

# Mississippi Office of Highway Safety Annual Report

Federal Fiscal Year 2021

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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 2021 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 and the Fixing America's Surface Transportation (FAST) Act. The funds awarded to the MOHS in Federal Fiscal Year (FFY) 2021 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 2021 Annual Report reviews the yearly progress on implementing the FFY2021 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 will continue increasing the public's knowledge, perception, and understanding of traffic safety issues. We are well- pleased of the MOHS' efforts to minimize the state's fatalities. Mississippi still has a lot of work to do to drive down fatalities and injuries. Overall traffic fatalities increased from 643 in 2019 to 752 in 2020.

The MOHS was successful in the following achievements during FFY2021 and have a lot of planning and educating to do on keeping our roads safe:

- The number of fatalities involving driver or motorcycle fatalities involving driver or motorcycle operator with .08 BAC or above fatalities decreased from 166 in 2019 to 162 in 2020.
- The number of unrestrained passenger vehicle occupant fatalities decreased from 275 in 2019 to 229 in 2020.
- Observed seatbelt usage increased from 79.4% in 2019 to 80.0% in 2020.



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, Sean Tindell 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.

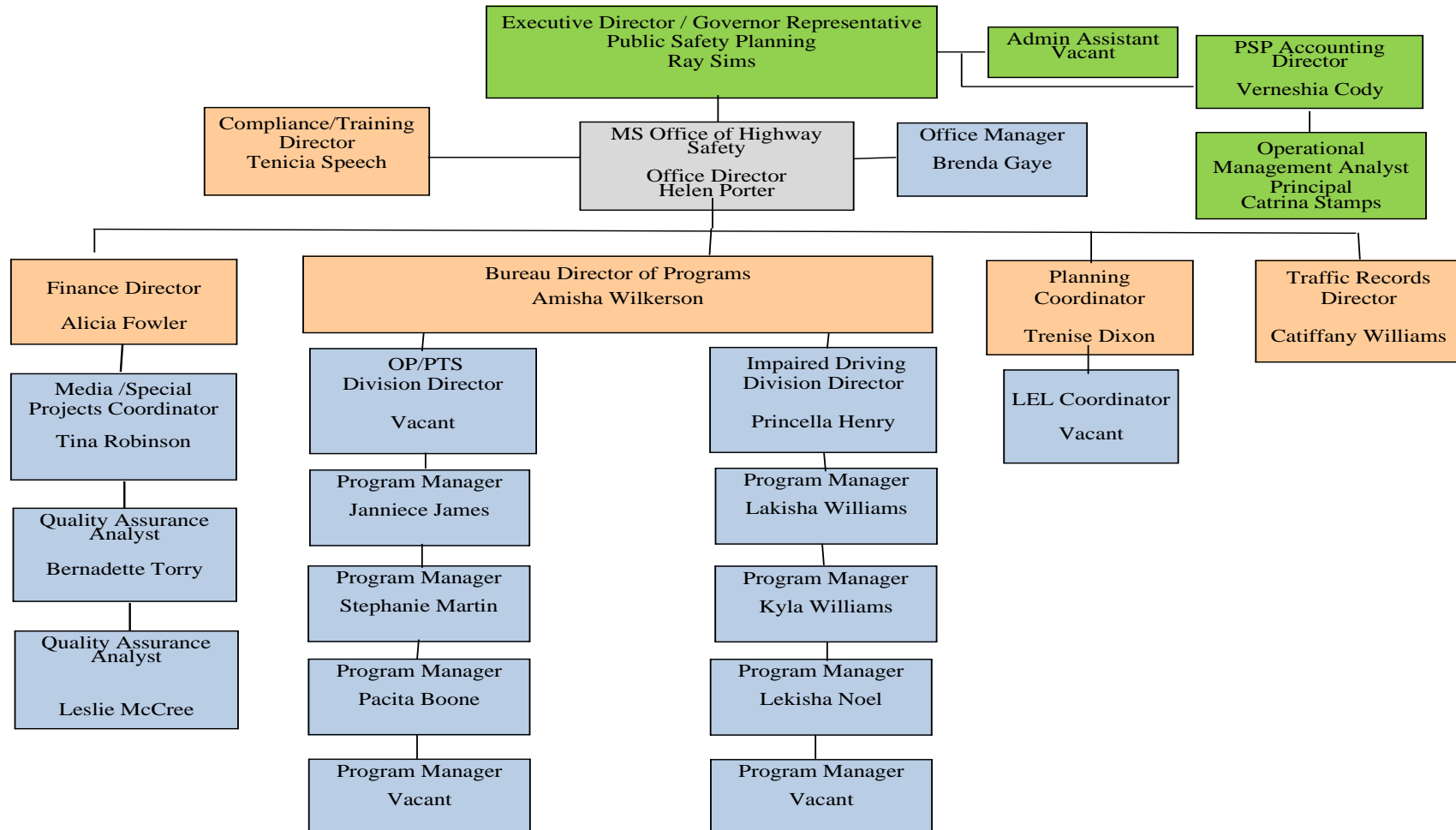
Helen Porter, Office Director Mississippi Office of Highway Safety



## 2021 MOHS ORGANIZATION 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.

### FY21 MS Office of Highway Safety Organizational Chart





## 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]).

## 2021 Mississippi Legislation

### 2021 MISSISSIPPI LEGISLATIVE SUMMARY

During the 2021 Mississippi legislative session there were thirteen (13) House Bills and nine (9) Senate Bills presented to the legislative committees

### 2021 LEGISLATIVE BILLS PASSED

The following bills were passed through both the House of Representative and Senate and then presented to the Governor for signature. The following are the bills that were passed:

#### Senate Bills:

- **SB 2119:** Pseudoephedrine and ephedrine; authorize sales and purchase of certain products containing without a prescription.
- **SB 2253:** Concealed carry weapons to permit; combine with driver's license or identification card.
- **SB 2294:** Veteran's Driver's License Designation; allow proof of military service in person.
- **SB 2435:** Alcoholic beverages; revise various provisions relating to distilleries.
- **SB 2474:** Department of Health; allow charges between agencies for services provided under the medical marijuana program.
- **SB 2598:** Department of Public Safety; revise licensing
- **SB 2788:** Radar speed detection; revise provisions concerning use by Highway Patrol and municipal law enforcement in certain cities.
- **SB 2807:** Alcoholic beverages; restore provision restricting areas in which manufacture, sale and distribution are authorized.
- **SB 2809:** Public records; extend repealer on provision requiring public access to records.

## House Bills:

- **HB 119:** Harpers' Grace Law; extend repealer on authority to research and dispense cannabidiol (CBD oil) for medical purposes.
- **HB 277:** Tribal identification cards; recognize as legal means of personal identification.
- **HB 512:** ABC agents/inspectors; revise certain provisions regarding powers of
- **HB 519:** Motor vehicle license tags; remove requirement for apportioned vehicles to have decal with expiration month/year on tag.
- **HB 550:** Intermediate driver's license; delete all references to.
- **HB 551:** Driver's license; require Department of Public Safety to allow official identifying document of MDOC to suffice for
- **HB 631:** Law enforcement; allow off-duty use of official vehicles while performing security services in off-duty hours.
- **HB 886:** Law enforcement officers; exempt from concealed firearms permit fees and renewal fees
- **HB 945:** Light wine, beer, and light spirit product; revise number of qualified electors required to petition for election to prohibit or authorize
- **HB 1034:** Uniform Controlled Substance Act; revise schedules.
- **HB 1091:** Light wine, light spirit product and beer; authorize microbreweries and revise various sections of law.
- **HB 1135:** Alcoholic beverages; create delivery service permit.
- **HB 1195:** Electric bicycles; regulate

## 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 FY21, partners participated in the strategic planning and implementation of highway safety programs listed within the Highway Safety Plan, 2021 Annual Report and made the FY21 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.

Federal Motor Carrier Safety Administration	Mississippi Law Enforcement Agencies
Federal Highway Administration	National Highway Traffic Safety Administration
Jackson State University	Governor's Highway Safety Association
Mississippi Legislators	State Traffic Records Coordinating Committee
Mississippi Association of Chiefs of Police	Mississippi State University
Mississippi Sheriff's Association	Mississippi Social Science Research Center
Mississippi Department of Transportation	MOHS Staff Members
Mississippi Department of Health	Oxford Police Department-Mississippi Law Enforcement Training Division
Mississippi Department of Mental Health	
Mississippi Department of Public Safety	
Mississippi Highway Patrol	
Mississippi Attorney General's Office	

# Assessment of State of Mississippi's Progress

**Table 1 FFY21 Statistical Progress**

Measure	2016	2017	2018	2019	2020	Average
C1. Core Outcomes Measure—Fatalities (FARS) <sup>1</sup>	687	685	663	642	752	686
C2. Core Outcome Measure—Number of Serious Injuries (State Data)	723	627	546	1577	3616	1,418
C3. Core Outcome Measure—Fatalities/100 MVMT <sup>1</sup>	1.69	1.68	1.63	1.56	2.06	2
C4. Core Outcome Measure—Number of unrestrained passenger vehicle occupant fatalities, all seating positions <sup>1</sup>	296	310	281	275	229	278
C5. Core Outcome Measure—Number of fatalities involving driver or motorcycle fatalities involving driver or motorcycle operator with .08 BAC or above <sup>1</sup>	134	157	166	166	162	157
C6. Core Outcome Measure—Number of speeding-related fatalities <sup>1</sup>	81	59	48	120	126	87
C7. Core Outcome Measure—Number of motorcyclist fatalities <sup>1</sup>	50	39	41	40	62	46
C8. Core Outcome Measure—Number of un-helmeted motorcyclist fatalities <sup>1</sup>	7	7	6	5	15	8
C9. Core Outcome Measure—Number of drivers age 20 or younger involved in fatal crashes <sup>1</sup>	89	101	75	71	100	87
C10. Core Outcome Measure—Number of pedestrian fatalities <sup>1</sup>	58	71	89	65	106	78
C11. Core Outcome Measure—Number of bicycle fatalities <sup>1</sup>	5	6	6	8	9	7
<b>Core Behavioral Measure:</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>Average</b>
B-1. Percent observed belt use for passenger vehicles	78.8%	80.2%	80.5%	79.4%	<b>80.0%</b>	79.78%
<b>Core Achievement Measures:</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>Average</b>
Seat Belt Citations Issued During Grant Funded Activities	18,932	15,351	13,776	10,315	12,124	<b>14,100</b>
Impaired Driving Arrests During Grant Funded Activities	8,015	6,314	5,552	5,292	6,665	<b>6,368</b>
Speeding Citations Issued During Grant Funded Activities	13,762	12,371	11,323	20,802	23,843	<b>16,420</b>

Source: NHTSA STSI Data provided November 17, 2021. <sup>1</sup>

MOHS State level data Grant Funded Data, December 3, 2021.



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## 2021 Core Performance Measures

The MOHS is working diligently with partner agencies, hosting virtual strategic planning meetings, and creating action plans to reach core outcome and behavior measures for FY21 and FY22. The reduction of law enforcement within the Mississippi Highway Patrol and local agencies and the COVID-19 pandemic has caused major challenges that the overall program faced in FY21 which limited participation by agencies in our law enforcement safety Planned Activities.

During FY2021 the COVID-19 pandemic continued to influence performance measures as well as data release. 2020 FARS data will not be released until after the December 29<sup>th</sup>, 2021, deadline for MOHS Annual Report. The FY2020 FARS data used to assess achievement of performance target were developed by The National Highway Traffic Safety Administration (NHTSA) and the Governors Highway Safety Association (GHSA)\*.

FY2016-2021 seatbelt survey data is final. Targets are set in the Highway Safety Plan to be reached within end of the calendar Year 2021; which will be represented by 2020 FARS data\*; 2021 data will not be final until the early part of 2022.

### 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 2021 HSP will be met. At the time of this report, it appears Mississippi will meet 6 of the 11 targets set for FFY 2021 (Table 2). When the FFY 2021 targets were set using the five-year rolling average from 2015-2019 fatalities were trending downwards, thus aggressive downward targets were set for FFY 2021. Moving forward, the MOHS began adjusting the targets in the most recent FFY 2022 HSP using the five-year rolling averages from 2016-2020. 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 during COVID-19. 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 2021 Highway Safety Progress Report**

	2021	2017–2021 Average	Target FY21 HSP	2021 Target Met	Percent Difference	2020 Target Met
<b>C1. Core Outcomes Measure—Fatalities*</b>	720	692.4	685	N	1%	Y
C2. Core Outcome Measure—Number of Serious Injuries	3264	1926	2178	Y	-12%	Y
C3. Core Outcome Measure—Fatalities/100 MVMT	N/A	N/A	1.69	N/A	N/A	N/A
C4. Core Outcome Measure—Number of unrestrained passenger vehicle occupant fatalities, all seating positions	228	264.6	333	Y	-21%	Y
C5. Core Outcome Measure—Number of fatalities involving driver or motorcycle fatalities involving driver or motorcycle operator with .08 BAC or above	140	158.2	166	Y	-5%	N
<b>C6. Core Outcome Measure—Number of speeding-related fatalities*</b>	112	93	87	N	7%	Y
<b>C7. Core Outcome Measure—Number of motorcyclist fatalities*</b>	36	43.6	43	N	1%	N
C8. Core Outcome Measure—Number of un-helmeted motorcyclist fatalities	2	7	7	Y	0%	N
C9. Core Outcome Measure—Number of drivers age 20 or younger involved in fatal crashes	44	78.2	90	Y	-13%	N
<b>C10. Core Outcome Measure—Number of pedestrian fatalities*</b>	83	82.8	73	N	13%	Y
<b>C11. Core Outcome Measure—Number of bicycle fatalities*</b>	11	8	6	N	33%	N

PLEASE NOTE: All 2021 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 contact the MOHS.

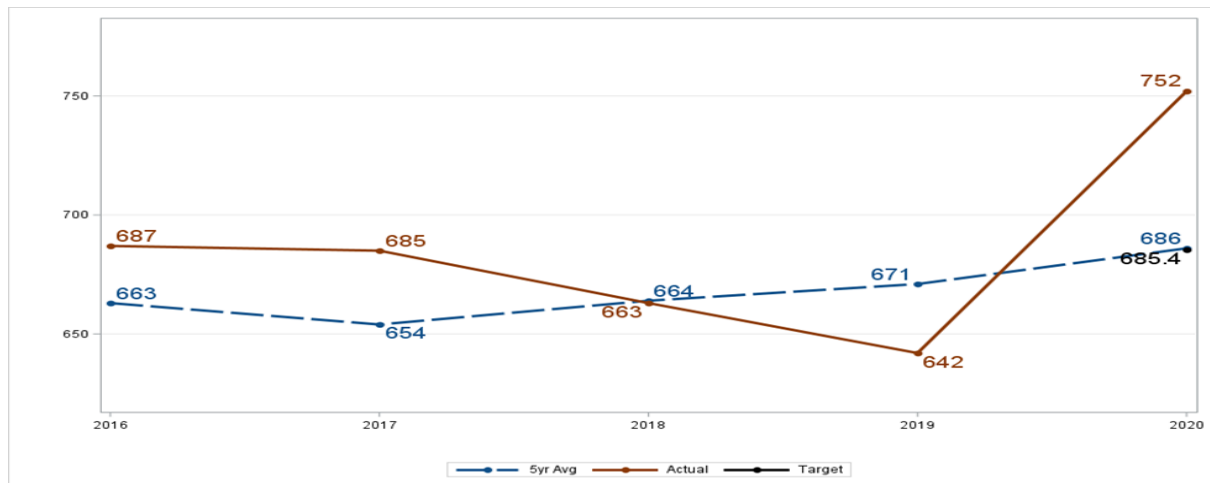
## C-1 Core Outcome Measure/Number of Traffic Fatalities (FARS)

To slow the expected increase of the total fatalities-five-year average from 664 fatalities (2014-2018) to 685 fatalities-five-year average (2017-2021) by the end of December 31, 2021.

