



State of Mississippi  
Annual Grant Application  
Federal Fiscal Year  
2024



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**TABLE OF CONTENTS**

**Triennial Highway Safety Plan updates.....Page 3**  
    i. Adjustments to countermeasure strategy.....Page 3  
    ii. Changes to Performance Plan.....Page 3

**Project and subrecipient information.....Page 3**

**FY24 Occupant Protection Strategic Plan.....Page 34**

**FY24 405B Application.....Page 53**

**FY24 STRCC Strategic Plan.....Page 71**

**FY24 405C Application.....Page 87**

**FY24 Impaired Driving Strategic Plan.....Page 104**

**FY24 405D Application.....Page 129**

**List of Acronyms.....Page 139**

**Certifications and Assurances (Appendix A).....See attached documents.**

**Section 405 grant and Section 1906 racial profiling grant applications (Appendix B)...See attached documents.**

## 1. Updates to Triennial HSP

### i. Adjustments to countermeasure strategy for programming funds

The triennial HSP requires quantifiable performance targets that show constant or improved performance; therefore Mississippi adjusted its countermeasures to “increase” or “maintain” the current safety levels after reviewing the FY22 annual report and chose to continue using the latest five-year average to determine whether performance targets are being met. Mississippi utilized this data to set current targets to ensure consistency. Mississippi will adjust the set target as needed based on the most recent data trend.”

### ii. Changes to Performance Plan

The MOHS currently has no changes to the performance plan for FY2024.

## 2. FY 2024 Projects and sub-recipients

This section of the Annual grant application will discuss the programs and projects that the MOHS plans to implement during the FY24 grant year. The MOHS plans to implement programs and projects in the following areas:

- ❖ Planning and Administration.
- ❖ Alcohol/Impaired Driving-Alcohol and Drug; (See 405(d) Application).
- ❖ Occupant Protection-(See 405b Application).
- ❖ Police Traffic Services.
- ❖ Traffic Records- (See 405c Application); and
- ❖ Driver’s Education (402/154)

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

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

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

The P&A covers costs associated with operating the Highway Safety Program including contractual services, commodities, and indirect costs for administrative support. The administrative assistant provides support to the MOHS staff via the following duties: collecting and maintaining time and attendance records, receiving and distributing incoming/outgoing correspondence, recording minutes for staff and other meetings, answering phones, ordering office supplies, and other clerical duties as needed and requested.

#### **P & A Projects enriches the following:**

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

**Programs and Projects:**

**Planning and Administration Financial Chart**

<b>Project Number</b>	<b>Source Fiscal Year</b>	<b>Funding Source</b>	<b>Eligible Use of Funds</b>	<b>Estimated Funding Amount</b>	<b>Match Amount</b>	<b>Local Benefit</b>
154AL-2024-ST-41-01	2020	154AL	MOHS Alcohol Countermeasures Coordination & Program Mgmt.	\$370,000.00	\$0.00	\$0.00
154AL-2024-ST-41-02	2020	154AL	MOHS Alcohol Countermeasures Coordination & Program Mgmt.-Travel	\$10,000.00	\$0.00	\$0.00
154AL-2024-ST-41-03	2020	154AL	MOHS Alcohol Countermeasures Coordination & Program Mgmt. Program Expenses.	\$3,000.00	\$0.00	\$0.00
154PA-2024-PA-41-01	2020	154AL	Planning and Administration Expenses for the 154 programs	\$200,000.00	\$0.00	\$0.00
402PA-2024-PA-41-01	2020	402	Planning and Administration Expenses 402 Programs	\$400,000.00	\$80,000.00	\$0.00
OP-2024-OP-41-01	2020	402OP	MOHS Occupant Protection Coordination & Program Management	\$180,000.00	\$36,000.00	\$0.00
OP-2024-OP-41-02	2020	402OP	MOHS Occupant Protection Coordination & Program Management Travel	\$10,000.00	\$2,000.00	\$0.00
OP-2024-OP-41-03	2020	402OP	MOHS Occupant Protection Coordination & Program Management Program Expenses.	\$3,000.00	\$600.00	\$0.00
PT-2024-PT-41-01	2020	402PTS	MOHS Police Traffic Services Coordination & Program Management	\$220,000.00	\$44,000.00	\$0.00
PT-2024-PT-41-02	2020	402PTS	MOHS Police Traffic Services Coordination & Program Management Travel	\$10,000.00	\$2,000.00	\$0.00
PT-2024-PT-41-03	2020	402PTS	MOHS Police Traffic Services Coordination & Program Management Program Expenses	\$3,000.00	\$600.00	\$0.00
M5IDC-2024-MD-41-01	BIL 2022	405D	MOHS Impaired Driving Coordination & Program Management	\$143,000.00	\$28,600.00	\$0.00
M3DA-2024-MC-41-01	2020	405C	MOHS Traffic Records Coordination Program	\$92,000.00	\$18,400.00	\$0.00
M3DA-2024-MC-41-02	2020	405C	MOHS Traffic Records Coordination Program Travel	\$5,000.00	\$1,000.00	\$0.00
M3DA-2024-MC-41-03	2020	405C	MOHS Traffic Records Coordination Program. Expenses	\$1,500.00	\$300.00	\$0.00
M3DA-2024-MC-40-11	2020	405C	Mississippi State University Traffic Records	\$89,480.44	\$17,896.08	\$0.00

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

**Project Number: 154AL-2024-ST-41-01; 154AL-2024-ST-41-02; 154AL-2024-ST-41-03**  
**Project Title: MOHS Alcohol/Impaired Driving Coordination & Program Management**

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

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

**154 Program Coordination-Budget: \$370,000.00 Federal Funding Source 154 AL/\$0.00 Match/\$0.00 Local Benefit**  
**154 Program Travel- Budget: \$10,000.00 Federal Funding Source 154 AL/\$0.00 Match/\$0.00 Local Benefit**  
**154 Program Expenses- Budget: \$3,000.00 Federal Funding Source 154 AL/\$0.00 Match/\$0.00 Local Benefit**

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**Project Number: 154PA-2024-PA-41-01**

**Project Title: MOHS P&A**

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

FY 2024

**PLANNING AND ADMINISTRATION 154 (P&A)**

	TOTAL (100%)	FEDERAL (100%)
<b>PERSONAL SERVICES</b>		
<b>Salaries &amp; Wages</b>	\$0.00	\$0.00
<b>Fringe Benefits</b>	\$0.00	\$0.00
(.363826 of Salaries which consist of: Social Security, State Retirement, Group Insurance, Unemployment insurance, and Workman's compensation)		
<b>Travel</b>	\$0.00	\$0.00
<b>Total Personal Services</b>	<b>\$0.00</b>	<b>\$0.00</b>
<b>CONTRACTUAL SERVICES</b>		
Accounting Services	\$31,576.80	\$31,576.80
Other Fees	\$7,011.45	\$7,011.45
<b>Total Contractual Services</b>	<b>\$38,588.25</b>	<b>\$38,588.25</b>
<b>EQUIPMENT</b>	\$100,000.00	\$100,000.00
<b>COMMODITIES</b>	\$10,000.00	\$10,000.00
<b>GRAND TOTAL P&amp;A</b>	<b>\$148,588.25</b>	<b>\$148,588.25</b>

**\*Accounting Services**

**include:**

1. State Personnel Board
2. Tann Brown & Russ (GAAP & Single Audits)
3. Tort Claims

\*\*Other Fees include ITS fees

**Budget: \$200,000.00 Federal Funding Source 154/\$0.00 Match /\$0.00 Local Benefit**

**Project Number: 402PA-2024-PA-41-01**

**Project Title: MOHS P&A**

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

FY 2024

**PLANNING AND ADMINISTRATION 402 (P&A)**

	TOTAL (100%)	FEDERAL (50%)	MATCH (50%)
<b>PERSONAL SERVICES</b>			
<b>Salaries &amp; Wages</b>	\$416,878.05	\$208,439.03	\$208,439.03
Office Director (100%); Planning Director (100%); Finance Director (100%); Media/Special Projects Coordinator (100%); Office Manager (100%); Compliance/Training Director (100%); Accountant (50%); and Accountant (50%)			
<b>Fringe Benefits</b>	\$151,671.07	\$75,835.54	\$75,835.54
(.363826 of Salaries which consist of: Social Security, State Retirement, Group Insurance, Unemployment insurance, and Workman's compensation)			
<b>Travel</b>	\$20,000.00	\$10,000.00	\$10,000.00
<b>Total Personal Services</b>	<b>\$588,549.12</b>	<b>\$294,274.56</b>	<b>\$294,274.56</b>
<b>CONTRACTUAL SERVICES</b>			
Accounting Services	\$14,267.28	\$7,133.64	\$7,133.64
Other Fees	\$12,482.40	\$6,241.20	\$6,241.20
<b>Total Contractual Services</b>	<b>\$26,749.68</b>	<b>\$13,374.84</b>	<b>\$13,374.84</b>
<b>EQUIPMENT</b>	<b>\$100,000.00</b>	\$50,000.00	\$50,000.00
<b>COMMODITIES</b>	<b>\$10,000.00</b>	\$5,000.00	\$5,000.00
<b>GRAND TOTAL P&amp;A</b>	<b>\$725,298.80</b>	<b>\$362,649.40</b>	<b>\$362,649.40</b>

**\*Accounting Services include:**

1. State Personnel Board
2. Tann Brown & Russ (GAAP & Single Audits)
3. Tort Claims

\*\*Other Fees include ITS fees

**Budget: \$400,000.00 Federal Funding Source 402/\$80,000.00 Match /\$0.00 Local Benefit**

**Project Number: OP-2024-OP-41-01; OP-2024-OP-41-02; OP-2024-OP-41-03**  
**Project Title: MOHS Occupant Protection Coordination Program Management**

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

**402OP Program Coordination-Budget: \$180,000.00 Federal Funding Source 402OP /\$36,000.00 Match/\$0.00 Local Benefit**

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

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

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**Project Number: PT-2024-PT-41-01/PT-2024-PT-41-02/PT-2024-PT-41-03**

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

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

**402PTS Program Coordination-Budget: \$220,000.00 Federal Funding Source 402PTS /\$44,000.00 Match/\$0.00 Local Benefit**

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

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

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**Project Number: M5IDC-2024-MD-41-01**

**Project Title: MOHS Impaired Driving Coordination & Program Management**

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

**Budget: \$143,000.00 Federal Funding Source 405(d)/\$28,600.00 Match**

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**Project Number: M3DA-2024-MC-41-01/M3DA-2024-MC-41-02/M3DA-2024-MC-41-03**  
**Project Title: MOHS Traffic Records Coordination Program Management**

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

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

**Budget:**

**M3DA-2024-MC-41-01-TR Program Coordination- Budget: \$92,000.00 Federal Funding Source 405(c)/\$18,400.00 Match/\$0.00 Share to Local**

**M3DA-2024-MC-41-02-TR-Travel-Budget: \$5,000.00 Federal Funding Source 405(c)/\$1,000.00 Match/\$0.00 Share to Local**

**M3DA-2024-MC-41-03-TR-Program Expenses-Budget: \$1,500.00 Federal Funding Source 405(c)/\$300.00 Match/\$0.00 Share to Local**

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**Project Number: M3DA-2024-MC-40-11**

**Project Title: Mississippi State University- Data Program**

**Project Description:** The program involves the development of the Crash Data Portal to address issues relating to data access and processing in the state as well as improving data availability and interoperability. In an effort to ensure the necessary data is readily available for strategic purposes in the planning of target areas and education awareness across the state for impaired driving, occupant protection, speed, youth, elderly, pedestrian, motorcycle, and bicyclist fatalities, the Crash Data Portal is needed to provide a central location where reporting documents can be retrieved and readily available for MOHS staff, local, county, and state jurisdictions for making data-driven decisions. The development of the Crash Data Portal will offer documentation power tools and reporting functions to ensure uniformity, timeliness, and accessibility of the data needed to identify priorities for traffic safety. EMS-related reports will be shared on this portal to ensure completeness and integration of EMS data as it relates to specific crashes.

**Budget: \$89,480.44 Federal Funding Source 405(c)/ \$17,896.08Match**

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### **Impaired Driving Area:**

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

*FY24 Alcohol/Impaired Driving Proposed Strategies:* The MOHS reviewed the *Countermeasures that Work 10<sup>th</sup> edition 2020* and will use 6 evidence-based countermeasures as strategies for the upcoming grant year, along with surveys. A listing of the measures used can be found in the Impaired Driving Program Area.

MOHS used the ID Assessment conducted in June 2014 and Uniformed Guideline #8 to develop the ID program area and determine suitable activities.

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

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

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

### **Impaired Driving Funding and Assessment of Overall Impact of Strategies:**

Within the State of Mississippi, impaired driving fatalities represent 22% of the overall State fatalities. The State is budgeting in impaired driving during FY20, 70% of its highway safety funds to combat its impaired driving problems. 100% of the State’s population will be covered by impaired driving enforcement efforts utilizing the MHP, city and county law enforcement agencies within the top impaired driving fatality and crash locations. The MOHS focuses on the Top Counties and Cities with the highest fatal crashes and injuries and seeks applications in the areas with the most data assessment needs. The MOHS also provides special wave grants as data becomes available and new areas of data are assessed and areas are in need.

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

**Additional Funding Sources:** All funding sources in the Mississippi 3HSP are federal funded monies, unless otherwise noted in the additional funding section in each project description. The State of Mississippi also utilizes Mississippi Highway Patrol activities and State funds as match for projects that need additional match monies.

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

## Impaired Driving Strategies:

**Impaired Driving Task Force:** The ID task force committee has executive committee members, along with a chairman that calls for meetings and reports from the committee members. The ID task force also reviews and approves of the ID Plan for the 405(d) NHTSA Application.

### **Impaired Driving Coordinated Program:**

- Strategic Meetings (Countermeasures 2.1 and 2.2); Countermeasure performance target impact C-5
- Attend meetings to strategic plan enforcement efforts through data trends, performance measures and strategies.
- Provide a comprehensive statewide ID coordinated program;
- Fund law enforcement programs for ID enforcement;
- Assign MOHS staff to manage ID enforcement and PI&E grants;
- Provide for earned and paid media to discourage impaired driving; and
- Provide technical assistance for the ID Program.

### **Selective Traffic Enforcement Programs:**

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

### **High Visibility Enforcement:**

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

### **National Blitz:**

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

### **Training:**

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

### **Survey:**

- Conduct pre and post seatbelt surveys and CPS surveys;
- Generate final analysis report to include in the Annual Report.

### **Evaluation:**

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

### **DUI-(TSRP)**

- Judicial Training (Countermeasure 3.3)(Uniformed Guideline #7 to develop the ID program area and determine suitable activities)
- DUI Outreach/Court Monitoring (Countermeasure 3.3);
- Continue funding a TSRP to assist with training for prosecutors and law enforcement;
- Work in conjunction with other ID programs; and
- Address the decline in impaired driving (DUI) conviction rate throughout the State.

### **Public Information and Enforcement:**

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

### **Education:**

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

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

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

**Project Title: MOHS Alcohol Countermeasures Law Enforcement Grant Program:**

**Project Description:** Projects under the MOHS Law Enforcement DUI Grants provide grant funds to local police departments and sheriff’s offices for enforcement in jurisdictions all across Mississippi. All jurisdictions will provide enforcement for hours that are specified in each agency agreement, in support of the alcohol DUI program. These enforcement grants will be coordinated with the national DSGPO, along with any State blitz campaigns that the MOHS develops for FY24.

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

**154 DUI Enforcement Projects:**

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

- |                                        |                                             |
|----------------------------------------|---------------------------------------------|
| 1. Carroll County Sheriff’s Department | 14. Laurel Police Department                |
| 2. George County Sheriff’s Department  | 15. Montgomery County Sheriff’s Department  |
| 3. Greenwood Police Department         | 16. Mississippi Department of Public Safety |
| 4. Grenada Police Department           | 17. Neshoba County Sheriff’s Department     |
| 5. Gulfport Police Department          | 18. Oktibbeha County Sherriff’s Department  |
| 6. Hancock County Sheriff’s Department | 19. Pascagoula Police Department            |
| 7. Hattiesburg Police Department       | 20. Pearl River County Sheriff’s Department |
| 8. Hernando Police Department          | 21. Philadelphia Police Department          |
| 9. Horn Lake Police Department         | 22. Picayune Police Department              |
| 10. Jackson State University/Metro     | 23. Starkville Police Department            |
| 11. Jackson State University Youth ID  | 24. Tunica County Sheriff’s Department      |
| 12. Jones County Sheriff’s Department  | 25. Waynesboro Police Department            |
| 13. Lamar County Sheriff’s Department  |                                             |

**Budget: \$3,554,639.62 Federal Funding Source 154AL/\$0.00 Match/\$3,554,639.62 Local Benefit**

**Project Number: 154AL-2024-ST-40-01**  
**Project Title: Jackson State University/Metro Jackson**

**Project 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 counties of the State with the most alcohol related fatalities, which will include Impaired Driving Strategies that will address Aging Adult Driver Safety. 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 4th, 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.

**Budget: \$368,412.59 Federal Funding Source 154AL/\$0.00 Match**

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**Project Number: 154AL-2024-ST-40-02**  
**Project Title: JSU Youth Safety Impaired Driving Program**

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

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

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

**Budget: \$237,757.20 Federal Funding Source 154AL/\$0.00 Match**

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**Project Number: 154AL-2024-ST-41-04/M5TR-2024-MD-41-01**  
**Project Title: MOHS Contingency Travel**

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

**Budget: 154AL-2024-ST-41-04 Budget: \$2,500.00 Federal Funding Source 154AL/\$0.00 Match/\$0.00 Local Benefit**  
**Budget: M5TR-2024-MD-41-01 Budget: \$2,500.00 Federal Funding Source 405d/\$500.00 Match/\$0.00 Local Benefit**

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

**Project Title: MOHS Impaired Law Enforcement Grant Program:**

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

1. Covington County Sheriff's Department
2. Desoto County Sheriff's Department
3. Hinds County Sheriff's Department
4. Lamar County Sheriff's Department
5. Lauderdale Sheriff's Department
6. Marion County Sheriff's Department
7. Neshoba County Sheriff's Department
8. Oxford Police Department
9. Stone County Sheriff's Department

**Budget: \$965,196.76 Federal Funding Source 405(d)/ \$193,039.35 Match/\$0.00 Local Benefit**

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**Project Number: 154AL-2024-ST-41-05**

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

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

**Total Budget: \$25,000.00 Federal Funding Source 154AL /\$0.00 Match/\$25,000.00 Local Benefit**

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**Project Number: 154PM-2024-PM-00-00**

**Project Title: MOHS Paid Media Sustained DUI Enforcement Campaign**

**Project Description:** A comprehensive and sustained paid media campaign in support of the continual DUI enforcement efforts for the DSGPO campaigns utilizing Section 154 alcohol funding will be implemented in the FY23 grant period. These funds will be used for sustained radio, outdoor space in December 2021, January 2024, and Labor Day 2024.

The number of holiday alcohol-related vehicle crash fatalities will be used to evaluate the media messaging. The measures that will be used to assess message recognition are as follows: number of radio spots, and outdoor space for paid media, earned media messages for print and television, and alcohol-related vehicle crash fatalities will be used to evaluate the effectiveness of the messaging.

This project will address the following items:

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

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

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**Project Number: M5TR-2024-MD-22-51**

**Project Title: Oxford Police Department- Law Enforcement Training Coordination**

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

The Oxford Police Department Law Enforcement Training Coordination uses the funding for salaries, fringe, travel, contractual service, commodities, and indirect costs that has been reviewed and approved by the MOHS. The agency will generate at least (1) earned media campaigns during the blitz campaigns.

**Budget: \$515,180.52 Federal Funding Source 405(d)/\$103,036.11/\$0.00 Local Benefit**

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### MOHS Impaired Driving Grants

Project Number	Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
154AL-2024-ST-10-81	2020	154AL	Carroll County Sheriff's Dept	\$53,770.00	\$0.00	\$53,770.00
154AL-2024-ST-12-01	2020	154AL	George County Sheriff's Dept	\$8,000.00	\$0.00	\$8,000.00
154AL-2024-ST-40-81	2020	154AL	Dept of Public Safety/ MS Highway Patrol AL	\$1,833,741.00	\$0.00	\$1,833,741.00
154AL-2024-ST-21-31	2020	154AL	Greenwood Police Dept.	\$20,000.00	\$0.00	\$20,000.00
154AL-2024-ST-28-41	2020	154AL	Grenada Police Dept.	\$57,106.40	\$0.00	\$57,106.40
154AL-2024-ST-21-41	2020	154AL	Gulfport Police Dept.	\$7,615.04	\$0.00	\$7,615.04
154AL-2024-ST-12-31	2020	154AL	Hancock County Sheriff's Dept	\$103,484.50	\$0.00	\$103,484.50
154AL-2024-ST-21-51	2020	154AL	Hattiesburg Police Dept.	\$50,000.00	\$0.00	\$50,000.00
154AL-2024-ST-28-61	2020	154AL	Hernando Police Dept.	\$133,782.00	\$0.00	\$133,782.00
154AL-2024-ST-21-81	2020	154AL	Horn Lake Police Dept.	\$156,822.24	\$0.00	\$156,822.24
154AL-2024-ST-13-41	2020	154AL	Jones County Sheriff's Dept	\$101,108.00	\$0.00	\$101,108.00
154AL-2024-ST-23-71	2020	154AL	Laurel Police Dept.	\$63,999.84	\$0.00	\$63,999.84
154AL-2024-ST-14-91	2020	154AL	Montgomery County Sheriff's Dept	\$25,659.21	\$0.00	\$25,659.21
154AL-2024-ST-15-01	2020	154AL	Neshoba County Sheriff's Dept	\$40,807.00	\$0.00	\$40,807.00
154AL-2024-ST-15-31	2020	154AL	Oktibbeha County Sheriff's Dept	\$15,000.00	\$0.00	\$15,000.00
154AL-2024-ST-15-51	2020	154AL	Pearl River County Sheriff's Dept	\$59,348.00	\$0.00	\$59,348.00
154AL-2024-ST-22-81	2020	154AL	Philadelphia Police Dept.	\$48,751.60	\$0.00	\$48,751.60
154AL-2024-ST-22-91	2020	154AL	Picayune Police Dept.	\$25,000.00	\$0.00	\$25,000.00
154AL-2024-ST-23-11	2020	154AL	Starkville Police Dept	\$100,000.00	\$0.00	\$100,000.00
154AL-2024-ST-17-21	2020	154AL	Tunica County Sheriff's Dept	\$19,308.00	\$0.00	\$19,308.00
154AL-2024-ST-23-51	2020	154AL	Waynesboro Police Dept	\$10,125.00	\$0.00	\$10,125.00
<b>Total Alcohol Law Enforcement</b>		154AL		<b>\$2,933,427.83</b>	<b>\$0.00</b>	<b>\$2,933,427.83</b>

**MOHS Impaired Driving Grants**

Project Number	Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
M5HVE-2024-MD-11-61	2022	405D	Covington County S.O	\$51,627.00	\$10,325.40	\$0.00
M5HVE-2024-MD-11-71	2022	405D	Desoto County S.O.	\$201,086.64	\$40,217.33	\$0.00
M5HVE-2024-MD-12-51	2022	405D	Hinds County Sheriff's Dept.	\$134,047.20	\$26,809.44	\$0.00
M5HVE-2024-MD-13-71	2022	405D	Lamar County S.O	\$48,360.00	\$9,672.00	\$0.00
M5HVE-2024-MD-13-81	2022	405D	Lauderdale County S.O.	\$161,004.16	\$32,200.83	\$0.00
M5HVE-2024-MD-14-61	2022	405D	Marion County Sheriff's Dept.	108,380.00	\$21,676.00	\$0.00
M5HVE-2024-MD-15-01	2022	405D	Neshoba County S.O	\$40,807.00	\$8,161.40	\$0.00
M5HVE-2024-MD-22-51	2022	405D	Oxford Police Dept	\$161,436.16	\$32,287.23	\$0.00
M5HVE-2024-MD-16-61	2022	405D	Stone County BOS	\$58,973.60	\$11,794.72	\$0.00
<b>Total Impaired Law Enforcement</b>		<b>405D</b>		<b>\$965,721.76</b>	<b>\$193,144.35</b>	<b>\$0.00</b>
<b>154/405D Special Programs</b>						
Project Number	Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
154AL-2024-ST-40-02	2020	154AL	JSU Youth Highway Safety Programs	\$237,757.20	\$0.00	\$0.00
154AL-2024-ST-40-01	2020	154AL	Metro Jackson/JSU	\$368,412.59	\$0.00	\$0.00
154AL-2024-ST-41-05	2020	154AL	MOHS-National DSGPO Special Wave Grant	\$25,000.00	\$0.00	\$25,000.00
154PM-2024-PM-00-00	2020	154AL	MOHS Paid Media Impaired Driving	\$150,000.00	\$0.00	\$0.00
154AL-2024-ST-41-04	2020	154AL	MOHS Contingency Travel	\$2,500.00	\$0.00	\$0.00
M5TR-2024-MD-41-02	2022	405D	MOHS Contingency Travel	\$2,500.00	\$500.00	\$0.00
<b>Total 154 Special Projects</b>				<b>\$783,669.79</b>	<b>\$0.00</b>	<b>\$25,000.00</b>
<b>Total 405D Special Projects</b>				<b>\$276,714.93</b>	<b>\$55,342.99</b>	<b>\$0.00</b>
<b>Total 154 Enforcement Funds:</b>				<b>\$2,933,427.83</b>	<b>\$0.00</b>	<b>\$2,933,427.83</b>
<b>Total 405D Enforcement Funds</b>				<b>\$965,721.76</b>	<b>\$13,144.35</b>	<b>\$0.00</b>
<b>Total Funds 154</b>				<b>\$3,717,097.62</b>	<b>\$ 0.00</b>	<b>\$3,717,097.62</b>
<b>Total 405D</b>				<b>\$1,242,436.69</b>	<b>\$68,487.34</b>	<b>\$0.00</b>

\*Note: State Match for the above projects is based on an approved formula in calculating Match for MHP. Funding source 405D will be allotted from the BIL funds\*

## **i. Occupant Protection Area**

The MOHS uses the *Countermeasures that Work: A Highway Safety Countermeasures Guide for State Highways Safety Offices* to select strategies that will be used for the upcoming grant year. 100% of the State's population will be covered by occupant protection enforcement efforts utilizing the MHP, city, and county law enforcement agencies within the top occupant protection fatality, high risk and crash locations, along with the survey counties and special emphasis areas with low seatbelt usage rates.

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

### **ii. Occupant Protection Funding and Impact of Program:**

Within the State of Mississippi, unbelted fatalities represent 30.45%, a significant percentage of the overall State fatalities. 100% of the State's population will be covered by enforcement efforts utilizing the MHP, city and county law enforcement agencies within the top unbelted fatality and crash locations. The MOHS focuses on the Top Counties and Cities with the highest fatal crashes and injuries and seeks applications in the areas with the most data assessment needs.

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

**Additional Funding Sources:** All funding sources in the Mississippi 3HSP are federal funded monies, unless otherwise noted in the additional funding section in each project description. Mississippi also utilizes MHP activities and State funds as match for projects that need additional match monies.

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

### **ii. Occupant Protection Strategies:**

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

#### **Occupant Protection Coordinated Program:**

- Occupant Protection (OP) Coordinated Program: (Countermeasures 2.1; 2.2; 2.3);
- Statewide Child Passenger Safety Coordination program (Countermeasures: 5.1; 6.1; 6.2;7.1);
- Attend meetings to strategic plan enforcement efforts through data trends, performance measures and strategies;
- Provide a comprehensive statewide OP Coordinated Program;
- Conduct pre and post seatbelt surveys;
- Fund law enforcement programs for day and night enforcement;
- Assign MOHS staff to manage OP enforcement and outreach grants;
- Promote seatbelt safety through earned and paid media; and
- Provide technical assistance when needed for the OP Program.

#### **Statewide Child Passenger Safety Coordination program:**

- Statewide Child Passenger Safety (CPS) Program (Countermeasures 7.2)
- Provide a comprehensive Statewide CPS Coordination program;
- Conduct CPS Surveys;

- Fund the Mississippi Department of Health to provide child passenger seats; child passenger seat checks and installations
- Assign MOHS staff to manage enforcement and outreach grants, promote seatbelt safety and provide assistance where needed for the OP Program.

#### **Child Passenger Seat Technician Training:**

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

#### **Child Passenger Seat Enforcement:**

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

#### **High Visibility Enforcement:**

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

#### **Public Information and Education:**

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

#### **Teen Driver Seatbelt Program:**

- Teen Seatbelt Focus Program (Countermeasure 4.1; 6.1; 7.1)
- Develop and promote a statewide education campaign that will focus on teen seatbelt use and increasing seatbelt usage rates among teens;
- Develop and promote a statewide media campaign that will focus on teen seatbelt use and increasing seatbelt usage rates among teens;
- Provide public information and education programs with an emphasis in teen occupant protection; and
- Fund law enforcement programs to focus on teen seatbelt use.

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

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

**Project Number: See Financial Chart Below**

**Project Name: MOHS Occupant Protection Law Enforcement STEP Grants**

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

- |                                          |                                             |
|------------------------------------------|---------------------------------------------|
| 1. Carroll County Police Department      | 11. Lamar County Sheriff's Department       |
| 2. Carthage Police Department            | 12. Lauderdale County Sheriff's Department  |
| 3. Covington County Sheriff's Department | 13. Lucedale Police Department              |
| 4. DeSoto County Sheriff's Department    | 14. Montgomery County Sheriff's Department  |
| 5. Department of Public Safety           | 15. Oktibbeha County Sheriff's Department   |
| 6. Greenwood Police Department           | 16. Pearl River County Sheriff's Department |
| 7. Hancock County Sheriff's Department   | 17. Philadelphia Police Department          |
| 8. Harrison County Sheriff's Department  | 18. Tunica County Sheriff's Department      |
| 9. Hinds County Sheriff's Department     | 19. Waynesboro Police Department            |
| 10. Jones County Sheriff's Department    | 20. Webster County Sheriff's Department     |

**Budget: \$1,087,159.46 Federal Funding Source 402OP/\$217,431.89 Match/\$1,087,159.46 Local Benefit**

## Occupant Protection Program Area Project Descriptions:

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**Project Number: OP-2024-OP-41-05**  
**Project Title: MOHS High Risk Special Wave Grants**

### **MOHS High Risk Population Special Wave Grants**

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

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

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**Project Number: OP-2024-OP-41-06**  
**Project Title: MOHS Click It or Ticket Special Wave Grants**

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

**Budget: \$25,000.00 Federal Funding Source 402 OP/\$5,000.00 Match/\$25,000.00 Local Benefit**

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**Project Number: OP-2024-OP-41-04**  
**Project Title: MOHS Contingency Travel**

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

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

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**Project Number: OP-2024-OP-\*XX-XX\***

**Project Title: Heat Stroke/Unattended Passenger**

**Project Description:** The Mississippi Office of Highway Safety will use a portion of the grant funds for a program to educate the public regarding the risks of leaving a child or an unattended passenger in a vehicle after the vehicle motor is deactivated by the operator. MOHS will conduct presentations and disseminate educational brochures to help reduce the number of deaths for unattended passengers.

*\*Complete project number is TBA later\**

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

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**Project Number: M2PE-2024-MB-00-00**

**Project Title: MOHS Paid Media Sustained Occupant Protection Enforcement Campaign**

**Project Description:** A comprehensive and sustained paid media campaign in support of the continual Occupant Protection enforcement efforts for the “CIOT” campaigns utilizing Section 405 Occupant Protection funding will be implemented in the grant period. These funds will be used for sustained radio and outdoor space in May 2021. The number of holiday unbelted vehicle crash fatalities will be used to evaluate the media messaging. The measures that will be used to assess message recognition are as follows: number of radio spots and outdoor space for paid media, earned media messages for print and television, unbelted-related vehicle crash fatalities, the results obtained from the *seat belt survey* will be used to evaluate the effectiveness of the messaging.

