



State of Mississippi-Highway Safety Plan Federal Fiscal Year 2018

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Highway Safety Plan Appendix Documents:

Appendix A to Part 1300-Certifications and Assurances for Highway Safety Grants

Appendix B to Part 1300-Application Requirements for Section 405 and Section 1906 Grants



Executive Summary:

The Mississippi Office of Highway Safety (MOHS) is pleased to present the Fiscal Year 2018 Highway Safety Plan (HSP). This HSP contains the performance measures and strategies that the MOHS has set for fiscal year 2018 (October 1, 2017–September 30, 2018). The HSP is required by the U.S. Department of Transportation (U.S. DOT)/National Highway Traffic Safety Administration (NHTSA) regulations, in order to provide the State with Highway Safety Funds.

Consistent with the requirements for the application for these funds, the FY18 HSP consists of the following major sections:

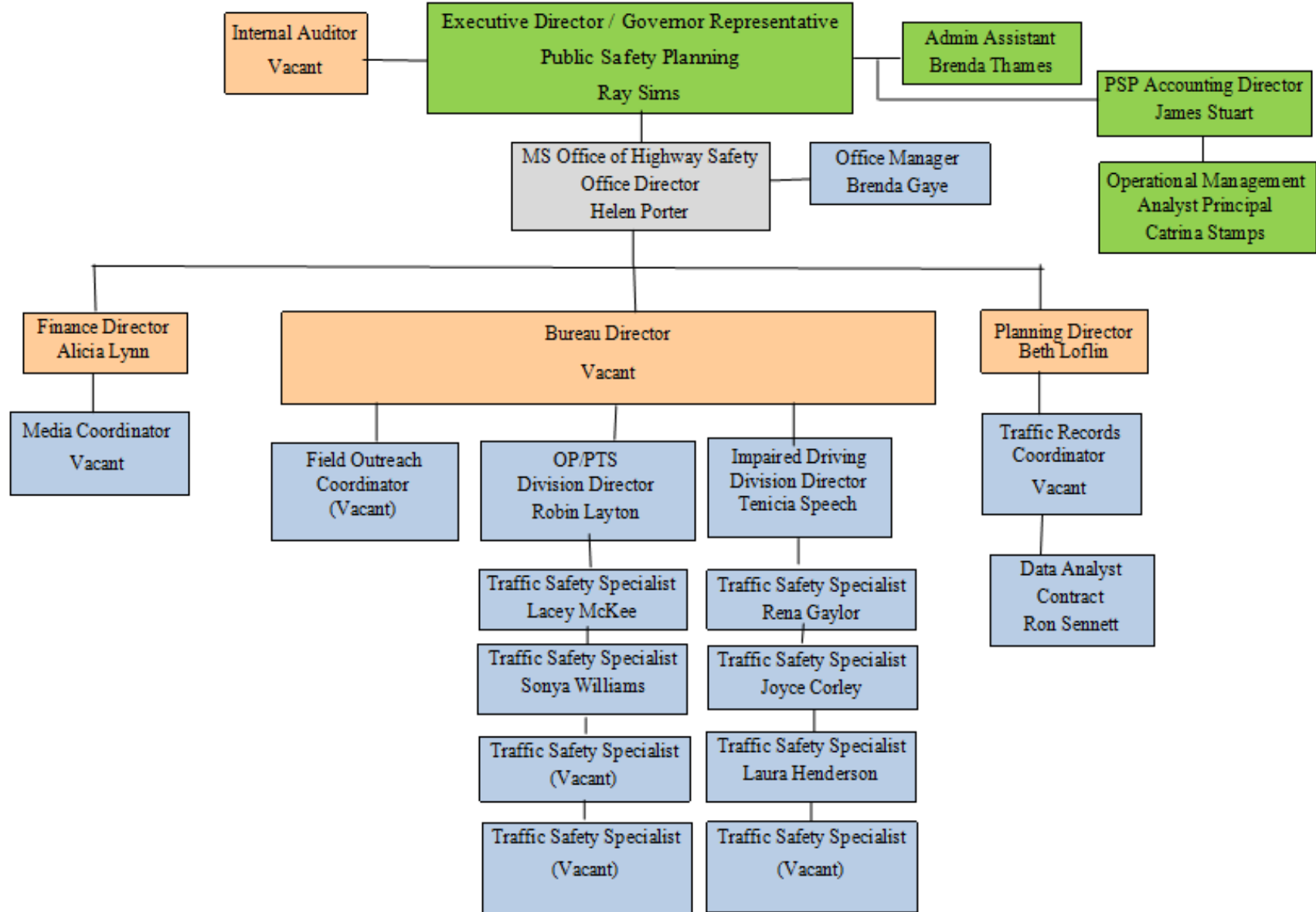
1. **Highway Safety Planning Process:** The Highway Safety Planning Process describes the data sources and the processes used by the State to plan for the upcoming FY18 grant year. It also provides details on how the State identifies safety problems, describes performance measures, defines performance targets, incorporates evidence based countermeasures and projects to address the problems and achieve performance targets.
2. **Performance Plan:** The Performance Plan contains measurable highway safety performance measures with data based targets. The plan includes justification of each performance target and why the target is appropriate and data-driven.
3. **Performance Report:** The Performance Report contains information on the program area performance from the previous year in meeting the performance measures and targets set in the previous Highway Safety Plan.
4. **Program Area Strategies and Projects:** The Highway Safety Program Area Strategies and Projects include the following elements:
 - Description of each strategy and project that the State plans to implement for the fiscal year;
 - Process for selecting strategies and projects;
 - Data and analysis supporting the effectiveness of the countermeasures strategy;
 - Evidence based traffic safety programs that provide analysis of crashes, fatalities and injuries in high risk areas, deployment of resources based on analysis; and
 - Adjustments and follow up to the enforcement plan.
5. **Program Cost Summary:** The Program Cost Summary section shows the project/program, description of the project/program and the budget of federal funds that will be used for the projects/programs during the fiscal year.
6. **Certifications and Assurances:** Certifications and Assurances are attached and signed by the Governor's Representative to ensure that the HSP and 405 applications met all requirements and regulations.
7. **Section 405 Grant Applications:** The Section 405 Application is also included with the HSP for the national priority safety program grants; the State feels it best qualifies.

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

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

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

2018 MS Office of Highway Safety Organizational Chart



Legislative Summary: During the 2017 Mississippi legislative session, there were 41 highway safety related bills that were presented to the legislative committees. There were 21DUI/Impaired; 1 Distracted Driving; 6Speed Related; 1 GDL; 1 Texting; 7 Seatbelt; 1 Bicycle and 3 Motorcycle bills were presented.

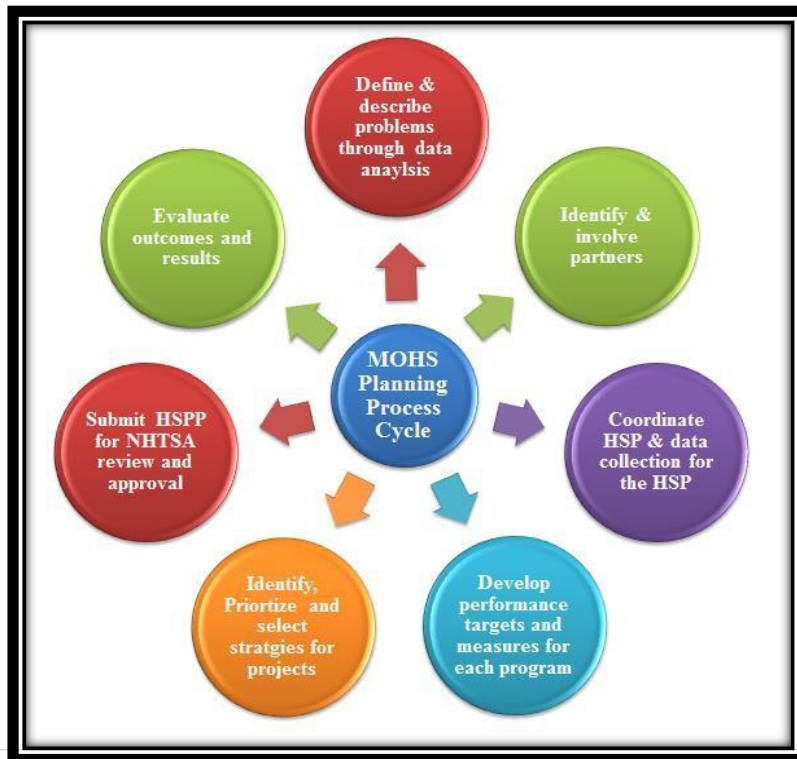
2017 Legislative Bills Passed: Out of the only 41, only 1 was passed both the House of Representative and Senate and presented to the Governor for signature. The following are the bill was passed:

Senate Bill 2724: Seatbelts; mandate for all passengers not required to use a child-restraint system.

II. Highway Safety Planning Process:

A. Overview of Planning Process:

The MOHS planning process is a continuous process that involves numerous functions to make the program and projects run smoothly. The highway safety program (which is operated on the federal fiscal year) begins with an approved Highway Safety Plan as mandated by *23CFR Part 1300.10*. The Highway Safety Plan (HSP) contains targets, performance measures and strategies that Mississippi has set for the FY18.



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

The steps listed below outline the planning process broadly:

- Review the previous year Annual Report and latest available data;
- Implement Planning Meetings with Sub-grantees from program areas (Traffic Records, Impaired Driving, Occupant Protection, Public Information and Education, Police Traffic Services, Media, LEL Coordination, Judicial and Youth);
- Planning Meeting with Task Forces, Coordinating Committees, Partners, Task Forces, Agency Leaders and Mississippi Association of Highway Safety Leaders (MAHSL);
- Develop the statewide Problem Identification;
- Prepare and distribute the Request for Proposals (RFP);
- Implement Grant Writing workshops with key partners and stakeholders;

- Analyze data to be used in prioritizing and setting of targets;
- Review, rate, rank and select of evidence based projects based on problem identification, analysis and performance measures to include in the HSP;
- Preparation of the HSP and 405 Applications; and
- Prepare the Annual Report for submission to NHTSA of the States accomplishments for the grant year.

The HSP contains goals, targets, performance measures and strategies that the State has set for the FY18 grant year and is provided as part of the State application for FY18 Federal highway safety funding. The MOHS safety program is based on detailed problem analysis and problem identification that precedes the selection of projects for funding.

The MOHS planning process consists of a number of stages:

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

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

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

i. Identification of the Participants in Planning Process:

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

MOHS Partners:

Federal Partners:

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

State Partners:

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

Public Information and Education Groups

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

MOHS Staff Members

Local Municipal, Sheriff's and State Law Enforcement

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

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

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

ii. Data Sources in Planning Process:

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

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

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

iii. Steps in the Planning Process:

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

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

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

The planning process is listed in the chart below:

Activity	Date:	MOHS Staff
Meet with partners for planning, implementation and data review.	All Year	MOHS Staff
Review previous year reports, performance, risk assessments, etc.; set annual performance targets; problem identification review of recent data; project strategic meetings.	All Year	MOHS Staff
Process monthly claims; review performance and financial statistics.	All Year	MOHS Staff
Conduct desk audits; monitoring; and file review.	All Year	MOHS Staff

Proposal solicitation and return of proposals.	October November	MOHS Staff
Grant writing workshops.	October	MOHS Staff
Assess carry forward and budget needs for upcoming FY.	January February	MOHS Staff
Strategic planning meetings for upcoming FY.	March-May	MOHS Staff
Draft Highway Safety Plan and 405 Applications.	March-June	Planner
Approval of Enforcement and Project Plans by appropriate partners.	May-June	Review Panel
Submit HSP and 405 Application	July	Planner
Implementation Meetings for FY	September	MOHS Staff
Draft Annual Report	October	Planner
FY Closeout	November December	MOHS Staff
Submit Annual Report to NHTSA	December	Planner

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

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

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

The MOHS and MDOT have adopted common performance measures for fatalities, fatality rate and serious injury for the upcoming fiscal year. The group meets to discuss the data and trends of where the three common measures would be in the upcoming FY and beyond. The three measures have been agreed on by all parties for the upcoming FY. The measures can be found on page 54.

The SHSP Coordination process includes:

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

B. Problem Identification Process:

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

i. Participants in Problem Identification Process:

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

MOHS Partners:

- | | |
|--|--|
| <ul style="list-style-type: none"> • Office of the Attorney General • MOHS Youth Programs • Federal Highway Administration • Federal Motor Carrier Safety Administration | <ul style="list-style-type: none"> • Community Groups • Mississippi Department of Education • Mississippi Department of Health • Mississippi Department of Public Safety |
|--|--|

- Mississippi Department of Transportation
- NHTSA
- SHSP Planning Committee
- GHSA
- Local Law Enforcement

ii. Data Sources in Problem Identification Process

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

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

iii. Steps in Problem Identification Process:

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

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

- Each county is evaluated and ranked using a 5 year average of data trends in the areas of alcohol, unbelted, speed, motorcycle, pedestrian, bicycle and youth fatalities. The data shows trends in multiple fatalities for each program area and where the focuses need to be in the upcoming grant year.
- Trend analysis is performed for each program area to take into account the data and projections of where the data may be in future, so that funds, activities and programs can be placed in the areas with the most need.
- MOHS also reviews the following to determine sub-grantee performance, need and trends within the agencies:
 - Project Problem Identification;
 - Risk Assessments;
 - Surveys; and
 - State Demographics
- Meetings are conducted with partners to determine needs, trends and issues in areas in the state. Meetings can be based on:
 - Youth;
 - Alcohol/Impaired Driving;
 - Partnership Meetings (FHWA, FMCSA, MDOT, MCSD)
 - Judicial- Traffic Safety Resource Prosecutor (TSRP)
 - LEL Coordinators;
 - Public Information and Education;
 - Traffic Records; and
 - Occupant Protection (Adult and Child Restraint)
- Request for Proposals (RFP) are based on the problem identification identified by the partners and MOHS staff.
- RFPs require applicants to show how countermeasures and strategies proposed, relate to the problem identification information and to identify how the activities will address problems identified in the sub-grantees area of coverage.

iv. Problem Identification Process-SHSP Coordination Process

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

The SHSP Coordination process includes:

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

v. Problem Identification-Conclusion

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

C. Performance Measures Process-Overview:

The MOHS uses reviews actual fatalities and linear trends to identify performance measures in each of the program areas and in each of the target core measures. The trend lines are shown on page13, to show whether a performance measure is realistic and attainable for the State. In some cases, the MOHS choses to maintain a performance measure due to low numbers or preliminary state data is show inconsistencies for the upcoming year. (Example of a large rise in fatalities from the current published data to what will be published in the upcoming year). Performance measures are re-evaluated each year with data as it is received by FARS and by the State.

i. Performance Measure-Participants:

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

Federal Highway Administration	Federal Motor Carrier Safety Administration	MOHS Youth Programs
MS Department of Public Safety Planning & State Patrol)	MS Department of Transportation	NHTSA
SHSP Planning Committee	MS Department of Public Safety	Oxford Police Department Law Enforcement Training Division

ii. Performance Measure Process-Data Sources:

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

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

iii. Steps in the Performance Measure Process:

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

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

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

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

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

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

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

Meetings and Performance Measure Process Discussion: The performance measure process begins with discussion among the MOHS Traffic Records Coordinator, Planner, Director and the MOHS Directors after data from the previous years has

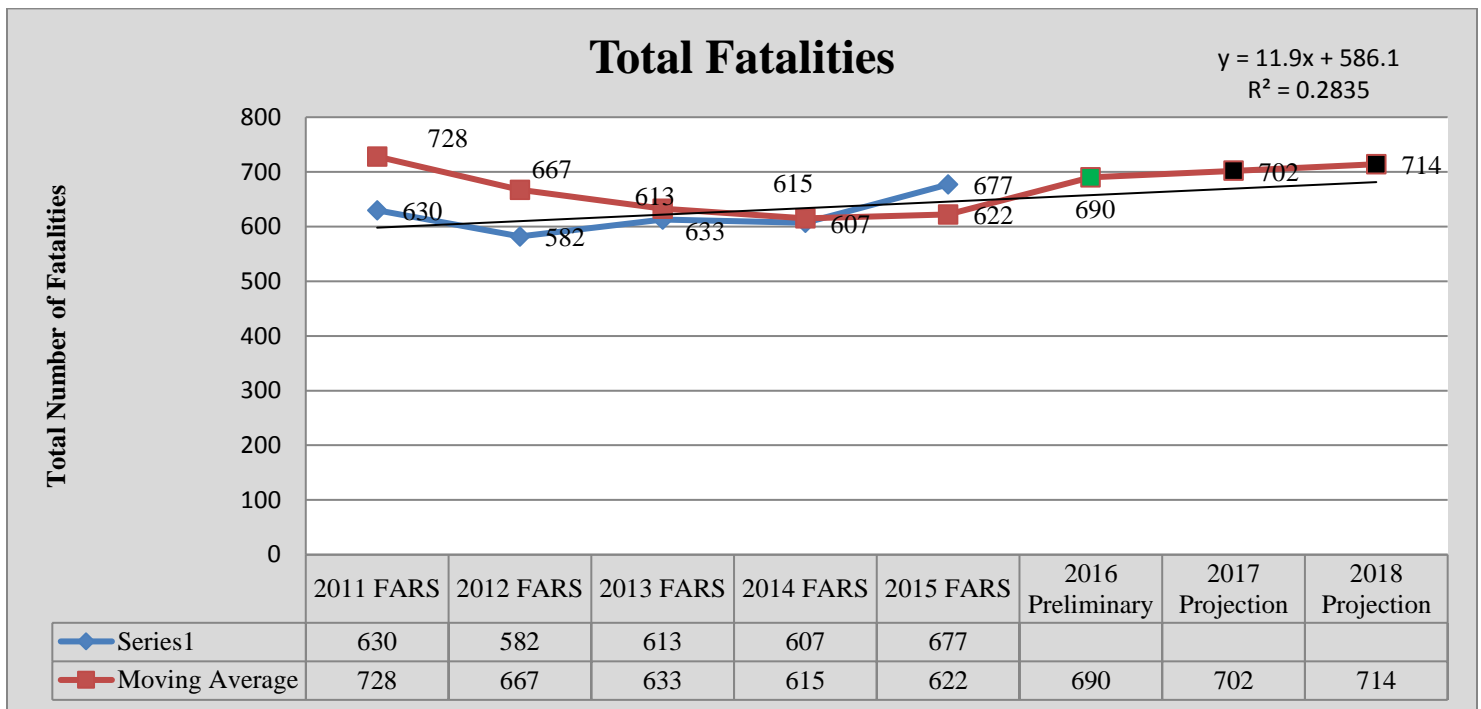
been collected. Trend lines are created to determine the direction that the data is projected to take in the coming years. Based on the data and trend lines, a tentative set of performance measures and targets are set for the MOHS planning and problem identification process and strategic meetings.

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

iv. Data Trend Analysis:

Comparisons are made of trends over time (5 year), targets are set and performance measures are derived with input from MOHS staff. The reduction of traffic fatalities and injuries iterates the mission and the priorities are set by selecting activities that address the State problems. Trends are based on the number of fatalities and the rates of decrease and increase. Setting Performance Targets are also based on trends that are shown in the data. Below are trends that were used to help select performance measures for each program area for the upcoming fiscal year. The R² value in the equation represents the reliability of the trend line. The trend line is most reliable when the equation is closest to the number 1.