Fatalities increased from 642 in 2019 calendar year to 752 in 2020. The five-year average (2016–2020) was higher at 686 fatalities, which is over the target of 685 for the end of 2020. **(Target Not Met)**

*\*MOHS will continue doing quarterly evaluations on performance measures, reaching out to agencies, scheduling conference calls to discuss how we can work towards meeting target goals and making public awareness on safe driving behaviors\**

**Figure 1 C-1 Number of Fatalities (FARS)**

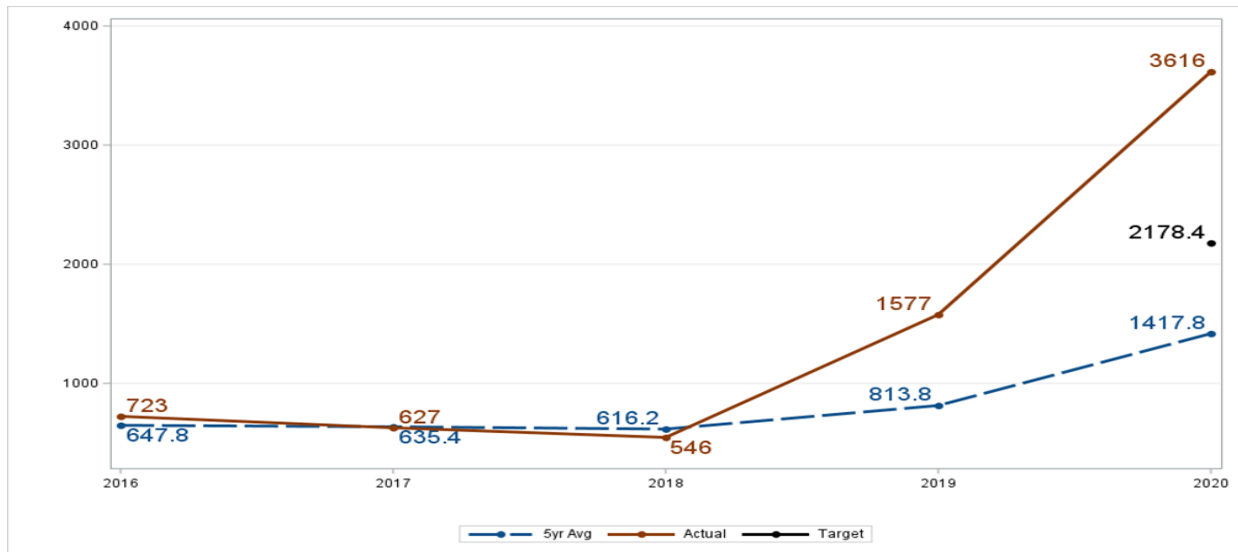


Source: NHTSA STSI. Accessed November 17, 2021.

## C-2 Core Outcome Measure/Serious Injury

To continue with the expected decrease of serious injuries from 664.8 injuries-five-year average (2014-2018) to 661 serious injuries-five-year average (2017-2021) by the end of December 31, 2021. Note that this goal factors in the new definition of injuries being collected since September 30, 2019.

Serious traffic injuries increased from 1577 in 2019 to 3616 in 2020. This dramatic increase is at least partly due to a change in recording serious injuries that includes a greater number of injuries (the change is reflected in only part of the 2019 year). The five-year average (2016-2020) is 1417.8, which is less than the target of 2178. MOHS will continue to promote the importance of wearing seatbelts as it does help to avoid injuries in auto accidents. **(Target Met)**

**Figure 2 C-2 Serious Injury (State Data)**

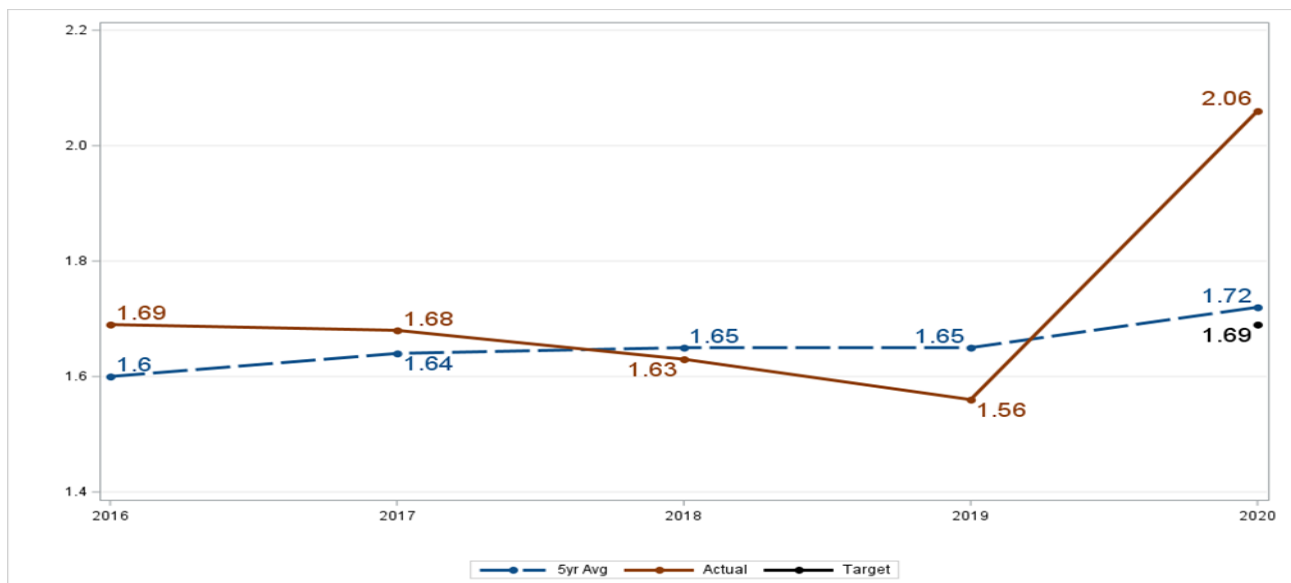
Source: Mississippi Office of Highway Safety. Accessed December 10, 2021.

### C-3 Core Outcome Measure/Fatality Rate

To slow the projected increase in fatality rate from 1.65 fatalities/100M VMT-five-year average (2014-2018) to 1.69 fatalities/100M VMT-five-year average (2017-2021) by the end of December 31, 2021.

The fatality rate increased from 1.56 in 2019 to 2.06 in 2020. This increase caused the five-year average of fatalities/100 MVMT for 2016–2020 to rise above the target 1.69 fatalities/100 MVMT. **(Target Not Met).**

*\*\*MOHS will continue doing quarterly evaluations on performance measures, reaching out to agencies, scheduling conference calls to discuss how we can work towards meeting target goals and making public awareness on safe driving behaviors\**

**Figure 3 C-3 Fatality Rate (FARS)**

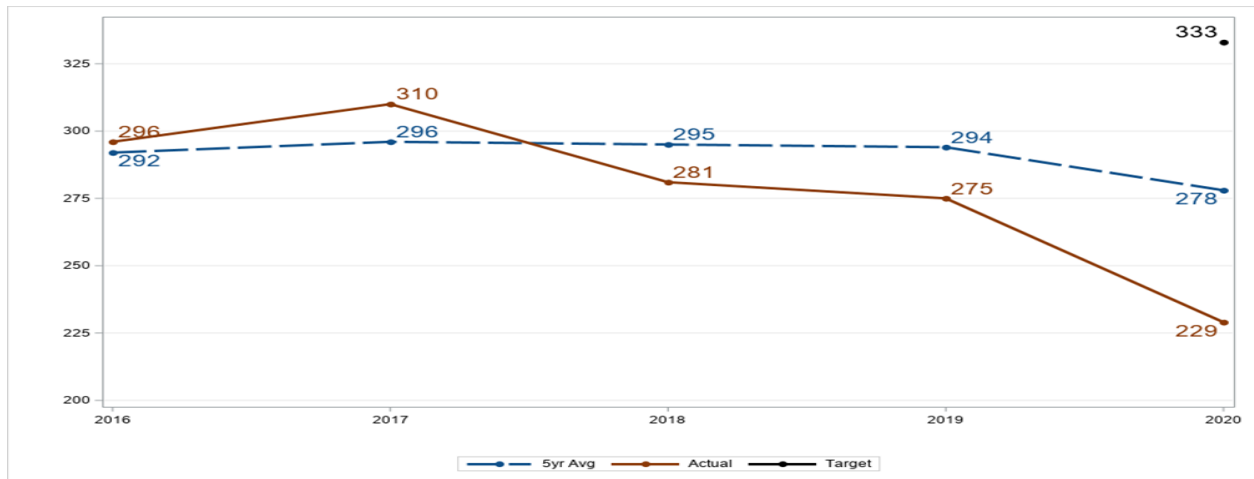
Source: NHTSA STSI. Accessed November 17, 2021.

### C-4 Core Outcome Measure/Unrestrained Passengers

To decrease the expected rise in the number of unrestrained passenger vehicle occupant fatalities in all seating positions from the five-year average (2014-2018) of 295 to 333 by the end of 2017-2021.

The number of unrestrained fatalities decreased from 275 in 2019 to 229 in 2020. The latest five-year average (2016-2020) is 278, which is below the target five-year average of 333. **(Target Met)**

**Figure 4 C-4 Unrestrained Fatalities**



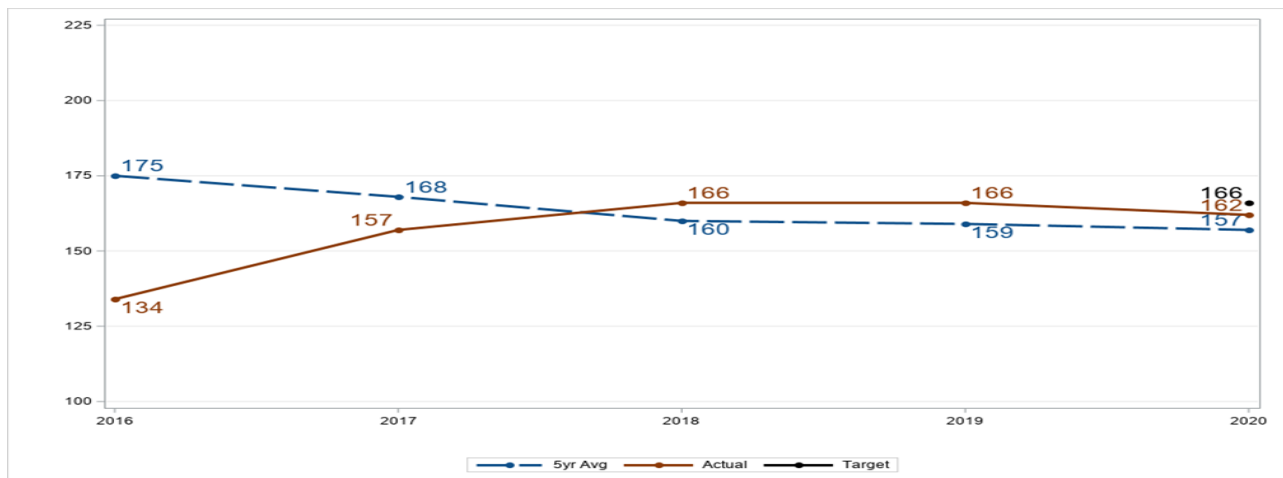
Source: NHTSA STSI. Accessed November 17, 2021.

### C-5 Core Outcome Measure/Alcohol and Other Drugs

To decrease the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above by 1% of the five-year average (2014-2018) of 159 to 166 by the end of (2017-2021).

There was a decrease in impaired driving fatalities from 166 in 2019 to 162 in 2020. Additionally, the five-year average (2016-2020) of 160 is below the goal of 166. **(Target Met)**

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



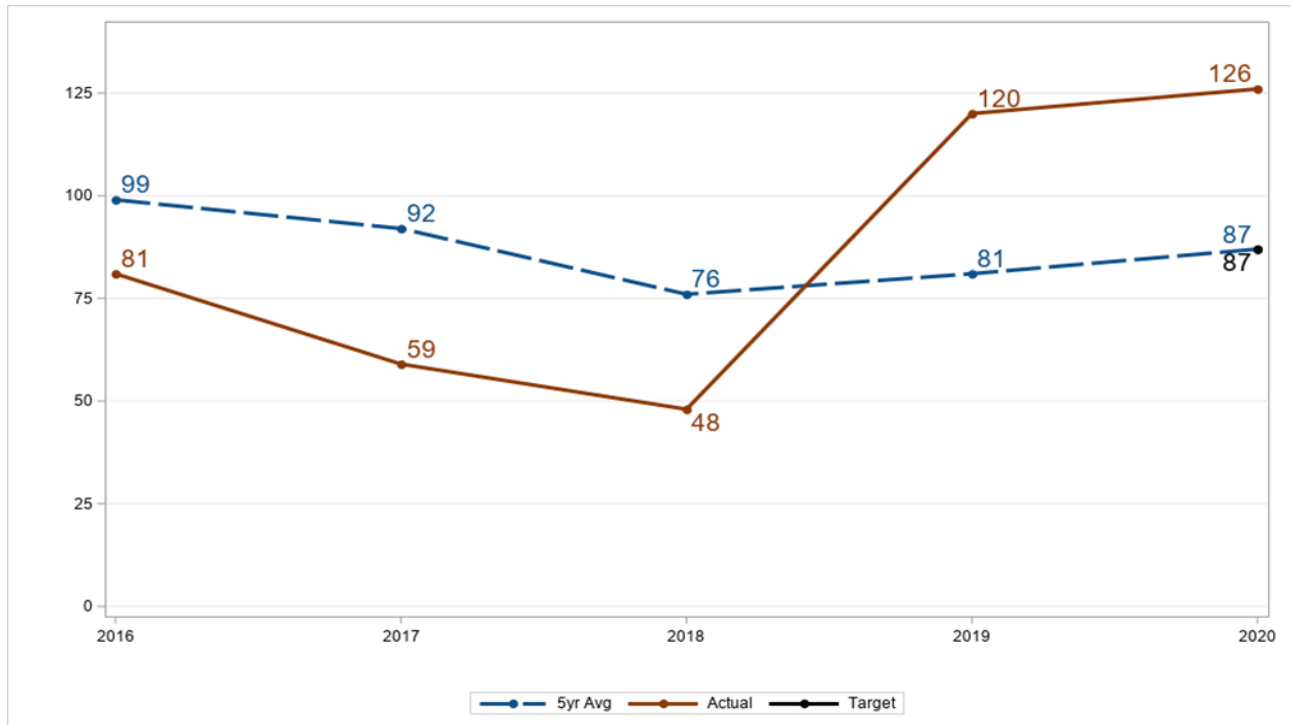
Source: NHTSA STSI. Accessed November 17, 2021.

## C-6 Core Outcome Measure/Speed

To decrease the number of speeding related fatalities by 5% from the five year average (2014-2018) of 76 to 87 by the end of (2017-2021).

