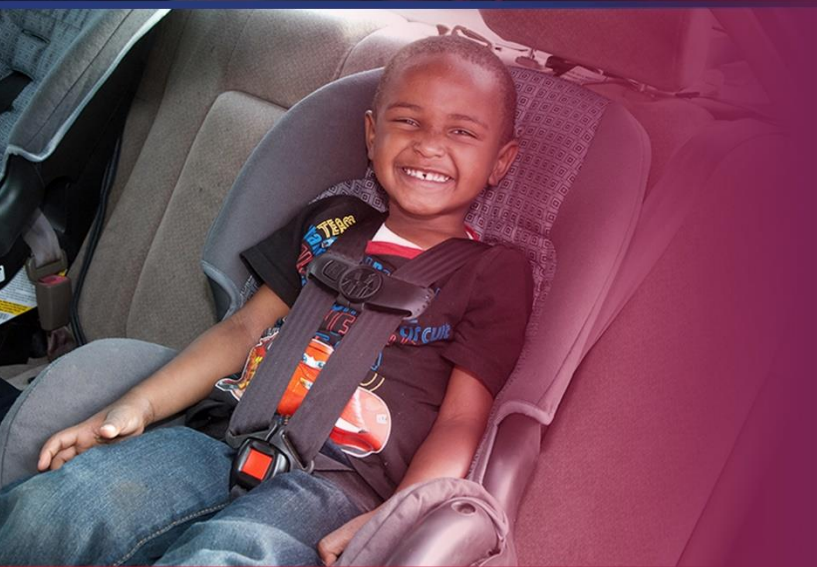




MISSISSIPPI OFFICE OF HIGHWAY SAFETY **Federal Fiscal Year 2018 Annual Report**



prepared for
National Highway Traffic Safety
Administration



prepared by
Mississippi Office of Highway Safety

under the direction of
Phil Bryant, Governor of Mississippi

Marshall L. Fisher, Commissioner
of Department of Public Safety

Ray Sims, MS Governor's Representative and
Executive Director of Public Safety Planning

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Mississippi Office of Highway Safety Annual Report

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Planning**

Helen Porter, Director of MS Office of Highway Safety

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Executive Summary

The Mississippi Office of Highway Safety (MOHS) administers Mississippi's Federal highway safety grant program in accordance with the provisions and all amendments of the Highway Safety Act of 1966. This 2018 Annual Report documents the use of grant funding administered by the National Highway Traffic Safety Administration (NHTSA) for Federal funds available under the Section 402 State and Community Highway Safety grant program and the Section 405 National Priority Safety Program of the Federal transportation bill Moving Ahead for Progress in the 21st Century (MAP 21) and the more recently passed Fixing America's Surface Transportation (FAST) Act. The funds awarded to the MOHS in Federal Fiscal Year (FFY) 2018 included:

- Section 402-General Traffic Safety
- Section 154-Open Container Funds
- Section 405b-Occupant Protection Funds
- Section 405c-Traffic Records Funds
- Section 405d-Impaired Driving Funds

At the MOHS, **we take our responsibilities of saving lives seriously**. We administer federally-funded programs aimed at reducing traffic fatalities, traffic injuries and the associated economic losses from property damage crashes in the state. These funds support the Mississippi Highway Safety programs for Impaired Driving, Occupant Protection, Child Passenger Restraint, Police Traffic Services, Public Information & Education, Traffic Records, Driver's Education, Paid Media, Motorcycle Safety, Youth, and Planning and Administration.

The 2018 Annual Report reviews the yearly progress on implementing the FFY2018 Highway Safety Plan and highlights our successes toward many of the MOHS goals and performance targets. The report provides detailed descriptions of goals based on national standards, achievements in performance measures and strategies for each of the program areas.

Mississippi has a proven and successful track record of increasing the public's knowledge, perception, and understanding of traffic safety issues. We are proud of the MOHS' efforts to minimize the state's fatalities. Overall traffic fatalities increased slightly from 687 in 2016 to 690 in 2017. Mississippi has a lot of work to do to drive down fatalities and injuries.

The MOHS was successful in the following achievements during FFY2018:

- Preliminary 2018 fatality data indicates the potential for the fewest fatalities since 2014.
- Motorcyclist fatalities decreased 20 percent from 50 in 2016 to 40 in 2017.
- Seat belt usage in Mississippi Increased from 78.8 percent in 2017 to 80.2 percent in 2018.
- Total speed fatalities decreased 27 percent from 81 in 2016 to 59 in 2017.

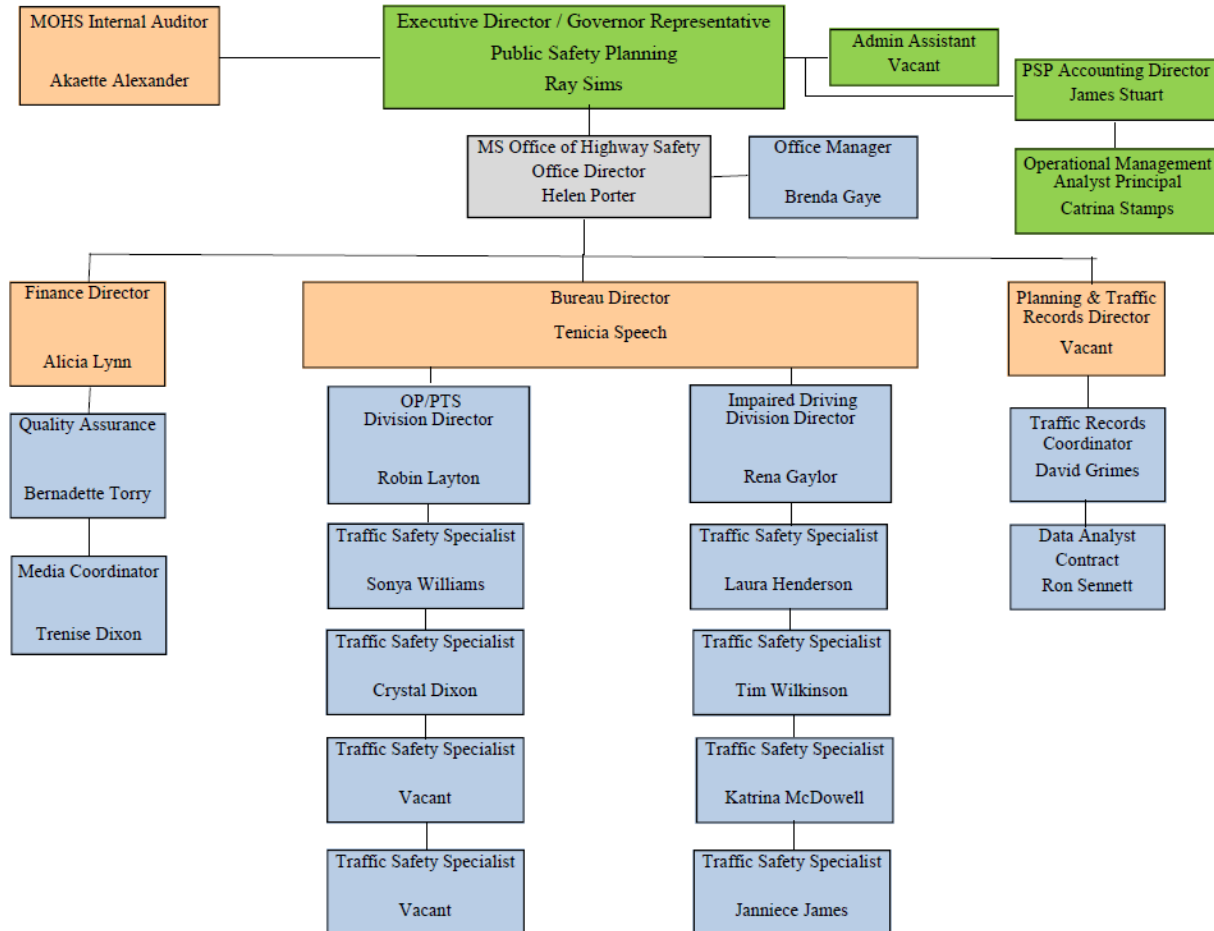
We remain committed to serving Mississippi through best practices, data driven approaches and evidenced based programs to continue the successes of the MOHS program. Our support of law enforcement agencies, non-profit partners, and state and local partners will continue to grow while meeting joint goals of reducing fatalities, decreasing injuries and crashes on the Mississippi roadways.

I want to thank our Commissioner, Marshall Fisher and Governor's Representative Ray Sims, along with our staff, state leaders, partners and sub-grantees for working with us to achieve our goal of reducing injuries and fatalities on Mississippi's roadways.

Helen Porter, Office Director Mississippi Office of Highway Safety

2018 MOHS Organization Chart

FY18 MS Office of Highway Safety Organizational Chart



The Mississippi Office of Highway Safety (MOHS) is managed by the Mississippi Department of Public Safety and the Division of Public Safety Planning. MOHS is located within the Division of Public Safety Planning office. The chart above shows the last approved organizational chart submitted by the MOHS to NHTSA.

MOHS Mission Statement and Mission Goal

The mission of the Mississippi Office of Highway Safety 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 and police traffic services that include speed, occupant protection, traffic records, roadway safety and motorcycle safety (funded through the National Highway Traffic Safety Administration [NHTSA]).

2018 Mississippi Legislation

2018 Mississippi Legislative Summary

During the 2018 Mississippi legislative session, there were eighteen (18) highway safety related bills that were presented to the legislative committees, ten (10) House Bills and eight (8) Senate Bills. There were five (5) DUI/Impaired related bills; one (1) Distracted Driving bill; two (2) Emergency Vehicle/Treatment bills; six (6) Golf Cart or Slow-Moving Vehicle bills and one (1) Motorcycle bill were presented for consideration.

2018 Legislative Bills Passed

All 18 of the highway safety related bills were passed through both the House of Representative and Senate and then presented to the Governor for signature. The following are the bills were passed:

HOUSE BILLS	
House Bill 80 This bill would prohibit travel in the outermost left lane except under certain conditions.	House Bill 192 This bill makes it lawful to transport unopened Alcoholic beverages (beer and light wine) on state and Federal highways in dry areas.
House Bill 325 This bill amends the monetary penalties for failure to provide motor vehicle insurance and makes failure to provide motor vehicle liability a criminal offense.	House Bill 900 This bill would delete the repealer on prohibition against texting and social networking while driving.
House Bill 1202 Creates the Kaelin Kersh Act (Lights for Warning Vehicles)	House Bill 1288 Clarifies the list of persons who are required to pay laboratory Analysis Fees
House Bill 1653 This bill is an act to authorize the governing authorities of the city of Clinton, Mississippi, to allow the operation of golf carts on certain public roads and streets within certain subdivided residential neighborhoods in the city; and for related purposes.	House Bill 1662 This bill is an act to authorize the governing authorities of the city of Long Beach, Mississippi, to allow the operation of low-speed vehicles and golf carts on certain public roads and streets within the city.
House Bill 1682 This bill is an act to authorize the governing authorities of the city of Crystal Springs, Mississippi, to allow the operation of golf carts and low-speed vehicles on certain public roads and streets within the city.	House Bill 1686 This is an act to authorize the governing authorities of the city of Magee, Mississippi to allow the operation of golf carts on certain public roads and streets within the city; and for related purposes.

SENATE BILLS	
<p>Senate Bill 2197</p> <p>This bill would provide criminal immunity for persons when requesting assistance for medical emergency due to alcohol consumption.</p>	<p>Senate Bill 2588</p> <p>This bill creates a Local Option Alcoholic Beverage Control Law; any municipality may establish leisure and recreation districts if alcohol is legal in that county.</p>
<p>Senate Bill 2621</p> <p>This bill clarifies that vehicles approaching a crossing must stop for on-track equipment.</p>	<p>Senate Bill 2629</p> <p>This bill revises definition of the term "autocycle."</p>
<p>Senate Bill 2663</p> <p>This bill clarifies court-ordered drug testing of drug-impaired drivers.</p>	<p>Senate Bill 2892</p> <p>This bill includes Furanyl Fentanyl and U-47700 as Schedule I Controlled Substances and include Dronabinol and Thiafentanil (sic) as Schedule II Controlled Substances.</p>
<p>Senate Bill 2940</p> <p>This bill is an act to authorize the governing authorities of the city Waveland, Mississippi, to allow the operation of golf carts and low-speed vehicles on certain public roads within the city limits.</p>	<p>Senate Bill 3027</p> <p>This bill is an act to authorize the governing authorities of the city Oxford, Mississippi, to allow the operation of golf carts vehicles on certain public roads within the city limits.</p>

Mississippi Safety Partners

The Mississippi Safety Partners listed below, include Government agencies (Federal and State), program stakeholders, community partners that are involved in safety issues, public information, law enforcement and training for the State of Mississippi. These partners are vital to the success of the MOHS traffic safety program in reducing fatalities, injuries and crashes. In FY18, partners participated in the strategic planning and implementation of highway safety programs listed within the Highway Safety Plan, 2018 Annual Report and made the FY18 grant year a success and helped reduce fatalities and injuries on state roadways. This is a small listing of all the partners that are involved and partner with the MOHS.

<p>Federal Motor Carrier Safety Administration</p> <p>Federal Highway Administration</p> <p>Mississippi Legislators</p> <p>Mississippi Association of Chiefs of Police</p> <p>Mississippi Sheriff's Association</p> <p>Mississippi Department of Transportation</p> <p>Mississippi Department of Health</p> <p>Mississippi Department of Mental Health</p> <p>Mississippi Department of Public Safety</p> <p>Mississippi Highway Patrol</p> <p>Mississippi Attorney General's Office</p>	<p>Mississippi Law Enforcement Agencies</p> <p>National Highway Traffic Safety Administration</p> <p>Governor's Highway Safety Association</p> <p>State Traffic Records Coordinating Committee</p> <p>Safe Kids MS</p> <p>Mississippi State University</p> <p>Mississippi Social Science Research Center</p> <p>Mississippi Associate of Highway Safety Leaders</p> <p>MOHS Staff Members</p> <p>University Medical Center</p> <p>Oxford Police Department-Mississippi Law Enforcement Training Division</p>
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Assessment of State of Mississippi's Progress

Table 1 FFY18 Statistical Progress

Measure	2013	2014	2015	2016	2017	Average
C1. Core Outcomes Measure—Fatalities (FARS)	613	607	677	687	690	655
C2. Core Outcome Measure—Number of Serious Injuries (State Data)	568	506	506	622	625	565
C3. Core Outcome Measure—Fatalities/100 MVMT	1.58	1.54	1.7	1.69	1.69	1.64
C4. Core Outcome Measure—Number of unrestrained passenger vehicle occupant fatalities, all seating positions	284	279	309	299	314	297
C5. Core Outcome Measure—Number of fatalities involving driver or motorcycle fatalities involving driver or motorcycle operator with .08 BAC or above	207	172	171	132	148	166
C6. Core Outcome Measure—Number of speeding-related fatalities	126	96	96	81	59	92
C7. Core Outcome Measure—Number of motorcyclist fatalities	39	41	37	50	40	41
C8. Core Outcome Measure—Number of un-helmeted motorcyclist fatalities	4	6	8	7	7	6
C9. Core Outcome Measure—Number of drivers age 20 or younger involved in fatal crashes	76	81	105	89	101	90
C10. Core Outcome Measure—Number of pedestrian fatalities	53	53	63	58	71	60
C11. Core Outcome Measure—Number of bicycle fatalities	6	6	5	5	7	6
Core Behavioral Measure:	2014	2015	2016	2017	2018	Average
B-1. Percent observed belt use for passenger vehicles	78.30%	79.60%	77.90%	78.80%	80.20%	78.96%
Core Achievement Measures:	2014	2015	2016	2017	2018	Average
Seat Belt Citations Issued During Grant Funded Activities ¹	27,291	25,179	27,996	18,932	15,351	21,718
Impaired Driving Arrests During Grant Funded Activities ¹	10,667	12,330	12,851	8,015	6,314	11,025
Speeding Citations Issued During Grant Funded Activities ¹	26,785	32,596	34,589	13,762	12,371	22,568

Source: NHTSA STSI/FARS; Mississippi Office of Highway Safety. Accessed November 27, 2018.

¹ Grant Funded Data, December 2017.

2018 Core Performance Measures

The MOHS is working diligently with partner agencies, hosting strategic planning meetings and creating action plans to reach core outcome and behavior measures for FY19 and FY20. The reduction of law enforcement within the Mississippi Highway Patrol and local agencies is one of the major challenges that the overall program faced in FY18 which limited participation by agencies in our law enforcement safety projects.

All 2012-2017 FARS data is final and 2013-2018 seat belt survey data is final. 2017 FARS or State data was used to assess achievement of performance target. Targets are set in the Highway Safety Plan to be reached within end of the calendar Year 2018; which will be represented by 2017 FARS data; 2018 data will not be final until the Spring of 2019.

Progress in Achieving Performance Targets

Outside of the core behavior measure for observed seat belt use, only preliminary fatality data were available to determine if performance targets identified in the FFY 2018 HSP will be met. At the time of this report, it appears Mississippi will not meet four of the 11 targets set for FFY 2018 (Table 2). Unfortunately, like the rest of the nation, Mississippi has seen its fatalities rise in the last few years. When the FFY 2018 targets were set using the five year rolling average from 2011-2015 fatalities were trending downwards, thus aggressive downward targets were set for FFY 2018. Moving forward, the MOHS began adjusting the targets in the most recent FFY 2019 HSP using the five year rolling averages from 2013-2017. Fatalities increased each year from 2014 to 2017. With incorporation of this new data set in upcoming HSPs, the MOHS believes more targets will be met moving forward.

The MOHS has made great strides in recent years increasing the observed seat belt rate and reducing impaired driving fatalities. Moving forward, the MOHS will continue to encourage increased participation in high-visibility evidence based occupant protection, impaired driving, and speed enforcement by agencies across the state. Plans are also underway for increased education and communication efforts with existing and new stakeholders and contractors to reach a greater audience across the state on safe driving behaviors. With these continued and enhanced efforts, the MOHS believes additional future performance targets will be met.

