by the end of (2015-2019). Based on early state data, the MOHS will again experience an increase in motorcycle fatalities in 2017, which will result in increases in the number of fatalities for the projected end of 2019.

C-8 Core Outcome Measure/Un-helmeted Motorcyclists: To maintain the number of un-helmeted motorcycle fatalities of the five year average (2012-2016) of 6 by the end of (2015-2019).

C-9 Core Outcome Measure/Under 21: To maintain the number of under the age of 21 drivers in fatal crashes from the five year average of 83 (2012-2016) by the end of (2015-2019).

C-10 Core Outcome Measures/Pedestrians: Reduce the expected rise of the number of pedestrian fatalities of the five year average (2012-2016) of 55 to 63 by the end of (2015-2019). Based on early state data, the MOHS will again experience an increase in the number of pedestrian fatalities, which will increase the fatality number for the projected end of 2019.

C-11 Core Outcome Measure: Bicyclist: Maintain the number of bicycle fatalities of the five year average (2012-2016) of 5 fatalities by the end of 2015-2019.

ii. Police Traffic Services Strategies:

Police Traffic Services Coordination program:

- Assign MOHS staff to manage enforcement, promote seatbelt safety and provide assistance where needed for the OP Program; ID Program and Speed.
- Fund law enforcement programs that provide HVE of speed, OP, ID, distracted driving and other moving violations;
- Participate in CIOT and DSGPO National Mobilization periods;
- Provide training for law enforcement; and
- Strategic Meetings: Attend MAHSL Meetings at least (1) per quarter to stay up to date on the latest information. Attend quarterly meetings to strategic plan enforcement efforts through data trends, performance measures and strategies.

Public Information and Education:

- Provide education and outreach for all traffic safety related issues and campaigns; and
- Provide funding to public information and education programs.

Enforcement:

- Enforcement: (Countermeasure 2.2)
- Increase and sustain HVE for speed and other moving violation.
- Fund law enforcement programs to focus on speeding and enforcing speed limits;
- Provide local law enforcement training; and

- Utilize the attitudinal survey to track driver attitude awareness related to speeding issues.

iii. Police Traffic Services-MOHS Evidence Based Enforcement Plan

Selection of Projects: The MOHS reviews data from FARS and other data source to look for impaired, occupant protection, speed and other traffic safety fatality and crash trends in areas around the State, which helps create target areas that the MOHS will work to assist in the upcoming grant year. For further information on the selection of projects for the enforcement program, see enforcement section of each program area.

After the review of the data and target areas are selected, grant applications are distributed throughout the State for the solicitation of grants. Once grants have been received within the MOHS, if target areas have not submitted a grant application, then the MOHS uses the help from the LEL program to go and solicit applications from those target areas. For further information on the solicitation of grants.

Selection of Countermeasures/Strategies: The MOHS uses *Countermeasures that Work: A Highway Safety Countermeasures Guide for State Highway Safety Offices*, published by the NHTSA to select countermeasures/strategies that will be used for the upcoming grant year. The MOHS takes into consideration all data that is available, target areas and the countermeasures to begin selection process of applications and to determine what the MOHS hopes to accomplish during the grant year.

Enforcement Analysis: The MOHS reviews the data and problem identification throughout the year and deploys resources as needed as the data analysis is developed. The resources could include addition of new projects, additional training in the area of concern and public information and education programs going to the areas with the most need and evidenced based data. The MOHS conducts this through strategic meetings, data review and review of progress reports. If support is needed in the enforcement community, the MOHS, PI&E partners and LEL coordinators are deployed to help with the needs and concerns.

The requirements include: national law enforcement mobilizations and sustained enforcement of statutes addressing impaired driving, occupant protection and driving in excess of posted speed limits activities dependent upon the funding source of the contract. All awarded contracts are required to complete the HVE Compliance which defines the mobilizations and sustained enforcement activities.

Adjustments to the Projects and EBE: The MOHS continues to review data throughout the year, even after the grant application process has ended. If additional targets are identified during the year, the MOHS will use the help from the LEL program to contact those areas for grant funding.

In addition, program assessments are provided to each sub-grantee in the monthly program reimbursement packet to help show the agencies, cost per citation information; trend analysis and budget comparisons, to see costs of the program and cost of the citations for effectiveness and direct enforcement as needed for their projects. Projects that are added to the enforcement program after the submission of the HSP will be included in any HSP modifications.