2020 STSI data shows that the number of speed related fatalities increased from 120 in 2019 to 126 in 2020. The MOHS met the five-year average goal of 87, recording 87 fatalities on average 2016-2020. **(Target Met)**

Figure 6 C-6 Speeding Related Fatalities



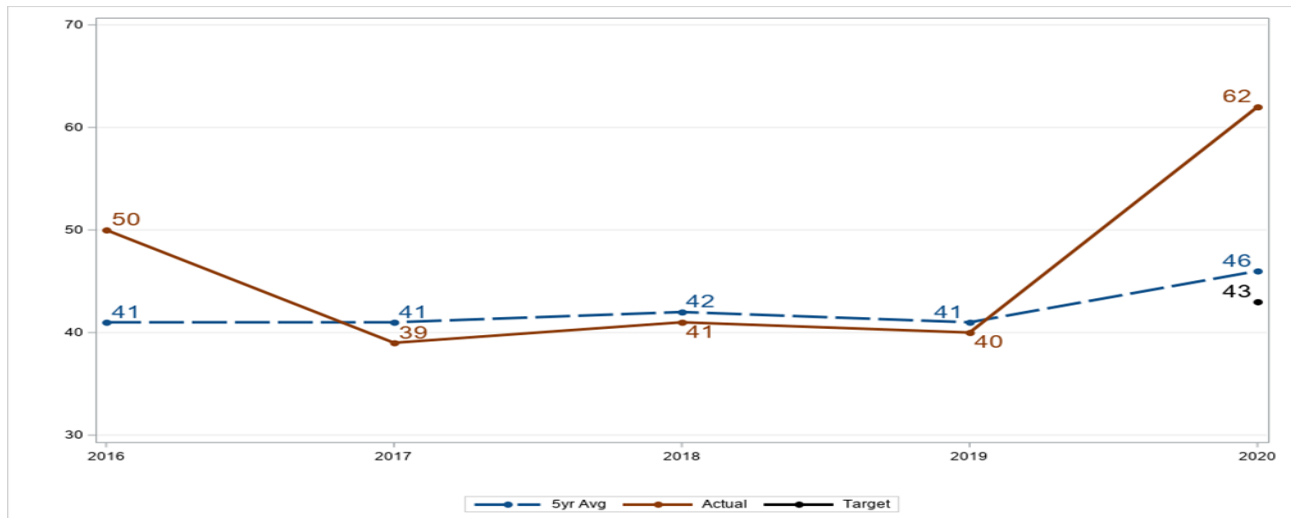
Source: NHTSA STSI. Accessed November 17, 2021.

## C-7 Core Outcome Measure/Motorcycles

To decrease the expected rise of motorcycle fatalities from the five year average (2014-2018) of 42 to 43 by the end of (2017-2021).

The 2020 STSI data shows an increase in motorcycle fatalities from 40 in 2019 to 62 in 2020. The five-year average (2016-2020) of 46 is above the target of 43. **(Target Not Met)**

*\*MOHS will continue working on goals to meet performance measures, reaching out to agencies, collecting data to help set performance targets, and implement a program on making public awareness of safe driving behaviors\**

**Figure 7 C-7 Motorcyclist Fatalities**

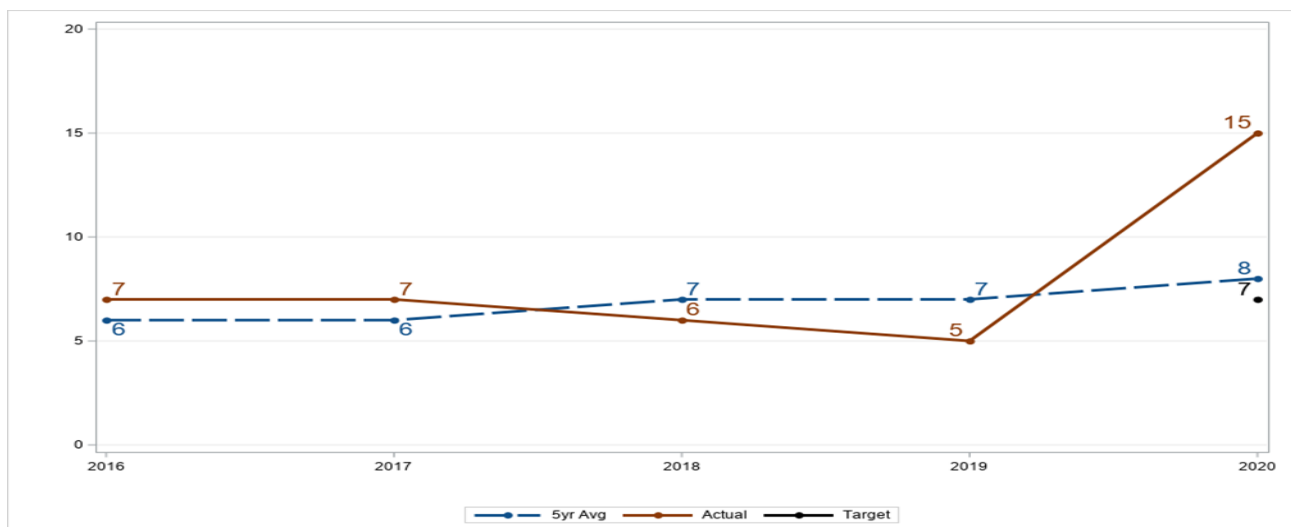
Source: NHTSA STSI. Accessed November 17, 2021.

### C-8 Core Outcome Measure/Unhelmet Motorcyclists

To maintain the number of un-helmeted motorcycle fatalities of the five-year average (2014-2018) of 7 by the end of (2017-2021).

The 2020 STSI data shows that the un-helmet fatalities increased from 5 in 2019 to 15 in 2020. This increase in un-helmeted motorcycle fatalities contributed to the 2016–2020 rate of 8 exceeding the goal of 7. The MOHS continues to watch this priority area and will be working on implementing a program to meet our target goal in FY22. **(Target Not Met)**

*\*MOHS will continue working on goals to meet performance measures, reaching out to agencies, collecting data to help set performance targets, and implement a program on making public awareness of safe driving behaviors\**

**Figure 8 C-8 Unhelmet Motorcycle Fatalities**

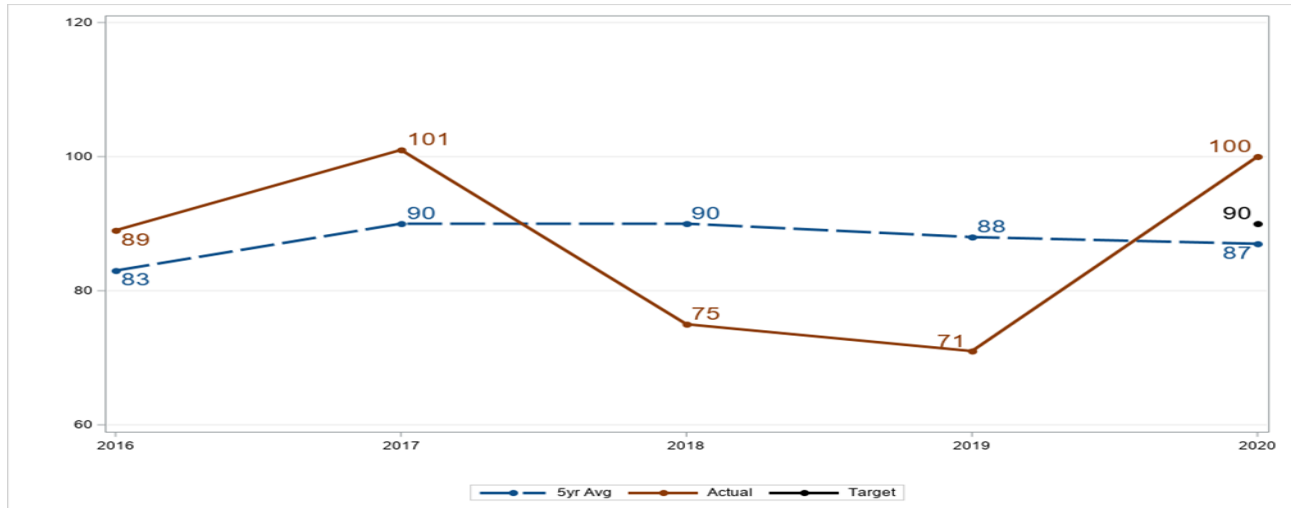
Source: NHTSA STSI. Accessed November 17, 2021.

## C-9 Core Outcome Measure/Under 21

To maintain the number of under the age of 21 drivers in fatal crashes from the five-year average of 90 (2014-2018) by the end of (2017-2021).

The 2020 STSI data shows that the fatalities for persons aged 21 and under increased from 73 in 2019 to 100 in 2020. The five-year average of 2016-2020 was 87, which is below the goal of 90. **(Target Met)**

**Figure 9 C-9 Under 21 Years of Age Fatalities**



Source: NHTSA STSI. Accessed November 17, 2021.

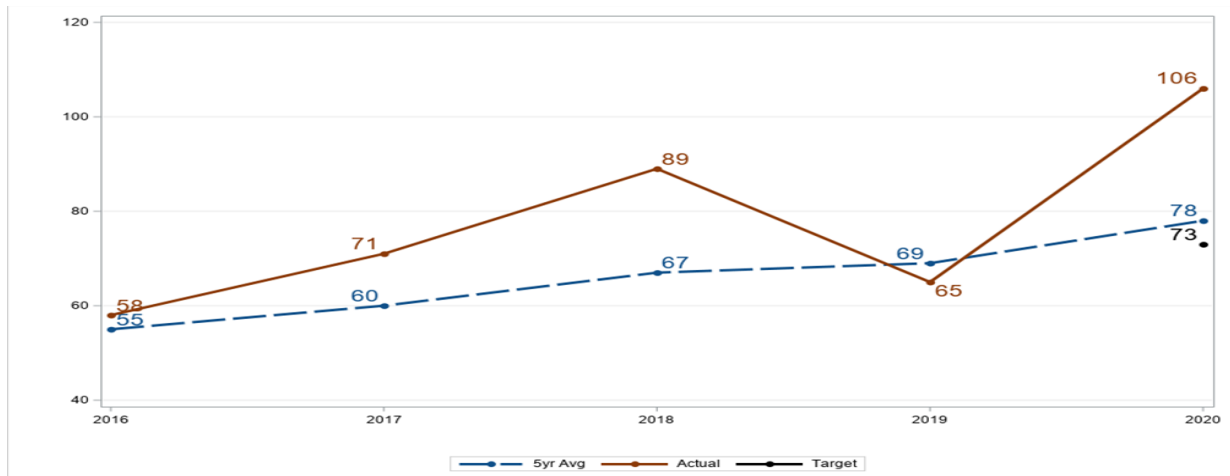
## C-10 Core Outcome Measure/Pedestrians

Reduce the expected rise of the number of pedestrian fatalities of the five year average (2014-2018) of 67 to 73 by the end of (2017-2021).

The 2020 STSI data shows that pedestrian fatalities increased from 65 in 2019 to 106 in 2020. The MOHS reported a five-year average (2017-2020) of 78 which is above the target of 73. MOHS will continue to watch this priority area and will be working on implementing a program to meet our target goal in FY22 **(Target Not Met)**

*\*MOHS will continue reaching out to agencies on educating the public and making them aware of pedestrians and safe driving behaviors as well as discuss how we can work towards meeting target goals\**



**Figure 10 C-10 Pedestrian Fatalities**

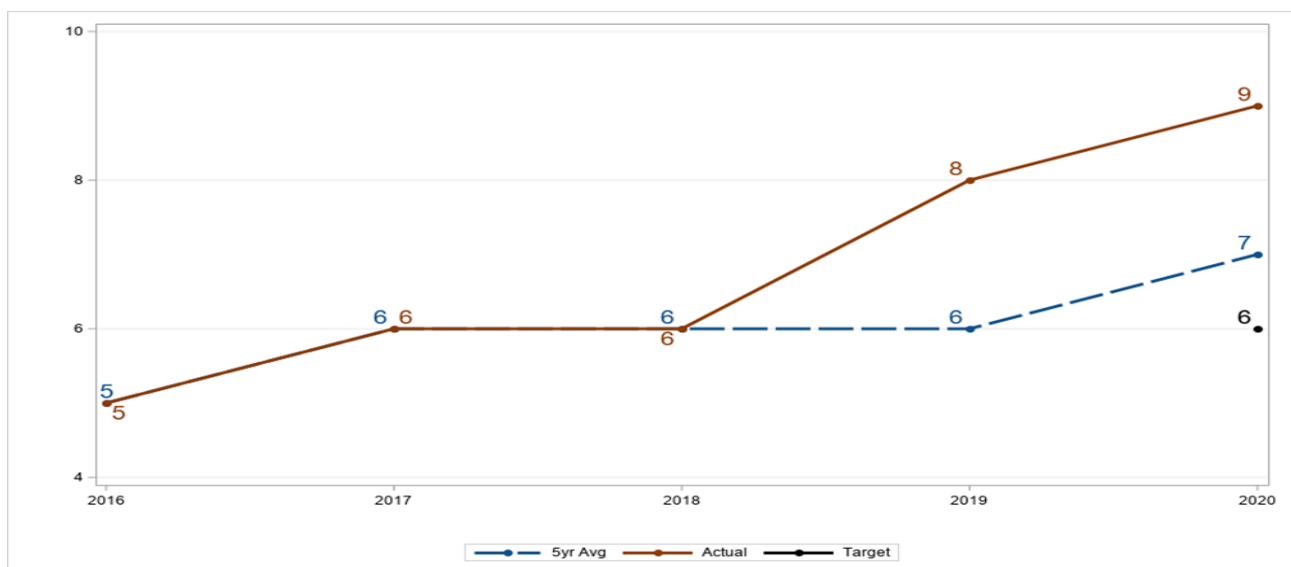
Source: NHTSA STSI. Accessed November 17, 2021.

### C-11 Core Outcome Measure/Bicyclists

*Maintain the number of bicycle fatalities of the five-year average (2014-2018) of 6 fatalities by the end of 2017-2021.*

The 2020 STSI data indicated the number of bicycle fatalities increased from 8 fatalities in 2019 to 9 in 2020. The five-year average (2016–2020) of 7 exceeded the goal of 6. MOHS continues to watch this priority area and will be working on implementing a program to meet our target goal in FY22 (**Target Not Met**)

*\* MOHS will continue working on goals to meet performance measures, reaching out to agencies, collecting data to help set performance targets, and implement a program on making public awareness of safe driving behaviors\**

**Figure 11 C-11 Bicycle and Other Cyclist Fatalities**

Source: NHTSA STSI. Accessed November 17, 2021

## 2021 Core Behavior Measure

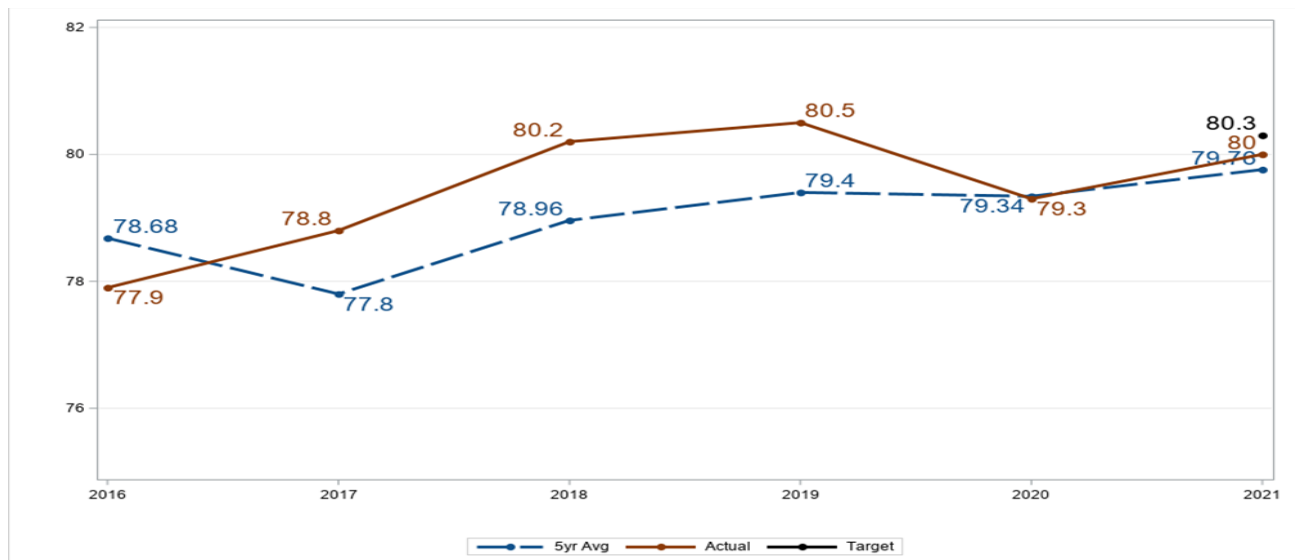
### B-1 Percent Observed Belt Use for Passenger Vehicles

To increase the statewide observed seatbelt use of front seat outboard occupants in passenger vehicles from the five-year average (2015-2019) of 79.4% to 80.28% by the end of 2017-2021.