Table 2 Preliminary 2018 Highway Safety Progress Report

	2018	2014–2018 Average	Target	Target Met	Percent Difference
C1. Core Outcomes Measure—Fatalities (FARS)	633	659	678	●	-3%
C2. Core Outcome Measure—Number of Serious Injuries (State Data)	523	556	574	●	-3%
C3. Core Outcome Measure—Fatalities/100 MVMT	N/A	N/A	1.67	N/A	N/A
C4. Core Outcome Measure—Number of unrestrained passenger vehicle occupant fatalities, all seating positions	254	289	295	●	-2%
C5. Core Outcome Measure—Number of fatalities involving driver or motorcycle fatalities involving driver or motorcycle operator with .08 BAC or above	47	134	178	●	-25%

C6. Core Outcome Measure—Number of speeding-related fatalities	47	76	98	●	-23%
C7. Core Outcome Measure—Number of motorcyclist fatalities	42	42	42	●	0%
C8. Core Outcome Measure—Number of un-helmeted motorcyclist fatalities	7	7	6	●	17%
C9. Core Outcome Measure—Number of drivers age 20 or younger involved in fatal crashes	61	87	82	●	7%
C10. Core Outcome Measure—Number of pedestrian fatalities	68	63	53	●	18%
C11. Core Outcome Measure—Number of bicycle fatalities	4	5	5	●	8%

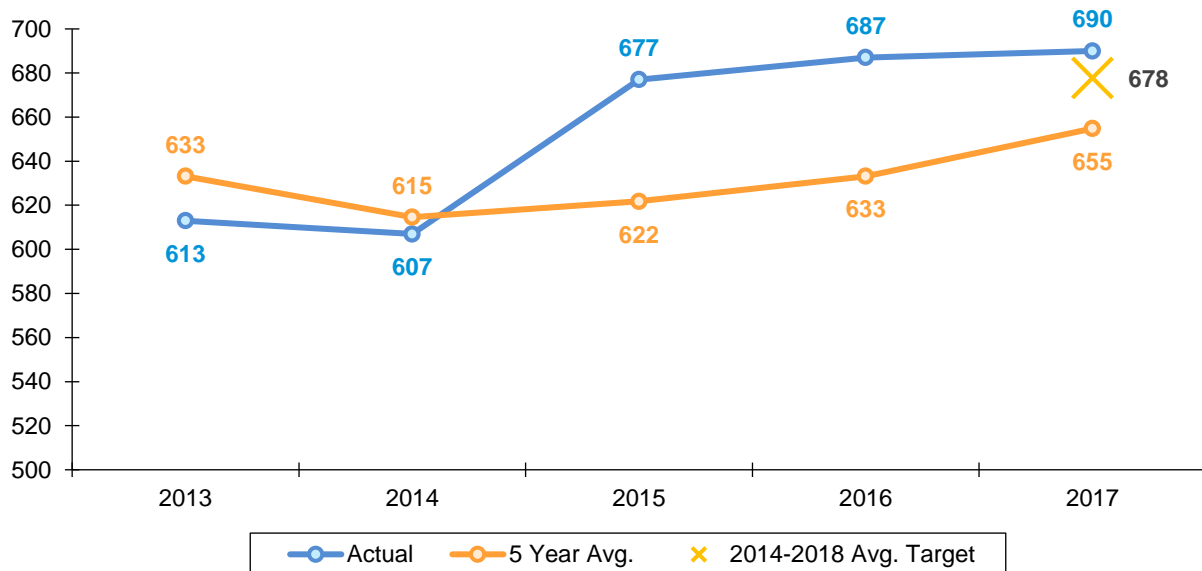
PLEASE NOTE: All 2018 data are preliminary and subject to further changes, therefore this data is used only in this section. The Annual Report is a public document that will be available online. For this reason, the MOHS did not want preliminary data being quoted or used for another purpose before being finalized. For the most recent data stakeholders should contact the MOHS.

C-1 Core Outcome Measure/Number of Traffic Fatalities (FARS)

Decrease the expected rise of total fatalities from 621.8 fatalities (2011–2015 average) to 677.8 (2014–2018 projected average) by the end of December 31, 2018.

Fatalities increased from 687 in 2016 calendar year to 690 in 2017. However, the five year average (2013–2017) was only 654.8 fatalities, which is under the target of 677.8 for the end of 2018. **(Target Met)**

Figure 1 C-1 Number of Fatalities (FARS)



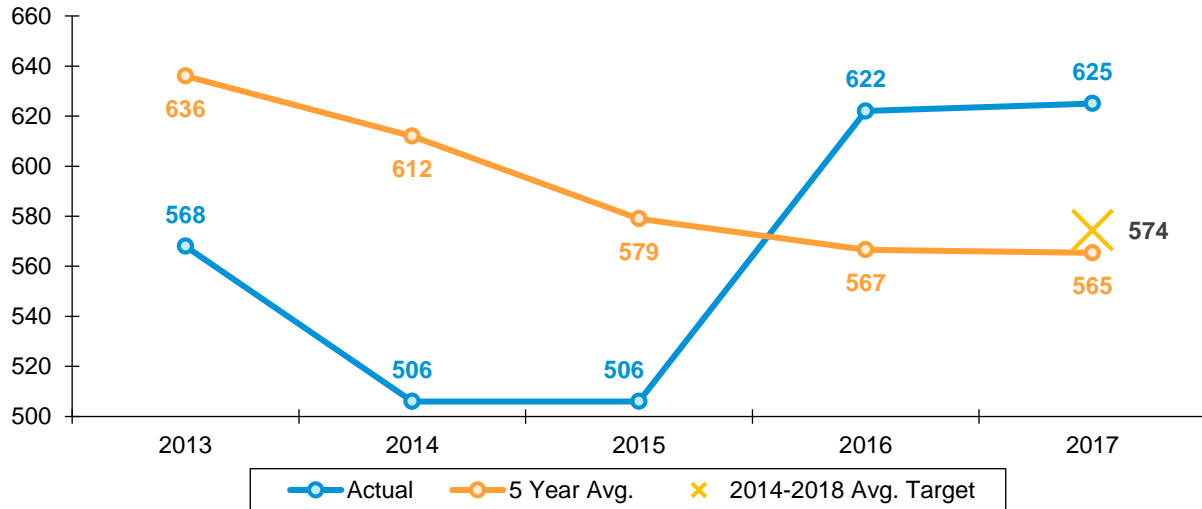
Source: NHTSA STSI/FARS. Accessed November 27, 2018.

C-2 Core Outcome Measure/Serious Injury

Decrease the number of serious injuries from 579.4 injuries (2011–2015 average) to 574.4 (2014–2018 projected average) by the end of December 31, 2018.

Serious traffic injuries did increase from 622 in 2016 to 625 in 2017. However, the five year average (2013–2017) is only 565.4, which is less than the target of 574.4. **(Target Met)**

Figure 2 C-2 Serious Injury (State Data)

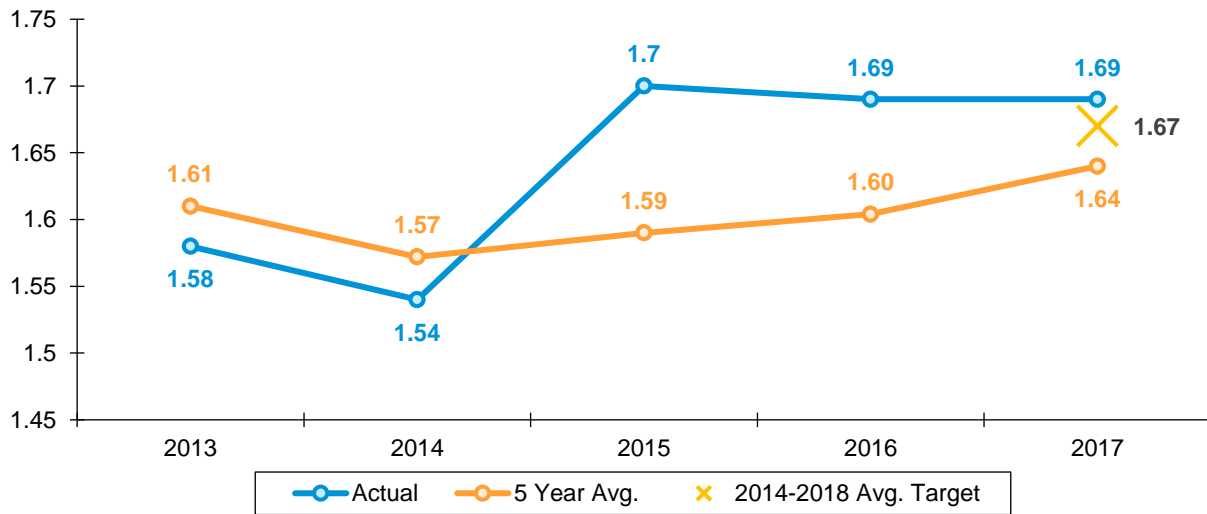


Source: Mississippi Office of Highway Safety. Accessed November 29, 2018.

C-3 Core Outcome Measure/Fatality Rate

Limit the expected rise in fatality rate to 1.668 fatalities/100 MVMT (2014-2018 average) by the end of December 31, 2018.

The fatality rate held steady at 1.69 in 2017, and despite an increase in the five-year average, the average of 1.64 fatalities/100 MVMT for 2013–2017 is below the target 1.668 fatalities/100 MVMT. **(Target Met)**

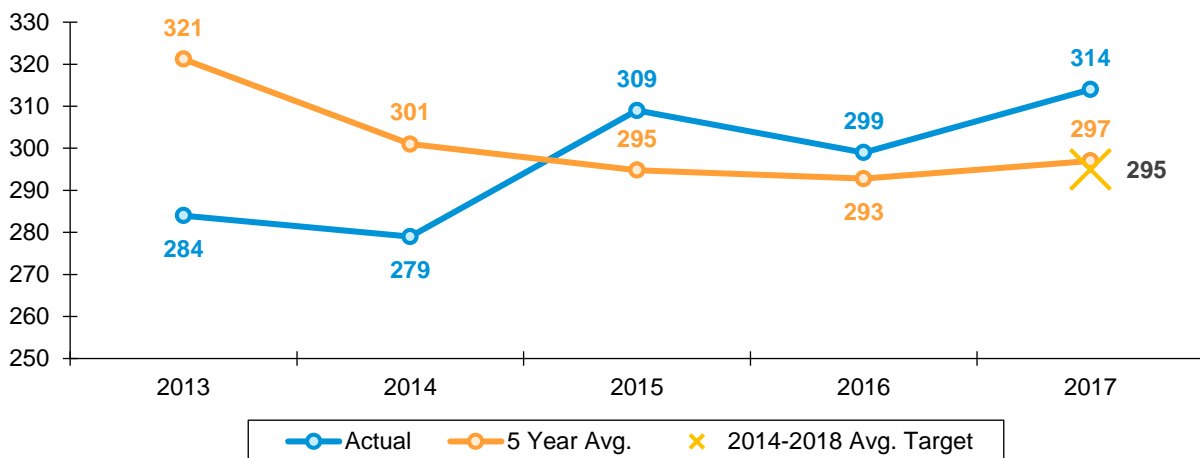
Figure 3 C-3 Fatality Rate (FARS)

Source: NHTSA FARS. Accessed November 29, 2018.

C-4 Core Outcome Measure/Unrestrained Passengers

Maintain the number of unrestrained passenger vehicle occupant fatalities in all seating positions by the five year average (2011-2015) 295 by the end of (2014-2018).

The number of unrestrained fatalities increased from 299 in 2016 to 314 in 2017. The latest five year average (2013-2017) is 297, which is above the target five-year average of 295. **(Did not meet target)**

Figure 4 C-4 Unrestrained Fatalities

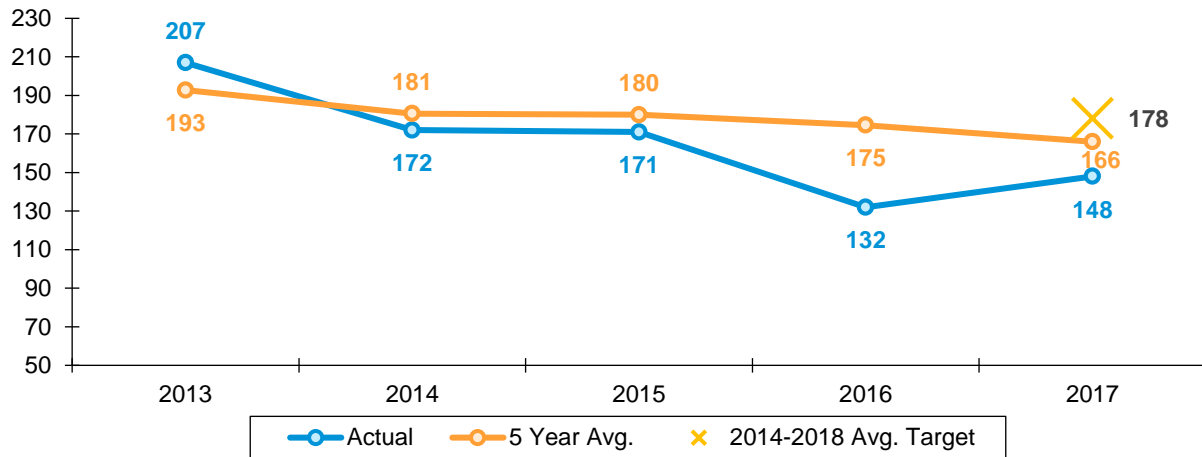
Source: NHTSA FARS. Accessed November 29, 2018.

C-5 Core Outcome Measure/Alcohol and Other Drugs

Decrease the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above by 1.0 percent from five year average (2011–2015) of 180 to 178 by the end of (2014-2018).

The 2017 FARS data shows an increase in impaired driving fatalities from 132 in 2016 to 148 in 2017. However, the five-year average (2013-2017) of 166 is below the goal of 178. **(Target Met)**

Figure 5 C-5 Alcohol-Impaired Driving Fatalities (BAC =.08+)



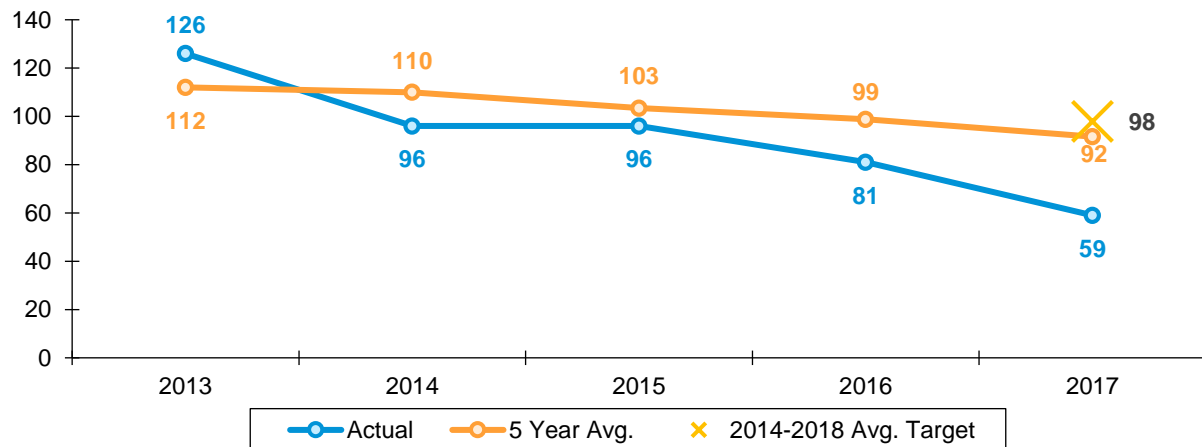
Source: NHTSA FARS. Accessed November 29, 2018.

C-6 Core Outcome Measure/Speed

Decrease the number of speeding-related fatalities by 5 percent from five year average (2011-2015) of 103 to 98 by the end of (2014-2018).

2017 FARS data shows that the number of speed related fatalities decreased from 81 in 2016 to 59 in 2017. The MOHS met the five year average goal of 98, recording 92 fatalities on average 2013-2017. **(Target Met)**

Figure 6 C-6 Speeding Related Fatalities



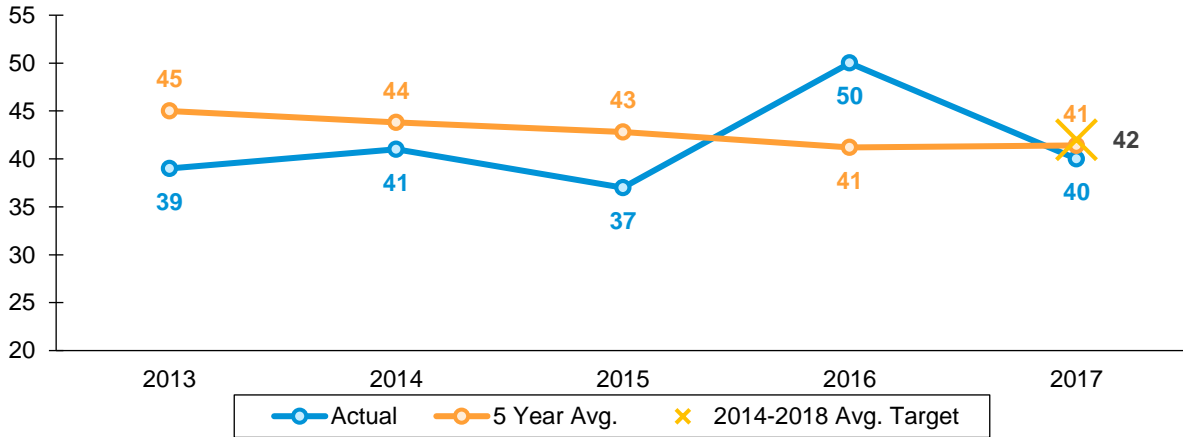
Source: NHTSA FARS. Accessed November 29, 2018.

C-7 Core Outcome Measure/Motorcycles

Decrease the number of motorcyclist fatalities by 3.0 percent from five year average (2011-2015) of 43 to 42 by the end of (2014-2018).

The 2017 FARS data shows a large decrease in motorcycle fatalities from 50 in 2016 to 40 in 2017. The MOHS met and exceeded the five year average goal (2014-2018) of 42 with the five year average of 41 (2013-2017). **(Target Met)**

Figure 7 C-7 Motorcyclist Fatalities



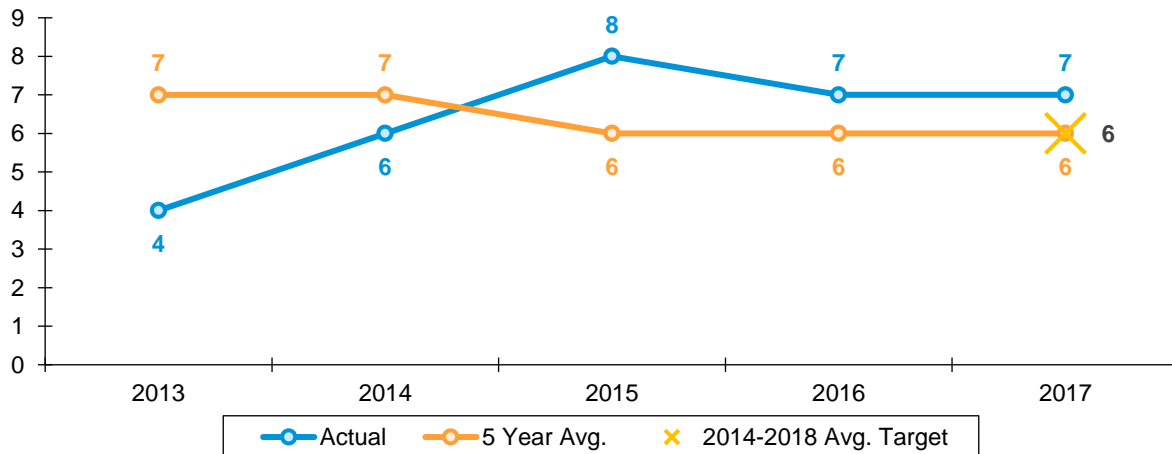
Source: NHTSA FARS. Accessed November 29, 2018.