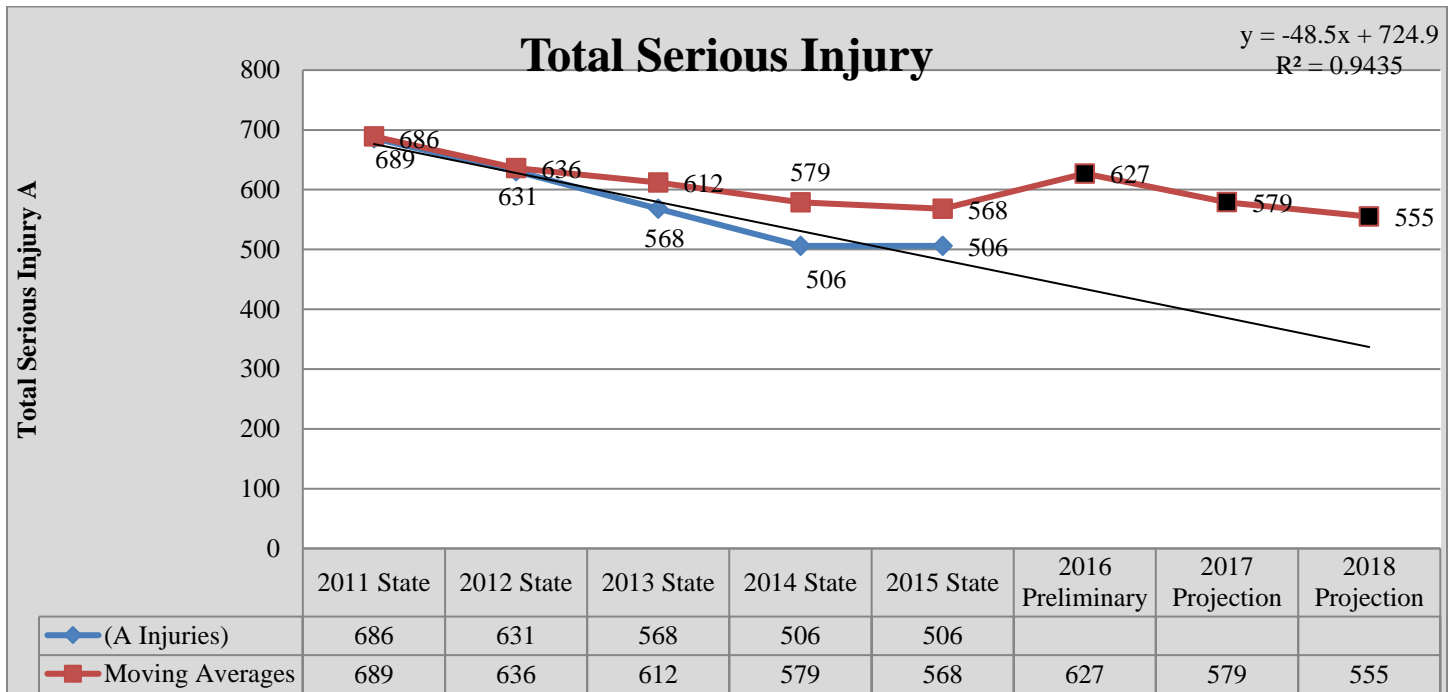
Number of Traffic Fatalities (FARS): The trends for overall fatalities are shown with data from 2011-2015. The linear trend line shows a downward trend with an unstable R² value of 0.2835 for the years of 2011-2015, with an increase of 11.9 fatalities a year. Due to the large increase of 70 fatalities in 2015, this created a large instability to the trend line. The trend line of preliminary data and moving average projections show fatalities at or around 702 in 2017 and 714 in 2018. See Section III.C. Performance Plan – SHSP Coordination Process for HSIP Measure.



*Preliminary and Project Data is not FARS final data.

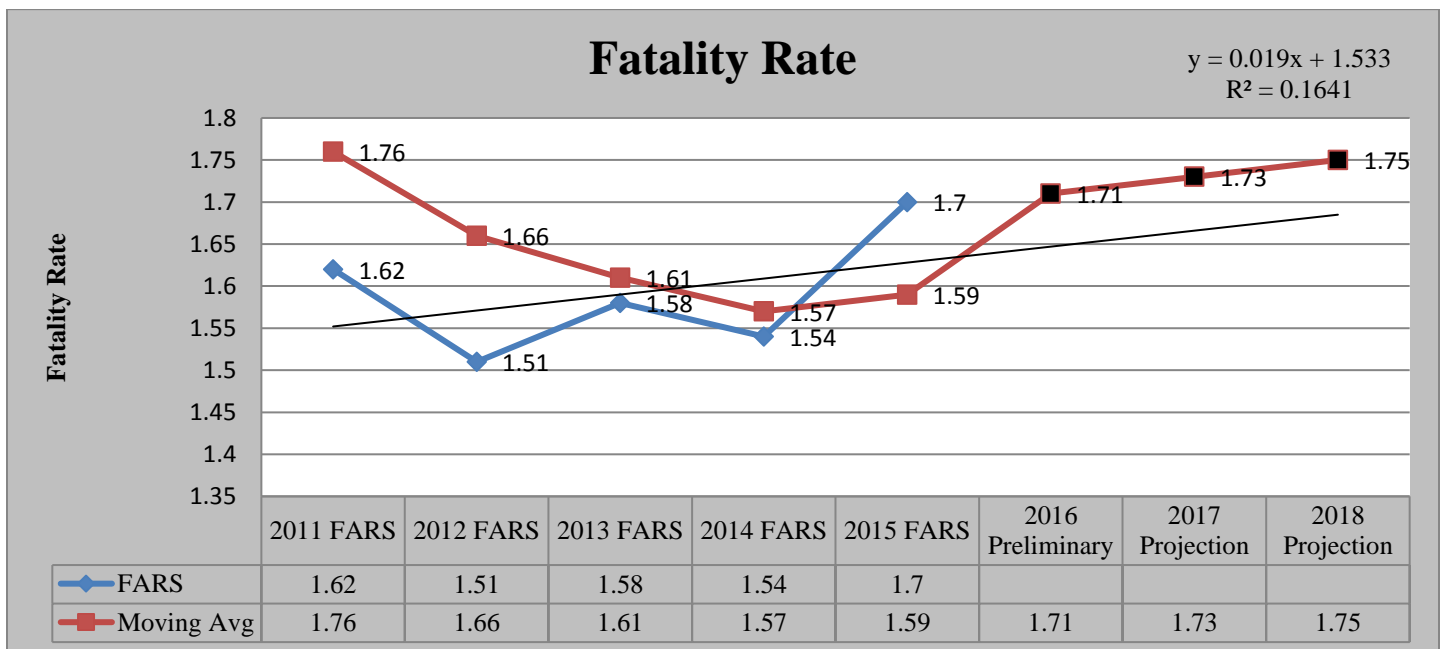
Serious Injury (State Data): The trends for serious overall injuries are shown with data from 2011-2015. The linear trend line shows a continued downward trend with a stable R² value of 0.94, with a reduction of 48.5 injuries per year. If the injuries trend continues, the MOHS will see fewer injuries in the years to come. The trend is projected for 2017 to have at

or around 555 in 2018 in total injuries. *See Section III.C. Performance Plan – SHSP Coordination Process for HSIP Measure.*



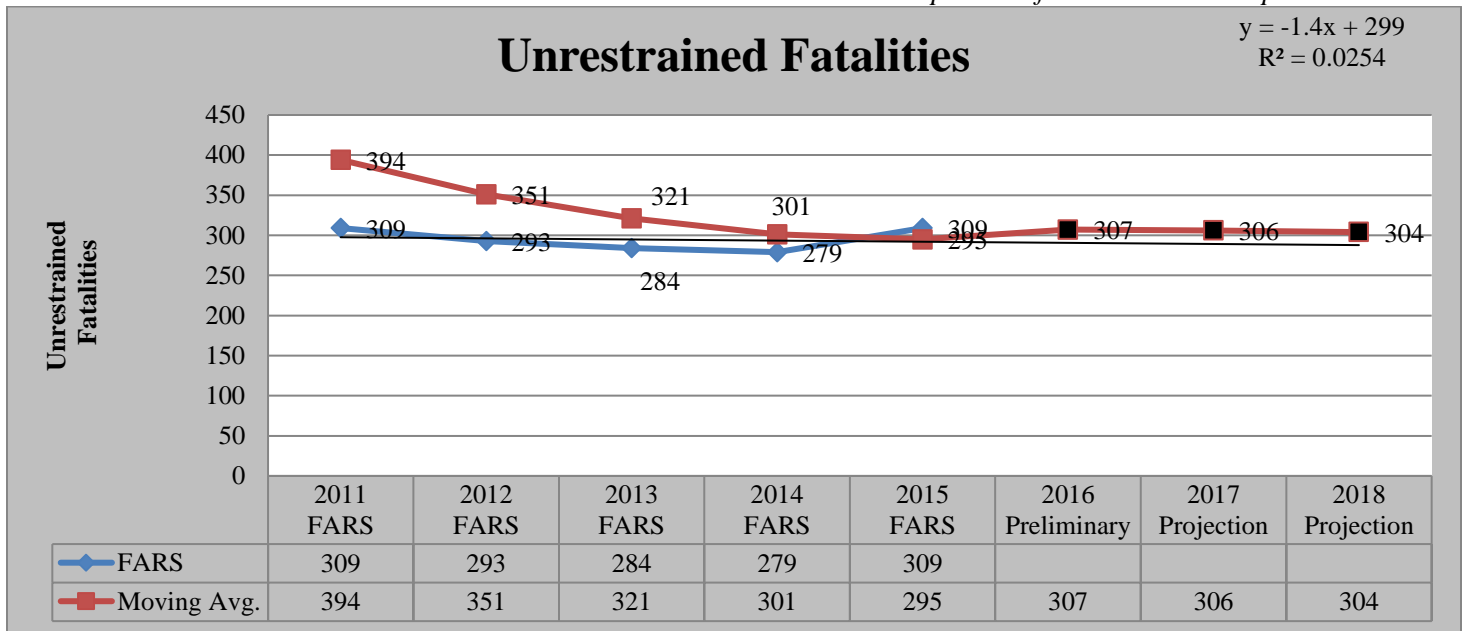
*Preliminary and Project Data is not FARS final data.

Fatality Rate: The trends for overall fatality rates are shown with data from 2011-2015. The linear trend line shows a continued downward trend with an unstable R^2 value of 0.019. If the trend continues, the State will see a fatality rate increase in the years to come. The trend is projected for 2017 to have a fatality rate at or around 1.73 and 1.75 in 2018. *See Section III.C. Performance Plan – SHSP Coordination Process for HSIP Measure.*



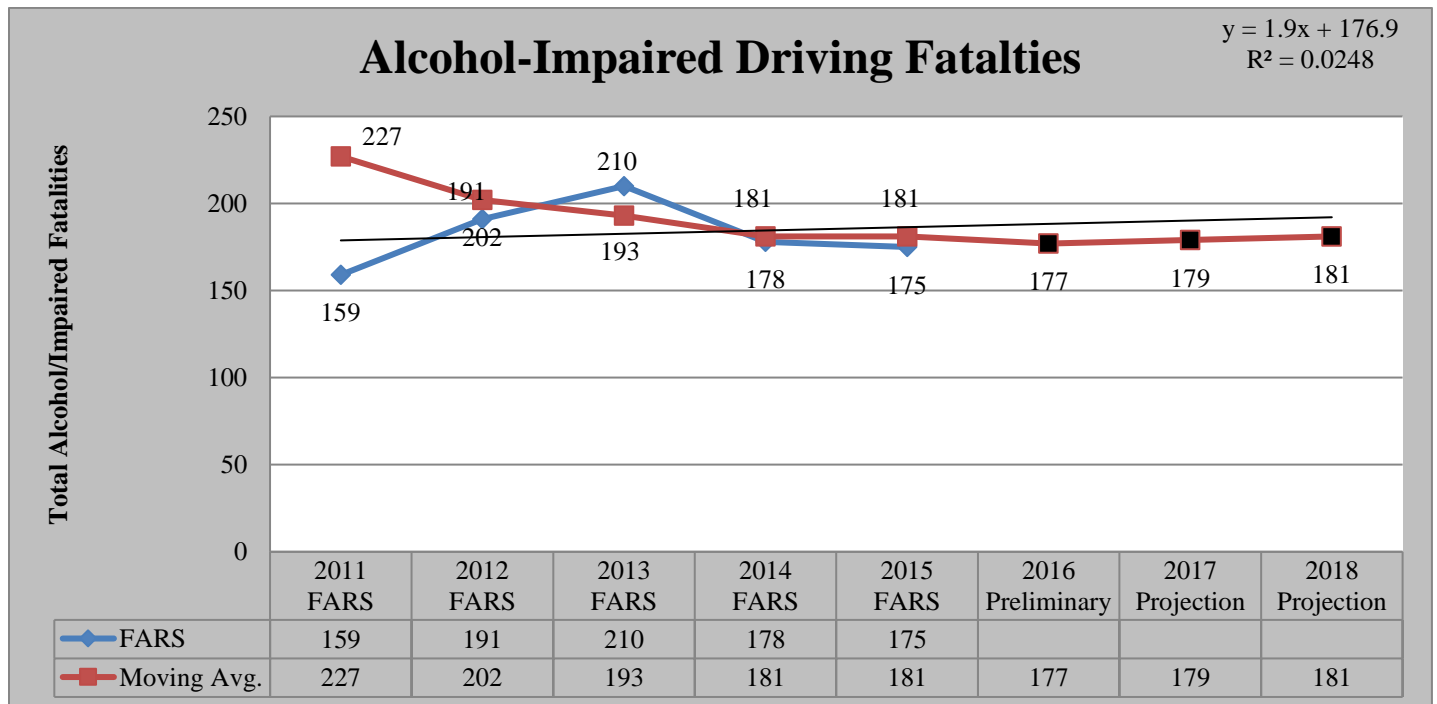
Unrestrained Passenger Vehicle Occupant Fatalities: The trends for overall unrestrained passengers are shown with data from 2011-2015. The linear trend line shows a continued downward trend with a very stable R^2 value of -1.4. If the trend

continues, the State will see an unrestrained passenger fatality rate lower in the years to come. The trend is projected for 2017 to have unrestrained fatalities rate at or around 234. See Section II. C. Steps in Performance measure process.



*Preliminary and Project Data is not FARS final data.

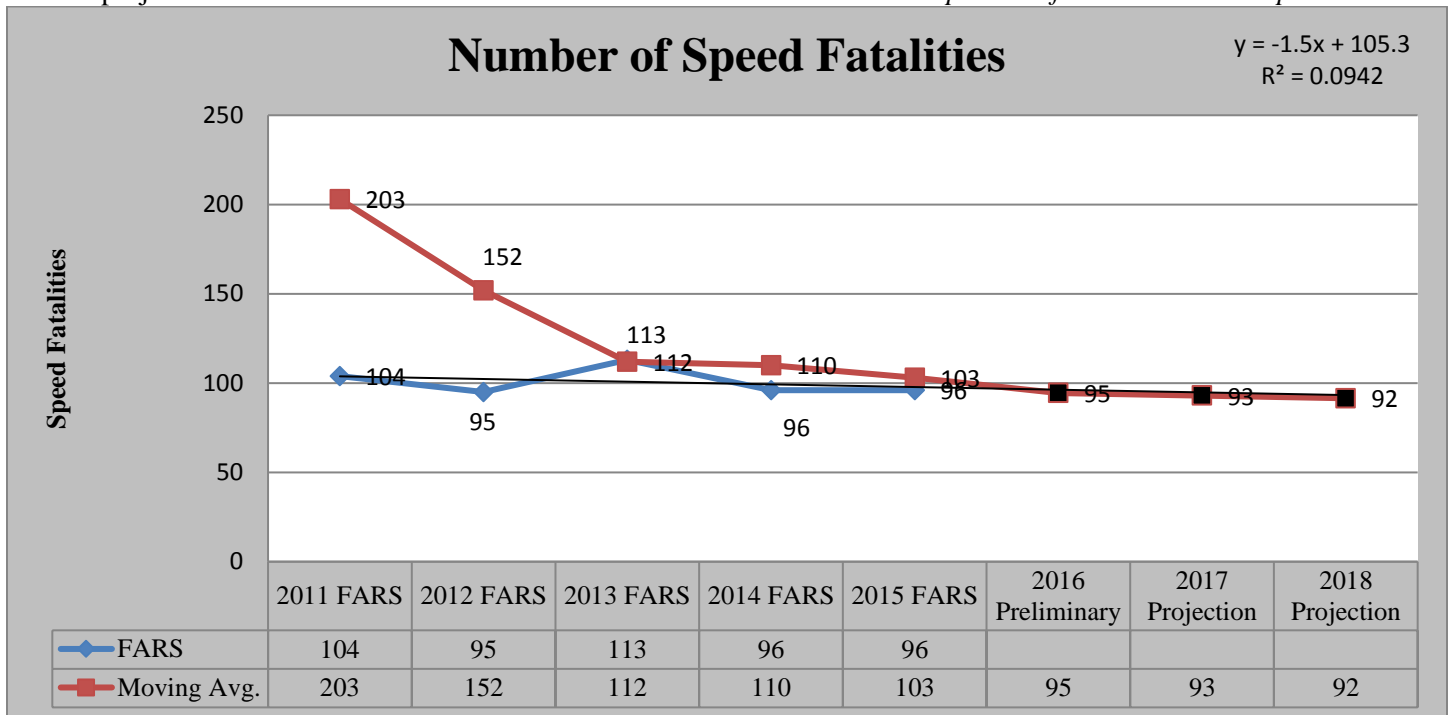
Alcohol and Other Drugs: The trend for overall fatalities with alcohol/other drugs with a BAC of .08 or above is shown with data from 2011-2015. The linear trend line shows a continued upward trend with a R^2 value of 0.0248. If the trend continues, the MOHS should see the fatality rate increase in the future, but it will be at a slow rate of increase. This area has decreased in fatalities over the past three years from 210 in 2013 to 175 in 2015. The MOHS will continue to closely monitor this area to help reduce these numbers. The trend is projected at or around for 2017 impaired driving fatalities of 179 and 181 in 2018. See Section II. C. Steps in Performance measure process.



*Preliminary and Project Data is not FARS final data.

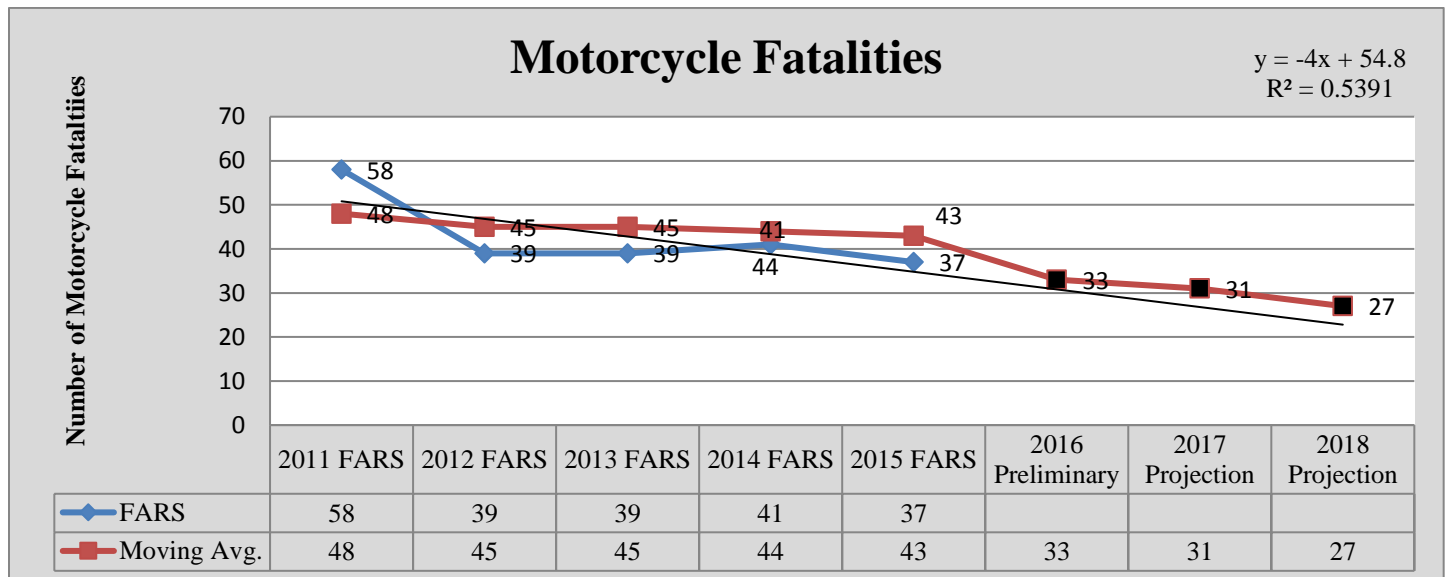
Speed: The trend for speed related fatalities is shown with data from 2011-2015. The linear trend line shows a downward trend, the trend line has an unstable R^2 value of .0942. If the trend continues, the MOHS will likely see continued decreases

in the speed related fatalities in the years to come. The MOHS saw a maintaining of fatalities in years 2014 and 2015. The trend is projected for 2017 at or around 93 and 92 in 2018. See Section II. C. Steps in Performance measure process.



*Preliminary and Project Data is not FARS final data.