Seat belt usage increased from 79.4% in 2020 percent 80.0% in 2021. The MOHS did not increase the usage rate beyond the goal of 80.3% for the five-year average with 79.78% usage on average in 2017-2021. MOHS will continue to stress that seatbelts are an effective safety tool that not only save lives, but also significantly reduces the severity of the injury that a vehicle occupant may have sustained if they were not wearing the device. **(Target Not Met)**

\*MOHS will continue to make the public aware of the safety of wearing seatbelts through our CIOT campaign as well as reaching out through social media, radio, and billboards\*

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



Source: Mississippi Office of Highway Safety. Accessed December 13, 2021

## 2021 CORE ACTIVITY MEASURE

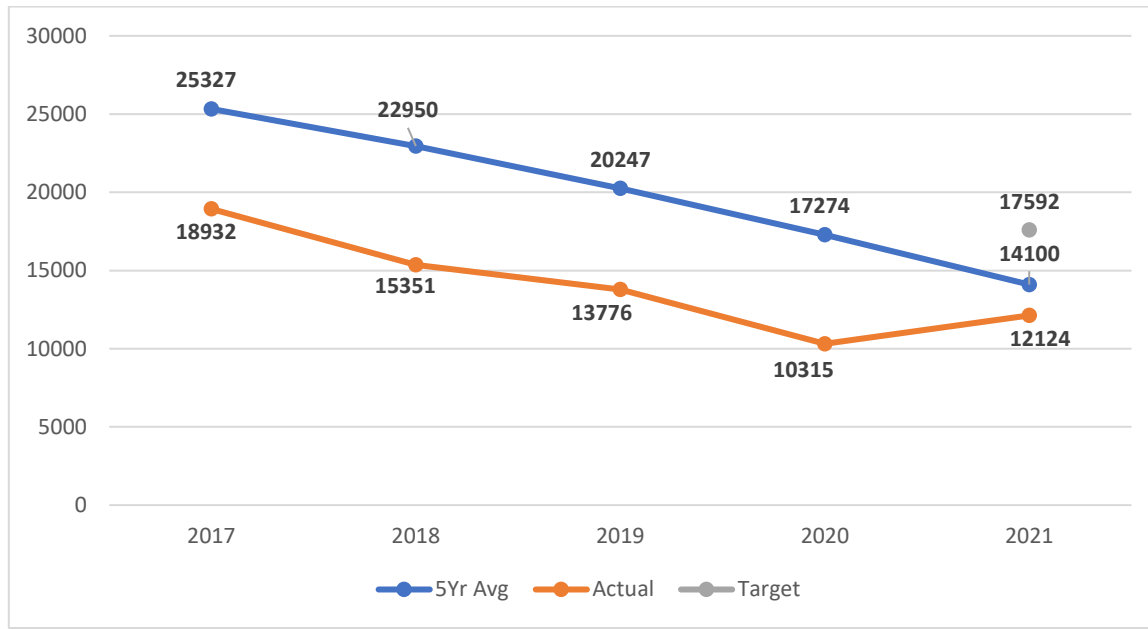
### A-1 Core Activity Measure/Seat belts

To increase the number of seatbelt citations and child restraint citations issued during grant funded law enforcement activities for the five-year average of 17,274 (2016-2020) to the target of 17,592. This target is based on prior rolling five-year averages.

The 2021 grant funded citation data reflects an increase of seat belt citations from 10,315 in 2020 to 12,124 in 2021. MOHS was unable to meet the 5-year average goal of 17,592 by the end of FY21. The five-year average for years (2017-2021) was 14,100 seat belt citations. MOHS will continue to promote the importance of wearing seatbelts to save lives, through social media, radio, and education. **(Target Not Met)** \*MOHS was not able to meet the target due to the COVID-19 and sub-grantee short staffed\*

*\*MOHS will continue to make the public aware of the safety of wearing seatbelts through our CIOT campaign as well as reaching out through social media, radio, and billboards\**

**Figure 13 A-1 Grant Funded Citations for Seat Belts**



Source: Mississippi Office of Highway Safety. Accessed December 20, 2020.

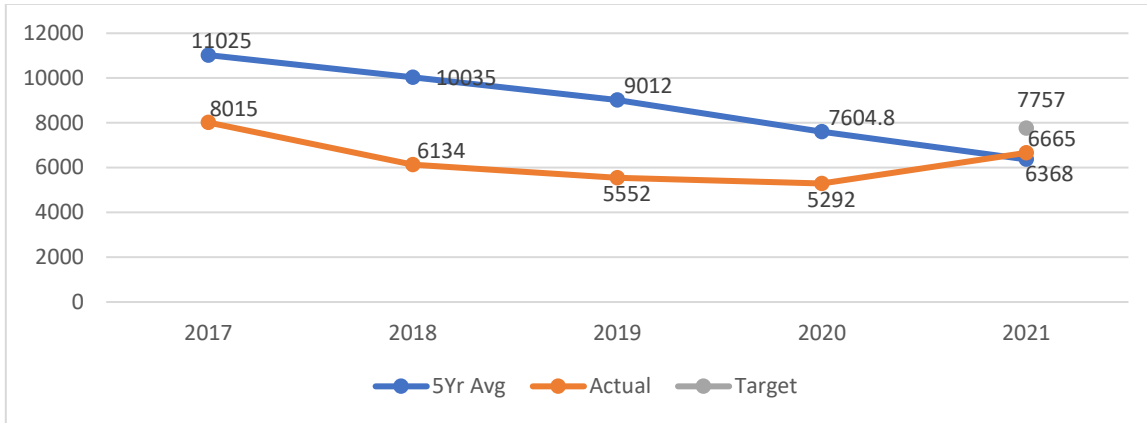
## A-2 Core Activity Measure/Impaired Driving

*To increase the number of impaired driving citations issued during grant funded enforcement activities during the five-year average (2016-2020) of 7,605 by 2% to 7,757 by the end of 2017-2021*

The 2021 grant funded citation data reflects an increase of impaired driving citations from 5,292 in 2020 to 6665 in 2021. The MOHS was unable to meet the 5-year average goal of 7,757 by the end of FY21. The five-year average for years (2017-2021) was 6,368 impaired driving citations. MOHS will continue to educate drivers through social media, radio, and education the importance of not driving under the influence to save lives. **(Target Not Met) \*MOHS was not able to meet the target due to the COVID-19 pandemic and agencies were short staffed\***

*\*MOHS will continue to make the public aware of the importance of not drinking and driving through our DSGPO campaigns as well as reaching out through social media, radio, and billboards\**

**Figure 14 A-2 Grant Funded Citations for Impaired Driving**



Source: Mississippi Office of Highway Safety. Accessed December 20, 2020.

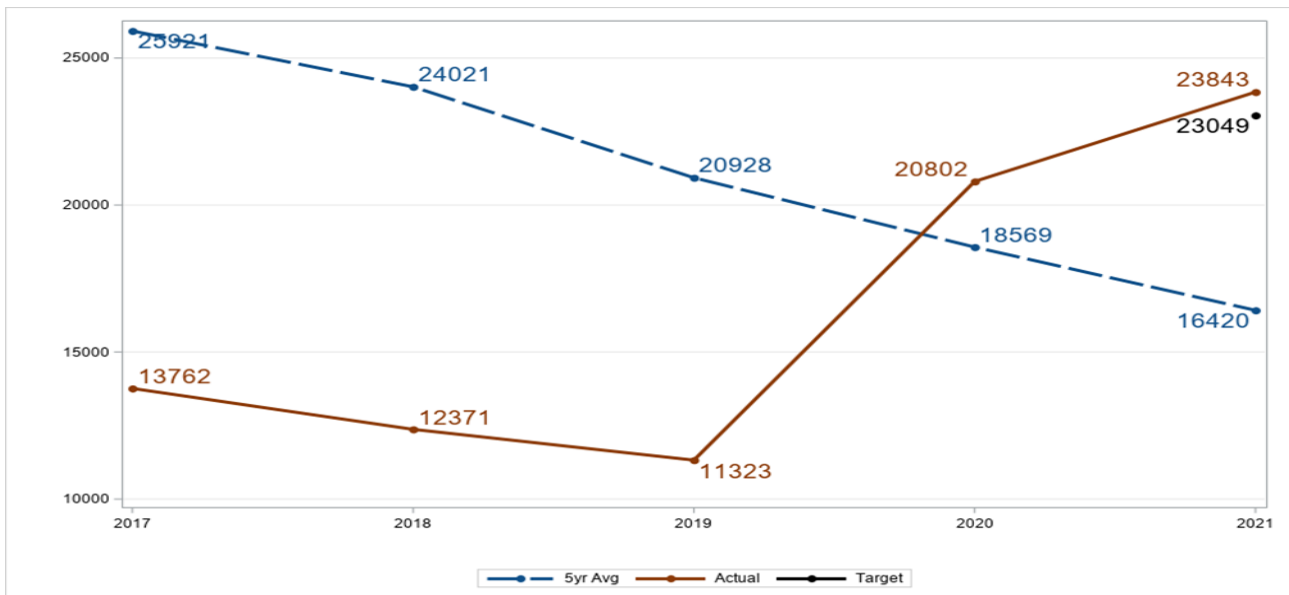
### A-3 Core Activity Measure/Speed

To increase the number of speed citations issued during grant funded activities for the five-year average of 22,179 (2014-2018) to the target of 23,049.

The 2021 grant funded citation data reflects a substantive increase of speed citations from 20,802 in 2020 to 23,843 in 2021. The MOHS was unable to meet the 5-year average goal of 23,049 for FY21, with a total of 16,420 average for five years (2017-2021). **(Target Not Met) \*MOHS was not able to meet the target due to the COVID-19 pandemic\***

*\*MOHS will continue to educate the public on the importance of not speeding and safe driving behavior through our PI&E grants\**

**Figure 15 A-3 Grant Funded Citations for Speeding**



Source: Mississippi Office of Highway Safety. Accessed December 3, 2021

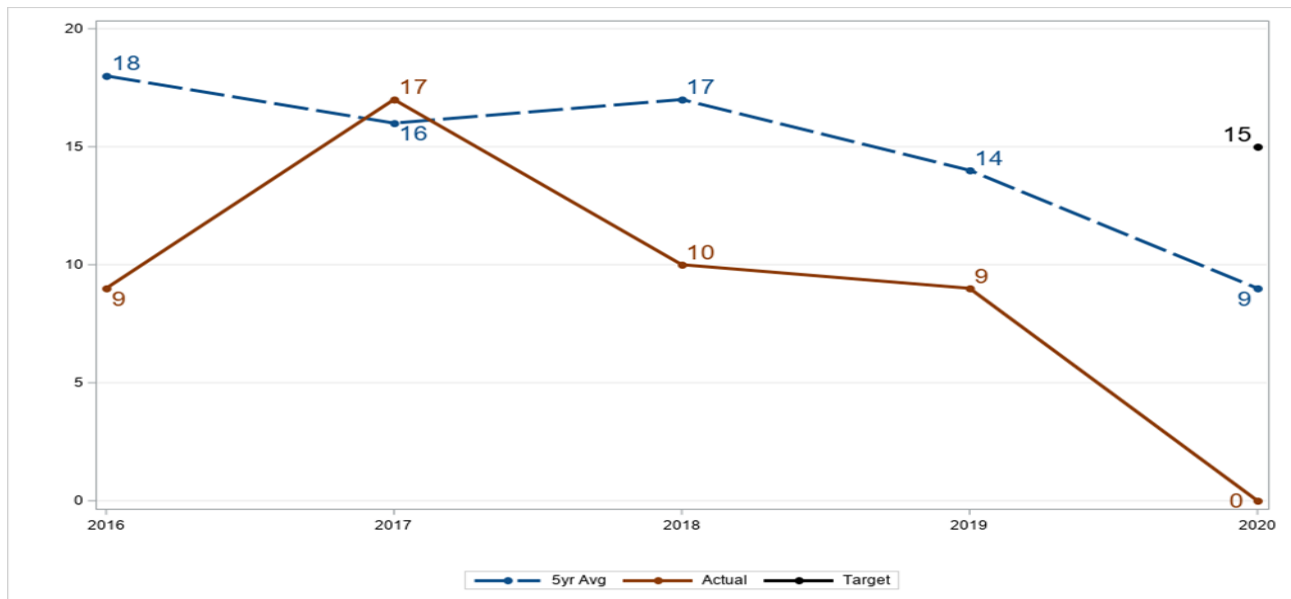
## MOHS OUTCOMES MEASURES

### MOHS Outcome Measure/Teen Alcohol

To Reduce alcohol related fatalities in drivers under 21 years old by 4% from the year average (2014-2018) of 14 to 15 by the end of (2017-2021).

Teen alcohol fatalities decreased from 9 in 2019 to 0 in 2020\*. The five-year average (2016-2020) was 9, which is less than the target of 15. **(Target Met)**

**Figure 16 Alcohol Related of 16–20-Year-Old Drivers**



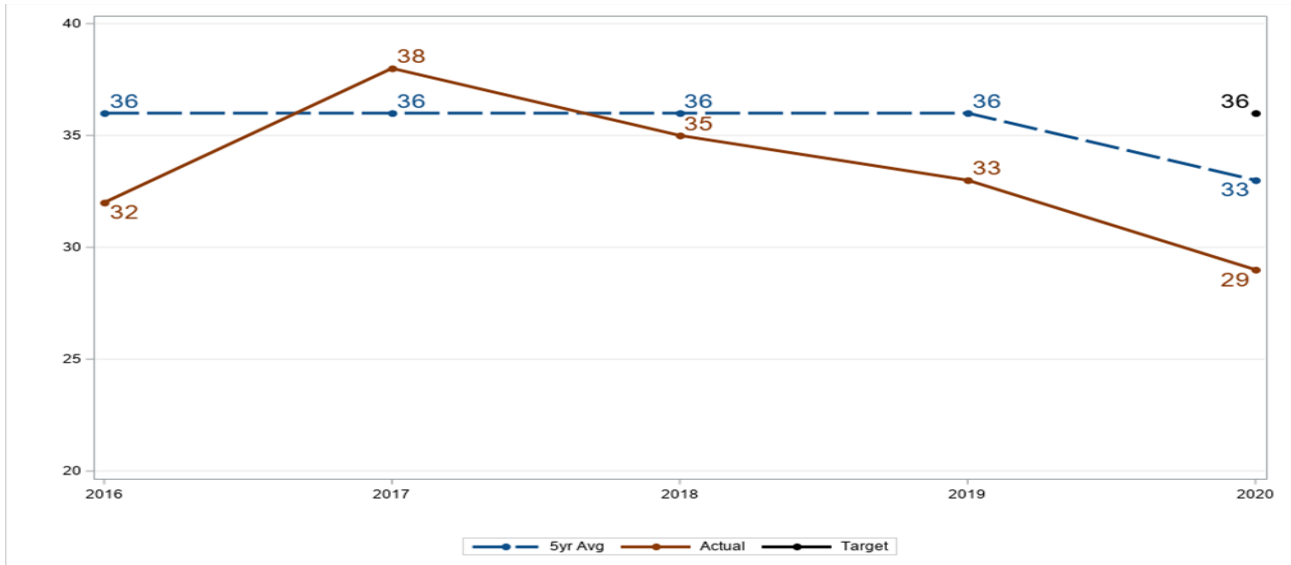
Source: \*2020 data comes from MOHS state data because complete FARS data has not yet been released.  
December 14, 2021

### MOHS Outcome Measure/Teen Seat Belts

To maintain the number of unrestrained fatalities from 16-20 year old drivers during the five year average (2014-2018) of 36 by the end of 2017-2021

Teen unrestrained fatalities decreased from 33 in 2019 to 29 in 2020. The five-year average from 2016-2020 was 33, which is the less than the target 36. **(Target Met)**

**Figure 17 Seat Belt Related Fatalities of 16-20-YEAR-OLD Drivers**



Source: MOHS State data accessed December 14, 2021.