C-8 Core Outcome Measure/Unhelmeted Motorcyclists

Maintain the number of unhelmeted motorcyclist fatalities five year average (2011-2015) of six by the end of (2014-2018).

The 2017 FARS data shows that the unhelmeted fatalities decreased from eight in 2015 to seven in 2016 and held steady in 2017. The MOHS met the five year average goal of six in 2013-2017. **(Target Met)**

Figure 8 C-8 Unhelmeted Motorcycle Fatalities



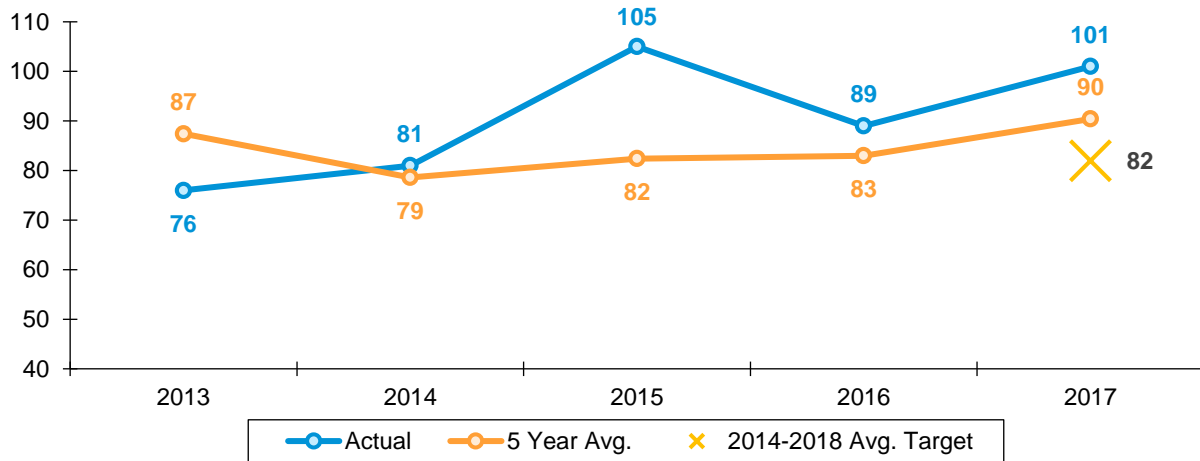
Source: NHTSA FARS. Accessed November 29, 2018.

C-9 Core Outcome Measure/Under 21

Maintain the number of drivers aged 20 or younger involved in fatal crashes of the five year average (2011-2015) of 82 by the end of (2014-2018).

The 2017 FARS shows that the fatalities for persons aged 21 and under increased from 89 in 2016 to 101 in 2017. The five year average of 2013-2017 was 90, which is above the goal of 82. The MOHS will continue to work on this priority age group. **(Did not meet target)**

Figure 9 C-9 Under 21 Years of Age Fatalities



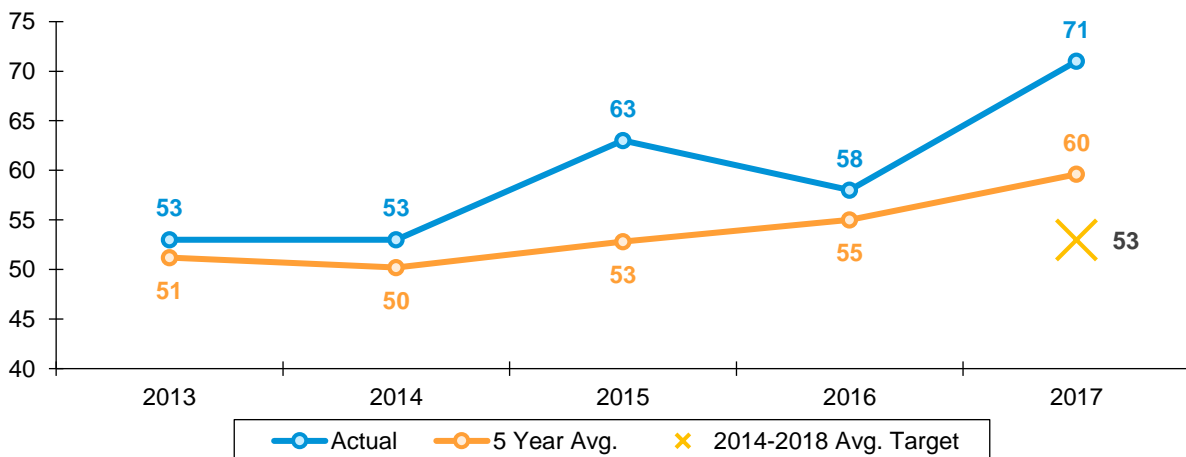
Source: NHTSA FARS. Accessed November 29, 2018.

C-10 Core Outcome Measure/Pedestrians

Maintain the number of pedestrian fatalities of the five year average (2011-2015) of 53 by the end of (2014-2018).

The 2017 FARS data shows that pedestrian fatalities greatly increased from 58 in 2016 to 71 in 2017. The MOHS was unable to reach the five year average goal of 53, averaging 60 pedestrian fatalities 2013-2017. The MOHS continues to watch this priority area. **(Did not meet target)**

Figure 10 C-10 Pedestrian Fatalities



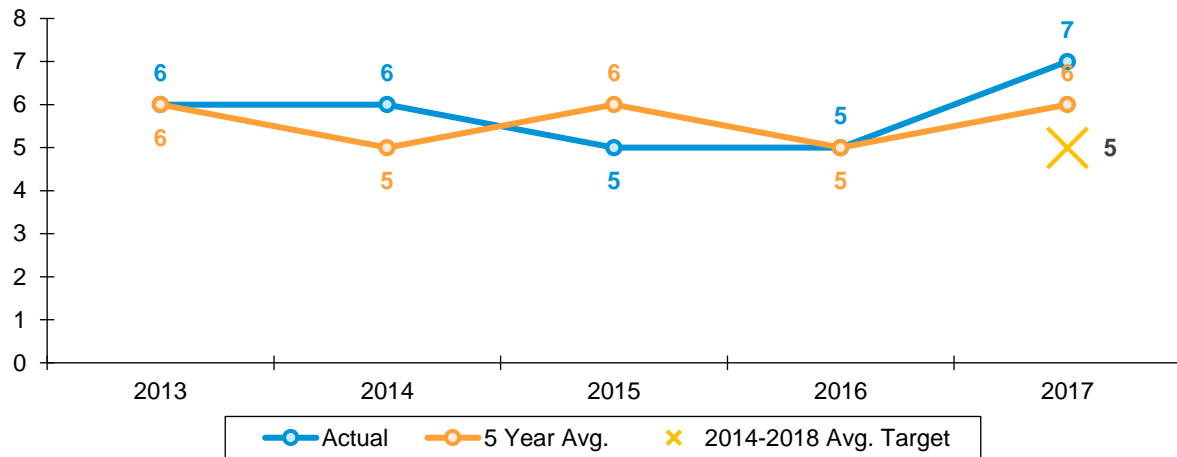
Source: NHTSA FARS. Accessed November 29, 2018.

C-11 Core Outcome Measure/Bicyclists

Maintain the number of bicycle fatalities of the five year average (2011-2015) of five by the end of (2014-2018).

The 2017 FARS data show that there was an increase in fatalities from five in 2016 to seven in 2017. The MOHS was not able to meet the five year average goal of five, as the average from 2013-2017 was six. **(Did not meet target)**

Figure 11 C-11 Bicycle and Other Cyclist Fatalities



Source: NHTSA FARS. Accessed November 29, 2018.

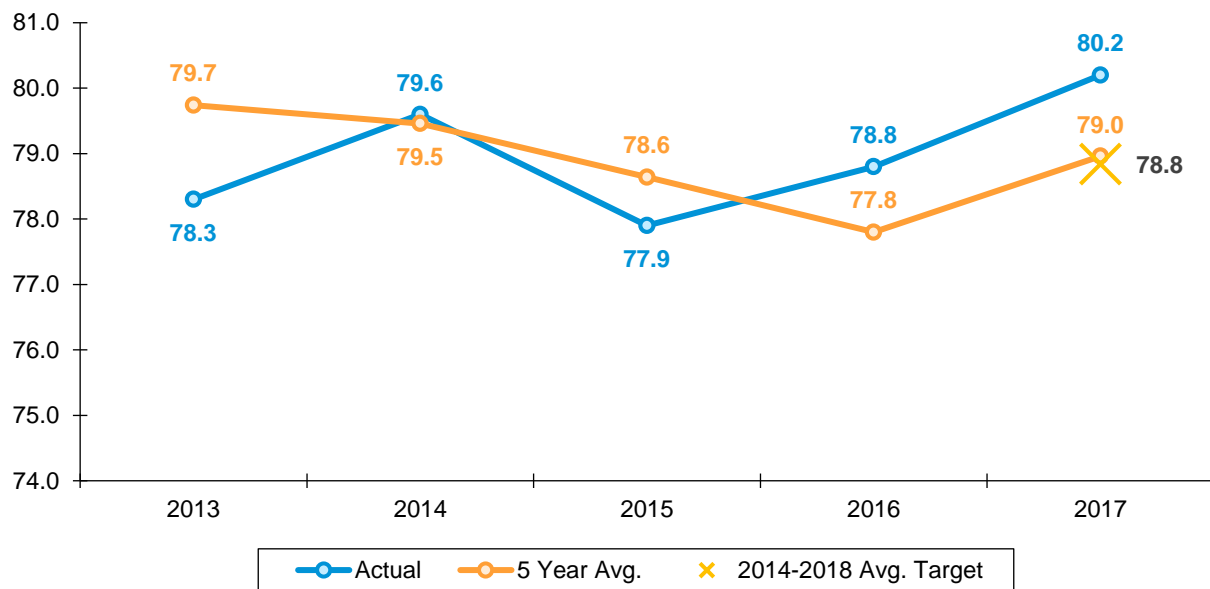
2018 Core Behavior Measure

B-1 Percent Observed Belt Use for Passenger Vehicles

Increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles from the five year average (2012-2016) of 78.68 percent to 78.84 percent by the end of (2014-2018).

Seat belt usage increased from 78.8 percent in 2017 to 80.2 percent in 2018. The MOHS did increase the usage rate beyond the goal of 78.84 for the five year average with 79.0 percent usage on average in 2014-2018. **(Target Met)**

Figure 12 B-1 Percent Observed Belt Use for Passenger Vehicles



Source: Source: NHTSA STSI/FARS; Mississippi Office of Highway Safety. Accessed November 29, 2018.

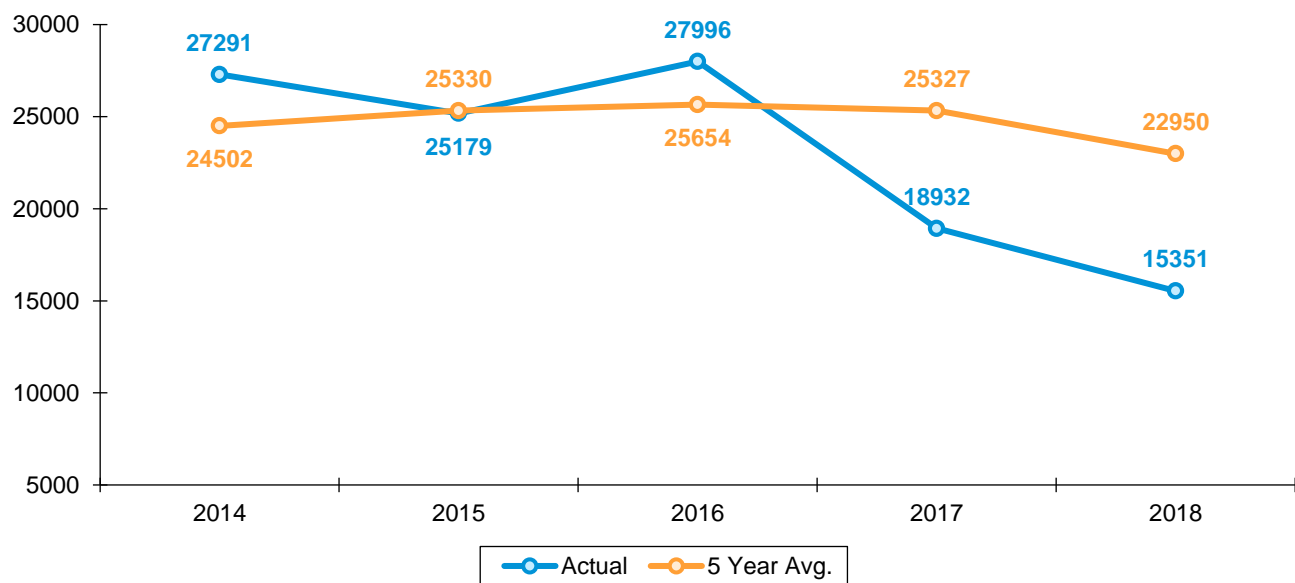
2018 Core Activity Measure

A-1 Core Activity Measure/Seat belts

Increase the number of seat belt citations during grant funded enforcement activities by 2.0 percent from the five year average (2012-2016) of 25,654 to 26,167 by the end of (2014-2018).

The 2018 grant funded citation data reflects a decrease of seat belt citations from 18,932 in 2017 to 15,531 in 2018. The MOHS was unable to meet the 5 year average goal of 26,167 by the end of FY18. The five year average for years (2014-2018) was 22,950 seat belt citations. **(Did not meet target)**

Figure 13 A-1 Grant Funded Citations for Seat Belts

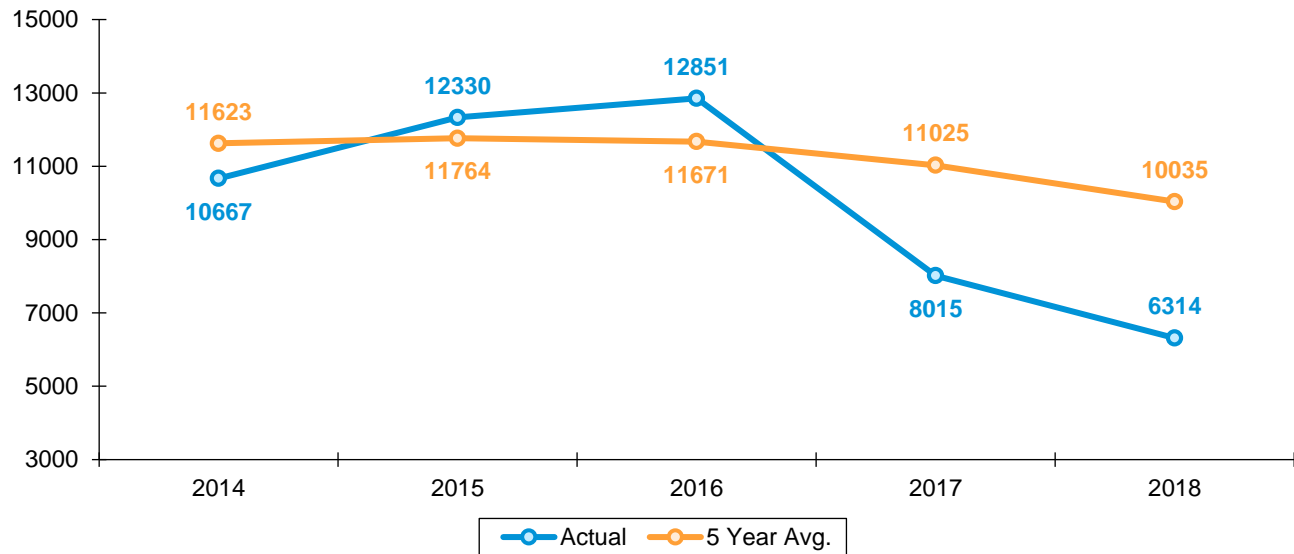


Source: Mississippi Office of Highway Safety. Accessed January 30, 2019.

A-2 Core Activity Measure/Impaired Driving

Increase the number of impaired driving arrests by 2.0 percent during grant funded activities for the five year average (2012-2016) of 11,671 to 11,905 by the end of (2014-2018).

The 2018 grant funded citation data reflects a decrease of impaired driving from 8,015 in 2017 to 6,314 in 2018. The MOHS was unable to meet the 5 year average goal of 11,905 by the end of FY18. The five year average for years (2014-2018) was 10,035 impaired driving citations. **(Did not meet target)**

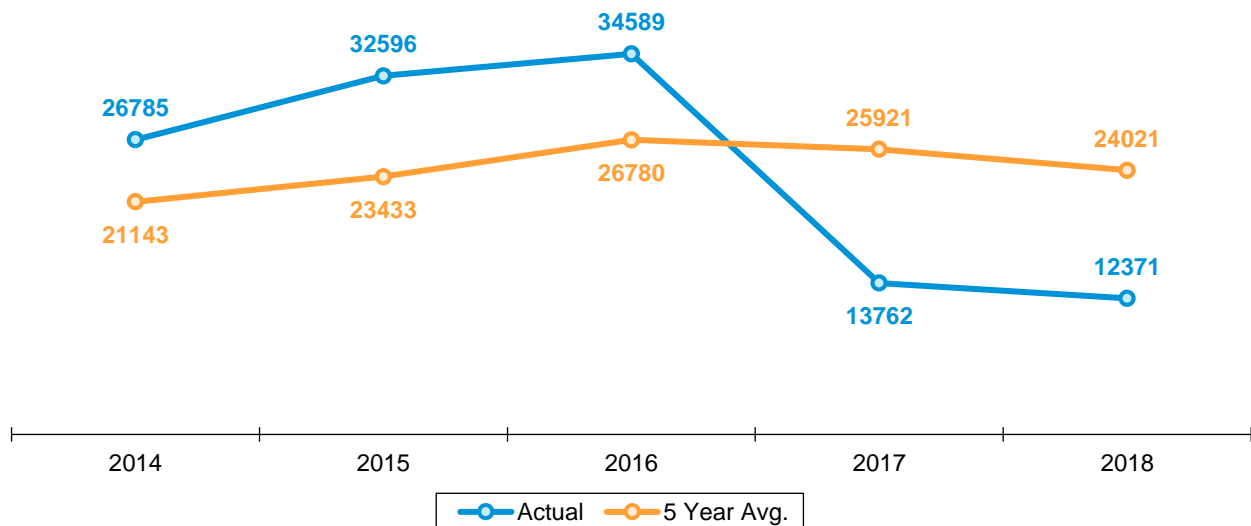
Figure 14 A-2 Grant Funded Citations for Impaired Driving

Source: Mississippi Office of Highway Safety. Accessed January 30, 2019.