The EBE continues to be updated (as necessary) as the grant year progresses, with the addition of strategies used, projects added and descriptions of enforcement activities that are conducted, example Special Wave grants. Adjustments are made to projects based on data analysis that includes fatal and injury crash data. Each sub-grantee is to review agency data to determine where the resources should be deployed for each area the agency serves. The MHP is a statewide program, but puts emphasis and program resources in the areas with the most needs based on trends and data.

iv. Police Traffic Services- Planned HVE Enforcement Strategies

Areas of Enforcement Covered: The MOHS enforcement plan covers all areas of enforcement from HVE, sustained and STEP enforcement programs. Each enforcement program that is funded through the MOHS participated in the National Blitz Campaigns, such as DSGPO and CIOT. Each enforcement project participates in earned media in their areas, during the Blitz campaigns and throughout the year. The enforcement grants also provide presentations to the community and schools concerning traffic safety issues such as impaired driving, occupant protection, speed and child restraint information.

v. Police Traffic Services Funding:

Within the State of Mississippi, unbelted fatalities, impaired fatalities, speed related fatalities represent a large percentage of the overall State fatalities. The State is budgeting in 402 PTS funds during FY19 to combat its unbelted, impaired driving and speed related problems. 100% of the State's population will be covered by police traffic services enforcement efforts utilizing the MHP, city and county law enforcement agencies within the top impaired driving fatality and crash locations. The MOHS focuses on the Top 25 Counties and Cities with the highest fatal crashes and injuries and seeks applications in the areas with the most data assessment needs. The MOHS also provides special wave grants throughout the year as data becomes available and new areas of data are assessed and areas are in need. The amount of funds being utilized is commensurate with the State-wide police traffic services problem, and thus the State feels that the projects selected and if fully implemented and successful, will contribute to the overall goal of reducing ID, unbelted and speed related fatalities, reducing crashes and injuries.

Additional Funding Sources: All funding sources in the Mississippi HSP are federal funded monies, unless otherwise noted in the additional funding section in each project description. The State of Mississippi also utilizes Mississippi Highway Patrol activities and State funds as match for projects that need additional match monies.

Police Traffic Services Projects and Financial Charts: Each enforcement program that is proposed for funding is identified in the following pages of the Performance Plan. A chart for each sub-grantee is listed at the end of program section.

vi. 2017 Police Traffic Services Program Area Project Descriptions

Project Number: PT-2019-PT-41-04

Project Title: MOHS Contingency Travel

Project Description: The MOHS will provide financial support for approved contingency travel for agency partners requesting in and out of State travel expenses to meetings, conferences and trainings benefitting the police traffic service highway safety programs. Funds can include airfare, baggage fees, hotel accommodation, transportation, per diem for meals, tips and an additional travel fees approved by the MOHS. Travel is directly related to the support of funded strategies and projects.

Budget: \$2,500.00 Federal Funding Source 402PT/\$500.00 Match/\$0.00 Local Benefit

Project Number: See Below Financial Chart Below

Project Name: MOHS Law Enforcement Police Traffic Services STEP Grants

The agency will use the funds to provide salary and fringe for officers to work overtime hours conducting enforcement, which can include impaired driving, occupant protection and speed during FY19. There will be a special emphasis during the national blitz periods of DSGPO and CIOT. The agencies will conduct Special Traffic Enforcement Program (STEP) HVE checkpoints and a Special Traffic Enforcement Program (STEP) HVE saturation patrols during each national DSGPO (Christmas/New Year) and CIOT (Memorial Day). The agency will generate earned media campaigns during the DSGPO (Christmas/New Year) and CIOT (Memorial Day) campaigns. Each agency has a personalized performance measure and strategies that can be found in the grant agreement.