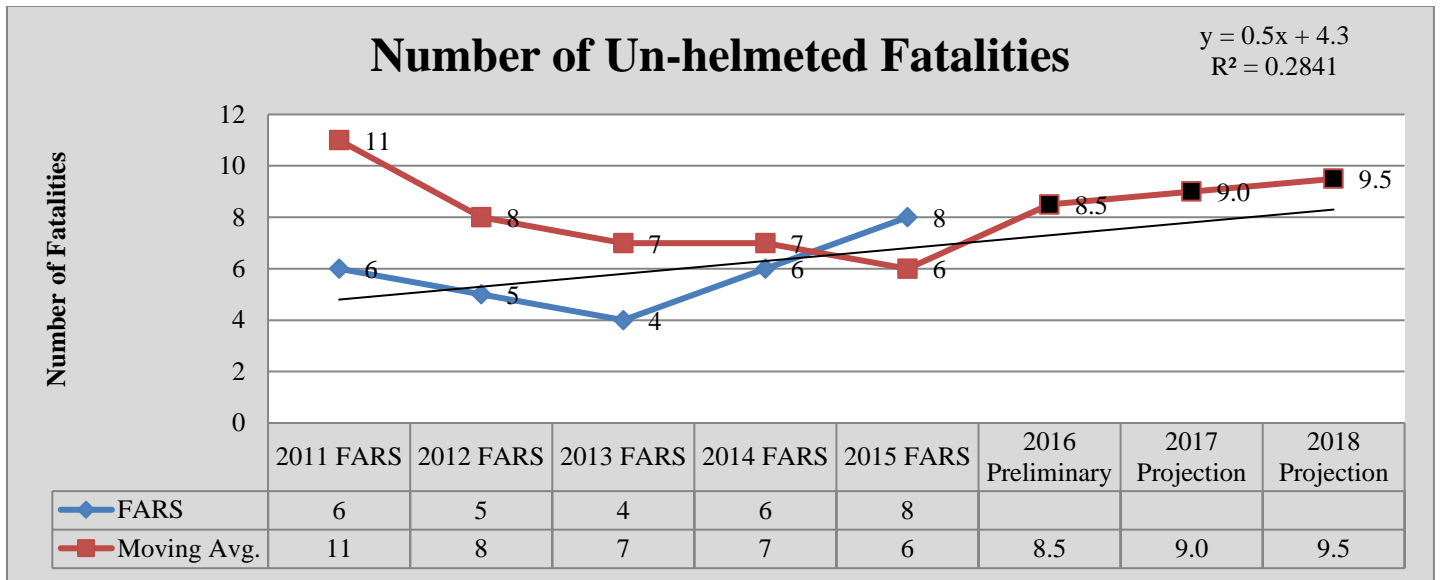
Motorcycles: The trend for motorcycle fatalities is shown with data from 2011-2015. The linear trend line shows a downward trend with an unstable R^2 value of 0.5391. If the trend continues, the State will likely see continued motorcycle fatalities decrease in the years to come. The MOHS saw a decrease from (41) in 2014 to (37) in 2015. The numbers show several ups and downs in the data, which makes the trend line very unstable. The MOHS will continue to monitor the motorcycle fatalities in an effort to continue the downward trend. The trend is projected to have motorcycle driving fatalities of 31 in 2017 and at or around 27 in 2018. See Section II. C. Steps in Performance measure process.



*Preliminary and Project Data is not FARS final data.

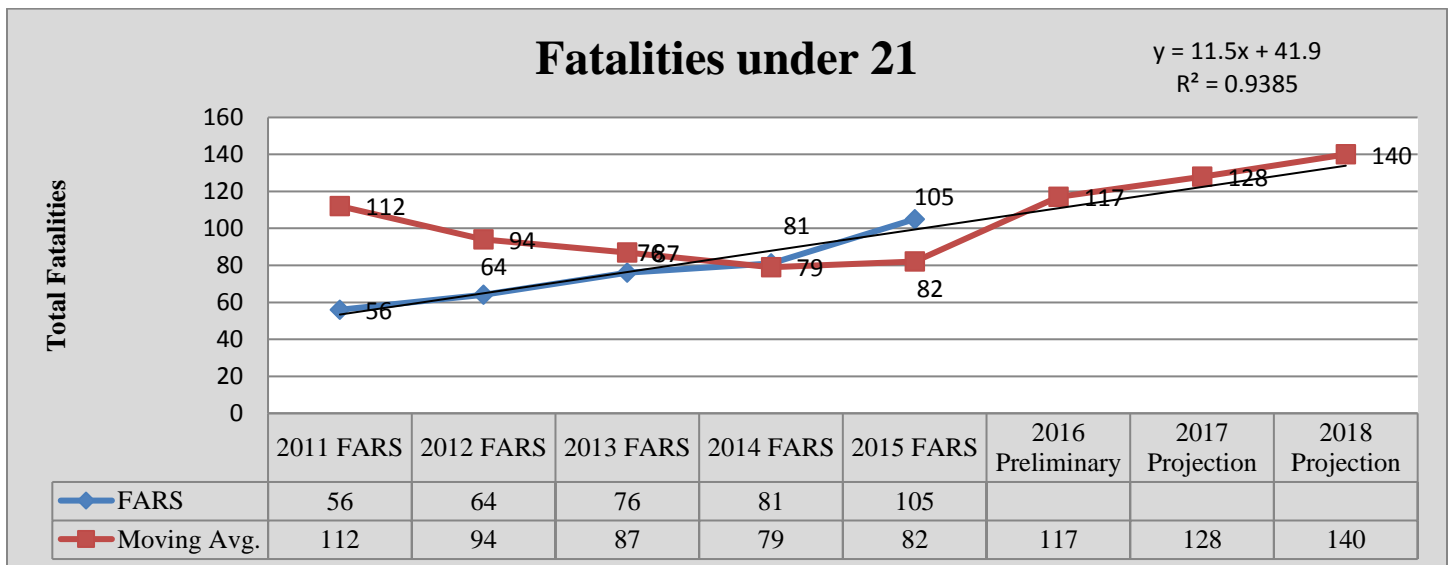
Un-helmeted Motorcyclists: The trend for overall un-helmeted motorcycle fatalities is shown with data from 2011-2015. The linear trend line shows a downward trend with an unstable R^2 value of 0.2841. The numbers show several ups and downs in the data, which makes the trend line very unstable. The State saw a large increase from 6 in 2014 to 8 in 2015,

which was the largest increase in the five (5) years of data. If the trend continues, the MOHS will likely see continued increases in un-helmeted motorcycles fatalities in the years to come. The trend is projected to have un-helmeted fatalities of 9 in 2017 and at or around 9.5 in 2018. *See Section II. C. Steps in Performance measure process.*



*Preliminary and Project Data is not FARS final data.

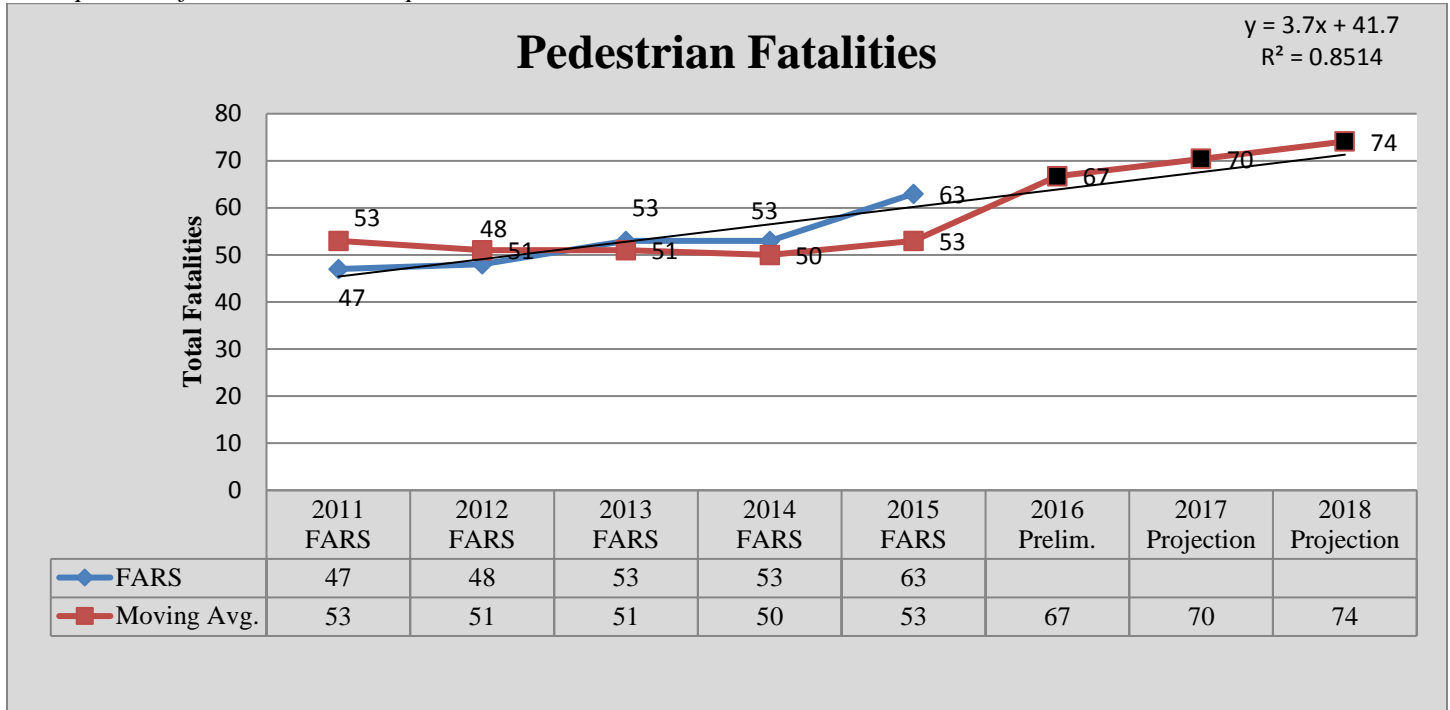
Under 21: The trend for overall alcohol impaired crashes for ages 21 is shown with data from 2011-2015. The linear trend line shows a downward trend with an R^2 value of 0.9385. If the trend continues to increase, the MOHS could continue to see the teen alcohol crash rate increase in the future. The MOHS will continue to monitor the alcohol impaired crashes for ages 21 and below in an effort to continue the upward trend. The trend line is projected for 128 in 2017 and at or around 140 in 2018. *See Section II. C. Steps in Performance measure process.*



*Preliminary and Project Data is not FARS final data.

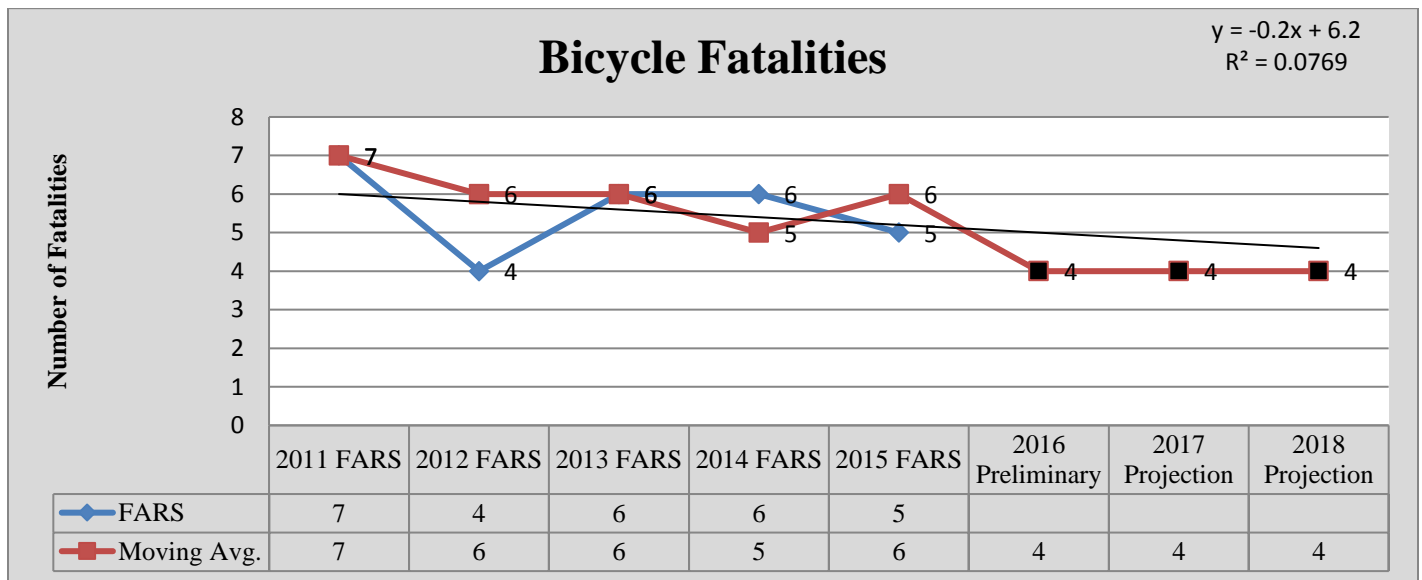
Pedestrians: The trend for overall pedestrian fatalities is shown with data from 2011-2015. The linear trend line shows an increase trend with a very unstable R^2 value of 0.8514. The state has seen pedestrian fatalities rise since 2012. If the trend continues, the MOHS will likely see continued increases in pedestrian fatalities. The numbers show a few ups and downs

in the data, which makes the trend line very unstable. The MOHS will continue to monitor pedestrian fatalities in hopes of reducing fatalities in the coming years. The trend is projected to be at or around 69 for 2017 and 72 in 2018. *See Section II. C. Steps in Performance measure process.*



*Preliminary and Project Data is not FARS final data.

Bicyclist: The trend for overall bicycle fatalities is shown with data from 2011-2015. The linear trend line shows an increase trend with an unstable R^2 value of 0.0769. If the trend continues, the MOHS will likely see decreases in bicycle fatalities. The numbers show a few ups and downs in the data, which makes the trend line very unstable. The trend is projected for at or around 5 in 2017 and 4 in 2018. *See Section II. C. Steps in Performance measure process.*



*Preliminary and Project Data is not FARS final data.

v. Performance Measure Process-Table of Core Performance Measure:

The table of core performance measures is prepared based on the results of the above performance measure process steps. The performance measures chart will use actual crash data numbers as shown on STSI for the previous five (5) years of

data. (For the FY18 HSP, the years of data to be reviewed for the performance measures are 2011-2015.) A performance report of the State’s success in meeting the State performance targets from the previous fiscal year’s Highway Safety Plan is prepared and included in Section III. Performance Plan using the recommended chart. (See page 56)

vi. Performance Measure Process-SHSP Coordination:

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

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

D. Evidence Based Strategy and Project Selection Process:

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

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

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

MOHS Partners:

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

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

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

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

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

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

The MOHS uses the following with the development of evidenced based strategies and with the selection of projects that will be implemented during the upcoming grant year.

After review of each RFP, the RFP is graded based on problem identification, performance, impact of program potential risk and data analysis.

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

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

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

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

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

2. Review of data sources for evidence-based countermeasures for each program area and select countermeasures: The MOHS uses *Countermeasures that Work: A Highway Safety Countermeasures Guide for State Highway Safety Offices*, Eighth Edition, 2015, published by NHTSA to select strategies that will be used for the upcoming grant year.

The MOHS takes into consideration all data that is available (See Problem Identification section), target areas and the countermeasures to continue the selection process for RFPs and to determine what the MOHS hopes to accomplish during the grant year.

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

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

iv. Countermeasures and the Impact of the Countermeasures:

FY18 Alcohol/Impaired Driving Proposed Strategies: The MOHS reviewed the *Countermeasures that Work* and will use 21 evidence based countermeasures as strategies for the upcoming grant year, along with surveys. A listing of the measures used can be found in the Impaired Driving Program Area.

FY18 Occupant Protection Countermeasures: The MOHS reviewed the *Countermeasures that Work* and will use 12 evidence based countermeasures as strategies for the upcoming grant year, along with surveys. A listing of the measures used can be found in the Occupant Protection Program Area.

FY18 Police Traffic Services Countermeasures: The MOHS reviewed the *Countermeasures that Work* and will use 13 evidence based countermeasures as strategies for the upcoming grant year, along with surveys. A listing of the measures used can be found in the Police Traffic Service Program Area.

FY18 Motorcycle Countermeasures: The MOHS reviewed the *Countermeasures that Work* and will use 3 evidence based countermeasures as strategies for the upcoming grant year, along with surveys. A listing of the measures used can be found in the Motorcycle Program Area.

FY18 Traffic Records Countermeasures: The MOHS will use the following countermeasures as strategies to accomplish the targets that have been set for the grant year.

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

FY18 Driver's Education Countermeasures: The MOHS reviewed the *Countermeasures that Work* and will use 4 evidence based countermeasures as strategies for the upcoming grant year, along with surveys. A listing of the measures used can be found in the Police Traffic Service Program Area.

FY18 Special Projects Countermeasures: The MOHS reviewed the *Countermeasures that Work* and will use 4 evidence based countermeasures as strategies for the upcoming grant year, along with surveys. A listing of the measures used can be found in the Police Traffic Service Program Area.

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

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

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

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

During the grant year, the MOHS may solicit additional grants based on need, trends, national blitz or state campaigns or for a specific program area of need for the State. If a RFP is received requesting funding in the current fiscal year, the

MOHS will consider the request based on available time and budget. If the project is accepted for funding and implementation in the current fiscal year, the current HSP will be updated and submitted to NHTSA for review and approval.

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

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

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

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

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

9. Once approved by the Review Committee, information is provided to the Planner for inclusion in the HSP. Financial information is provided to the Financial Director for setting up financial files.
10. DD provides the TSS with grant application review notes regarding decisions on Application, agreement, revisions and recommendations.
11. TSS will draft agreement documents to sub-grantees and give to DD for review.
12. DD will provide agreement to Accounting for review.
13. Agreements are given to Financial Director for verification of final award amounts. Final award amounts are provided to Planner for inclusion in the HSP.
14. DD will provide approved and completed applications to TSSs for them to obtain final signatures.
15. TSSs will contact sub-grantees, obtain signatures and route to Director for signature.
16. Approved agreements received at MOHS and preparations for Implementation begin. All Staff.
17. Approved agreements are implemented and given to sub-grantees at annual Implementation Meetings. All Staff.

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

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

Items considered in the Review of Proposals are:

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

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

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

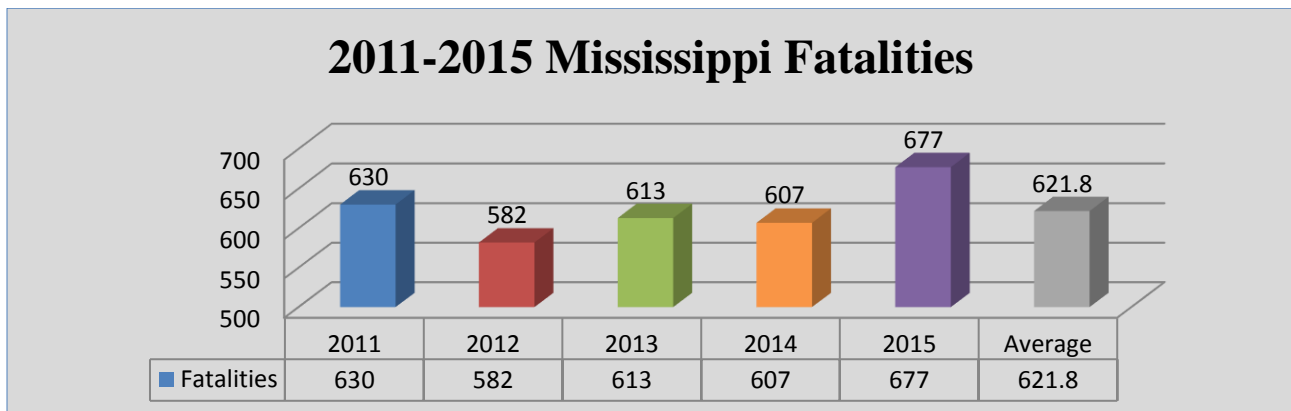
The MOHS also operates under the provisions of the national priority grant program codified in a single section of the United States Code (23 U.S.C. 405 (Section 405)) Fixing America's Surface Transportation Act (FAST). Section 405 funds can be used for occupant protection, state traffic safety information systems, impaired driving countermeasures, motorcycle

safety, distracted driving, state graduated drivers licensing and non-motorized safety grants. Funds used by MOHS are also based on carry forward funds from the previous year of federal funding; and funding may come from other federal partners such as Mississippi Department of Transportation.

III. Performance Plan

A. Problem Identification-Data Section

One of the core steps that the MOHS uses for problem identification is data analysis. The MOHS looks at different forms of data to establish what the performance measures will be for upcoming grant year, along with where the data shows that the targets for the MOHS should be established. A listing of the sources that are used for the data analysis can be found on in Section II. Planning Process.