This project will address the following items:

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

**Budget: \$70,000.00 Federal Funding Source 405(b)/\$14,000.00 Match/\$0.00 Local Benefit**

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**Project Number: CR-2024-CR-40-71**

**Project Title: MS Department of Health Child Restraint Seat Program**

**Project Description:** The Department of Health is responsible for enforcement activities for the entire State of Mississippi through extensive enforcement. The population of Mississippi is 2,992,333, according to the 2015 census. The program covers square miles 48,434 and county miles 10,958. The Department of Health will conduct child safety seat checkpoints at local health departments, daycares, or preschools. Will conduct publicized community child safety seat checkpoints at community events, shopping centers, or health and safety fairs to promote correct usage statewide and distribute 1,850 child passenger restraints. The Department of Health will collaborate with Safe Kids Mississippi, Mississippi Department of Education, and other local partners to conduct school-based occupant protection activities (e.g. presentations, safety fairs, workshops, countdown to drive program) for children ages 0-15 years. Collaborate with Safe Kids Mississippi and Public Health District Educators to conduct child passenger

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

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

**Budget: \$108,000.00 Federal Funding Source 402CR/\$21,600.00 Match/\$0.00 Local Benefit**

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**Project Number: M2PE-2024-MB-40-71**

**Project Title: MS Department of Health Child Occupant Protection Program**

**Supplemental to CR-2024-CR-40-71**

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

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

**Budget: \$108,000.00 Federal Funding Sources 405(b)/\$21,600.00 Match/\$0.00 Local Benefit**

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**Project Number: SO-2024-SO-40-11**

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

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

**Budget: \$274,214.93 Federal Funding Source 402SO/\$54,842.99 Match/\$0.00 Local Benefit**

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**MOHS OP Enforcement Grants**

<b>Project Number</b>	<b>Source Fiscal Year</b>	<b>Funding Source</b>	<b>Eligible Use of Funds</b>	<b>Estimated Funding Amount</b>	<b>Match Amount</b>	<b>Local Benefit</b>
OP-2024-OP-10-81	2020	402OP	Carroll County S.O.	\$17,784.00	\$3,556.80	\$17,784.00
OP-2024-OP-11-61	2020	402OP	Covington County S.O.	\$97,277.00	\$19,455.40	\$97,277.00
OP-2024-OP-11-71	2020	402OP	DeSoto County S.O.	\$30,554.33	\$6,110.87	\$30,554.33
OP-2024-OP-27-41	2020	402OP	Eupora Police Department	\$5,460.00	\$1,092.00	\$5,460.00
OP-2024-OP-12-31	2020	402OP	Hancock County S.O.	\$7,800.00	\$1,560.00	\$7,800.00
OP-2024-OP-12-41	2020	402OP	Harrison County S.O.	\$57,232.00	\$11,446.40	\$57,232.00
OP-2024-OP-12-51	2020	402OP	Hinds County S.O.	\$16,000.00	\$3,200.00	\$16,000.00
OP-2024-OP-13-41	2020	402OP	Jones County S.O.	\$100,000.00	\$20,000.00	\$100,000.00
OP-2024-OP-13-71	2020	402OP	Lamar County S.O.	\$8,832.50	\$1,766.50	\$8,832.50
OP-2024-OP-13-81	2020	402OP	Lauderdale County S.O.	\$45,135.46	\$9,027.09	\$45,135.46
OP-2024-OP-29-91	2020	402OP	Lucedale Police Department	\$36,776.00	\$7,355.20	\$36,776.00
OP-2024-OP-14-91	2020	402OP	Montgomery County S.O.	\$13,395.00	\$2,679.00	\$13,395.00
OP-2024-OP-40-81	2020	402OP	Dept Of Public Safety/ MHP	\$481,133.16	\$96,226.63	\$481,133.16
OP-2024-OP-15-21	2020	402OP	Noxubee County S.O.	\$18,360.00	\$3,672.00	\$18,360.00
OP-2024-OP-15-31	2020	402OP	Oktibbeha County S.O.	\$20,000.00	\$4,000.00	\$20,000.00
OP-2024-OP-15-51	2020	402OP	Pearl River County S.O.	\$12,000.00	\$2,400.00	\$12,000.00
OP-2024-OP-22-91	2020	402OP	Picayune Police Department	\$15,000.00	\$3,000.00	\$15,000.00

OP-2024-OP-17-21	2020	402OP	Tunica County S.O.	\$19,308.00	\$3,861.00	\$19,308.00
OP-2024-OP-23-51	2020	402OP	Waynesboro Police Department	\$16,030.20	\$3,206.04	\$16,030.20
OP-2024-OP-17-81	2020	402OP	Webster County S.O.	\$18,700.00	\$3,740.00	\$18,700.00
<b>Total OP Enforcement</b>			<b>OP Special Program</b>	<b>\$1,036,777.65</b>	<b>\$207,355.53</b>	<b>\$1,036,777.65</b>
OP-2024-OP-41-06	2020	402OP	MOHS-CIOT Special Wave	\$25,000.00	\$5,000.00	\$25,000.00
OP-2024-OP-41-05	2020	402OP	MOHS High Risk Population-Special Wave	\$5,000.00	\$1,000.00	\$5,000.00
OP-2024-OP-41-04	2020	402OP	MOHS Contingency Travel	\$2,500.00	\$500.00	\$0.00
OP-2024-OP-XX-XX	2020	402OP	Heat Stroke/Unattended Passenger	\$10,000.00	\$2,000.00	\$10,000.00
M2PE-2024-MB-00-00	2020	405B	MOHS Paid Media-OP	\$70,000.00	\$14,000.00	\$0.00
M2PE-2024-MB-40-71	2020	405B	MS Dept. of Health-OP Program	\$232,976.06	\$46,595.21	\$0.00
CR-2024-CR-40-71	2020	402CR	MS Dept. of Health -Child Restraint Seat	\$108,000.00	\$21,600.00	\$0.00
SO-2024-SO-40-11	2020	402SO	Mississippi State University-Stennis Institute- SB Survey	\$274,214.93	\$54,842.99	\$0.00
<b>Total 402OP</b>				<b>\$1,036,777.65</b>	<b>\$207,355.53</b>	<b>\$1,036,777.65</b>
<b>Total 402CR</b>				<b>\$108,000.00</b>	<b>\$21,600.00</b>	<b>\$0.00</b>
<b>Total 405B</b>				<b>\$302,976.06</b>	<b>\$60,595.21</b>	<b>\$0.00</b>
<b>Total 402SO</b>				<b>\$274,214.93</b>	<b>\$54,842.99</b>	<b>\$0.00</b>
<b>Total OP Program</b>				<b>\$1,721,968.64</b>	<b>\$344,393.73</b>	<b>\$1,036,777.65</b>

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

### **Police Traffic Services Funding:**

Within the State of Mississippi, unbelted fatalities, impaired fatalities, speed related fatalities represent a large percentage of the overall State fatalities. The State is budgeting in 402 PTS funds during FY21 to combat its unbelted, impaired driving and speed related problems. 100% of the State's population will be covered by police traffic services enforcement efforts utilizing the MHP, city and county law enforcement agencies within the top impaired driving fatality and crash locations. The MOHS focuses on the Top Counties and Cities with the highest fatal crashes and injuries and seeks applications in the areas with the most data assessment needs. The MOHS also provides special wave grants through-out the year as data becomes available and new areas of data are assessed and areas are in need. The amount of funds being utilized is commensurate with the State-wide police traffic services problem, and thus the State feels that the projects selected and if fully implemented and successful, will contribute to the overall goal of reducing ID, impaired driving, unbelted and speed related fatalities, reducing crashes and injuries.

**Additional Funding Sources:** All funding sources in the Mississippi 3HSP are federal funded monies unless otherwise noted in the additional funding section in each project description. The State of Mississippi also utilizes Mississippi Highway Patrol activities and State funds as match for projects that need additional match monies.

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

### **2024 Police Traffic Services Program Area Project Descriptions**

**Project Number: PT-2024-PT-41-04**

**Project Title: MOHS Contingency Travel**

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

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

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**Project Number: See Below Financial Chart Below**

**Project Name: MOHS Law Enforcement Police Traffic Services STEP Grants**

The agency will use the funds to provide salary and fringe for officers to work overtime hours conducting enforcement, which can include impaired driving, occupant protection, and speed during FY20. 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 patrol during each national DSGPO (Christmas/New Year) and CIOT (Memorial Day). The agency will generate earned media campaigns during the DSGPO (Christmas/New Year) and CIOT (Memorial Day) campaigns. Each agency has a personalized performance measure and strategies that can be found in the grant agreement.

- |                                          |                                         |
|------------------------------------------|-----------------------------------------|
| 1. Bay St. Louis Police Department       | 16. Dept Of Public Safety/ MHP          |
| 2. Brandon Police Department             | 17. Natchez Police Department           |
| 3. Canton Police Department              | 18. Noxubee County Sheriff's Department |
| 4. Columbia Police Department            | 19. Oxford Police Department            |
| 5. Covington County Sheriff's Department | 20. Pass Christian Police Department    |
| 6. Crystal Springs Police Department     | 21. Pearl Police Department             |
| 7. D'Iberville Police Department         | 22. Ponotoc Police Department           |
| 8. Flowood Police Department             | 23. Richland Police Department          |
| 9. George County Sheriff's Department    | 24. Sherman Police Department           |
| 10. Gulfport Police Department           | 25. Starkville Police Department        |
| 11. Horn Lake Police Department          | 26. Tunica County Sheriff's Department  |
| 12. Jackson Police Department            | 27. Waveland Police Department          |
| 13. Laurel Police Department             |                                         |
| 14. Madison County Sheriff's Department  |                                         |
| 15. Madison Police Department            |                                         |

**Budget: \$1,991,092.85 Federal Funding Source 402PT/\$403,078.09 Match/\$1,991,092.85 Share to Local**

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**Police Traffic Services Grants**

Project Number	Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
<b>PTS Enforcement Program</b>						
PT-2024-PT-20-21	2020	402PTS	Bay St. Louis Police Department	\$33,750.00	\$5,000.00	\$33,750.00
PT-2024-PT-20-51	2020	402PTS	Brandon Police Dept.	\$99,323.60	\$8,000.00	\$99,323.60
PT-2024-PT-25-41	2020	402PTS	Canton Police Dept.	\$67,579.20	\$10,985.80	\$67,579.20
PT-2024-PT-26-21	2020	402PTS	Columbia Police Dept.	\$16,670.00	\$3,334.00	\$16,670.00
PT-2024-PT-20-81	2020	402PTS	Crystal Springs Police Department	\$15,000.00	\$2,608.90	\$15,000.00
PT-2024-PT-40-81	2020	402PTS	Dept Of Public Safety/ MHP	\$830,735.58	\$166,147.12	\$830,735.58
PT-2024-PT-26-91	2020	402PTS	D 'Iberville Police Dept.	\$20,500.00	\$4,008.56	\$20,500.00
PT-2024-PT-27-81	2020	402PTS	Flowood Police Dept.	\$118,499.00	\$23,799.18	\$118,499.00
PT-2024-PT-26-61	2020	402PTS	Gluckstadt Police Dept.	\$20,000.00	\$2,000.00	\$20,000.00
PT-2024-PT-21-41	2020	402PTS	Gulfport Police Dept.	\$32,669.83	\$3,008.56	\$32,669.83
PT-2024-PT-21-81	2020	402PTS	Horn Lake Police Dept.	\$57,612.00	\$10,281.60	\$57,612.00
PT-2024-PT-21-91	2020	402PTS	Jackson Police Dept.	\$150,679.00	\$60,000.00	\$150,679.00
PT-2024-PT-23-71	2020	402PTS	Laurel Police Dept	\$70,000.00	\$13,567.80	\$70,000.00
PT-2024-PT-29-71	2020	402PTS	Lexington Police Dept.	\$25,498.10	\$5,099.62	\$25,498.10
PT-2024-PT-30-21	2020	402PTS	Madison Police Dept.	\$38,831.00	\$9,071.60	\$38,831.00
PT-2024-PT-22-51	2020	402PTS	Oxford Police Dept.	\$21,911.54	\$4,107.51	\$21,911.54
PT-2024-PT-22-71	2020	402PTS	Pass Christian Police Dept.	\$23,000.00	\$4,200.00	\$23,000.00
PT-2024-PT-31-91	2020	402PTS	Pearl Police Dept.	\$94,767.00	\$23,000.00	\$94,767.00
PT-2024-PT-22-81	2020	402PTS	Philadelphia Police Dept.	\$10,404.00	\$2,080.80	\$10,404.00
PT-2024-PT-15-81	2020	402PTS	Pontotoc Police Dept.	\$50,000.00	\$10,564.00	\$50,000.00
PT-2024-PT-33-21	2020	402PTS	Richland Police Dept.	\$50,000.00	\$10,000.00	\$50,000.00
PT-2024-PT-88-11	2020	402PTS	Sherman Police Department	\$67,008.00	\$10,654.40	\$67,008.00
PT-2024-PT-23-11	2020	402PTS	Starkville Police Dept.	\$20,655.00	\$2,880.00	\$20,655.00
PT-2024-PT-35-41	2020	402PTS	Waveland Police Dept.	\$40,000.00	\$5,678.64	\$40,000.00
PT-2024-PT-35-81	2020	402PTS	Winona Police Dept.	\$16,000.00	\$3,000.00	\$16,000.00
<b>Total PTS Enforcement Program</b>		402PTS		<b>\$1,991,092.85</b>	<b>\$403,078.09</b>	<b>\$1,991,092.85</b>
PT-2023-PT-41-04	2020	402PTS	MOHS Contingency Travel	\$2,500.00	\$500.00	\$0.00
<b>Total PTS Special Projects</b>		402PTS		<b>\$2,500.00</b>	<b>\$500.00</b>	<b>\$0.00</b>
<b>Total PTS Program</b>		402PTS		<b>\$1,993,592.85</b>	<b>\$403,578.09</b>	<b>\$1,991,092.85</b>

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

## STATE TRAFFIC RECORDS PROGRAM AREA

### Traffic Records Strategies

The State is utilizing in FY24, 100% of 405C funds to combat the problems in traffic records. 100% of the State's population will be covered by data collection efforts and will be able to be utilized by the public, MHP, city and county law enforcement agencies. The amount of funds being utilized is commensurate with the State-wide traffic records problem, and thus the State feels that the projects selected and if fully implemented and successful, will contribute to the overall goal of data collection, which will help all agencies state-wide by reducing fatalities, reducing crashes and injuries. MOHS will use the Uniformed Guideline #10 to develop and implement a traffic records system and determine suitable activities to collectively gather and share information to support highway safety.

### Traffic Records Coordinated Program:

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

Additional Funding Sources: All funding sources in the Mississippi 3HSP are federal funded monies, unless otherwise noted in the additional funding section in each project description.

### iii. Traffic Records Services Projects and Financial Charts:

Each enforcement program that is proposed for funding during FY24 is identified in the following pages. A chart for each sub-grantee is listed at the end of program section.

### Traffic Records Program Area Project Descriptions

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**Project Number:** M3DA-2023-MC-41-04

**Project Title:** MOHS Contingency Travel

**Project Description:** The MOHS will provide financial support for approved contingency travel for agency partners requesting in and out of State travel expenses to traffic records meetings, conferences, and trainings benefitting the traffic

records program. Funds can include airfare, baggage fees, hotel accommodation, transportation, per diem for meals, tips, and an additional travel fee approved by the MOHS. Travel is directly related to the support of funded strategies and projects.

**Budget: \$2,500.00 Federal Funding Source 405C/\$500.00 Match/\$0.00 Local Benefit**

**Traffic Records Programs**

Project Number	Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
M3DA-2024-MC-41-04	2020	405C	MOHS Contingency Travel	\$2,500.00	\$500.00	\$0.00
<b>Total</b>				<b>\$2,500.00</b>	<b>\$500.00</b>	<b>\$0.00</b>

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

**FY24 402 Driver’s Education Program**  
**Driver’s Education Program Area**

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

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

The State is utilizing in FY23, funds, which includes 154, 402 and 405B and 405D funds to combat the problems fatalities across the State. 100% of the State’s population will be covered by enforcement efforts utilizing the MHP, city and county law enforcement agencies within the top fatality and crash locations.

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

**Driver’s Education Strategies:**

**Driver’s Education Coordination program:**

- Assign MOHS staff to manage promotion of impaired driving, seatbelt safety, speed and provide assistance where needed for the ID, OP and Police Traffic Services Program.
  - Fund law educational programs that provide education of speed, occupant protection, impaired driving, distracted driving and other moving violations.
  - Participate in CIOT and DSGPO National Mobilization periods.

**Public Information and Education:**

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

**Additional Funding Sources:** All funding sources in the Mississippi 3HSP are federal funded monies, unless otherwise noted in the additional funding section in each project description.

**Driver’s Education Projects and Financial Charts:**

Each enforcement program that is proposed for funding during FY24 is identified in the following pages. A chart for each sub-grantee is listed at the end of the program section.

**FY 2024 Driver’s Education Program Area Project Descriptions**

**Project Number: DE-2024-DE-40-02**

**Project Title: Jackson State University Youth Highway Safety Program**

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

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

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

**Budget: \$237,956.53 Federal Funding Source 402DE/\$47,434.44 Match/\$0.00 Local Benefit**

Driver's Education						
Project Number	Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
DE-2024-DE-40-02	2020	402DE	Jackson State University Youth Highway Safety Program	\$237,956.53	\$47,434.44	0.00
<b>Total</b>				<b>\$237,956.53</b>	<b>\$47,434.44</b>	<b>\$0.00</b>



**Section 405 Grant and Racial Profiling Data Collection Grant Application:**

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

**State Certifications and Assurances:**

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

**Teen Traffic Safety Program:**

The MOHS has chosen to not participate in the certification for the teen traffic safety program as several teen traffic safety programs have been reduced and/or eliminated out of the 3HSP. The MOHS will continue an enhanced statewide teen traffic safety program that will focus on seatbelt use; speeding; impaired and distracted driving; underage drinking and reducing behaviors by teens that increase crashes, injuries, and fatalities.

# Mississippi FY2024 Occupant Protection Strategic Plan



*Approved by OP Task Force: July 14, 2023*

Tate Reeves, Governor of Mississippi

Sean Tindell, Commissioner of Department of Public Safety

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

Helen Porter, Director of MS Office of Highway Safety

# FY24 MISSISSIPPI OCCUPANT PROTECTION STRATEGIC PLAN

Executive Summary.....	37
<b>I. Strategic Planning and Program Management.....</b>	<b>37</b>
• Occupant Protection Task Force (OPTF).....	37
○ Occupant Protection Coordination.....	37
○ Occupant Protection Task Force Membership.....	37
○ Occupant Protection Task Force Meetings.....	38
• Strategic Planning.....	38
○ FY24 Occupant Protection Goals.....	38
○ FY24 Occupant Protection Performance Measures.....	38
○ FY24 Occupant Protection Countermeasure Strategies.....	39
▪ Occupant Protection Task Force.....	39
▪ Occupant Protection Coordinated Program.....	39
▪ Statewide Child Passenger Safety Coordination Program.....	39
▪ Child Passenger Seat Technician Training.....	39
▪ Child Passenger Seat Enforcement.....	40
▪ High Visibility Enforcement (HVE).....	40
▪ Public Information and Education.....	40
▪ Teen Driver Seatbelt Program.....	40
▪ Surveys.....	40
• Program Management.....	40
○ Statewide Occupant Protection Coordinator.....	41
○ Statewide Child Restraint Program Coordinator.....	41
• Data and Records.....	41
○ Data Collections.....	42
• Communications.....	42
<b>II. Legislation, Regulation and Policy:.....</b>	<b>42</b>
<b>III. Enforcement Programs.....</b>	<b>43</b>
• Child Passenger Seat Training for Law Enforcement.....	43
• Law Enforcement Liaison Field Coordinator.....	43
• Law Enforcement Liaisons.....	44
• High Visibility Enforcement.....	44
• Law Enforcement Seatbelt Policy.....	45
• Earned Media.....	45
• Seatbelt Reporting on Crash Report.....	45
<b>IV. Communication Program.....</b>	<b>45</b>
• Target Audience.....	45
<b>V. Occupant Protection for Children Program:.....</b>	<b>46</b>

- Management of Program.....46
  - Mississippi Department of Health.....46
- Public Education.....47
  - Mississippi Department of Health.....47
  - Child Passenger Seat Technician (CPST) Courses.....48

**VI. Outreach Programs:.....48**

- Schools and Education.....48
  - Jackson State University Youth Program.....48
- Occupant Protection Task Force (OPTF).....48
- Employers.....49
- Community Coalitions and Traffic Safety Programs.....49

**VII. Data and Program Evaluation.....49**

- Problem Identification.....50
- Data Collection.....50
- Annual Seat Belt Surveys.....51

**VIII. Plan Approval.....51**

- Occupant Protection Task Force Members.....52
- 405B Application.....53

## **Executive Summary:**

The Mississippi Office of Highway Safety (MOHS) develops and updates the Occupant Protection Strategic Plan (OPSP) with the help of the Mississippi Occupant Protection Task Force (OPTF) and the MOHS staff. The OPSP is a multi-year plan that is updated and revised annually, along with updates and revisions, as needed to reflect the states demographics, data analysis, activities, and vision of the OPTF and MOHS.

The developed OPSP is presented to the OPTF for review, comments, and for approval. Once the OPSP is approved by the OPTF, information is included in NHTSA 405(b) application, in accordance with the FAST Act and BIL. The OPSP plan is provided to the National Highway Traffic Safety Administration (NHTSA) in response to the grant requirements of Title 23, Section 405(b). The following components follow and meet the NHTSA Uniform Guidelines for State Highway Safety Programs, Guideline No. 20 (Occupant Protection), to address highway safety issues, with the emphasis of seatbelt usage in adults, teens, and children for the State of Mississippi. The OPSP is qualifying criterion for the 405(b) application as a low seatbelt use state.

### **I. Strategic Planning and Program Management:**

The Occupant Protection (OP) program is developed and implemented based on the evaluation of highway safety problem identification and data trends within the State. The program is developed through evaluation of data, trends, population and high-risk areas with high crashes, injuries, and fatalities. The program is guided by data, problem identification, managed and monitored for effectiveness. The following components are part of the program management and strategic planning for the OP program.

#### **Occupant Protection Task Force (OPTF):**

The OPTF was established by the MOHS and the Mississippi Governor's Representative (GR) during 2017, on the recommendation of the OP Assessment and to meet the requirements for an OP Task Force, set in the MAP-21 requirements. The OPTF continues to operate under the requirements of the FAST Act and BIL. The OPTF was established to discuss, formulate strategic plans, and create strategies involving communication, data collection, resource sharing, seatbelt and child restraint law review, high visibility enforcement ideas and other topics that are based on Highway Safety Guideline No.20. The MOHS manages the OPTF as a priority program and includes strategies and targets developed by the OPTF that will be managed and tracked for progress by the MOHS.

#### **Coordination:**

The development of the OPSP is a collaboration of all partners of the OPTF. The OPSP coordination process includes:

- Holding collaboration meetings to share data, information on program and discussion on OP;
- Identify common factors through problem identification to find solutions;
- Determine common trends and common joint goals; and
- Create collaborative plans to combat joint highway safety issues within the state.

#### **Occupant Protection Task Force Membership:**

The current OPTF will be composed of committee members and leaders from organizations that are active in addressing the problem of seatbelts and child restraints. The OPTF is managed by a chairman that calls for meetings and reports from the committee members. The members of the committee are added throughout the year as needed and as new areas of need arise.

Members are selected from areas that include enforcement (municipal, county and state); law enforcement training; public health; data records, driver's licensing, communication and public information and education. (*See OP Task Force Membership List in Appendix.*)

The OPTF corresponds through email, Microsoft Teams, phone calls and strategic planning meetings. The OPTF schedules strategic planning meetings throughout the year, with meetings scheduled for the purpose of program review, discussing OP topics and trends, data analysis, strategic planning and OPSP approval for inclusion in the 405(b) OP grant application.

- Occupant Protection (OPTF):  
OPTF members are encouraged to attend all OPTF meetings, as these strategic meetings are beneficial in planning projects for the State in OP. Meetings are held quarterly at the MOHS office but may include additional meetings scheduled as needed. The proposed meeting schedule of the OPTF during FY24 will be as follows:

Occupant Protection Task Force Meetings:

November 2023

March 2024

June 2024

August 2024

- **Strategic Planning:**

The MOHS uses a variety of data sources for strategic planning of highway safety issues, projects, and programs for the State. The OP program is based on a detailed review of data and problem analysis that begins before the selection of projects.

Problem identification is based on the most recently completed FARS data. Fatalities, injuries, crash data, citation data and survey data are used for problem identification analysis, to determine priority areas of the State. Projects are selected and planned to address the needs determined in the problem identification. Problem identification also helps the MOHS in setting performance targets, performance measures and strategies.

The MOHS reviews data from FARS and other data sources to look for OP 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. The following goals, performance measures and strategies are established for the Mississippi Triennial Highway Safety Plan (3HSP) through the State strategic planning process.

Strategic planning process includes several stages:

1. Data Analysis;
2. Participation from traffic safety related partners;
3. Problem identification;
4. Identify performance measures with data-based targets, and countermeasures;
5. Development of priorities for funding categories, and budget; and
6. Implementation.

- FY24 Occupant Protection Goals:

- Maintain the number of fatalities, injuries and crashes involving unbelted drivers and passengers.
- Maintain the number of fatalities, injuries and crashes involving unbelted drivers and passengers under the age of 21 years old.
- Increase the number of trained law enforcement officers in Child Passenger Seat certification courses.

- FY24 Occupant Protection Performance Measures:

- C4-Core Outcome Measure/unrestrained Passengers: To maintain unrestrained passenger vehicle occupant fatalities in all seat positions from the five-year (2017-2021) average of 266 by the end of 2024-2026.
- B1: 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 (2018-2022) average of 79.78% to 80.60% by the end of 2024-2026.
- A-1 Activity Measure/Seatbelts: To increase the number of seatbelt citations and child restraint citations issued during grant-funded law enforcement activities to 14,457 from the five-year (2018-2022) average of 14,036 by 3% by the end of 2024-2026.
- MOHS Outcome Measure: Teen -OP: To maintain the number of unrestrained fatalities from 16–20-year-old drivers during the five-year (2017-2021) average of 31 by the end of 2024-2026.

○ FY24 Occupant Protection Countermeasure Strategies:

The MOHS uses the *Countermeasures that Work: A Highway Safety Countermeasures Guide for State Highways Safety Offices Tenth Edition*, to select strategies that will be used for the upcoming grant year. 100% of the State's population will be covered by occupant protection enforcement efforts utilizing the MHP, city and county law enforcement agencies within the top occupant protection fatality and crash locations, along with the survey counties and special emphasis areas with low seatbelt usage rates.

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

- Occupant Protection Task Force: The OP task force committee has executive committee members, along with a chairman that calls for meetings and reports from the committee members. The OP task force also reviews and votes on the OP Plan for the 405(b) NHTSA Application.
- Occupant Protection Coordinated Program:
  - Occupant Protection (OP) Coordinated Program: (Countermeasures 2.1; 2.2; 2.3);
  - Statewide Child Passenger Safety Coordination program (Countermeasures: 5.1; 6.2; 7.1);
  - Attend strategic planning meetings to plan enforcement efforts through data trends, performance measures and strategies;
  - Provide a comprehensive statewide OP Coordinated Program;
  - Conduct pre and post seatbelt surveys;
  - Fund law enforcement programs for day and night enforcement;
  - Assign MOHS staff to manage OP enforcement and outreach grants;
  - Promote seatbelt and child restraint safety through earned and paid media; and
  - Provide technical assistance when needed for the OP Program.
- Statewide Child Passenger Safety Coordination program:
  - Statewide Child Passenger Safety (CPS) Program (Countermeasures 7.2)
  - Provide a comprehensive Statewide CPS Coordination program;
  - Conduct CPS Surveys;
  - Fund the Mississippi Department of Health to provide child passenger seats, child passenger seat checks and installations;
  - Provide funding for law enforcement programs to conduct specific HVE seat belt & child passenger seat enforcement checkpoints & saturation patrols; and
  - Assign MOHS staff to manage enforcement and outreach grants, promote seatbelt safety and provide assistance where needed for the OP Program.
- Child Passenger Seat Technician Training (CPST):
  - Child Passenger Seat Technician Training will provide training on how to properly install, understand the use of seats to aid law enforcement and others help groups and organizations.
  - Increase training opportunities and retention of child passenger safety (CPS) technicians and instructors;
  - Continue to provide assistance to Mississippi Department of Health, to provide training opportunities to individuals and agencies, to obtain Child Passenger Safety Seat Technician certification;
  - Provide the NHTSA approved CPS training for law enforcement, in an effort to build the base for Child Passenger Safety Seat Technicians in the State; and improve recertification retention rate.
  - Fund Mississippi Department of Health to provide instruction to the public, law enforcement, first responders, county health organizations and additional organizations across the state to recertify and certify individuals in Child Passenger Seat Technician training;

- Increase number of CPS checkpoint locations across Mississippi and in target areas identified with low usage rates.

- Child Passenger Seat Enforcement:

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

- High Visibility Enforcement (HVE):

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

- Public Information and Education:

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

- Teen Driver Seatbelt Program:

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

- Surveys:

- Conduct Seatbelt Usage Survey to track seatbelt usage across the state; and
- Conduct Child Passenger Seat Usage Survey to track child restraint usage across the state.

- **Program Management:**

The MOHS OP program is managed and coordinated by an Occupant Protection Driving Division Director, along with Program Managers that work and specialize in OP program management.

The MOHS OP coordination program provides program management in the OP program area to coordinate statewide and local law enforcement efforts related to OP operations, national OP blitz campaigns and other projects related to the OP effort. The program oversees funding to state and local law enforcement agencies and assists in developing strategies for inter-jurisdictional enforcement efforts. The MOHS collaborates with the State's law enforcement liaisons (LEL), community partners, and other OP programs to increase effectiveness and efficiency of law enforcement efforts to reduce seatbelt and child restraint fatalities, injuries, and crashes.



The MOHS provides program management for the planned MOHS OP outreach projects, surveys, the “Click It or Ticket” (CIOT) National Mobilization and assist with OP media campaign during National CIOT blitz period as needed and/or requested. Personnel services will include salaries, fringe benefits, travel, supplies, and training will be included in the project for monitoring, workshops, seminars, and program management.

The OP program focuses on statewide enforcement and the top counties and cities with the highest fatal crashes and injuries and seeks applications in the areas with the highest needs. The MOHS also provides special wave grants as data becomes available and new areas of data are assessed and areas are determined to be in need.

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

- Statewide Occupant Protection Coordinator:

The MOHS has assigned the OP Division Director as the Occupant Protection Coordinator for the occupant protection program. The Division Director is responsible for the management and development of the occupant protection program and projects.

The Occupant Protection Coordinator will provide program management in the Occupant Protection program area to coordinate statewide local law enforcement efforts related to MOHS operations. Occupant Protection Coordinator oversees funding to state and local law enforcement agencies for overtime enforcement, assist in developing strategies for inter-jurisdictional enforcement efforts, and provide program management for the planned MOHS Seat Belt Survey and the Click It or Ticket (CIOT) National Mobilization. The coordinator will oversee other Occupant Protection events throughout the year.

The statewide occupant protection coordinator also serves as the OPTF coordinator and is responsible for coordinating meetings and correspondence with all OPTF members, as well as help with the review and approval of the OPSP for the 405(b) application for NHTSA submission.

- Statewide Child Passenger Safety (CPS) Coordinator:

The MOHS has assigned the Division Director, Leslie Travis as the Statewide Child Passengers Safety Coordinator for the CPS program. The Division Director works with the Mississippi Department of Health’s Statewide Occupant Protection Coordinator for the management and development of child passenger safety programs and projects.

The Child Passengers Safety Coordinator will provide program management in the CPS program area to coordinate statewide local law enforcement efforts related to MOHS operations. The CPS Coordinator oversees funding to state and local law enforcement agencies for overtime enforcement and public information programs and assists in developing strategies for inter-jurisdictional enforcement efforts. Provide program management for the planned MOHS Child Passenger Seat (CPS) survey and the Click It or Ticket (CIOT) National Mobilization. The CPS Coordinator works in conjunction with the Health Department to oversee projects related to CPS, including fitting stations, checkpoint stations, and CPS technician training.

- **Data and Records:**

The MOHS uses a variety of data sources for the identification of OP issues, trends, selection of performance measures and to define targets within the program. Data is provided by the Mississippi State University. Data systems for the state are guided by the State Traffic Records Coordinating Committee which is made up of stakeholders who maintain and implement traffic records collection.

The OP program receives data that is established and maintained by the following data sources and is used for the strategy planning:

Fatality Analysis Reporting System (FARS)	MS Highway Patrol (Citation )
NHTSA-(National Statistics)	MS State University
MS State University (Child Restraint and Seatbelt Survey)	Federal Highway Administration
Police, Sheriff's Departments & Community Partners	MS State Traffic Records Coordinating Committee
U.S. Census	Countermeasures that Work-NHTSA Publication
Department of Transportation-Roadway Statistics	Results of previous year Sub-grantee performance
eCrash	reports
NHTSA-(National Highway Traffic Safety Administration	Results of previous year sub-grantee project

Data Collection: Using the recommendations and results of the 2019 Traffic Records Assessment, the State Traffic Records Coordinating Committee (STRCC) will continue to identify crash records deficiencies that need to be addressed along with the cost associated with maintaining the record system.

The current crash reporting system, eCrash was established in 2019, although Report Beam is still used to retrieve older records and maintain data. The State updated the crash reporting system in order to become Model Minimum Uniform Crash Criteria (MMUCC) complaint.

The new eCrash reporting system has replaced the antiquated Reportbeam crash system. eCrash makes the crash reporting program more user-friendly for all users and agencies and provides various query options for data extraction to allow enhanced data driven strategies. Mapping capabilities have been added to increase the accuracy of the location of crashes. Crash reporting timeliness, data analytics and report building are being performed in a shorter time range. The STRCC will continue reviewing the Statewide Uniform Crash Report on a regular basis and make changes as needed.

- **Communication Program:**

The MOHS develops a comprehensive and sustained paid media campaign in support of the continual OP enforcement efforts for the Click It or Ticket (CIOT) blitz campaigns utilizing Section 405(b) occupant protection funding. OP funds will be used for sustained television ads, social media, print, and outdoor space during Memorial Day- May 2023 as well as other OP and CPS events throughout the year, such as Child Passenger Seat Week and other emphasis weeks.

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

The communication program addresses the following items:

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

## **II. Legislation, Regulation and Policy:**

Mississippi has several laws, regulations and policies that are enacted and enforced, such as seatbelt and child restraints laws. The following are laws that pertain to the seatbelt and child restraint laws for Mississippi.

MS Code 63-2-1: Requirement of use of safety belt system by operator and passengers in passenger motor vehicle; protection of children. This bill was enacted on March 20, 1990.

The bill was amended with House Bill No. 409 on May 27, 2006, establishing Mississippi's primary seatbelt law. The bill was amended again during the 2017 Legislative session with Senate Bill No. 2724, which enacted that every passenger shall wear a seatbelt in a vehicle.

MS Code 63-2-7: Offenses and Penalties; recording of violations: Establishes fees and fines for failure to wear a seatbelt or child restraint. The fees are assessed at \$25.00. This bill was enacted July 1, 1994.

MS Code 63-7-301: Requirement of device or belt position booster seat system; failure to provide and use device or belt position booster seat system not deem negligence. This bill establishes the laws and regulations for child seat requirements. This bill was enacted July 1, 2008 and amended in 2013.

State Fleet Policy 5.101.04-Seatbelts: All employees of the State of Mississippi and other occupants are required by law to wear a safety belt at all times when operating or being transported as a passenger in a state-owned vehicle.

### **III. Enforcement Program:**

Mississippi law enforcement consists of officers from the Mississippi Highway Patrol (MHP), police departments, and sheriff's departments. The MOHS plans to fund approximately twenty-three (23) OP projects, as well as police traffic service projects, which include a focus of seat belt and child restraint enforcement, during FY24. Each law enforcement grant funded project will participate in earned media in their areas, during the Blitz campaigns and other OP events scheduled throughout the year.

The MOHS includes in the Triennial Highway Safety Plan (3HSP), an allotment of funds for special wave grants that will be given to local jurisdictions during the year to participate in the national blitz campaign, state campaigns and for agencies that data shows a need in OP. These special wave grants are for short periods (blitz periods or designated dates) of time and for a specific amount of grant funds. Each special wave is selected based on area need (includes problem identification), budget and performance measures.

The MOHS also look at targeted solicitation for areas that are underserved and have large numbers of OP, fatalities, injuries, and crashes. These groups can include specific age groups such as teen, elderly, or impoverished areas in the state. The MOHS looks at the most current data and will create an aggressive solicitation plan to work on reducing areas that have the highest fatalities, injuries, crashes, and needs.

- **Child Passenger Seat Training:**

Law enforcement, especially grant funded law enforcement, are encouraged to participate and become child passenger seat certified (CPS) through the Mississippi Department of Health certification program. The MOHS provides funding in law enforcement grants for registration fees, as well as grant funds to the Mississippi Department of Health to cover the costs of law enforcement to become certified in Child Passenger Safety.

- **Law Enforcement Liaison Field Coordinator:**

The Law Enforcement Liaison Field Coordinator will serve and coordinate activities and HVE with law enforcement across the state. The following are the strategies established for the LEL Field Outreach Coordination program:

- Attend MOHS Staff Meeting to receive the latest trainings, is informed about upcoming activities and share issues or concerns from the field.
- Develop a work plan – Coordinate plans, activities and needs for grant year connecting with all law enforcement agencies.
- Provide service training for LEL's – Conduct joint sessions with PAO's to share presentation strengths and coordinate mini-information sessions for nine LELs to learn in-depth information about MOHS and areas of need.
- Organize and conduct LE related events - Participate, contribute, and support media events and press conferences, Hands Across the Border, Quarterly Meetings, Saturation Patrols, and training.