A-3 Core Activity Measure/Speed

Increase the number of speeding citations issued during grant funded enforcement activities by 15 percent from the five year average (2012-2016) of 26,780 to an increased goal of 30,797 by the end of (2014-2018).

The 2018 grant funded citation data reflects a decrease of speed citations from 13,762 in 2017 to 12,371 in 2018. The MOHS was unable to meet the 5 year average goal of 30,797 for FY18, with a total of 24,021 average for five years (2014-2018). **(Did not meet target)**

Figure 15 A-3 Grant Funded Citations for Speeding

Source: Mississippi Office of Highway Safety. Accessed January 30, 2019.

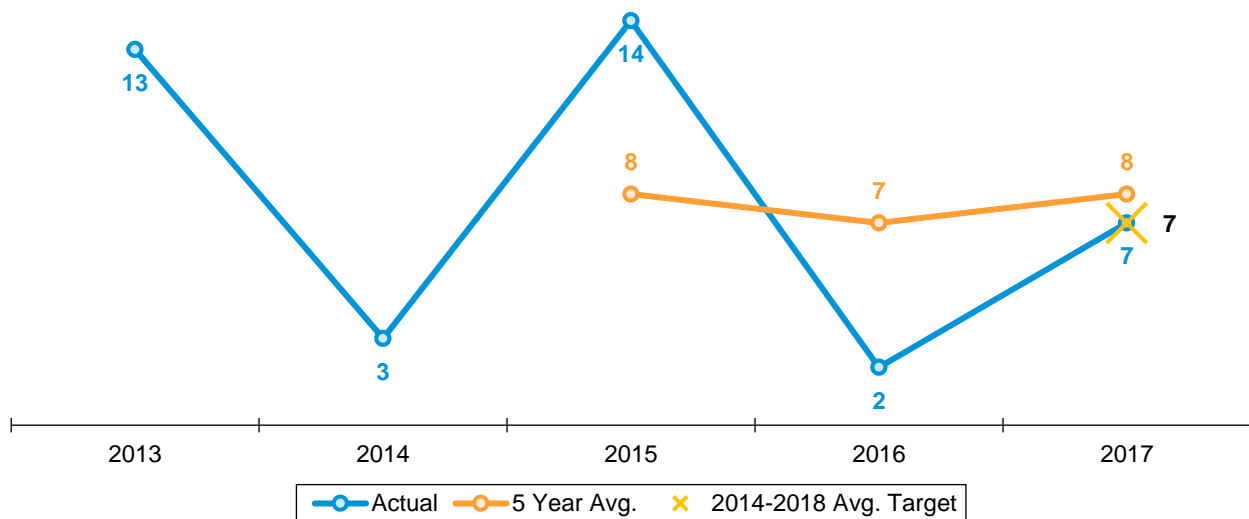
MOHS Outcomes Measures

MOHS Outcome Measure/Teen Alcohol

Reduce alcohol related fatalities among 16-20 year old drivers by 10 percent from the five year average (2011-2015) of eight to seven by the end of (2014-2018).

Teen alcohol fatalities increased from two in 2017 to seven in 2018, and the five year average (2013-2017) was eight, which exceeds the target of seven for the 2014-2018 average. **(Did not meet target)**

Figure 16 Alcohol Related of 16-20 Year Old Drivers

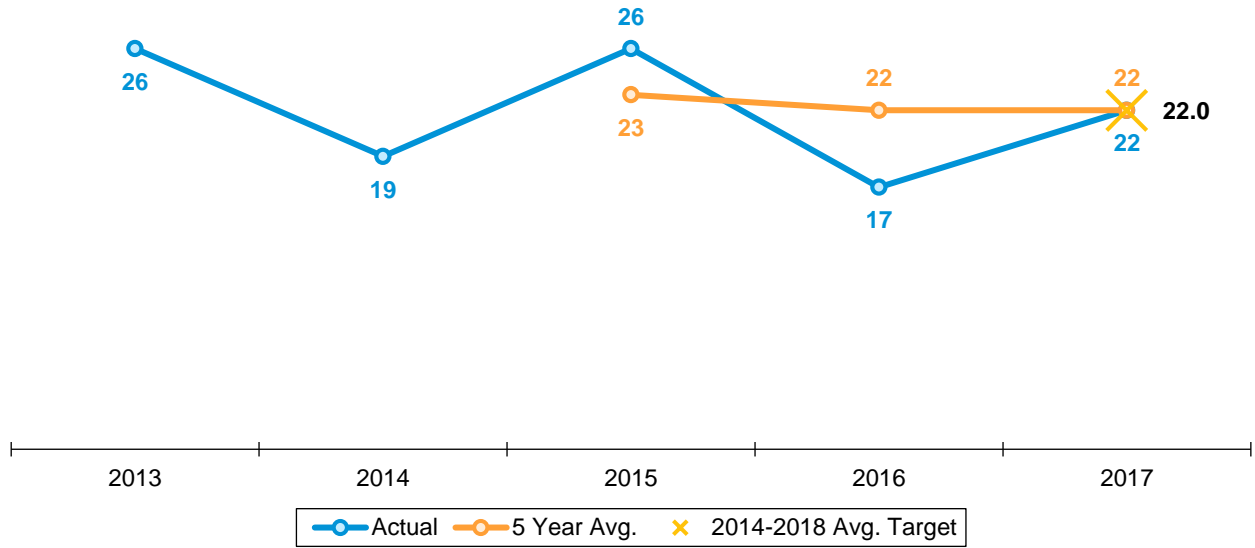


Source: NHTSA FARS. Accessed December 20, 2018.

MOHS Outcome Measure/Teen Seat Belts

Reduce unrestrained fatalities among 16-20 year old drivers by 2.5 percent from five year average (2011-2015) of 23 to 22 by the end of (2014-2018).

Teen unrestrained fatalities increased from 17 in 2016 to 22 in 2017, but the five year average from 2013-2017 was 22, which is the target for 2014-2018. **(Target Met)**

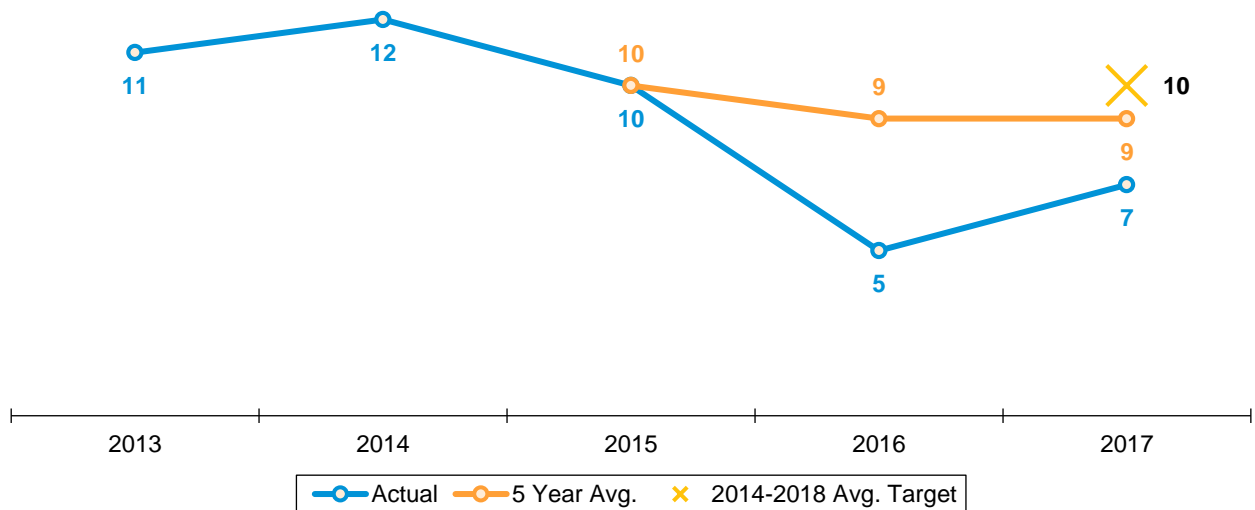
Figure 17 Seat Belt Related Fatalities of 16-20 Year Old Drivers

Source: NHTSA FARS. Accessed December 20, 2018.

MOHS Outcome Measure/Teen Speed

Maintain speed related fatalities among 16-20 year old drivers by the five year average (2011-2015) of 10 at the end of (2014-2018).

Teen speeding fatalities increased from five in 2016 to seven in 2017. The five year average from 2013-2017 was 9 and was below the 2014-2018 target of 10. **(Target Met)**

Figure 18 Speed Related Fatalities of 16-20 Year Old Drivers

Source: NHTSA FARS. Accessed December 20, 2018.

MOHS Outcome Measure/Electronic Crash Records

Increase the number of electronic submissions of completed crash record data from Mississippi law enforcement agencies to DPS from 98.5 percent in 2015 to 99.0 percent in FY18.

The Department of Public Safety was able to increase the percentage of crash record data submitted electronically to 99 percent in 2018. **(Target Met)**

MOHS Outcome Measure/Traffic Records Entry

Decrease the number of average days between the crash event to entry into the Reportbeam Crash System from 3.33 days in 2016 to 3.15 days in 2017.

The average time it took for a crash event to be entered into the Reportbeam Crash System in 2017 was 2.67 days, which is faster than the goal of 3.15 days. **(Target Met)**

MOHS Outcome Measure/BAC Testing

*Increase the percentage of fatally killed drivers from crashes that are subsequently tested for their BAC from 50.6 percent in 2015 to 55 percent in FY18.**

Out of the 475 fatally killed drivers, 294 were tested. This equates to 61.89 percent, which is more than the FY18 goal of 55 percent. **(Target Met)**

*Note: The previous target in the FY18 HSP was incorrectly noted as 35 percent instead of 55 percent.

MOHS Outcome Measure/Traffic Records Insurance Data Integration

Continue the process of integrating data of vehicle insurance information with the vehicle VIN from the vehicle file.

The MOHS and STRCC continues to work on integrating data with the Department of the State Auditor to gather insurance information with the vehicle VIN file from the vehicle file. Work will also continue during FY19 and beyond to integrate more information onto a new updated crash report and crash collection system. The MOHS finished the process of “mapping” the current crash report with MMUCC 5th edition with the help of NHTSA, this will help to add in compliance elements to the new crash report. The new crash report and crash system will go into use in 2019.

MOHS Outcome Measure/ EMS Integration

Continue the process of integrating data on crash reports, to link with the EMS Transport system and to the Hospital Trauma registry.

The MOHS and STRCC continue to work with the Department of Health to integrate data from crash report and link to hospital and EMS data systems. Work will also continue during FY19 and beyond to integrate more information onto a new updated crash report and crash collection system. The MOHS finished the process of “mapping” the current crash report with MMUCC 5th edition with the help of NHTSA, this will help to add in compliance elements to the new crash report. The new crash report and crash system will go into use in 2019.

MOHS Outcome Measure/Data Uniformity

Continue the process of mapping data of citation, crash and EMS run using same base layer map to overlay for proactive planning.

The MOHS and STRCC continue to work with the Department of Health to map data from crash report and link to hospital and EMS data systems. Work will also continue during FY19 and beyond to integrate more information onto a new updated crash report and crash collection system. The MOHS finished the process of “mapping” the current crash report with MMUCC 5th edition with the help of NHTSA, this will help to add in compliance elements to the new crash report. The new crash report and crash system will go into use in 2019.

MOHS Outcome Measure/Electronic Citation

Increase the percentage of citation data submitted to DPS electronically from 58.7 percent in 2016 to 60 percent by the end of FY18.

Citation data submitted to DPS electronically increased to 62.4 percent in 2018. **(Target met)**

MOHS Outcome Measure/Crash Record Adjustments

Maintain the percentage of crash records requiring position reference adjustment before importation into the SAMS roadway linear referencing system by MDOT at an 80 percent level in 2018.

The percentage of crash records requiring position reference adjustments through MDOT’s roadway linear referencing system increase from 85.31 percent in 2017 to 88.34 percent in 2018.

FFY2018 MOHS Evidence Based Programs and Projects

During FFY18, the MOHS continued to implement and support law enforcement and community partners through evidence based enforcement programs and effective countermeasure activities. The MOHS, along with agencies funded with grant funds uses data to identify problems within the State to help identify areas of the most need and where resources need to be placed. Mississippi funds enforcement and program activities through data analysis, monitoring of programs and the participants that are in high fatality, injury and crash areas.

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 also 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.

The Program Area Sections presented in this Annual Report provide details on projects and activities funded in FFY18 and the projects contributions to meeting the MOHS highway safety targets and performance measures. Federal fund expenditures are detailed by project number and can also be found in the Grants Funds Summary, located at the end of the Annual Report.

Crash Analysis

The MOHS recognizes that a strong enforcement plan is a key to reducing fatalities, injuries and crashes in the State of Mississippi. In order to bring down 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 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 programs 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.

Alcohol/Impaired Driving Evidenced Based Enforcement

The MOHS provided funding to agencies to participate in the National Impaired Driving Campaign over Labor Day and the Click It or Ticket Campaign over Memorial Day. Projects can be located on pages 32-42. Each project was selected by the criteria above. The program contributed through its evidenced based enforcement a total of:

Table 3 Grant Funded Activity

Grant Type	DUI	DUI Other	Seatbelt	Child Restraint	Speed
154 Alcohol	2,547	0	0	0	0
405 Impaired Driving	2,465	1,277	0	0	0
402OP	0	0	10,090	601	0
402PT	7	18	4,347	313	12,371
Total	5,019	1,295	14,437	914	12,371

Planning and Administration Overview

The MOHS is responsible for the development and implementation of the annual Highway Safety Plan (HSP) based on an evaluation and analysis 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.

Internal management of the MOHS is coordinated by the Office Director. Other administrative management is coordinated by the finance director, planning/traffic records director and office manager. Programs under the Division Directors are impaired driving, occupant protection, traffic records, motorcycle, outreach, judicial, and police traffic services projects and programs. Through planning and administration, continuous efforts will be made to provide the resources necessary for planning, data collection, financial review, administration and coordination of the statewide Highway Safety Program. P&A covers costs associated with operating the Highway Safety Program, including salary, fringe, travel, contractual services, commodities, and indirect costs for administrative support.

For funding source details see the Financial Summary in Table 3.

FFY2018 Funded Projects and Accomplishments

Project Title: MOHS Alcohol/Impaired Driving Coordination & Program Management (154AL-2018-ST-41-01/154AL-2018-ST-41-02/154AL-2018-ST-41-03)

Project Description: The MOHS Impaired Driving Coordination & Program Management provided 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. The program oversaw funding to state and local law enforcement agencies, and assisted in developing strategies for inter-jurisdictional enforcement efforts. Collaborated with the State's law enforcement liaisons, TSRP, and other alcohol impaired programs to increase effectiveness and efficiency of law enforcement efforts to reduce DUI.

Provided program management for the planned MOHS alcohol impaired driving outreach projects, surveys and the "Drive Sober or Get Pulled Over" (DSGPO) National Mobilization. Assisted with impaired driving media campaign during National DSOGPO blitz period as needed and/or requested. Personnel services including salaries and benefits, travel, supplies, and training were also included in the project for monitoring, workshops, seminars and program management at the same percentage.

Funding is based on the salary and activities of full-time positions of a program. The MOHS was unable to fully staff the alcohol program during FY18. The MOHS is currently in the process of hiring positions for the program in FY19.

Budgeted: \$260,000.00 Federal Funding Source 154 AL/\$0.00 Match/\$0.00 Indirect Costs/\$0.00 Local Benefit/MOE-\$0.00

Expended: \$194,936.04 Federal Funds

Project Title: MOHS P&A (154PA-2018-PA-41-01/ 402PA-2018-PA-41-01)

Project Description: Provided program management to coordinate statewide local law enforcement efforts related to MOHS operations. Program oversaw 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.

Funding is based on the salary and activities of full-time positions of a program. The MOHS was unable to fully staff the highway safety program during FY18. The MOHS is currently in the process of hiring positions for the program in FY19.

Budgeted: \$400,000.00 Federal Funding Source 154/\$0.00 Match/\$0.00 Indirect Cost/\$0.00 Local Benefit/MOE-\$0.00; \$400,000.00 Federal Funding Source 402/\$80,000.00 Match/\$0.00 Indirect Cost/ \$0.00 Local Benefit/MOE-\$0.00

Expended: \$431,796.28 Federal Funds

Project Title: MOHS Occupant Protection Coordination Program Management (OP-2018-OP-41-01/OP-2018-OP-41-02/OP-2018-OP-41-03)

Project Description: Provided program management in the Occupant Protection program area to coordinate statewide local law enforcement efforts related to MOHS operations. Program oversaw funding to state and local law enforcement agencies for overtime enforcement, and assisted 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. Oversaw projects related to CPS, including fitting stations, checkpoint stations and CPS technician training. Oversaw the Occupant Protection media campaign during National CIOT blitz period. Included travel and misc. expenses. Personnel services included salaries and benefits, travel, supplies, and training, monitoring, workshops, seminars and program management at the same percentage.

Funding is based on the salary and activities of full-time positions of a program. The MOHS was unable to fully staff the occupant protection program during FY18. The MOHS is currently in the process of hiring positions for the program in FY19.

Budgeted: \$180,000.00 Federal Funding Source 402OP Occupant Protection/\$36,000.00 Match/\$0.00 Indirect Costs/MOE-\$0.00

Expended: \$138,378.94 Federal Funds

Project Title: MS Office of Highway Safety—Police Traffic Services Coordination and Program Management (PT-2018-PT-41-01/PT-2018-PT-41-02/PT-2018-PT-41-03)

Project Description: Provided program management in the Police Traffic Services program area to coordinate statewide local law enforcement efforts related to MOHS operations. Program oversaw 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. Oversaw projects related to CPS, including fitting stations, checkpoint stations and CPS technician training. Oversaw OP media campaign during National CIOT blitz period. Personnel services included salaries and benefits, travel, supplies, and training, monitoring, workshops, seminars and program management at the same percentage.

Funding is based on the salary and activities of full-time positions of a program. The MOHS was unable to fully staff the police traffic services program during FY18. The MOHS is currently in the process of hiring positions for the program in FY19.