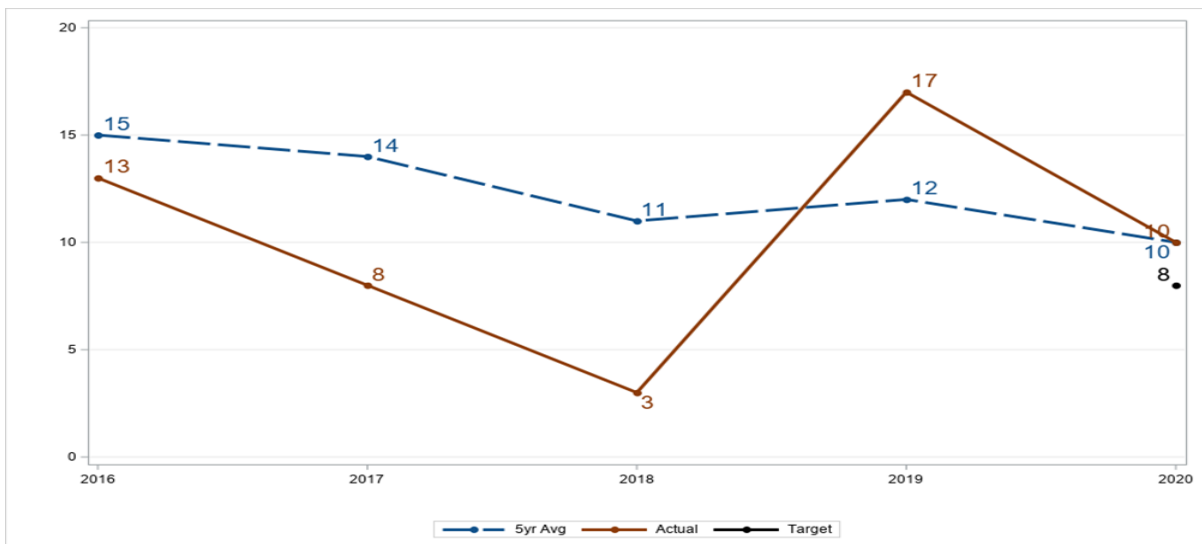
### MOHS Outcome Measure/Teen Speed

To continue with the expected decrease of speed related fatalities among 16-20-year-old drivers and passengers from the five-year average (2013-2017) of 14 to 8 by the end of 2016-2020.

Teen speeding fatalities decreased from 17 in 2019 to 10 in 2020. The five-year average from 2016-2020 was 10 and was above the target of 8. MOHS will continue to educate teen drivers through social media, radio, and education. **(Target Not Met)**

*\*MOHS will continue to reach out and educate the young drivers on the importance of not speeding and safe driving awareness through our PI&E grants and campaigns\**

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



Source: MOHS State data accessed December 14, 2021.

## **MOHS Outcome Measure/Electronic Crash Records**

*To increase the number of electronic submissions of completed crash record data from Mississippi law enforcement agencies to DPS from 99% in 2019 to 100% in 2021.*

The Department of Public Safety was able to increase the percentage of crash record data submitted electronically to 100 percent in 2021. **(Target Met)**

## **MOHS Outcome Measure/Traffic Records Entry**

*To decrease the number of average days from the crash event to entry into the Electronic Crash System from 2.67 days in 2018 to 2.5 days in 2021.*

2020 Result = 2.22 days. Switching from old crash system to new system may have cause some issues here. **(Target Met)**.

## **MOHS Outcome Measure/Traffic Records Insurance Data Integration**

*To 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 FY22 and beyond to integrate more information onto the new updated crash report and crash collection system.

## **MOHS Outcome Measure/ EMS Integration**

*To 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 FY22 and beyond to integrate more information onto the new updated crash report and crash collection system.

## **MOHS Outcome Measure/Data Uniformity**

*To 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 FY22 and beyond to integrate more information onto the new updated crash report and crash collection system.

## MOHS Outcome Measure/Electronic Citation

*To increase the percentage of citation data submitted to DPS electronically by 62.4% in 2018 to 65% by the end of 2021.*

Citation data submitted to DPS electronically increased to 65.05% percent in 2021. **(Target met)**

## FFY2021 MOHS EVIDENCE BASED PROGRAMS AND PLANNED ACTIVITIES

During FFY21, 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 Program Area Sections presented in this Annual Report provide details on Planned Activities and activities funded in FFY21 and the Planned Activities contributions to meeting the MOHS highway safety targets and performance measures. Federal fund expenditures are detailed by Planned Activity 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 Planned Activities, 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 Planned Activities

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 Planned Activities 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 Planned Activities, additional training in the area of concern and public information and education programs based on areas with the most need and evidenced based data. During the FY21 year MOHS conducted this through strategic meetings, data review and review of progress reports via conference calls due to the COVID-19 pandemic. If support is needed in the enforcement community, the MOHS, Oxford Police Department Law Enforcement Training, PI&E partners and LEL coordinator are to help with the needs and concerns.

## Adjustments to the Planned Activities 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 can see costs of the program and cost of the citations for effectiveness and direct enforcement as needed for their Planned Activities. Planned Activities 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, Planned Activities added and descriptions of enforcement activities that are conducted, example Special Wave grants. Adjustments are made to Planned Activities 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. Planned Activities can be located on pages 29-42. Each Planned Activity was selected by the criteria above. The program contributed through its evidenced based enforcement a total of:

**Table 3 Grant Funded Activity**

<b>Grant Type</b>	<b>DUI</b>	<b>DUI Other</b>	<b>Seatbelt</b>	<b>Child Restraint</b>	<b>Speed</b>
154 Alcohol	2,728	0	0	0	0
405 Impaired Driving	2,259	1,435	0	0	0
402OP	0	0	4700	419	0
402PT	149	94	6,331	674	23,843
<b>Total</b>	<b>5,136</b>	<b>1,529</b>	<b>11,031</b>	<b>1,093</b>	<b>23,843</b>

## 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 coordinator and office manager. Programs under the Division Directors are impaired driving, occupant protection, traffic records, motorcycle, outreach, judicial, and police traffic services Planned Activities 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.

### FFY2021 Funded Planned Activities and Accomplishments

**Planned Activity Title: MOHS Alcohol/Impaired Driving Coordination & Program Management (154AL-2021-ST-41-01/154AL-2021-ST-41-02/154AL-2021-ST-41-03)**

**Planned Activity 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 Planned Activities 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 Planned Activities, 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 Planned Activity 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.

**Budgeted:** \$263,000.00 Federal Funding Source 154 AL/\$0.00 Match/\$0.00 Indirect Costs/\$0.00 Local Benefit/MOE-\$0.00

**Expended:** \$180,556.31 Federal Funds

### Planned Activity Title: MOHS P&A (154PA-2021-PA-41-01/ 402PA-2021-PA-41-01)

**Planned Activity 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 FY19. The MOHS is currently in the process of hiring positions for the program in FY21.

**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:** \$432,798.15 Federal Funds

### Planned Activity Title: MOHS Occupant Protection Coordination Program Management (OP-2021-OP-41-01/OP-2021-OP-41-02/OP-2021-OP-41-03)

**Planned Activity 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 Planned Activities 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 FY21. The MOHS is currently in the process of hiring positions for the program in FY21.

**Budgeted:** \$153,000.00 Federal Funding Source 402OP Occupant Protection/\$30,600.00 Match/\$0.00 Indirect Costs/MOE-\$0.00

**Expended:** \$84,098.02 Federal Funds

### Planned Activity Title: MS Office of Highway Safety—Police Traffic Services Coordination and Program Management (PT-2021-PT-41-01/PT-2021-PT-41-02/PT-2021-PT-41-03)

**Planned Activity 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 Planned Activities 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.

**Budgeted:** \$188,000.00 Federal Funding Source 402-Police Traffic Services/\$37,600.00 Match/\$0.00 Indirect Costs/MOE-\$0.00

**Expended:** \$98,855.50 Federal Funds

### Planned Activity Title: MOHS Impaired Driving Coordination & Program Management (M5IDC-2021-MD-41-01)

**Planned Activity 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 Planned Activities 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 Planned Activities, 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 Planned Activity for monitoring, workshops, seminars, and program management at the same percentage. Impaired enforcement can also be included in police traffic service grants, as well.

**Budgeted:** \$243,000.00 Federal Funding Source 405(d)/\$48,600.00 Match/\$0.00 Indirect Costs/MOE-\$0.00

**Expended:** \$111,053.21 Federal Funds

**Planned Activity Title: MOHS Traffic Records Coordination Program Management (M3DA-2021-MC-41-01/M3DA-2021-MC-41-02/M3DA-2021-MC-41-03)**

**Planned Activity Description:** The program included but was not limited to providing statewide coordination of traffic records, managing traffic records program funded Planned Activities, 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 Traffic Records 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 Planned Activity 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 Planned Activity for monitoring, workshops, seminars, and program management at same percentages.

Funding is based on the salary and activities of a Traffic Records Coordinator.

**Budgeted:** \$83,500.00 Federal Funding Source 405C/\$16,300.00 / Match/\$0.00 Indirect Costs/MOE-\$0.00

**Expended:** \$0.00 Federal Funds

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## 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.

### 2021 Highway Safety Plan Performance Targets

Targets provided from the 2021 Highway Safety Plan related to this program section can be found in the "2021 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.

### Planned Activity Contribution toward Achieving Performance Target

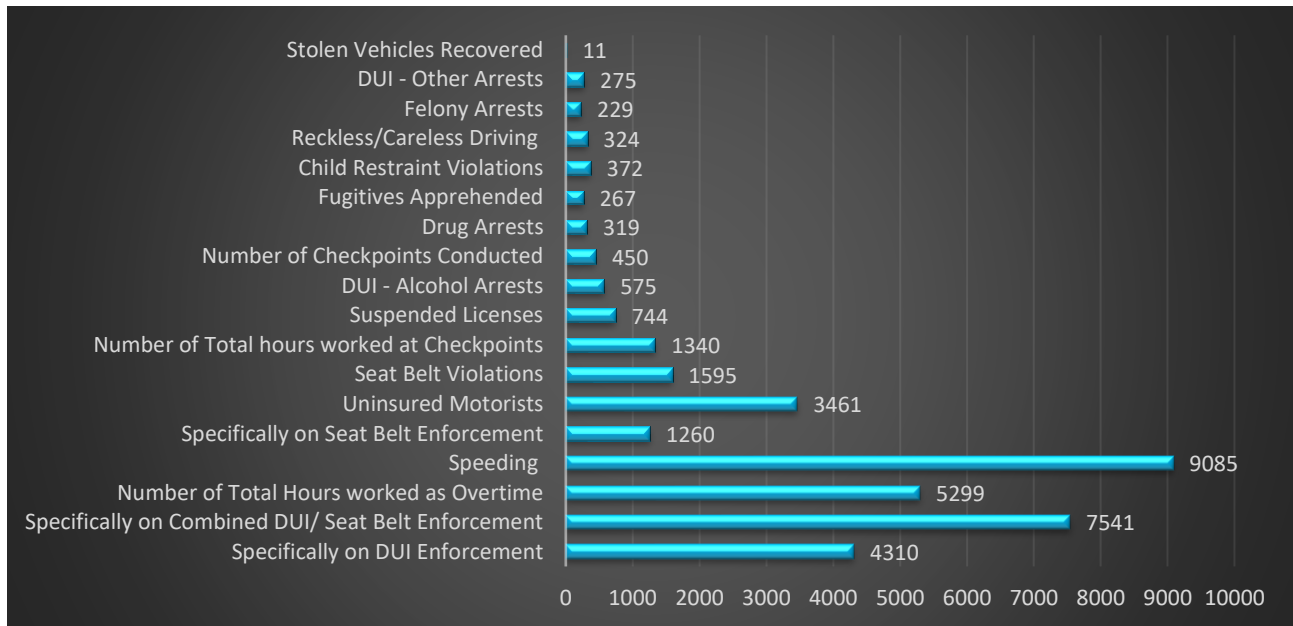
During FFY21, forty-four (44) grant funded law enforcement agencies participated in high visibility enforcement, while public information and education groups and partners educated the public on the dangers of impaired driving. Paid and earned media campaigns were held during the FY21 year, with special emphasis during blitz campaign times.

During FFY21, the MOHS were able to have 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. However, participation was limited due to COVID-19 restrictions. 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.

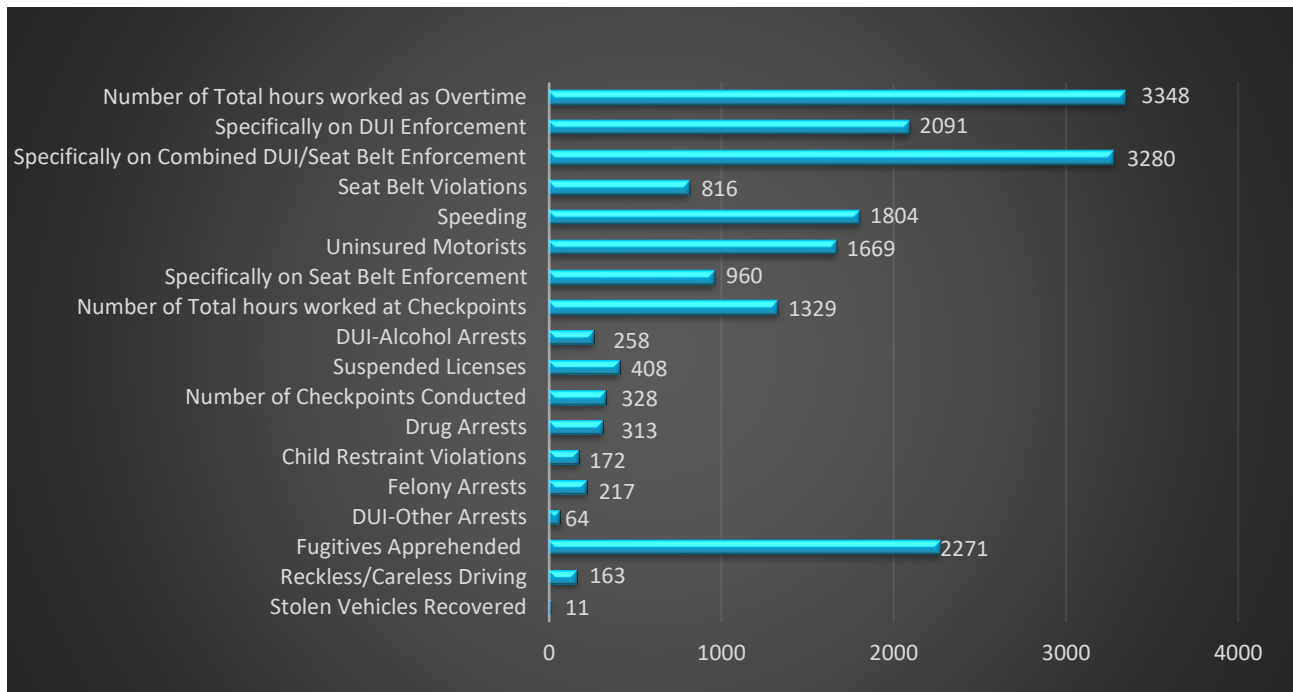
**Figure 19 Christmas Blitz**



Source: Mississippi Office of Highway Safety. Accessed November 15, 2021.