- | | |
|------------------------------------|---|
| 1. Bay St. Louis Police Department | 8. Flowood Police Department |
| 2. Biloxi Police Department | 9. Greenwood Police Department |
| 3. Brandon Police Department | 10. Gulfport Police Department |
| 4. Columbia Police Department | 11. Horn Lake Police Department |
| 5. D'Iberville Police Department | 12. Jackson Municipal Airport-Data didn't support funding |
| 6. Department of Public Safety | 13. Laurel Police Department-Sub grantee declined grant |
| 7. Department of Public Safety-PAO | 14. Lucedale Police Department |

15. Madison Police Department
16. Meridian Police Department
17. Oxford Police Department
18. Ridgeland Police Department

19. Pass Christian Police Department
20. Sherman Police Department
21. Starkville Police Department
22. Waveland Police Department

Budget: \$707,664.36 Federal Funding Source 402PT/\$141,532.86 Match/\$707,664.36 Share to Local

Project Number: PT-2019-PT-40-82

Project Title: MS Dept. of Public Safety-Public Safety Awareness Officers Public Information Outreach Program Pay Attention or Pay the Fine/Stop the Knock

Project Description: The Department of Public Safety Awareness Officers-Public Information Outreach program is a statewide program covering the whole state and all populations from children to adult. The MHP has of nine (9) Troop districts throughout the State, that are divided into three (3) Troop Districts in the Northern, Central and South. Each district has a PAO that goes into the local jurisdictions to speak with schools, colleges, local community events to bring awareness to that area on driving issues such as not wearing a seatbelt, driving distracted or speeding.

The program will coordinate with law enforcement agencies to promote wearing a seatbelt, driving distracted or speeding prevention; provide not wearing a seatbelt, driving distracted or speeding prevention education/information to support and enhance law enforcement efforts during national and state blitz

campaigns: Christmas/New Years, Super Bowl, Memorial Day, July 4th and Labor Day by facilitating press conferences; assist law enforcement agencies with the dissemination of educational information and materials during checkpoint efforts; occupant protection and speed awareness presentations and generate earned media.

The program will continue a full-scale program in which the 13 PAO officers will work on the program Pay Attention or Pay a Fine and Stop the Knock. The program will focus on distracted driving, speed, seatbelt, and child restraint with an earned media campaign and enforcement program. Evaluation of the program will be provided on the effectiveness of the program.

Budget: \$41,065.35 Federal Funding Source 402PT/\$8,213.07Match/\$41,065.35 Share to Local

Project Number	Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
PTS Enforcement Program						
PT-2019-PT-20-21	2017	402PTS	Bay St. Louis Police Dept.	\$11,682.00	\$2,336.40	\$11,682.00
PT-2019-PT-20-41	2017	402PTS	Biloxi Police Department	\$18,540.00	\$3,708.00	\$18,540.00
PT-2019-PT-20-51	2017	402PTS	Brandon Police Dept.	\$60,000.00	\$12,000.00	\$60,000.00
PT-2019-PT-26-21	2017	402PTS	Columbia Police Dept.	\$11,940.00	\$2,388.00	\$11,940.00
PT-2019-PT-26-91	2017	402PTS	D'Iberville Police Dept.	\$13,494.00	\$2,698.80	\$13,494.00
PT-2019-PT-40-81	2017	402PTS	Department of Public Safety	\$269,189.62	\$53,837.92	\$269,189.62
PT-2019-PT-40-82	2017	402PTS	Department of Public Safety-PAO Program	\$41,065.35	\$8,213.07	\$41,065.35
PT-2019-PT-27-81	2017	402PTS	Flowood Police Department	\$51,527.00	\$10,305.40	\$51,527.00
PT-2019-PT-21-31	2017	402PTS	Greenwood Police Dept.	\$22,361.75	\$4,472.35	\$22,361.75
PT-2019-PT-21-41	2017	402PTS	Gulfport Police Dept.	\$16,487.36	\$3,297.47	\$16,487.36
PT-2019-PT-21-81	2017	402PTS	Horn Lake Police Dept.	\$39,075.00	\$7,815.00	\$39,075.00
PT-2019-PT-94-71	2017	402PTS	Jackson Municipal Airport *Data didn't support funding	(\$11,556.48)	(\$2,311.30)	(\$11,556.48)
PT-2019-PT-23-71	2017	402PTS	Laurel Police Department *Subgrantee declined grant	(\$12,012.00)	(\$2,402.40)	(\$12,012.00)
PT-2019-PT-29-91	2017	402PTS	Lucedale Police Dept.	\$23,076.00	\$4,615.20	\$23,076.00
PT-2019-PT-30-21	2017	402PTS	Madison Police Dept.	\$34,200.00	\$6,840.00	\$34,200.00
PT-2019-PT-22-21	2017	402PTS	Meridian Police Dept.	\$11,600.00	\$2,320.00	\$11,600.00
PT-2019-PT-22-51	2017	402PTS	Oxford Police Dept.	\$15,887.00	\$3,177.40	\$15,887.00
PT-2019-PT-23-01	2017	402PTS	Ridgeland Police Department	\$9,293.76	\$1,858.75	\$9,293.76
PT-2019-PT-22-71	2017	402PTS	Pass Christian Police Dept.	\$15,132.00	\$3,026.40	\$15,132.00
PT-2019-PT-88-11	2017	402PTS	Sherman Police Department	\$35,214.00	\$7,042.80	\$35,214.00
PT-2019-PT-23-11	2017	402PTS	Starkville Police Dept.	\$15,400.00	\$3,080.00	\$15,400.00
PT-2019-PT-35-41	2017	402PTS	Waveland Police Dept.	\$16,068.00	\$3,213.60	\$16,068.00
Total PTS Enforcement Program		402PTS		\$707,664.36	\$141,532.86	\$707,664.36
PT-2019-PT-41-04	2017	402PTS	MOHS Contingency Travel	\$2,500.00	\$500.00	\$0.00
Total PTS Special Projects		402PTS		\$2,500.00	\$500.00	\$0.00
Total PTS Program		402PTS		\$710,164.36	\$142,032.86	\$707,664.36