Budgeted: \$131,000.00 Federal Funding Source 402-Police Traffic Services/\$22,000.00 Match/\$0.00 Indirect Costs/MOE-\$0.00

Expended: \$100,341.46 Federal Funds

Project Title: MOHS Impaired Driving Coordination & Program Management (M5IDC-2018-MD-41-01)

Project Description: Provided 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 oversaw funding to state and local agencies and assisted in developing strategies for inter-jurisdictional enforcement efforts. Collaborated with the State's law enforcement liaisons, TSRP, and other alcohol impaired programs to increase effectiveness and efficiency of law enforcement efforts to reduce DUI. Provided program management for the planned MOHS alcohol impaired driving outreach projects, surveys and the "Drive Sober or Get Pulled Over" National Mobilization. Assisted with impaired driving media campaign during National DSOGPO blitz period as needed and/or requested. Personnel services including salaries and benefits, travel, supplies, and training are also included in the project for monitoring, workshops, seminars and program management at the same percentage.

Funding is based on the salary and activities of full-time positions of a program. The MOHS was unable to fully staff the impaired driving program during FY18. The MOHS is currently in the process of hiring positions for the program in FY19.

Budgeted: \$185,000.00 Federal Funding Source 405(d)/\$37,000.00 Match/\$0.00 Indirect Costs/MOE-\$0.00

Expended: \$137,903.54 Federal Funds

Project Title: MOHS Traffic Records Coordination Program Management (TR-2018-TR-41-01/TR-2018-TR-41-02/TR-2018-TR-41-03)

Project Description: The program included but was 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 assisted 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 expanded the uses of crash data and citation data to improve accessibility to statistical reports, charts and analyses. The coordinator and consultant worked hand in hand with each proposed project to ensure that the right data was captured to evaluate problem identification areas and each agencies progress. Traffic records data was 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 including salaries and benefits, travel, supplies and training will also be included in the project for monitoring, workshops, seminars and program management at same percentages.

Funding is based on the salary and activities of a full-time Traffic Records Coordinator. The MOHS was unable to staff a Traffic Records Coordinator in FY18. The MOHS is currently in the process of hiring the position for FY19.

Budgeted: \$87,000.00 Federal Funding Source 402TR/\$15,000.00 Federal Funding Source 405c/\$17,400.00 Match/\$0.00 Indirect Costs/MOE-\$0.00

Expended: \$62,172.90 Federal Funds

Impaired Driving Program—Section 154 and 405(d)

The impaired driver is a crucial factor in fatal traffic crashes every year in Mississippi. Although speeding and other aggressive driving behaviors also cause deadly traffic crashes, alcohol and impairment remain the predominant enemies of traffic safety. When impaired arrests decrease, traffic fatalities usually increase.

The Mississippi Office of Highway Safety continues to cite impaired driving as a top priority due to the state's high number of alcohol and drug-related fatalities. Extensive efforts and utilization of evidence based programs were selected and implemented during the grant year to continue to reduce this very serious offense by participating in all National Crackdowns related to impaired and drunk driving across the state. State and local law enforcement also conducted enhanced impaired driving enforcement activities throughout the grant year with emphasis on holidays and special events. In addition, public information and education was extensively emphasized through a multitude of public awareness activities throughout the year. Impaired Driving programs help the MOHS support increased enforcement, high visibility and police presence. As a result, arrests for DUI were up, and more citizens were reached with public information and education programs.

2018 Highway Safety Plan Performance Targets

Targets provided from the 2018 Highway Safety Plan related to this program section can be found in the “2018 Core Performance Measures” section. Discussion of the state's progress in meeting the targets is also included, using available data at the time of reporting.

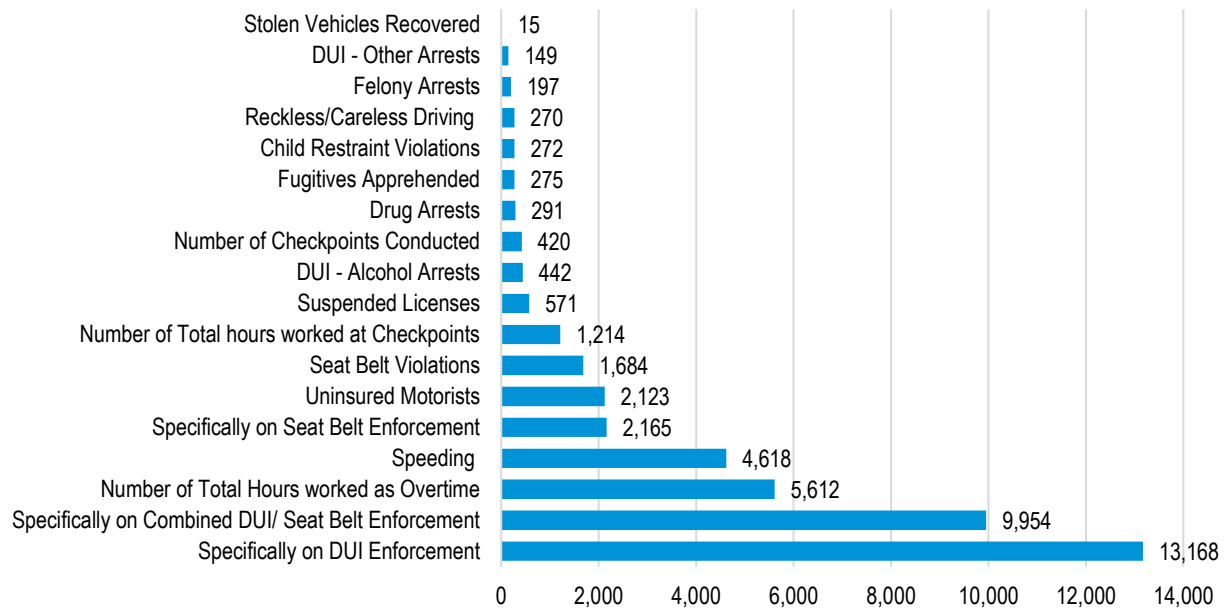
Project Contribution toward Achieving Performance Target

During FFY18, forty-eight (48) grant funded law enforcement agencies participated in high visibility enforcement, while public information and education groups and partners educated the public on the dangers of impaired driving. Paid and earned media campaigns were held during the FY18 year, with special emphasis during blitz campaign times.

During FFY18, the MOHS began the re-structure of the SFST, ARIDE and DRE training programs with the help of the Oxford Police Department, which helped train and re-certify law enforcement officers in impaired driving training. The MOHS provided program management and oversight on all impaired driving programs, which included program management, technical assistance, monitoring and training to local grant funded agencies. The MOHS also provided funding for the full-time services of a Traffic Safety Resource Prosecutor (TSRP) that provides legal trainings, legal support and resources to not only law enforcement, prosecutors and judges across the State.

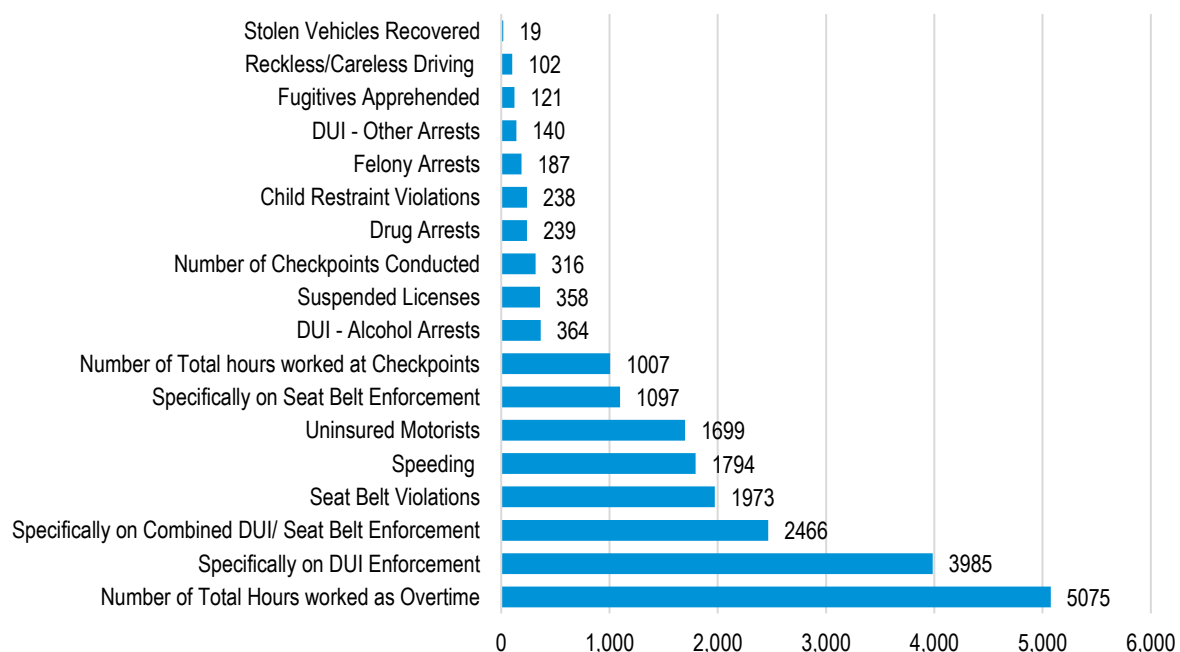
Participation in National Impaired Driving Mobilization

The MOHS took part in the Christmas Blitz campaign for impaired driving. Details on the target audience and media utilized can be found in the Paid and Earned Media Report (Page 55) within the Media and Marketing Program Section. Citations, arrests, and other outcomes from the campaign are shown below in Figure 19.

Figure 19 Christmas Blitz

Source: Mississippi Office of Highway Safety. Accessed January 24, 2019.

The MOHS also took part in the Labor Day campaign for impaired driving. Details on the target audience and media utilized can be found in the Paid and Earned Media Report (Page 55) within the Media and Marketing Program Section. Citations, arrests, and other outcomes from the campaign are shown below in Figure 20.

Figure 20 Labor Day Mobilization

Source: Mississippi Office of Highway Safety. Accessed January 24, 2019.

FFY2018 Funded Projects and Accomplishments

Project Title: MOHS Alcohol Countermeasures Law Enforcement Grant Program (See Financial Summary - Table 4)

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 provided enforcement for hours that are specified in each agency agreement, in support of the alcohol DUI program. These enforcement grants were coordinated with the national DSGPO, along with any State blitz campaigns that the MOHS develops for FY18.

All law enforcement agencies participating in the MOHS Law Enforcement Grant program utilized data to target areas of need and deployed resources based on problem identification and traffic trends in the agency locales. Law Enforcement agencies used 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. Shortcomings in expenditures were due to labor or staff shortages within the agencies.

Budgeted: \$3,000,913.22 Federal Funding Source 154AL/\$0.00 Match/\$0.00 Indirect Cost/\$1,592,095.96 Local Benefit/- MOE-\$0.00

Expended: \$1,791,168.75

Project Title: MOHS Contingency Travel (154AL-2018-ST-41-04/M5TR-2018-MD-41-01)

Project Description: The MOHS provided 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 included airfare, baggage fees, hotel accommodation, transportation, per diem for meals, tips and an additional travel fees approved by the MOHS.

Budgeted: \$5,000.00 Federal Funding Source 154AL/\$0.00 Match/\$0.00 Indirect Costs/\$0.00 Local Benefit/MOE-\$0.00; \$5,000.00 Federal Funding Source 405d/\$1,000.00 Match/\$0.00 Indirect Costs/\$0.00 Local Benefit/MOE-\$0.00

Expended: \$0.00

Project Title: MOHS Alcohol Countermeasures Law Enforcement Grant Program (See Financial Summary - Table 4)

Project Description: Each agency has a personalized performance measure and strategies that can be found in the grant agreement. Shortcomings in expenditures were due to labor or staff shortages within the agencies.

Budgeted: \$1,590,357.37 Federal Funding Source 405(d)/\$349,068.82 Match/\$0.00 Indirect Costs/\$0.00 Local Benefit/MOE-\$0.00

Expended: \$1,258,371.74

Project Title: MOHS National Blitz-Drive Sober Get Pulled Over-High Visibility-Special Wave Grants (154AL-2018-ST-41-05)

Project Description: The agencies used 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 conducted 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 generated 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. Funds were used for: Overtime, which is over and beyond regular duties and responsibilities.

Budgeted: \$50,000.00 Federal Funding Source 154AL/\$0.00 Match/\$0.00 Indirect Costs/\$50,000.00 Local Benefit/MOE-\$0.00

Expended: \$0.00

Project Title: MS Dept. of Public Safety-Public Safety Awareness Officers Public Information Outreach Program Pay Attention or Pay the Fine/Stop the Knock (154-AL-2018-ST-40-82)

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 coordinated with law enforcement agencies to promote not driving impaired, provided 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; assisted 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 continued a full scale program in which the 13 PAO officers worked on the program Pay Attention or Pay a Fine and Stop the Knock. The program focused on impaired driving with an earned media campaign and enforcement program. Evaluation of the program was provided on the effectiveness of the program. Funding was utilized for enforcement activity for overtime, fringe, equipment and contractual services for the program.

Budgeted: \$79,115.35 Federal Funding Source 154AL/\$0.00 Match/\$0.00 Indirect Costs/\$79,115.35 Local Benefit/MOE-\$0.00

Expended: \$67,341.85

Project Title: MS Office of Attorney General - Traffic Safety Resource Prosecution Program - Impaired Program (M5CS-2018-MD-40-21)

Project Description: The TSRP program is statewide program covering the whole State. The TSRP provided 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 acted as a resource to impaired enforcement officers on traffic-related/impaired driving issues. Provided training for prosecutors, officers, and judges, including joint training for prosecutors and officers when possible; provided training to assist with the increase the reporting of BAC in all fatal crashes; continued to recruit local prosecutors and pair those prosecutors with their local officers who are participants in the SFST class.

The TSRP provided and assisted 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. Training was provided to a total of 1,553 individuals, including 81 County Clerks, 250 Judges, 625 Law Enforcement, 575 Prosecutors, and 22 Drug Court Professionals.

Traffic Safety Prosecutor 2018 Training	Number of Classes	Number Trained
SFST Classes	13	230
SFST Instructors/School	2	22
MHP Cadet School	2	55
ARIDE	5	57
DRE In Service	1	8
DUI Basic Recruit	3	164
DUI Law Changes/ Update	11	1,017
Total	37	1,553

Budgeted: \$168,086.51 Federal Funding Source 405(d)/\$33,617.30 Match/\$21,087.00 Indirect Costs/\$0.00 Local Benefit/MOE-\$0.00

Expended: \$150,524.92

Project Title: Oxford Police Department - Law Enforcement Training Coordination (154AL-2018-ST-22-52-/ M5TR-2018-MD-22-51)

Project Description: The Oxford Police Department- Law Enforcement Training Coordination program is a statewide program to provide impaired driving training to all law enforcement officers. The Oxford Police Department- Law Enforcement Training Coordination program expanded training of the (9,904 State and local law enforcement officers within the State; which includes 540 new officers annually. Funds were used for salary for the LE training staff which includes proportional funding for coordinator, finance/accounting/training coordinator; contractual services; travel and supplies for the program.

Law Enforcement Training Coordination	Target	Number of Classes	Number Trained
SFST Classes	15	19	320
ARIDE	5	7	137
DRE In Service	0	0	0
DRE Trained	7	*Sent outside of State	10

Budgeted: \$152,716.27 Federal Funding Source 154AL/\$0.00 Match/\$13,799.66 Indirect Costs/\$0.00 Local Benefit/MOE-\$0.00; \$84,744.02 Federal Funding Source 405(d)/\$16,948.80 Match/\$7,704.00 Indirect Costs/\$0.00 Local Benefit/MOE-\$0.00

Expended: \$160,850.28

Project Title: University of Mississippi Medical Center - Youth Highway Safety Program (154AL-2018-ST-94-51)

Project Description: The University of Mississippi Medical Center Youth Highway Safety Program is the state's primary teen impaired driving awareness program. The program is focused on the top counties of the State with the most teen alcohol impaired fatalities.

The University of Mississippi Medical Center- Youth Highway Safety Programs increased the awareness and worked statewide to provide public information on the consequences of impaired driving for young drivers aged 16-20 years old. University of Mississippi Medical Center- Youth Highway Safety Programs developed and distributed relevant youth impaired driving PI&E; conducted educational outreach activities, participated in safety fairs, sobriety checkpoints, and community events. Each year the University of Mississippi Medical Center- Youth Highway Safety Programs reaches more than 5,000 teens in the State while working in schools, safety fairs, conferences and meetings.

The program also worked 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, supplies and program expenses.

Alcohol Project Accomplishments (154):

- 192 alcohol awareness presentations;
- 39,423 people reached across Mississippi with awareness presentations and programs;
- 39 Health fairs across Mississippi, while reaching 16,147 during health fairs;
- 604 Social Media Posts and 55,546 people reached through social media;
- 117 Law Enforcement Agencies-Worked directly with agencies on programs and presentations;
- Worked with all 30 Top counties for alcohol fatalities;
- 204 Number of Schools the program worked with during FY18; and
- 54 Pre/Post Surveys conducted to measure awareness of the highway safety message.

Budgeted: \$109,911.00 Federal Funding Source 154AL/\$0.00 Match/\$0.00 Indirect Costs/\$0.00 Local Benefit/MOE-\$0.00

Expended: \$81,076.68

Occupant Protection Program—Section 402 & 405(b)

Mississippi's primary seat belt law and child passenger laws, public information and education programs, enforcement efforts, media and child safety seat distribution programs, and utilization of evidence-based enforcement efforts have all contributed to the Mississippi's continued success with occupant protection. The MOHS participated in all national mobilizations for seat belt enforcement, including the "Click It or Ticket" (CIOT) campaign during May 2018. MOHS utilizes Section 402 and 405 funds for paid media campaigns and seat belt enforcement details, and reports law enforcement activities as required by NHTSA. High visibility enforcement continues to be a major deterrent to driving unbelted within the State, along with a high visibility media and education programs/

Recognizing the importance of Occupant Protection (OP) and Child Restraint (CR), MOHS has an Occupant Protection Division Director assigned to provide emphasis on strengthening the OP/CR program. Additionally, the LEL network coordinators spent an intense amount of time on CIOT special wave grants, highlighting the importance of seat belt and child restraint enforcement along with participation in the statewide CIOT campaign by law enforcement.

2018 Highway Safety Plan Performance Targets

Targets provided from the 2018 Highway Safety Plan related to this program section can be found in the "2018 Core Performance Measures" section. Discussion of the state's progress in meeting the targets is also included, using available data at the time of reporting.

Projects Contribution toward Achieving Performance Target:

During FY18, twenty-four (24) law enforcement agencies, participated in high visibility enforcement, while public information and education groups and partners educated the public on the dangers of buckling up. Paid and earned media campaigns were held during the FY18 year, with special emphasis during blitz campaign times. The MOHS funded programs that focused on high visibility enforcement and contributed to fewer occupant protection deaths and injuries across the State. High visibility media provided the citizens of Mississippi with awareness about buckling during the Click It or Ticket blitz campaign and throughout the entire year.