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 October 14, 2021.



## FFY2021 Funded Planned Activities and Accomplishments

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

**Planned Activity Description:** Planned Activities under the MOHS Law Enforcement DUI Grants provide grant funds to local police departments and sheriff's offices for enforcement in jurisdictions 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 FY21.

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

**Budgeted:** \$3,159,534.04 Federal Funding Source 154AL/\$0.00 Match/\$0.00 Indirect Cost/\$3,159,534.04 Local Benefit/- MOE-\$0.00

**Expended:** \$2,599,741.97 Federal Funds

### Planned Activity Title: JSU Youth Safety Impaired Driving Program (154AL-2021-ST-40-02)

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

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

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

**Budgeted:** \$197,817.65 Federal Funding Source 154AL/\$0.00 Match/\$0.00 Indirect Cost/ \$0.00 Local Benefit/ MOE-\$0.00 **Expended:** \$164,800.34 Federal Funds

**Planned Activity Title: Metro Jackson/ Jackson State University (154AL-2021-ST-40-01)**

**Planned Activity Description:** The Metro Jackson Community Prevention Coalition will be the state's primary adult impaired driving awareness program. The program will focus on the top 30 counties of the State with the most alcohol related fatalities. The program will coordinate with law enforcement agencies to promote impaired driving prevention; provide impaired driving prevention education/ information to support and enhance law enforcement efforts during (4) National Blitz campaigns: July 4<sup>th</sup>, Labor Day, Christmas/New Years and the Superbowl by facilitating initiatives and or press conferences; assist law enforcement agencies with the dissemination of educational information and materials during checkpoint efforts; conduct impaired driving prevention awareness presentations and generate earned media.

**Budgeted:** \$291,971.44 Federal Funding Source 154AL/\$0.00 Match/\$0.00 Indirect Cost/ \$0.00 Local Benefit/ MOE-\$0.00

**Expended:** \$253,778.23 Federal Funds

**Planned Activity Title: MOHS Contingency Travel (154AL-2021-ST-41-04/M5TR-2021-MD-41-02)**

**Planned Activity 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 additional travel fees approved by the MOHS. Travel is directly related to the support of funded strategies and Planned Activities.

**Budgeted:** \$2,500.00 Federal Funding Source 154AL/\$0.00 Match/\$0.00 Indirect Costs/\$0.00 Local Benefit/MOE-\$0.00; \$2,500.00 Federal Funding Source 405d/\$500.00 Match/\$0.00 Indirect Costs/\$0.00 Local Benefit/MOE-\$0.00

**Expended:** \$0.00 Federal Funds

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

**Planned Activity Description:** Each agency has a personalized performance measure and strategies that can be found in the grant agreement.

**Planned Activity Title: MOHS National Blitz-Drive Sober Get Pulled Over-High Visibility-Special Wave Grants (154AL-2021-ST-41-05)**

**Planned Activity 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:** \$25,000.00 Federal Funding Source 154AL/\$0.00 Match/\$0.00 Indirect Costs/\$00.00 Local Benefit/MOE-\$0.00

**Expended:** \$0.00 Federal Funds

**Planned Activity Title: MS Office of Attorney General - Traffic Safety Resource  
Prosecution Program - Impaired Program (M5CS-2021-MD-40-21)**

**Planned Activity 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 training to the State's law enforcement officers, prosecutors, judges, etc. at their request; encourage district attorneys, city, and county prosecutors continued involvement in ID; Planned Activities by providing legal technical assistance and/or training to allow them to handle ID cases appropriately; provide legal support and resources for prosecutors, officers, clerks, and judges; updating of the MS DUI Benchbook. Training was provided to a total of 1486 individuals -- Clerks – 0 (no request this fiscal year), Judges – 309, Law Enforcement - 690, & Prosecutors - 487.

<b>Traffic Safety Prosecutor 2021 Training</b>	<b>Number Trained</b>
<b>Law Enforcement</b>	690
<b>Court Clerks</b>	0
<b>Judges</b>	309
<b>Prosecutors</b>	487
<b>Other Individuals</b>	0
<b>Total</b>	1486

Traffic Safety Prosecutor 2021 Training	Number of Classes	Number Trained
SFST Classes-Cops in Court Training	15	206
SFST Instructors/School	1	11
MHP Cadet School	1	47
ARIDE	6	54
DRE In Service	1	22
DUI Basic Recruit LEO Classes	5	145
STORM DUI Conference	2	87
DUI In-Service Trainings	2	31
4 <sup>th</sup> Amendment Search & Seizure Training	1	14
Report Writing & Courtroom Prep	1	63
MS Municipal League-City/County Prosecutors Seminar	1	53
MS Fall Prosecutors Virtual Conference	1	36
MS Spring Prosecutors Conference	1	(319-In person;79-virtual) Total 398
MS Justice Court Judges Hybrid Conference	1	180
MS Municipal Court Judges Conference	1	(86-In person; 43-virtual) Total 129
<b>Total</b>	<b>41</b>	<b>1486</b>

**Budgeted:** \$181,903.73 Federal Funding Source 405(d)/\$36,380.75 Match/\$0.00 Indirect Costs/\$0.00 Local Benefit/MOE-\$0.00

**Expended:** \$161,272.41 Federal Funds

**Planned Activity Title: Oxford Police Department - Law Enforcement Training  
Coordination (M5X-2021-MD-22-51/ M5TR-2021-MD-22-51)**

**Planned Activity 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 to State and local law enforcement officers within the State. 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.

*\*COVID affected the number of officers able to attend higher level classes; frequent last-minute cancellations occurred with no way to backfill the spots\**

Law Enforcement Training Coordination	Target	Number of Classes	Number Trained
SFST Classes	270	18	301
ARIDE	146	9	113*
DRE In Service	1	1	22
DRE Trained	13	3	10*

**Budgeted:** \$112,356.97 Federal Funding Source 405(d)/\$22,471.39 Match/\$0.00 Indirect Costs/\$0.00 Local Benefit/MOE-\$0.00; \$580,345.08 Federal Funding Source 405(d) Match/\$116,069.02 Indirect Costs/\$0.00 Local Benefit/MOE-\$0.00

**Expended:** \$556,003.71 Federal Funds

## 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 Memorial Day. 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, there was an intense amount of time spent 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.

### 2021 Highway Safety Plan Performance Targets

Targets provided from the 2021 Highway Safety Plan related to this program section can be found in the "2021 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.

### Planned Activities Contribution toward Achieving Performance Target:

During FY21, forty-two (42) 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 FY21 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.

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 the MS State Department of Health (MSDH) and other state and local agencies. MOHS promoted Click it or Ticket" during the Memorial Day holiday period. Through the MS State Department of Health, the Child Passenger Safety Coordination Planned Activity 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.

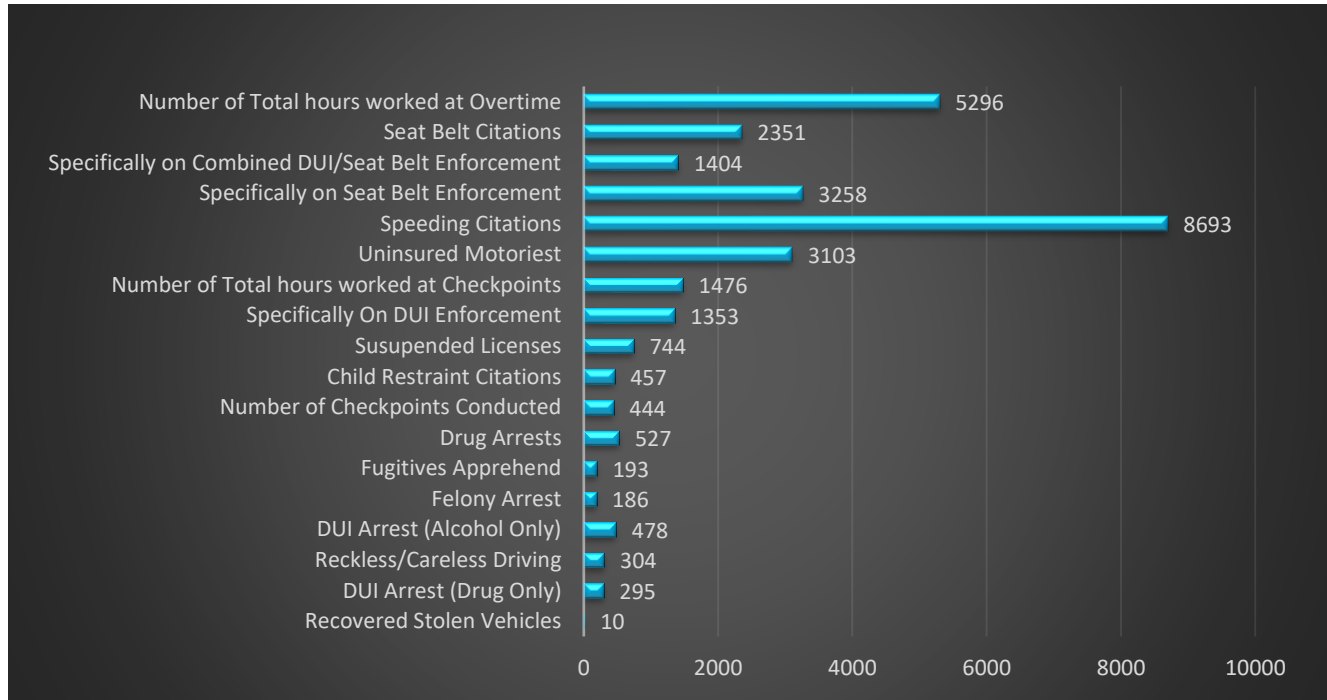
Mississippi is moving in the right direction regarding child passenger safety, and perhaps with continued education and enforcement, child restraint usage rates could be brought to an even higher level. Section 405 funds were

utilized in 2021 to continue funding the MS State Department of Health's Child Passenger Safety Program, Mississippi State University Seat Belt Survey. MOHS and the MSDH will continue to make the 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 21.

**Figure 21 Memorial Day Click It or Ticket**



Source: Mississippi Office of Highway Safety. Accessed September 1, 2021.

## FFY2021 Funded Planned Activities and Accomplishments

### Planned Activity Title: MOHS Click It or Ticket Special Wave Grants (OP-2021-OP-41-05)

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

**Budgeted:** \$25,000.00 Federal Funding Source 402 OP/\$5,000.00 Match/\$0.00 Indirect Costs/\$25,000.00 Local Benefit/MOE-\$0.00

**Expended:** \$0.00 Federal Funds



### Planned Activity Title: MOHS High Risk Population Special Wave Grants (OP-2021-OP-41-06)

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

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

**Expended:** \$0.00 Federal Funds

### Planned Activity Title: MOHS Contingency Travel (OP-2021-OP-41-04)

**Planned Activity 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 Planned Activities.

**Budgeted:** \$2,500.00 Federal Funding Source 402OP/\$500.00 Match/\$0.00 Indirect Costs/\$0.00 Local Benefit/MOE-\$0.00

**Expended:** \$0.00 Federal Funds

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

**Planned Activity Description:** Various use the funds to provide salary and fringe for officers to work overtime hours conducting enforcement, which can include impaired driving, occupant protection and speed during FY21. There will be a special emphasis during the national blitz periods of DSGPO and CIOT. The agencies will conduct Special Traffic Enforcement Program (STEP) HVE checkpoints and a Special Traffic Enforcement Program (STEP) HVE saturation patrols during each national DSGPO (Christmas/New Year) and CIOT (Memorial Day). The STEP agency will generate earned media campaigns during the DSGPO (Christmas/New Year) and CIOT (Memorial Day) campaigns. Each agency has a personalized performance measure and strategies that can be found in the grant agreement.

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.

**Budgeted:** \$439,572.80 Federal Funding Source 402OP/\$87,914.56 Match/\$0.00 Indirect Costs/\$439,572.80 Local Benefit/MOE-\$0.00

**Expended:** \$277,835.24 Federal Funds

### Planned Activity Title: MS Department of Health Child Restraint Seat Program (CR-2021-CR-40-71)

**Planned Activity Description:** The Department of Health is responsible for enforcement activities for the entire State of Mississippi through extensive enforcement. The population of Mississippi is 2,992,333, according to the 2015 census. The program covers square miles 48,434 and county miles 10,958. The Department of Health will conduct child safety seat checkpoints at local health departments, daycares, or preschools. Will conduct publicized community child safety seat checkpoints at community events, shopping centers, or health and safety fairs to promote correct usage statewide and distribute child passenger restraints. The Department of Health will collaborate with Mississippi Department of Education, and other local partners to conduct school-based occupant protection activities (e.g. presentations, safety fairs, workshops, countdown to drive program) for children ages 0-15 years.

Collaborate with Public Health District Educators to conduct child passenger safety presentations on regulations and recommendations at schools and community/public events in all nine Health Districts. Schedule CPST courses to increase the number of Child Passenger Safety Technicians throughout the state. Conduct child safety seat checkpoints and publicized community child safety seat checkpoints. Distribute child restraints, increase knowledge about proper usage, and ensure they are being utilized and distribute fact sheets and child passenger safety brochures that target children, ages 0-15 years that come into local health clinics.

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

**Budgeted:** \$88,800.00 Federal Funding Source 402CR/\$17,760.00 Match/\$0.00 Indirect Costs/\$0.00 Local Benefit/MOE-\$0.00

**Expended:** \$84,136.69 Federal Funds

### Planned Activity Title: MS Department of Health Child Occupant Protection Program (M2PE-2021-MB-40-71)

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

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

As a part of the program, 1,310 Car Seats were distributed for families in need, car seats were installed for families at community events, 399 community presentations were conducted, and the number of CPS technicians decreased to 152. The statewide decrease is due to downsizing of agency's staff, implementation of agency's COVID-19 restrictions policy regarding public interaction with the community, lack of interest from current technicians that did not want to recertify after their 2-year certification period, current technicians changed careers/positions and technicians not updating their certification hours which caused expiration of certification. **\*Supplemental to CR-2021-CR-40-71\***

**Budgeted:** \$187,595.91 Federal Funding Sources 405(b)/\$37,519.18 Match/\$0.00 Indirect Costs/\$0.00 Local Benefit/MOE-\$0.00

**Expended:** \$167,932.76 Federal Funds

**Planned Activity Title: Mississippi State University - Occupant Restraints Survey - Stennis Institute (SO-2021-SO-40-11)**

**Planned Activity 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.

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

During the 2021 Seatbelt Survey 19,170 vehicle occupants and 179 survey observation sites were observed. Harrison County had the highest increase in seatbelt usage, where Monroe 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. The official, overall calculated seat belt use estimate for the state of Mississippi for 2021 is 80.0%.