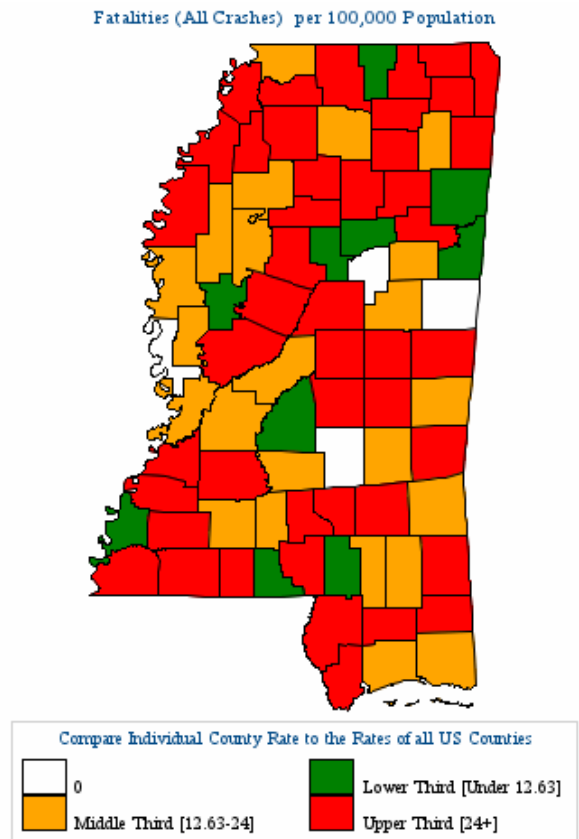
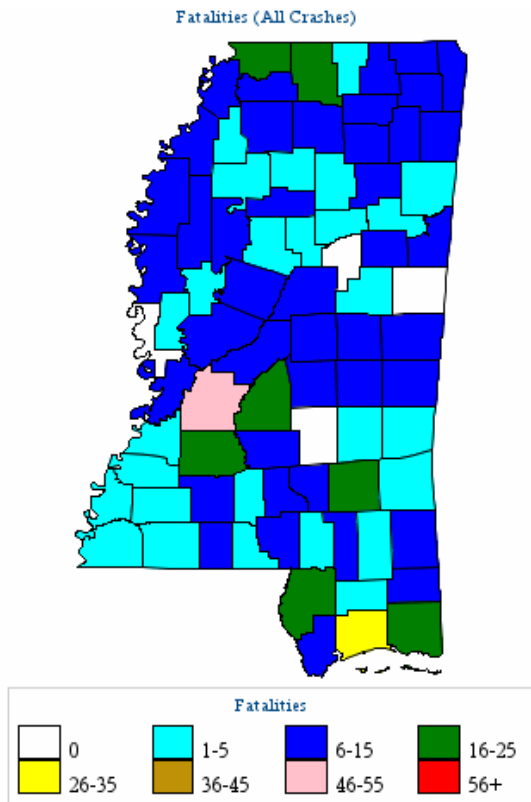


The location of Mississippi fatalities are important in data analysis process, because the MOHS needs to know where the fatalities, injuries and crashes occur. This aids in the planning of enforcement and education programs that can be targeted in those areas that need the most attention. The number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

5 Year Trend for the Top 10 Counties of 2015 - Fatalities

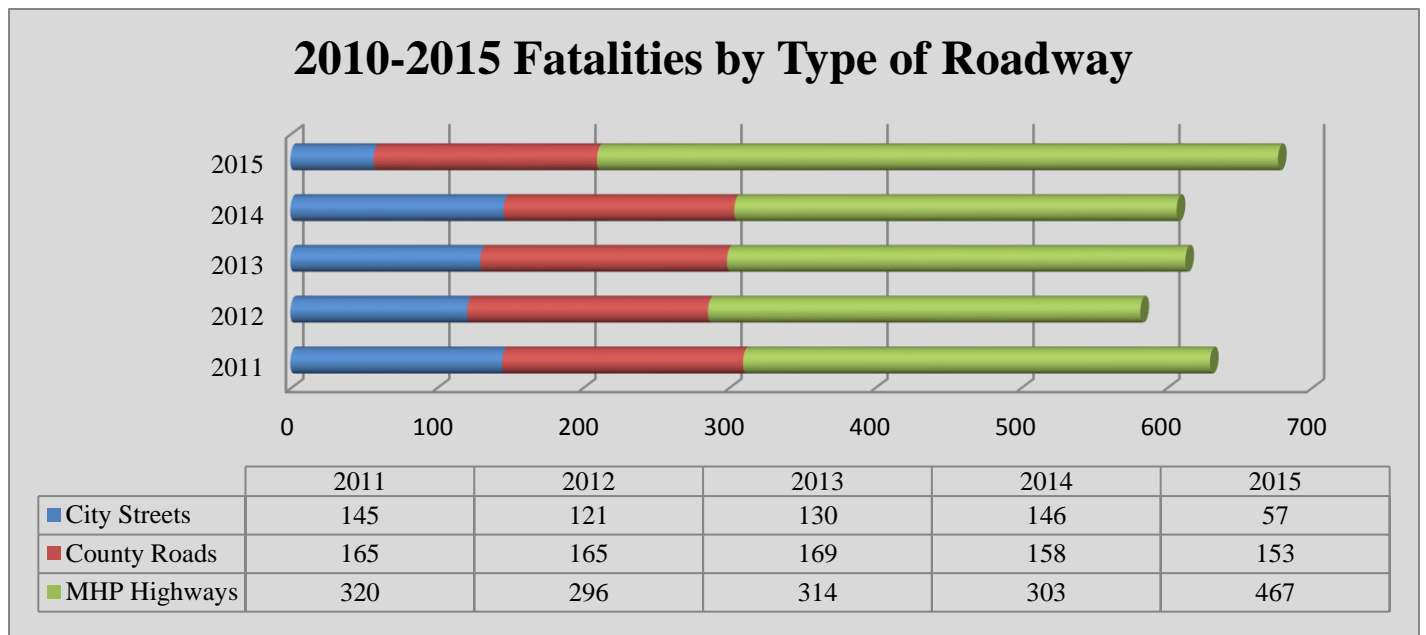
Mississippi Counties by 2015 Ranking		Fatalities					Percent of Total						
		2011	2012	2013	2014	2015	2011	2012	2013	2014	2015		
1	Hinds County	32	29	28	31	47	5	5	5	5	7		
2	Harrison County	34	30	24	23	28	5	5	4	4	4		
3	Desoto County	20	11	17	19	24	3	2	3	3	4		
4	Jackson County	18	16	18	28	20	3	3	3	5	3		
5	Copiah County	11	12	14	7	19	2	2	2	1	3		
6	Jones County	27	15	11	14	19	4	3	2	2	3		
7	Marshall County	10	8	14	14	17	2	1	2	2	3		
8	Pearl River County	18	9	13	13	17	3	2	2	2	3		
9	Rankin County	16	22	21	18	16	3	4	3	3	2		
10	Forrest County	25	18	8	9	15	4	3	1	1	2		
<i>Sub Total 1.*</i>		<i>Top Ten Counties</i>		228	197	187	197	222	36	34	31	32	33
<i>Sub Total 2.**</i>		<i>All Other Counties</i>		402	385	426	410	455	64	66	69	68	67
<i>Total</i>		<i>All Counties</i>		630	582	613	607	677	100	100	100	100	100

*STSI/NHTSA



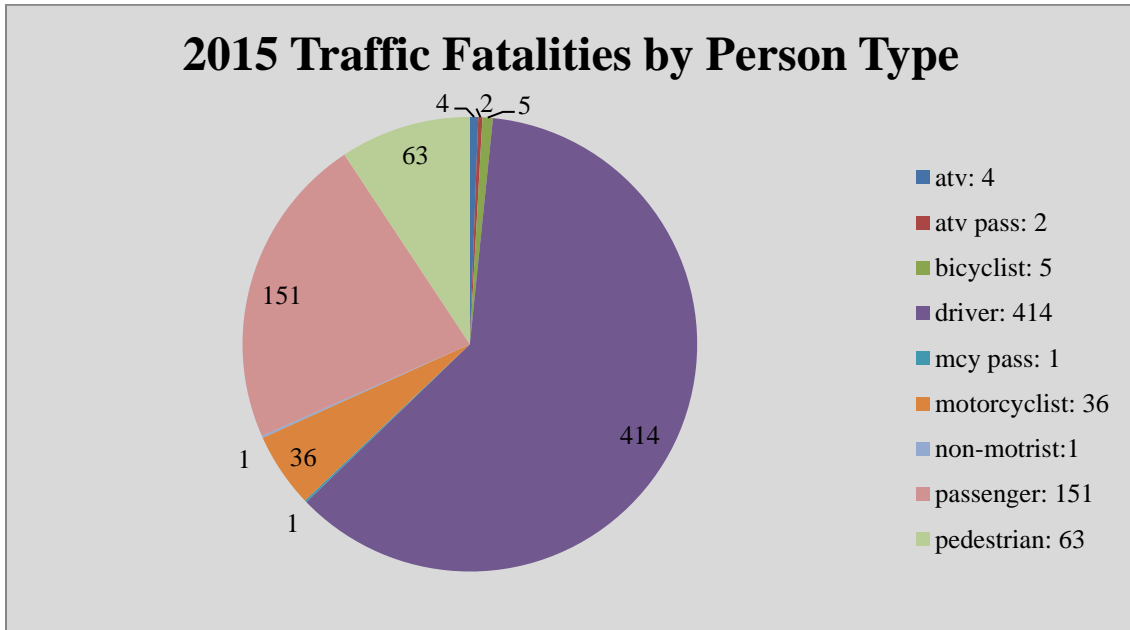
Data Analysis-Population: Type of Fatality

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



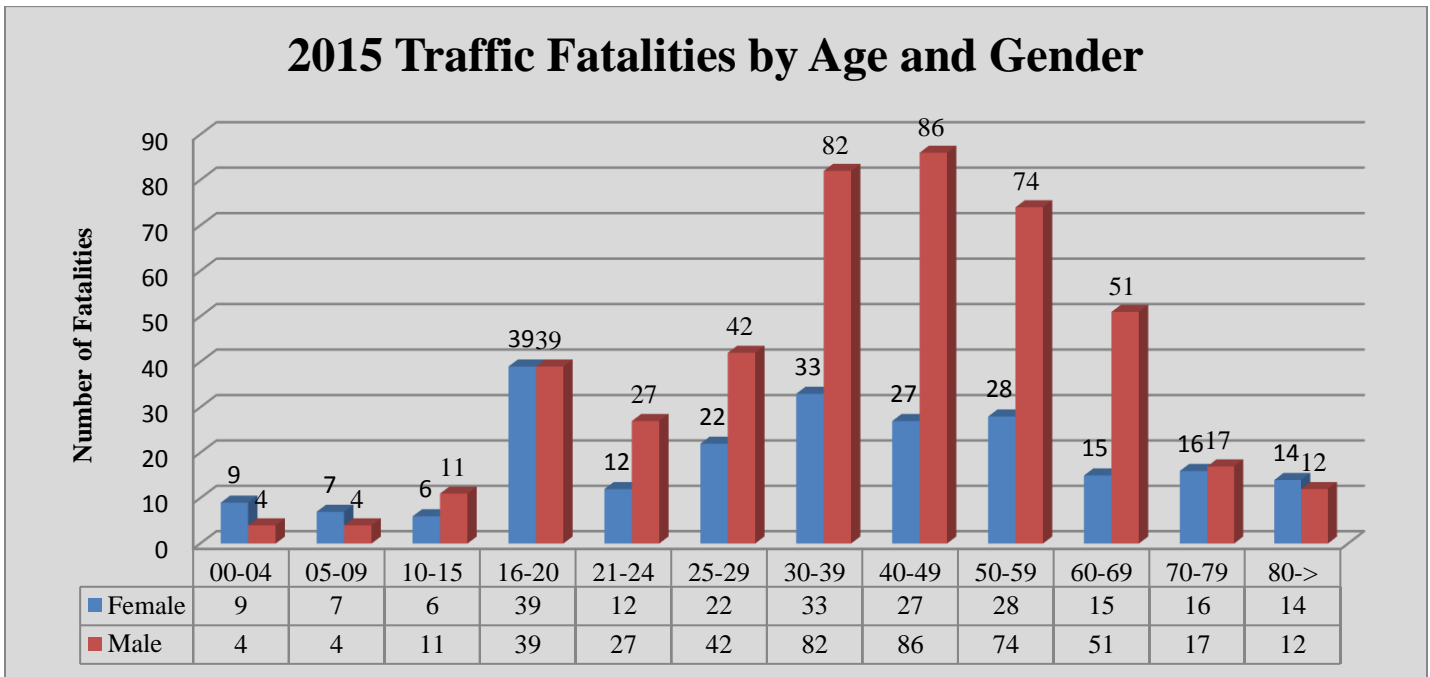
*MOHS State Data

2015 Traffic Fatalities by Person Type



*MOHS State Data

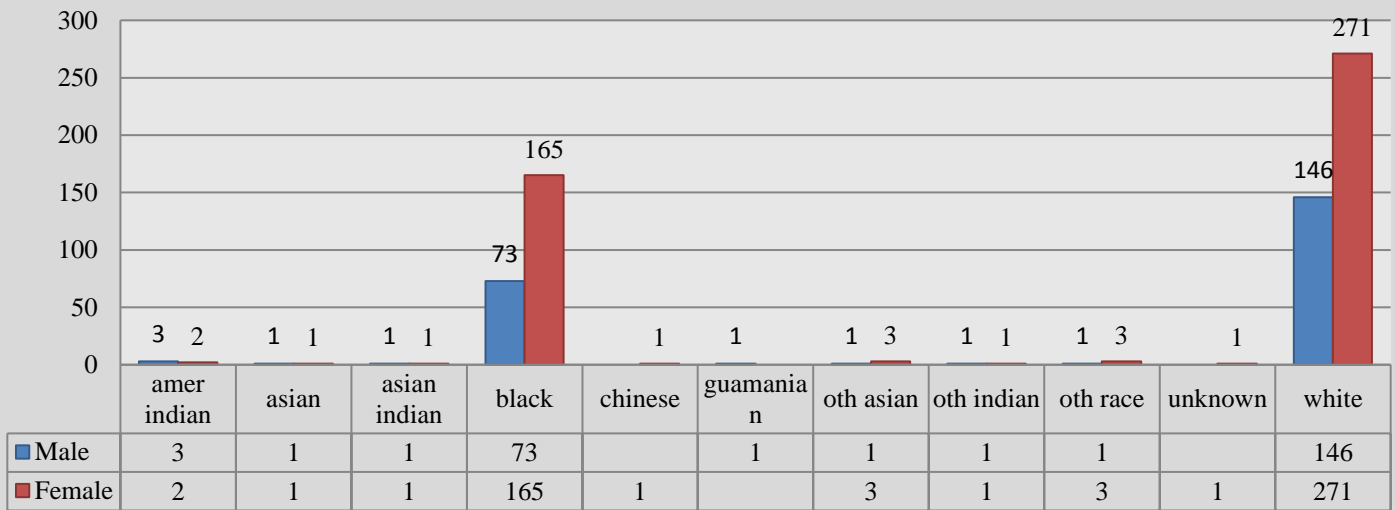
2015 Traffic Fatalities by Age and Gender



*MOHS State Data

The age of persons that are involved in fatal crashes helps show the population that the MOHS needs to focus on through enforcement and education. During 2015 the age group with the most fatal crashes was the age group of 30-39, 40-49 and 50-59 and males. During 2015, there were 449 male fatalities compared to the 228 in females during 2015. This information provides information on how to target education and media campaigns to reach those age groups and help with the reductions of fatalities.

2015 Traffic Fatalities by Race & Gender



*MOHS State Data

The race of persons that were involved in fatal crashes helps show the population that the MOHS needs to focus on through enforcement and education. During 2015, the race and age group with the most fatal crashes was the male gender group with race in white and black race groups. During 2015, there were 449 male fatalities compared to the 228 in females during 2015. This information provides information on how to target education and media campaigns to reach race and gender groups and help with the reductions of fatalities.

Mississippi Fatalities by Person Type and Race/Hispanic Origin

Person Type by Race/Hispanic Origin		2011	2012	2013	2014
Occupants (All Vehicle Types)	Hispanic	20	19	13	13
	White Non-Hispanic	389	318	366	332
	Black, Non-Hispanic	159	185	168	197
	American Indian, Non-Hispanic/Unknown	6	2	0	1
	Asian, Non-Hispanic/Unknown	1	2	3	3
	All Other Non-Hispanic or Race	1	1	3	1
	Unknown Race and Unknown Hispanic	0	0	1	0
	<i>Total</i>	576	527	554	547
Non-Occupants (Pedestrians, Pedalcyclists and Other/Unknown NonOccupants)	Hispanic	4	1	0	2
	White Non-Hispanic	24	28	28	40
	Black, Non-Hispanic	24	26	26	16
	American Indian, Non-Hispanic/Unknown	1	0	1	0
	Asian, Non-Hispanic/Unknown	0	0	1	2
	Multiple Races, Non-Hispanic/Unknown	1	0	0	0
	All Other Non-Hispanic or Race	0	0	2	0
	Unknown Race and Unknown Hispanic	0	0	1	0
<i>Total</i>	54	55	59	60	
Total	Hispanic	24	20	13	15
	White Non-Hispanic	413	346	394	372
	Black, Non-Hispanic	183	211	194	213
	American Indian, Non-Hispanic/Unknown	7	2	1	1
	Asian, Non-Hispanic/Unknown	1	2	4	5
	Multiple Races, Non-Hispanic/Unknown	1	0	0	0
	All Other Non-Hispanic or Race	1	1	5	1
	Unknown Race and Unknown Hispanic	0	0	2	0
<i>Total</i>	630	582	613	607	

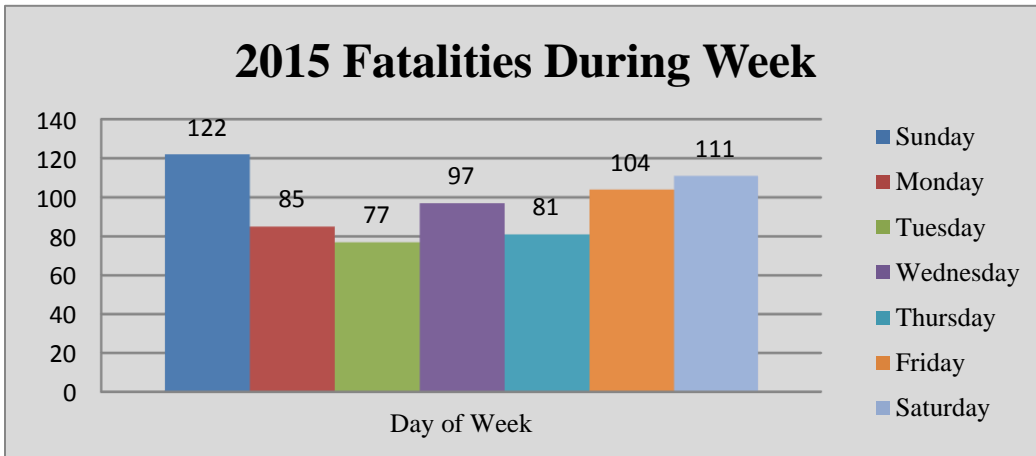
*STSI/NHTA

Data Analysis-Time/Date Charts: 2015 Traffic Fatalities by Month and Jurisdiction

	MHP	CO	CITY	FED	TOTAL
JAN	16	7	5		28
FEB	30	26	13		69
MAR	24	11	11		46
APR	31	9	10		50
MAY	36	13	19		68
JUN	17	9	11		37
JUL	39	13	23		64
AUG	28	14	18		70
SEP	32	15	15		62
OCT	42	19	1		72
NOV	40	11	11		62
DEC	25	11	12	1	49
TOTAL	370	158	148	1	677

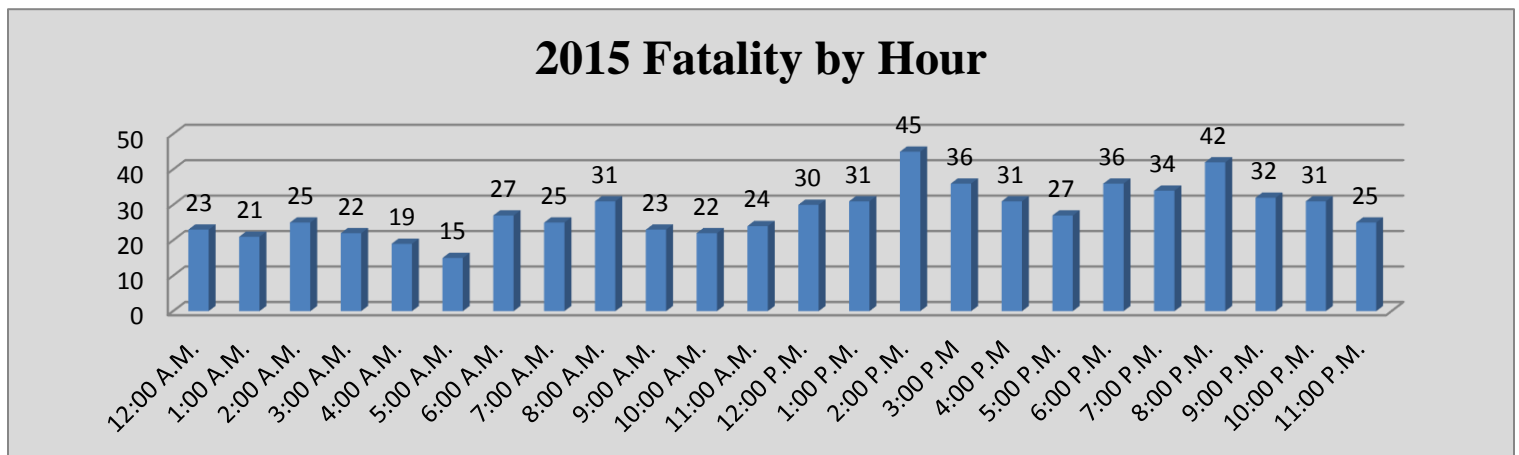
In 2015, most fatalities occurred during August and October, which is due to increase in tourism to the State and activities that require travel, along with travel to and from football games and starting college. Problem identification through data shows when most fatalities occur, the MOHS can provide law enforcement additional assistance through grant monies, media campaigns and other activities that can be provided during high fatality months, to reduce crashes, injuries and fatalities in Mississippi.