The MS Safe Kids/MS Department of Health Child Restraint Program continue to be instrumental in child safety seat distribution, public education, fitting stations and child passenger safety seat training to ensure that Mississippi youth are buckled and in the correct restraints.

The MOHS conducts an 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.

The MOHS Occupant Protection Division provides leadership and works to coordinate programs with the Safe Kids MS, the MS State Department of Health (MSDH) and other state and local agencies. MOHS promoted the 2017 Child Passenger Safety Week and "Click it or Ticket" for the Memorial Day holiday period. Through the Safe Kids MS Coalition, the Child Passenger Safety Coordination Project provided statewide safety checkpoints, a data base for child passenger instructors, technicians and a permanent fitting station located in Jackson and across the state. The MOHS provided program management and oversight on all OP programs,

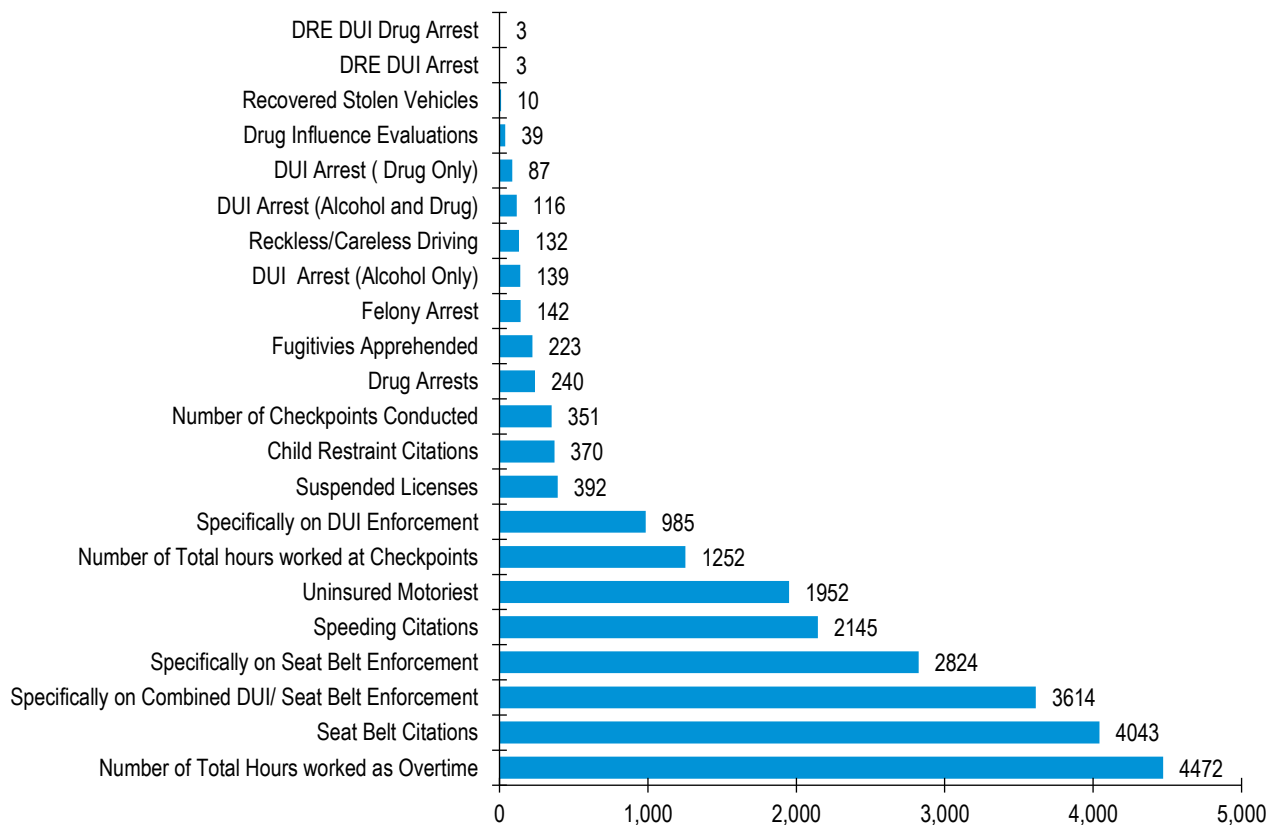
which included program management, technical assistance, monitoring and training to local grant funded agencies.

Mississippi is moving in the right direction with regard to child passenger safety, and perhaps with continued education and enforcement, child restraint usage rates could be brought to an even higher level. Section 405 funds were utilized in 2018 to continue funding the MS State Department of Health's Child Passenger Safety Program, Mississippi State University Seat belt Survey. MOHS and Safe Kids MS, along with the MSDH are making a concerted effort to preserve the lives of children through the continued education of the public on child passenger safety awareness.

Participation in National Click It or Ticket Mobilization

The MOHS also took part in the "Click It or Ticket" campaign around Memorial Day. Details on the target audience and media utilized can be found in the Paid and Earned Media Report (page 55) within the Media and Marketing Program Section. Citations, arrests, and other outcomes from the campaign are shown below in Figure 20.

Figure 21 Memorial Day Click It or Ticket



Source: Mississippi Office of Highway Safety. Accessed January 24, 2019.

FFY2018 Funded Projects and Accomplishments

Project Title: MOHS Click It or Ticket Special Wave Grants (OP-2018-OP-41-05)

Project Description: The agency used the funds to provide overtime to officers to work overtime in conducting Occupant Protection. Funds were 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 were used for overtime that was over and beyond regular duties and responsibilities.

Budgeted: \$75,000.00 Federal Funding Source 402 OP/\$15,000.00 Match/\$0.00 Indirect Costs/\$75,000.00 Local Benefit/MOE-\$0.00

Expended: \$0.00

Project Title: MOHS High Risk Population Special Wave Grants (OP-2018-OP-41-06)

Project Description: The Holly Springs Police Department used the funds to provide overtime to officers to work overtime in conducting Occupant Protection for data driven high risk populations. Funds were used for law enforcement in strategic target areas that had been identified through data to increase enforcement to reduce fatalities and injuries. Funds were used for overtime that is over and beyond regular duties and responsibilities.

Budgeted: \$50,000.00 Federal Funding Source 402 OP/\$10,000.00 Match/\$0.00 Indirect Costs/\$75,000.00 Local Benefit/MOE-\$0.00

Expended: \$5,318.00

Project Title: MOHS Contingency Travel (OP-2018-OP-41-04)

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

Budgeted: \$5,000.00 Federal Funding Source 402OP/\$1,000.00 Match/\$0.00 Indirect Costs/\$0.00 Local Benefit/MOE-\$0.00

Expended: \$0.00

Project Title: MOHS Occupant Protection Law Enforcement STEP Grants (See Financial Summary - Table 4)

Project Description: Various agencies used the funds to provide salary and fringe to non-funded agencies for officers to work full-time or overtime hours conducting impaired driving enforcement during FY18 and with special emphasis during the national blitz periods of CIOT. The agencies conducted a minimum of (2) Special Traffic Enforcement Program (STEP), HVE checkpoints and a minimum of (2) Special Traffic Enforcement Program (STEP) HVE saturation patrols during each national CIOT (Memorial Day), for a total of (4) Checkpoints and (4) Saturation Patrols.

The agency generated at least (1) earned media campaigns during the “CIOT” campaigns. Each agency has a personalized performance measure and strategies that can be found in the grant agreement. Shortcomings in expenditures were due to labor or staff shortages within the agencies.

Budgeted: \$676,350.35 Federal Funding Source 402OP/\$135,270.07 Match/\$0.00 Indirect Costs/\$416,312.18 Local Benefit/MOE-\$88,809.74

Expended: \$458,925.41

Project Title: MS Department of Health Child Restraint Seat Program (CR-2018-CR-40-71)

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 conducted child safety seat checkpoints at local health departments, daycares, or preschools. Conducted publicized community child safety seat checkpoints at community events, shopping centers, or health and safety fairs to promote correct usage statewide and distribute 2,500 child passenger restraints.

The Department of Health collaborated 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 5-14 years. Collaborated 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. Scheduled CPST courses to increase the number of Child Passenger Safety Technicians throughout the state. Conducted child safety seat checkpoints and publicized community child safety seat checkpoints. Distributed child restraints, increase knowledge about proper usage, and ensured they were being utilized and distributed fact sheets and child passenger safety brochures that target children, ages 5-14 years that come into local health clinics.

1,643 Car Seat were distributed for families in need, and car seats were installed for families at 91 community events.

Budgeted: \$85,017.38 Federal Funding Source 402CR/\$17,003.48 Match/\$0.00 Indirect Costs/\$0.00 Local Benefit/MOE-\$0.00

Expended: \$85,002.39

Project Title: MS Department of Health Child Occupant Protection Program (M2PE-2018-MB-40-71)

Project Description: The Department of Health is responsible for child passenger activities for the entire State of Mississippi. The Child Occupant Protection Program distributed child passenger safety seats, conducted child passenger safety presentations and child safety seat checkpoints. The Department of Health conducted occupant protection awareness activities for student's ages 5-14 years and the parents/guardians. Contacted state, local, and Federal agencies, hospitals, elementary schools, daycares, HeadStart Centers, and faith-based organizations statewide in a collaborative effort to speak with individuals. The Department of Health used funding for salary; fringe; travel; training and contractual services.

As a part of the program, 1,643 Car Seats were distributed for families in need, car seats were installed for families at 91 community events, and 531 community presentations were conducted. Shortcomings in expenditures were due to labor or staff shortages within the agencies.

Supplemental to CR-2018-CR-40-11

Budgeted: \$82,748.92 Federal Funding Sources 405(b)/\$16,549.78 Match/\$12,397.22 Indirect Costs/\$0.00 Local Benefit/MOE-\$0.00

Expended: \$20,853.29

Project Title: University Medical Center/MS Safe Kids Program (M2TR-2018-MB-63-91)

Project Description: The University Medical Center is responsible for child passenger training for the entire State of Mississippi. The Child Occupant Protection Program conducted child passenger safety presentations, child safety seat checkpoints, Child Passenger Safety Technician training courses and child passenger safety renewal course.

The University Medical Center planned occupant protection awareness activities for student's ages 5-14 years and the parents/guardians. Contacted state, local, and Federal agencies, hospitals, elementary schools, daycares, HeadStart Centers, and faith-based organizations statewide in a collaborative effort to speak with individuals. Scheduled 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. The University Medical Center used funding for salary; fringe; travel; training and contractual services.

The program provided the following services:

- Distributed 156 Car Seats for needy families. (48 through 405 Dept. of Health Grants/108 through other funding)
- Conducted 86 community presentations to child care facilities, elementary schools, retail businesses and health care facilities, while reaching over 6,680 individuals.
- Conducted 13 community car seat checkup events and installed 449 car seats.
- Conducted 4 booster seat observational surveys.
- Conducted 4 CPS updates, 1 re-certification and 8 CPST courses; and
- Certified 74 Child Passenger Seat Technicians and Recertified 76 CPST.
- Conduct 11 law enforcement CPS training course, while training 107 law enforcement officers.
- Established 4 new nationally registered CPS fit stations in Mississippi.

Budgeted: \$106,754.88 Federal Funding Source 405(b)/\$21,350.98 Match/\$0.00 Indirect Costs/\$0.00 Local Benefit/MOE-\$0.00

Expended: \$92,923.97

Project Title: Mississippi State University - Occupant Restraints Survey - Stennis Institute (SO-2018-SO-40-11)

Project Description: 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. Seatbelt usage continues to be a priority emphasis area for NHTSA and for the MOHS.

Mississippi State University was the agency selected to survey the 2018 occupant restraints survey. The survey consisted of a pseudo-random sample of (16) counties across the State of Mississippi in order to represent the entire State. Counties were selected in 2014 based on the NHTSA certification and based on data collection. The MOHS will be working with Mississippi State University during 2019 to analyze data and re-certify seatbelt counties.

During the 2018 Seatbelt Survey, 18,229 vehicle occupants and 179 survey observation sites were observed. Rankin County had the highest increase in seatbelt usage, where Jackson County had the largest decrease. The MOHS uses the seatbelt usage rates to observe where in the state have the largest decreases or increases, so that the MOHS, law enforcement and public information groups may make the biggest impact.

Budgeted: \$199,852.41 Federal Funding Source 402SO/\$39,970.48 Match/\$62,496.80 Indirect Costs/\$0.00 Local Benefit/MOE-\$0.00

Expended: \$174,864.45

Project Title: Mississippi State University Seatbelt Survey Site Reselection (OP-2018-OP-40-11)

Project Description: The MOHS provided funding to Mississippi State University for contractual services in accordance to Federal regulation for the re-selection and analysis of road way segments for the re-design of survey site counties. Survey sites within the designated counties helped the MOHS with the calculation of seatbelt usage for the State.

Budgeted: \$23,343.84 Federal Funding Source 402OP/\$4,668.75 Indirect Costs/\$0.00 Local Benefit/MOE-\$0.00

Expended: \$23,343.84

Police Traffic Services Program Section 402

The Police Traffic Service area provides funds to law enforcement agencies for targeted enforcement areas of seat belt, impaired and speed enforcement along with additional highway safety areas, such as distracted driving and texting and driving. Problem areas are identified through data, problem identification and impact of problems. The PTS projects helped the MOHS support the overall evidence-based enforcement programs of the police traffic services program. As a result more citations for speed, occupant protection and DUI were up, as well as more citizens were reached with public information and education.

2018 Highway Safety Plan Performance Targets

Targets provided from the 2018 Highway Safety Plan related to this program section can be found in the “2018 Core Performance Measures” section. Discussion of the state’s progress in meeting the targets is also included, using available data at the time of reporting.

Project Contribution toward Achieving Performance Target

During FY18, eighteen (18) law enforcement agencies, participated in high visibility enforcement, while public information and education groups and partners educated the public on the dangers of highway safety issues. Paid and earned media campaigns were held during the FY18 year, with special emphasis during blitz campaign times for Drive Sober and Get Pulled Over and Click It or Ticket National Blitz Campaigns.

The MOHS funded programs that focused on high visibility enforcement and contributed to fewer deaths and injuries across the State. The MOHS PTS Division provides leadership and works to coordinate programs with the state and local agencies, including the Mississippi Department of Transportation. The MOHS provided program management and oversight on all PTS programs, which included program management, technical assistance, monitoring and training to local grant funded agencies.

FFY2018 Funded Projects and Accomplishments

Project Title: MOHS Contingency Travel (PT-2018-PT-41-04)

Project Description: The MOHS provided 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 included 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.

Budgeted: \$5,000.00 Federal Funding Source 402PT/\$1,000.00 Match/\$0.00 Indirect Costs/\$0.00 Local Benefit/MOE-\$0.00

Expended: \$0.00

Project Title: MOHS Law Enforcement Police Traffic Services STEP Grants (See Financial Summary - Table 4)

Project Description: Various agencies used the funds to provide salary and fringe to non-funded agencies for officers to work full-time or overtime hours conducting impaired driving enforcement during FY18 and with special emphasis during the national blitz periods of DSGPO and CIOT. The agencies conducted a minimum of (2) Special Traffic Enforcement Program (STEP) HVE checkpoints and a minimum of (2) Special Traffic Enforcement Program (STEP) HVE saturation patrols during each national DSGPO (Christmas/New Year) and CIOT (Memorial Day), for a total of (4) Checkpoints and (4) Saturation Patrols. The agency will generate at least (1) 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.

Budgeted: \$783,444.87 Federal Funding Source 402PT/\$141,569.86 Match/\$0.00 Indirect Costs/\$298,980.42 Local Benefit/MOE-\$0.00

Expended: \$538,491.33

Project Title: MOHS Speed Special Wave Grants (PT-2018-PT-41-05)

Project Description: The agency used the funds to provide overtime to officers to work overtime in conducting Speed enforcement. Funds were used for law enforcement in strategic target areas that had been identified through data to increase enforcement during the blitz period to reduce fatalities and injuries. Funds were used for overtime that is over and beyond regular duties and responsibilities.

Budgeted: \$50,000.00 Federal Funding Source 402PT/\$10,000.00 Match/\$0.00 Indirect Costs/\$50,000.00 Local Benefit/MOE-\$0.00.

Expended: \$0.00

Project Title: MS Dept. of Public Safety-Public Safety Awareness Officers Public Information Outreach Program Pay Attention or Pay the Fine/Stop the Knock (PT-2018-PT-40-82)

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 program coordinated 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 (4) National Blitz campaigns: July 4th, Labor Day, Christmas/New Years and the Super Bowl by facilitating press conferences; assisted law enforcement agencies with the dissemination of educational information and materials during checkpoint efforts; occupant protection and speed awareness presentations and generated earned media.

Continued 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 focused on distracted driving, speed, seatbelt, and child restraint with an earned media campaign and enforcement program. Evaluation of the program was provided on the effectiveness of the program. Funding was utilized for enforcement activity for overtime and fringe for the program.

Budgeted: \$77,065.35. Federal Funding Source 402PT/\$15,413.07 Match/\$0.00 Indirect Costs/\$77,065.35 Local Benefit/MOE \$0.00

Expended: \$73,147.64

Traffic Records Program Section 405(c)

The MOHS continued to partner and work with the Mississippi State Traffic Records Coordinating Committee (STRCC) during the FY18 grant year. The STRCC is a group of state partners that focus on the collaboration, implementation and execution of state traffic record systems. The MOHS continues to work on objectives that are listed in the Statewide Strategic Traffic Records Strategic Plan and work to achieve performance based targets established by the STRCC.

2018 Highway Safety Plan Performance Targets

Targets provided from the 2018 Highway Safety Plan related to this program section can be found in the “2018 Core Performance Measures” section. Discussion of the state’s progress in meeting the targets is also included, using available data at the time of reporting.

Project Contribution toward Achieving Performance Target

The MOHS continues to work with partners with the Mississippi Highway Safety Information System (MHSIS) system. MHSIS is a complex, volume-intensive data collection, storage and retrieval system that supports national priority areas defined by the National Highway Traffic Safety Administration (NHTSA). MHSIS encompasses the total automated traffic records system which includes traffic crashes, citations, drivers, vehicles, roadways, EMS and hospital data, vital statistics, coroner reports, crime laboratory data, demographics and travel density.

The State Traffic Records Coordinating Committee (STRCC) met on a regularly scheduled basis to review all major traffic record projects at its member agencies. The strategic plan for data system improvements is developed and updated annually to apply for Section 405(C) traffic records funds. The STRCC worked on priority projects this year, such as working on discussions on a replacement for the outdated

Reportbeam Crash System and working toward strengthening the STRCC. During late FY17, the MOHS and STRCC requested for a NHTSA GO Team to provide STRCC restructure and training and Strategic planning. GO Teams assessments and workshops occurred during FY18 and a final report was provided to MOHS in September of 2018. The GO Team report outlined six areas of improvement to assist the STRCC that MOHS is currently reviewing for consideration:

1. STRCC Structure and Management.
2. STRCC Roles and Responsibilities.
3. STRCC Vision and Mission.
4. STRCC Stakeholders and Members.
5. STRCC Foundational Documents.
6. STRCC Strategic Planning and Project Development.