*Note: State Match for the above projects is based on an approved formula in calculating Match for MHP.

E. Traffic Records Evidenced Based Reference for Traffic Records Program

i. Traffic Records Program Area

MOHS Outcome Measure/Traffic Records: To increase the number of electronic submission of completed crash record data from Mississippi law enforcement agencies to DPS from 98.7% in 2017 to 99% in 2019.

MOHS Outcome Measure/Traffic Records: To decrease the number of average days from the crash event to entry into the Reportbeam Crash System from 2.67 days in 2017 to 2.5 days in 2019.

MOHS Outcome Measure/Traffic Records: To increase the percentage of drivers involved in fatal crashes that are subsequently tested for their BAC at the 26.5% level seen in 2017 to 35% in 2019.

MOHS Outcome Measure/Traffic Records: To increase the percentage of citation data submitted to DPS electronically by 60% in 2017 to 61.5% by the end of 2019.

MOHS Outcome Measure/Traffic Records: To continue the process of integrating data of vehicle insurance information with the vehicle VIN from the vehicle file.

MOHS Outcome Measure/Traffic Records: To continue the process of integrating data on crash reports, to link with the EMS Transport system and to the Hospital Trauma registry.

MOHS Outcome Measure/Traffic Records: To continue the process of mapping data of citation, crash and EMS run using same base layer map to overlay for proactive planning.

ii. Traffic Records Strategies

The State is utilizing in FY19, 100% of 405C funds to combat the problems in traffic records. 100% of the State's population will be covered by data collection efforts and will be able to be utilized by the public, MHP, city and county law enforcement agencies. The amount of funds being utilized is commensurate with the State-wide traffic records problem, and thus the State feels that the projects selected and if fully implemented and successful, will contribute to the overall goal of data collection, which will help all agencies state-wide with reducing fatalities, reducing crashes and injuries.

Traffic Records Coordinated Program:

- Contribute data and statistical information to the MOHS staff, local, county and state jurisdictions for the identification, reduction and strategic planning of target areas across the state for impaired driving, occupant protection, speed, youth, motorcycle, pedestrian and bicyclist fatalities.
- Strategic Meetings: Attend, host and implement strategic meetings with partners from the STRCC, community partners and law enforcement to strategic plan traffic records efforts through data trends, performance measures and strategies.
- Provide a comprehensive statewide Traffic Records Coordinated Program.
- Fund traffic records programs approved and based on MOHS and STRCC recommendations;
- Attend all State Traffic Records Committee meetings and serve as a technical liaison to other state agency personnel involved in traffic records activities (e.g., MDOT, State Health Department, Department of Revenue)
- Test and evaluate new software development of E-Cite, Daily Activity Reporting and Dashboard applications to ensure data is accurate, timely and complete.
- Produce statistical tables and charts of traffic fatalities and injuries (subset by severity) for evaluation of components in the Strategic Highway Safety Plan.
- Compile traffic crash and citation data for all law enforcement agencies by Federal fiscal year, State fiscal year and calendar year into agreed reports and collections for posting on the MS Public Safety Data Website.
- Access data from the coroner and state crime laboratory to complete investigations into alcohol and other drug involvement in MS traffic crashes. Provide data input to the FARS analyst for all tested drivers and occupants in fatal crashes.