*MOHS State Data



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

*MOHS State Data



*MOHS State Data

The above chart shows the time of day for 2015 statewide fatalities. The time period with the most statewide fatalities has taken a large shift from the past where traditionally fatalities occur between 2:00 p.m. and 10:00 p.m., with 2:00 p.m. and 8:00 p.m. having the most fatalities during the day.

Overall Fatality-Snapshot

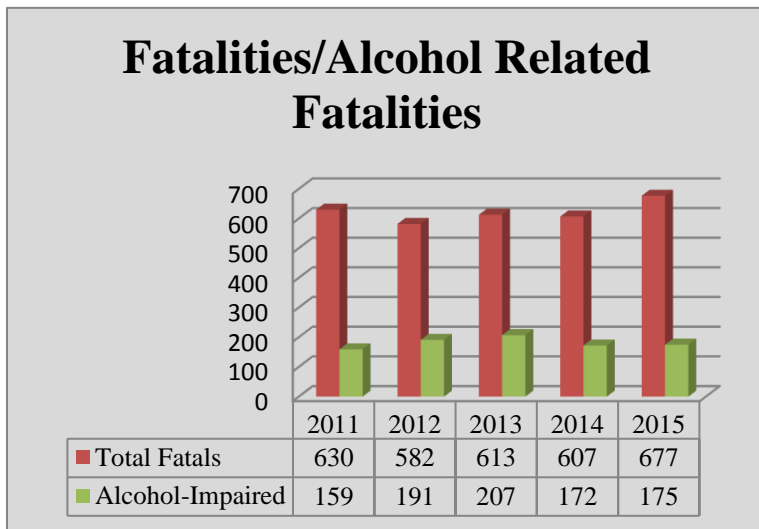
For 2018, the MOHS staff is looking at data like never before. What was once the focus for MOHS has changed and has shifted the focus and priorities for the upcoming year for the MOHS. The data in a snapshot is as follows and what will be the priority for the MOHS during FY18: *MOHS State Data

- **Roadway Focus:** Highways and Interstates are the most deadliest roadways
- **Age Group Focus:** 30-39; 40-49; and 50-59. This represents a large shift from the national 18-25 age group.
- **Ethnicity/Race & Gender Focus:** White Males and White Females present an over 2x times the death rate of other ethnicity and race. Males are still the primary gender focus for 2018.
- **Months of Focus:** October and August are the deadliest month during the year. The MOHS will focus on activities, enforcement, media campaigns during these months.
- **Day of Week Focus:** Sunday is the deadliest day of the week, which is different than the past of Friday and Saturday.
- **Time of Day Focus:** The time of day focus has also shifted from overnight hours to the hours on 2:00 p.m. and 8:00 p.m.

Contributing Factors for Mississippi Fatalities and Fatal Crashes:

There are many factors that can attribute 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. Mississippi saw an increase in fatal crashes and traffic fatalities during 2015. There was a 10.08% increase in traffic fatalities in 2015 with 70 additional traffic fatalities than in 2014. The following areas will break down the data by program area.

Impaired Driving:



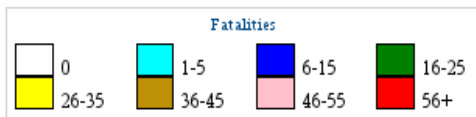
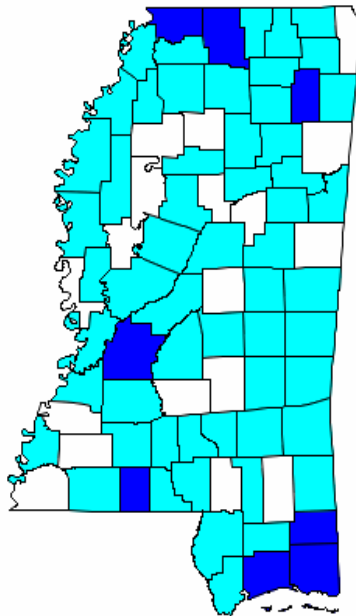
Alcohol impaired fatalities increased from 172 in 2014 to 175 in 2015. In 2015, 26% of all fatalities were alcohol impaired. MOHS plans to continue in the efforts to reduce overall crashes, fatal crashes, injury and the economic losses caused by traffic crashes. Alcohol impaired traffic crashes will continue to be a priority in program planning.

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

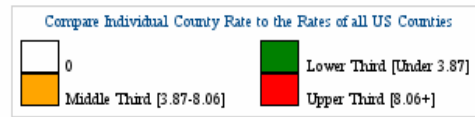
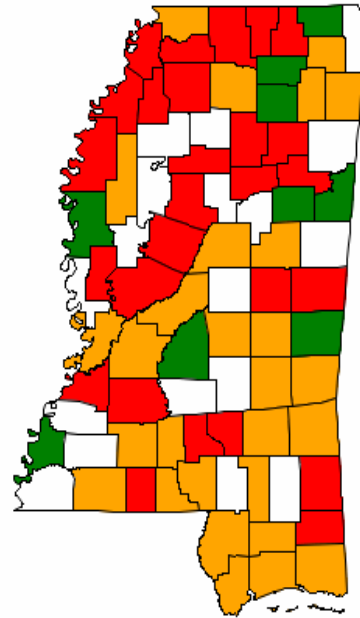
Mississippi Traffic Fatalities and Alcohol Involvement 2011 – 2015

Year	Fatalities	Alcohol Impaired Fatalities	% of Alcohol Impaired Fatalities
2011	630	159	25%
2012	582	191	33%
2013	613	207	33%
2014	607	172	28%
2015	677	175	26%

Fatalities in Crashes Involving an Alcohol-Impaired Driver (BAC = .08+)



Fatalities in Crashes Involving an Alcohol-Impaired Driver (BAC = .08+) per 100,000 Population

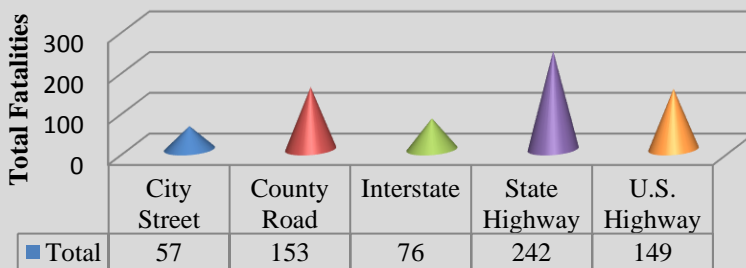


2015 Traffic Injuries by Impairment and Severity				
Impairment	Injury			Grand Total
	A	B	C	
ALC	43	352	579	974
DRUG	9	77	145	231
NONE	447	5389	21124	26960
Grand Total	499	5818	21848	28165

*MOHS State Data

There were 499 drivers sustaining life threatening injuries (A level) in 2015, of those 499- 43 were alcohol injury and 9 were drug use injuries, with 447 with no alcohol or drug use. During 2015, there were 5,818 drivers (B level) with 352 were alcohol and 77 were drug impairment with moderate injuries (B level). Most of these were transported by EMS to medical centers for observation and/or emergency room care. Moreover, there were 21,848 (C Level) drivers with 579 alcohol impairment and 145 with drug impairment, which resulted in minor injuries (C level).

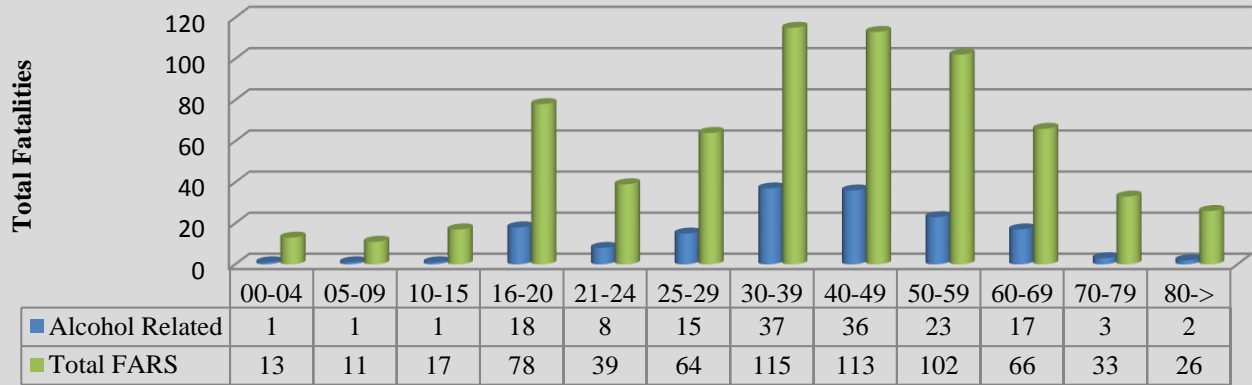
2015 Fatalities by Roadway and Alcohol Involvement



*MOHS State Data

In 2015, most alcohol involved fatalities occurred on state highways with 242 fatalities; county roads with 153 fatalities and U.S. highways. These roadways are seen as less populated with the chance to encounter law enforcement and MHP, so impaired drivers use these roadways more often, which is where fatalities occur more often.

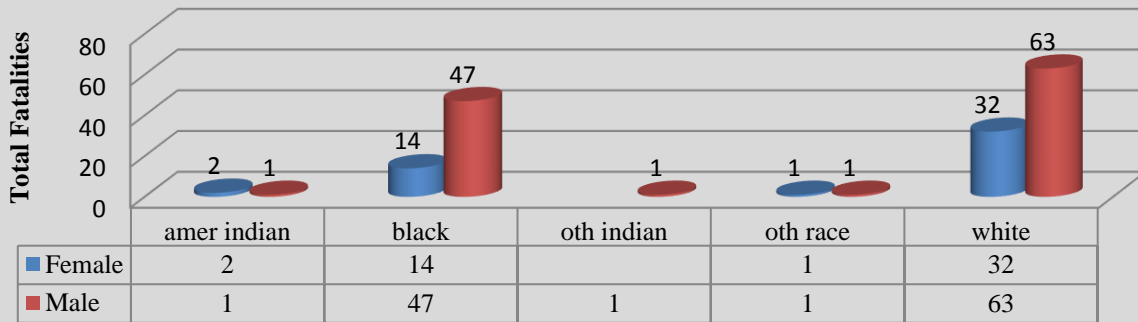
2015 Alcohol Impaired Fatalities by Age



*Alcohol Impaired by age was determined with State data

The above chart shows the alcohol impaired fatalities during 2015 by the age of the population. In 2015 the age groups with most of the alcohol impaired fatalities have shifted to 30-39, 40-49 and 50-59. This data provides the MOHS on what population to direct educational programs and enforcement efforts.

2015 Alcohol/Impaired Fatalities by Race and Gender



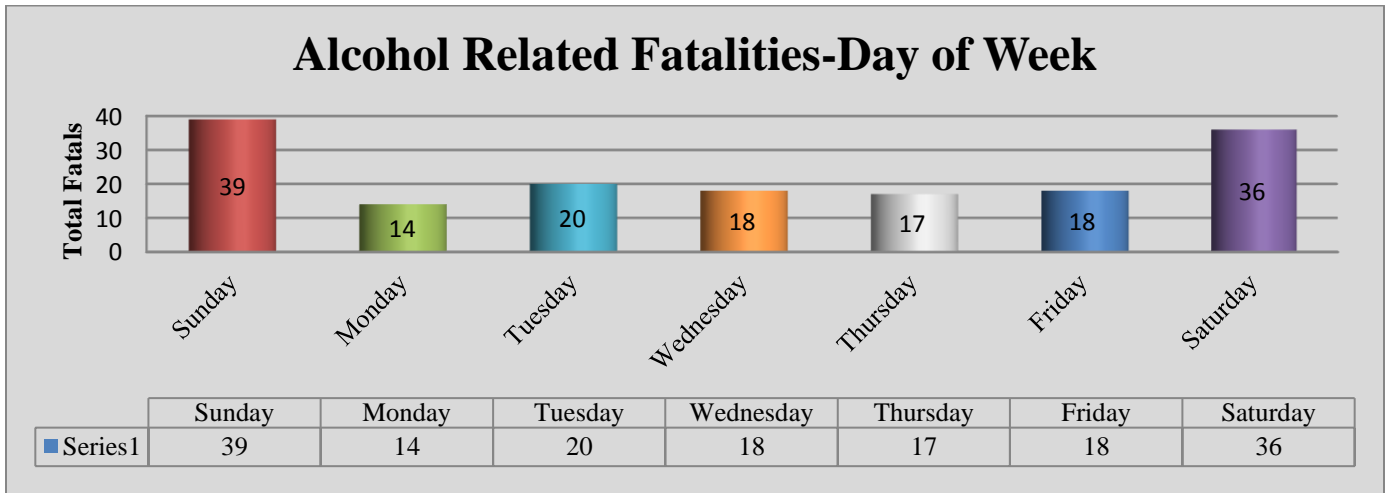
*MOHS State Data

In 2015, males had a higher rate of fatality than women by almost 2 times to rate. White males were higher than in fatalities with black males coming in next. White females were 2 times higher in fatalities from any other race.

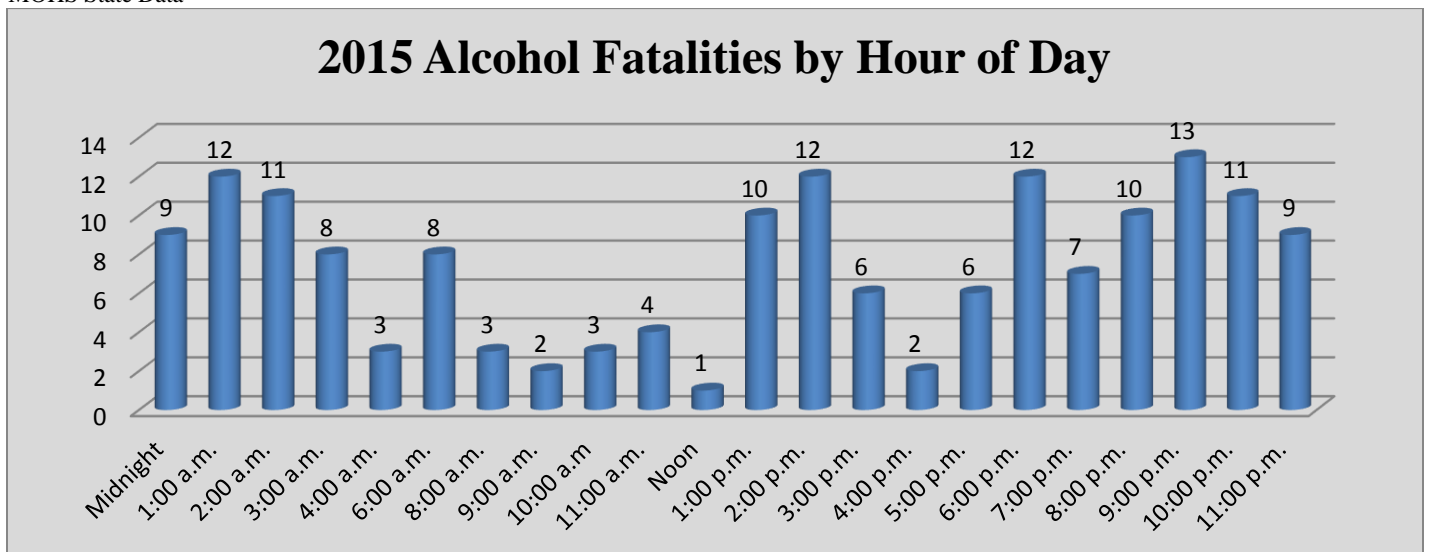
2015 TOTAL DUI ALCOHOL/DUI DRUG FATALITIES BY MONTH			
	DUI Alcohol	DUI Drug	Total DUI
JANUARY	9	1	10
FEBRUARY	14	1	15
MARCH	8	1	9
APRIL	4	0	4
MAY	23	1	24
JUNE	13	0	13
JULY	20	0	20
AUGUST	23	0	23
SEPTEMBER	8	1	9
OCTOBER	18	0	18
NOVEMBER	11	0	11
DECEMBER	11	0	11
TOTAL	162	5	167

*MOHS State Data

The above chart shows the 2015 DUI alcohol and DUI impaired arrests by month for Mississippi. DUI arrests are lowest in the month of April and the highest in the month of May and August. The number of DUI impaired arrests has risen for the past 3 years, which helps the MOHS put resources in place for DUI impaired such as extra enforcement and educational programs.



*MOHS State Data



*MOHS State Data

DUI Arrests and DUI Citations:

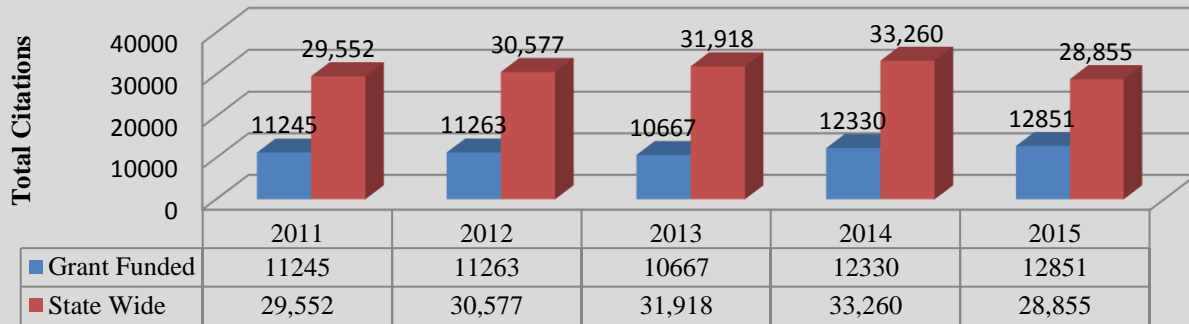
The total number of DUI arrests decreased from 33,260 in 2014 to 28,855 in 2015. Grant funded citations increased slightly from 12,330 in 2014 to 12,851. In 2015, there were 28,855 people arrested for DUI. Applying a 1% Out-of-State arrest rate, this produces an estimate of total arrests to be 29,144. During FY18, the MHP plans to host a training academy for additional trained enforcement to become part of the MHP. With the increases to state-wide enforcement, the numbers of DUI arrests should increase in the coming years.

Underage DUI: The chart below shows the actual number of young Mississippi drivers arrested. We have no way of estimating the number of underage Out-of-State arrests. Mississippi underage drivers accounted for a little over 5.23% of the total Mississippi drivers arrested for DUI in 2015. Underage drinking and driving continues to be a major traffic safety problem, the number of underage DUI arrest is increasing. DUI arrests have decreased a great deal, in not only total arrests, but also in underage DUI arrest as well. The most alarming fact is that these young drivers are committing two serious offenses.

First, drinking alcohol illegally and then driving under the influence! The MOHS will continue to work with law

enforcement and education groups that focus on young driver to help combat these issues.