- Support crackdowns, mobilizations, and statewide blitz periods – Share reporting information, participate in activities and support media events. Prepare email blast to agencies to include media dates, enforcement dates, press releases and reporting requirement dates.
- Assist LEL with work plans- Coordinate activities across all nine districts to minimize or eliminate overlap of activities to support all coordinators equally.
- Collaborate with LEL District Coordinators to plan agenda including speakers, offer training opportunities.
- Coordinate with traffic records coordinator to receive the latest updates in each specific district prior to meeting.
- Communicate effectively with LELs – Utilize all forms of communication: email, memos, fax, phone calls, text messages, and social media, to ensure highway safety messages are being transmitted.
- Participate in quarterly LEL field meetings- Support all nine LEL field meetings each quarter by working with District Coordinators prior to, during and following up after each meeting.
- Work to strengthen and support the law enforcement relationships between the state and the MOHS in the areas of OP.

- **Law Enforcement Liaisons:**

The MOHS has had law enforcement liaisons in place for many years. The MOHS is currently working on our LEL Program and is evaluating options to make the LEL program more effective and efficient in the coming fiscal year. The LEL encourages law enforcement officers and their leaders to support the enforcement of traffic safety laws, particularly those dealing with occupant protection and speed management. Additional activities include collaboration with other highway safety partners and stakeholders. The position involves the following actions:

- Conduct LEL Network Meetings during the Christmas/ New Year’s, Memorial Day, and Labor Day blitz periods as designated in the coordinating agency’s FY24 Grant Agreement
- Promote highway safety campaign calendar during the following blitz period:
  1. Christmas/New Year’s
  2. Memorial Day
  3. Labor Day
- Recruit and coordinate law enforcement participation and reporting for blitz campaigns
- Assist the MOHS with the collection of blitz reports
- Promote highway safety countermeasures and enforcement strategies
- Provide support to sub-grantees by finding out the agency’s needs and communicate that information to the MOHS
- Assist in recruiting new agencies to the highway safety program during the grant solicitation period
- Participate in MOHS LEL Strategic meetings

- **High Visibility Enforcement:**

Mississippi communicates high visibility enforcement (HVE) through yearlong involvement with law enforcement and the MOHS communication media coordinator. The MOHS provides information on a yearlong bases but has enhanced communication efforts during national blitz campaigns with both paid and earned media. The MOHS encourages all law enforcement agencies that receive funds to participate in not only HVE enforcement, but the communication aspect, as well with earned media that could be newspaper articles, press conference and more. The MOHS communicates to the public on the risks of being unbelted through newspaper, social media, press conference, commercials, billboard, and other forms of communication.

Communication efforts for HVE will continue to be enhanced in the coming year, as the MOHS has hired a new media coordinator, which will focus on data, needs and trends of highway safety issues across the state. Information will be relevant to the culture, appropriate to the audience and based on data and market research.

The MOHS will utilize various social media platforms to help promote awareness campaigns for Click It or Ticket. During each campaign, updates and posts will be created and monitored to help gain page traffic and deliver messages to thousands of Mississippi social media users. For the campaign to be successful, it needed to appeal to the target audience with memorable, realistic interactive messages through the new media.

- **Law Enforcement Seatbelt Policy:**

Each grant that is federally funded through the MOHS, must adhere to Mississippi’s seatbelt usage policy. As part of the grant agreement, each grant must have a copy of their agency seatbelt policy in their agency grant files. MOHS will check the agency files for a copy of the seatbelt policy when monitoring the grants during the fiscal year.

- **Earned Media:**

Each grant program and project that is federally funded through the MOHS is asked to perform and track earned media for their program and agency during the year, but with emphasis during the Click It or Ticket National Blitz campaign.

- **Seatbelt Reporting on Crash Report:**

Each law enforcement officer is trained to fill our correct and accurate report on the Mississippi Crash Report. The Mississippi Crash Report has several fields that show the areas of non-use, type of restraint, air bags, deployment, and ejection. The current Mississippi Crash Report is MMUCC v.5 compliant.

#### **IV. Communication Program:**

The MOHS has always had a strong communication plan, which includes all areas of highway safety, but has set aside funding for emphasis in occupant protection and child restraint. The MOHS follows a yearlong communication plan, with enhanced emphasis around national blitz campaigns. The communication plan is always data driven and is updated as population, demographics, and crash analysis change. The MOHS will work as the media coordinator to implement and provide marketing that will be relevant, promote programs message and the national campaigns to audiences.

The MOHS will continue a comprehensive and sustained campaign in support of the continual OP enforcement efforts for the CIOT campaigns utilizing Section 405(b) OP funding will be implemented in the FY24 grant period. These funds will be used for sustained television ads, print, and/or outdoor space in May 2024.

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

This project will address the following items:

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

- **Target Audience:**

The MOHS reviews OP data prior to a communication program to look at statewide demographics, fatality and injury data and location data. These elements help the MOHS pinpoint target audiences that need specific program attention. The target audience for seatbelt and child restraint communication programs has been targeted for unbelted 30–59-year-old males, 16–20-year-old teens, and 0–15-year-old youth. These age groups show where communication programs need to be placed whether on social media, radio, or television. The MOHS reviews data and data trend though out the year to look for changes in the target audience demographics, so that the MOHS communication team can pinpoint the needs of the State.

## **V. Occupant Protection for Children Program:**

The MOHS OP Coordination Programs oversees the statewide Child Occupant Protection Program through grants with the Mississippi State Department of Health (MSDH) MS program. Mississippi State Department of Health (MSDH) program serves as the lead agency of OP for children.

The following section describes the updated strategic plan for 2024, which includes Child Passenger Safety (CPS) education/training for parents, caregivers and/or expectant mothers, certification, and recertification of Child Passenger Safety Technicians (CPSTs), checkpoint events, distribution of child passenger safety restraints to low-income families, and other collaboration efforts to teach proper installation of child safety seats.

The Child Occupant Protection Program is implemented statewide. Mississippi is composed of 82 counties that fall into nine (9) Public Health Districts. The Child Occupant Protection Program targets a wide spectrum of Mississippians, including health professionals, health department staff, hospital staff, parents, children, schools, and fire and police personnel. The population is serviced by child passenger safety (CPS) activities conducted at individual appointments, virtual trainings, local health departments, as well as activities open to the public at child restraint checkpoints, installation stations, and CPS presentations. MSDH will continue current activities and expand CPS initiatives during the upcoming year.

The majority of the State's population requirement is met through statewide media campaigns, local health departments, community outreach initiatives, online resources, car seat checkpoints and inspection stations, as well as other CPS events. Fact sheets showing the correct age-appropriate car seats and boosters to use in vehicles, and web-based information is given to participants.

The state's population will receive access to inspection stations, checkpoints, and other public information about the proper seating positions in motor vehicles, the importance of child restraint usage, and instructions on how to reduce the improper use of child restraints.

- **Management of the OP Program for Children:**

- **Mississippi Department of Health (MSDH):**

The MSDH operates under policy guidance of the State Board of Health, a 13-member group of providers and consumers who serve gubernatorial-appointed terms. Mississippi's public health system includes the Board of Health, State Health Officer, programmatic/administrative personnel at the Central Office in Jackson, Mississippi, nine district offices, and county health departments in all 82 counties. A District Health Educator is placed in each Public Health District to carry out initiatives mandated by the Central Office. District Health Educators provide services to the patients of the health departments in all counties, in addition to implementing child passenger safety activities for the public. Services are also provided in worksites, schools, and faith-based or community-based settings by supporting programs that reward healthy and safe lifestyles. All the District Health Educators work closely with the Mississippi Department of Health to coordinate CPS-related events.

The Bureau of Injury and Violence Prevention at the Office of Preventive Health at MSDH manages the Child Occupant Protection Program, including the services provided by county health departments, and community-based efforts of the District Health Educators in all nine Public Health Districts. The Injury Prevention Director is directly involved with management of the Child Occupant Protection Program, including grant and report writing, attending local, state, and regional conferences, coordinating statewide grant activities, establishing partners, and serving as a CPS advocate for the state.

MSDH frequently coordinates CPS projects with state agencies such as the Mississippi Office of Highway Safety and the Mississippi Department of Human Services, Jackson State University, Mississippi of Transportation as well as businesses and community organizations. The Program Director of MSDH coordinates the activities, in addition to preparing and submitting required reports, tracking, and maintaining CPS data, writing, and submitting CPS grants, and networking with the media to increase the awareness of the importance of child passenger safety in each

community. The Program Director of MSDH is also responsible for attending and presenting at local, state, regional and national conferences, as they pertain to enhancing child occupant protection.

### Public Education:

#### ○ Mississippi State Department of Health (MSDH):

In 2024, MSDH will continue to service the population by child passenger safety (CPS) activities conducted at individual appointments, educational classes and/or workshops, and checkpoints. Parents, families, and children are informed about the state law and the importance of proper child restraint use. They are encouraged to properly use child restraint devices and wear seat belts. Strategies include:

- Distribute printed educational material on seatbelt laws.
- Create online resources via the MSDH website.
- Develop of media campaigns and promotional materials; and
- Conduct injury prevention in-person and virtual presentations and workshops.

MSDH will work with MSDH's Communication Department to increase the awareness and importance of child passenger safety specifically during National Child Passenger Safety Week in each public health region via media outlets such as websites and newspaper ads.

The MSDH Child Passenger Safety Program plans to continue conducting CPS educational presentations, checkpoints, and community events across the state. In FY22, MSDH conducted 144 child passenger safety presentations where parents and caregivers were educated on the importance of proper child restraint use, the understanding of our current state laws, as well as other issues pertaining to children in and around motor vehicles. They distributed 1,317 car seats. Due to COVID-19, the program faced challenges as it pertained to car seat checks, presentations, and car seat distributions.

In FY24, MSDH will continue educating the public on the State of Mississippi's booster seat law, including local police departments. Child restraint usage rates may increase through more strict enforcement of the booster seat law. Therefore, officers will be provided education and encouragement to protect young passengers of motor vehicles. Law enforcement officials will also be encouraged to become CPSTs. It is incumbent upon them to know the laws for which they issue citations.

#### FY24 Strategy:

- Conduct a minimum of 350 child safety seat checks total to increase promotion of correct child restraints usage throughout the state.
- Conduct a minimum of 54 unbelted presentations each quarter to increase promotion of seatbelt usage throughout the state. This includes virtual and/or in-person presentations.
- Conduct a minimum of 54 child restraint presentations each quarter to increase promotion of child restraint usage throughout the state. This includes virtual and/or in-person presentations.
- Conduct pre and post surveys of presentations to measure awareness of Highway Safety Program.
- Conduct 2 publicized community child safety checkpoints each quarter.
- Participate in a minimum of 1 health and safety fair each quarter. This includes virtual and/or in-person health and safety fairs.
- Work with Mississippi State Department of Health's Communication Department for child passenger awareness during National Child Passenger Safety Week.
- Educate the public on Heat Stroke/Unattended Passengers
- Distribute approximately 1,800 child passenger restraints; Supplement to grant CR-2024-CR-40-71.
- Track inspection stations to show if there was an increase, decrease, or sustainability at the end of FY24.
- Conduct a minimum of 4 CPS fit station site visits.
- Conduct 12 booster seat surveys.
- Conduct a minimum of 12 CPS courses, renewal, updates, or CPS law enforcement/first responder classes.
- Send monthly 30-day advance notices to CPS technicians with certification expiration reminders and tools to complete recertification.
- Attend tasks force and strategic planning meeting on a quarterly basis.

- Generate Earned Media
- Collaborate with law enforcement during national and state blitz campaigns:
- Christmas/New Years
- Super Bowl
- Memorial
- July 4th
- Labor Day

- **CPST Courses:**

CPST courses will be conducted by the MS Department of Health. Increasing the number of certified technicians allows for a more efficient program of education and child safety seat distribution. The plan includes certification of individuals from all Public Health Districts, fire departments, law enforcement and collaboration with CPSTs across the state to ensure that CPS education is dispersed to the entire target population and to teach proper installation of child safety seats to parents and caregivers.

## **VI. Outreach Program:**

The MOHS funds community-based programs and continues to have a strong emphasis on community education that reaches target audiences in diverse settings. Community groups can include advocacy groups, coalitions, drivers' education programs, faith-based organizations, public health groups and statewide organizations. A few of the outreach areas of focus for the MOHS are:

- **Schools and Education:**

The MOHS funds Jackson State University Youth Highway Safety Program as the primarily teen safety awareness program for driver's education. The program is statewide and will include the top counties in the state with teen fatalities and injuries. The program is developed and implemented on data analysis of fatalities, injuries, and crashes. The Youth Program will provide information on safe driving for young drivers aged 16-20 years old by working in schools, conducting outreach activities, participating in safety fairs, community events, conferences, and meetings. The program's effectiveness will be measured and evaluated through pre-and post-evaluations.

The agency of Jackson State University (Youth Highway Safety Program-Driver's Education) will provide statewide services for unbelted and speed that will include top ten counties which are Hinds, Jackson, Lauderdale, DeSoto, Lee, Marshall, Pearl River, Rankin, Scott, Washington, Monroe, Pike, Coahoma, Forrest, Lincoln, Madison, Panola, Bolivar, Warren.

### **FY24 Strategies**

- Conduct (200) seat belt related presentations.
- Conduct (200) speed-related presentations.
- Conduct community presentations to provide information on proper usage of seat belts and the dangers of not wearing seat belts and proper restraints.
- Conduct (12) Visual Seat Belt checks and Safety Demonstrations each quarter at schools and during school sporting events.
- Conduct (5) Safe Buddy Days in target schools and communities.
- Collaborate with law enforcement on teen specific initiatives and presentations.
- Conduct (2) Occupant Protection Forums and school assemblies
- Conduct Perception Surveys addressing knowledge and behavior
- Conduct (20) Summer Safety Blast during the months June-August to promote seat belt safety
- Conduct "Rock the Belt" Activities to increase parental involvement

- **Occupant Protection Task Force (OPTF):**

The OPTF was established by the MOHS and the Mississippi Governor's Representative (GR) during 2017, on the recommendation of the OP Assessment and to meet the requirements for an OPTF, set in the MAP-21 requirements. The OPTF was established to discuss, formulate strategic plans, and create strategies involving communication, data



collection, resource sharing, seatbelt and child restraint law review, high visibility enforcement ideas and other topics related to occupant protection. The MOHS manages the OPTF as a priority program and includes strategies and targets developed by the OPTF that will be managed and tracked for progress by the MOHS.

The OPTF is composed of committee members and leaders from organizations that are active in addressing the problem of seatbelts and child restraints. The OPTF is managed by a chairman that calls for meetings and reports from the committee members. The members of the committee are added throughout the year as needed and as new areas of need arise.

The OPTF corresponds through email, phone calls and meetings. The OPTF schedules meetings throughout the year, with strategic planning meetings for the purpose of reviewing, discussing, planning and approval of the OPSP for inclusion in the 405(b)-grant application.

- **Employers:**

The MOHS provides information to employers through grant programs, community programs and law enforcement. Transportation is a leading cause of fatalities and incidents. Information is provided to MOHS partners and sub-grantees in the form of pamphlets and email communication to work with local businesses in their community on the dangers of occupant protection. This is an area that the OPTF will continue to develop to increase participation and outreach.

- **Community Coalitions and Traffic Safety Programs:**

The MOHS has several members on the OPTF that are part of community coalitions and traffic safety programs. Many do not receive funding through grant funds but help participate in our programs to help get information on driving unbelted and support.

### **Mississippi Department of Transportation**

The Mississippi Department of Transportation (MDOT) Safety Education Programs use tools, such as simulators, videos, and lectures to provide community outreach and education, encouraging preventative safety measures for schools and safety events. These MDOT Safety Education Programs are designed to reduce vehicle fatalities and serious injuries by raising awareness about the importance of seat belt usage and child passenger safety, and the dangers of impaired and distracted driving. These programs target children ages kindergarten and up, as well as adults and senior adults. MDOT provides presentations for schools, safety events, and community events statewide, free of charge.

### **Mississippi Safety Services**

Mississippi Safety Services (MSS) is the Mississippi provider of National Safety Council driver safety courses. They have won frequent awards from the Council since 1986, especially Best Performance and Trend Setter Awards. The MSS Lead Instructor is a Certified Safety. Mississippi Safety Services conducts many community service programs in safety, aimed at the prevention of brain and spinal cord injury. Ollie Otter, a life-sized mascot, visits early elementary students and the lap puppet Buckle Bear teaches preschool children. Instructors for Defensive Driving Courses are from the fields of law enforcement, education, and training. Everyone on staff follows the agency's mission: *Dedicated to Saving Lives.*

## **VII. Data and Program Evaluation:**

Mississippi continues to use a variety of data sources to analyze different aspects of the Occupant Protection problem. The MOHS and the OPTF have access and use data collection from a variety of data sources to perform data analysis for problem identification and planning purposes. The MOHS funds a Traffic Records Director. The program evaluation and data program are guided by the State Traffic Records Coordinating Committee (STRCC).

The following are a few of the resources that are used for program evaluation.

Fatality Analysis Reporting System (FARS)	MS Highway Patrol (Citation)
NHTSA- (National Statistics)	NHTSA Region 6 Regional Data
MS State University (Child Restraint; Seatbelt Survey)	MS Dept. of Transportation-Roadway Statistics
Police, Sheriff’s Departments & Community Partners	Mississippi State University
Federal Highway Administration	US Census (State Demographics)
eCrash	

• **Problem Identification Process:**

The MOHS uses the following steps in problem identification for problem areas across the state, including occupant protection. The following steps are implemented to determine needs and identify problem areas based on the available data. The most recent data is used to compare population, fatal and injury crashes, alcohol, unbelted, motorcycle, speed, pedestrian and bicycle fatalities, youth fatalities and the costs associated with crashes, injury, and fatalities.

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

- Each county is evaluated and ranked using a five-year average of data trends in the areas of ID, unbelted, speed, motorcycle, pedestrian, bicycle, and youth fatalities. The data shows trends in multiple fatalities for each program area and where the focuses need to be in the upcoming grant year.
- Trend analysis is performed for each program area to consider the data and projections of where the data may be in future, so that funds, activities, and programs can be placed in the areas with the most need.
- MOHS also reviews the following to determine sub-grantee performance, need and trends within the agencies:
  - Project Problem Identification.
  - Risk Assessments.
  - Surveys; and
  - State Demographics
- Meetings are conducted with partners to determine needs, trends, and issues in areas in the state. Meetings can be based on:
  - Youth.
  - Occupant Protection (Adult and Child Restraint)
  - Partnership Meetings (FHWA, FMCSA, MDOT, MCSD)
  - Judicial- Traffic Safety Resource Prosecutor (TSRP)
  - LEL Coordinator.
  - Public Information and Education.
  - Traffic Records

• **Data Collection:**

Using the recommendations and results of the 2020 Traffic Records Assessment, the State Traffic Records Coordinating Committee (STRCC) will continue to identify crash records deficiencies that need to be addressed along with the cost associated with maintaining the record system.

The current crash reporting system, eCrash was established in 2019, although Report Beam is still used to retrieve older records and maintain data. The State updated the crash reporting system in order to become MMUCC compliant.

The new eCrash reporting system has replaced the antiquated Reportbeam crash system. eCrash makes the crash reporting program more user-friendly for all users and agencies and provides various query options for data extraction to allow enhanced data driven strategies. Mapping capabilities have been added to increase the accuracy of the location of crashes. Crash reporting timeliness and data analytics and report building are being performed in a shorter time range. The STRCC will be utilized to review the Statewide Uniform Crash Report on a regular basis and make changes as needed.

- **Annual Seatbelt Surveys:**

The MOHS continues to conduct an annual statewide safety belt use survey and a child restraint usage survey, which are in accordance with criteria established by the Secretary of Transportation for the measurement of State safety belt use rates. MOHS funds Mississippi State University Stennis Institute of Government and Community Development to conduct observational survey services and accurately reported findings of overall observed seat belt and child restraint usage rates. Mississippi State will conduct a baseline observational seat belt survey of 93 sites in 8 counties before the CIOT campaign and conduct a follow-up observational survey of 179 sites in 16 counties after the CIOT campaign. MSU will also conduct a baseline observational child restraint survey of 340 sites in 40 municipalities within the state. The 2024 survey will ensure that the measurements accurately represent the State's seat belt and child restraint usage rates.

### **VIII. Plan Approval:**

The Occupant Protection Task Force (OPTF) members were emailed a preliminary/working copy of the Occupant Protection Strategic Plan (OPSP). Members were asked to review the OPSP for revisions, information content, review performance measures and provide to the OP Coordinator thoughts, questions, and suggestions. A deadline for suggestions and revisions was provided. All suggestions and recommendations were discussed with the MOHS Office Director and management staff for review and added to the FY24 strategic plan. After review and updates of the OPSP, the final copy of the OPSP and approval form was provided to the OPTF. The Mississippi Office of Highway Safety received 100% approval of the FY24 Occupant Protection Strategic Plan on July 14, 2023.

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# FY 2024

# 405B Application



Tate Reeves, Governor of Mississippi

Sean Tindell, Commissioner of Department of Public Safety

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

Helen Porter, Director of MS Office of Highway Safety

**Table of Contents**

Occupant Protection 405(b).....Pages 54-70

Occupant Protection:

- A. Child Restraint Installation Stations and CPS Class Information;
- B. Mississippi Primary Seatbelt Laws;
- C. STEP Enforcement Programs;
- D. Occupant Protection Assessment

**Mississippi FY24 405(b) Application**

**Qualification Requirement No. 1: FY24 Occupant Protection Plan**  
**See Separate FY24 Occupant Protection Strategic Plan**

**Qualification Requirement No. 2: 2024 Click It or Ticket Mobilization**

As a part of the overall comprehensive FY24 OP program, increasing the use of seatbelts will continue to be a priority for the MOHS. The MOHS will continue to use the Click It or Ticket model. Mississippi seeks to continue the momentum and success found in this approach. Below please find efforts for the last completed year of the CIOT campaign, which the MOHS will replicate for the FY24 CIOT campaign.

**Enforcement:** The MOHS will issue Occupant Protection/Police Traffic Services grant agreements to approximately forty-five (45) law enforcement agencies. In each OP/PT agreement, each agency must participate in CIOT campaign. The MOHS will submit CIOT information to all law enforcement agencies, Occupant Protection Task Force members, and community partners before and during FY24 CIOT to gain participation in the CIOT program. The Mississippi Highway Patrol (MHP) covering 100% of the State’s population will conduct statewide enforcement. Checkpoints and saturation patrols will again be utilized during the enforcement period.

The MOHS will solicit additional programs and participation for the 2024 CIOT with agencies that are in the top counties with unbelted fatalities areas throughout the year, so that the areas of need are covered. These grants are issued as a special wave grant that is for a short period to focus on a blitz campaign, specific need, or issue. After the CIOT program ends, the MOHS will send out CIOT blitz participation forms, asking all participating agencies to send information, citations, check points and patrol information back to the MOHS, so that the MOHS will know which agencies participated and the efforts that were made.

\*\*Mississippi successfully completed the FY23 National CIOT mobilization during May 23-June 5, 2022, and with enforcement, earned and paid media. Mississippi issued 3213 seat belt citations and 542 child restraint citations in the May 2022 campaign. MOHS will replicate the FY22 campaign for the FY24 CIOT campaign scheduled to take place May 20 – June 2, 2024.

**Paid Media:** A comprehensive and sustained paid media campaign in support of the continual Occupant Protection enforcement efforts for the “CIOT” campaigns utilizing Section 405 Occupant Protection funding will be implemented in the grant period. These funds will be used for sustained outdoor space in May 2024. The number of holiday unbelted vehicle crash fatalities will be used to evaluate the media messaging. The measures that will be used to assess message recognition are as follows: number of outdoor spaces for paid media, earned media messages for print and television, unbelted-related vehicle crash fatalities.

- **FY22 CIOT Paid Media Efforts:**  
**The results for the FY22 CIOT campaign are as follows:**
  - Outdoor Media-Billboard – **Total Impressions: 1,621,674**
  - Radio Media – Total Spots: **No Radio Media for FY22 CIOT campaign**

MOHS targeted the top cities and counties, age group, ethnicity/race, and gender focus for unbelted fatalities during the CIOT campaign.

Mississippi successfully completed the FY22 National CIOT mobilization during May 23-June 5, 2022, with enforcement, earned and paid media.

**Earned Media:**

Each project will participate in earned media in their areas for FY24 CIOT campaign. The agency will generate at least (1) earned media campaign by conducting a press conference, television, radio, newspaper, and/or online/social media post to increase awareness to reduce seatbelt and child restraint fatalities, injuries, and crashes. The MOHS has hired a full-time Staff Media Coordinator. The Staff Media Coordinator will re-develop social media accounts for Facebook, Twitter, Instagram, etc. that may also bring more interest to the Mississippi highway safety and bring more awareness on unbelted fatalities, injuries, and crashes.

- **FY22 CIOT Earned Media Efforts:** **The results for the FY22 CIOT campaign are as follows:**
  - 13 Press Conferences
  - 26 Television News stories aired.
  - 87 Radio Stories aired
  - 21 Print News stories ran
  - 24 On-line/Social Media stories posted

MOHS will work to increase these numbers for the FY23 and FY24 Click It or Ticket campaign by increasing law enforcement participation in earned media.

**Qualification Requirement No. 3: Child Restraint Inspection Stations**  
**2024 Child Occupant Protection Program**

The MOHS OP Coordination Programs oversees the statewide Child Occupant Protection Program through the grant with the Mississippi State Department of Health (MSDH).

The following section describes the updated strategic plan for 2024, which includes Child Passenger Safety (CPS) education, certification, and recertification of Child Passenger Safety Technicians (CPSTs), distribution of child safety seats to those in need, and other plans to teach proper installation of child safety seats.

The Child Occupant Protection Program is implemented statewide. Mississippi is composed of 82 counties that fall into nine (9) Public Health Districts. The Child Occupant Protection Program targets a wide spectrum of Mississippians, including health professionals, health department staff, hospital staff, parents, children, schools, fire, and police personnel. The population is serviced by child passenger safety (CPS) activities conducted at individual appointments, checkpoints, and local health departments, as well as activities open to the public at child restraint checkpoints, installation stations, and CPS presentations. MSDH will continue activities and expand CPS initiatives during the upcoming year.

The majority of the State’s population requirement is met through statewide media campaigns, local health departments, community outreach initiatives, online resources, car seat checkpoints and inspection stations, as well as other CPS events. Fact sheets showing the correct age-appropriate car seats and boosters to use in vehicles, and web-based information is given to participants.

In 2024, through health department clinics in 82 counties, 9 Public Health District offices the state's population will receive access to inspection stations, checkpoints, and other public information about the proper seating positions in motor vehicles, the importance of child restraint usage, and instructions on how to reduce the improper use of child restraints.

#### Management of the OP Program for Children:

- Mississippi Department of Health (MSDH):

The MSDH operates under policy guidance of the State Board of Health, a 13-member group of providers and consumers who serve gubernatorial-appointed terms. Mississippi's public health system includes the Board of Health, State Health Officer, programmatic/administrative personnel at the Central Office in Jackson, Mississippi, nine district offices, and county health departments in all 82 counties. A District Health Educator is placed in each Public Health District to carry out initiatives mandated by the Central Office. District Health Educators provide services to the patients of the health departments in all counties, in addition to implementing child passenger safety activities for the public. Services are also provided in worksites, schools, and faith-based or community-based settings by supporting programs that reward healthy and safe lifestyles. All the District Health Educators work closely with MSDH to coordinate CPS-related events.

The Division of Injury and Violence Prevention at the Office of Preventive Health at MSDH manages the Child Occupant Protection Program, including the services provided by county health departments, and community-based efforts of the District Health Educators in all nine Public Health Districts. The Injury Prevention Director is directly involved with management of the Child Occupant Protection Program, including grant and report writing, attending local, state, and regional conferences, coordinating statewide grant activities, establishing partners, and serving as a CPS advocate for the state.

Child Passenger Safety Checkpoint/Installation: Each community event is staffed minimally with not less than one Nationally Certified CPS Technician. All registered checkpoints are staffed with a minimum of one senior checker and one additional CPST. Parents, grandparents, and other caregivers are invited to attend the community events and checkpoints with their children, car seats and the vehicle in which the children will normally be transported. Following the completion of an intake form by the caregiver, a nationally certified CPST will inspect the car seat to determine if it is appropriate for the child, ensure that the seat is not on a current recall list or expired, and instruct and demonstrate the correct installation to the caregiver. Any problems or questions can usually be addressed on site, and technicians strive to have children leave the checkpoint riding more safely than when they arrived.

Participant information is collected for all inspections and new seat distributions. The intake information form provides valuable data for the program.

During FY22, 144 presentations were conducted. Parents and caregivers can participate in child passenger safety education, existing seats were inspected, families learned proper installation techniques, and child safety seats were distributed were conducted statewide allowing car seats to be inspected through the Child Occupant Protection Program.

In addition, the Child Occupant Protection Program in FY22 distributed 1,317 car seats. Although most car seats were distributed at checkpoints conducted across the state, seats were also distributed at installation stations, educational events, or individual appointments. The program faced challenges as it pertained to car seat checks, presentations, and car seat distributions due to COVID-19.

In FY24, the Child Passenger Safety Program will be distributing car seats, inspecting child safety seats, conduct cps checkpoints, and child passenger safety presentations. The programs will also conduct CPST in-person and virtual training and renewal courses to increase the number of CPSTs and to allow current CPSTs the opportunity to maintain their certification. District Health Educators and other CPSTs are coordinated throughout the state to host installation/ inspection stations and distribute seats to families in need. In addition, inspection stations are set up at fire departments with CPSTs on staff that agree to report. Inspection stations allow parents or other caregivers the opportunity to receive education, information, and assistance in the proper use and installation of their child safety seats.

All 9 District Health Educators are certified CPSTs, and many are certified instructors. In addition, CPSTs are in many local health departments, Head Start centers, fire departments, and police departments throughout the state. Each inspection station is staffed with at least one certified Child Passenger Seat Technicians.



**Inspection Stations with One or More CPSTs Located in County**

**Inspection Stations via Appointment**

<u>County</u>	<u># of Inspection Stations</u>	<u>Rural/Urban/High Risk</u>
Adams	1	Rural
DeSoto	1	Rural
Sunflower County	1	Rural
Jackson County	1	Rural
Harrison County	1	Urban
Hinds County	2	Urban /At risk
Lowndes County	1	Rural
Lee County	1	Rural
Madison County	2	Urban/At Risk
TOTAL	11	

*\*All inspection stations service rural and urban areas and at-risk populations.*

*\*\*\*\*\* DATA Available Upon Request.*

During FY24, the MOHS plans to continue at the same level, including distribution and inspection at approximately the same level. MOHS will continue to collaborate with MSDH to increase the number of inspection stations throughout the state of Mississippi.

**Updated Plan, Fiscal Year 2024**

**Child Occupant Protection Program Upcoming Activities**

- Public Education:

- Mississippi Department of Health (MSDH):

In 2024, MSDH will serve as the lead agency. MSDH will continue to service the population by child passenger safety (CPS) activities conducted at individual appointments, educational classes and/or workshops, and checkpoints. Parents, families, and children are informed about the state law and the importance of proper child restraint use. They are encouraged to properly use child restraint devices and wear seat belts. Strategies include:

- Distribute printed educational material on seatbelt laws.
- Create online resources via the MSDH website.
- Develop of media campaigns and promotional materials; and
- Conduct injury prevention presentations and workshops.

MSDH will work with MSDH’s Communication Department to increase the awareness and importance of child passenger safety specifically during National Child Passenger Safety Week in each public health region via media outlets such as websites and newspaper ads.

The MSDH Child Passenger Safety Program plans to continue conducting CPS educational presentations, checkpoints, and community events across the state. In FY22, MSDH conducted 333 child passenger safety presentations where parents and caregivers were educated on the importance of proper child restraint use, the understanding of our current state laws, as well as other issues pertaining to children in and around motor vehicles.

In FY24, MSDH will continue educating the public on the State of Mississippi’s booster seat law, including local police departments. Child restraint usage rates may increase through more strict enforcement of the booster seat law. Therefore, officers will be provided education and encouragement to protect young passengers of motor vehicles. Law enforcement officials will also be encouraged to become CPSTs. It is incumbent upon them to know the laws for which they issue citations.

- The Mississippi Office of Highway Safety will use a portion of the grant funds for the Heatstroke/Unattended Passenger program to educate the public regarding the risks of leaving a child or an unattended passenger in a vehicle after the vehicle motor is deactivated by the operator. MOHS will conduct presentations and disseminate educational brochures to help reduce the number of deaths for unattended passengers.

### FY24 Strategy:

- Conduct a minimum of 350 child safety seat checks total to increase promotion of correct child restraints usage throughout the state.
- Conduct a minimum of 54 unbelted presentations each quarter to increase promotion of seatbelt usage throughout the state. This includes virtual and/or in-person presentations.
- Conduct a minimum of 54 child restraint presentations each quarter to increase promotion of child restraint usage throughout the state. This includes virtual and/or in-person presentations.
- Conduct pre and post surveys of presentations to measure awareness of Highway Safety Program.
- Conduct 2 publicized community child safety checkpoint each quarter.
- Participate in a minimum of 1 health and safety fair each quarter. This includes virtual and/or in-person health and safety fairs.
- Work with Mississippi State Department of Health's Communication Department for child passenger awareness during National Child Passenger Safety Week.
- Distribute approximately 1,800 child passenger restraints; Supplement to grant CR-2024-CR-40-71.
- Track inspection stations to show if there was an increase, decrease, or sustainability at the end of FY24.
- Conduct a minimum of 4 CPS fit station site visits.
- Conduct 12 booster seat surveys.
- Conduct a minimum of 12 CPS courses, renewal, updates, or CPS law enforcement/first responder classes.
- Send monthly 30-day advance notices to CPS technicians with certification expiration reminders and tools to complete recertification.
- Attend tasks force and strategic planning meeting on a quarterly basis.
- Generate Earned Media
- Collaborate with law enforcement during national and state blitz campaigns:
  - Christmas/New Years
  - Super Bowl
  - Memorial
  - July 4th
  - Labor Day

### **Qualification Requirement No. 4: Child Passenger Safety Technicians** **2024 Child Occupant Protection Program**

As of April 2023, the state of Mississippi had 73 individuals eligible for certification and 20% of that number were certified. For FY24, at least 12 CPST courses, renewal courses, updates, or CPS first responder classes will be offered. An estimated number of 80 technicians will be certified and trained to assist in the recertification of 100 individuals for FY24 to ensure coverage of the passenger safety inspection stations and events.

### **Low Seat Belt Use Qualification: State must meet at least three of the qualification criteria.**

#### **Qualification Criteria No. 1: Law Based Criteria**

*The State seeks to qualify under Criteria No. 1.*

Mississippi has several laws, regulations and policies that are enacted and enforced, as seatbelt and child restraints laws. The following are laws that pertain to the seatbelt and child restraint laws for Mississippi.