- Evaluation: MOHS continually evaluate its programs to ensure projects that are funded are having the desired effect on the statewide program.
- Software Updates: MOHS continually update its software to ensure projects that are funded are having the desired effect on the statewide program.
- Equipment Purchases: MOHS continually evaluate its equipment to ensure projects that are funded are having the desired effect on the statewide program.

Additional Funding Sources: All funding sources in the Mississippi HSP are federal funded monies, unless otherwise noted in the additional funding section in each project description.

iii. Traffic Records Services Projects and Financial Charts:

Each enforcement program that is proposed for funding during FY19 is identified in the following pages of the Performance Plan. Each program has provided the following information on location, problem identification, data, Targets, strategies and the use of funds for each program. A chart for each sub-grantee is listed at the end of program section.

Traffic Records Program Area Project Descriptions

Project Number: M3DA-2019-MC-41-04

Project Title: Department of Public Safety- Development of New Statewide Crash System

Performance Measures: Integration/ Accuracy/Timeliness/Accessibility

Project Description: During FY19, a working sub-committee of the State Traffic Records Coordinating Committee (STRCC), along with the recommendations and results of the 2013 Traffic Records Assessment will identify Crash records improvements that need to be addressed as well as cost associated with maintenance of the record system.

The current crash reporting system, Report Beam was established in 2004, with several updates to the system throughout the years. The Report Beam system has become so antiquated the software company is no longer allowing for updates, but only for maintaining the system and data input. With the upcoming requirement to the crash reports and MMUCC complaint, the State must update the crash reporting system to gain compliance. The STRCC has begun to process of meeting with potential vendors and during FY19 begin the RFP, bid process and contract process for updating the system.

By the end of FY19, a new Crash reporting system will be developed to replace the antiquated Reportbeam crash system. The new systems will make the crash reporting program more user-friendly for all users and agencies. The new system will provide enhanced query options for data extraction to allow enhanced data driven strategies. The new system will comply with Model Minimum Uniform Crash Criteria (MMUCC). Mapping capabilities will be added to increase the accuracy of the location of crashes. Crash reporting timeliness and data analytics and report building will be performed in a shorter time range. Use the STRCC to review the Statewide Uniform Crash Report and agree on material to create and implement a new statewide crash system to ensure the stakeholders information and needs.

Budget: \$100,000.00 Federal Funding Source 405(c)/\$20,000.00 Match

Project Number: TR-2019-TR-41-04

Project Title: MOHS Contingency Travel

Project Description: The MOHS will provide financial support for approved contingency travel for agency partners requesting in and out of State travel expenses to traffic records meetings, conferences and trainings benefitting the traffic records program. Funds can include airfare, baggage fees, hotel accommodation, transportation, per diem for meals, tips and an additional travel fees approved by the MOHS. Travel is directly related to the support of funded strategies and projects.

Budget: \$2,500.00 Federal Funding Source 402TR/\$500.00 Match

Project Number	Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
M3DA-2019-MC-41-04	MOHS-Development of New Statewide Crash System	405C	MOHS-Development of New Statewide Crash System	100,000.00	\$20,000.00	\$0.00
TR-2019-TR-41-04	MOHS Contingency Travel	402TR	MOHS Contingency Travel	2,500.00	\$500.00	\$0.00
Total				\$102,500.00	\$20,500.00	\$0.00

Note: State Match for the above projects is based on an approved formula in calculating Match for MHP.

F. FY19 402 Driver's Education Program
i. Driver's Education Program Area

In addition to traffic enforcement, the MOHS will focus on programs that involve an emphasis on driver's education program that will provide public information and education to the citizens of Mississippi about the consequences driving behaviors. Both NHTSA and MOHS recognize the importance of education focusing toward the citizens of Mississippi, as a means of preventing erratic driving behaviors, such as driving under the influence for vehicles, lack of seat belt use, speed and distracted driving.