DUI Citations vs. Grant Funded DUI Citations



*MOHS State Data

2011-2015 DUI Arrests

Year	Total DUI Arrests	Underage 21 DUI	% Underage DUI
2011	29,552	1,801	6.1%
2012	30,577	1,747	5.7%
2013	31,918	2,489	7.97%
2014	33,260	2,190	6.60%
2015	28,855	1,509	5.23%

*MOHS State Data

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

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

2015 DUI Alcohol Arrests by Hour of Day and Day of Week *State Data

Hour	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Total
Unknown	15	16	14	17	16	23	17	118
Midnight	375	88	83	80	147	165	412	1350
1:00 AM	405	68	59	79	111	151	379	1252
2:00 AM	298	62	42	60	91	116	241	910
3:00 AM	201	28	36	36	51	66	171	589
4:00 AM	97	21	23	22	26	42	72	303
5:00 AM	54	16	11	16	26	42	55	220
6:00 AM	42	17	13	18	25	39	85	239
7:00 AM	41	21	12	21	33	72	98	298
8:00 AM	36	27	20	26	47	100	112	368
9:00 AM	40	30	22	23	40	117	109	381
10:00 AM	32	21	18	31	70	138	138	448
11:00 AM	38	19	31	39	49	111	140	427
Noon	189	51	66	66	105	127	219	823
1:00 PM	20	16	19	13	24	30	37	159

2:00 PM	31	20	19	28	36	34	43	211
3:00 PM	39	27	32	22	35	39	56	250
4:00 PM	44	28	40	43	39	56	76	326
5:00 PM	67	40	37	41	54	64	105	408
6:00 PM	79	60	54	46	78	109	141	567
7:00 PM	100	60	68	81	109	164	223	805
8:00 PM	102	89	83	108	138	223	261	1004
9:00 PM	88	96	90	115	173	289	327	1178
10:00 PM	94	95	97	104	168	342	319	1219
11:00 PM	116	91	88	129	164	300	384	1272
Total	2643	1107	1077	1264	1855	2959	4220	15125

2015 DUI Arrests by Month and Jurisdiction			
Month	Local	MHP	Total
Jan	2023	560	2583
Feb	2058	506	2564
Mar	2152	524	2676
Apr	2136	499	2635
May	2079	513	2592
June	1849	469	2318
July	1969	536	2505
Aug	1996	613	2609
Sep	1759	368	2127
Oct	1724	566	2290
Nov	1512	600	2112
Dec	1613	507	2120
Total	22870	6261	29131

During 2015, most DUI arrests occurred at 12:00 a.m.; 11:00 p.m.; 1:00 a.m. and 10:00 p.m. Saturday continues to have the highest level of arrests with Friday and Sunday being the days of the week with the next highest number of arrests. Local law enforcement continues to make the highest number of arrest, which includes both municipality and sheriff departments.

March, April and August have the highest number of arrests of all the months for 2015.



Overall Alcohol/Impaired Fatality-Snapshot

For 2018, the MOHS staff is looking at data like never before. The focus for MOHS has changed and has shifted the focus and priorities for the upcoming year for the MOHS. The data in a snapshot is as follows and what will be the priority for the MOHS during FY18: *MOHS State Data

- Roadway Focus: State Highway and County Roads
- Age Group Focus: 30-39; 40-49; and 50-59
- Ethnicity/Race Focus: White and Black
- Gender Focus: Males
- Months of Focus: August and July
- Day of Week Focus: Sunday and Saturday
- Time of Day Focus: 9:00 p.m.; 1:00 a.m.; 2:00 p.m. and 6:00 p.m.

Occupant Protection:

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

In 2015, there were 565 occupant fatalities and 55.3%, which is more than 1 out of every 2, were not wearing safety belts. However, the 76 young drivers and passengers ages 16 to 20 that were killed in 2015, 40 were unbelted, which represents at an alarming rate of 52.6%. Many of these young motorists could have been saved by the seat belt. There is no doubt that seat belts save lives and/or reduce injury. With sustained statewide law enforcement, coupled with public information and education, Mississippi stands poised to save hundreds of lives and reduce thousands of injuries each year from increased safety belt usage by motorists.

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

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

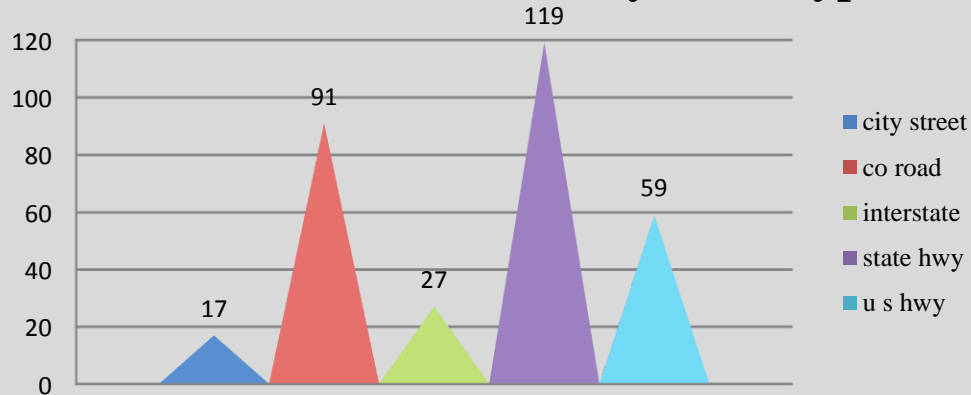
Type of Fatality by Occupant Protection Device 2015

2015 Traffic Fatalities by Person and Occupant Protection /Unbelted fatalities = 55.3% (313/565)										
person	n/a	belted	child seat	unbelted	child seat fwd	no helmet	helmet	Helmet unk	unkn	Grand Total
atv						1	1	2		4
atv pass						2				2
bicyclist	5									5
driver		189		224					1	414
mcy pass							1			1
motorcyclist						8	28			36
non-motrist	1									1
passenger		55	5	89	2					151
pedestrian	63									63
Grand Total	69	244	5	313	2	11	30	2	1	677

*MOHS State Data

There were 565 motor vehicle fatalities in 2015, with 313 total occupants not, which represents 55.3% unbelted. Of the 313 unrestrained occupants, there were 225 drivers unrestrained (224 known and 1 unknown/not reported) which represents 71.6% drivers unbelted. Of the 151 unrestrained occupants, there were 89 passengers unrestrained, which represents 71.57% were unbelted.

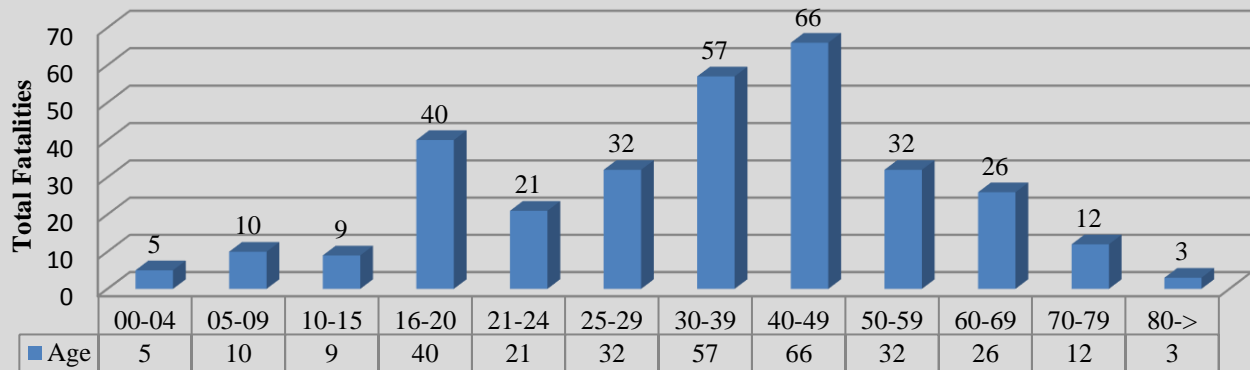
2015 Unbelted Fatalities by Road Type



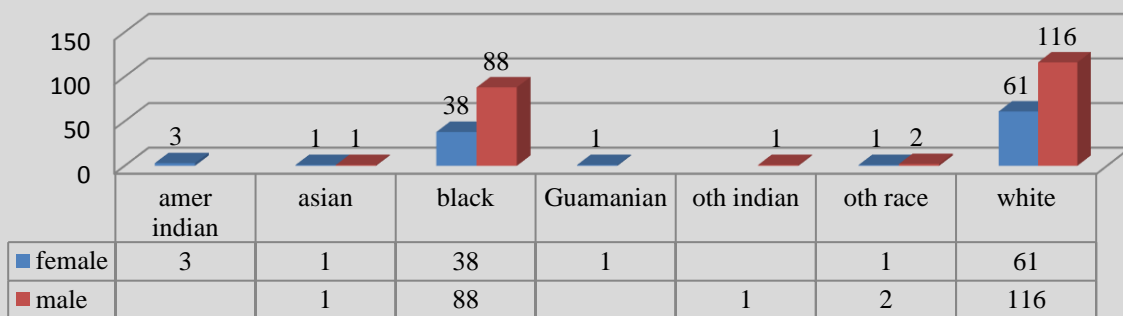
As the chart shows, most unbelted fatalities occur on state highways, with county roads with the second deadliest roadways for 2015.

The largest age group of unbelted fatalities was among the 40-49 age population with 66 fatalities, which represented 21.09% of all fatalities. Out of the 677 fatalities, 313 were unbelted. *MOHS State Data

2015 MS Occupant Protection Fatalities by Age

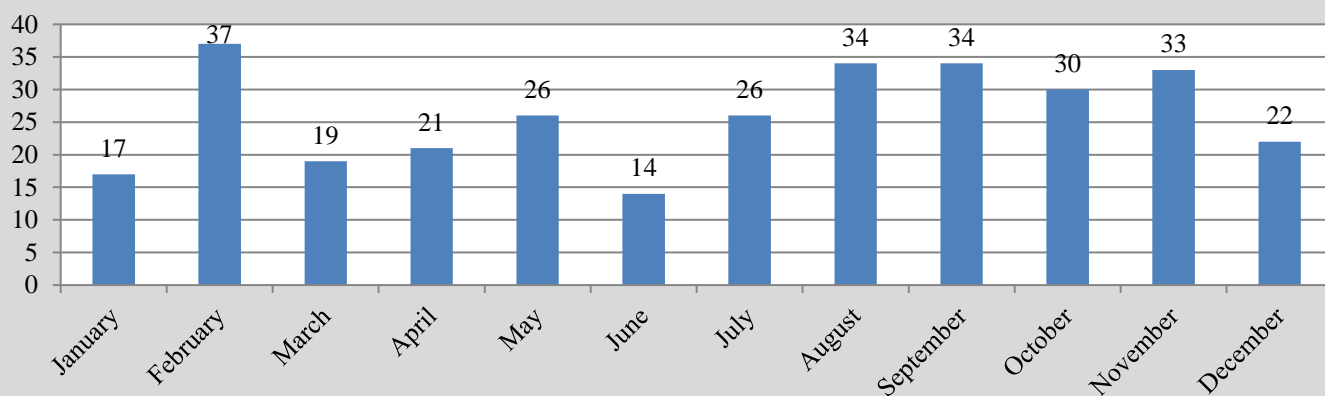


2015 Unbelted Traffic Fatalities by Race and Gender



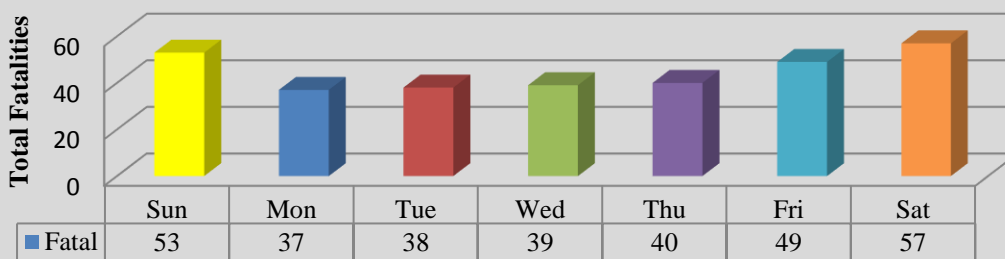
During 2015, the male population has more fatalities than female, with white and black races having the most fatalities compared to other nationalities. *MOHS State Data

2015 Unbelted Traffic Fatalities by Month



*MOHS State Data

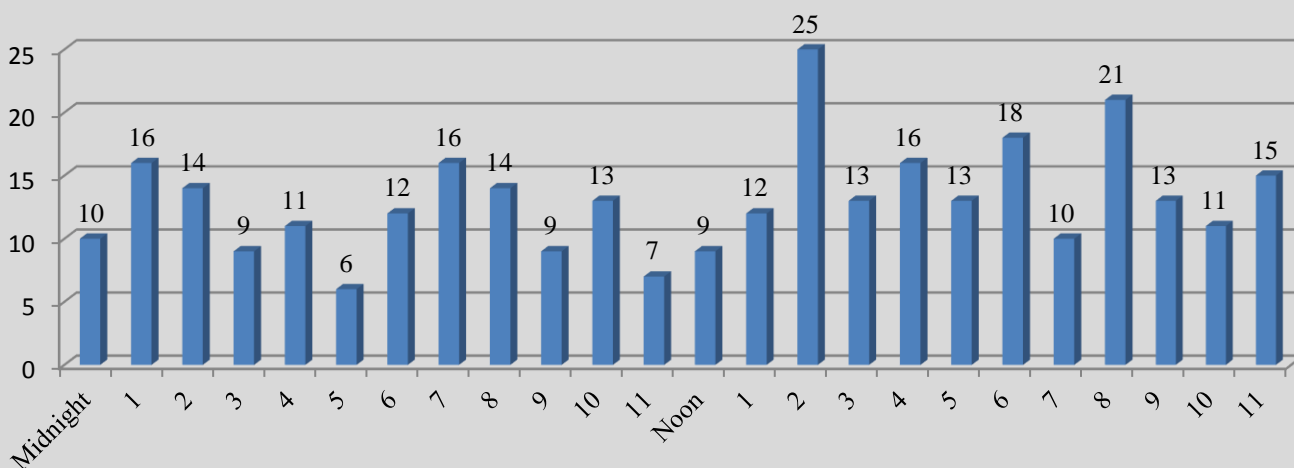
2015 Occupant Protection Fatalities by Day of Week



*MOHS State Data

The above charts show that February, August and September were the months with the highest fatalities during 2015, with Saturday and Sunday having the most fatalities during the week, each with more than 50 on each day.

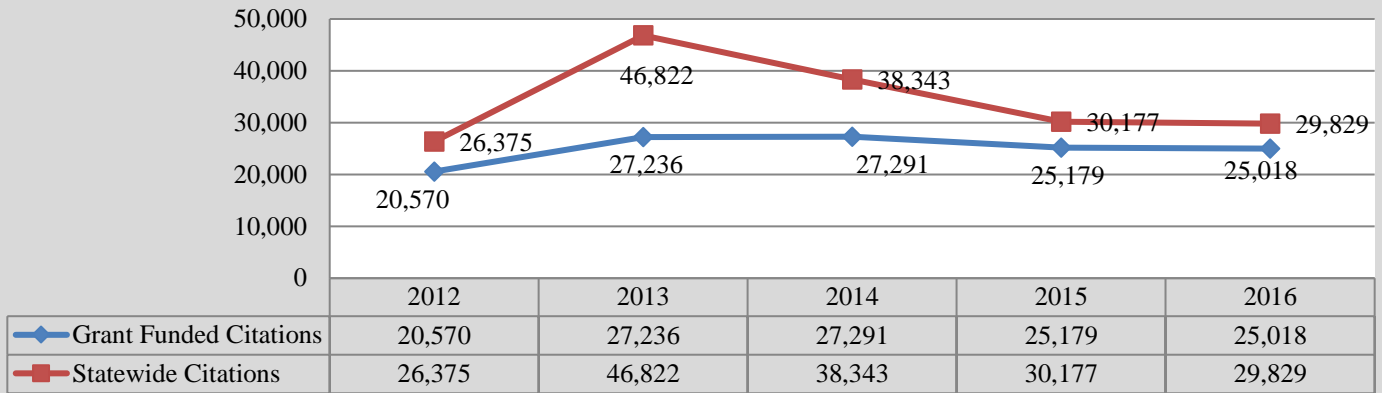
2015 Occupant Protection Fatalities by Time of Day



*MOHS State Data

Occupant Protection Citations:

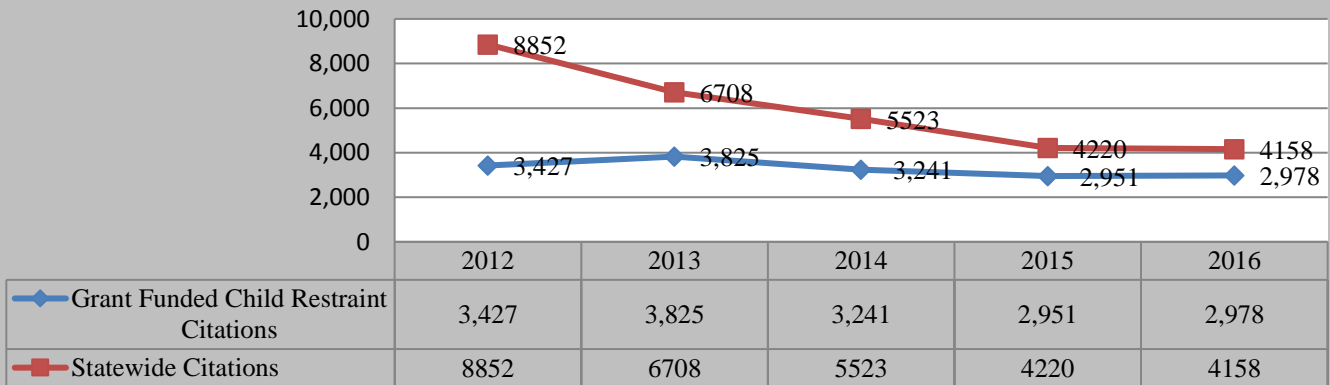
Grant Funded Seatbelt vs. State Wide Citations 2012-2016



*MOHS State Data

The above chart shows the grant funded citations v. statewide citations for 2012-2016. The data shows a decrease in grant funded citations from 25,179 in 2015 to 25,018 in 2016. The state wide seatbelt citations decreased 30,177 in 2015 to 29,829 in 2019. The state will continue to work on maintaining the increase of grant funded citations, along with working with all agencies across the state to work on increasing the state wide seatbelt citations.

Grant Funded Child Restraint vs. Statewide Citations 2012-2016



*MOHS State Data

The chart above shows the statewide child restraint citations from 2012-2016. Child restraint citations have decreased every year from 2012 to 2015 in statewide restraints. The child restraint citations increased in 2016 to 2,978.

Mississippi Seatbelt Surveys/Usage Rate:

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

Overall Seatbelt Survey: In the overall seatbelt usage rate, the 2016 seat belt usage rate for Mississippi is 77.9%, which decreased 1.7%. The northern part of the State continues to be a major focus area with two surveyed areas being less than 70% usage and seven under 80%. The southern part of the State remains to have some of the highest rates for seatbelt usage, with most above 80% usage rates and some above the national average of 87%.

County	2015 Survey	2016 Survey	Percentage Change
Chickasaw	84.2%	65.00%	-22.80%
Desoto	82.5%	88.40%	7.15%
Hancock	80.3%	75.70%	-5.73%
Harrison	91.9%	90.30%	-1.74%
Holmes	80.8%	78.80%	-2.48%
Hinds	79.1%	72.50%	-8.34%
Jackson	83.8%	88.00%	5.01%
Lee	83.2%	70.30%	-15.50%
Leflore	67.9%	68.70%	1.18%
Madison	78.2%	81.40%	4.09%
Panola	77.7%	80.30%	3.35%
Perry	89.3%	92.30%	3.36%
Pike	83.7%	82.80%	-1.08%
Pontotoc	72.6%	72.90%	0.41%
Prentiss	62.5%	70.60%	12.96%
Rankin	75.4%	72.60%	-3.71%
Total	79.6%	77.90%	-2.14%

*MOHS State Data

As the chart shows, the MOHS has made major positive differences in Prentiss (+12.96%) and Desoto (+7.15%) counties, presumably due to an increased effort in media and enforcement in these areas of the state. There were several significant drops in belt use in 2015 came from Lee (-15.50%) and Chickasaw (-22.80%). All other differences among the counties surveyed were less than 6% in either a positive or negative direction. These differences are considered to be due to normal fluctuations and of minimal impact.

Child Restraint Survey: According to the 2016 Seat Belt Survey Report, Mississippi currently has a 77.9% usage rate. This rate is slightly higher than the 79.6% usage rate in 2015. Over time, the effort toward increasing and improving child restraint use has been both extensive and intensive. The child restraint rate is 81.27%. There is little doubt that having a primary child restraint law has made a significant impact on the high use of child restraints in Mississippi. The 2006 primary seat belt law for all front seat passengers could be an influential factor in the usage rate increase. Forty municipalities with populations of 10,000 and above were selected for the 2016 Child Restraint Survey.