MS Code 63-2-1: Requirement of use of safety belt system by operator and passengers in passenger motor vehicle; protection of children. This bill was enacted on March 20, 1990. Amended July 1, 2017.

The bill was amended with House Bill No. 409 on May 27, 2006, to amend the bill to establish the Mississippi's primary seatbelt law. The bill was amended again during the 2017 Legislative session with Senate Bill No. 2724, which enacted that every passenger shall wear a seatbelt in a vehicle.

MS Code 63-2-7: Offenses and Penalties; recording of violations: Establishes fees and fines for failure to wear a seatbelt or child restraint. The fees are assessed at \$25.00. This bill was enacted July 1, 1994. Amended July 1, 2017.

MS Code 63-7-301: Requirement of device or belt position booster seat system; failure to provide and use device or belt position booster seat system not deem negligence. This bill establishes the laws and regulations for child seat requirements. This bill was enacted July 1, 2008, and amended in 2013.

Therefore, the State qualifies under Criteria No. 1.

**Criteria No. 2: Occupant Protection Laws**

*The State does not qualify under Criteria No. 2.*

**Criteria No. 3: 2023 Seat Belt Enforcement Plan**

*The State seeks to qualify under Criteria No. 3.*

Through the acceptance of the upcoming 2024, 405(b) grant funds, Mississippi plans to provide for a statewide Special Traffic Enforcement Program (STEP). The STEP will provide for periodic enforcement efforts that include the following elements:

▪ **High Visibility Enforcement (HVE):**

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

The State determines the unrestrained population through FARS data to determine where unrestrained crashes and fatalities occur across the State. Projects are determined through data and problem identification in the grant planning process to determine where grants will be effective to reduce crashes and fatalities. MOHS also utilizes the results of the observed child restraint and seatbelt use survey conducted by Mississippi State University. The survey will ensure that the measurements accurately represent the State's seat belt usage rate.

Mississippi law enforcement consists of officers from the Mississippi Highway Patrol (MHP), police departments, and sheriff's departments. The MOHS plans to fund approximately twenty (20) OP projects, as well as (25) PT projects, which include a focus of seat belt and child restraint enforcement, during FY24. Each law enforcement grant funded project will participate in earned media in their areas, during the Blitz campaigns and other OP events scheduled throughout the year.

The MOHS includes in the Triennial Highway Safety Plan (3HSP), an allotment of funds for special wave grants that will be given to local jurisdictions during the year to participate in the national blitz campaign, state campaigns and for agencies that data shows a need in OP. These special wave grants are for short periods (blitz periods or designated dates) of time and for a specific amount of grant funds. Each special wave is selected based on area need (includes problem identification), budget and performance measures.

The MOHS also look at targeted solicitation for areas that are underserved and have large numbers of OP, fatalities, injuries, and crashes. These groups can include specific age groups such as teen, elderly, or impoverished areas in the state. The MOHS looks at the most current data and will create an aggressive solicitation plan to work on reducing areas that have the highest fatalities, injuries, crashes, and needs.

## **Criteria No. 4: 2024 High Risk Population Countermeasure Programs**

*The State seeks to qualify under Criteria No. 4.*

Mississippi has identified three high-risk populations to focus on for the FY24 grant year. Based on 2020 FARS data, the MOHS has identified the following areas for focus and to seek qualification under criteria No. 4.

### **Problem Identification by Age, Ethnicity/Race and Gender:**

- Age Group Focus: 30-39 and 40-49
- Ethnicity/Race & Gender Focus: Black and White Males

There were 229 occupant fatalities in which seatbelts were not worn in 2020, which is an unbelted rate of 30.6%. There is no doubt that seat belts save lives and/or reduce injury. With sustained statewide law enforcement, coupled with public information and education, Mississippi stands poised to save hundreds of lives and reduce thousands of injuries each year from increased safety belt usage by motorists.

Most unbelted fatalities occur on state highways with 75 unbelted fatalities for 2020, and with county roads with the second deadliest roadways for 2020 with 56 unbelted fatalities. The largest age group of unbelted fatalities was among the 30-39 age population with 56 unbelted fatalities, which represents 24% of the total unbelted fatalities; the 40-49 age population had 32 fatalities, which represents 14% of all unbelted fatalities in 2020. The total male unbelted fatalities were 159, which represents 69.4% of the total unbelted fatalities. Females represented 30.45% of the unbelted fatalities with 70 fatalities. There were 116 unbelted fatalities amongst African Americans and Whites came in second with 105 unbelted fatalities.

### **FY24 Strategy:**

Mississippi has established strategies for FY24 to increase the focus on seatbelt use for the 30-39 and 40-49 age population. In addition to this age group, teenage drivers will also be the focus. The following are areas that the MOHS supports and focuses on to help decrease fatalities and increase seatbelt usage on state highways and county roads.

- **Media:**

The MOHS will create an updated statewide media plan that will aggressively focus on 30-39 and 40-49 drivers on roadways and increasing the usage rate among drivers and passengers. The top fatality areas will be targeted in the media campaign. The MOHS will use data driven approaches to reach high-risk populations.

The MOHS develops a comprehensive and sustained paid media campaign in support of the continual OP enforcement efforts for the Click It or Ticket (CIOT) blitz campaigns utilizing Section 405(b) occupant protection funding. OP funds will be used for sustained television ads, social media, print, and outdoor space in the campaign period of May 13-June 2, 2024, as well as other OP and CPS events throughout the year, such as Child Passenger Safety Week and other emphasis weeks.

- **Programs:**

The MOHS will focus on increasing young adult drivers' awareness and Heatstroke Unattended passengers by coordinating with law enforcement agencies to promote seatbelt usage, provide education/information to support and enhance law enforcement efforts during National Blitz campaigns; assist law enforcement agencies with the dissemination of educational information and materials during checkpoint efforts; conduct awareness presentations and generate earned media.

The MOHS funds Jackson State University Youth Highway Safety Program as the primarily teen safety awareness program for driver's education for 16–20-year-olds. The program is statewide and will include the top counties in the state with teen fatalities and injuries. The program is developed and implemented on data analysis of fatalities,

injuries, and crashes. The Youth Program will provide information on safe driving, working in schools, conducting outreach activities, participating in safety fairs, community events, conferences, and meetings.

- **Enforcement:**

Mississippi law enforcement consists of officers from the Mississippi Highway Patrol (MHP), police departments, sheriff's departments, constables, and agents from other state agencies. The MOHS plans to fund approximately twenty (20) OP projects, as well as twenty-five (25) police traffic service projects, which include a focus of seat belt and child restraint enforcement, during FY24. Each law enforcement grant funded project will participate in earned media in their areas, during the Blitz campaigns and other OP events scheduled throughout the year.

The MOHS includes in the Triennial Highway Safety Plan (3HSP), an allotment of funds for special wave grants that will be given to local jurisdictions during the year to participate in the national blitz campaign, state campaigns and for agencies that data shows a need in OP. These special wave grants are for short periods (blitz periods or designated dates) of time and for a specific amount of grant funds. Each special wave is selected based on area need (includes problem identification), budget and performance measures. MOHS will utilize special wave grants to target top cities/counties for unbelted fatalities that did not request funding for the FY24 grant year.

The MOHS also looks at targeted solicitation for high-risk areas that are underserved and have large numbers of OP fatalities, injuries, and crashes. These groups can include specific age groups such as teens, elderly, or impoverished areas in the state. The MOHS looks at the most current data and will create an aggressive solicitation plan to work on reducing areas that have the highest fatalities, injuries, crashes and needs.

### **Criteria No. 5: 2024 Comprehensive Occupant Protection Program**

*The State seeks to qualify under Criteria No. 5*

The MOHS seeks to qualify for the Comprehensive Occupant Protection program under the following met criteria.

- i. **Occupant Protection Assessment:** The MOHS participated in an occupant protection program assessment that took place on **April 19 – 23, 2021. To better serve the state of Mississippi, MOHS look forward to the next OP Assessment.**
- ii. **Multi-Year Strategic Plan:** The following are elements within the multi-year plan for Occupant Protection.
  - a. Data-Driven Performance Measures: See *page 38* of the Occupant Protection Strategic Plan.
  - b. Countermeasure Strategies: See *page 39* of the Occupant Protection Strategic Plan.
  - c. Program Management: The MOHS has assigned staff to ensure the leadership and responsibility of managing the occupant protection program. See *page 8* of the Occupant Protection Strategic Plan.
  - d. Enforcement Strategy: See *page 43* of the Occupant Protection Strategic Plan.
  - e. Recommendations from the Occupant Protection Assessment. (See Below)

### **Criteria No. 6: Occupant Protection Program Assessment**

**The State seeks to qualify under Criteria No.6**

The MOHS participated in an Occupant Protection Program Assessment that took place on April 19 – 23, 2021.

Mississippi Office of Highway Safety  
Occupant Protection Assessment-Key Recommendations and Updates

Program Management:

- **Fill the vacancies that currently exist in the Mississippi Office of Highway Safety. This will allow the Mississippi Office of Highway Safety staff to create new and innovative programs and be able to focus solely on their designated positions.**

*The MOHS now has all positions filled within the agency including a Marketing Director.*

- **Increase the number of law enforcement agencies that have Mississippi Office of Highway Safety grants to promote law enforcement participation with the goal of raising the State's seat belt compliance rates and reducing the number of unrestrained fatalities.**

*The new LEL Coordinator has been making a presence all over the state strategically promoting the participation of LE including those areas and counties where it has been difficult to reach. MOHS is working to increase participation in OP awareness and reduce unrestrained fatalities and gain additional LEL's around the state to encourage more participation from LE.*

- **Recapture within the new Occupant Protection Task Force the energy and passion that subgrantees talked about when referring to the Mississippi Association of Highway Safety Leaders committee. With new staff and new energy, the Task Force could be a very effective method to put the focus back on occupant protection.**

*MOHS continues to increase energy and participation through the OP Task Force. The MOHS has reached out to agencies and individuals to become a part of the task force to further the engagement in the community. The OP Task Force has grown and now has several community partnerships and encourages each partner to reach out to those who can and will aide in more community engagement for occupant protection.*

Legislation/Regulation and Policy:

- **Enhance Mississippi's child safety seat law by amending the provisions to follow the National Highway Traffic Safety Administration and the American Academy of Pediatrics best practice recommendations. Consider enacting the following:**
  - Require children to remain rear facing until at least age two or until the maximum weight or height allowed by the car seat manufacturer is reached.
  - Increase the age requirement for children to be secured in a belt positioning booster seat.
  - Remove the exemption that allows children to be secured in a lap belt only, unless no other option is available.
  - Require those up to at least the age of 13 be seated and restrained in the rear seat of the vehicle, assuming a seating position is available.
- Amend the current occupant protection law to increase the basic fine for seat belt violations to be more impactful and to serve as a stronger deterrent.
- Eliminate the seat belt exemption for farm trucks.

*In 2017, the Mississippi Legislative Session passed Senate Bill 2724, which mandates and requires all passengers to use a seatbelt or child-restraint system.*

*Several bills were introduced in the previous legislative session on the increase of seatbelt fines, but none were passed during the session.*

*Several bills were introduced to help enhance the existing graduated drivers licensing law, in the previous legislative session. In 2017, the Mississippi Legislative Session passed Senate Bill 2724, which mandates and requires all passengers to use a seatbelt or child-restraint system.*

### **Law Enforcement:**

- **Utilize published tools provided by the Governors Highway Safety Association to expand executive collaboration with the Mississippi Association of Chiefs of Police and the Mississippi Sheriffs' Association. Explore possible grants to these organizations to initiate law enforcement projects that will broaden top-down support of all highway safety programs. Leverage these grants to encourage the formation of Highway Safety Committees within these organizations to develop projects addressing the implementation of enforcement strategies contained within the Strategic Highway Safety Plan.**

*MOHS Governor's Representative promotes the MOHS grants at the **Federal Resources Workshop** every year. The goal of this workshop is to make aware grants that are available through MOHS and to ensure local elected officials are aware of key federal and state agencies that can assist them in their duties and responsibilities. Attendance includes county level officials (e.g., County Supervisors, Sheriffs, County Administrators, Chancery Clerks, etc.) from across the Second Congressional District of Mississippi. However, MOHS will explore membership into these organizations.*

- **Explore options for developing and convening another highway safety conference like the former Safety, Training and Recognition Symposium so that program information and data can be more widely distributed to law enforcement and other highway safety partners.**

*MOHS has been given the ok to push forward with having a type of safety conference geared towards the LE officers in the state. The new Marketing Director has been working on planning an event for FY2025.*

- **Explore opportunities for conducting an external, independent, and expert analysis to develop innovative options for a new and re-energized Law Enforcement Liaison program that meets the complete needs of the State's law enforcement community as well as those of the Mississippi Office of Highway Safety.**

*MOHS LEL Coordinator has been faithful in participating and making a presence in collaborating with city and county LE agencies events happening the FY23 grant year. In addition, MOHS LEL Coordinator is making a way to bring in new LEL 's to assist with the needs for this state.*

- **Explore opportunities through the State's Office of Standards and Training to provide information/training to law enforcement officers regarding highway safety, current crash trends, and the critical importance of traffic law enforcement. This information should be included in both basic and in-service training as well as published training bulletins.**

*MOHS will begin exploring ways to incorporate this recommendation.*

- **Develop a law enforcement action plan within the State’s Occupant Protection Strategic Plan that includes measurable deliverables, specific timelines, and a tool for measuring progress.**

*This requirement is already addressed through the grant agreement and through monthly progress reports. MOHS will explore expanding this recommendation.*

- **Conduct an in-depth analysis of the crash data to further identify the link between unrestrained occupants killed in impaired driving-related crashes by impaired drivers. This analysis should be aimed at identifying demographic and location information for potential new strategies addressing this dual hazard.**

*MOHS has an in-house Data analyst to conduct all data needed to identify measures to implement new strategies that will aide in connecting the missing links. The new eCrash reporting system has replaced the antiquated system and makes the crash reporting program user friendly for all users and agencies with more mapping capabilities to increase accuracy.*

- **Increase the requirement for nighttime seat belt enforcement for subgrantees to further impact the high percentage of occupants killed in impaired driving-related crashes.**

*MOHS will explore how to enforce this recommendation. During Task Force Meetings agencies have been collaborating on how to implement measures for nighttime seatbelt enforcement.*

- **Diversify the funding sources currently used to support the Oxford Police Department Training Coordination project. This will allow for expanded statewide training to include other highway safety related subjects in general as well as occupant protection related subjects including basic child passenger safety law instruction.**

*MOHS agrees and will explore this recommendation with the Oxford Police Department. The Oxford Police Department Training Coordination project has been in existence for four (4) years. MOHS is working with the Oxford Police Department Training to develop and expand. MOHS encourages more diverse training.*

- **Identify methods to recognize law enforcement officers for conducting seat belt enforcement. This may include formalizing a specific recognition program, and/or opportunities to attend highway safety training, for high-performing officers who lead in occupant protection enforcement.**

*MOHS encourages highway safety training and is exploring ways to provide Law Enforcement opportunities to attend highway safety trainings. In addition, MOHS offers grant funds to attend approved training. Unfortunately, many LE officers are not able to utilize this opportunity due to low staff.*

- **Collaborate with law enforcement agencies to implement a recognition program as part of their outreach for survivors of car crashes where their seat belt either saved their life or significantly reduced injury. *Saved by the Belt* programs have been successful in achieving public awareness about the importance of seat belt usage.**

*MOHS has great ideas to collaborate with law enforcement agencies. By recognizing law enforcement officers for conducting seat belt enforcement, with the help of the new LEL Coordinator and collaboration with community partners we plan to mend the gap through public awareness.*



- **Fill the current vacancy for the Law Enforcement Liaison Field Coordinator.**

*The vacancy for the Law Enforcement Liaison Field Coordinator has been filled and is thriving in bringing awareness and support to city and county agencies.*

- **Provide funding to law enforcement agencies in low seat belt use and high crash rural areas that is contingent upon collaboration with the Mississippi Highway Safety Patrol. This collaboration should include the exploration of forming local task forces and combining resources for working collectively to increase seat belt enforcement activities and its associated public outreach.**

*MOHS utilizes data in addition to other factors in determining who should receive MOHS funding. MOHS has been in contact with LE agencies who fall into the low seat belt use and high crash rural areas encouraging agencies to apply for grant opportunities. Law Enforcement staff levels have taken a toll on agencies nationwide. MOHS will continue to seek new subgrantees.*

### **Communication:**

- **Formalize and implement an annual year-round occupant protection communication plan and ensure it incorporates:**
  - A schedule for placement of all paid and earned media campaigns, and opportunities for earned media.
  - Scheduling of staged media events used to kick-off campaigns.
  - A social media advertising campaign targeting high-risk communities and age groups.
  - Sample posts for use on and by partners' social media.
  - Delivery method for resources for use by States partners.

*MOHS now has a Marketing Director that has been beneficial in implementing communication through the avenues mentioned. The Marketing Director has participated in several public participation and engagement events that target all communities and age groups.*

- **Develop from your communication plan, a bid to invite marketing companies to assist Mississippi Office of Highway Safety with marketing buys, events, messaging, and evaluation.**

*MOHS is the process of preparing an RFP in preparation for marketing firms to assist with events, messages, and evaluations.*

- **Brand campaigns and materials with a common message (e.g., Toward Zero Deaths) or placement of Mississippi Office of Highway Safety logo on internal and external materials supported by the office for public distribution.**

*MOHS uses the MOHS logo on all MOHS emails and external materials.*

- **Hold a regional or statewide conference (virtual or in person) for advocates to discuss issues and receive training in traffic safety resources in their field.**

*MOHS holds a subgrantee meeting each year.*

- **Conduct an *Attitude and Awareness Survey* to understand if messaging and marketing efforts are being heard and used throughout the State.**

*The Attitude and Awareness Survey is an in-person survey. A survey is conducted through Jackson State University Drivers Education grant.*

Occupant Protection Plans for Children:

- **Access the array of locations of child passenger safety technicians, technician instructors, and inspection stations to identify populations and locations that are underserved and address these needs. (See page5)**
- **Develop and implement a sustainable mentoring process for newly certified child passenger safety technicians, technician proxies, and child passenger safety technician instructors. Mentors should be readily available to assist and guide, as needed, until skills and effective communication techniques have been adequately established.**
- **Recruit experienced child passenger safety technicians throughout the State to become technician proxies who can review and approve seat checks for recertification, particularly in areas that do not currently have child passenger safety technician instructors and/or technician proxies.**
- **Enhance Mississippi’s child safety seat law by amending the provisions to follow the National Highway Traffic Safety Administration and the American Academy of Pediatrics best practice recommendations. Consider enacting the following:**
  - Require children to remain rear facing until at least age two or until the maximum weight or height allowed by the car seat manufacturer is reached.
  - Increase the age requirement for children to be secured in a belt positioning booster seat.
  - Remove the exemption that allows children to be secured in a lap belt only unless no other option is available.
  - Require those up to at least the age of 13 be seated and restrained in the rear seat of the vehicle, assuming a seating position is available.
- **Increase the number of certified child passenger safety instructors and technicians in underserved counties. Utilize community partners to generate local community interest in child passenger safety certification.**
- **Consider offering in-person technical updates combined with community car seat checks to provide an opportunity for seat check activity signoffs to increase the number of child passenger safety technicians who recertify. In addition, survey child passenger safety technicians who have not recertified to determine barriers to recertification. Develop a strategy to remove the identified barriers.**
- **Analyze the data from car seat checklist forms to determine car seat misuse rates and to identify educational messages for child passenger safety programs. Consider using the National Digital Car Seat Check Form to collect data from car seat checks conducted at fitting stations and car seat check events.**

- **Develop a standardized crash data profile, by county, for children from birth through age seven, based on the child restraint law, and age eight to fifteen to be used in developing program priorities. The crash report should display at a minimum:**
  - The number and rate of fatalities and injuries.
  - Type of restraint used, if available.
  - Age of occupant.
  - Seating position in the vehicle; and,
  - Airbag deployment.

Make the data available on the Mississippi Department of Public Safety website, <https://www.dps.ms.gov/public-safety-planning/highway-safety>.
- **Explore opportunities to expand law enforcement knowledge in basic child safety seat correct use and misuse by:**
  - Developing an informational law card that contains a pictorial guide for child passenger safety best practice and a synopsis of the child restraint law;
  - Providing child passenger safety workshops at law enforcement meetings and conferences; and
  - Encouraging the inclusion of a child passenger safety correct use unit of instruction and/or child passenger safety certification class as part of crash reconstruction training.
- **Utilize the National Highway Traffic Safety Administration’s Child Passenger Safety Week materials (educational messages and resources, template media materials, etc.), tailoring them to include the statewide theme and data. Encourage use of these materials by partners and stakeholders to increase participation and consistency of messaging.**
- **Enhance the Mississippi Department of Health website’s child safety page to provide resources and information for child passenger safety technician instructors and technicians, parents, law enforcement, schools, school transporters, medical community, etc. Information provided may include:**
  - Child passenger safety certification training classes and certification renewal testing classes;
  - Continuing education unit approved technical webinars and classes for child passenger safety technician instructors and technicians;
  - Training and event calendar;
  - List of fitting stations, community car seat check events, and car seat distribution locations;
  - List of child passenger safety technician instructors and/or technician proxies who can be contacted to provide assistance;
  - Brochures, social media messaging, and materials that can be downloaded; and
  - Links to the National Highway Traffic Safety Administration car seat recall list and other credible resource websites.

*Update Mississippi's child passenger safety laws to comply with the American Academy of Pediatrics and/or the National Highway Traffic Safety Administration's traffic safety recommendations. In addition, revise the confusing language under Mississippi Code Annotated 63-7-30.*

*The MOHS hopes that a child passenger safety law will be passed in the future to support the NHTSA traffic safety recommendations, the MOHS continues to support programs and help educate individuals and programs that support these recommendations.*

*With the passing of Senate Bill 2724 during the 2017 Legislative Session, the MOHS hopes that there will be additional advancement and revisions to occupant protection laws in 2022.*

*In 2017, the Mississippi Legislative Session passed Senate Bill 2724, which mandates and requires for all passengers to use a seat belt or child-restraint system.*

Outreach Program:

- **Distribute key crash data and occupant protection survey information relevant to local communities in a usable format for circulation on media platforms.**

*MOHS is in the process of adding this information to the MOHS website.*

- **Use your existing Occupant Protection Task Force to:**
  - **Develop a comprehensive list of organizations, advocates, and key stakeholders who could distribute or benefit from traffic safety information;**
  - **Distribute information and resources, possibly through a monthly newsletter, to a comprehensive list of advocates and organizations;**
  - **Reorganize task force to make sure there are representatives from the 4 E's, Education, Engineering, Emergency Medical Service, and Enforcement;**
  - **Organize a determined effort to share standardized child passenger safety and occupant protection materials and resources to medical, school, and business communities;**
  - **Develop a process for awarding traffic safety advocates for their work in the field possibly at a regional or state conference.**

*MOHS meets with the OP Task Force quarterly and is developing relationships in community to help with developing our program. Currently, MOHS has partnered with several community leaders.*

- **Place standardized materials and resources on the Mississippi Office of Highway Safety website page and include links to resources outside of the Mississippi Office of Highway Safety.**

*MOHS agrees with this recommendation and will seek to add this recommendation.*

- **Work with Occupant Protection Task Force, local champions, and traffic safety advocates to develop and promote standardized and comprehensive programs and resources for all platforms that target grade school children, high schools, colleges, and universities, and all identified low belt use populations. Ensure the programs include:**
  - **Implementation instructions to ensure the program is delivered effectively;**
  - **Use of motor vehicle crash survivors and victims' to share personal stories;**
  - **Peer-to-peer education and/or mentor programs to reach younger audiences;**
  - **Program evaluation tools;**
  - **Regular educational activities;**
  - **Efforts to obtain earned media through state and local outlets;**
  - **Seat belt use policies that include penalties for violating the policy;**
  - **Support of enforcement mobilizations and other State campaigns;**
  - **The ability to tailor the programs to meet the needs of the community; and**
  - **Provide a format that can be shared with advocates to present in their local community.**

*MOHS already has these priorities in place and is expanding in the community by partnering with multiple organizations to bring awareness and behavioral changes in the community.*

- **Increase the number of standardized resources (e.g., online, and downloadable materials, videos, brochures, infographics, banners, posters, etc.) that are available to all partners and subgrantees to promote seat belt and child restraint use, and widely distribute these resources.**

*MOHS is working with the Mississippi Department of Public Safety of the MOHS website. In addition, MOHS is currently working on the creation of new MOHS learning material to be distributed to subgrants, to use in presentations, etc.*

- **Design materials, including flyers which can be adapted to website and social media which address specific populations like pickup drivers, Black males, and rural counties. These materials can be adapted as your focus changes.**

*MOHS is currently working on the creation of new MOHS learning material to be distributed to subgrants, to use in presentations, etc.*

#### **Data and Evaluation:**

- **Fill the vacant position of Traffic Records Director in the Mississippi Office of Highway Safety. Once filled, focus on preparing and sharing data pro-actively with partners and subgrantees using summary graphs and charts featured prominently on the Department of Public Safety’s website or other medium for widespread access.**

*MOHS has an in-house Traffic Records Director and is currently working to better link systems through data.*

- **Increase the reach and effectiveness of the Occupant Protection program by adding projects that are not only selected on the basis of high crashes and low seat belt use but are focused on objectives that specifically address the non-user population subgroups (for example, pickup occupants, Black males, rural counties).**

*MOHS issues Special Wave Grants to agencies that may not always meet the unbelted requirements, however, they are still given the opportunity to submit data by participating in these projects. Ex. (Click it or Ticket/ Drive Sober Get Pulled Over)*

- **Advance the stated goal of a user-friendly, interactive, accessible, and complete crash information system. In addition to data management on the Mississippi Office of Highway Safety side, include education for law enforcement and other traffic safety partners on the opportunities for problem identification through use of the crash information system.**

*MOHS is currently working with other state agencies to accomplish this goal by linking the gaps with data systems used throughout the state using new eCrash*

- **Emphasize the importance of recording restraint use or non-use on crash reports for a complete picture of occupant protection among crash-involved vehicle occupants.**

*MOHS Traffic Records Director along with the Data Programs grant offered to MS State University is working diligently to have complete data reporting program that draws a clear pictures of the needs involved in crashes.*

- **Disseminate existing observational surveys of restraint use reports to subgrantees, as an additional step beyond posting them online and presenting results at meetings. Provide full reports as well as summaries to take full advantage of these resources.**

*MOHS will explore this recommendation.*

- **Encourage subgrantees in jurisdictions that are not included in the sample sites for Mississippi Office of Highway Safety funded observational surveys to conduct their own surveys before and after grant funded activities that are expected to influence restraint use behavior.**

*MOHS will encourage this recommendation.*

- **Add a statewide *Attitude and Awareness Survey* to the Mississippi repertoire of data sources. Data of this type is important for assessing perceptions of traffic safety efforts, self-reported behavior and rationale, and for examining the demographics associated with them.**

*MOHS will begin conducting the Attitude and Awareness Survey in FY24.*

- **Consider adding a nighttime observational survey of driver and front seat outboard passenger seat belt use. Nighttime seat belt use data can support nighttime enforcement efforts by augmenting the crash-involved restraint data and providing a complete picture of restraint use not discernible through daytime-only surveys.**

*MOHS will explore this recommendation.*

- **Consider adding an observational survey of back seat occupant restraint use. A survey of this type will provide a measure of the effect of the 2017 enhancement to the Mississippi seat belt law requiring use in all vehicle seating positions.**

*MOHS will explore this recommendation.*

- **Continue working toward electronic citation deployment throughout Mississippi.**

*MOHS will continue working toward electronic citation and many agencies are in the process of converting to new electronic systems.*

- **Calculate the economic cost of crashes for restraint use compared to restraint non-use annually and make the data available to stakeholders and decision-makers at every opportunity.**

*The cost is already calculated and utilized for the risk assessment. However, MOHS is working towards making the data available to subgrantees for the upcoming grant year.*

# Mississippi FY2024 STRCC Strategic Plan



*Approved by STRCC Committee July 14, 2023*

Tate Reeves, Governor of Mississippi

Sean Tindell, Commissioner of Department of Public Safety

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

Helen Porter, Director of MS Office of Highway Safety

Executive Summary.....	73
I. State Traffic Records Coordinating Committee.....	73
• Mission Statement.....	73
• STRCC Coordination.....	73
• Structure and Composition.....	73
• Functions.....	74
• STRCC Membership.....	74
• STRCC Meetings.....	74
II. Planning Process.....	75
III. NHTSA Traffic Records Assessment (2019).....	75
• Recommendations from 2019 TR Assessment .....	75
○ Crash Recommendations.....	75
○ Vehicle Recommendations.....	75
○ Driver Recommendations.....	75
○ Roadway Recommendations.....	75
○ Citation/Adjudication Recommendations.....	75
○ EMS/ Injury Surveillance Recommendations.....	75
○ Data Use and Integration Recommendations.....	76
○ STRCC Recommendations.....	76
IV. MOHS Updates and 2019 TR Assessment Update Report for 2023.....	76
• Strategic Planning Opportunities.....	76
• Crash Recommendations.....	76
• Vehicle Recommendations.....	77
• Driver Recommendations.....	77
• Roadway Recommendations.....	78
• Citation/Adjudication Recommendations.....	78
• EMS/ Injury Surveillance Recommendations.....	78
• Data Use and Integration Recommendations.....	78
• STRCC.....	79
V. Traffic Record Achievements for 2023.....	80
VI. FY24 Goals and Strategies for MOHS/STRCC and TR Program.....	81
VII. FY24 MOHS/STRCC Performance Measures.....	82
VIII. Proposed Projects for MOHS/STRCC for FY24.....	83
FY24 State Traffic Records Coordinating Committee Members.....	85
FY24 405 Application.....	87



# FY24 MISSISSIPPI STATE TRAFFIC RECORDS STRATEGIC PLAN

## **Executive Summary:**

The Mississippi Highway Safety Information System (MHSIS) describes the total automated traffic records system which includes traffic crashes, citations, drivers, vehicles, roadways, emergency medical services (EMS) and hospital data, vital statistics, coroner reports, crime laboratory data, demographics, and travel density. MHSIS is an evolutionary records system which is a complex, volume-intensive, data collection, storage, and retrieval system. The goal is to achieve uniformity and compatibility of traffic records while reducing inefficiency of traffic record applications. The system supports national priority areas defined by the National Highway Traffic Safety Administration (NHTSA).

The State Traffic Records Strategic Plan (STRSP) was developed and has undergone several revisions based on traffic records assessments through the years. The STRSP is revised annually to keep track of improvements and notate problems that could adversely affect the continuity of safety information systems. This plan is part of a larger process, which includes the State Strategic Highway Safety Plan (SHSP), in an effort to prepare the highway safety community in Mississippi to address changes in the highway safety environment. The plan integrates current highway safety functions and future program plans through state and local highway safety partners.

The recommendations from the STRSP can be enacted within the next three to five years. The STRSP contains goals, performance measures and the list of priority projects to be funded with NHTSA Section 405(c) funds. The STRSP acts as a guiding document for the State Traffic Safety Coordinating Committee (STRCC), which is composed of highway professionals involved in the collection, analysis and usage of data related to highway safety.

## **I. State Traffic Records Coordinating Committee (STRCC):**

The STRCC operates under the direction of the Mississippi Governor's Representative (GR) of Highway Safety for Mississippi Office of Highway Safety (MOHS) through the State Traffic Records Coordinator who serves, as the Chairman of the Board. The STRCC has the authority to review any of the State's highway safety data and traffic records systems and any changes to such systems prior to implementation. The STRCC coordinates the views of organizations in the State that are involved in the collection, administration, and use of highway safety data and traffic records systems and represents those views to outside organizations.

- **Mission Statement of the STRCC:**

The mission of the STRCC is to provide strong coordinated state and local leadership to maximize the efficiency and effectiveness of traffic safety data collection and analysis and the resources needed to support it. The STRCC will support data improvements at all levels of government that minimize duplication, improve uniformity, advance electronic data collection, integrate data and facilitate data access and use.

- **STRCC Coordination:**

The STRCC considers and coordinates the views of the organizations in the State that are involved in the following areas: data collection, administration, and use of highway safety data and traffic records systems. The STRCC represents the views of the committee to outside organizations. The STRCC is managed and coordinated by the Traffic Records (TR) Coordinator. The TR Coordinator provides program management in the TR program to coordinate statewide and local efforts in TR operations, national and local projects and assists in the development of strategies and programs to help in the data collection to provide quality data for analysis and problem identification.

- **Structure and Composition:**

- The STRCC was organized and chartered in 1981. The 2019 Traffic Records Assessment recommended a few revisions to the Charter. The revisions were approved before the STRCC June 27, 2020.
- The STRCC meets a minimum of three times a year.
- The STRCC has a multidisciplinary membership that consist of owners, operators, collectors and users of traffic records, public health and injury control data systems, highway safety, highway infrastructure, law enforcement and adjudication officials and public health, emergency medical services, injury control, driver licensing and motor carrier agencies and organizations. (See Appendix).
- MOHS has designated Catiffany Williams as the STRCC program's TR Coordinator.

- Functions:

The STRCC functions under the compliance of **23 C.F.R 1300.22**

- Has authority to review any of the State’s highway safety data and traffic records systems and any changes to such systems prior to implementation.
- Considers and coordinates the views of organizations in the State that are involved in the collection, administration, and use of highway safety data and traffic records systems, and represent those views to outside organizations.
- Reviews and evaluate new technologies to keep the highway safety data and traffic records system current; and
- Approves annually the membership of the STRCC, the STRCC coordinator, any change to the State’s multi-year STRSP and performance measures to be used to demonstrate quantitative progress in the accuracy, completeness, timeliness, uniformity, accessibility, or integration of a core highway safety database.

- STRCC Membership:

- Mississippi’s Traffic Records Coordinating Committee (TRCC) is a two-tier committee comprised of working-level, technical and executive-level membership.
- The executive-level members of the STRCC include key representatives from agencies either responsible for administering at least one of the six core information systems (crash, vehicle, driver citation/adjudication, roadway, EMS/ injury surveillance) with a higher level of management and decision making, such as directors, project evaluators, data analysts, planners, and infrastructure specialists.
- The technical level members of the STRCC include representatives from agencies either responsible for administering at least one of the six core information systems (crash, vehicle, driver citation/adjudication, roadway, EMS/ injury surveillance) or with a vital interest in one or more of those systems. These representatives come from highway safety, highway infrastructure, law enforcement and adjudication, public health, injury control and motor carrier agencies and organizations. These agencies and organizations include the Department of Public Safety - Mississippi Highway Patrol, Motor Carrier Division, Crash Reconstruction, Driver Service Bureau, Fatal Accident Reporting System (FARS), Management Information Systems, Mississippi Crime Lab, Mississippi Office of Highway Safety, Department of Transportation, Department of Health; Emergency Medical Services, Department of Revenue, Department of Information Technology Services, Judiciary as well as Mississippi Sheriffs Association designee and Mississippi Chiefs of Police designee, Mississippi Attorney General’s Office, FHWA, FMCSA.
- The technical level members of the Committee are appointed by the heads of their respective agencies and shall meet at least three times annually. The technical members can vote to extend membership on the Committee to other Mississippi entities, public or private, that are part of the traffic safety information system. Representatives from all Mississippi entities which are part of the traffic safety information system can participate in the STRCC, and all state members can vote on STRCC business. Technical Committee members who are unable to attend a meeting may provide their written proxy for voting purposes.