**Budgeted:** \$260,751.09 Federal Funding Source 402SO/\$52,150.22 Match/\$0.00 Indirect Costs/\$0.00 Local Benefit/MOE-\$0.00

**Expended:** \$227,550.78 Federal Funds



## 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 Planned Activities 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.

### 2021 Highway Safety Plan Performance Targets

Targets provided from the 2021 Highway Safety Plan related to this program section can be found in the "2021 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.

### Planned Activity Contribution toward Achieving Performance Target

During FY21, thirty (34) 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 FY21 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.

### FFY2021 Funded Planned Activities and Accomplishments

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

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

**Budgeted:** \$1,654,204.81 Federal Funding Source 402PT/\$366,503.97 Match/\$0.00 Indirect Costs/\$1,644,519.81 Local Benefit/MOE-\$0.00

**Expended:** \$1,093,922.18 Federal Funds

## TRAFFIC RECORDS PROGRAM SECTION 405(C)

The MOHS continued to partner and work with the Mississippi State Traffic Records Coordinating Committee (STRCC) during the FY21 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.

### 2021 Highway Safety Plan Performance Targets

Targets provided from the 2021 Highway Safety Plan related to this program section can be found in the “2021 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.

### Planned Activity 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 Planned Activities. The strategic plan for data system improvements is developed and updated annually to apply for Section 405(C) traffic records funds. The STRCC has discussed working on priority Planned Activities this year and strengthening the STRCC. During late FY21, the MOHS has continued to work with a contract worker from Mississippi State University to provide STRCC restructure, training, and Strategic planning. During the STRCC conference call meetings they outlined six areas of improvement to assist the STRCC were reviewed 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 Planned Activity Development.

During FY21, 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 Planned Activities 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.

## FFY2021 Funded Planned Activities and Accomplishments

### Planned Activity Title: MS State University Traffic Records (TR-2021-TR-40-11)

**Planned Activity Description:** Program involves planning, organizing, and implementing a special phase of a statewide program in the field of traffic records. The work involves utilizing technical knowledge of several specialties which are necessary adjuncts to the traffic records system. The STRCC will expand the uses of crash data and citation data to improve accessibility to statistical reports, charts, and analyses. They will work with each proposed project to ensure that the right data is captured to evaluate problem identification areas and each agencies progress. Traffic records data is used to present facts related to highway safety legislation and strengthen public awareness of traffic safety concerns. Public information and education themes are formulated using graphics and other statistical studies. The concept of integrating innovative and emerging technologies to build a new State crash system has produced a strong foundation for the Safety Analysis Management System shared by MDOT and DPS. Personnel services will include salaries and fringes benefits, contractual services, travel, commodities, and indirect costs.

**Budgeted:** \$63,919.64 Federal Funding Source 402TR/\$12,783.93 Match/\$0.00 Share to Local

**Expended:** \$56,236.45 Federal Funds

## DRIVER'S EDUCATION PROGRAM SECTION 402DE

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 Planned Activities helped the MOHS support multiple programs including impaired, OP unrestrained, youth and older drivers in Mississippi. These Planned Activities helped reach more citizens with public information and education.

## 2021 Highway Safety Plan Performance Targets

Targets provided from the 2021 Highway Safety Plan related to this program section can be found in the “2021 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.

## Planned Activity Contribution toward Achieving Performance Targets

During FY21 The MOHS funded programs that included 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) Planned Activities 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.

## FFY2021 Funded Planned Activities and Accomplishments

### Planned Activity Title: Jackson State University Youth Highway Safety Program (DE-2021-DE-40-02)

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

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

The program will also work with local law enforcement and local schools across the State to bring the message of the consequences of seatbelt usage, speed control, distracted driving and more highway safety issues.

The program measures the effectiveness of the program with pre- and post-evaluations after each program. Funding will be used to provide salaries, fringe, contractual services, travel, commodities, and indirect cost.

Drivers Education Planned Activity Accomplishments (402DE):



- 61 highway safety speed awareness presentations; 93 seatbelt safety presentations for teens 16-20 across Mississippi
- 13 community presentations to provide information on the proper usage of seatbelts and proper restraints reaching over 2,944 people
- A total of 426 cars were visually checked for seatbelts. Of the 426 cars checked 378 drivers were wearing restraints
- 7 Health fairs to increase public awareness of seat belt and speed related issues
- Over 2,233 students were reached through classroom presentations
- Secured 3 Buckle up PSA's on JSU, WMPR local radio station where over 7,500 listeners were affected
- Completed 578 pre and post survey presentations on seatbelt safety and speeding

**Budgeted:** \$192,171.17 Federal Funding Source 402DE/\$38,434.23 Match/\$0.00/\$0.00 Local Benefit/MOE \$0.00

**Expended:** \$146,816.16 Federal Funds

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## FFY2021 402/405F MOTORCYCLE PROGRAM

In the planning of the FY21 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 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 FY21. The MOHS will look into creating this pilot in the future when staff can be allocated to the program.

## 2021 Highway Safety Plan Performance Targets

Targets provided from the 2021 Highway Safety Plan related to this program section can be found in the “2021 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.

## Planned Activity Contribution toward Achieving Performance Target

With the lack of a statewide motorcycle program, the state motorcycle fatalities, injuries, and crashes continue to rise. 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.

## **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. MOHS did not reach the audience by radio for the FY2021. MOHS is looking forward to the FY22 year as our plan is to return to radio stations.

### **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.

## FFY2021 Funded Planned Activities and Accomplishments

### Planned Activity Title: MOHS Paid Media Sustained DUI Enforcement Campaign (M5PEM-2021-PM-00-00)

**Planned Activity 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 FY21 grant period. These funds were used for sustained radio, and outdoor space in December 2020, January 2021, and Labor Day 2021.

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:** \$150,000.00 Federal Funding Source 154AL/ \$30,000.00 Match/\$0.00 Indirect Costs/\$0.00 Local Benefit/MOE-\$0.00

**Expended:** \$69,700.00 Federal Funds

### Planned Activity Title: MOHS Paid Media Sustained Occupant Protection Enforcement Campaign (M2PE-2021-MB-00-00)

**Planned Activity 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 2021. 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:** \$150,000.00 Federal Funding Source 405(b)/\$30,000.00 Match/\$0.00 Indirect Costs/\$0.00 Local Benefit/MOE-\$0.00

**Expended:** \$69,026.00

## CHRISTMAS/NEW YEAR'S 2020/2021

This year's Drive Sober or Get Pulled Over Christmas/New Year's campaign was from December 16—January 1, 2021, included coverage of cities and counties throughout the state. The overall objective was to effectively reach white males ages 40-49 and 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 outdoor billboards to reinforce the message by paid and earned media.

MOHS focused on outdoor billboards, which were created for the campaign, throughout the state in high fatality areas. Electronic outdoor signage was placed across the state on 43 outdoor boards with 2,814,005 impressions airing throughout the state in high fatality areas. \$34,775.00 of the budgeted \$35,000.00 were expended.

## LABOR DAY 2021\*

The MOHS Drive Sober or Get Pulled over Labor Day 2021 Campaign was from August 18—September 9, 2021 including paid and earned media. The primary target audience was white male age 40-49, and the secondary target was white males age 30-39. The Drive Sober or Get Pulled Over message was reinforced by outdoor billboard including coverage of cities and counties throughout the state.

MOHS focused on outdoor billboards, which were created for the campaign, displayed throughout the state in high fatality areas. Electronic outdoor signage was placed across the state on 39 outdoor boards with 3,000,846 impressions throughout the state in high fatality areas. \$34,925. of the budgeted \$35,000.00 were expended. **\*MOHS only ran billboard ads, no radio advertising\***

## MEMORIAL DAY 2021\*

The MOHS Click It or Ticket Memorial Day 2021 Campaign included paid and earned media from May 17-June 6, 2021. The primary target audience was white male age 60—69, and the secondary target was white males age 30—39.

MOHS focused on outdoor billboards, which were created for the campaign, displayed throughout the state in high fatality areas. Electronic outdoor signage was placed across the state on 40 outdoor boards with 2,942,389 impressions throughout the state in high fatality areas. \$34,800.00 of the budgeted \$35,000.00 were expended. **\*MOHS only ran billboard ads, no radio advertising\***

## FFY2021 MOHS FINANCIAL REPORT

The Mississippi Office of Highway Safety funded a total of 118 highway safety Planned Activities during the FY21 grant year. The FY21 highway safety program included: (33) 154-Federally Funded Grants, (18) 405(d)-Federally Funded Grant, (24) 402-OP Federally Funded Grants, (1) 402-TR Federally Funded Grants; (2) 405(b) Federally Funded Grants; (31) 402-PT Federally Funded Grants, (4) 405(c) Federally Funded Grants, (1) 402 Driver's Education; (1) 402-CR; (1)154-PA; (1) 402-PA; and (1) 402-SO.

Below please find corresponding financial charts for FY21 with the Planned Activity number assigned to the Planned Activity in the Grants Tracking System (GTS); Planned Activity Title; Obligated/Budget Amount; Expended Amount; Unexpended Total; Match and Funding Source.

**Table 4 Financial Summary of FFY2021 Expenditures**

Planning and Administration Grants						
Planned Activity Number	Planned Activity Title	Obligated	Expended	Unexpended Funds	Match	Funding Source
154AL-2021-ST-41-01	MOHS IMP DRV Coordination.	\$250,000.00	\$180,556.31	\$69,443.69	\$0.00	154AL
154AL-2021-ST-41-02	MOHS IMP DRV COORD Travel	\$10,000.00	\$0.00	\$10,000.00	\$0.00	154AL
154AL-2021-ST-41-03	MOHS IMP DRV COORD Misc.	\$3,000.00	\$0.00	\$3,000.00	\$0.00	154AL
154PA-2021-PA-41-01	Planning and Administration Expenses for the 154 program	\$400,000.00	\$151,613.03	\$248,386.97	\$0.00	154AL
402PA-2021-PA-41-01	Planning and Administration Expenses 402 programs	\$400,000.00	\$281,185.12	\$118,814.88	\$80,000.00	402PA
OP-2021-OP-41-01	MOHS Occupant Protection Coordination & Program Management	\$140,000.00	\$84,098.02	\$55,901.98	\$28,000.00	402OP
OP-2021-OP-41-02	MOHS Occupant Protection Coordination & Program Management Travel	\$10,000.00	\$0.00	\$10,000.00	\$2,000.00	402OP
OP-2021-OP-41-03	MOHS Occupant Protection Coordination & Program Management Program Expenses.	\$3,000.00	\$0.00	\$3,000.00	\$600.00	402OP
PT-2021-PT-41-01	MOHS Police Traffic Services C	\$175,000.00	\$98,855.50	\$76,144.50	\$35,000.00	402PTS

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**Planning and Administration Grants**


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Planned Activity Number	Planned Activity Title	Obligated	Expended	Unexpended Funds	Match	Funding Source
PT-2021-PT-41-02	MOHS Police Traffic Services Coordination & Program Management Travel	\$10,000.00	\$0.00	\$10,000.00	\$2,000.00	402PTS
PT-2021-PT-41-03	MOHS Police Traffic Services Coordination & Program Management Misc Expenses	\$3,000.00	\$0.00	\$3,000.00	\$600.00	402PTS
M5IDC-2021-MD-41-01	MOHS Impaired Driving Coordination & Program Management	\$243,000.00	\$111,053.21	\$131,946.79	\$48,600.00	405D
<b>Total Planning and Administration Funds</b>		<b>\$1,647,000.00</b>	<b>\$907,361.19</b>	<b>\$739,638.81</b>	<b>\$196,800.00</b>	

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**Alcohol Countermeasures Enforcement Grants**


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Planned Activity Number	Planned Activity Title	Obligated	Expended	Unexpended Funds	Match	Funding Source
154AL-2021-ST-10-21	Alcorn County S.O.	\$66,000.00	\$12,813.11	\$53,186.89	\$0.00	154AL
154-AL-2021-ST-20-21	Bay St. Lois Police Department	\$6,000.00	\$3,004.32	\$2,995.68	\$0.00	154AL
154AL-2021-ST-10-81	Carroll County S.O.	\$38,080.00	\$38,080.00	\$0.00	\$0.00	154AL
154AL-2021-ST-25-51	Carthage Police Dept.	\$42,982.50	\$36,172.14	\$6,810.36	\$0.00	154AL
154AL-2021-ST-26-91	D'Iberville Police Dept.	\$20,000.00	\$9,659.18	\$10,340.82	\$0.00	154AL
154AL-2021-ST-12-01	George County S.O.	\$17,210.00	\$7,506.25	\$9,703.75	\$0.00	154AL
154AL-2021-ST-28-41	Grenada Police Dept.	\$52,873.60	\$47,242.80	\$5,630.80	\$0.00	154AL
154AL-2021-ST-21-41	Gulfport Police Dept.	\$47,920.92	\$46,082.09	\$1,838.83	\$0.00	154AL
154AL-2021-ST-12-31	Hancock County S.O.	\$91,136.75	\$84,929.28	\$6,207.47	\$0.00	154AL
154AL-2021-ST-21-51	Hattiesburg	\$49,499.20	\$49,041.84	\$457.36	\$0.00	154AL

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## Alcohol Countermeasures Enforcement Grants

Planned Activity Number	Planned Activity Title	Obligated	Expended	Unexpended Funds	Match	Funding Source
	Police Dept.					
154AL-2021-ST-28-61	Hernando Police Dept.	\$102,718.00	\$97,981.23	\$4,736.77	\$0.00	154AL
154AL-2021-ST-21-81	Horn Lake Police Dept.	\$158,855.60	\$105,857.89	\$52,997.71	\$0.00	154AL
154AL-2021-ST-13-41	Jones County Sheriff's Dept.	\$101,034.20	\$95,646.91	\$5,387.29	\$0.00	154AL
154AL-2021-ST-13-71	Lamar County S.O.	\$38,420.00	\$37,394.09	\$1,025.91	\$0.00	154AL
154AL-2021-ST-23-71	Laurel Police Dept.	\$68,763.59	\$63,770.70	\$4,992.89	\$0.00	154AL
154AL-2021-ST-14-01	Leake County S.O.	\$8,180.00	\$4,737.30	\$3,442.70	\$0.00	154AL
154AL-2021-ST-40-81	MS Highway Patrol	\$2,037,490.00	\$1,736,395.57	\$301,094.43	\$0.00	154AL
154AL-2021-ST-41-05	MOHS-National DSGPO Special Wave	\$25,000.00	\$0.00	\$25,000.00	\$0.00	154AL
154AL-2021-ST-14-91	Montgomery County S.O.	\$20,016.00	\$14,182.97	\$5,833.03	\$0.00	154AL
154AL-2021-ST-15-01	Neshoba County S.O.	\$30,160.00	\$12,952.01	\$17,207.99	\$0.00	154AL
154AL-2021-ST-15-21	Noxubee County S.O.	\$5,448.00	\$4,724.08	\$723.92	\$0.00	154AL
154AL-2021-ST-15-31	Oktibbeha County S.O.	\$10,000.00	\$8,758.95	\$1,241.05	\$0.00	154AL
154AL-2021-ST-22-81	Philadelphia Police Dept.	\$43,060.60	\$30,321.14	\$12,739.46	\$0.00	154AL
154AL-2021-ST-15-81	Pontotoc County S.O.	\$37,645.00	\$4,820.00	\$32,825.00	\$0.00	154AL
154AL-2021-ST-17-21	Tunica County S.O.	\$26,682.28	\$26,682.28	\$0.00	\$0.00	154AL
154AL-2021-ST-35-81	Winona Police Dept.	\$2,173.60	\$502.65	\$1,670.95	\$0.00	154AL
154AL-2021-ST-18-21	Yazoo County S.O.	\$37,184.20	\$20,483.19	\$16,701.01	\$0.00	154AL
<b>Total Alcohol Law Enforcement</b>		<b>\$3,159,534.04</b>	<b>\$2,599,741.97</b>	<b>\$559,792.16</b>	<b>\$0.00</b>	