The MOHS will create the programs, which will act on behalf of the Mississippi Office of Highway Safety, MS Department of Public Safety, Division of Public Safety Planning to provide a comprehensive coordinated program with the approach to reduce the number of motor vehicle crashes, injuries and fatalities among vehicle or motorcycle operators by providing an innovative technical assistance program designed with an overall target of strengthening the implementation processes of grantees funded to provide public information and education.

Driver's Education*All Sections

Activity Measures:

MOHS Outcome Measure: Teen-AL: To maintain the number of alcohol related fatalities among 16-20 year old drivers and passengers from the five year average (2012-2016) of 13.6 by the end of 2015-2019. Based on early state data, the MOHS will increase the number of alcohol related fatalities among the age group of 16-20 year olds.

MOHS Outcome Measure: Teen-OP: To decrease the expected rise in number of unbelted related fatalities among 16-20 year old drivers and passengers from the five year average (2012-2016) of 32 to 37.92 by the end of 2015-2019. Based on early state data, the MOHS will increase the number of unbelted related fatalities among the age group of 16-20 year olds.

MOHS Outcome Measure: Teen-Speed: To decrease the expected rise in number of speed related fatalities among 16-20 year old drivers and passengers from the five year average (2012-2016) of 13.4 to 16.36 by the end of 2015-2019. Based on early state data, the MOHS will increase the number of speed related fatalities among the age group of 16-20 year olds.

The State is utilizing in FY19, funds, which includes 154, 402 and 405B and 405D funds to combat the problems fatalities across the State. 100% of the State's population will be covered by enforcement efforts utilizing the MHP, city and county law enforcement agencies within the top fatality and crash locations.

The amount of funds being utilized is commiserate with the State-wide driving problems, and thus the State feels that the projects selected and if fully implemented and successful, will contribute to the overall goal of reducing driving fatalities, reducing crashes and injuries. Projects selected for funding incorporate many of the strategies above. Of those selected, they are based on problem identification for the statewide driver's education problem and will contribute to the overall impact of the driver's education program.

ii. Driver's Education Strategies:

Driver's Education Coordination program:

- Assign MOHS staff to manage promotion of impaired driving, seatbelt safety, speed and provide assistance where needed for the ID, OP and Police Traffic Services Program;
- Fund law educational programs that provide education of speed, occupant protection, impaired driving, distracted driving and other moving violations;
- Participate in CIOT and DSGPO National Mobilization periods;
- Strategic Meetings: Attend MAHSL Meetings at least (1) per quarter to stay up to date on the latest information. Attend meetings to strategic plan enforcement efforts through data trends, performance measures and strategies.

Public Information and Education:

- Provide education and outreach for all traffic safety related issues and campaigns; and
- Provide funding to public information and education programs.

Additional Funding Sources: All funding sources in the Mississippi HSP are federal funded monies, unless otherwise noted in the additional funding section in each project description.

iii. Driver's Education Projects and Financial Charts:

Each enforcement program that is proposed for funding during FY19 is identified in the following pages of the Performance Plan. Each program has provided the following information on location, problem identification, data, Targets, strategies and the use of funds for each program. A chart for each sub-grantee is listed at the end of program section.

FY 2019 Driver's Education Program Area Project Descriptions

Project Number: DE-2019-DE-40-02

Project Title: Jackson State University Youth Highway Safety Program

Project Description: Jackson State University will be the state's primary teen safety awareness program. The program will focus on the top counties of the State with the teen fatalities and injuries.

Jackson State University- Youth Highway Safety Programs will increase the awareness and work statewide to provide public information on safe driving for young drivers aged 16-20 years old. Jackson State University- Youth Highway Safety Programs will conduct educational outreach activities and participate in safety fairs, and community events. This year Jackson State University –Youth Program will reach teens in the State while working in schools, safety fairs, conferences and meetings.

The program will also work with local law enforcement and local schools across the State to bring the message of the consequences of seatbelt usage, speed control, distracted driving and more highway safety issues. The program measures the effectiveness of the program with pre- and post-evaluations after each program. Funding will be used to provide salaries, fringe, contractual services, travel, commodities and indirect cost.