- STRCC Meetings:

As part of the TR requirement for NHTSA 405(c) funds, the STRCC is required to meet at least (3) three times during the year. The STRCC plans to meet four times during the FY24 grant year with tentative dates of October 2023, January 2024, April 2024, and July 2024 to meet the requirements of the STRCC. Additional meetings will be planned by the STRCC Coordinator, as needed.

## II. Planning Process:

The STRCC follows the NHTSA recommended planning cycle for STRCC TR programs and projects. STRCC members provide input into planning for the TR program, throughout the year during STRCC meetings, information requests and request for applications. Meetings are conducted with MOHS staff and STRCC members to identify STRCC projects and TR priorities. STRCC members provide suggestions for creating and improving traffic record systems.

## III. NHTSA Traffic Records Assessment (2019)

MOHS last assessment was completed and the report out date for the assessment was May 3, 2019. MOHS will request an assessment of the TR program during the FY24 year to remain in compliance with *CFR 1300.22*.

The TR assessment reviews six primary data elements of a TR system, which are: crash, driver, vehicle, roadway, citation/adjudication, and injury surveillance. In all six components the assessment also reviews timeliness, accuracy, completeness, uniformity, integration, and accessibility.

During the 2019 TR Assessment, the overall weighted assessment rating for Mississippi was 53% for the roadway, 42% for crash, vehicle, and data use and integration, and 41% for driver.

- Recommendations from 2019 TR Assessment:

Below are recommendations that MOHS received as key recommendations from the TR assessment to improve the TR system. During FY21, the STRCC did not get a chance to work on recommendations due to the COVID-19 pandemic.

- Crash Recommendations:

- Improve the data dictionary for the crash data system to better reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the data quality control program for the crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the interfaces with the crash data system to reflect the best practices identified in the Traffic Records Program Assessment Advisory.

- Vehicle Recommendations:

- Improve the data quality control program for the vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the interfaces with the vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

- Driver Recommendations:

- Improve the data quality control program for the driver data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.

- Roadway Recommendations:

- Improve the data quality control program for the roadway data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.

- Citation/Adjudications Recommendations:

- Improve the interfaces with the citation and adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the data quality control program for the citation and adjudication systems that reflects best practices identified in the Traffic Records Program Assessment Advisory.

- EMS/Injury Surveillance Recommendations:

- Improve the interfaces with the injury surveillance systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the data quality control program for the injury surveillance systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.

- Data Use and Integration Recommendations:
  - Establish means and designated resources (personnel) for full confidential crash systems data and access and analysis.
  - Coordinate data integration strategies through the STRCC for incorporation of direct record linkages (incident/patient identification numbers) or probabilistic matching.
- STRCC Recommendations:
  - Implement a data quality control program which would allow committee members to receive more routine information regarding data quality and accuracy across all of the State's traffic records systems.
  - Development of a traffic records inventory, as there likely have been changes made to data collection in multiple traffic records systems over time. An up-to-date traffic records inventory is a useful and pragmatic document that can be used to ensure efforts are not duplicated and data is accessible to those who need it to make good decisions. It can also help traffic records system owners identify areas where there are opportunities for data integration. As data from traffic records systems become more widely used, this will assist in streamlining processes, reduce duplication of effort, and allow data to be more fully utilized to make roadways safer.
  - Consideration should be given to conducting a training needs assessment which would be utilized to identify the overall needs of traffic records system users across all core component areas. It would benefit all members to hold a meeting to discuss the technical and training needs of traffic records system users. With the new eCrash system there will likely be a need for end user training for those who will be transitioning to the new system, both for data collectors as well as data users. This might be a good opportunity to ask these same questions regarding training and technical assistance to end users of the State's other traffic records systems as well as eCrash. Frontline users, including local law enforcement, should be included in this discussion so that their needs can be documented and examined. Users of the various traffic records systems across State agencies should also be included. Active participation in the Mississippi TRCC from system end users is equally as important as participation from the system owners. In addition, adding a topic to each meeting to discuss training needs would also help ensure monitoring of this important element.
  - Opportunities for TRCC growth in the coming years include: ensuring regular quarterly TRCC meetings are held and minutes are recorded; exploring the division of duties between the TRCC Chair and the Traffic Records Coordinator and have two separate individuals serve in these roles; expanding executive-level membership and ensuring working level members who will be active participants are identified; establishing regular quality control reporting; and reviewing the technical and training needs of traffic records system end users.

#### IV. **MOHS Updates to 2019 Traffic Records Assessment Update Report for 2023**

MOHS and the STRCC will work to make the following recommendations from the 2019 Traffic Records Assessment. Additional improvements will be developed during FY24, as the STRCC works to restructure the program and work on additional projects. MOHS will continue to work on all 2019 traffic records recommendations during FY24.

- **Strategic Planning Opportunities for FY24**

- The STRCC should identify goals for the six data systems, based on input from STRCC members and system owners and users. A more active role by the STRCC would yield a better strategic plan for the State, and one that might incorporate broader goals with related performance measures and strategies/actions/projects to accomplish those - even if those projects are not federally funded. The STRCC could provide a mechanism for agencies to align systems, improve integration, and share training and information.

**Mississippi Department of Public Safety and Mississippi Department of Health are currently working with NSPARC (National Strategic Planning & Analysis Research Center) in an effort to link the citation, crash, EMS, and Trauma databases. The STRCC will continue working on this during FY24.**

- **Crash Recommendations for FY24**

- Improve the interfaces with the crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.

**eCrash (UA-CAPS) is now in place and both adjudicated citation and crash data can be accessed. Driver and vehicle information can be retrieved as well. Updates will be made as needed in FY24.**

- Improve the data quality control program for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.  
**MOHS and STRCC will continue working on this during FY24.**
- Improve the data dictionary for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.  
**eCrash (UA-CAPS) is fully operational. The data integrity appears to be solid. Updates will be performed as needed.**
- **Vehicle Recommendations**
  - Improve the data quality control program for the vehicle data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.  
**MOHS and STRCC will continue working on this during FY24.**
  - Improve the interfaces with the vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.  
**MOHS and STRCC will continue working on this during FY24.**
- **Vehicle Opportunities for FY24:**
  - Mississippi should consider developing and adopting a comprehensive data management program. The program would consist of, at a minimum, development of performance standards regarding data accuracy, completeness, uniformity, accessibility, and integration. Once performance standards are developed, metrics would be base lined and monitored on a regular basis. The development and monitoring of data management performance measures will enable the State to continually improve vehicle system data and increase its availability and reliability.  
**MOHS and STRCC will continue working with MDOR regarding this in FY24.**
  - Mississippi should consider creating a system of independent sample-based data audits performed periodically to ensure that vehicle records and related database contents for that record are correct. These audits do not have to be accomplished by a third party but should be something outside the regular course of business. Data quality audits are a way to ensure that procedures are being followed or that procedures cover all existing processes.  
**MOHS and STRCC will ensure that audits are performed periodically.**
  - Mississippi should consider providing vehicle system data quality management reports to the TRCC for regular review and should ensure that vehicle system management participates in TRCC meetings. Routinely providing this information to the TRCC not only benefits the overall status of the State's traffic record system but also helps generate support for improvements for the vehicle records system when needed.  
**MOHS and STRCC will continue working on this in FY24.**
  - Mississippi should consider implementing a 2D barcode for registration documents that could be used by officers to record vehicle information on crash reports or citations. Adding this feature provides an excellent opportunity to enhance the accuracy of the vehicle records in the crash and citation systems.  
**MDPS is currently working with the state NCIC/NLETS message switch vendor (CPI) and the NCIC/NLETS MDT vendor (ADSi) to integrate vehicle queries into the eCrash (UA-CAPS) services. MDOR will look into adding a barcode to registration documents in the near future.**
- **Driver Recommendations:**
  - Improve the data quality control program for the driver data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.  
**MOHS and STRCC will continue working with the Driver Services Bureau to develop a formal data quality control program in FY24.**

- **Driver Opportunities for FY24:**
  - The State should consider performing periodic independent sample-based audits for the driver data system as they are envisioned by the Advisory.
  - Mississippi should consider conducting periodic comparative and trend analyses to examine and evaluate variations in quality of driver data across years and jurisdictions.
  - Driver data system quality management reports based on performance measures should be provided to the State’s TRCC committee for regular review.
  
- **Roadway Recommendations:**
  - Improve the data quality control program for the roadway data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.  
**MDOT has a formal process in place for error checking roadway data information and will continue to make improvements as needed during FY24.**
  
- **Roadway Opportunities for FY24**
  - Consider developing a formalized process for error checking roadway data information.
  - Consider creating a platform where other data users have on demand access to roadway data information.
  - Consider developing performance metrics for timeliness, accuracy, uniformity, completeness, accessibility, and integration. These metrics can help the State gauge where they are at with respect to each of these areas.
  
- **Citation/Adjudication Recommendations:**
  - Improve the interfaces with the citation and adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.  
**During FY24, MOHS and STRCC will continue working to improve the State’s traffic safety data overall.**
  - Improve the data quality control program for the Citation and Adjudication systems that reflects best practices identified in the Traffic Records Program Assessment Advisory.  
**During FY24, MOHS and STRCC will continue working on data uniformity.**
  
- **Citation/Adjudication Opportunities for FY24:**
  - Review the capabilities of the DUI tracking system, ensuring that it is accessible to all who deal with impaired drivers in the State, in an effort to ensure that the programs that most effectively prevent recidivism are being used.  
**MOHS and STRCC will continue to work on this recommendation for the upcoming year.**
  - Use current mandates for timeliness and uniformity to develop measures of data quality attributes within both the citation dataset and the adjudication dataset.  
**MOHS and STRCC will continue to work on this recommendation for the upcoming year.**
  
- **EMS/Injury Surveillance Recommendations:**
  - Improve the interfaces with the Injury Surveillance systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.  
**MOHS and STRCC will continue to work on this recommendation for the upcoming year.**
  - Improve the data quality control program for the Injury Surveillance systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.  
**MOHS and STRCC will continue to work on this recommendation for the upcoming year.**
  
- **EMS/Injury Surveillance Opportunities for FY24:**
  - Consider a way to grow system-wide capacity to increase understanding and utilization of performance measures and to develop associated numeric goals for all of the traffic records systems.  
**MOHS and STRCC will continue to work on this recommendation for the upcoming year.**

- Consider finding an entity that brings all of the ISS data systems together and works in collaborative and integrative ways to assess programs, needs, interventions. This is a common need for many States. The Traffic Records Coordinating Committee might be an option.

**MOHS and STRCC will continue working on this in FY24.**

- Consider having the TRCC, or another relevant entity connect with data stewards to learn who their data users are, and whether the ISS data is being analyzed and used for motor vehicle injury prevention. If the data is not currently being used for these purposes, this is an opportunity to determine whether there are accessibility issues and to encourage researchers/analysts to use the data for safety programming, evaluation, and defining resource allocation.

**MOHS and STRCC will continue to work on this recommendation during the upcoming year.**

- **Data Use and Integration Opportunities for FY24**

- Establish means and designated resources (personnel) for full confidential crash systems data access and analysis.
- Coordinate data integration strategies through the STRCC for incorporation of direct record linkages (incident/patient identification numbers) or probabilistic matching.

**MOHS and STRCC will continue to work on this recommendation during the upcoming year.**

- **STRCC Opportunities for FY24**

- Implement a data quality control program which would allow committee members to receive more routine information regarding data quality and accuracy across all of the State's traffic records systems.

**MOHS and STRCC will work on this recommendation during the upcoming year.**

- Development of a traffic records inventory, as there likely have been changes made to data collection in multiple traffic records systems over time. An up-to-date traffic records inventory is a useful and pragmatic document that can be used to ensure efforts are not duplicated and data is accessible to those who need it to make good decisions. It can also help traffic records system owners identify areas where there are opportunities for data integration. As data from traffic records systems become more widely used, this will assist in streamlining processes, reduce duplication of effort, and allow data to be more fully utilized to make roadways safer.
- Consideration should be given to conducting a training needs assessment which would be utilized to identify the overall needs of traffic records system users across all core component areas. It would benefit all members to hold a meeting to discuss the technical and training needs of traffic records system users. With the new eCrash system there will likely be a need for end user training for those who will be transitioning to the new system, both for data collectors as well as data users. This might be a good opportunity to ask these same questions regarding training and technical assistance to end users of the State's other traffic records systems as well as eCrash. Frontline users, including local law enforcement, should be included in this discussion so that their needs can be documented and examined. Users of the various traffic records systems across State agencies should also be included. Active participation in the Mississippi TRCC from system end users is equally as important as participation from the system owners. In addition, adding a topic to each meeting to discuss training needs would also help ensure monitoring of this important element.
- Opportunities for TRCC growth in the coming years include: ensuring regular quarterly TRCC meetings are held and minutes are recorded; exploring the division of duties between the TRCC Chair and the Traffic Records Coordinator and have two separate individuals serve in these roles; expanding executive-level membership and ensuring working level members who will be active participants are identified; establishing regular quality control reporting; and reviewing the technical and training needs of traffic records system end users.

## V. Traffic Records Achievements for 2023:

- MOHS Outcome Measure/Crash/Completeness: **MOHS was able to maintain the percentage of crash record data submitted electronically at 100% in 2022. MOHS will work to maintain this percentage by the end of 2024-2026. (Target Met)**
- MOHS Outcome Measure/Traffic Records/Crash/Timeliness: The average time it took for a crash event to be entered into the eCrash System in 2022 was 2.2 days. **MOHS will maintain this target for 2024-2026. (Target Met)**
- Outcome Measure/Traffic Records/Driver/ Timeliness: The BAC testing percentage of drivers involved in fatal crashes in 2022 was 18.67%. **MOHS will work to increase this percentage by 1% to 18.85% for 2024-2026. (Did not reach target)**
- Outcome Measure/Traffic Records: Vehicle/ Data Integration: To continue the process of integrating data of vehicle insurance information with the vehicle VIN from the vehicle file. **MSVIVS (Mississippi Vehicle Insurance Verification System) has been live since 2016. Every MS tag run by law enforcement returns an insurance status. This information is available in eCrash (UA-CAPS). (Target Met)**
- Outcome Measure/Traffic Records: EMS- Injury Surveillance/ Data Integration: To continue the process of integrating data on crash reports, to link with the EMS Transport system and to the Hospital Trauma registry. **MOHS and STRCC will continue to work with the Department of Health and NSPARC to link crash data and hospital and EMS data during FY24. (Did not reach target)**
- Outcome Measure/Traffic Records: Crash- Citation—Roadway- EMS- Injury Surveillance/ Uniformity: To continue the process of mapping data of citation, crash and EMS run using same base layer map to overlay for proactive planning. **MOHS and STRCC will continue working on this in FY24. (Did not reach target)**
- Outcome Measure/Traffic Records: Citation/ Timeliness: The percentage of citation data submitted to DPS at 69.8% was met. **MOHS and the STRCC will work to improve citation accuracy, timeliness, and uniformity by increasing the percentage of citation data submitted to DPS electronically to 70% by the end of 2024-2026. (Target Met)**

## VI. FY24 Goals and Strategies for MOHS/STRCC and TR Program:

### Goal 1.

The uniform crash file is currently the foundation for linkage to roadway files, citation/adjudication, Emergency Medical Services (EMS) data, and trauma registries. The goal will continue to work towards a merged database that will fulfill the information needs of managers in the departments of public safety and health to develop specific highway safety countermeasures. The MOHS and the STRCC would like to make improvements to the traffic record systems through the following strategies.

- **Strategy:** To improve access to all components of the highway safety information system for pre-planning.
  - Work with MDOT on developing a formalized process for error checking roadway data information.
  - Work with Law Enforcement Officers statewide and Coroners to increase BAC data from those involved in fatal crashes.
  - Perform periodic independent audits for the driver data system based on performance measures provided by the Driver Services Bureau. Driver data system quality management reports will be provided to the STRCC for regular review.
- **Strategy:** Ensure that all traffic records files maintain linkage data elements when data structures are created or modified.
  - Modifications/upgrades to the Uniform Crash Report related to cell phone use, vehicle identification and motor carrier information can be accessed and utilized during statistical analysis by authorized users, DPS, MDOT, FARS analyst, Federal Motor Carrier Safety Administration as well as other agencies. Further upgrades will be assessed and to capture more data for pre-planning efforts.



- State property damage caused by a motor vehicle crash is identified by MDOT and utilized in the cost recovery process by the state seeking restitution for the damaged property. Work on training law enforcement to capture that data on the crash report.
- Enhance use of the uniform coroner database, especially for traffic fatalities, and link death certificates, blood alcohol information and drug test results with the police crash report, the state FARS database and injury surveillance data.
- Utilize the Mississippi EMS Information System (MEMSIS) system which is National EMS Information System (NEMSIS) compliant to link police crashes to ambulance reports and trauma registries.
- Develop computer program to link DUI citations written at crash scenes with Intoxilyzer 8000 database to enhance tracking of DUI through enforcement, adjudication, disposition, and driver history file.

### **Goal 2.**

Continue making necessary updates to eCrash (UA-CAPS) to allow for more timely, accurate and accessible query of the system to generate crash reports for agency jurisdiction.

- **Strategy:** Continue making improvements to the mapping feature in eCrash (UA-CAPS) as needed and also consider collecting the location and/or geolocation of “last drink” for DUI arrests.
  - Using the eCrash mapping tool Linear Referencing coordinates can be accessed to obtain the most accurate location and transferred to the crash report therefore decreasing the need to relocate crash data for precise measurement.
  - Make improvements to the crash data query tool as needed.

### **Goal 3.**

In order to make appropriate data-driven decisions, it is essential to produce accurate, consistent, and replicable summary reports from available highway safety data systems. Such reports must be constructed consistently and reliably from year-to-year to derive accurate estimates of change over time.

- **Strategy:** In support of this replicability, we aim to create clear documentation outlining the logical and statistical processes used to access and retrieve data across multiple sources, combine datasets, and create reports.
  - Make lists of all data requests over FY24.
  - Produce documentation that includes all necessary analyses, locations of needed data, and format of reported data. R scripts with parenthetical notation will be used to document all analytic methods.

### **Goal 4.**

Use the recommendations listed in the 2019 Traffic Records Assessment in an effort to remain compliant with Section 405(c) of requirements in FY24.

- **Strategy:** Use the recommendations listed in the Traffic Records Assessments to update the States Traffic Records System.

### **FY24 Strategies for the MOHS/STRCC Traffic Records Program:**

MOHS and the STRCC will address and achieve the following strategies during FY24.

- Contribute data and statistical information to the MOHS staff, local, county and state jurisdictions for the identification and strategic planning of target areas across the state for impaired driving, occupant protection, speed, youth, motorcycle, pedestrian, and bicyclist fatalities. We will also consider adding non-road approved vehicles (golf-carts, three-wheelers, and four-wheelers) on roadways.
- Strategic Meetings: Attend, host and implement strategic meetings with partners from the STRCC, community partners and law enforcement to strategic plan enforcement efforts through data trends, performance measures and strategies.
- Provide a comprehensive statewide Traffic Records Program.
- Fund traffic records programs approved and based on MOHS and STRCC recommendations.
- Provide technical assistance when needed for the Traffic Records Program.
- Provide other performance measures deemed appropriate to evaluate effects of highway safety efforts in MS.
- Attend all State Traffic Records Committee meetings and serve as a technical liaison to other state agency personnel involved in traffic records activities (e.g., MDOT, State Health Department, Department of Revenue, and Department of Mental Health).

- Test and evaluate new software development of E-Cite, E-Crash, Daily Activity Reporting and Dashboard applications to ensure data is accurate, timely and complete.
- Produce monthly statistical tables and charts of traffic fatalities and injuries (subset by severity) for evaluation of components in the Strategic Highway Safety Plan.
- Compile traffic crash and citation data for all law enforcement agencies by Federal fiscal year, State fiscal year and calendar year into agreed reports and collections for posting on the MS Public Safety Data Website.
- Produce statewide and local agency DUI conviction rates to examine potential adjudication issues.
- Perform statistical analyses of occupant protection usage rates for all levels of injury (fatal, injury, and PDO). These occupant protection usage rates in crashes can be used as a proxy measure of the scientific observation usage rate.
- Access data from the coroner and state crime laboratory to complete investigations into alcohol and other drug involvement in MS traffic crashes. Provide data input to the FARS analyst for all tested drivers and occupants in fatal crashes.
- Process EMS ambulance run data associated with traffic crashes to link time variables (e.g., dispatch, at scene, at hospital) to the law enforcement crash report document.
- Respond as appropriate to ad hoc traffic data requests from interested parties, including NHTSA, FHWA, FMCSA, state agencies, the legislature, media, and the general public.
- Evaluation: MOHS will continually evaluate its programs to ensure projects that are funded are having the desired effect on the statewide program.
- Program Updates: MOHS will continually update its programs to ensure projects that are funded are having the desired effect on the Statewide Impaired program.
- Software Updates: MOHS will continually update its software to ensure projects that are funded are having the desired effect on the statewide program.
- Training: MOHS will continually train grantees and sub-grantees to ensure projects that are funded are having the desired effect on the statewide program.
- Equipment Purchases: MOHS will continually evaluate its equipment to ensure projects that are funded are having the desired effect on the statewide program.

## **VII. FY24 MOHS/STRCC Performance Measures**

\*Below are performance measures that are not part of the Model Performance Measures for State Traffic Records Systems, but measures that the STRCC feel are important and are tracking for State purposes of performance.

MOHS and the STRCC will work to make the following improvements to the State's core safety databases to include improvements to crash, citation, adjudication, driver, emergency medical services, injury surveillance, roadway, and vehicle databases. Additional improvements will be made during FY24 as needed.

**MOHS Outcome Measure/Traffic Records:** To maintain the number of electronic submissions of completed crash record data from Mississippi law enforcement agencies to DPS at 100% by the end of 2024-2026.

**MOHS Outcome Measure/Traffic Records:** To maintain the number of average days from the crash event to entry into the electronic crash system of 2.2 days in 2022 by the end of 2024-2026.

**MOHS Outcome Measure/Traffic Records:** To increase the testing percentage of drivers involved in fatal crashes that are subsequently tested for their BAC from 18.67% in 2022 by 1% to 18.85% for 2024-2026.

**MOHS Outcome Measure/Traffic Records:** To improve citation accuracy, timeliness, and uniformity by increasing the percentage of citation data submitted to DPS electronically from 69.8% in 2021 to 70% by the end of 2024-2026.

**MOHS Outcome Measure/Traffic Records:** To continue the process of integrating data on crash reports, to link with the EMS Transport system and to the Hospital Trauma registry by the end of 2024-2026.

**MOHS Outcome Measure/Traffic Records:** To continue the process of integrating data of vehicle insurance information with the vehicle VIN from the vehicle file by the end of 2024-2026.

**MOHS Outcome Measure/Traffic Records:** To continue the process of mapping data of citation, crash and EMS run using same base layer map to overlay for proactive planning by the end of 2024-2026.

**Quantifiable and Measurable Progress Requirement:**

Mississippi continues to have a strong emphasis on improvements in our data systems with emphasis on accuracy, completeness, timeliness, uniformity, accessibility, and integration. Below is the updated performance measure that was selected, along with justification, measure, improvement, and value of measure to show progress.

System to be Impacted	<b>X Crash</b> ___Driver ___Vehicle ___Roadway Citation/Adjudication ___EMS/Injury ___Other specify:
Performance Area(s) to be Impacted	___ Accuracy <b>X Timeliness</b> ___Completeness ___Accessibility ___ Uniformity ___Integration ___ Other
Performance Measure used to track Improvement(s)	Narrative Description of the Measure: To improve crash timeliness, the crash database has been transferred from the ReportBeam System to the eCrash system.
Relevant Project(s) in the State’s Strategic Plan	Title, number and strategic plan page reference for each Traffic Records System improvement project to which this performance measure relates: Project Title: Crash timeliness
Improvement(s) Achieved or Anticipated	Narrative of the Improvement(s): Increase the timeliness of crash entry
Specification of how the Measure is calculated/ estimated	Narrative Description of Calculation / Estimation Method: Calculations are measured by the mean time from crash to initial entry into the eCrash system
Date and Baseline Value for the Measure	01/01/2021 – 12/31/2021 • Mean time to initial eCrash entry: 2.17 days
Date and Current Value for the Measure	01/01/2022 – 12/31/2022 • Mean time to initial eCrash entry: 2.2 days

**VIII. Proposed Projects for MOHS/STRCC for FY24:**

The following proposed projects will be implemented during FY24 to help the MOHS and the STRCC on the above listed recommendations from the 2019 Traffic Records Assessment. Additional projects will be implemented to strengthen the MOHS and STRCC.

**Project Number: M3DA-2024-MC-41-01, M3DA-2024-MC-41-02, M3DA-2024-MC-41-03**

**Project Title: MOHS Traffic Records Coordination Program Management**

Performance Measures: Integration/ Accuracy/Timeliness/Accessibility

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

The traffic records coordinator will expand the uses of crash data and citation data to improve accessibility to statistical reports, charts, and analyses. The coordinator and consultant will work hand in hand with each proposed project to ensure that the right data is captured to evaluate problem identification areas and each agency's 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 expenses will include salaries and benefits, travel, supplies and training will also be included in the project for monitoring, workshops, seminars, and program management at same percentages.

**Budget:**

**M3DA-2023-MC-41-01-TR Program Coordination- Budget: \$92,000.00 Federal Funding Source 405(c)/\$18,400.00 Match/\$0.00 Share to Local**

**M3DA-2023-MC-41-02-TR-Travel-Budget: \$5,000.00 Federal Funding Source 405(c)/\$1,000.00 Match/\$0.00 Share to Local**

**M3DA-2023-MC-41-03-TR-Program Expenses-Budget: \$1,500.00 Federal Funding Source 405(c)/\$300.00 Match/\$0.00 Share to Local**

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**Project Number: M3DA-2024-MC-41-04**

**Project Title: MOHS Contingency Travel**

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

**Budget: \$2,500.00 Federal Funding Source 405C/\$500.00 Match**

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**Project Number: M3DA-2024-MC-40-11**

**Project Title: Mississippi State University-Data Programs**

Project Description: The program involves the development of the Crash Data Portal to address issues relating to data access and processing in the state as well as improving data availability and interoperability. In an effort to ensure the necessary data is readily available for strategic purposes in the planning of target areas and education awareness across the state for impaired driving, occupant protection, speed, youth, elderly, pedestrian, motorcycle, and bicyclist fatalities, the Crash Data Portal is needed to provide a central location where reporting documents can be retrieved and readily available for MOHS staff, local, county, and state jurisdictions for making data driven decisions. The development of the Crash Data Portal will offer documentation power tools and reporting functions to ensure uniformity, timeliness and accessibility of the data needed to identify priorities for traffic safety. EMS-related reports will be shared on this portal to ensure completeness and integration of EMS data as it relates to specific crashes.

**Budget: \$85,159.18 Federal Funding Source 405(c)/ \$17,031.84 Match**

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<b>* Executive Committee members</b>						

# FY 2024

## 405C Application



Tate Reeves, Governor of Mississippi

Sean Tindell, Commissioner of Department of Public Safety

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

Helen Porter, Director of MS Office of Highway Safety

## Table of Contents

Traffic Records 405(c).....Page 88-103

### Traffic Records 405(c) Grants

**Purpose:** The State will use funds received through the approval of the 405(c) application to fund traffic records programs that follow the guidance of 23 U.S.C.405(c) to develop and implement effective programs that improve the timeliness, accuracy, completeness, uniformity, integration, and accessibility of State safety data; link State data systems, including traffic records and systems that contain medical, roadway, and economic data; improve the compatibility and interoperability of State data systems; and enhance the ability to observe and analyze national trends.

### State Traffic Safety Information System Improvements Grants 405(c)

#### Qualification Criteria:

#### **Qualification Requirement No. 1: Traffic Records Coordinating Committee (TRCC) Requirement**

*The State seeks to qualify under Criteria No.1*

Mission Statement of the STRCC: The mission of the STRCC is to provide strong coordinated State and Local leadership to maximize the efficiency and effectiveness of traffic safety data collection and analysis and the resources needed to support it. The STRCC will support data improvements at all levels of government that minimize duplication, improve uniformity, advance electronic data collection, integrate data and facilitate data access and use.

STRCC Goals: The goals of the STRCC are:

- To ensure that complete, accurate, uniform, and timely traffic safety data is collected, analyzed, and made available for decision-making at the State and local government levels and for others also working to improve highway safety--the reduction of crashes, deaths, and injuries on Mississippi's roads.
- To provide a forum for support and direction for traffic safety improvement measures that allow for the comprehensive collection, maintenance, and dissemination of Mississippi traffic safety related data.
- To review programs, regulations, projects, methodologies and evaluate new technologies to keep the highway safety data and traffic records system up to date.
- To assist STRCC members applying for public and private funds to support and improve traffic records as well as the collaborative sharing of funding opportunities.
- To provide oversight and support in the timely execution and expenditure of all traffic records projects that includes executive guidance, coordination, evaluation of programs, projects regulations and performance goals as they become operational.
- To review and approve the annual Mississippi Traffic Safety Information System Strategic Plan to include performance measures to be used to demonstrate quantitative progress in the accuracy, completeness, timeliness, uniformity, accessibility, or integration of a core highway safety database. This shall describe the specific, quantifiable, and measurable improvements anticipated in the State's core safety databases, including crash, vehicle, driver, roadway, citation/adjudication, emergency medical services/ injury surveillance databases.
- To recommend forming interagency project teams to develop implementation plans for carrying out the objectives of the plan and to receive periodic updates from the project teams.
- To provide policy framework for coordination, cooperation and collaboration of model agency activities targeted at improvement of State and Local traffic safety data while ensuring the protection of confidential information entrusted to us.
- To provide a mechanism to communicate with the State's and Local agencies to identify and promote best practices and principles for doing business.

STRCC Authority: The STRCC operates under the direction of the Mississippi Governor's Representative for Highway Safety through the State Traffic Records Coordinator who will serve as the Chairman of the Board. The Mississippi Governor's Representative of Highway Safety, can give responsibility of the STRCC to the Mississippi Office of Highway Safety Director, as needed.



The STRCC Executive Board will elect a vice chair of the STRCC from among its membership. The vice chair will serve as the chair in the chairman's absence.

The STRCC has the authority to review any of the State's highway safety data and traffic records systems and any changes to such systems before the changes are implemented. The STRCC coordinates the views of organizations in the State that are involved in the collection, administration, and use of highway safety data and traffic records systems and represents those views to outside organizations.

#### Functions:

The Mississippi State Traffic Records Coordinating Committee is in compliance with **23 C.F.R 1300.22**

(i) Has authority to review any of the State's highway safety data and traffic records systems and any changes to such systems before the changes are implemented.

(ii) Considers and coordinates the views of organizations in the State that are involved in the collection, administration, and use of highway safety data and traffic records systems, and represent those views to outside organizations.

(iii) Reviews and evaluate new technologies to keep the highway safety data and traffic records system current; and

(iv) Approves annually the membership of the STRCC, the STRCC coordinator, any change to the State's multi-year Strategic Plan and performance measures to be used to demonstrate quantitative progress in the accuracy, completeness, timeliness, uniformity, accessibility, or integration of a core highway safety database.

#### Meetings:

As part of the TR requirement for NHTSA 405(c) funds, the STRCC is required to meet at least (3) three times during the year. The STRCC plans to meet four times during the FY24 grant year with tentative dates of October 2023, January 2024, April 2024, and July 2024 to meet the requirements of the STRCC. Additional meetings will be planned by the STRCC Coordinator, as needed.

STRCC Coordination: The STRCC considers and coordinates the views of the organizations in the State that are involved in the following areas: data collection, administration, and use of highway safety data and traffic records systems. The STRCC represents the views of the committee to outside organizations.

#### Structure and Composition:

- Mississippi currently has a State Traffic Records Coordinating Committee (STRCC) that was organized and chartered in 1981. The 2013 Traffic Records Assessment recommended a few revisions to the Charter which was revised and approved before the STRCC Executive Board June 17, 2014. The charter was updated on April 25, 2017. (See MOHS Appendix-Traffic Records-D).
  - The STRCC has met the requirement of holding a minimum of three meetings during the previous twelve months.
  - The STRCC has a multidisciplinary membership that consist of owners, operators, collectors and users of traffic records, public health and injury control data systems, highway safety, highway infrastructure, law enforcement and adjudication officials and public health, emergency medical services, injury control, driver licensing and motor carrier agencies and organizations. (See MOHS Appendix-Traffic Records-A).
  - MOHS has designated Catiffany Williams as the STRCC program's TR Coordinator.

STRCC Membership: The STRCC consists of the Executive Board and Technical Committee.

The membership of the STRCC Executive Committee includes key representatives from agencies either responsible for managing at least one of the six core information systems (Crash, Vehicle, Driver Citation/Adjudication, Roadway, EMS/Injury Surveillance) with a higher level of management and decision making, such as directors, project evaluators, data analysts, planners, and infrastructure specialists.

The membership of the STRCC Technical Committee includes representatives from agencies either responsible for managing at least one of the six core information systems (Crash, Vehicle, Driver Citation/Adjudication, Roadway, EMS/Injury Surveillance) or with a vital interest in one or more of those systems. These representatives come from highway safety, highway infrastructure, law enforcement and adjudication, public health, injury control and motor carrier agencies and organizations. These agencies and organizations include the Department of Public Safety - Mississippi Highway Patrol; Motor Carrier Division, Crash Reconstruction, Driver Services, Fatal Accident Reporting System (FARS), Management Information Services, Crime Lab, Office of Highway Safety; Department of Transportation; Department of Health;

Emergency Medical Services; Department of Revenue; Department of Information Technology Services; Mississippi State Social Science Research Center; Judiciary as well as Mississippi Sheriffs Association designee and Mississippi Chiefs of Police designee; FHWA; FMCSA.

The members of the Technical Committee are appointed by the heads of their respective agencies and shall meet at least three times annually. The Technical Committee can vote to extend membership on the Technical Committee to other Mississippi entities, public or private, that are part of the traffic safety information system. Representatives from all Mississippi entities which are part of the traffic safety information system can participate in the STRCC, but only Executive Board members can vote on STRCC business. Technical Committee members who are unable to attend a meeting may provide their written proxy for voting purposes.