During FY17, preparation and dissemination of statistical reports were major traffic record activities. These tabulations are used for MOHS planning, problem identification, evaluation, special analyses and responses to requests for data. Ad hoc queries are made by the legislature, media, state and local agencies, law enforcement, universities, research foundations, safety associations and the general public. Special planning

data sets were also developed to show the picture of areas that need improvement in the state and focused enforcement efforts areas.

Traffic record users include: MHP; local police and sheriff's departments to deploy enforcement units; engineers to identify roadway hazards; judges to determine sentencing; and, prosecutors to determine appropriate charges. Additionally, they include licensing agencies to identify problem drivers; emergency response teams to improve response times; health care organizations to understand implications of patient care and costs; and, motor carrier officials to identify problem commercial drivers and carriers.

The projects listed below increase the ability to provide the Traffic Records program with accurate, timely and assessable data to be used in problem identification, planning and evaluation of highway safety programs. This data that is collected from the traffic records programs is used for the reduction of fatalities, injuries and crashes across Mississippi.

FFY2018 Funded Projects and Accomplishments

Project Title: Department of Public Safety/Traffic Records Consultant (M3DA-2018-MC-41-81)

Project Description: This is a professional work position involving planning, organizing, and implementing a special phase of a statewide program in the field of traffic records. The work involved utilizing technical knowledge of several specialties which are necessary adjuncts to the traffic records system. General supervision was received from the Director/GR, Traffic Records Coordinator and other designated supervisory staff.

For FY18, the traffic records consultant expanded the uses of crash data and citation data to improve accessibility to statistical reports, charts and analyses. The coordinator and consultant worked 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 included salaries and benefits, travel, supplies and training were also included in the project.

Budgeted: \$38,501.00 Federal Funding Source 405c/\$7,700.20 Match/\$0.00 Indirect Costs/\$0.00 Local Benefit/MOE-\$0.00

Expended: \$25,654.97

Project Title: Department of Public Safety—Development of New Statewide Crash System (M3DA-2018-MC-41-04)

Project Description: During FY18, 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 identified 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, the State must update the crash reporting system to gain compliance. The STRCC met with potential vendors and during FY18 begin the RFP, bid process and contract process for updating the system.

A new Crash reporting system was 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 provides enhanced query options for data extraction to allow enhanced data driven strategies. The new system complies with Model Minimum Uniform Crash Criteria (MMUCC). Mapping capabilities were 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. Used the STRCC to review the Statewide Uniform Crash Report and agreed on material to create and implement a new statewide crash system to ensure the stakeholders information and needs.

Budgeted: \$100,000.00 Federal Funding Source 405(c)/\$20,000.00 Match/\$0.00 Indirect Costs/\$0.00 Local Benefit/MOE-\$0.00

Expended: \$0.00

Project Title: MOHS Contingency Travel (TR2018-TR-41-04)

Project Description: The MOHS provided 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 included 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.

Budgeted: \$5,000.00 Federal Funding Source 402TR/\$1,000.00 Match/\$0.00 Indirect Costs/\$0.00 Local Benefit/MOE-\$0.00

Expended: \$0.00

Driver's Education Program Section 402 DE

The MOHS has long recognized the importance of combining enforcement and public education into its highway safety efforts. Thus, an educational component designed to help raise awareness about the dangers of drinking and driving, occupant protection distracted driving and teen safety has been in effect for the past six grant years.

The MOHS Public Information and Education Program has a collection of sub-grantees that focus on public information and education, which includes presentations at churches, schools, conferences, meetings, health fairs and many other events to increase awareness. Booths or table set-ups are displayed with relevant educational materials and promotional items bearing "no drinking and driving," "buckle up" and distracted driving safety messages. These projects helped the MOHS support multiple programs including impaired, OP unrestrained, youth and older drivers in Mississippi. These projects helped reach more citizens with public information and education.

2018 Highway Safety Plan Performance Targets

Targets provided from the 2018 Highway Safety Plan related to this program section can be found in the "2018 Core Performance Measures" section. Discussion of the state's progress in meeting the targets is also included, using available data at the time of reporting.

Project Contribution toward Achieving Performance Targets

During FY18, The MOHS funded programs that included peer to peer education and prevention strategies to focus on the age population of 21 and younger, with the focus of ages 16-20 years of age. Evidence based programs were selected and were implemented during the grant year.

There were one (1) projects selected for the driver's education program, with only one being fully implemented. This program educated young drivers about the negative effects of distracted driving, impaired driving, seat belt usage, speeding and awareness of risks while driving. This educational program attributed to the statistics above.

FFY2018 Funded Projects and Accomplishments

Project Title: University of Mississippi Medical Center Youth Highway Safety Program (DE-2018-DE-94-51)

Project Description: The University of Mississippi Medical Center Youth Highway Safety Program is the state's primary teen highway safety awareness program. The program focuses on the top counties of the State with the most teen fatalities and injuries.

The University of Mississippi Medical Center- Youth Highway Safety Programs increased the awareness and work statewide to provide public information on the consequences of impaired driving for young drivers aged 16-20 years old. University of Mississippi Medical Center- Youth Highway Safety Programs conducted educational outreach activities and participated in safety fairs, sobriety checkpoints, and community events. Each year the

University of Mississippi Medical Center- Youth Highway Safety Programs reaches more than 5,000 teens in the State while working in schools, safety fairs, conferences and meetings.

The program also worked with local law enforcement and local schools across the State to bring the message of the consequences of impaired driving, 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 was used to provide salaries, fringe, contractual services, supplies and program expenses.

Drivers Education Project Accomplishments (402DE):

- 362 highway safety awareness presentations; (Seatbelt 104; Speed 84; Unrestrained Fatalities 174)
- 59,979 people reached across Mississippi with awareness presentations and programs;
- 49 Health fairs across Mississippi;
- 604 Social Media Posts and 55,546 people reached through social media;
- 114 Law Enforcement Agencies-Worked directly with agencies on programs and presentations;
- Worked with all 30 Top counties for fatalities; and
- 204 Number of Schools the program worked with during FY18.

Budgeted: \$73,325.95 Federal Funding Source 402DE/\$1,466.52 Match/\$0.00/\$0.00 Local Benefit/MOE \$0.00

Expended: \$51,285.16

FFY2018 402/405F Motorcycle Program

In the planning of the FY17 programs, the MOHS was anticipating the implementation of a statewide motorcycle program funded through grant funds. The state has struggled with a rise in motorcycles fatalities, injuries and crashes over the past few years. Although the motorcycle program is needed a needed program, the MOHS was unable to implement this program during the grant year.

The MOHS was also not able to provide personnel to work directly with the program, as the MOHS began to restructure and change the focus of existing programs. Although the program is important, the MOHS chose to redirect funding, services and personnel to more high priority programs for FY17. The MOHS will look into creating this pilot in the future when staff can be allocated to the program.

2018 Highway Safety Plan Performance Targets

Targets provided from the 2018 Highway Safety Plan related to this program section can be found in the “2018 Core Performance Measures” section. Discussion of the state’s progress in meeting the targets is also included, using available data at the time of reporting.

Project Contribution toward Achieving Performance Target

With the lack of a statewide motorcycle program, the state motorcycle fatalities, injuries and crashes continue to rise. The MOHS cannot make a determination if the project below would have contributed to a decrease or the achievement of the performance measure being met. Without a sustained statewide motorcycle program, the MOHS can determine that the problem with fatalities, injuries and crashes cannot be reduced if a program does not exist.

FFY2018 Funded Projects and Accomplishments

Project Title: MOHS Distracted Driving Projects (FESX-2018-FE-00-00)

Project Description: The MOHS provided 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 were developed by need, data analysis, population size and funds available.

Budgeted: \$154,713.79 Federal Funding Source 405E/\$30,942.76/\$0.00 Indirect Costs/\$0.00 Local Benefit/MOE-\$0.00

Expended: \$0.00

Media and Marketing Program

In a market more segmented than ever before, the MOHS diversifies the media mix to maximize audience's exposure to the message. The MOHS wants to generate the message as frequently as possible in order to affect the behavioral change, while negotiating for the best media placement at the lowest possible cost.

The media planning process involves in-depth, up-front analyses. Major emphasis is placed upon finding unique placement opportunities and providing cost-effective solutions. Media alternatives are analyzed based upon the particular medium's composition, coverage and efficiency in reaching the potential audience. The MOHS also determines the frequency that the message should be seen/heard by the target audience. With every media buy, the MOHS requests one bonus spot for each paid media spot that is placed.

Paid and Earned Media Report

Broadcast Strategy

Radio serves as the primary medium to increase reach while generating higher levels of frequency. Radio is the top medium of choice Monday-Friday, 9 a.m.-6 p.m., making radio a great compliment. Radio provides a solid mechanism to distribute the message almost evenly throughout the state. Formats that index high for male targets include All Talk, AC, Alternative, CHR, Country, Hip-Hop, News, Rock, Urban and College. The MOHS places advertising in the highest rated stations in each format according to current Arbitron and Tapscan reports and requests a buy-one/bonus-one schedule. Radio serves as a secondary medium to increase reach while generating higher levels of frequency. Radio is the top medium of choice Monday-Friday, 9 a.m.-6 p.m., making radio a great compliment to the prime and late night schedules on broadcast and cable television. Radio provides a solid mechanism to distribute the message almost evenly throughout the state. Formats that index high for male targets include All Talk, AC, Alternative, CHR, Country, Hip-Hop, News, Rock, Urban and College. The MOHS places advertising in the highest rated stations in each format according to current Arbitron and Tapscan reports and requests a buy-one/bonus-one schedule.

Outdoor

Digital outdoor boards quickly remind all drivers about impaired driving enforcement and seat belt usage. High school and University campuses and high-traffic metropolitan areas are targeted statewide through quick, memorable reminders. The MOHS also leases special digital message boards for some of the northern counties, an area difficult to reach through radio.

FFY2018 Funded Projects and Accomplishments

Project Title: MOHS Paid Media Sustained DUI Enforcement Campaign (154PM-2018-PM-00-00/M5PEM-2018-PM-00-00)

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 was implemented in the FY18 grant period. These funds were used for sustained radio, and outdoor space in December 2017, January 2018, and Labor Day 2018.

The DSGPO messages were approved by NHTSA before airing. The number of holiday alcohol-related vehicle crash fatalities were used to evaluate the media messaging. The measures that were used to assess message recognition are as follows: 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.

Budgeted: \$250,000.00 Federal Funding Source 154AL/ \$0.00 Match/\$0.00 Indirect Costs/\$0.00 Local Benefit/MOE-\$0.00; \$510,000.00 Federal Funding Source 405(d)/\$102,000.00 Match/\$0.00 Indirect Costs/\$0.00 Local Benefit/MOE-No

Expended: \$137,840.00

Project Title: MOHS Paid Media Sustained Occupant Protection Enforcement Campaign (M2PE-2018-MB-00-00)

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 was implemented in the grant period. These funds were used for sustained radio and outdoor space in May 2018. The number of holiday unbelted vehicle crash fatalities were used to evaluate the media messaging. The measures that were used to assess message recognition are as follows: number of 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.

Budgeted: \$165,000.00 Federal Funding Source 405(b)/\$33,000.00 Match/\$0.00 Indirect Costs/\$0.00 Local Benefit/MOE-\$0.00

Expended: \$68,375.00

Project Title: MOHS Paid Media Sustained Enforcement OP/PTS Campaign (PM-2018-PM-00-00)

Project Description: A comprehensive and sustained paid media campaign in support of the continual Occupant Protection/Police Traffic Service enforcement efforts for the DSGPO and CIOT campaigns utilizing Section 402 funding was implemented in the FY18 grant period. These funds were used for sustained radio and television ads, print, and outdoor space in May 2018 and September 2018.

The DSGPO and CIOT messages were approved by NHTSA before airing. The number of holiday unbelted vehicle crash fatalities were used to evaluate the media messaging. The measures that were 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 were used to evaluate the effectiveness of the messaging.

Budgeted: \$350,000.00 Federal Funding Source 402/\$70,000.00 Match/\$0000 Indirect Costs/ \$0.00 Local Benefit/MOE-\$0.00

Expended: \$0.00

Christmas/New Year's 2017/2018

This year's Drive Sober or Get Pulled Over Christmas/New Year's campaign was from December 13—31, 2017 included coverage of cities and counties throughout the state. The overall objective was to effectively reach white males ages 30-39, through a heavily concentrated campaign with one key message "Drive Sober or Get Pulled Over" in order to effect positive change. The strategy was to use radio and outdoor to reinforce the message by paid and earned media.

MOHS focused on both 15 & 30 second radio spots and outdoor billboards, which were created for the campaign, airing throughout the state in high fatality areas. The radio spots ran on 76 radio stations, with 590 radio spots. Electronic outdoor signage was placed across the state on 34 outdoor boards with 4,795,293 impressions airing throughout the state in high fatality areas. \$67,990 of the budgeted \$70,000 were expended.

Labor Day 2018

The MOHS Drive Sober or Get Pulled over Labor Day 2018 Campaign was from August 15—September 3, 2018 including paid and earned media. The primary target audience was white male age 30-39. The Drive Sober or Get Pulled Over message was reinforced by radio and outdoor billboard including coverage of cities and counties throughout the state.

MOHS focused on both 30 second radio spots and outdoor billboards, which were created for the campaign, airing throughout the state in high fatality areas. The radio spots ran on 69 radio stations, with 512 radio spots. Electronic outdoor signage was placed across the state on 35 outdoor boards with 5,267,319 impressions airing throughout the state in high fatality areas. \$69,850 of the budgeted \$70,000 were expended.

Memorial Day 2018

The MOHS Click It or Ticket Memorial Day 2018 Campaign included paid and earned media from May 14—June 3, 2018. The primary target audience was white male age 30—39, and the secondary target was white females age 50—59.

MOHS focused on both 15 second radio spots and outdoor billboards, which were created for the campaign, airing throughout the state in high fatality areas. The radio spots ran on 77 radio stations, with 477 radio spots. Electronic outdoor signage was placed across the state on 36 outdoor boards with 5,732,856 impressions airing throughout the state in high fatality areas. \$68,375 of the budgeted \$70,000 were expended.

FFY2018 MOHS Financial Report

The Mississippi Office of Highway Safety funded a total of 124 highway safety projects during the FY18 grant year. The FY18 highway safety program included: (34) 154-Federally Funded Grants, (24) 405(d)-Federally Funded Grant, (30) 402- OP Federally Funded Grants, (3) 405(b) Federally Funded Grants, (23) 402-PT Federally Funded Grants, (2) 405(c) Federally Funded Grants, (1) 402 Driver's Education; (1) 402-CR; (1) 402-SO; (4) 402-TR; and (1) 405-E.

Below please find corresponding financial charts for FY18 with the project number assigned to the project in the Grants Tracking System (GTS); Project Title; Obligated/Budget Amount; Expended Amount; Unexpended Total; Match and Funding Source.

Table 4 Financial Summary of FFY2018 Expenditures

Planning and Administration Grants						
Project Number	Project Title	Obligated	Expended	Unexpended Funds	Match	Funding Source
154AL-2018-ST-41-01	MOHS Alcohol Countermeasures Coordination & Program Mgmt.	\$245,000.00	\$187,719.34	\$57,280.66	\$0.00	154AL
154AL-2018-ST-41-02	MOHS Alcohol Countermeasures Coordination & Program Mgmt.- Travel	\$10,000.00	\$6,667.06	\$3,332.94	\$0.00	154AL
154AL-2018-ST-41-03	MOHS Alcohol Countermeasures Coordination & Program Mgmt. Program Expenses	\$5,000.00	\$549.64	\$4,450.36	\$0.00	154AL
154PA-2018-PA-41-01	Planning and Administration Expenses for the 154 program	400,000.00	\$107,546.43	\$292,453.57	\$0.00	154AL
402PA-2018-PA-41-01	Planning and Administration Expenses 402 programs	400,000.00	\$324,249.85	\$75,750.15	\$80,000.00	402
OP-2018-OP-41-01	MOHS Occupant Protection Coordination & Program Management	\$165,000.00	\$133,220.06	\$31,779.94	\$33,000.00	402OP
OP-2018-OP-41-02	MOHS Occupant Protection Coordination & Program Management Travel	\$10,000.00	\$4,755.34	\$5,244.66	\$2,000.00	402OP

Planning and Administration Grants

Project Number	Project Title	Obligated	Expended	Unexpended Funds	Match	Funding Source
OP-2018-OP-41-03	MOHS Occupant Protection Coordination & Program Management Program Expenses.	\$5,000.00	\$403.54	\$4,596.46	\$1,000.00	402OP
PT-2018-PT-41-01	MOHS Police Traffic Services Coordination & Program Management	\$116,000.00	\$95,904.08	\$20,095.92	\$19,000.00	402PTS
PT-2018-PT-41-02	MOHS Police Traffic Services Coordination & Program Management Travel	\$10,000.00	\$4,075.16	\$5,924.84	\$2,000.00	402PTS
PT-2018-PT-41-03	MOHS Police Traffic Services Coordination & Program Management Program Expenses	\$5,000.00	\$362.22	\$4,637.78	\$1,000.00	402PTS
M5IDC-2018-MD-41-01	MOHS Impaired Driving Coordination & Program Management	\$185,000.00	\$137,903.54	\$47,096.46	\$37,000.00	405D
TR-2018-TR-41-01	MOHS Traffic Records Coordination Program	\$72,000.00	\$60,415.05	\$11,584.95	\$14,400.00	402TR
TR-2018-TR-41-02	MOHS Traffic Records Coordination Program Travel	\$10,000.00	\$1,757.85	\$8,242.15	\$2,000.00	402TR
TR-2018-TR-41-03	MOHS Traffic Records Coordination Program Expenses.	\$5,000.00	\$0.00	\$5,000.00	\$1,000.00	402TR
Total Planning and Administration Funds		\$1,643,000.00	\$1,065,529.16	\$577,470.84		