Children Observed	Children Restrained	Children Unrestrained
5,837 100%	4,744 81.27%	1093 18.73%

Seating Position of Child	Children Observed	Children Restrained
Front Seat	1,049 18.3%	716 68.3%
Back Seat	4,685 85.7%	4,015 85%
Totals	5,734 100%	4,731 82.5%

Occupant Protection Snapshot

For 2018, the MOHS staff is looking at data like never before. The focus for MOHS has changed and has shifted the focus and priorities for the upcoming year for the MOHS. The data in a snapshot is as follows and what will be the priority for the MOHS during FY18: *MOHS State Data

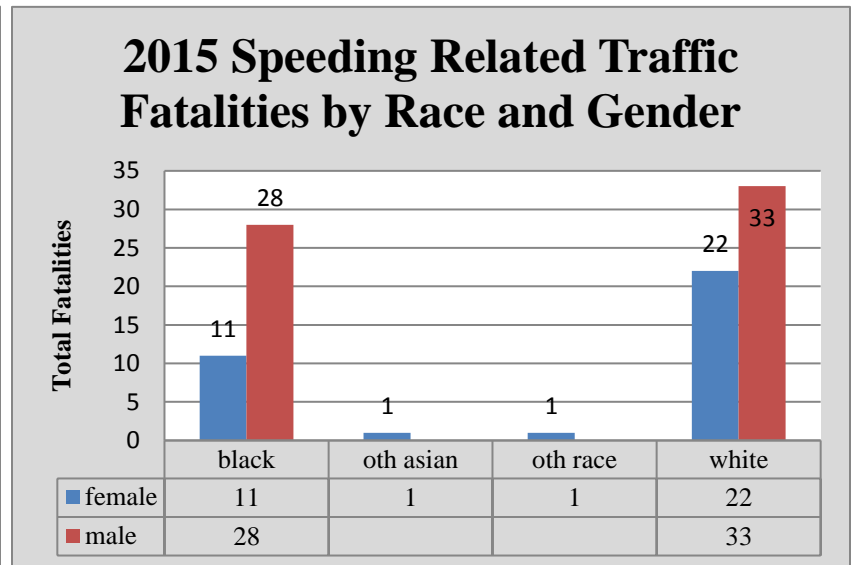
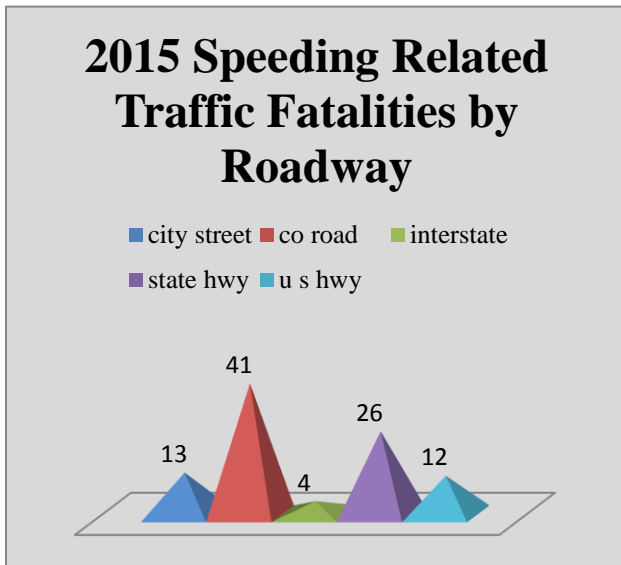
- Roadway Focus: Highways and county roads are the most deadliest roadways
- Age Group Focus: 40-49 and next 30-39. This represents a large shift from the national 18-25 age group.
- Ethnicity/Race & Gender Focus: White Males and White Females.
- Months of Focus: February, August and September are the deadliest months during the year.
- Day of Week Focus: Saturday and Sunday are the deadliest day of the week.
- Time of Day Focus: The time of day focus has also shifted from overnight hours to the hours on 2:00 p.m. and 8:00 p.m.

Speed:

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

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

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



*MOHS State Data

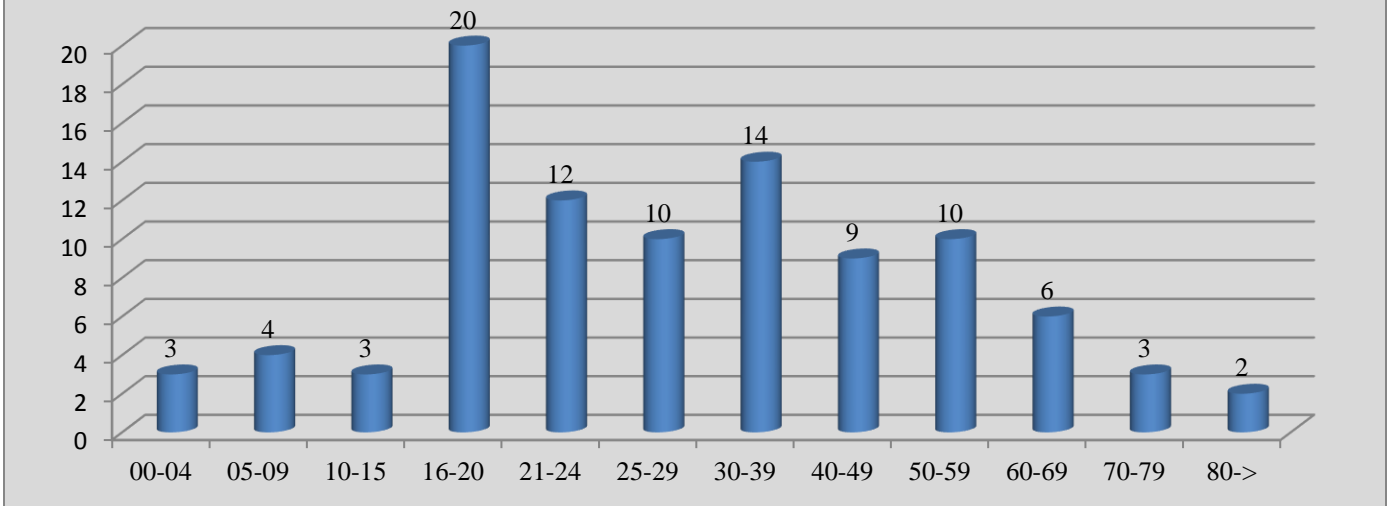
Speed Related Crashes 2011-2015

Crash Year	Total Fatalities	VMT (Millions)	Speed-Related Fatalities	Speed-Related Fatality Rate by (VMT)
2011	630	38,851	104	.27
2012	582	38,667	95	.25
2013	613	38,758	113	.29
2014	607	39,499	96	.24
2015	677	39,890	96	.24

*MOHS State Data

In 2015, most speed related fatalities occurred on county roads with state highways coming in next highest type of roadway. White males continue to have the highest number of speed related fatalities, with black males coming in next. White females have a fatality rate of 2 times more than any other race.

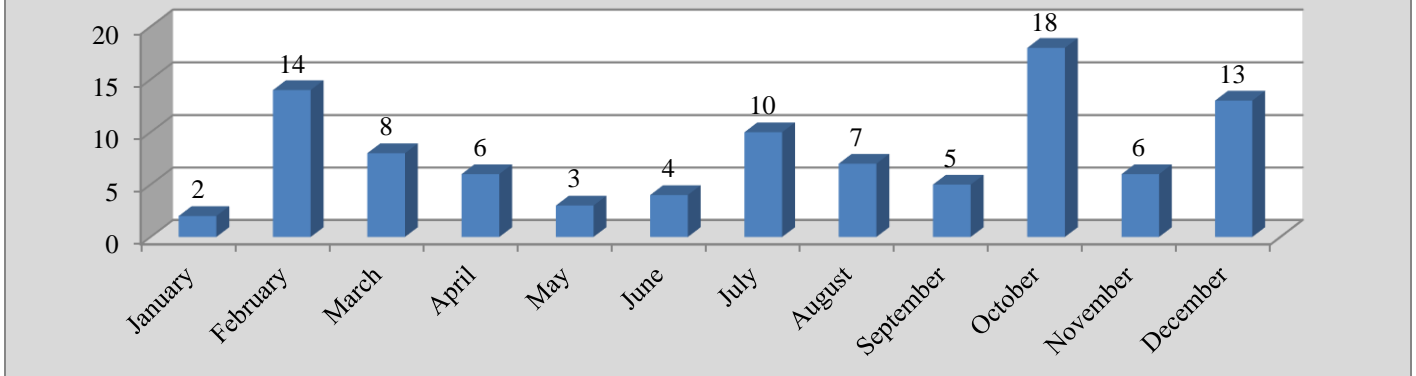
2015 Speeding Fatalities by Age



*MOHS State Data

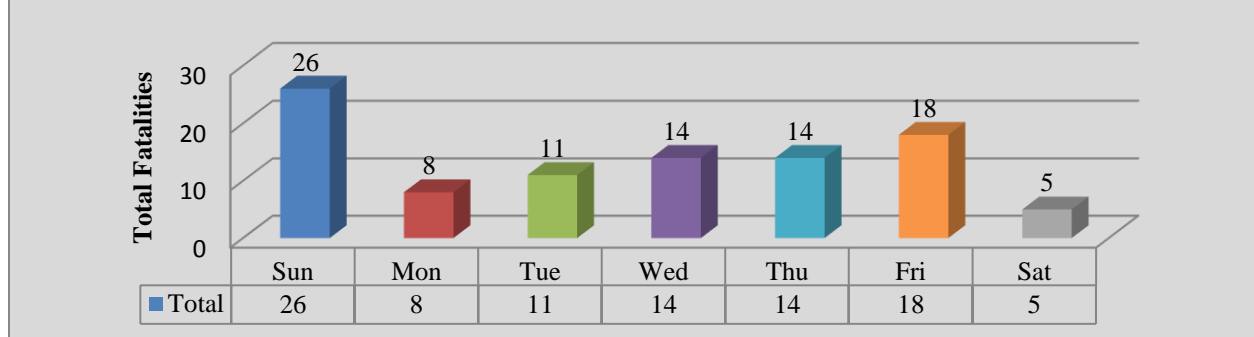
The largest age group of speed related fatalities was among the 16-20 age population with 20 fatalities and 30-39 age population with 14 fatalities during 2015. The chart below shows that based on race, white fatalities are higher than black, along with males still leading fatalities in gender. The chart below shows that October is the deadliest month for 2015 speeding related fatalities, with February and December coming in next with 14 and 13 fatalities.

2015 Speeding Related Traffic Fatalities by Month



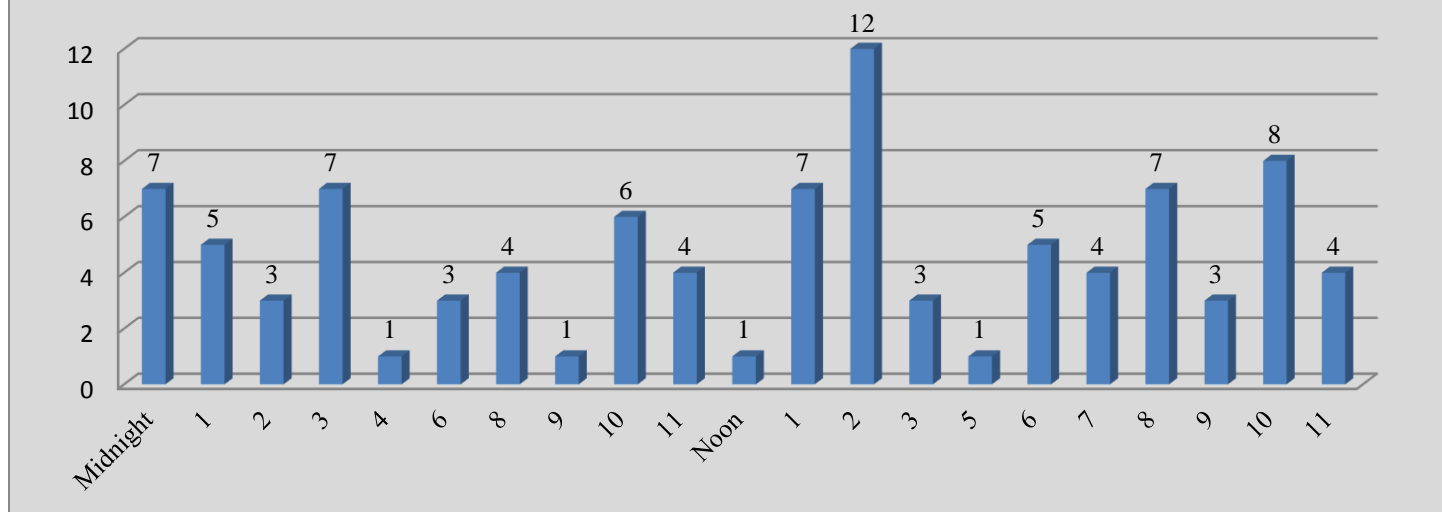
*MOHS State Data

2015 Speeding Fatalities by Day of Week



*MOHS State Data

2015 Speeding Fatalities by Time of Day



*MOHS State Data

The charts above show that Sunday and Friday were the days of the week with the highest number of fatalities and 2:00 p.m. was by far the time of day with the largest amounts of speeding related fatalities during the day. This data will help the MOHS create focused programs during the times with the most speeding related fatalities.

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

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

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

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

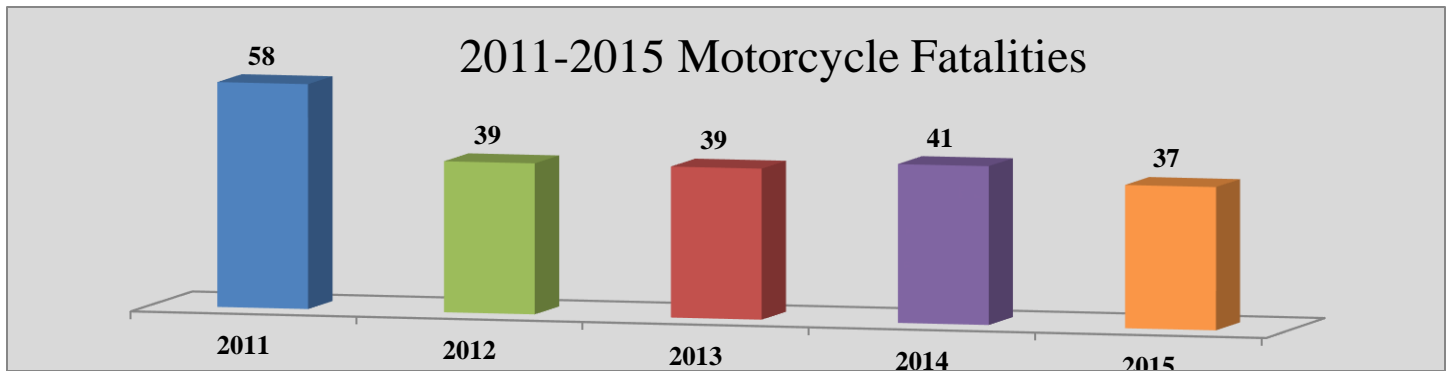
2015 Speed Snapshot

For 2018, the MOHS staff is looking at data like never before. The focus for MOHS has changed and has shifted the focus and priorities for the upcoming year for the MOHS. The data in a snapshot is as follows and what will be the priority for the MOHS during FY18: *MOHS State Data

- Roadway Focus: County roads are the most deadliest roadways
- Age Group Focus: 16-20 and next 30-39.
- Ethnicity/Race & Gender Focus: White Males and White Females represent a higher fatal rate of other ethnicity and race. Males are still the primary gender focus for 2018.
- Months of Focus: October and February are the deadliest months during the year. The MOHS will focus on activities, enforcement, and media campaigning during these months.
- Day of Week Focus: Sunday is the deadliest day of the week, which is different than the past of Friday.
- Time of Day Focus: The time of day focus has also shifted from overnight hours to the hours on 2:00 p.m. and 8:00 p.m.

Motorcycle Safety:

During the last five years, the MOHS has seen an up and down trend among motorcycle fatalities, with a maintenance of increase in the number from 41 in 2015 to the 5 year low of 37 fatalities in 2016.

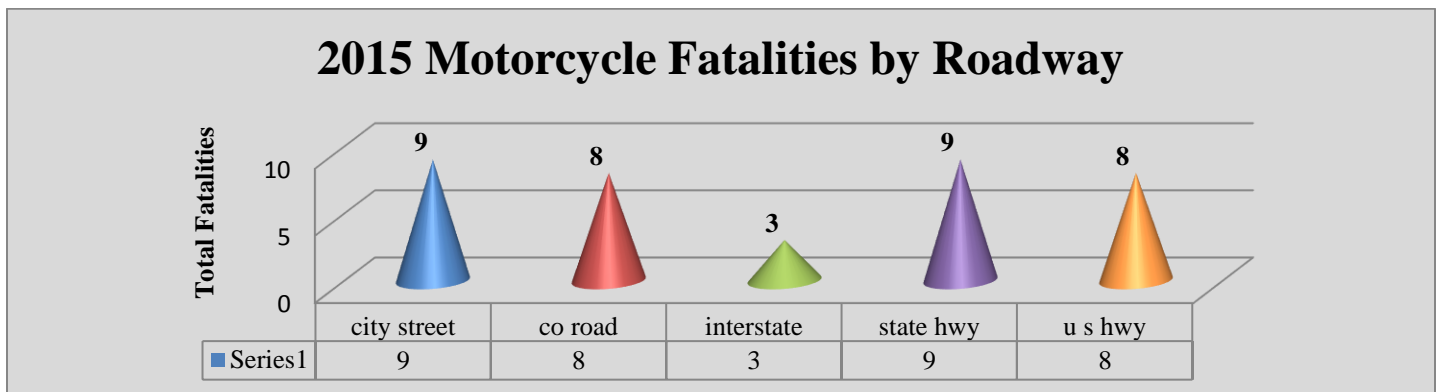


*MOHS State Data

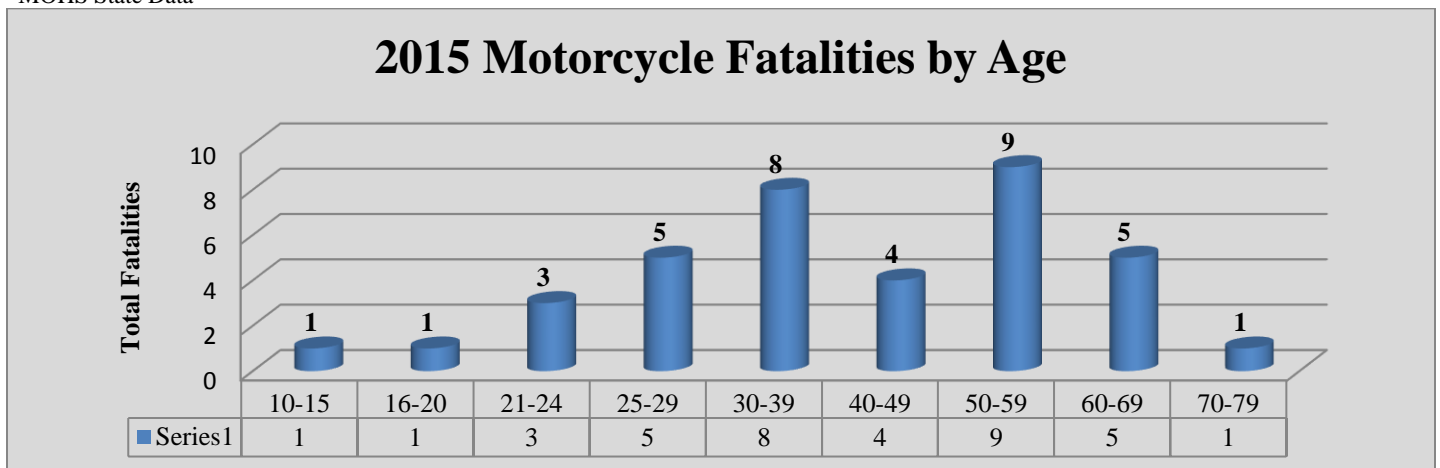
2011-2015 Motorcycle Fatalities by Alcohol Involvement

Year	No Alcohol	Alcohol Involved	Total Fatalities	Percent of Fatalities Alcohol Involved
2011	47	11	58	19.0%
2012	26	11	39	21%
2013	18	21	39	54%
2014	27	14	41	34.10%
2015	34	3	37	8.1%