**FY24 State Traffic Records Coordinating Committee Members**

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## **Qualification Requirement No. 2: Strategic Plan Requirement**

*The State seeks to qualify under Criteria No.2*

### State Traffic Records Strategic Plan:

The Mississippi Highway Safety Information System (MHSIS) describes 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. MHSIS is an evolutionary records system which is a complex, volume-intensive, data collection, storage, and retrieval system. The goal is to achieve uniformity and compatibility of traffic records while reducing inefficiency of traffic record applications. The system supports national priority areas defined by the National Highway Traffic Safety Administration (NHTSA).

A strategic plan was developed and has undergone several revisions based on traffic records assessments over the years. The strategic plan is revised annually to keep track of improvements and notate problems that could adversely affect the continuity of safety information systems. This plan is part of a larger process, which includes the State Strategic Highway Safety Plan (SHSP), in an effort to prepare the highway safety community in Mississippi to address changes in the highway safety environment. The plan integrates current highway safety functions and future program plans through state and local highway safety partners such as the Mississippi Association of Highway Safety Leaders (MAHSL).

Completed May 3, 2019, a NHTSA traffic records assessment was conducted, and pertinent parts are included in the next section. This assessment established a “benchmark” by which the State could strategically plan for and measure its progress in improving the capacity to make highway safety related decisions based on reliable highway safety information. Many of the recommendations in the assessment report were used to produce the updated Traffic Records Strategic Plan. The recommendations from the Strategic Plan can be enacted within the next three to five years. The SHSP contains goals, performance measures and the list of priority projects to be funded with NHTSA Section 405(c) funds.

### Strategic Plan Approval:

The 2024 MOHS/STRCC Traffic Records Strategic Plan listed below was presented on July 12, 2023, via email to the STRCC members and approved by the STRCC on July 14, 2023. During FY24, the STRCC and the MOHS will work on the following aspects of their Traffic Records Strategic Plan.

### **2024 MOHS Traffic Records/STRCC Strategic Plan:**

#### **Vision, Goals and Strategies for the STRCC and Traffic Records Program**

### 2024 STRCC Meetings:

The STRCC plans to meet four times during the FY24 grant year with tentative dates of October 2023, January 2024, and April 2024, and July 2024 to meet the requirements of the STRCC. Additional meetings will be planned by the STRCC Coordinator, as needed.

### Vision Statement

To support data improvements at all levels of government that minimize duplication, improve uniformity, increase accuracy, advance electronic data collection, integrate data and facilitate data access and use to reduce death and injury occurring on Mississippi’s roadways thereby reducing the economic costs of traffic crashes.

### MOHS/STRCC Goals for 2024:

The following goals and strategies will help achieve the vision of a safe traffic environment for motorists using Mississippi’s roadways:

#### **FY24 Goals for the MOHS/STRCC and Traffic Records Program:**

The MOHS and the STRCC will address and achieve the following goals and strategies during FY24.

#### **Goal 1.**

The uniform crash file is currently the foundation for linkage to roadway files, citation/adjudication, Emergency Medical Services (EMS) data, and trauma registries. The goal will continue to work towards a merged database that will fulfill the

information needs of managers in the departments of public safety and health to develop specific highway safety countermeasures. The MOHS and the STRCC would like to make improvements to the traffic record systems through the following strategies.

- **Strategy:** To improve access to all components of the highway safety information system for pre-planning.
  - Work with MDOT on developing a formalized process for error checking roadway data information.
  - Work with Law Enforcement Officers statewide and Coroners to increase BAC data from those involved in fatal crashes.
  - Perform periodic independent audits for the driver data system based on performance measures provided by the Driver Services Bureau. Driver data system quality management reports will be provided to the STRCC for regular review.
  
- **Strategy:** Ensure that all traffic records files maintain linkage data elements when data structures are created or modified.
  - Modifications/upgrades to the Uniform Crash Report related to cell phone use, vehicle identification and motor carrier information can be accessed and utilized during statistical analysis by authorized users, DPS, MDOT, FARS analyst, Federal Motor Carrier Safety Administration as well as other agencies. Further upgrades will be assessed and to capture more data for pre-planning efforts.
  - State property damage caused by a motor vehicle crash is identified by MDOT and utilized in the cost recovery process by the state seeking restitution for the damaged property. Work on training law enforcement to capture that data on the crash report.
  - Enhance use of the uniform coroner database, especially for traffic fatalities, and link death certificates, blood alcohol information and drug test results with the police crash report, the state FARS database and injury surveillance data.
  - Utilize the Mississippi EMS Information System (MEMSIS) system which is National EMS Information System (NEMSIS) compliant to link police crashes to ambulance reports and trauma registries.
  - Develop computer program to link DUI citations written at crash scenes with Intoxilyzer 8000 database to enhance tracking of DUI through enforcement, adjudication, disposition, and driver history file.

### Goal 2.

Continue making necessary updates to eCrash (UA-CAPS) to allow for more timely, accurate and accessible query of the system to generate crash reports for agency jurisdiction.

- **Strategy:** Continue making improvements to the mapping feature in eCrash (UA-CAPS) as needed and also consider collecting the location and/or geolocation of “last drink” for DUI arrests.
  - Using the eCrash mapping tool Linear Referencing coordinates can be accessed to obtain the most accurate location and transferred to the crash report therefore decreasing the need to relocate crash data for precise measurement.
  - Make improvements to the crash data query tool as needed.

### Goal 3.

In order to make appropriate data-driven decisions, it is essential to produce accurate, consistent, and replicable summary reports from available highway safety data systems. Such reports must be constructed consistently and reliably from year-to-year to derive accurate estimates of change over time.

- **Strategy:** In support of this replicability, we aim to create clear documentation outlining the logical and statistical processes used to access and retrieve data across multiple sources, combine datasets, and create reports.
  - Make lists of all data requests over FY24.
  - Produce documentation that includes all necessary analyses, locations of needed data, and format of reported data. R scripts with parenthetical notation will be used to document all analytic methods.

### Goal 4.

Use the recommendations listed in the 2019 Traffic Records Assessment in an effort to remain compliant with Section 405(c) of requirements in FY24.

- **Strategy:** Use the recommendations listed in the Traffic Records Assessments to update the States Traffic Records System.

### **FY24 Strategies for the MOHS/STRCC Traffic Records Program:**

The MOHS and the STRCC will address and achieve the following strategies during FY24.

- Contribute data and statistical information to the MOHS staff, local, county and state jurisdictions for the identification, reduction, and strategic planning of target areas across the state for impaired driving, occupant protection, speed, youth, motorcycle, pedestrian, and bicyclist fatalities.
- Strategic Meetings: Attend, host and implement strategic meetings with partners from the STRCC, community partners and law enforcement to strategic plan enforcement efforts through data trends, performance measures and strategies.
- Provide a comprehensive statewide Traffic Records Coordinated Program.
- Fund traffic records programs approved and based on MOHS and STRCC recommendations.
- Provide technical assistance when needed for the Traffic Records Program.
- Provide other performance measures deemed appropriate to evaluate effects of highway safety efforts in MS.
- Attend all State Traffic Records Committee meetings and serve as a technical liaison to other state agency personnel involved in traffic records activities (e.g., MDOT, State Health Department, Department of Revenue, and Department of Mental Health).
- Test and evaluate new software development of E-Cite, Daily Activity Reporting and Dashboard applications to ensure data is accurate, timely and complete.
- Produce monthly statistical tables and charts of traffic fatalities and injuries (subset by severity) for evaluation of components in the Strategic Highway Safety Plan.
- Compile traffic, crash, and citation data for all law enforcement agencies by Federal fiscal year, State fiscal year and calendar year into agreed reports and collections for posting on the MS Public Safety Data Website.
- Produce statewide and local agency DUI conviction rates to examine potential adjudication issues.
- Perform statistical analyses of occupant protection usage rates for all levels of injury (fatal, injury, and PDO). These occupant protection usage rates in crashes can be used as a proxy measure of the scientific observation usage rate.
- Access data from the coroner and state crime laboratory to complete investigations into alcohol and other drug involvement in MS traffic crashes. Provide data input to the FARS analyst for all tested drivers and occupants in fatal crashes.
- Process EMS ambulance run data associated with traffic crashes to link time variables (e.g., dispatch, at scene, at hospital) to the law enforcement crash report document.
- Respond as appropriate to ad hoc traffic data requests from interested parties, including NHTSA, FHWA, FMCSA, state agencies, the legislature, media, and the general public.
- Evaluation: MOHS will continually evaluate its programs to ensure projects that are funded are having the desired effect on the statewide program.
- Program Updates: MOHS will continually update its programs to ensure projects that are funded are having the desired effect on the Statewide Impaired program.
- Software Updates: MOHS will continually update its software to ensure projects that are funded are having the desired effect on the statewide program.
- Training: MOHS will continually train programs and sub-grantees to ensure projects that are funded are having the desired effect on the statewide program.
- Equipment Purchases: MOHS will continually evaluate its equipment to ensure projects that are funded are having the desired effect on the statewide program.

### **Qualification Requirement No. 3: Quantitative Improvement Requirement**

*The State seeks to qualify under Criteria No.3*

#### **Quantitative Improvement**

Below are performance measures that are not part of the Model Performance Measures for State Traffic Records Systems but are measures that the STRCC feel are important and track for State purposes of performance.

MOHS and the STRCC will work to make the following improvements to the State's core safety databases to include improvements to crash, citation, adjudication, driver, emergency medical services, injury surveillance, roadway, and vehicle databases. Additional improvements will be made during FY24 as needed.

**MOHS Outcome Measure/Traffic Records:** To maintain the number of electronic submissions of completed crash record data from Mississippi law enforcement agencies to DPS at 100% by the end of 2024-2026.

**MOHS Outcome Measure/Traffic Records:** To maintain the number of average days from the crash event to entry into the electronic crash system of 2.2 days in 2022 by the end of 2024-2026.

**MOHS Outcome Measure/Traffic Records:** To increase the testing percentage of drivers involved in fatal crashes that are subsequently tested for their BAC from 18.67% in 2022 by 1% to 18.85% for 2024-2026.

**MOHS Outcome Measure/Traffic Records:** To improve citation accuracy, timeliness, and uniformity by increasing the percentage of citation data submitted to DPS electronically from 69.8% in 2021 to 70% by the end of 2024-2026.

**MOHS Outcome Measure/Traffic Records:** To continue the process of integrating data on crash reports, to link with the EMS Transport system and to the Hospital Trauma registry by the end of 2024-2026.

**MOHS Outcome Measure/Traffic Records:** To continue the process of integrating data of vehicle insurance information with the vehicle VIN from the vehicle file by the end of 2024-2026.

**MOHS Outcome Measure/Traffic Records:** To continue the process of mapping data of citation, crash and EMS run using same base layer map to overlay for proactive planning by the end of 2024-2026.



**Quantifiable and Measurable Progress Requirement:**

Mississippi continues to have a strong emphasis on improvements in our data systems with emphasis on accuracy, completeness, timeliness, uniformity, accessibility, and integration. Below is the updated performance measure that was selected, along with justification, measure, improvement, and value of measure to show progress.

System to be Impacted	<input type="checkbox"/> Crash <input type="checkbox"/> Driver <input type="checkbox"/> Vehicle <input type="checkbox"/> Roadway <input checked="" type="checkbox"/> Citation/Adjudication <input type="checkbox"/> EMS/Injury <input type="checkbox"/> Other specify:
Performance Area(s) to be Impacted	<input checked="" type="checkbox"/> Accuracy <input checked="" type="checkbox"/> Timeliness <input type="checkbox"/> Completeness <input type="checkbox"/> Accessibility <input checked="" type="checkbox"/> Uniformity <input type="checkbox"/> Integration <input type="checkbox"/> Other
Performance Measure used to track Improvement(s)	Narrative Description of the Measure: To improve citation accuracy, timeliness, and uniformity by increasing the percentage of citation data submitted to DPS electronically from (a) the baseline value to (b) the current value.
Relevant Project(s) in the State's Strategic Plan	Title, number, and strategic plan page reference for each Traffic Records System improvement project to which this performance measure relates: Project Title: Citation Data Improvement
Improvement(s) Achieved or Anticipated	Narrative of the Improvement(s): Increasing the percentage of electronically submitted citations will improve the timeliness, accuracy, and uniformity of the citation database.
Specification of how the Measure is calculated/estimated	Narrative Description of Calculation / Estimation Method: Calculations for percentages are measured by dividing the number of citations in the E-Cite database by the number of citations in the overall citation database.
Date and Baseline Value for the Measure	01/01/2021 – 12/31/2021 Mean time to initial eCrash entry: 2.17 days
Date and Current Value for the Measure	01/01/2022 – 12/31/2022 Mean time to initial eCrash entry: 2.2 days

## MOHS/STRCC Recommendations from the 2019 Traffic Records Assessment

- **Crash Recommendations:**
  - Improve the data dictionary for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
  - Improve the data quality control program for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
    - Improve the interfaces with the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory
- **Vehicle Recommendations:**
  - Improve the data quality control program for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
  - Improve the interfaces with the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
- **Driver Recommendations:**
  - Improve the data quality control program for the Driver data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.
- **Roadway Recommendations:**
  - Improve the data quality control program for the Roadway data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.
- **Citation/Adjudications Recommendations:**
  - Improve the interfaces with the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.
  - Improve the data quality control program for the Citation and Adjudication systems that reflects best practices identified in the Traffic Records Program Assessment Advisory.
- **EMS/Injury Surveillance Recommendations:**
  - Improve the interfaces with the Injury Surveillance systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.
  - Improve the data quality control program for the Injury Surveillance systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.
- **Data Use and Integration Recommendations:**
  - Establish means and designated resources (personnel) for full confidential crash systems data and access and analysis.
  - Coordinate data integration strategies through the STRCC for incorporation of direct record linkages (incident/patient identification numbers) or probabilistic matching.
- **STRCC Recommendations:**
  - Implement a data quality control program which would allow committee members to receive more routine information regarding data quality and accuracy across all of the State's traffic records systems.
  - Development of a traffic records inventory, as there likely have been changes made to data collection in multiple traffic records systems over time. An up-to-date traffic records inventory is a useful and pragmatic document that can be used to ensure efforts are not duplicated and data is accessible to those who need it to make good decisions. It can also help traffic records system owners identify areas where there are opportunities for data integration. As data from traffic records systems become more widely used, this will assist in streamlining processes, reduce duplication of effort, and allow data to be more fully utilized to make roadways safer.
  - Consideration should be given to conducting a training needs assessment which would be utilized to identify the overall needs of traffic records system users across all core component areas. It would benefit all members to hold a meeting to discuss the technical and training needs of traffic records system users. With the new eCrash system there will likely be a need for end user training for those who will be transitioning to the new system, both for data collectors as well as data users. This might be a good opportunity to ask these same questions regarding training and technical assistance to end users of the State's other traffic records systems as well as eCrash. Frontline users, including local law enforcement, should be included in this discussion so that their needs can be documented and examined. Users of the various traffic records systems across State agencies should also be included. Active participation in the Mississippi TRCC from system end users is equally as important as participation from the system owners.

In addition, adding a topic to each meeting to discuss training needs would also help ensure monitoring of this important element.

- Opportunities for TRCC growth in the coming years include: ensuring regular quarterly TRCC meetings are held and minutes are recorded; exploring the division of duties between the TRCC Chair and the Traffic Records Coordinator and have two separate individuals serve in these roles; expanding executive-level membership and ensuring working level members who will be active participants are identified; establishing regular quality control reporting; and reviewing the technical and training needs of traffic records system end users.

### 2019 Traffic Records Assessment Update Report for 2023

MOHS and the STRCC will work to make the following recommendations from the 2019 Traffic Records Assessment. Additional improvements will be developed during FY24, as the STRCC works to restructure the program and work on additional projects. MOHS will continue to work on all 2019 traffic records recommendations during FY24.

- **Strategic Planning Opportunities for FY24**

- The STRCC should identify goals for the six data systems, based on input from STRCC members and system owners and users. A more active role by the STRCC would yield a better strategic plan for the State, and one that might incorporate broader goals with related performance measures and strategies/actions/projects to accomplish those - even if those projects are not federally funded. The STRCC could provide a mechanism for agencies to align systems, improve integration, and share training and information.

**Mississippi Department of Public Safety and Mississippi Department of Health are currently working with NSPARC (National Strategic Planning & Analysis Research Center) in an effort to link the citation, crash, EMS, and Trauma databases. The STRCC will continue working on this during FY24. The STRCC will continue working on this during FY24.**

- **Crash Recommendations for FY24**

- Improve the interfaces with the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.  
**eCrash (UA-CAPS) is now in place and both adjudicated citation and crash data can be accessed. Driver and vehicle information can be retrieved as well. Updates will be made as needed in FY24.**
- Improve the data quality control program for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.  
**eCrash (UA-CAPS) is fully operational. The data integrity appears to be solid. Updates will be performed as needed. MOHS and STRCC will continue working on this during FY24.**
- Improve the data dictionary for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.  
**eCrash (UA-CAPS) is fully operational. The data integrity appears to be solid. Updates will be performed as needed.**

- **Vehicle Recommendations**

- Improve the data quality control program for the vehicle data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.  
**MOHS and STRCC will continue working on this during FY24.**
- Improve the interfaces with the vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.  
**MOHS and STRCC will continue working on this during FY24.**

- **Vehicle Opportunities for FY24:**

- Mississippi should consider developing and adopting a comprehensive data management program. The program would consist of, at a minimum, development of performance standards regarding data accuracy, completeness,

uniformity, accessibility, and integration. Once performance standards are developed, metrics would be base lined and monitored on a regular basis. The development and monitoring of data management performance measures will enable the State to continually improve vehicle system data and increase its availability and reliability.

**MOHS and STRCC will consult with MDOR regarding this in FY24.**

- Mississippi should consider creating a system of independent sample-based data audits performed periodically to ensure that vehicle records and related database contents for that record are correct. These audits do not have to be accomplished by a third party but should be something outside the regular course of business. Data quality audits are a way to ensure that procedures are being followed or that procedures cover all existing processes.

**MOHS and STRCC will ensure that audits are performed periodically.**

- Mississippi should consider providing vehicle system data quality management reports to the TRCC for regular review and should ensure that vehicle system management participates in TRCC meetings. Routinely providing this information to the TRCC not only benefits the overall status of the State's traffic record system but also helps generate support for improvements for the vehicle records system when needed.

**MOHS and STRCC will continue working on this in FY24.**

- Mississippi should consider implementing a 2D barcode for registration documents that could be used by officers to record vehicle information on crash reports or citations. Adding this feature provides an excellent opportunity to enhance the accuracy of the vehicle records in the crash and citation systems.

**MDPS is currently working with the state NCIC/NLETS message switch vendor (CPI) and the NCIC/NLETS MDT vendor (ADSi) to integrate vehicle queries into the eCrash (UA-CAPS) services. MDOR will look into adding a barcode to registration documents in the near future.**

- **Driver Recommendations:**

- Improve the data quality control program for the driver data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.

**The MOHS and STRCC will work with the Driver Services Bureau to develop a formal data quality control program in FY24. Such a program would give the State greater ability to fully understand the accuracy, timeliness, completeness, etc., of data in the driver system. Establishing such performance measures would provide data managers and data users with tools to recognize areas quickly and easily within the driver system that need improvement.**

- **Driver Opportunities for FY24:**

- The State should consider performing periodic independent sample-based audits for the driver data system as they are envisioned by the Advisory.
- Mississippi should consider conducting periodic comparative and trend analyses to examine and evaluate variations in quality of driver data across years and jurisdictions.
- Driver data system quality management reports based on performance measures should be provided to the State's TRCC committee for regular review.

- **Roadway Recommendations:**

- Improve the data quality control program for the roadway data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.
- **MDOT has a formal process in place for error checking roadway data information and will continue to make improvements as needed during FY24.**

- **Roadway Opportunities for FY24**

- Consider developing a formalized process for error checking roadway data information.
- Consider creating a platform where other data users have on demand access to roadway data information.

- Consider developing performance metrics for timeliness, accuracy, uniformity, completeness, accessibility, and integration. These metrics can help the State gauge where they are at with respect to each of these areas.
- **Citation/Adjudication Recommendations:**
  - Improve the interfaces with the citation and adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.  
**During FY24, MOHS and STRCC will determine where integration is most needed and most efficiently accomplished in an effort to improve the State's traffic safety data overall.**
  - Improve the data quality control program for the Citation and Adjudication systems that reflects best practices identified in the Traffic Records Program Assessment Advisory.  
**During FY24, MOHS and STRCC will continue working on data uniformity.**
- **Citation/Adjudication Opportunities for FY24:**
  - Review the capabilities of the DUI tracking system, ensuring that it is accessible to all who deal with impaired drivers in the State, in an effort to ensure that the programs that most effectively prevent recidivism are being used.  
**MOHS and STRCC will continue to work on this recommendation for the upcoming year.**
  - Use current mandates for timeliness and uniformity to develop measures of data quality attributes within both the citation dataset and the adjudication dataset.  
**MOHS and STRCC will continue to work on this recommendation for the upcoming year.**
- **EMS/Injury Surveillance Recommendations:**
  - Improve the interfaces with the Injury Surveillance systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.  
**MOHS and STRCC will continue to work on this recommendation for the upcoming year.**
  - Improve the data quality control program for the Injury Surveillance systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.  
**MOHS and STRCC will continue to work on this recommendation for the upcoming year.**
- **EMS/Injury Surveillance Opportunities for FY24:**
  - Consider a way to grow system-wide capacity to increase understanding and utilization of performance measures and to develop associated numeric goals for all of the traffic records systems.  
**MOHS and STRCC will continue to work on this recommendation for the upcoming year.**
  - Consider finding an entity that brings all of the ISS data systems together and works in collaborative and integrative ways to assess programs, needs, interventions. This is a common need for many States. The Traffic Records Coordinating Committee might be an option.  
**MOHS and STRCC will continue working on this in FY24.**
  - Consider having the TRCC, or another relevant entity connect with data stewards to learn who their data users are, and whether the ISS data is being analyzed and used for motor vehicle injury prevention. If the data is not currently being used for these purposes, this is an opportunity to determine whether there are accessibility issues and to encourage researchers/analysts to use the data for safety programming, evaluation, and defining resource allocation.  
**MOHS and STRCC will continue to work on this recommendation during the upcoming year.**
- **Data Use and Integration Opportunities for FY24**
  - Establish means and designated resources (personnel) for full confidential crash systems data access and analysis.
  - Coordinate data integration strategies through the STRCC for incorporation of direct record linkages (incident/patient identification numbers) or probabilistic matching.  
**MOHS and STRCC will continue to work on this recommendation during the upcoming year.**

- **STRCC Opportunities for FY24**

- Implement a data quality control program which would allow committee members to receive more routine information regarding data quality and accuracy across all of the State's traffic records systems.  
**MOHS and STRCC will work on this recommendation during the upcoming year.**
- Development of a traffic records inventory, as there likely have been changes made to data collection in multiple traffic records systems over time. An up-to-date traffic records inventory is a useful and pragmatic document that can be used to ensure efforts are not duplicated and data is accessible to those who need it to make good decisions. It can also help traffic records system owners identify areas where there are opportunities for data integration. As data from traffic records systems become more widely used, this will assist in streamlining processes, reduce duplication of effort, and allow data to be more fully utilized to make roadways safer.
- Consideration should be given to conducting a training needs assessment which would be utilized to identify the overall needs of traffic records system users across all core component areas. It would benefit all members to hold a meeting to discuss the technical and training needs of traffic records system users. With the new eCrash system there will likely be a need for end user training for those who will be transitioning to the new system, both for data collectors as well as data users. This might be a good opportunity to ask these same questions regarding training and technical assistance to end users of the State's other traffic records systems as well as eCrash. Frontline users, including local law enforcement, should be included in this discussion so that their needs can be documented and examined. Users of the various traffic records systems across State agencies should also be included. Active participation in the Mississippi TRCC from system end users is equally as important as participation from the system owners. In addition, adding a topic to each meeting to discuss training needs would also help ensure monitoring of this important element.
- Opportunities for TRCC growth in the coming years include: ensuring regular quarterly TRCC meetings are held and minutes are recorded; exploring the division of duties between the TRCC Chair and the Traffic Records Coordinator and have two separate individuals serve in these roles; expanding executive-level membership and ensuring working level members who will be active participants are identified; establishing regular quality control reporting; and reviewing the technical and training needs of traffic records system end users.

**MOHS/STRCC Proposed Projects for FY24:**

**Project Number: M3DA-2024-MC-41-01, M3DA-2024-MC-41-02, M3DA-2024-MC-41-03**

**Project Title: MOHS Traffic Records Coordination Program Management**

Performance Measures: Integration/ Accuracy/Timeliness/Accessibility

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

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

**Budget: \$83,500.00 Federal Funding Source 405C/\$16,300.00 Match/\$0.00 Local Benefit**

**Project Number: M3DA-2024-MC-41-04**

**Project Title: MOHS Contingency Travel**

Project Description: The MOHS will provide financial support for approved contingency travel for agency partners requesting in and out of State travel expenses to traffic records meetings, conferences and trainings benefiting the traffic records program. Funds can include 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 projects.

**Budget: \$2,500.00 Federal Funding Source 402TR/\$500.00 Match/\$0.00 Share to Local**

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**Project Number: M3DA-2024-MC-40-11**

**Project Title: Mississippi State University-Data Programs**

Project Description: The program involves the development of the Crash Data Portal to address issues relating to data access and processing in the state as well as improving data availability and interoperability. In an effort to ensure the necessary data is readily available for strategic purposes in the planning of target areas and education awareness across the state for impaired driving, occupant protection, speed, youth, elderly, pedestrian, motorcycle, and bicyclist fatalities, the Crash Data Portal is needed to provide a central location where reporting documents can be retrieved and readily available for MOHS staff, local, county, and state jurisdictions for making data driven decisions. The development of the Crash Data Portal will offer documentation power tools and reporting functions to ensure uniformity, timeliness and accessibility of the data needed to identify priorities for traffic safety. EMS-related reports will be shared on this portal to ensure completeness and integration of EMS data as it relates to specific crashes.

**Budget: \$85,159.18 Federal Funding Source 405(c)/ \$17,031.84 Match**

# Mississippi FY2024 Impaired Driving Strategic Plan



*Approved by Impaired Driving Task Force: June 23, 2023*

Tate Reeves, Governor of Mississippi

Sean Tindell, Commissioner of Department of Public Safety

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

Helen Porter, Director of MS Office of Highway Safety



# FY24 MISSISSIPPI IMPAIRED DRIVING STRATEGIC PLAN

## Table of Contents for Impaired Driving Strategic Plan

Executive Summary.....	106
I. Program Management and Strategic Planning.....	106
• Impaired Driving Task Force (IDTF).....	106
○ Coordination.....	106
○ IDTF Membership.....	106
○ IDTF Meetings.....	106
• Strategic Planning.....	107
○ FY24 Impaired Driving Goals.....	107
○ FY24 Impaired Driving Performance Measures.....	107
○ FY24 Impaired Driving Proposed Plan Strategies.....	108
• Program Management and Resources.....	110
• Data and Records.....	110
• Communications Programs.....	111
II. Prevention.....	111
• Responsible Alcohol Service.....	111
• Transportation Alternatives.....	111
• Community Base Programs.....	111
○ Schools and Education.....	111
○ Employers.....	112
○ Community Coalitions and Traffic Safety Programs.....	112
III. Criminal Justice Systems.....	112
• Laws.....	112
• Enforcement.....	119
○ Training.....	119
○ Law Enforcement Liaison Field Coordinator.....	120
○ Law Enforcement Liaison.....	121
○ High Visibility Enforcement.....	121
• Prosecution.....	122
• Adjudication.....	122
• Ignition Interlock.....	122
• Administrative Sanctions and Driver’s Licensing Program.....	123
IV. Communication.....	123
V. Alcohol and Other Drug Misuse.....	123
VI. Program Evaluation.....	124
• Problem Identification Process.....	124
• Data Collection.....	125
VII. Plan Approval.....	125
• IDTF Members.....	126
• FY24 405D Application.....	129

## **Executive Summary:**

The Mississippi Office of Highway Safety (MOHS) develops and updates the Impaired Driving Strategic Plan (IDSP) with the help of the Mississippi Impaired Driving Task Force (IDTF) and the MOHS staff. The IDSP is a multi-year plan that is updated and revised annually, along with updates and revisions, as needed to reflect the states demographics, data analysis, activities and vision of the IDTF and MOHS.

The developed IDSP is presented to the IDTF for review, comments and for approval. Once the IDSP is approved by the IDTF, information is included in NHTSA 405(d) application, in accordance to the BIL 405D. The IDSP plan is provided to the National Highway Traffic Safety Administration (NHTSA) in response to the grant requirements of Title 23, Section 405(d). The following components follow and meet the NHTSA Uniform Guidelines for State Highway Safety Programs, Guideline No. 8 (Impaired Driving), to address highway safety issues, with the emphasis of impaired driving for the State of Mississippi. The IDSP is qualifying criterion for the 405(d) application as a mid-range state.

### **I. Program Management and Strategic Planning:**

The impaired driving (ID) program is developed and implemented based on the evaluation of highway safety problems within the State. The program is developed through evaluation of data, trends, population and high-risk areas with high crashes, injuries, and fatalities. The program is guided by data, problem identification, managed and monitored for effectiveness. The following components are part of the program management and strategic planning for the impaired driving program.

#### **Impaired Driving Task Force (IDTF):**

The IDTF was established by the MOHS and the Mississippi Governor's Representative (GR) during 2013, to meet the requirements for an ID Task Force, set in the MAP-21 requirements, the IDTF continues to operate under the requirements of the BIL 405D. The IDTF was established to discuss, formulate strategic plans and create strategies involving communication, data collection, resource sharing, impaired law review, high visibility enforcement ideas and other topics that are based on Highway Safety Guideline No.8. The MOHS manages the IDTF as a priority program and includes strategies and targets developed by the IDTF that will be managed and tracked for progress by the MOHS.

#### **Coordination:**

The development of the IDSP is a collaboration of all partners of the IDTF. The IDSP coordination process includes:

- Holding collaboration meetings to share data, information on program and discussion on ID;
- Identify common factors through problem identification to find solutions;
- Determine common trends and common joint goals; and
- Create collaborative plans to combat joint highway safety issues within the State.

#### **Impaired Driving Task Force Membership:**

The current IDTF has approximately 58 standing committee members and composed of leaders from organizations that are active in addressing the problem of impaired driving. The IDTF is managed by a chairperson that calls for meetings and reports from the committee members. The members of the committee are added throughout the year as needed and as new areas of need arise.

Members are selected from areas that include enforcement (municipal, county and state); law enforcement training; prosecution; adjudication; public health and treatment; data records, driver's licensing, ignition interlock, communication and public information and education. (See Membership List as Appendix.)

The IDTF corresponds through email, phone calls and meetings. The IDTF schedules meetings throughout the year, with strategic planning meetings for the purpose of review, discussing, planning and approval of the IDSP for inclusion in the 405(d)-grant application.

#### **Impaired Driving Task Force Meetings:**

The MOHS staff, partners and IDTF members meet throughout the year to hold strategic meetings to develop and implement programs and activities based on careful problem identification, data analysis, trends and communication.

Members are encouraged to attend all IDTF meetings, as these meetings are beneficial in planning projects for the State in ID. Meetings are held quarterly at the MOHS offices but may include additional meetings as needed. The proposed meeting schedule of the IDTF during FY24 (2023-2024) will be as follows:

Tentative Impaired Driving Task Force Meetings:

December 2023

March 2024

June 2024

August 2024

**Strategic Planning:**

The MOHS uses a variety of data sources for strategic planning of highway safety issues, projects and programs for the State. The ID program is based on a detailed review of data and problem analysis that begins before the selection of projects.

Problem identification is based on the most recent completed FARS data. Fatalities, injuries, crash data, citation data and survey data are used for problem identification analysis, to determine priority area of the State. Projects are selected and planned to address the needs determined in the problem identification. Problem identification also helps the MOHS in setting performance targets, performance measures and strategies.

The 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.

The following goals, performance measures and strategies are established for the Mississippi Highway Safety Plan through the State strategic planning process.

Strategic planning process includes a number of stages:

1. Data Analysis;
  2. Participation from traffic safety related partners;
  3. Problem identification;
  4. Identify performance measures with data based targets, and countermeasures;
  5. Development of priorities for funding categories, and budget; and
  6. Implementation.
- **FY24 Impaired Driving Goals:**
    - Maintain the number of alcohol and impaired driving fatalities, injuries, and crashes.
    - Maintain the number of alcohol and impaired driving fatalities, injuries and crashes for drivers and passengers under the age of 21.
    - Train and certify law enforcement officers in Standardized Field Sobriety Testing (SFST), Advanced Roadside Impaired Driving Enforcement (ARIDE) and Drug Recognition Expert (DRE) training.
  - **FY24 Impaired Driving Performance Measures:**
    - C-5 Core Outcome Measure/Alcohol and Other Drugs: To maintain alcohol-impaired driving fatalities at the five-year (2017-2021) average of 158 by the end of 2024-2026.
    - A2 Core Activity Measure/Impaired Driving: To increase the number of impaired driving citations issued during grant-funded enforcement activities to 6,148 from the five-year (2018-2022) average of 6,027 by 2% by the end of 2024-2026.
    - MOHS Outcome Measure: Teen-AL: To maintain the number of alcohol-related fatalities in drivers under 21 years old from the five-year (2017-2021) average of 11 by 2024-2026.

○ FY24 Impaired Driving Proposed Plan Strategies:

Impaired Driving projects proposed for this fiscal year includes, but is not limited, to designated ID enforcement units in problem localities. As a part of impaired driving funded programs, applicants are required to establish and implement seat belt use policies for their individual agencies and the National Impaired Driving Blitz initiatives including statewide campaigns utilizing the national message “*Drive Sober or Get Pulled Over*”.

Sub-grantees awarded under impaired programs are encouraged to attend impaired related training conferences along with utilization of resources and training offered by the MOHS Law Enforcement Training office as it relates to the impaired driver.

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

- Alcohol/Impaired/Drugged Countermeasure: 2.1 Publicized Sobriety Checkpoints;
- Alcohol/Impaired/Drugged Countermeasure: 2.2 High-Visibility Saturation Patrols;
- Alcohol/Impaired/Drugged Countermeasure: 2.3 Preliminary Breath Test Devices
- Alcohol/Impaired/Drugged Countermeasure: 2.4: Passive Alcohol Sensors: (PAS);
- Alcohol/Impaired/Drugged Countermeasure: 3.3 Court Monitoring
- Alcohol/Impaired/Drugged Countermeasure: 7.1: Enforcement Drug Impaired Driving;

Additional MOHS Strategies:

MOHS used the ID Assessment conducted in June 2014 and Uniformed Guideline #8 to develop the ID program area and determine suitable activities.

Impaired Driving Coordinated Program:

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

Selective Traffic Enforcement Programs (STEP):

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

High Visibility Enforcement (HVE):

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

- Fund special wave grants for law enforcement.