Budget: \$150,029.52 Federal Funding Source 402DE/\$30,005.91 Match/\$0.00 Local Benefit

Project Number: FESX-2019-FE-00-00

Project Title: MOHS Distracted Driving Projects

Project Description: The MOHS will provide funding toward educating the public through advertising that contains information about the dangers of texting or using a cell phone while driving and of law enforcement costs related to the enforcement of distracted driving laws. Projects will be developed by need, data analysis, population size and funds available.

Budget: \$154,713.79 Federal Funding Source 405E/\$30,942.76/\$0.00 Local Benefit

Driver's Education

Project Number	Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
DE-2019-DE-40-02	2016	402DE	Jackson State University Youth Highway Safety Program	\$150,029.52	\$30,005.91	0.00
FESX-2019-FE-00-00	2017	405E	FAST ACT 405E MOHS Projects	\$154,713.79	\$30,942.76	\$0.00
Total				\$304,743.31	\$60,948.67	\$0.00

VI. Section 405 Grant and Racial Profiling Data Collection Grant Application:

The MOHS will be applying for Section 405 funding in occupant protection, impaired driving, traffic records and driver's education. Please see attached Section 405 application, as Appendix B to the HSP. The MOHS does not seek to qualify for the racial profiling data collection as the State does not gather the data to meet the criteria for the program. The MOHS also does not seek to qualify under ignition interlock, as the Mississippi laws do not support the requirements.

VII. State Certifications and Assurances:

The MOHS has provided all required State certifications and assurances that are required for the submission of the HSP and Section 405 application. State certifications and assurances are attached as Appendix A.

VIII. (E.) Teen Traffic Safety Program:

The MOHS has chosen to not participate in the certification for the teen traffic safety program as several teen traffic safety programs have been reduced and/or eliminated out of the HSP. The MOHS will continue an enhanced statewide teen traffic safety program that will focus on seatbelt use; speeding; impaired and distracted driving; underage drinking and reducing behaviors by teens that increase crashes, injuries and fatalities.

List of Acronyms:

AL	Alcohol and Other Drugs
ARIDE	Advanced Roadside Impaired Driving Enforcement
BAC	Blood Alcohol Concentration
CIOT	Click It or Ticket
CPS	Child Passenger Safety
DD	Division Director
DPS	Department of Public Safety
DRE	Drug Recognition Expert
DSGPO	Drive Sober Get Pulled Over
DUI	Driving Under the Influence of Intoxicants
FARS	Fatal Analysis Reporting System
FAST	Fixing America's Surface Transportation Act
FHWA	Federal Highway Administration
FMCSA	Federal Motor Carrier Safety Administration
FY	Fiscal Year
GR	Governor's Representative
GHSA	Governor's Highway Safety Association
GTS	Grant Tracking System
HSP	Highway Safety Plan
HVE	High Visibility Enforcement
ID	Impaired Driving
LEL	Law Enforcement Liaison
MAHSL	Mississippi Association of Highway Safety Leaders
MASEP	Mississippi Alcohol Safety Education Program
NHTSA	National Association Traffic Safety Administration
MCSD	Mississippi Motor Carrier Safety Division
MDOT	Mississippi Department of Transportation
MHP	Mississippi Highway Patrol
MMUCC	Model Minimum Uniform Crash Criteria
MOHS	Mississippi Office of Highway Safety
MSU	Mississippi State University
NHTSA	National Highway Traffic Safety Administration
OD	Office Director
OM	Office Manager
OP	Occupant Protection
P&A	Planning and Administration
PAO	Public Awareness Officers
PI & E	Public Information and Education
PTS	Police Traffic Services
RC	Review Committee
SFST	Standardized Field Sobriety Testing
SHSP	Strategic Highway Safety Plan
STEP	Selective Traffic Enforcement Program
STRCC	State Traffic Safety Coordinating Committee
STSI	State Traffic Safety Information
TR	Traffic Records
TSS	Traffic Safety Specialist
TSRP	Traffic Safety Resource Prosecutor
U.S.C.	United States Code
U.S. DOT	United States Department of Transportation
VMT	Vehicles Miles Traveled