Alcohol Countermeasures Enforcement Grants

Project Number	Project Title	Obligated	Expended	Unexpended Funds	Match	Funding Source
154-AL-2018-ST-10-11	Adams County S.O.-CLOSED	\$19,291.00	\$2,190.12	\$17,100.88	\$0.00	154AL
154-AL-2018-ST-20-11	Batesville Police Department	\$10,000.00	\$6,687.22	\$3,312.78	\$0.00	154AL
154AL-2018-ST-10-81	Carroll County S.O.	\$36,890.00	\$33,929.50	\$2,960.50	\$0.00	154AL
154AL-2018-ST-25-51	Carthage Police Dept.	\$40,112.20	\$38,440.00	\$1,672.20	\$0.00	154AL
154AL-2018-ST-11-41	Coahoma County S.O.	\$19,000.00	\$493.47	\$18,506.53	\$0.00	154AL
154AL-2018-ST-26-91	D'Iberville Police Dept.	\$41,483.92	\$25,163.12	\$16,320.80	\$0.00	154AL
154AL-2018-ST-21-31	Greenwood Police Dept.	\$30,377.50	\$9,281.00	\$21,096.50	\$0.00	154AL
154AL-2018-ST-28-41	Grenada Police Dept.	\$38,956.78	\$28,326.95	\$10,629.83	\$0.00	154AL
154AL-2018-ST-12-31	Hancock County S.O.	\$70,704.00	\$70,703.00	\$1.00	\$0.00	154AL
154AL-2018-ST-21-51	Hattiesburg Police Dept.	\$66,504.00	\$28,914.11	\$37,589.89	\$0.00	154AL
154AL-2018-ST-28-61	Hernando Police Dept.	\$96,402.00	\$91,588.15	\$4,813.85	\$0.00	154AL
154AL-2018-ST-12-61	Holmes County Sheriff's Dept.	\$40,026.14	\$21,950.27	\$18,075.87	\$0.00	154AL
154AL-2018-ST-21-81	Horn Lake Police Dept. Original Amount \$105,320.00	\$97,802.00	\$97,402.00	\$400.00	\$0.00	154AL
154AL-2018-ST-13-41	Jones County Sheriff's Dept.	\$49,654.20	\$40,935.97	\$8,718.23	\$0.00	154AL
154AL-2018-ST-13-71	Lamar County S.O.	\$53,644.76	\$38,758.63	\$14,886.13	\$0.00	154AL
154AL-2018-ST-40-82	MS Highway Patrol-PAO	\$79,115.35	\$67,341.85	\$11,773.50	\$0.00	154AL
154AL-2018-ST-40-81	MS Highway Patrol	\$1,735,953.67	\$854,096.77	\$881,856.90	\$0.00	154AL
154AL-2018-ST-14-91	Montgomery County S.O.	\$19,200.00	\$9,088.16	\$10,111.84	\$0.00	154AL
154AL-2018-ST-15-01	Neshoba County S.O.	\$28,230.00	\$28,080.00	\$150.00	\$0.00	154AL
154AL-2018-ST-22-52	Oxford Police Department Law Enforcement Training	\$152,716.27	\$108,781.69	\$43,934.58	\$0.00	154AL

Alcohol Countermeasures Enforcement Grants

Project Number	Project Title	Obligated	Expended	Unexpended Funds	Match	Funding Source
154AL-2018-ST-22-61	Pascagoula Police Dept.	\$16,500.00	\$14,062.69	\$2,437.31	\$0.00	154AL
154AL-2018-ST-22-81	Philadelphia Police Dept.	\$39,265.60	\$39,265.60	\$0.00	\$0.00	154AL
154AL-2018-ST-23-01	Ridgeland Police Dept.	\$40,321.40	\$33,465.73	\$6,855.67	\$0.00	154AL
154AL-2018-ST-17-21	Tunica County S.O.	\$41,875.95	\$12,328.22	\$29,547.73	\$0.00	154AL
154AL-2018-ST-94-51	University of Mississippi Medical Center-Youth Programs	\$109,911.00	\$81,076.68	\$28,834.32	\$0.00	154AL
154AL-2018-ST-35-81	Winona Police Dept.	\$10,278.48	\$8,817.85	\$1,460.63	\$0.00	154AL
154AL-2018-ST-36-01	Yazoo City Police Dept.	\$16,697.00	\$0.00	\$16,697.00	\$0.00	154AL
Total Alcohol Law Enforcement		\$3,000,913.22	\$1,791,168.75	\$1,209,744.47		

MOHS Impaired Driving Enforcement Grants

Project Number	Project Title	Obligated	Expended	Unexpended Funds	Match	Funding Source
M5X-2018-MD-26-21	Columbia Police Dept.	\$17,000.00	\$4,774.64	\$12,225.36	\$3,400.00	405D
M5X-2018-MD-11-61	Covington County S.O.	\$44,856.00	\$44,856.00	\$0.00	\$8,971.20	405D
M5X-2018-MD-11-71	Desoto County S.O.	\$142,555.23	\$142,555.23	\$0.00	\$28,511.05	405D
M5X-2018-MD-21-41	Gulfport Police Dept.	\$97,318.40	\$76,159.70	\$21,158.70	\$19,463.68	405D
M5X-2018-MD-12-51	Hinds County Sheriff's Dept.	\$142,712.96	\$108,547.46	\$34,165.50	\$28,542.59	405D
M5X-2018-MD-13-81	Lauderdale County S.O.	\$97,435.00	\$80,392.47	\$17,042.53	\$19,487.00	405D
M5X-2018-MD-14-51	Madison County S.O.	\$95,390.00	\$68,690.70	\$26,699.30	\$19,078.00	405D
M5X-2018-MD-30-31	Magee Police Dept.	\$30,774.33	\$25,166.82	\$5,607.51	\$6,154.87	405D
M5X-2018-MD-14-61	Marion County S.O.	\$86,309.68	\$83,514.08	\$2,795.60	\$17,261.94	405D
M5CS-2018-MD-40-21	MS Office of the Attorney General's Office TSRP	\$168,086.51	\$150,524.92	\$17,561.59	\$33,617.30	405D

MOHS Impaired Driving Enforcement Grants

Project Number	Project Title	Obligated	Expended	Unexpended Funds	Match	Funding Source
M5X-2018-MD-22-41	New Albany Police Dept.	\$50,936.46	\$34,371.63	\$16,564.83	\$10,187.29	405D
M5X-2018-MD-22-51	Oxford Police Dept.	\$112,219.20	\$99,975.81	\$12,243.39	\$22,443.84	405D
M5TR-2018-MD-22-51	Oxford Police Department Law Enforcement Training	\$84,744.02	\$52,068.59	\$32,675.43	\$16,948.80	405D
M5X-2018-MD-15-51	Pearl River County S.O.	\$37,049.28	\$8,227.37	\$28,821.91	\$7,409.86	405D
M5X-2018-MD-16-41	Simpson County S.O.	\$54,790.00	\$35,546.38	\$19,243.62	\$10,958.00	405D
M5X-2018-MD-34-41	Southaven Police Dept.	\$112,159.00	\$94,785.84	\$17,373.16	\$22,431.80	405D
M5X-2018-MD-23-11	Starkville Police Dept.	\$73,045.60	\$51,457.48	\$21,588.12	\$14,609.12	405D
M5X-2018-MD-16-61	Stone County S.O.	\$47,479.60	\$38,625.12	\$8,854.48	\$9,495.92	405D
M5X-2018-MD-17-11	Tishomingo County S.O.	\$50,340.00	\$45,586.84	\$4,753.16	\$10,068.00	405D
M5X-2018-MD-17-41	Walthall County S.O.	\$8,536.90	\$4,817.98	\$3,718.92	\$1,707.38	405D
M5X-2018-MD-18-21	Yazoo County S.O.	\$36,619.20	\$7,726.68	\$28,892.52	\$7,323.84	405D
Total Impaired Law Enforcement		\$1,590,357.37	\$1,258,371.74	\$331,985.63		

154/405D Special Programs

Project Number	Project Title	Obligated	Expended	Unexpended Funds	Match	Funding Source
154AL-2018-ST-41-05	MOHS-National DSGPO Special Wave Grant	\$50,000.00	\$0.00	\$50,000.00	\$0.00	154AL
154PM-2018-PM-00-00	MOHS Paid Media Impaired Driving	\$250,000.00	\$0.00	\$250,000.00	\$0.00	154AL
154AL-2018-ST-41-04	MOHS Contingency Travel	\$5,000.00	\$0.00	\$5,000.00	\$0.00	154AL
M5PEM-2018-PM-00-00	MOHS Paid Media Impaired Driving	\$510,000.00	\$137,840.00	\$372,160.00	\$102,000.00	405D
M5TR-2018-MD-41-01	MOHS Contingency Travel	\$5,000.00	\$0.00	\$5,000.00	\$1,000.00	405D
Total 154 Special Projects		\$305,000.00	\$0.00	\$305,000.00		
Total 405D Special Projects		\$515,000.00	\$137,840.00	\$377,160.00		

MOHS OP Enforcement Projects

Project Number	Project Title	Obligated	Expended	Unexpended Funds	Match	Funding Source
OP-2018-OP-10-11	Adams County S.O.-CLOSED	\$15,057.00	\$1,816.05	\$13,240.95	\$3,011.40	402OP
OP-2018-OP-24-01	Amory Police Dept.	\$4,014.90	\$923.66	\$3,091.24	\$802.98	402OP
OP-2018-OP-10-81	Carroll County S.O.	\$7,750.00	\$6,370.50	\$1,379.50	\$1,550.00	402OP
OP-2018-OP-11-71	Desoto County S.O.	\$17,561.00	\$17,235.38	\$325.62	\$3,512.20	402OP
OP-2018-OP-12-31	Hancock County S.O.	\$5,000.00	\$5,000.00	\$0.00	\$1,000.00	402OP
OP-2018-OP-12-41	Harrison County S.O.	\$43,942.50	\$43,942.50	\$0.00	\$8,788.50	402OP
OP-2018-OP-12-51	Hinds County S.O.	\$8,050.00	\$3,084.94	\$4,965.06	\$1,610.00	402OP
OP-2018-OP-21-71	Holly Springs Police Dept. High Risk Population	\$5,318.00	\$5,318.00	\$0.00	\$1,063.60	402OP
OP-2018-OP-13-41	Jones County S.O.	\$21,056.00	\$21,056.00	\$0.00	\$4,211.20	402OP
OP-2018-OP-13-71	Lamar County S.O.	\$7,122.50	\$5,102.61	\$2,019.89	\$1,424.50	402OP
OP-2018-OP-13-81	Lauderdale County S.O.	\$36,620.00	\$33,704.16	\$2,915.84	\$7,324.00	402OP
OP-2018-OP-29-61	Leland Police Dept.	\$1,451.25	\$192.71	\$1,258.54	\$290.25	402OP
OP-2018-OP-40-81	MS Hwy Patrol	\$444,049.70	\$273,341.33	\$170,708.37	\$88,809.94	402OP
OP-2018-OP-31-11	Morton Police Department	\$1,961.00	\$1,079.72	\$881.28	\$392.20	402OP
OP-2018-OP-15-31	Oktibbeha County S.O.	\$11,250.00	\$9,114.46	\$2,135.54	\$2,250.00	402OP
OP-2018-OP-15-51	Pearl River County	\$3,000.00	\$0.00	\$3,000.00	\$600.00	402OP
OP-2018-OP-22-81	Philadelphia Police Dept.	\$3,282.00	\$2,280.90	\$1,001.10	\$656.40	402OP
OP-2018-OP-15-71	Pike County S.O.	\$7,050.00	\$4,178.48	\$2,871.52	\$1,410.00	402OP
OP-2018-OP-17-21	Tunica County Sheriff's Dept.	\$9,058.00	\$6,703.08	\$2,354.92	\$1,811.60	402OP
OP-2018-OP-23-41	Vicksburg Police Dept.	\$17,454.00	\$13,828.66	\$3,625.34	\$3,490.80	402OP
OP-2018-OP-17-41	Walthall County Sheriff's Dept.	\$1,300.00	\$778.27	\$521.73	\$260.00	402 OP
OP-2018-OP-36-01	Yazoo City Police Dept.	\$5,002.50	\$3,874.00	\$1,128.50	\$1,000.50	402OP
Total Occupant Protection Enforcement		\$676,350.35	\$458,925.41	\$217,424.94		

Occupant Protection Special Programs

Project Number	Project Title	Obligated	Expended	Unexpended Funds	Match	Funding Source
OP-2018-OP-41-05	MOHS-CIOT Special Wave	\$75,000.00	\$0.00	\$75,000.00	\$15,000.00	402OP
OP-2018-OP-41-06	MOHS High Risk Population-Special Wave	\$50,000.00	\$5,318.00	\$44,682.00	\$10,000.00	402OP
OP-2018-OP-41-04	MOHS Contingency Travel	\$5,000.00	\$0.00	\$5,000.00	\$1,000.00	402OP
SO-2018-SO-40-11	Mississippi State University-Stennis Institute-SB Survey	\$199,852.41	\$174,864.45	\$24,987.96	\$39,970.48	402SO
OP-2018-OP-40-11	MSU-Observation Seatbelt Survey/Reselection	\$23,343.84	\$23,343.84	\$0.00	\$4,668.75	402OP
PM-2018-PM-00-00	MOHS Paid Media-PM	\$350,000.00	\$0.00	\$350,000.00	\$70,000.00	402OP
M2PE-2018-MB-40-00	MOHS Paid Media-OP	\$165,000.00	\$68,735.00	\$96,265.00	\$33,000.00	405B
M2PE-2018-MB-40-71	MS Dept. of Health-OP Program	\$82,748.92	\$20,853.29	\$63,759.10	\$16,549.78	405B
M2TR-2018-MB-63-91	University Medical Center/MS Safe Kids	\$106,754.88	\$92,923.97	\$13,830.91	\$21,350.98	405B
CR-2018-CR-40-71	MS Dept. of Health - Child Restraint Seat	\$85,017.38	\$85,002.39	\$14.99	\$17,003.48	402CR
Total 402 Occupant Protection Funds		\$703,196.25	\$28,661.84	\$474,682.00		
Total 402 Child Restraint Funds		\$85,017.38	\$85,002.39	\$14.99		
Total 405B		\$354,503.80	\$182,512.26	\$171,991.54		
Total Occupant Protection Funds		\$1,142,717.43	\$296,176.49	\$646,688.53		

Police Traffic Services Enforcement Program

Project Number	Project Title	Obligated	Expended	Unexpended Funds	Match	Funding Source
PT-2018-PT-20-21	Bay St. Louis Police Dept.	\$12,805.00	\$11,512.68	\$1,292.32	\$2,561.00	402PT
PT-2018-PT-20-51	Brandon Police Dept.	\$51,770.68	\$29,579.44	\$22,191.24	\$10,354.14	402PT
PT-2018-PT-26-21	Columbia Police Dept.	\$12,080.00	\$8,725.98	\$3,354.02	\$2,416.00	402PT
PT-2018-PT-26-91	D'Iberville Police Dept.	\$15,000.00	\$14,164.84	\$835.16	\$3,000.00	402PT

Police Traffic Services Enforcement Program

Project Number	Project Title	Obligated	Expended	Unexpended Funds	Match	Funding Source
PT-2018-PT-27-81	Flowood Police Department	\$49,992.00	\$49,992.00	\$0.00	\$9,998.40	402PT
PT-2018-PT-21-21	Greenville Police Dept.	\$5,025.00	\$519.42	\$4,505.58	\$1,005.00	402PT
PT-2018-PT-21-31	Greenwood Police Dept.	\$15,420.36	\$10,645.03	\$4,775.33	\$3,084.07	402PT
PT-2018-PT-21-41	Gulfport Police Dept.	\$20,481.60	\$10,443.34	\$10,037.86	\$4,096.24	402PT
PT-2018-PT-21-81	Horn Lake Police Dept. Reduce. Original \$29,020.00	\$27,364.59	\$16,657.04	\$10,707.55	\$5,472.92	402PT
PT-2018-PT-29-91	Lucedale Police Dept.	\$27,472.85	\$22,789.95	\$4,682.90	\$5,494.57	402PT
PT-2018-PT-22-21	Meridian Police Dept.	\$8,270.00	\$7,904.19	\$365.81	\$1,947.92	402PT
PT-2018-PT-40-82	MS Dept of Public Safety-PAO Program	\$77,065.35	\$73,147.64	\$3,917.71	\$15,413.07	402PT
PT-2018-PT-40-81	MS Highway Patrol-Speed	\$380,882.00	\$224,636.10	\$156,245.90	\$76,176.52	402PT
PT-2018-PT-22-51	Oxford Police Dept.	\$15,890.00	\$10,697.29	\$5,192.71	\$3,178.00	402PT
PT-2018-PT-23-01	Ridgeland Police Dept.	\$8,490.32	\$6,548.23	\$1,942.09	\$1,698.06	402PT
PT-2018-PT-88-11	Sherman Police Dept.	\$24,367.12	\$16,591.19	\$7,775.93	\$4,544.14	402PT
PT-2018-PT-23-11	Starkville Police Dept.	\$15,000.00	\$9,464.10	\$5,535.90	\$3,000.00	402PT
PT-2018-PT-35-41	Waveland Police Dept.	\$16,068.00	\$14,472.87	\$1,595.13	\$3,213.60	402PT
Total Police Traffic Service Enforcement Program		\$783,444.87	\$538,491.33	\$244,953.54		

Police Traffic Services Special Programs

Project Number	Project Title	Obligated	Expended	Unexpended Funds	Match	Funding Source
PT-2018-PT-41-05	MOHS Speed Special Wave Grants	\$50,000.00	\$0.00	\$50,000.00	\$10,000.00	402PT
PT-2018-PT-41-04	MOHS Contingency Travel	\$5,000.00	\$0.00	\$5,000.00	\$1,000.00	402PT
Total Police Traffic Services Special Program		\$55,000.00	\$0.00	\$55,000.00		

Traffic Records Program

Project Number	Project Title	Obligated	Expended	Unexpended Funds	Match	Funding Source
M3DA-2018-MC-41-04	MOHS-Development of New Statewide Crash System	\$100,000.00	\$0.00	\$100,000.00	\$20,000.00	405C
M3DA-2018-MC-40-81	Department of Public Safety-Traffic Records Consultant	\$38,501.00	\$25,654.97	\$12,846.03	\$7,700.20	405C
TR-2018-TR-41-04	MOHS Contingency Travel	\$5,000.00	\$0.00	\$5,000.00	\$1,000.00	402TR
Total Traffic Records Program		\$143,501.00	\$25,654.97	\$117,846.03		

Driver's Education

Project Number	Project Title	Obligated	Expended	Unexpended Funds	Match	Funding Source
DE-2018-DE-94-51	University of Mississippi Medical Center Youth Highway Safety Program	\$73,325.95	\$51,285.16	\$22,040.79	\$1,466.52	402DE
Total Driver's Education Projects		\$73,325.95	\$51,285.16	\$22,040.79		

Motorcycle Projects

Project Number	Project Title	Obligated	Expended	Unexpended Funds	Match	Funding Source
FESX-2018-FE-00-00	FAST ACT 405E MOHS Projects	\$154,713.79	\$0.00	\$154,713.79	\$30,942.76	405E
Total Motorcycle Projects		\$154,713.79	\$0.00	\$154,713.79		
Total Grant Funds		\$10,083,323.98	\$5,623,443.01	\$4,260,028.56		

Source: Source: Mississippi Office of Highway Safety. Accessed January 30, 2018.

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