#### National Blitz:

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

#### Training:

- Training (Countermeasure 2.3 and 2.4)
- Continue funding the Specialized Law Enforcement (LE) Training Program;
- Provide classes free of cost for law enforcement;
- Provide technical support for law enforcement agencies thru statewide LEL and LEL coordinators; and
- Train and certify law enforcement officers in Standardized Field Sobriety Testing (SFST), Advanced Roadside Impaired Driving Enforcement (ARIDE) and Drug Recognition Experts (DRE).

#### Evaluation:

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

#### DUI-(Traffic Safety Resource Prosecutor {TSRP})

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

#### Public Information and Enforcement:

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

#### Education:

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

**Program Management and Resources:**

The MOHS ID coordination program provides program management in the ID program area to coordinate statewide and local law enforcement efforts related to ID operations, national impaired driving blitz campaigns and other projects related to the ID effort. The program oversees funding to state and local law enforcement agencies and assists in developing strategies for inter-jurisdictional enforcement efforts. The MOHS collaborates with the State’s law enforcement liaisons (LEL), TSRP, and other ID programs to increase effectiveness and efficiency of law enforcement efforts to reduce DUI.

The MOHS provides program management for the planned MOHS alcohol/impaired driving outreach projects, surveys and the “Drive Sober or Get Pulled Over” (DSGPO) National Mobilization. Assist with impaired driving media campaign during National DSOGPO blitz period as needed and/or requested. Personnel services will include salaries and fringes, travel, supplies, and training will also be included in the project for monitoring, workshops, seminars and program management. The MOHS program is managed by an Impaired Driving Division Director, along with program managers that work and specialize in ID program management.

One hundred percent of the State’s population will be covered by ID enforcement efforts utilizing the MHP, city and county law enforcement agencies within the top ID driving fatality, injury, and crash locations.

The ID program focuses on the top Counties and Cities with the highest fatal crashes and injuries and seeks applications in the areas with the most data assessment needs. The MOHS also provides special wave grants through-out the year, as data becomes available and new areas of data are assessed and areas are determined to be in need.

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

**Impaired Driving Financial Resources:**

The MOHS uses federal financial resources applied and approved by NHTSA in the form of 154/405 and 402 funds to fund impaired driving programs. The following table provides a fiscal summary for FY22 -FY24.

	<b>FY22 Awarded</b>	<b>FY23 Awarded</b>	<b>FY24 Planned</b>
<b>Federal Funds 154</b>	\$3,806,766.76	\$3,903,399.71	\$3,513,999.80
<b>Federal Funds 405(d)</b>	\$2,281,599.51	\$1,463,663.89	\$1,480,377.28
<b>Total Federal Funds</b>	\$6,088,366.27	\$5,367,063.60	\$4,994,377.08

**Data and Records:**

The MOHS uses a variety of data sources for the identification of ID issues, trends, selection of performance measures and to define targets within the program. The Traffic Records Coordinator provides data. Data systems for the state are guided by the State Traffic Records Coordinating Committee that is made of stakeholders to maintain and implement traffic records collection.

The ID program receives data that is established and maintained by the following are the data sources that are used for the strategy planning:

Fatality Analysis Reporting System (FARS)	MS Highway Patrol (Citation )
NHTSA-(National Statistics)	MS State University-Social Science Research
MS State University (Child Restraint and Seatbelt Survey)	Federal Highway Administration
Police, Sheriff’s Departments & Community Partners	MS Highway Patrol (Citation )
U.S. Census	MS State Traffic Records Coordinating Committee
Department of Transportation-Roadway Statistics	Countermeasures that Work-NHTSA Publication
Fatality Analysis Reporting System (FARS)	NHTSA-(National Statistics)
Results of previous year Sub-grantee performance reports	Results of previous year sub-grantee project

### **Communication Program:**

The MOHS develops a comprehensive and sustained paid media campaign in support of the continual ID enforcement efforts for the Drive Sober Get Pulled Over (DSGPO) blitz campaigns utilizing Section 405(d) impaired funding. ID funds will be used for sustained radio, and outdoor impressions in December 2023, January 2024, and Labor Day 2024.

The DSGPO messages will be approved by NHTSA before airing and placement. The number of holiday ID vehicle crash fatalities will be used to evaluate the media messaging. The measures that will be used to assess message recognition are as follows: number of radio spots, outdoor impressions 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.

The communication program addresses the following items:

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

## **II. Prevention:**

The MOHS uses prevention programs across the state to reduce ID through changing social norms, changing behavior and promoting safety alternatives for ID. Prevention programs help educate the public on the dangers of driving impaired. All prevention programs have been reviewed to meet data elements. The MOHS uses the *Countermeasures that Work* manual, to help identify programs that could be most effective toward the impaired driving issues. Mississippi encourages prevention through public health, advocacy, communication campaigns, alcohol restrictions, driver education and educational outreach programs.

### **Responsible Alcohol Service:**

All prevention programs that are funded through the MOHS promote policies and practices to prevent underage drinking. Through the grants funding, the MOHS is able to work with targeted teen programs to help with prevention of underage drinking, along with working with businesses to not serve or sell alcohol to minors. The IDTF development has addressed the need to work with local establishments and other state agencies to work on over serving alcohol.

### **Transportation Alternatives:**

The MOHS promotes transportation alternatives through earned and paid media through the ID communication program. Commercials, online social media and other forms of communication have been and are used to promote transportation alternative, instead of driving impaired. Media campaigns are aimed at Christmas/New Years, college sports events, and Labor Day. The MOHS will continue to support this initiative and work with the IDTF and partners to develop this area.

### **Community Based Programs:**

The MOHS promotes and funds community-based programs and continues to have a strong emphasis on community based programs that reach target audiences in diverse settings. Community groups can include advocacy groups, coalitions, drivers education programs, faith based organizations, public health groups and statewide organizations.

- **Schools and Education:**

The MOHS funds several community-based programs that work primarily with students in schools (middle school, high school and college) across the State. These programs play a huge role in social norm and behavior in young adults. Programs are developed and implemented on data analysis of fatalities, injuries and crashes. Programs are developed to provide relevant information on youth programs, conduct educational outreach, and participate in

health fairs, and community events. Programs are measured and evaluated through pre-and post-evaluations. A few of the programs that will be implemented are:

- Jackson State University-Youth Highway Safety Program is the state's primary teen highway safety awareness program. The program will focus on the top counties of the State with the teen fatalities and injuries. This statewide program covers schools across the state, which include public and private schools and universities, as well as focus on areas based on data, with high teen fatalities, injuries and crashes.

Jackson State University-Youth Highway Safety Programs increases the awareness and works statewide to provide public information on the consequences of impaired driving, seatbelt usage, distracted driving and other traffic safety issues for young drivers aged 16-20 years old.

Jackson State University- Youth Highway Safety Program develops and distributes relevant youth impaired driving PI&E; conducts educational outreach activities, participates in safety fairs, and community events. Each year Jackson State University -Youth Highway Safety Programs reach over 5,000 teens in the State while working in schools, safety fairs, conferences, and meetings.

The program works with local law enforcement and local schools across the State to bring the message of the consequences of impaired driving, seatbelt usage, speed control, distracted driving and more highway safety issues. The program measures the effectiveness of the program with pre- and post-evaluations after each program. Jackson State University Youth Highway Safety Program works with local law enforcement to educate and work alongside the agencies to help reduce teen fatalities, injuries and crashes in their areas.

- Employers:

The MOHS provides information to employers through grant programs, community programs and law enforcement. Transportation is a leading cause of fatalities and incidents. Information is provided to MOHS partners and sub-grantees in the form of pamphlets and email communication to used work with local businesses in their community on the dangers of impaired driving. This is an area that the IDTF has begun discussing to develop more participate and outreach.

- Community Coalitions and Traffic Safety Programs:

The MOHS has several members on the IDTF that are part of community coalitions and traffic safety programs. Many do not receive funding through grant funds but help participate in our programs to help get information on impaired driving and support all areas of highway safety, which included impaired driving.

### **III. Criminal Justice System:**

For the ID program to be successful, the state must engage in a strong criminal justice support system through laws, enforcement, prosecution and deterrence.

#### **Laws:**

Below please see a listing of the Implied Consent Laws of Mississippi. The DUI laws in Mississippi continue to be updated, revised and strengthened annually.

#### **Chapter 11 - Implied Consent Law.**

- 63-11-1 - Short title.
- 63-11-3 - Definitions.
- 63-11-5 - Implied consent to chemical tests; administration of tests; warnings; form of traffic tickets, citations or affidavits; advice regarding right to request legal or medical assistance; rules and regulations.
- 63-11-7 - Authorization of blood test for dead or unconscious accident victims; use of test results.
- 63-11-9 - Administration of blood test under § 63-11-7.
- 63-11-11 - Taking of urine specimens.
- 63-11-13 - Right of accused to have test administered by person of his choice; effect of failure to obtain additional test.



- 63-11-15 - Availability of information concerning test directed by law enforcement officer to accused or his attorney.
- 63-11-17 - Liability for administering test or analysis.
- 63-11-19 - Requirements as to methods of testing and qualifications of test administrators; certification of administrators; testing and certification of accuracy of methods, machines or devices.
- 63-11-21 - Actions by law enforcement officer upon refusal of driver to submit to test generally.
- 63-11-23 - Review of report of law enforcement officer by Commissioner of Public Safety; notice of suspension; seizure of license where test indicates blood alcohol concentration above specified level; temporary permit to drive; denial of permit; representation of state in proceedings.
- 63-11-25 - Appeals from forfeiture, suspension or denial of license by commissioner generally; exercise of driving privilege suspended during pendency of appeal.
- 63-11-26 - Actions which foreclose judicial review.
- 63-11-27 - Notification of authorities in home state of suspension of nonresident driver's privilege.
- 63-11-29 - Repealed.
- 63-11-30 - Operation of vehicle while under influence of alcohol or other drugs; penalties; zero tolerance for minors; DUI test refusal; aggravated DUI; DUI child endangerment; expunction; nonadjudication
- 63-11-31 – Interlock restricted license; ignition interlock device; impoundment or immobilization of vehicles; use of Interlock Device Fund to offset cost of device installation and operation by indigent offenders; reinstatement of license without interlock restriction
- 63-11-32 - Development, implementation and funding of driver improvement program for first offenders convicted of driving while intoxicated or under influence of another substance which impairs ability to operate motor vehicle.
- 63-11-33 - and 63-11-35. Repealed.
- 63-11-37 - Contents and disposition of record of conviction under § 63-11-30.
- 63-11-39 - Reduction of charges under chapter.
- 63-11-40 - Driving while driving license or privilege cancelled, suspended or revoked.
- 63-11-41 - Admissibility in criminal prosecution of evidence of refusal to submit to chemical test.
- 63-11-43 - Repealed.
- 63-11-45 - Denial of insurance coverage on ground of refusal to submit to test or upon basis of test results.
- 63-11-47 - Selection and purchase of equipment and supplies.
- 63-11-49 – through 63-11-53. Repealed

Section 63-11-23 & Section 63-11-31 were amended in 2018 regarding DUI drug testing as it relates to DUI Drug offenders. The 2018 law changes became effective 7/1/2020. It basically states that an offender can be charged with refusal on a DUI Drug offense & that instead of ignition interlock & the restricted DL, when the offense is a DUI drug offense it will now be drug testing or DL suspension (on a DUI 1<sup>st</sup> or 2<sup>nd</sup> offense) and drug testing in lieu of ignition interlock/restricted DL for a DUI 3<sup>rd</sup>, 4<sup>th</sup>, or subsequent. This is a more appropriate sanction since the ignition interlock only measures alcohol and did nothing for a DUI Drug offender. This now includes a new section – 63-11-31.1.

**MISSISSIPPI CODE of 1972 ANNOTATED**  
**TITLE 63. MOTOR VEHICLES AND TRAFFIC REGULATIONS**  
**CHAPTER 11. IMPLIED CONSENT LAW**  
**Miss. Code Ann. § 63-11-30 (2017)**

§ 63-11-30. Operating a vehicle while under influence of alcohol or other drugs; penalties; zero tolerance for minors; DUI test refusal; aggravated DUI; DUI child endangerment; expunction; non adjudication

- **(1)** It is unlawful for a person to drive or otherwise operate a vehicle within this state if the person:
  - **(a)** Is under the influence of intoxicating liquor;
  - **(b)** Is under the influence of any other substance that has impaired the person's ability to operate a motor vehicle;
  - **(c)** Is under the influence of any drug or controlled substance, the possession of which is unlawful under the Mississippi Controlled Substances Law; or
  - **(d)** Has an alcohol concentration in the person's blood, based upon grams of alcohol per one hundred (100) milliliters of blood, or grams of alcohol per two hundred ten (210) liters of breath, as shown by a chemical analysis of the person's breath, blood or urine administered as authorized by this chapter, of:

- (i) Eight one-hundredths percent (.08%) or more for a person who is above the legal age to purchase alcoholic beverages under state law;
  - (ii) Two one-hundredths percent (.02%) or more for a person who is below the legal age to purchase alcoholic beverages under state law; or
  - (iii) Four one-hundredths percent (.04%) or more for a person operating a commercial motor vehicle.
- (2) Except as otherwise provided in subsection (3) of this section (Zero Tolerance for Minors):
    - (a) **First offense DUI.**
      - (i) Upon conviction of any person for the first offense of violating subsection (1) of this section where chemical tests under Section 63-11-5 were given, or where chemical test results are not available, the person shall be fined not less than Two Hundred Fifty Dollars (\$ 250.00) nor more than One Thousand Dollars (\$ 1,000.00), or imprisoned for not more than forty-eight (48) hours in jail, or both; the court shall order the person to attend and complete an alcohol safety education program as provided in Section 63-11-32 within six (6) months of sentencing. The court may substitute attendance at a victim impact panel instead of forty-eight (48) hours in jail.
      - (ii) Suspension of commercial driving privileges is governed by Section 63-1-216.
      - (iii) A qualifying first offense may be nonadjudicated by the court under subsection (14) of this section. The holder of a commercial driver's license or a commercial learning permit at the time of the offense is ineligible for nonadjudication.
      - (iv) Eligibility for an interlock-restricted license is governed by Section 63-11-31 and suspension of regular driving privileges is governed by Section 63-11-23.
    - (b) **Second offense DUI.**
      - (i) Upon any second conviction of any person violating subsection (1) of this section, the offenses being committed within a period of five (5) years, the person shall be guilty of a misdemeanor, fined not less than Six Hundred Dollars (\$ 600.00) nor more than One Thousand Five Hundred Dollars (\$ 1,500.00), shall be imprisoned not less than five (5) days nor more than six (6) months and sentenced to community service work for not less than ten (10) days nor more than six (6) months. The minimum penalties shall not be suspended or reduced by the court and no prosecutor shall offer any suspension or sentence reduction as part of a plea bargain.
      - (ii) Suspension of commercial driving privileges is governed by Section 63-1-216.
      - (iii) Eligibility for an interlock-restricted license is governed by Section 63-11-31 and suspension of regular driving privileges is governed by Section 63-11-23.
    - (c) **Third offense DUI.**
      - (i) For a third conviction of a person for violating subsection (1) of this section, the offenses being committed within a period of five (5) years, the person shall be guilty of a felony and fined not less than Two Thousand Dollars (\$ 2,000.00) nor more than Five Thousand Dollars (\$ 5,000.00) and shall serve not less than one (1) year nor more than five (5) years in the custody of the Department of Corrections. For any offense that does not result in serious injury or death to any person, the sentence of incarceration may be served in the county jail rather than in the State Penitentiary at the discretion of the circuit court judge. The minimum penalties shall not be suspended or reduced by the court and no prosecutor shall offer any suspension or sentence reduction as part of a plea bargain.
      - (ii) The suspension of commercial driving privileges is governed by Section 63-1-216.
      - (iii) The suspension of regular driving privileges is governed by Section 63-11-23.
    - (d) **Fourth and subsequent offense DUI.**
      - (i) For any fourth or subsequent conviction of a violation of subsection (1) of this section, without regard to the time period within which the violations occurred, the person shall be guilty of a felony and fined not less than Three Thousand Dollars (\$ 3,000.00) nor more than Ten Thousand Dollars (\$ 10,000.00) and shall serve not less than two (2) years nor more than ten (10) years in the custody of the Department of Corrections.
      - (ii) The suspension of commercial driving privileges is governed by Section 63-1-216.
      - (iii) A person convicted of a fourth or subsequent offense is ineligible to exercise the privilege to operate a motor vehicle that is not equipped with an ignition-interlock device for ten (10) years.
    - (e) Any person convicted of a second or subsequent violation of subsection (1) of this section shall receive an in-depth diagnostic assessment, and if as a result of the assessment is determined to be in need of treatment for alcohol or drug abuse, the person must successfully complete treatment at a program site certified by the Department of Mental Health. Each person who receives a diagnostic assessment shall pay a fee representing

the cost of the assessment. Each person who participates in a treatment program shall pay a fee representing the cost of treatment.

- (f) The use of ignition-interlock devices is governed by Section 63-11-31.
- **(3) Zero Tolerance for Minors.** (a) This subsection shall be known and may be cited as Zero Tolerance for Minors. The provisions of this subsection shall apply only when a person under the age of twenty-one (21) years has a blood alcohol concentration of two one-hundredths percent (.02%) or more, but lower than eight one-hundredths percent (.08%). If the person's blood alcohol concentration is eight one-hundredths percent (.08%) or more, the provisions of subsection (2) shall apply.
  - (b)
    - (i) A person under the age of twenty-one (21) is eligible for nonadjudication of a qualifying first offense by the court pursuant to subsection (14) of this section.
    - (ii) Upon conviction of any person under the age of twenty-one (21) years for the first offense of violating subsection (1) of this section where chemical tests provided for under Section 63-11-5 were given, or where chemical test results are not available, the person shall be fined Two Hundred Fifty Dollars (\$ 250.00); the court shall order the person to attend and complete an alcohol safety education program as provided in Section 63-11-32 within six (6) months. The court may also require attendance at a victim impact panel.
  - (c) A person under the age of twenty-one (21) years who is convicted of a second violation of subsection (1) of this section, the offenses being committed within a period of five (5) years, shall be fined not more than Five Hundred Dollars (\$ 500.00).
  - (d) A person under the age of twenty-one (21) years who is convicted of a third or subsequent violation of subsection (1) of this section, the offenses being committed within a period of five (5) years, shall be fined not more than One Thousand Dollars (\$ 1,000.00).
  - (e) License suspension is governed by Section 63-11-23 and ignition interlock is governed by Section 63-11-31.
  - (f) Any person under the age of twenty-one (21) years convicted of a third or subsequent violation of subsection (1) of this section must complete treatment of an alcohol or drug abuse program at a site certified by the Department of Mental Health.
- **(4) DUI test refusal.** In addition to the other penalties provided in this section, every person refusing a law enforcement officer's request to submit to a chemical test of the person's breath as provided in this chapter, or who was unconscious at the time of a chemical test and refused to consent to the introduction of the results of the test in any prosecution, shall suffer an additional administrative suspension of driving privileges as set forth in Section 63-11-23.
- **(5) Aggravated DUI.** (a) Every person who operates any motor vehicle in violation of the provisions of subsection (1) of this section and who in a negligent manner causes the death of another or mutilates, disfigures, permanently disables or destroys the tongue, eye, lip, nose or any other limb, organ or member of another shall, upon conviction, be guilty of a separate felony for each victim who suffers death, mutilation, disfigurement or other injury and shall be committed to the custody of the State Department of Corrections for a period of time of not less than five (5) years and not to exceed twenty-five (25) years for each death, mutilation, disfigurement or other injury, and the imprisonment for the second or each subsequent conviction, in the discretion of the court, shall commence either at the termination of the imprisonment for the preceding conviction or run concurrently with the preceding conviction. Any person charged with causing the death of another as described in this subsection shall be required to post bail before being released after arrest.
  - (b) A holder of a commercial driver's license who is convicted of operating a commercial motor vehicle with an alcohol concentration of eight one-hundredths percent (.08%) or more shall be guilty of a felony and shall be committed to the custody of the Department of Corrections for not less than two (2) years and not more than ten (10) years.
  - (c) The court shall order an ignition-interlock restriction on the offender's privilege to drive as a condition of probation or post-release supervision not to exceed five (5) years unless a longer restriction is required under other law. The ignition-interlock restriction shall not be applied to commercial license privileges until the driver serves the full disqualification period required by Section 63-1-216.

- **(6) *DUI citations.*** (a) Upon conviction of a violation of subsection (1) of this section, the trial judge shall sign in the place provided on the traffic ticket, citation or affidavit stating that the person arrested either employed an attorney or waived his right to an attorney after having been properly advised. If the person arrested employed an attorney, the name, address and telephone number of the attorney shall be written on the ticket, citation or affidavit. The court clerk must immediately send a copy of the traffic ticket, citation or affidavit, and any other pertinent documents concerning the conviction or other order of the court, to the Department of Public Safety as provided in Section 63-11-37.
- After review and updates of the IDSP, the final copy of the IDSP and approval form was provided to the IDTF. The MS Office of Highway Safety received 100% approval of the FY24 Impaired Driving Strategic Plan.
  - as true and correct by the Commissioner of Public Safety, or his designee, shall be sufficient proof of the conviction for purposes of determining the enhanced penalty for any subsequent convictions of violations of subsection (1) of this section. The Department of Public Safety shall maintain a central database for verification of prior offenses and convictions.
- **(7) *Out-of-state prior convictions.*** Convictions in another state, territory or possession of the United States, or under the law of a federally recognized Native American tribe, of violations for driving or operating a vehicle while under the influence of an intoxicating liquor or while under the influence of any other substance that has impaired the person's ability to operate a motor vehicle occurring within five (5) years before an offense shall be counted for the purposes of determining if a violation of subsection (1) of this section is a second, third, fourth or subsequent offense and the penalty that shall be imposed upon conviction for a violation of subsection (1) of this section.
- **(8) *Charging of subsequent offenses.*** (a) For the purposes of determining how to impose the sentence for a second, third, fourth or subsequent conviction under this section, the affidavit or indictment shall not be required to enumerate previous convictions. It shall only be necessary that the affidavit or indictment states the number of times that the defendant has been convicted and sentenced within the past five (5) years for a second or third offense, or without a time limitation for a fourth or subsequent offense, under this section to determine if an enhanced penalty shall be imposed. The amount of fine and imprisonment imposed in previous convictions shall not be considered in calculating offenses to determine a second, third, fourth or subsequent offense of this section.
  - **(b)** Before a defendant enters a plea of guilty to an offense under this section, law enforcement must submit certification to the prosecutor that the defendant's driving record, the confidential registry and National Crime Information Center record have been searched for all prior convictions, non-adjudications, pretrial diversions and arrests for driving or operating a vehicle while under the influence of an intoxicating liquor or while under the influence of any other substance that has impaired the person's ability to operate a motor vehicle. The results of the search must be included in the certification.
- **(9) *License eligibility for underage offenders.*** A person who is under the legal age to obtain a license to operate a motor vehicle at the time of the offense and who is convicted under this section shall not be eligible to receive a driver's license until the person reaches the age of eighteen (18) years.
- **(10) *License suspensions and restrictions to run consecutively.*** Suspension or restriction of driving privileges for any person convicted of or non-adjudicated for violations of subsection (1) of this section shall run consecutively to and not concurrently with any other administrative license suspension.
- **(11) *Ignition interlock.*** If the court orders installation and use of an ignition-interlock device as provided in Section 63-11-31 for every vehicle operated by a person convicted or nonadjudicated under this section, each device shall be installed, maintained and removed as provided in Section 63-11-31.
- **(12) *DUI child endangerment.*** A person over the age of twenty-one (21) who violates subsection (1) of this section while transporting in a motor vehicle a child under the age of sixteen (16) years is guilty of the separate offense of endangering a child by driving under the influence of alcohol or any other substance which has impaired the person's ability to operate a motor vehicle. The offense of endangering a child by driving under the influence of alcohol or any other substance which has impaired the person's ability to operate a motor vehicle shall not be merged with an offense of violating subsection (1) of this section for the purposes of prosecution and sentencing. An offender who is convicted of a violation of this subsection shall be punished as follows:

- **(a)** A person who commits a violation of this subsection which does not result in the serious injury or death of a child and which is a first conviction shall be guilty of a misdemeanor and, upon conviction, shall be fined not more than One Thousand Dollars (\$ 1,000.00) or shall be imprisoned for not more than twelve (12) months, or both;
  - **(b)** A person who commits a violation of this subsection which does not result in the serious injury or death of a child and which is a second conviction shall be guilty of a misdemeanor and, upon conviction, shall be fined not less than One Thousand Dollars (\$ 1,000.00) nor more than Five Thousand Dollars (\$ 5,000.00) or shall be imprisoned for one (1) year, or both;
  - **(c)** A person who commits a violation of this subsection which does not result in the serious injury or death of a child and which is a third or subsequent conviction shall be guilty of a felony and, upon conviction, shall be fined not less than Ten Thousand Dollars (\$ 10,000.00) or shall be imprisoned for not less than one (1) year nor more than five (5) years, or both; and
  - **(d)** A person who commits a violation of this subsection which results in the serious injury or death of a child, without regard to whether the offense was a first, second, third or subsequent offense, shall be guilty of a felony and, upon conviction, shall be punished by a fine of not less than Ten Thousand Dollars (\$ 10,000.00) and shall be imprisoned for not less than five (5) years nor more than twenty-five (25) years.
- **(13) Expunction.** (a) Any person convicted under subsection (2) or (3) of this section of a first offense of driving under the influence and who was not the holder of a commercial driver's license or a commercial learning permit at the time of the offense may petition the circuit court of the county in which the conviction was had for an order to expunge the record of the conviction at least five (5) years after successful completion of all terms and conditions of the sentence imposed for the conviction. Expunction under this subsection will only be available to a person:
    - **(a)**
      - **(i)** Who has successfully completed all terms and conditions of the sentence imposed for the conviction;
      - **(ii)** Who did not refuse to submit to a test of his blood or breath;
      - **(iii)** Whose blood alcohol concentration tested below sixteen one-hundredths percent (.16%) if test results are available;
      - **(iv)** Who has not been convicted of and does not have pending any other offense of driving under the influence;
      - **(v)** Who has provided the court with justification as to why the conviction should be expunged; and
      - **(vi)** Who has not previously had a non-adjudication or expunction of a violation of this section.
    - **(b)** A person is eligible for only one (1) expunction under this subsection, and the Department of Public Safety shall maintain a permanent confidential registry of all cases of expunction under this subsection for the sole purpose of determining a person's eligibility for expunction, for non-adjudication, or as a first offender under this section.
    - **(c)** The court in its order of expunction shall state in writing the justification for which the expunction was granted and forward the order to the Department of Public Safety within five (5) days of the entry of the order.
- **(14) Non-adjudication.** (a) For the purposes of this chapter, "non-adjudication" means that the court withholds adjudication of guilt and sentencing, either at the conclusion of a trial on the merits or upon the entry of a plea of guilt by a defendant and places the defendant in a non-adjudication program conditioned upon the successful completion of the requirements imposed by the court under this subsection.
    - **(b)** A person is eligible for non-adjudication of an offense under this Section 63-11-30 only one (1) time under any provision of a law that authorizes non-adjudication and only for an offender:
      - **(i)** Who has successfully completed all terms and conditions imposed by the court after placement of the defendant in a non-adjudication program;
      - **(ii)** Who was not the holder of a commercial driver's license or a commercial learning permit at the time of the offense;
      - **(iii)** Who has not previously been convicted of and does not have pending any former or subsequent charges under this section; and
      - **(iv)** Who has provided the court with justification as to why non-adjudication is appropriate.
    - **(c)** Non-adjudication may be initiated upon the filing of a petition for non-adjudication or at any stage of the proceedings in the discretion of the court; the court may withhold adjudication of guilt, defer sentencing, and upon the agreement of the offender to participate in a non-adjudication program, enter an order imposing requirements on the offender for a period of court supervision before the order of non-adjudication is entered.

Failure to successfully complete a non-adjudication program subjects the person to adjudication of the charges against him and to imposition of all penalties previously withheld due to entrance into a non-adjudication program. The court shall immediately inform the commissioner of the conviction as required in Section 63-11-37.

- (i) The court shall order the person to:
  - 1. Pay the non-adjudication fee imposed under Section 63-11-31 if applicable;
  - 2. Pay all fines, penalties and assessments that would have been imposed for conviction;
  - 3. Attend and complete an alcohol safety education program as provided in Section 63-11-32 within six (6) months of the date of the order;
  - 4. a. If the court determines that the person violated this section with respect to alcohol or intoxicating liquor, the person must install an ignition-interlock device on every motor vehicle operated by the person, obtain an interlock-restricted license, and maintain that license for one hundred twenty (120) days or suffer a one-hundred-twenty-day suspension of the person's regular driver's license, during which time the person must not operate any vehicle.
    - b. If the court determines that the person violated this section by operating a vehicle when under the influence of a substance other than alcohol that has impaired the person's ability to operate a motor vehicle, including any drug or controlled substance which is unlawful to possess under the Mississippi Controlled Substances Law, the person must submit to a one-hundred-twenty-day period of a non-adjudication program that includes court-ordered drug testing at the person's own expense not less often than every thirty (30) days, during which time the person may drive if compliant with the terms of the program, or suffer a one-hundred-twenty-day suspension of the person's regular driver's license, during which time the person will not operate any vehicle.
- (d) The court may enter an order of non-adjudication only if the court finds, after a hearing or after ex parte examination of reliable documentation of compliance, that the offender has successfully completed all conditions imposed by law and previous orders of the court. The court shall retain jurisdiction over cases involving non-adjudication for a period of not more than two (2) years.
- (e)
  - (i) The clerk shall immediately forward a record of every person placed in a non-adjudication program and of every non-adjudication order to the Department of Public Safety for inclusion in the permanent confidential registry of all cases that are non-adjudicated under this subsection (14).
  - (ii) Judges, clerks and prosecutors involved in the trial of implied consent violations and law enforcement officers involved in the issuance of citations for implied consent violations shall have secure online access to the confidential registry for the purpose of determining whether a person has previously been the subject of a non-adjudicated case and 1. is therefore ineligible for another non-adjudication; 2. is ineligible as a first offender for a violation of this section; or 3. is ineligible for expunction of a conviction of a violation of this section.
  - (iii) The Driver Services Bureau of the department shall have access to the confidential registry for the purpose of determining whether a person is eligible for a form of license not restricted to operating a vehicle equipped with an ignition-interlock device.
  - (iv) The Mississippi Alcohol Safety Education Program shall have secure online access to the confidential registry for research purposes only. SOURCES: Laws, 1981, ch. 491, § 6; Laws, 1983, ch. 466, §§ 7, 13; Laws, 1989, ch. 565, § 1; Laws, 1991, ch. 480, § 6; Laws, 1992, ch. 500, § 1; Laws, 1994, ch. 340, § 4; Laws, 1995, ch. 540, § 1; Laws, 1996, ch. 527, § 11; Laws, 1998, ch. 505, § 2; Laws, 2000, ch. 542, § 3; Laws, 2002, ch. 367, § 1; Laws, 2004, ch. 503, § 1; Laws, 2007, ch. 438, § 1; Laws of 2012, ch. 510, § 1; Laws, 2013, ch. 489, § 1; Laws, 2014, ch. 493, § 1; Laws, 2015, ch. 478, § 2; Laws, 2016, ch. 503, § 5; Laws, 2017, ch. 428, § 1, eff from and after Oct. 1, 2017.

**Enforcement:**

Mississippi law enforcement consists of officers from the Mississippi Highway Patrol (MHP), police departments, sheriff's departments, constables and agents from other state agencies. The MOHS plans to fund approximately thirty-four (34) impaired driving projects and programs being implemented in MS during FY24.

Each law enforcement grant funded project will participate in earned media in their areas, during the Blitz campaigns and throughout the year. The enforcement grants also provide presentations to the community and schools concerning traffic safety issues such as impaired driving to local areas across the State.

The MOHS includes in the Triennial Highway Safety Plan (3HSP), an allotment of funds for special wave grants that will be given to local jurisdictions during the year to participate in the national blitz campaign, state campaigns and for agencies that data shows a need in the area of ID. These special wave grants are for short periods (blitz periods or designated dates) of time and for a specific amount of grant funds. Each special wave is selected based on area need (includes problem identification), budget and performance measures.

The MOHS also look at targeted solicitation for areas that are underserved and have large numbers of ID, fatalities, injuries, and crashes. The MOHS looks at the most current data and will create an aggressive solicitation plan to work on reducing areas that have the highest fatalities and needs.

- Training: The MOHS continues to fund and support the Mississippi Training for Impaired Driving Enforcement (MS TIDE), which is located within the Oxford Police Department. This program is responsible for the statewide law enforcement training needs in ID program. MS TIDE schedules and provides training in SFST, ARIDE, DRE, SFST Instruction and DRE Instruction, as well as in-service training as continuing education to remain certified in training requirement.

The following are the ID strategies are developed by MOHS and the Mississippi Training for Impaired Driving Enforcement (MS TIDE):

- Member of IDTF:
  - Attends quarterly meetings with the IDF. Provides updates to the IDTF on training dates, events and update opportunities on ID training.
  - Reviews and approves of the IDSP for the 405(d) NHTSA Application.
- Impaired Driving Coordinated Program:
  - Participate in MOHS Strategic Meetings (Countermeasure 2.1 and 2.2).
  - Attend strategic planning meeting for ID enforcement efforts through data trends, performance measures and strategies.
  - Provide input, recommendations, and suggestions to the MOHS comprehensive statewide ID coordinated program.
  - Assist with the comprehensive statewide ID coordinated ID program through MOHS.
- Law Enforcement Impaired Driving Training:
  - Provide Law Enforcement ID Training in the areas of SFST, ARIDE and DRE to law enforcement across the state. (Countermeasure 2.3 and 2.4)
  - Provide classes free of cost for law enforcement agencies; and
  - Provide 11 SFST course(s) on Basic DUI to law enforcement officers;
  - Provide SFST re-certifications
  - Provide an SFST Instructor School;
  - Provide 7 ARIDE course(s) to law enforcement officers;
  - Provide officers with In-State DRE School training and send them to an out of state training for their field certifications
  - Provide in-service training for law enforcement officers to remain certified for SFST, ARIDE and DRE certification requirements.
  - Provide centralized communication for Officers who have questions on particular procedures, laws, etc. as it relates to impaired driving enforcement.
  - Provide a centralized location to keep records of officer certifications as they may be needed for future court cases, etc.
  - Work in conjunction with a TSRP and impaired driving training at other conferences such as MS Prosecutor's Conference, MS Judges Conferences and Law Enforcement Conferences.

- Attend any National training conferences (IACP, Lifesavers, DECP, etc. as permitted by the MS Office of Highway Safety) to keep up to date on new curriculums, training procedures, etc.
- Organized travel for the Training Director and other necessary staff to attend aforementioned training classes and conferences.

▪ Survey and Evaluation:

- Conduct survey during the grant period; and
- Generate final analysis report to include progress of program in the Annual Report.
- Evaluate grant funded activities through targets, performance measures and strategies,
- Review and provide monthly costs and activity reports for ID program;
- Review monthly progress reports;
- Review all surveys and analysis of data collected.