## MOHS Impaired Driving Enforcement Grants

Planned Activity Number	Planned Activity Title	Obligated	Expended	Unexpended Funds	Match	Funding Source
M5X-2021-MD-11-61	Covington County S.O.	\$48,000.00	\$17,166.12	\$30,833.88	\$9,600.00	405D
M5X-2021-MD-11-71	Desoto County S.O.	\$159,620.60	\$153,049.91	\$6,570.69	\$31,924.12	405D
M5X-2021-MD-12-51	Hinds County Sheriff's Dept	\$145,672.92	\$120,128.23	\$25,544.69	\$29,134.58	405D
M5X-2021-MD-13-81	Lauderdale County S.O.	\$145,846.83	\$126,635.03	\$19,211.80	\$29,169.37	405D
M5X-2021-MD-14-51	Madison County S.O.	\$63,025.00	\$45,328.42	\$17,696.58	\$12,605.00	405D
M5X-2021-MD-14-61	Marion County S.O.	\$99,247.22	\$90,462.84	\$8,784.38	\$19,849.44	405D
M5X-2021-MD-40-81	MS Highway Patrol	\$282,180.58	\$239,247.82	\$42,932.76	\$56,436.12	405D
M5X-2021-MD-22-51	Oxford Police Dept.	\$112,356.97	\$97,900.23	\$14,456.74	\$22,471.39	405D
M5X-2021-MD-15-51	Pearl River County S.O.	\$41,429.40	\$33,978.81	\$7,450.59	\$8,285.88	405D
M5X-2021-MD-23-01	Ridgeland Police Dept.	\$37,092.83	\$34,504.42	\$2,588.41	\$7,418.57	405D
M5X-2021-MD-23-11	Starkville Police Dept.	\$81,100.00	\$75,643.44	\$5,456.56	16,220.00	405D
M5X-2021-MD-16-61	Stone County S.O.	\$54,379.60	\$50,976.71	\$3,402.89	\$10,875.92	405D
M5X-2021-MD-17-11	Tishomingo County S.O.	\$49,920.00	\$39,948.89	\$9,971.11	\$9,984.00	405D
<b>Total Impaired Law Enforcement</b>		<b>\$1,319,871.95</b>	<b>\$1,124,970.87</b>	<b>\$194,901.08</b>	<b>\$263,974.39</b>	

## 154/405D Special Programs

Planned Activity Number	Planned Activity Title	Obligated	Expended	Unexpended Funds	Match	Funding Source
154AL-2021-ST-40-02	JSU Youth Highway Safety Programs	\$197,817.65	\$164,800.34	\$33,017.31	\$0.00	154AL
154AL-2021-ST-40-01	Metro Jackson/ JSU	\$291,971.44	\$253,778.23	\$38,193.21	\$0.00	154AL
M5PEM-2021-PM-00-00	MOHS Paid Media Impaired Driving	\$150,000.00	\$69,700.00	\$80,300.00	\$30,000.00	405D
154AL-2021-ST-41-04	MOHS Contingency Travel	\$2,500.00	\$0.00	\$2,500.00	\$0.00	154AL
M5CS-2021-MD-40-21	MS Office of Attorney General's Office TSRP	\$181,903.73	\$161,272.41	\$20,631.32	\$36,380.75	405D

M5TR-2021-MD- 22-51	Oxford Police Dept. Law Enforcement Training	\$580,345.08	\$458,103.48	\$122,241.60	\$116,069.02	405D
M5TR-2021-MD-41-02	MOHS Contingency Travel	\$2,500.00	\$0.00	\$2,500.00	\$500.00	405D
<b>Total 154 Special Planned Activities</b>		<b>\$492,289.09</b>	<b>\$418,578.57</b>	<b>\$73,710.52</b>	<b>\$0.00</b>	
<b>Total 405D Special Planned Activities</b>		<b>\$914,748.81</b>	<b>\$689,075.89</b>	<b>\$225,672.92</b>	<b>\$182,949.77</b>	

#### MOHS OP Enforcement Planned Activities

Planned Activity Number	Planned Activity Title	Obligated	Expended	Unexpended Funds	Match	Funding Source
OP-2021-OP-10-81	Carroll County S.O.	\$15,023.25	\$14,175.63	\$847.62	\$3,004.65	402OP
OP-2021-OP-25-51	Carthage Police Dept.	\$7,312.50	\$7,312.50	\$0.00	\$1,462.50	402OP
OP-2021-OP-11-71	Desoto County S.O.	\$23,100.00	\$8,503.69	\$14,596.31	\$4,620.00	402OP
OP-2021-OP-12-41	Harrison County S.O.	\$84,960.00	\$48,497.80	\$36,462.20	\$16,992.00	402OP
OP-2021-OP-12-51	Hinds County S.O.	\$9,450.00	\$4,921.51	\$4,528.49	\$1,890.00	402OP
OP-2021-OP-13-41	Jones County S.O.	\$97,644.00	\$91,394.14	\$6,249.86	\$19,528.80	402OP
OP-2021-OP-13-71	Lamar County S.O.	\$3,806.25	\$3,805.42	\$0.83	\$761.25	402OP
OP-2021-OP-13-81	Lauderdale County S.O.	\$68,820.00	\$36,155.95	\$32,664.05	\$13,764.00	402OP
OP-2021-OP-14-91	Montgomery County S.O.	\$9,984.00	\$8,881.05	\$1,102.95	\$1,996.80	402OP
OP-2021-OP-31-61	Ocean Springs Police Dept.	\$16,800.00	\$4,434.61	\$12,365.39	\$3,360.00	402OP
OP-2021-OP-15-31	Oktibbeha County S.O.	\$15,000.00	\$11,410.90	\$3,589.10	\$3,000.00	402OP
OP-2021-OP-15-51	Pearl River County	\$21,442.80	\$5,700.14	\$15,742.66	\$4,288.56	402OP
OP-2021-OP-22-81	Philadelphia Police Dept.	\$8,533.00	\$7,086.83	\$1,446.17	\$1,706.60	402OP
OP-2019-OP-15-81	Pontotoc County S.O.	\$25,000.00	\$1,500.00	\$23,500.00	\$5,000.00	402OP
OP-2019-OP-17-21	Tunica County Sheriff's Dept.	\$12,940.00	\$12,940.00	\$0.00	\$2,588.00	402OP
OP-2021-OP-17-81	Webster County S.O.	\$7,257.00	\$174.72	\$7,082.28	\$1,451.40	402OP
OP-2021-OP-35-81	Winona Police Dept.	\$5,000.00	\$3,807.44	\$1,192.56	\$1,000.00	402OP
<b>Total Occupant Protection Enforcement</b>		<b>\$432,072.80</b>	<b>\$270,702.33</b>	<b>\$161,370.47</b>	<b>\$86,414.56</b>	

## Occupant Protection Special Programs

Planned Activity Number	Planned Activity Title	Obligated	Expended	Unexpended Funds	Match	Funding Source
OP-2021-OP-41-05	MOHS-CIOT Special Wave	\$25,000.00	\$0.00	\$25,000.00	\$5,000.00	402OP
OP-2021-OP-41-06	MOHS High Risk Population-Special Wave	\$5,000.00	\$0.00	\$5,000.00	\$1,000.00	402OP
OP-2021-OP-41-04	MOHS Contingency Travel	\$2,500.00	\$0.00	\$2,500.00	\$500.00	402OP
OP-2021-OP-41-07	MOHS Occupant Protection Assessment	\$40,000.00	\$0.00	\$40,000.00	\$8,000.00	402OP
SO-2021-SO-40-11	Mississippi State University-Stennis Institute-SB Survey	\$260,751.09	\$227,550.78	\$33,200.31	\$52,150.22	402SO
M2PE-2021-MB-00-00	MOHS Paid Media-OP	\$150,000.00	\$0.00	\$150,000.00	\$30,000.00	405B
M2PE-2021-MB-40-71	MS Dept. of Health-OP Program	\$187,595.91	\$167,932.76	\$19,663.15	\$37,519.18	405B
CR-2021-CR-40-71	MS Dept. of Health - Child Restraint Seat	\$88,800.00	\$84,136.69	\$4,663.31	\$17,760.00	402CR
<b>Total 402 Occupant Protection Funds</b>		<b>\$432,072.80</b>	<b>\$270,702.33</b>	<b>\$161,370.47</b>	<b>\$86,414.56</b>	
<b>Total 402 Child Restraint Funds</b>		<b>\$88,800.00</b>	<b>\$84,136.69</b>	<b>\$4,663.31</b>	<b>\$17,760.00</b>	
<b>Total 405B</b>		<b>\$337,595.91</b>	<b>\$167,932.76</b>	<b>\$169,663.15</b>	<b>\$67,519.18</b>	
<b>Total 402SO Funds</b>		<b>\$260,751.09</b>	<b>\$227,550.78</b>	<b>\$33,200.31</b>	<b>\$52,150.22</b>	
<b>Total Occupant Protection Funds</b>		<b>\$1,119,219.80</b>	<b>\$750,322.56</b>	<b>\$368,897.24</b>	<b>\$223,843.96</b>	

## Police Traffic Services Enforcement Program

Planned Activity Number	Planned Activity Title	Obligated	Expended	Unexpended Funds	Match	Funding Source
PT-2021-PT-10-11	Adams County S.O.	\$58,666.94	\$20,961.41	\$37,705.53	\$11,733.39	402PT
PT-2021-PT-20-21	Bay St. Louis Police Dept.	\$25,000.00	\$18,923.27	\$6,076.73	\$5,000.00	402PT
PT-2021-PT-20-41	Biloxi Police Dept.	\$8,810.64	\$0.00	\$8,810.64	\$1,762.13	402PT
PT-2021-PT-20-51	Brandon Police Dept.	\$75,000.00	\$9,853.61	\$65,146.39	\$15,000.00	402PT
PT-2021-PT-25-41	Canton Police Dept.	\$62,891.40	\$31,118.66	\$31,772.74	\$12,578.28	402PT
PT-2021-PT-26-21	Columbia PD	\$11,940.00	\$7,783.02	\$4,156.98	\$2,388.00	402PT
PT-2021-PT-26-91	D'Iberville Police Dept.	\$20,000.00	\$13,173.32	\$6,826.68	\$4,000.00	402PT
PT-2021-PT-27-81	Flowood Police Department	\$55,508.00	\$52,983.47	\$2,524.53	\$11,101.60	402PT
PT-2021-PT-21-31	Greenwood Police Dept.	\$44,360.64	\$1,685.67	\$42,674.97	\$8,872.13	402PT
PT-2021-PT-21-41	Gulfport Police Dept.	\$14,881.60	\$14,008.42	\$873.18	\$2,976.32	402PT
PT-2021-PT-21-81	Horn Lake Police Dept.	\$63,342.00	\$15,366.19	\$47,975.81	\$12,668.40	402PT
PT-2021-PT-21-91	Jackson Police Dept.	\$300,000.00	\$123,974.84	\$176,025.16	\$60,000.00	402PT
PT-2021-PT-23-71	Laurel Police Dept.	\$65,833.59	\$64,360.31	\$1,473.28	\$13,166.72	402PT
PT-2021-PT-29-91	Lucedale Police Dept.	\$35,515.00	\$9,212.46	\$26,302.54	\$6,703.00	402PT
PT-2021-PT-30-21	Madison Police Dept.	\$31,415.00	\$29,590.81	\$1,824.19	\$6,283.00	402PT
PT-2021-PT-22-41	New Albany Police Dept.	\$14,990.00	\$9,212.96	\$5,777.04	\$2,998.00	402PT
PT-2021-PT-40-81	MS Highway Patrol-Speed	\$548,555.00	\$527,883.41	\$20,671.59	\$109,711.00	402PT
PT-2021-PT-22-51	Oxford Police Dept.	\$13,272.00	\$9,629.91	\$3,642.09	\$2,654.40	402PT
PT-2021-PT-22-61	Pascagoula Police Dept.	\$13,185.00	\$852.97	\$12,332.03	\$600.00	402PT
PT-2021-PT-22-71	Pass Christian Police Dept.	\$20,000.00	\$11,759.99	\$8,240.01	\$4,000.00	402PT
PT-2021-PT-31-91	Pearl Police Dept.	\$103,178.00	\$88,568.21	\$14,609.79	\$20,635.60	402PT
PT-2021-PT-88-11	Sherman Police Dept.	\$35,792.00	\$24,001.10	\$11,790.90	\$7,158.40	402PT
PT-2021-PT-23-11	Starkville Police Dept.	\$16,000.00	\$1,334.34	\$14,665.66	\$3,200.00	402PT
PT-2021-PT-35-41	Waveland Police Dept.	\$16,068.00	\$6,983.83	\$9,084.17	\$3,213.60	402PT

PT-2019-PT-41-01	MOHS PTS Coordination	\$175,000.00	\$98,855.50	\$76,144.50	\$35,000.00	402PT
PT-2019-PT-41-02	MOHS PTS COORD Travel	\$10,000.00	\$0.00	\$10,000.00	\$2,000.00	402PT
PT-2019-PT-41-03	MOHS PTS COORD Misc.	\$3,000.00	\$0.00	\$3,000.00	\$600.00	402PT
PT-2019-PT-41-04	MOHS Contingency Travel	\$2,500.00	\$0.00	\$2,500.00	\$500.00	402PT
<b>Total Police Traffic Services Special Program</b>		<b>\$190,500.00</b>	<b>\$98,855.50</b>	<b>\$91,644.50</b>	<b>\$38,100.00</b>	
<b>Total Police Traffic Service Program</b>		<b>\$1,654,204.81</b>	<b>\$1,093,222.18</b>	<b>\$560,982.63</b>	<b>\$366,503.97</b>	

#### Traffic Records Program

Planned Activity Number	Planned Activity Title	Obligated	Expended	Unexpended Funds	Match	Funding Source
M3DA-2021-MC-41-01	Traffic Records Coordination	\$77,000.00	\$0.00	\$77,000.00	\$15,000.00	405C
M3DA-2021-MC-41-02	Traffic Records Coordinator Travel	\$5,000.00	\$0.00	\$5,000.00	\$1,000.00	405C
M3DA-2021-MC-41-03	Traffic Records Coordinator Misc.	\$1,500.00	\$0.00	\$1,500.00	\$300.00	405C
M3DA-2021-MC-41-04	MOHS Contingency Travel	\$2,500.00	\$0.00	\$2,500.00	\$500.00	405C
TR-2021-TR-40-11	MS State University Traffic Records	\$63,919.64	\$56,236.45	\$7,683.19	\$12,783.93	402TR
<b>Total Traffic Records Program</b>		<b>\$149,919.64</b>	<b>\$56,236.45</b>	<b>\$93,683.19</b>	<b>\$29,583.93</b>	

Planned Activity Number	Planned Activity Title	Obligated	Expended	Unexpended Funds	Match	Funding Source
DE-2021-DE-40-02	Jackson State Youth Highway Safety Program	\$193,097.09	\$146,816.16	\$46,280.93	\$38,619.42	402DE
<b>Total Driver's Education Planned Activities</b>		<b>\$193,097.09</b>	<b>\$146,816.16</b>	<b>\$46,280.93</b>	<b>\$38,619.42</b>	

Source: Mississippi Office of Highway Safety. Accessed January 30, 2021.

The Mississippi Office of Highway Safety would like to thank Governor Tate Reeves, the National Highway Safety Administration, FHWA, State and local officials, coordinators, law enforcement and other traffic safety partners and organizations for their continued support of the Mississippi Office of Highway Safety programs and Planned Activities.