▪ Impaired Driving Education:

- Educate law enforcement on new and/or updated laws related to ID;
- Educate law enforcement on new and/or updated training related to ID;
- Assist with the LEL Program and TSRP Program;
- Provide information through IDTF meetings;
- Enforce Underage Drinking Laws thru enforcement and education;
- Provide education and outreach for all traffic safety related issues and campaigns
- Provide Prosecutorial and Judicial Training through the following programs: Conferences; Judicial College; and MASEP`

• Law Enforcement Liaison Field Coordinator: During FY24, The Law Enforcement Liaison Field Coordinator will serve and coordinate activities and HVE with law enforcement across the state. The following are the strategies established for the LEL Field Outreach Coordination program:

- Attend MOHS Staff Meeting in order to receive the latest training, is informed about upcoming activities and share issues or concerns from the field.
  - Develop a work plan – Coordinate plans, activities and needs for grant year connecting with all law enforcement agencies.
  - Provide in service training for LEL’s – Conduct joint sessions with PAO’s to share presentation strengths and coordinate mini information sessions for nine LELs to learn in-depth information about MOHS and areas of need.
  - Organize and conduct LE related events - Participate, contribute, and support media events and press conferences, Hands Across the Border, No Refusal, Quarterly Meetings, Saturation Patrols, Sobriety Checkpoints and training.
  - Support crackdowns, mobilizations and statewide blitz periods – Share reporting information, participate in activities and support media events. Prepare email blast to agencies to include media dates, enforcement dates, press releases and reporting requirement dates.
  - Assist LEL with work plans- Coordinate activities across all nine districts to minimize or eliminate overlap of activities in order to support all coordinators equally.
  - Collaborate with LEL District Coordinators to plan agenda including speakers, officer training opportunities.
  - Coordinate with traffic records coordinator to receive the latest updates in each specific district prior to meeting.
  - Communicate effectively with LELs – Utilize all forms of communication: email, memos, fax, phone calls, text messages, and social media, to ensure highway safety messages are being transmitted.
  - Participate in quarterly LEL field meetings- Support all nine LEL field meetings each quarter by working with District Coordinators prior to, during and following up after each meeting.
  - Work to strengthen and support the law enforcement relationships between the state and the MOHS in the areas of ID.
- Law Enforcement Liaisons-The MOHS has had law enforcement liaisons in place for many years. The MOHS is currently working on our LEL Program and is evaluating options to make the LEL program more effective and efficient in the coming fiscal year. The LEL encourages law enforcement officers and their leaders to support the enforcement of traffic



safety laws, particularly those dealing with impaired driving, occupant protection, distracted driving, and speed management. Additional activities include collaboration with other highway safety partners and stakeholders are encouraged. The position involves the following actions:

- Lead evidence-based efforts to reduce motor vehicle crashes, fatalities, and serious injuries.
- Communication and coordination of law enforcement highway safety activities in collaboration with the MOHS and allied highway safety organizations.
- Active supporters for development and implementation of MOHS highway safety plans, programs, and budgets.
- Recruiting law enforcement participation in highway safety activities and programs that enhance the success of achieving the MOHS goals and objectives.

Additional LEL strategies include:

- Meet quarterly with the MOHS to receive information to disseminate among all law enforcement agencies and community partners in the assigned troop district.
  - Attend Strategic Planning Meetings to share and coordinate upcoming activities.
  - Support the MOHS in organizing and conducting law enforcement-related events related to crackdowns and mobilizations at the State or local level and other events as needed
  - Participate, contribute and support media events and press conferences and other designated events.
  - Meet with agencies to improve their ability to plan and execute enforcement based on a data-driven approach of knowing where and when motor vehicles crashes, and fatalities occur.
  - Coordinate with agencies throughout the year reviewing quarterly activities but most importantly during grant writing and implementation to adjust as needed to the latest data received.
  - Schedule, coordinate and attend LEL network meeting each quarter and disseminate current trending information and updates to attending officers and community partners.
  - Generate earned media with local law enforcement agencies.
  - Increase the participation in respective troop district – Continue to update database of Mississippi Law Enforcement agencies to ensure connectivity with all agencies.
  - Assist law enforcement agencies as needed to insure their participating and reporting of enforcement results and activities.
  - Support agencies when needed on proper completion of required documentation.
  - Conduct at least one site visit per quarter with assigned sub-grantees in their troop district to assist with applications, grant documentation, mini grants and/or planning grant activities.
  - Track contacts with the LEL activity, report, share information and needs with MOHS.
  - Attend national, state, and regional LEL and other traffic safety program meetings, as directed by MOHS
  - Support additional assigned activities, tasks or directives initiated by MOHS and NHTSA
- **High Visibility Enforcement:**  
Mississippi communicates high visibility enforcement (HVE) through yearlong involvement with law enforcement and the MOHS communication media coordinator. The MOHS provides information on a yearlong base but has enhanced communication efforts during national blitz campaigns with both paid and earned media. The MOHS encourages all law enforcement agencies that receive funds to participate in not only HVE enforcement, but also the communication aspect as well with earned media that could be newspaper articles, press conference and more. The MOHS communicates to the public on the risks of impaired driving, arrest and prosecution of impaired driving through radio spots, outdoor impressions, and other forms of communication.

Communication efforts for HVE will continue to be enhanced in the coming year, as the MOHS prepares to hire a new media coordinator, which will focus on data, need and trends of highway safety issues across the state. Information will be relevant to the culture, appropriate to the audience and based on data and market research.

The MOHS will utilize various platforms to help promote awareness campaigns for Drive Sober Get Pulled Over to reach thousands of Mississippians. For the campaign to be successful, it needs to appeal to the target audience with memorable, realistic interactive messages through media.

### **Prosecution:**

During FY24, MOHS will look to fill the Traffic Safety Resource Prosecutor position. The TSRP program in Mississippi has an aggressive plan on the prosecution of impaired driving offenders, which includes laws as stated above, but also with the funding of the Traffic Safety Resource Prosecutor program. The TSRP program is statewide program covering the whole State. The TSRP provides 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 acts as a resource to ID enforcement officers on traffic-related/impaired driving issues. Provides training for prosecutors, officers, and judges, including joint training for prosecutors and officers when possible; provides training to assist with the increase the reporting of BAC in all fatal crashes; and continues to recruit local prosecutors and pair those prosecutors with their local officers who are participants in the SFST class.

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

The TSRP travels statewide assisting courts, prosecutors, law enforcement agencies, etc. in the prosecution of DUI cases throughout the State. The TSRP works in coordination with MOHS and the MS TIDE to provide training in Standard Field Sobriety Testing (SFST), Advanced Roadside Impaired Driving Enforcement (ARIDE) and Drug Recognition Expert (DRE) Courses throughout the State.

Additionally, the TSRP conducts training conferences each year for prosecutors and law enforcement officers working together along with judicial training for Judges in conjunction with the State's Judicial College. The TSRP works with the State's Judicial College in training for Judges and Court Clerks. The TSRP conducts training session for new recruits at the State's police academy.

- **Adjudication:**

The State of Mississippi continues to work with prosecutors and judges to help changes impaired drivers behaviors. See laws stated above. The MOHS funded TSRP program works with judges throughout the year to provide education and resources on DUI laws. The TSRP provides 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 State has many resources for probation programs that monitor and guide behavior and provide education to offenders, although not MOHS funded, the MOHS does support these programs and has several individuals on the ID task force that provide information on adjudication.

- **Ignition Interlock:**

Ignition Interlock is still fairly new to Mississippi, with the passing of an ignition interlock law in 2013 and effective in 2014 (63-11-31). The Mississippi Department of Public Safety is responsible for the rules and regulations for the use of ignition interlock devices, including the vendors that are used to furnish the systems, setting fees to vendors and deciding the maximum costs to the offender for installation, removal, operation, inspection, calibration and repairs.

A summary of the ignition interlock law is as follows:

- Requires that the driver's license of a person to suspended if the person is convicted of driving under the influence; there is no hardship petition process to shorten the suspension.
- A person may avoid the suspension entirely, however, for a first or second conviction by installing an ignition-interlock device on all vehicles he drives and obtaining an interlock-restricted license.
- For a first offense, the person must either be under driver's license suspension for 120 days or drive on an interlock license for 120 days.
- For conviction of a second offense, the period of suspension or of driving on an interlock license is one full year. A combination of interlock and suspension does not satisfy the requirement. The must be one full year of either suspension or interlock.
- For a third or subsequent offense, a person is restricted for three years to driving only on an interlock-restricted license upon release from incarceration. A third or subsequent offense under Zero Tolerance is unchanged: the minor's driver's license will be suspended for two years or until the minor is 21, whichever period is longer.

• **Administrative Sanctions and Driver Licensing Programs:**

The State of Mississippi does include suspensions of license of ID’s license. The State does participate in administrative penalties upon arrest, license suspension, sanctions and ignition interlock devices. The state is still working on the implementation of ignition interlock device laws and programs. The MOHS continues to work with the Department of Public Safety and Ignition Interlock providers on the IDTF to help provide information and updates on the programs.

The Department of Public of Safety Driver’s License program works alongside the overall ID program. This includes graduated driver’s licensing, zero-tolerance laws, and altered licenses, along with specialized ignition interlock licenses.

**IV. Communication:**

The MOHS has always had a strong communication plan, which includes all areas of highway safety, but has set aside funding for emphasis in impaired driving. The MOHS follows a yearlong communication plan, with enhanced emphasis around national blitz campaigns. The communication plan is always data driven and is updated as population, demographics and crash analysis change. The MOHS works with a media coordinator to implement and provide marketing that will be relevant, promote programs message and the national campaigns to audiences.

The MOHS will continue a comprehensive and sustained paid media campaign in support of the continual ID enforcement efforts for the DSGPO campaigns utilizing Section 405(d) ID funding will be implemented in the FY24 grant period. These funds will be used for sustained radio and outdoor impressions in December 2023, January 2024, February 2024, and Labor Day 2024.

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

This project will address the following items:

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

**V. Alcohol and Other Drug Misuse:**

With careful data analysis, strategic meetings and working with partners across the state, the MOHS will continue to address alcohol and drug misuse. All Mississippi state government agencies have workplace alcohol and drug policies. The MOHS works with partners in law enforcement and community programs on the ID task force to help the MOHS work on the issues of treatment, rehabilitation, screening, assessment and medical and health care.

Although, not funded through grant funds, the MOHS works with local healthcare providers on information, education and has several members on the ID task force to help provide information on the impaired issues they see.

Mississippi recognizes the importance of monitoring impaired driving drivers and has established through legislation, with the establishment of a DUI modernization and technology task force to work on a statewide offense reporting system to address reporting and monitoring of offenders. Several members of MOHS, along with members from the ID task force are part of this DUI technology task force. The MOHS is in support and working with this task force to work on issues of monitoring offenders.

**VI. Program Evaluation and Data:**

Mississippi continues to use a variety of data sources to analyze different aspects of the impaired driving problem. The MOHS and the IDTF have access and uses data collection from a variety of data sources to perform data analysis for problem identification and planning purposes. The MOHS funds a Traffic Records Director. The program evaluation and data program are guided by the State Traffic Records Coordinating Committee (STRCC).

The following are few of the resources that are used for program evaluation.

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

**Problem Identification Process:**

The MOHS uses the following steps in problem identification for problem areas across the state, including impaired driving. The following steps are implemented to determine needs and identify problem areas based on the available data. The most recent data is used to compare population, fatal and injury crashes, alcohol, unbelted, motorcycle, speed, pedestrian and bicycle fatalities, youth fatalities and the costs associated with crashes, injury and fatalities.

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

- Each county is evaluated and ranked using a five-year average of data trends in the areas of ID, unbelted, speed, motorcycle, pedestrian, and bicycle and youth fatalities. The data shows trends in multiple fatalities for each program area and where the focuses need to be in the upcoming grant year.
- Trend analysis is performed for each program area to take into account the data and projections of where the data may be in future, so that funds, activities and programs can be placed in the areas with the most need.
- MOHS also reviews the following to determine sub-grantee performance, need and trends within the agencies:
  - Project Problem Identification;
  - Risk Assessments;
  - Surveys; and
  - State Demographics
- Meetings are conducted with partners to determine needs, trends and issues in areas in the state. Meetings can be based on:
  - Youth;
  - Alcohol/Impaired Driving;
  - Partnership Meetings (FHWA, FMCSA, MDOT, MCSA)
  - Judicial- Traffic Safety Resource Prosecutor (TSRP)
  - LEL Coordinators;
  - Public Information and Education;
  - Traffic Records; and
  - Occupant Protection (Adult and Child Restraint)

The Department of Public Safety License Department maintains the system of impaired drivers, driver’s history files, and arrest and conviction information and provides information the law enforcement to the courts. The MOHS has members of this department to serve on the ID Task force.

**Data Collection:**

Using the recommendations and results of the 2019 Traffic Records Assessment, the State Traffic Records Coordinating Committee (STRCC) will continue to identify crash records deficiencies that need to be addressed along with the associated cost of maintaining the record system.

The new eCrash reporting system has replaced the antiquated Reportbeam crash system and provides citation and crash data. eCrash makes the crash reporting program more user-friendly for all users and agencies and provides various query options for data extraction to allow enhanced data driven strategies. Mapping capabilities have been added to increase

the accuracy of the location of crashes. Crash reporting timeliness, data analytics and report building are being performed in a shorter time range.

Mississippi is also in the beginning stages of working on a DUI tracking system that will help identify drivers with DUI's and have the ability for all Mississippi law enforcement to be able to track locations of DUIs, drivers involved, pending litigation and the number of DUI's.

**VII. Plan Approval:**

The Impaired Driving Task Force Members were emailed the Strategic Plan for review and approval. Members were asked to complete an approval sheet if there were no suggestions, changes or corrections to the strategic plan. The Mississippi Office of Highway Safety received 100% approval of the FY24 Impaired Driving Strategic Plan June 23, 2023.

**(2023-2024) Executive Impaired Driving Committee members:**

<b><u>Law Enforcement</u></b>				
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<b>Chief Joel Spellins</b>	Sherman Police Chief	Sherman Police Department	shermanpolicechief@gmail.com	662.871.1791
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# FY2024 405D Application



Tate Reeves, Governor of Mississippi

Sean Tindell, Commissioner of Department of Public Safety

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

Helen Porter, Director of MS Office of Highway Safety

**Table of Contents**

Impaired Driving 405(d) ..... Page 130-139

**Impaired Driving Countermeasures Grants 405(d):**

Mississippi qualifies as a mid-range State, under the BIL 405D. Mississippi had an average fatality rate of .41 between 2019 and 2021, which is between the required .30 and lower than .60 to qualify as a mid-range state. Mississippi had 752 fatalities with an alcohol-impaired BAC of .08 or higher, during 2018-2020 and had 122,362 VMT, which gave the rate of .40.

The State will use funds received through the approval of the 405(d) application to fund impaired driving programs that follow the guidance of 23CFR 1300.23 and Highway Safety Guideline No.8 in an effort to prevent the increase in the number of fatalities amongst the impaired drivers in the State for FY24. The MOHS will also maintain its aggregate expenditures for impaired driving programs at or above the average levels of expenditures in fiscal years 2021 and 2022.

To qualify for funding for the FY24 grant year, Mississippi, as a mid-range State, must meet the qualification criteria below:

**Qualification Criteria for a Mid-Range State:**  
**Statewide Impaired Driving Plan.**

*The State seeks to qualify under Mid-Range State*

**I. Authority of Operation:** The MS Office of Highway Safety Impaired Driving (ID) Task Force was established by the MS Office of Highway Safety and the Mississippi Governor’s Representative (GR) Director during FY13 to meet the requirements for an ID Task Force, set in the MAP-21 requirements, the ID Task Force continues to operate under the requirements of the BIL 405D. The ID Task Force was established to discuss, formulate strategic plans and create strategies involving communication, data collection, resource sharing, impaired law review, high visibility enforcement ideas and other topics that are based on Highway Safety Guideline No.8.

The ID Task Force corresponds through email, phone calls and meetings. The ID Task Force schedules meetings throughout the year, with strategic planning meetings for the purpose of review, discussing, planning and approval of the Statewide ID plan for inclusion in the 405 (d) grant application.

The development of the statewide impaired driving plan is a collaboration of all partners of the Impaired Driving task force. The Impaired Driving Plan coordination process includes:

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

**Development:** The MS Office of High Safety develops the impaired driving plan through strategic planning meetings, data review and problem identification. The developed ID Plan is presented to the ID Task Force for review, comments and for approval. Once the task force approves the plan, it is included in this application.

The Mississippi Statewide Impaired Driving (ID) Plan was updated from the previous submission of the FY23 405(d) application and has been incorporated into the Triennial HSP.

**Approval of Statewide Impaired Driving Plan:** The ID Task Force was e-mailed a copy of the Statewide Impaired Driving (ID) Plan. The members were asked to review the plan for revisions, information content, review performance measures and provide back to the Impaired Driving Coordinator thoughts, questions, and suggestions. A deadline for suggestions and revisions was provided to the ID Task Force. All suggestions and recommendations were provided to the management staff for review and to be considered in updates for the plan.

The Mississippi Office of Highway Safety received 100% approval of the FY24 Impaired Driving Strategic Plan.

II) Membership: The current impaired driving sub-committee has approximately 58 standing committee members, along with a chairperson that calls for meetings and reports from the committee members. The members of the committee are added throughout the year as needed and as new areas of need arise. Members are encouraged to attend all task force meetings, as these meetings are beneficial in planning projects for the State in ID.

## Mississippi Statewide Impaired Driving Evidence Based Enforcement Plan for FY24

### **Problem Identification:**

The MOHS's primary target is to assist State, local, non-profit organizations, colleges, and universities in developing and implementing innovative highway safety programs, which will attribute to the reduction the total number of fatal and serious injury crashes, including those that are alcohol impaired.

### **Contributing Factors for Mississippi Fatalities and Fatal Crashes:**

Many factors can be attributed to fatalities and fatal crashes. Impaired driving, lack of seatbelts, speed and motorcycles crashes are some of the State's biggest contributing factors for crashes.

In 2020, there were a total of 162 alcohol impaired fatalities, which equated to 21% of all fatalities. MOHS plans to continue in its efforts to prevent an increase of overall crashes, fatal crashes, injuries, and economic losses caused by traffic crashes. Alcohol impaired traffic crashes will continue to be a priority in program planning.

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

### **Mississippi Traffic Fatalities and Alcohol Involvement 2017–2021**

Year	Fatalities	Alcohol Impaired Fatalities	% of Alcohol Impaired Fatalities
2017	685	157	23%
2018	663	166	25%
2019	642	166	26%
2020	752	162	21%
2021	772	155	20%

**\*STSI Data**

### **Overall Alcohol/Impaired Fatality and Injury-Snapshot**

For 2024, the MOHS staff is looking at data like never before. The focus for MOHS has changed and has shifted the focus and priorities for the upcoming year for the MOHS. The data in a snapshot is as follows and what will be the priority for the MOHS during FY24:

- **Roadway Focus:** State highways and county roads are the deadliest roadways.
- **Age Group Focus:** 30-39; 40-49
- **Ethnicity/Race Focus:** Black & White
- **Gender Focus:** Males
- **Months of Focus:** August and September are the deadliest months during the year.
- **Day of Week Focus:** Friday, Saturday, and Sunday are the deadliest days of the week.
- **Time of Day Focus:** The time-of-day focus for alcohol/impaired fatalities is 12:00 a.m., 8:00 p.m., 7:00 p.m., and 9:00 p.m.

MOHS will focus on males in the age group of 30-39, and 40-49 since they have the highest number of fatalities and injuries. August and September were the deadliest months during the year 2020 for impaired driving fatalities. Friday, Saturday, and Sunday were the deadliest days of the week, and most fatalities occurred during midnight, 8:00 p.m., 7:00 p.m., and 9:00 p.m. MOHS will conduct educational programs and media campaigns in an effort to deter drivers from driving under the influence of alcohol or drugs.

DUI Arrests and DUI Citations:

There were 6,244 DUI arrests in 2020. Local law enforcement continues to make the highest number of arrests, which includes both municipality and sheriff departments. Grant funded citations were 6,312 in 2020.

Underage DUI: Drivers in the 16-20 age group accounted for 7.4% of the total alcohol related fatalities and 11.4% of the total alcohol related injuries. Underage drinking and driving continues to be a major traffic safety problem. The number of underage DUI arrests has decreased from previous years. DUI arrests have decreased not only in total arrests, but also in underage DUI arrest as well.

Traffic enforcement not only saves lives, but it also supplements many criminal enforcement activities. Reducing DUI and increasing the use of seatbelts and child restraints are a few of the most cost-effective ways to reduce death and injury on the roadways. Seat belts remain one of the best defenses against impaired drivers. Whether being a crime victim or crash victim, all citizens ultimately pay the societal costs for health care and public safety resources. The most recent "Drive Sober or Get Pulled Over" public information and education campaign, coupled with strict traffic enforcement by State and local departments, document that the State has made significant progress in reducing deaths and injuries on MS roadways.

### **Programs and Projects Plan:**

The MOHS will fund the following programs and projects during the FY24 grant year as part of the Impaired Driving Plan.

**Law Enforcement:** There are approximately (34) thirty-four impaired driving projects and programs being implemented in MS during FY24. The MOHS also has included in the Triennial Highway Safety Plan (3HSP), an allotment of funds for Special Wave grants that will be given to local jurisdictions during the year to participate in the national blitz campaign, state campaigns and for agencies that may data shows a need in the area. These grants are for short periods of time and for a specific amount of funds. Each project is selected based on need, budget and performance.

These impaired driving programs consist of the following types of programs and projects: enforcement, public information/outreach and training.

**Training:** The Oxford Police Department/Law Enforcement Training Division is a statewide program to provide Alcohol and Drug Impaired Driving to all law enforcement officers. The program will expand training of the state and local law enforcement officers in Mississippi. The program proposed to provide technical assistance and training to law enforcement agencies throughout the state, which will assist in the increase in DUI Alcohol and Drug arrest. The Oxford Police Department/Law Enforcement Training Division will focus on to providing training in Standard Field Sobriety Testing (SFST), Advanced Roadside Impaired Driving Enforcement (ARIDE) and Drug Recognition Expert (DRE) courses throughout the state.

Strategies will include, but not limited to:

- Conduct a minimal of 11 SFST trainings statewide on Basic DUI to law enforcement officers;
- Conduct 1 SFST Instructor School;
- Conduct at least 7 ARIDE training statewide to law enforcement officers;
- Provide Basic DUI Enforcement/SFST/Case Law overviews and refresher presentations;
- Conduct /facilitate/oversee/participate in at least one DRE school to train officers from Mississippi and facilitate/oversee their instructor-supervised field certification in state or out of state.
- Provide SFST recertification
- Maintain records and officer certifications for all training classes, presentations and other activities.
- Work in conjunction with a TSRP in conducting impaired driving training at other conferences such as MS Prosecutor's Conference, MS Judges Conferences and Law Enforcement Conferences (S.T.O.R.M. etc..)
- Attend any National training conferences (IACP, Lifesavers, DECP, etc. as permitted by the MS Office of Highway Safety) to keep up to date on new curriculums, training procedures, etc.

**Traffic Safety Prosecutor:** The TSRP travels statewide program. The TSRP will provide one-to-three-day educational courses for prosecutors, officers, and judges. The TSRP will provide courses on Basic DUI, Legal Updates on recent DUI and traffic-related case law, Search & Seizure legal Update, SFST legal section and Trial

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

Strategies will include, but not limited to:

- SFST legal sections- Present most recent legal updates during SFST trainings.
- Act as a resource to Mississippi's Law Enforcement Liaison Office and impaired enforcement officers on DUI and traffic-related/impaired driving issues - This will include, but is not limited to, providing Cops in Court Trainings at each SFST class, ARIDE (Advanced Roadside Impairment Detection Enforcement) classes, and DRE School.
- Provide training to increase BAC testing in all fatal crashes.
- Provide training on handing DUI appropriately.
- Improve reporting of drug related crashes by training of law enforcement officers and impress the importance of completing all citation and reporting documentation during trainings.
- Develop/implement curricula for DUI Drug cases, specifically involving DREs, as well as officers trained in ARIDE. - Presentations created for ARIDE and DRE re-certifications.

**Law Enforcement Liaison Field Coordinator:** The Law Enforcement Liaison Field Coordinator will serve and coordinate activities and HVE with law enforcement across the state. The following are the strategies established for the LEL Field Outreach Coordination program:

- Attend MOHS Staff Meeting in order to receive the latest trainings, is informed about upcoming activities and share issues or concerns from the field.
- Develop a work plan – Coordinate plans, activities and needs for grant year connecting with all law enforcement agencies.
- Provide in service training for LEL's – Conduct joint sessions with PAO's to share presentation strengths and coordinate mini information sessions for nine LELs to learn in-depth information about MOHS and areas of need.
- Organize and conduct LE related events - Participate, contribute and support media events and press conferences, Hands Across the Border, No Refusal, Quarterly Meetings, Saturation Patrols, Sobriety Checkpoints and training.
- Support crackdowns, mobilizations and statewide blitz periods – Share reporting information, participate in activities and support media events. Prepare email blast to agencies to include media dates, enforcement dates, press releases and reporting requirement dates.
- Assist LEL with work plans- Coordinate activities across all nine districts to minimize or eliminate overlap of activities in order to support all coordinators equally.
- Collaborate with LEL District Coordinators to plan agenda including speakers, officer training opportunities.
- Coordinate with traffic records coordinator to receive the latest updates in each specific district prior to meeting.
- Communicate effectively with LELs – Utilize all forms of communication: email, memos, fax, phone calls, text messages, and social media, to ensure highway safety messages are being transmitted.
- Participate in quarterly LEL field meetings- Support all nine LEL field meetings each quarter by working with District Coordinators prior to, during and following up after each meeting.
- Work to strengthen and support the law enforcement relationships between the state and the MOHS in the areas of ID.

**Law Enforcement Liaisons-**The MOHS has had law enforcement liaisons in place for many years. The MOHS is currently working on our LEL Program and is evaluating options to make the LEL program more effective and efficient in the coming fiscal year. The LEL encourages law enforcement officers and their leaders to support the enforcement of traffic safety laws, particularly those dealing with impaired driving, occupant protection, distracted driving, and speed management. Additional activities include collaboration with other highway safety partners and stakeholders are encouraged. The position involves the following actions:

- Lead evidence-based efforts to reduce motor vehicle crashes, fatalities, and serious injuries.
- Communication and coordination of law enforcement highway safety activities in collaboration with the MOHS and allied highway safety organizations.
- Active supporters for development and implementation of MOHS highway safety plans, programs, and budgets.
- Recruiting law enforcement participation in highway safety activities and programs that enhance the success of achieving the MOHS goals and objectives.
- Additional LEL strategies include but not limited to:
  - Meet quarterly with the MOHS to receive information to disseminate among all law enforcement agencies and community partners in the assigned troop district.
  - Attend Strategic Planning Meetings to share and coordinate upcoming activities.
  - Support the MOHS in organizing and conducting law enforcement-related events related to crackdowns and mobilizations at the State or local level and other events as needed
  - Participate, contribute and support media events and press conferences and other designated events.
  - Meet with agencies to improve their ability to plan and execute enforcement based on a data-driven approach of knowing where and when motor vehicles crashes and fatalities occur.
  - Coordinate with agencies throughout the year reviewing quarterly activities but most importantly during grant writing and implementation to adjust as needed to the latest data received.
  - Schedule, coordinate and attend LEL network meeting each quarter and disseminate current trending information and updates to attending officers and community partners.
  - Generate earned media with local law enforcement agencies.
  - Increase the participation in respective troop district – Continue to update database of Mississippi Law Enforcement agencies to ensure connectivity with all agencies.
  - Assist law enforcement agencies as needed to insure their participating and reporting of enforcement results and activities.

**MS Youth Programs:** Jackson State University will be the state’s primary teen impaired awareness program. The program will focus on the top counties of the State with the most teen alcohol impaired fatalities.

Jackson State –Youth Highway 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-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. The program will reach teens statewide while working in schools, safety fairs, conferences, and meetings.

The program will also work with local law enforcement 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.

**Partners:** The MOHS also works with the State FARS Analyst and the MOHS State Traffic Records Director, to help provide data analysis. The following partners also provide data, strategic planning, and input into all aspects of the ID plan.

**MOHS PARTNERS:**

- |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <ul style="list-style-type: none"> <li>• MOHS Youth Programs</li> <li>• Federal Highway Administration</li> <li>• Federal Motor Carrier Safety Administration</li> <li>• Jackson State University</li> <li>• Metro Jackson Community Development Coalition</li> <li>• Mississippi Brain Injury Association</li> <li>• Mississippi Department of Education</li> <li>• Mississippi Department of Health</li> <li>• Mississippi Department of Mental Health</li> <li>• Mississippi Department of Public Safety</li> <li>• Mississippi Department of Transportation</li> </ul> | <ul style="list-style-type: none"> <li>• Mississippi Judicial College</li> <li>• Mississippi Municipal League</li> <li>• Mississippi Police Chiefs’ Association</li> <li>• Mississippi Railroad Association</li> <li>• Mississippi Safe Kids</li> <li>• Mississippi Sheriffs’ Association</li> <li>• Mississippi State University</li> <li>• National Highway Traffic Safety Administration</li> <li>• Office of Justice Programs</li> <li>• State Legislators</li> <li>• Oxford Police Dept. Training Division</li> <li>• Mississippi Safety Services</li> </ul> |
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### **Goals & Strategies for FY24 Impaired Driving Plan:**

- C-5 Core Outcome Measure/Alcohol and Other Drugs: To maintain alcohol-impaired driving fatalities at the five-year (2017-2021) average of 158 by the end of 2024-2026.
- A2 Core Activity Measure/Impaired Driving: To increase the number of impaired driving citations issued during grant-funded enforcement activities to 6,148 from the five-year (2018-2022) average of 6,027 by 2% by the end of 2024-2026.
- MOHS Outcome Measure: Teen-AL: To maintain the number of alcohol-related fatalities in drivers under 21 years old from the five-year (2017-2021) average of 11 by 2024-2026.

### **Impaired Driving Countermeasures:**

The MOHS uses *Countermeasures that Work: A Highway Safety Countermeasures Guide for State Highway Safety Offices*, Tenth Edition, 2020, published by NHTSA to select strategies that will be used for the upcoming grant year. During the review of the *Countermeasures that Work*, the State takes notice of measures that are rated with three stars or above for effectiveness and tries to include the most effective measures into funded projects and programs. The higher the effectiveness of the measure, the more likely the success of the program will be for the State.

### **FY24 Impaired Driving Proposed Plan Strategies:**

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

- Alcohol/Impaired/Drugged Countermeasure: 2.1 Publicized Sobriety Checkpoints;
- Alcohol/Impaired/Drugged Countermeasure: 2.2 High-Visibility Saturation Patrols;
- Alcohol/Impaired/Drugged Countermeasure: 2.3: Preliminary Breath Test Devices (PBT);
- Alcohol/Impaired/Drugged Countermeasure: 2.4: Passive Alcohol Sensors: (PAS);
- Alcohol/Impaired/Drugged Countermeasure: 3.3: Court Monitoring
- Alcohol/Impaired/Drugged Countermeasure: 7.1: Enforcement Drug Impaired Driving

### **MOHS Impaired Driving Plan Strategies:**

FY24 Impaired Driving Proposed Strategies: Impaired Driving projects proposed for this fiscal year includes, but is not limited to designated ID enforcement units in problem localities. As a part of impaired driving funded programs, applicants are required to establish and implement seat belt use policies for their individual agencies and participate and participate in the National Impaired Driving Blitz initiatives including statewide campaigns utilizing the national message “*Drive Sober or Get Pulled Over*”. Sub-grantees awarded under impaired programs are encouraged to attend impaired related training conferences along with utilization of resources and training offered by the MOHS Law Enforcement Training office as it relates to the impaired driver.

### **Impaired Driving Coordinated Program:**

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



### Selective Traffic Enforcement Programs:

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

### High Visibility Enforcement:

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

### National Blitz:

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

### Training:

- Training (Countermeasure 2.3 and 2.4)
- Continue funding the Specialized Law Enforcement (LE) Training Program;
- Provide classes free of cost for law enforcement; and
- Provide technical support for law enforcement agencies thru statewide Law Enforcement Liaison Field Coordinator.
- Increase number of Standardized Field Sobriety Testing (SFST), Advanced Roadside Impaired Driving Enforcement (ARIDE) and Drug Recognition Experts (DRE) certified law enforcement officers across the State.

### Evaluation:

- MOHS will evaluate the programs to ensure projects that are funded are having the desired effect on the Statewide ID program;
- Evaluate grant funded impaired driving activities;

- Review monthly cost and activity reports;
- Review progress reports;
- Conduct in-house and on-site monitoring; and
- Review all surveys and analysis of data collected.

#### DUI-(Traffic Safety Resource Prosecutor (TSRP))

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

#### Public Information and Enforcement:

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

#### Education:

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

## List of Acronyms:

3HSP	Triennial Highway Safety Plan
AL	Alcohol and Other Drugs
ARIDE	Advanced Roadside Impaired Driving Enforcement
BAC	Blood Alcohol Concentration
BD	Bureau Director
BIL	Bipartisan Infrastructure Law
CIOT	Click It or Ticket
CPS	Child Passenger Safety
DD	Division Director
DPS	Department of Public Safety
DRE	Drug Recognition Expert
DSGPO	Drive Sober Get Pulled Over
DUI	Driving Under the Influence of Intoxicants
EBE	Evidence Base Enforcement
FARS	Fatal Analysis Reporting System
FHWA	Federal Highway Administration
FMCSA	Federal Motor Carrier Safety Administration
FY	Fiscal Year
GR	Governor's Representative
GHSA	Governor's Highway Safety Association
GTS	Grant Tracking System
HVE	High Visibility Enforcement
ID	Impaired Driving
LEL	Law Enforcement Liaison
MASEP	Mississippi Alcohol Safety Education Program
NHTSA	National Association Traffic Safety Administration
MCSA	Mississippi Motor Carrier Safety Division
MDOT	Mississippi Department of Transportation
MHP	Mississippi Highway Patrol
MMUCC	Model Minimum Uniform Crash Criteria
MOHS	Mississippi Office of Highway Safety
MSU	Mississippi State University
NHTSA	National Highway Traffic Safety Administration
OD	Office Director
OM	Office Manager
OP	Occupant Protection
P&A	Planning and Administration
PAO	Public Awareness Officers
PI & E	Public Information and Education
PM	Program Manager
PPE	Public Participation and Engagement
PTS	Police Traffic Services
RC	Review Committee
SFST	Standardized Field Sobriety Testing
SHSP	Strategic Highway Safety Plan
STEP	Selective Traffic Enforcement Program
STRCC	State Traffic Safety Coordinating Committee
STSI	State Traffic Safety Information
TR	Traffic Records
TSRP	Traffic Safety Resource Prosecutor
U.S.C.	United States Code
U.S. DOT	United States Department of Transportation
VMT	Vehicles Miles Traveled