*MOHS State Data

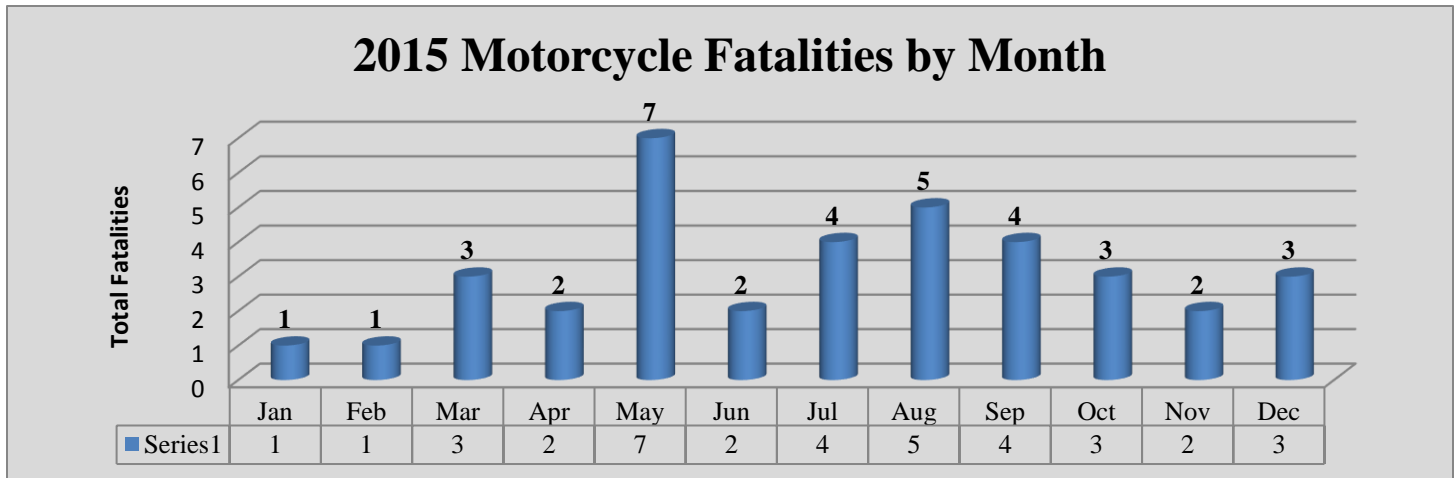
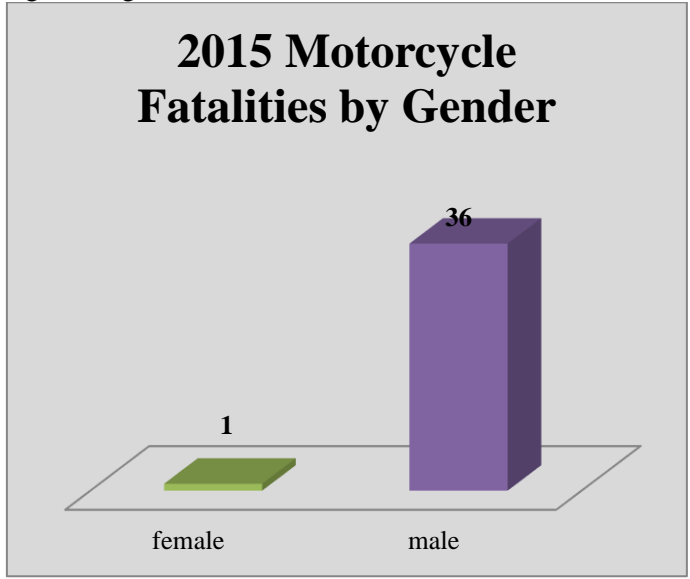
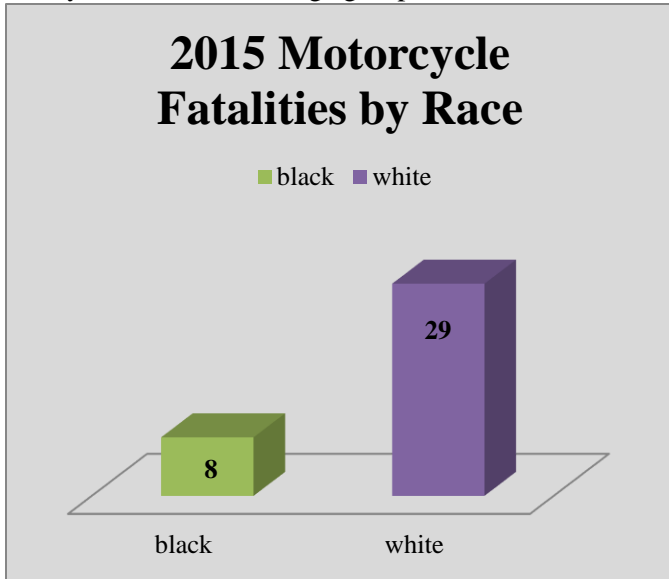


*MOHS State Data



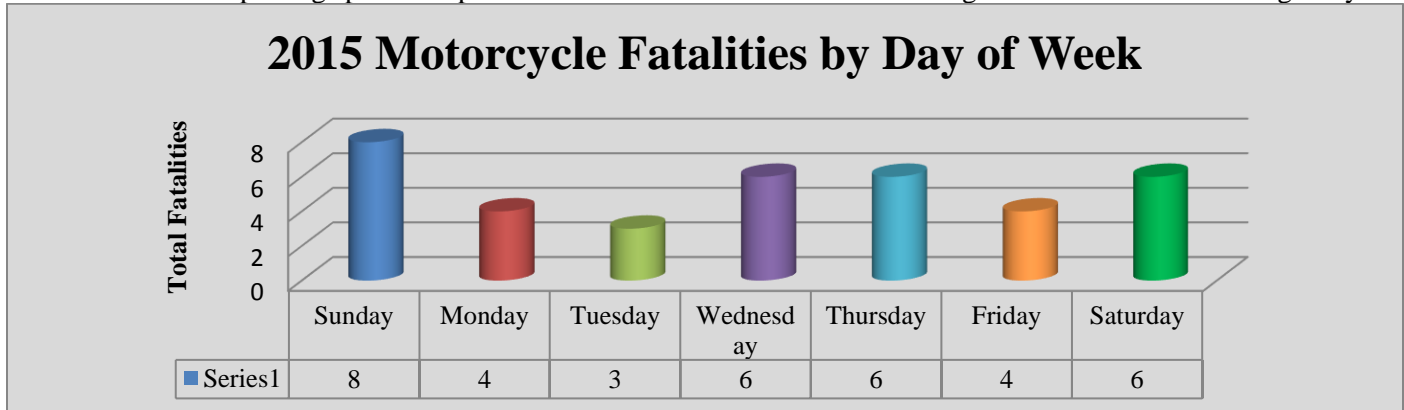
*MOHS State Data

The chart above illustrates motorcycle fatalities by age for 2015. The chart above also shows age of fatalities in the motorcycle rider, with the age groups of 50-59 and 30-39 having the largest fatalities in 2015. *MOHS State Data



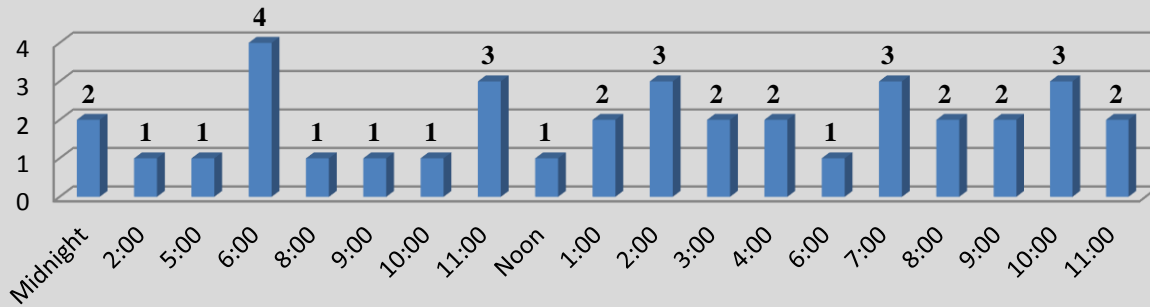
*MOHS State Data

The chart above shows the 2015 motorcycle fatalities by month. The months with the highest fatalities are May and August. The MOHS will be placing special emphasis on enforcement and education during these months in the next grant year.



*MOHS State Data

2015 Motorcycle Fatalities by Time of Day



*MOHS State Data

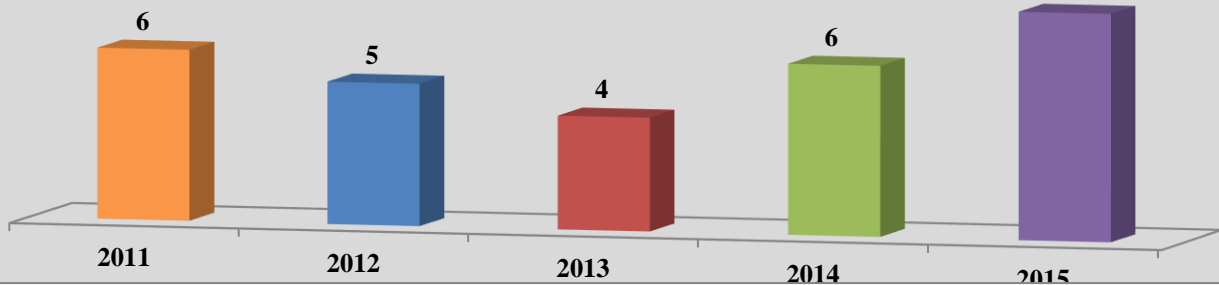
Citations: The MOHS is unable to determine the number of citations written specifically for motorcycle riders due to the specific vehicle type not being recorded in the State data base for convicted citations per MOHS Traffic Records. The current citations utilized throughout the State contain a section specific for vehicle identification; however, this information is not recorded during the entry process of convicted citations by the State.

The State is currently working with an electronic citation system (eCite) which allows the vehicle information to be recorded automatically upon entry of a citation by an officer. Currently the eCite system is being used by the Mississippi Highway Patrol and several local jurisdictions and will continue to be implemented into additional agencies in FY18.

Helmet Use: Mississippi has a primary motorcycle helmet law. With high fuel costs, more and more Mississippians are riding motorcycles. In 2015, 8 motorcyclists killed were not wearing helmets.

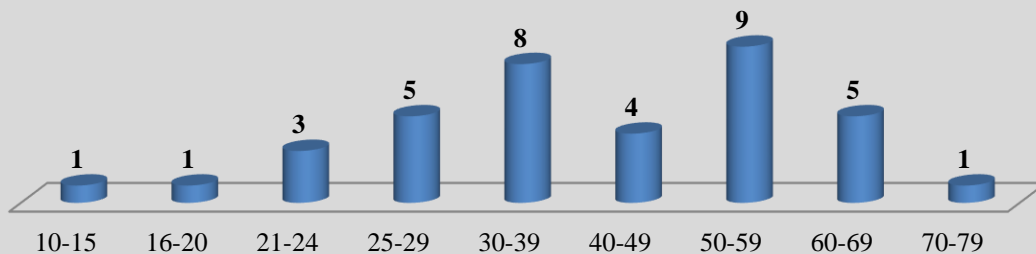
2011-2015-Un-helmeted Motorcyclists

FATALITIES



*MOHS State Data

2015 Motorcycle Fatalities by Age and Helmet Use



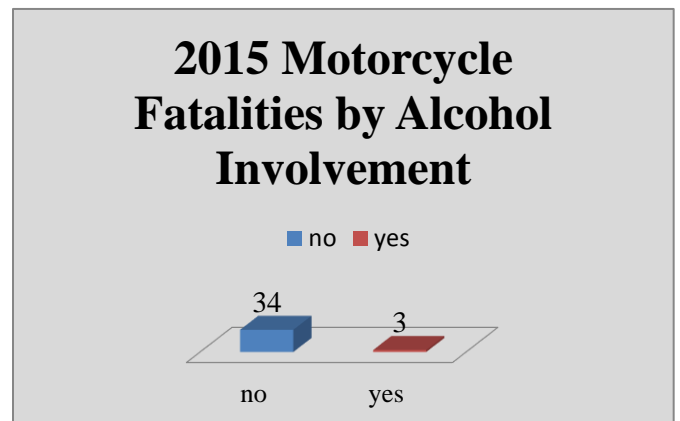
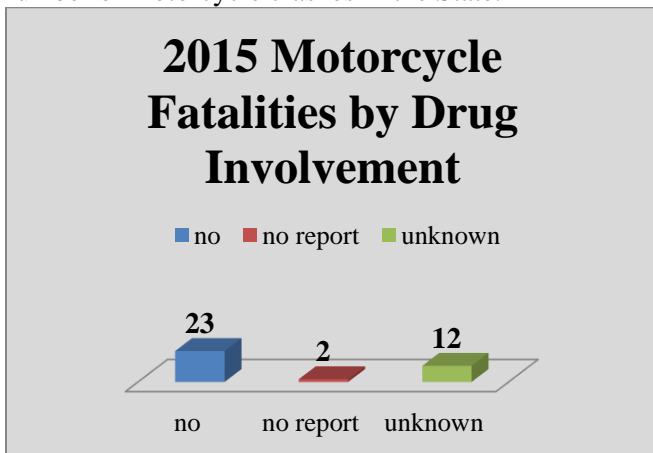
*MOHS State Data

Helmet Survey: Mississippi consistently maintains a 100% motorcycle helmet usage in the annual Motorcycle Survey conducted by Mississippi State University. This survey is performed during the same time as the Seatbelt survey. 139 drivers were observed and 139 were helmeted drivers. The survey also observed 23 passengers and all 23 passengers were helmeted.

Motorcycle Riders	Number of Drivers	Helmeted Drivers	% Helmeted Drivers	Number of Passengers	Helmeted Passengers	% of Helmeted Passengers
Black Males	10	10	100%	0	0	0
Black Females	0	0	0	1	1	100%
White Males	127	127	100%	3	3	100%
White Females	2	2	100%	19	19	100%
Hispanic Males	0	0	0	0	0	0
Hispanic Females	0	0	0	0	0	0
Total	139	139	100%	23	23	100%

*MOHS State Data

MOHS will continue to make and build the motorcycle safety programs one of the State’s focus areas during the FY18 grant period. Programs will be implemented to include training, public awareness and community outreach throughout the State. Programs not yet developed or implemented for motorcycle safety will be sought after throughout 2018 in an effort to reduce the number of motorcycle crashes in the State.



During FY15, there were (3) alcohol involved fatalities among the (37) total fatalities of motorcycles. The drug involvement information is not as easily determined, as there were (2) with no reports and (12) fatalities that could not be determined. This is an area of focus for the MOHS to partner with the Crime Lab and work on solutions for more testing and more specific results.

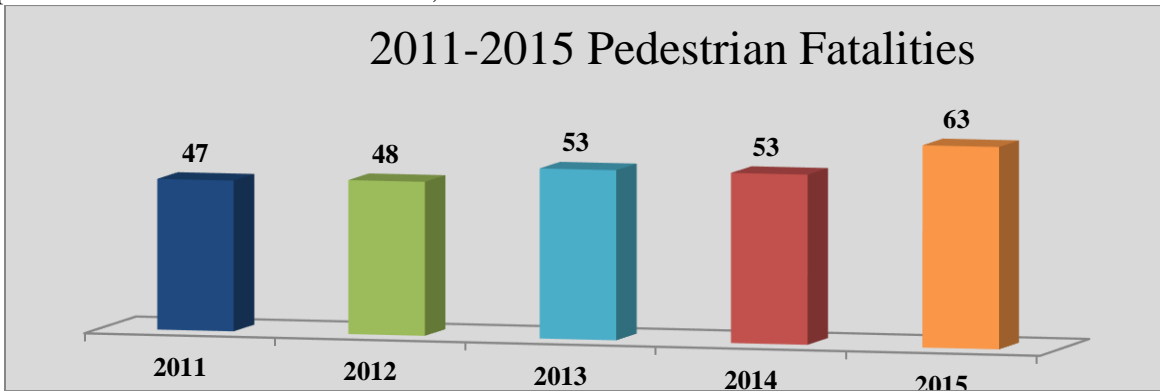
2015 Motorcycle Snapshot

For 2018, the MOHS staff is looking at data like never before. The focus for MOHS has changed and has shifted the focus and priorities for the upcoming year for the MOHS. The data in a snapshot is as follows and what will be the priority for the MOHS during FY18: *MOHS State Data

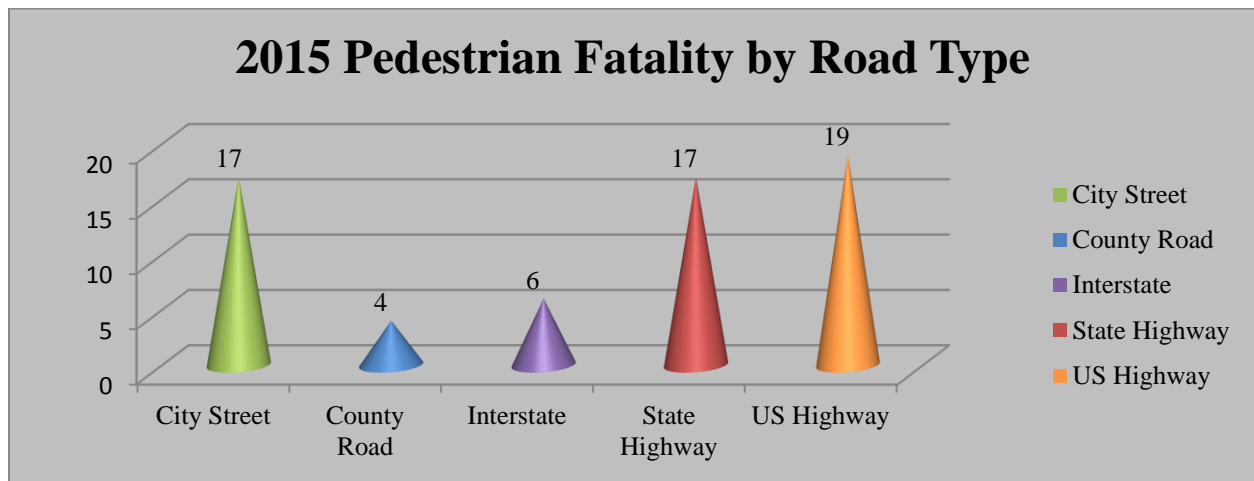
- Roadway Focus: City street and U.S. Highway
- Age Group Focus: 50-59 and 30-39
- Ethnicity/Race Focus: White
- Gender Focus: Male
- Months of Focus: May and August
- Day of Week Focus: Sunday; Wednesday and Saturday
- Time of Day Focus: 6:00 a.m.

Pedestrian Safety:

In the below chart, the data shows the overall Mississippi pedestrian fatalities for the years of 2011-2015. The greatest number of pedestrian fatalities occurred in 2015, with 63 fatalities.

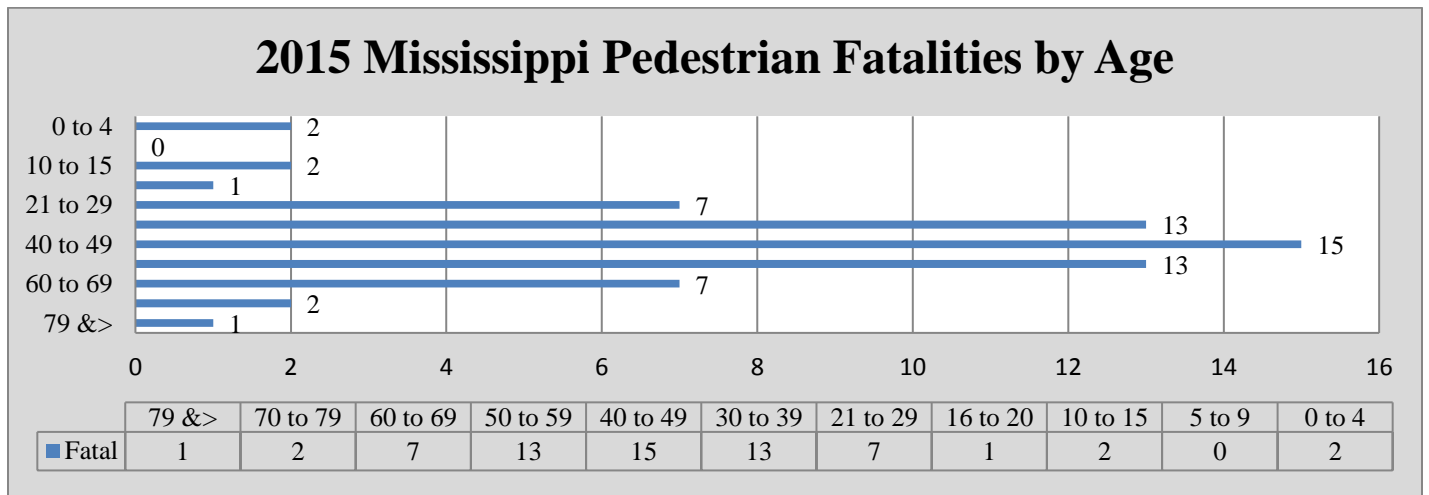


*MOHS State Data



*MOHS State Data

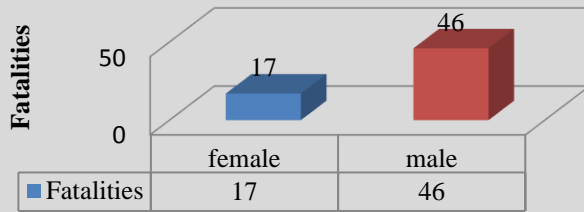
During FY15, city streets, state and U.S. highways had the most pedestrian fatalities. The fatalities were similar in the number of fatalities for each one with 17 fatalities for both city, street and state highways and 19 fatalities for U.S. highways.



There were a total of 63 pedestrian fatalities in Mississippi during the years of 2015. The highest fatalities for pedestrians fell in the age group of 40-49 year of age. This will be an area of focus for the MOHS to work on. The MOHS will also be

looking into for the upcoming year the locations of the pedestrian fatalities to see if the fatalities are rural vs. urban. The MOHS and MDOT will work on this issue together to see what the data says and if traffic safety and infrastructure strategies and help decrease this number for Mississippi.

2015 Pedestrian Fatalities by Gender

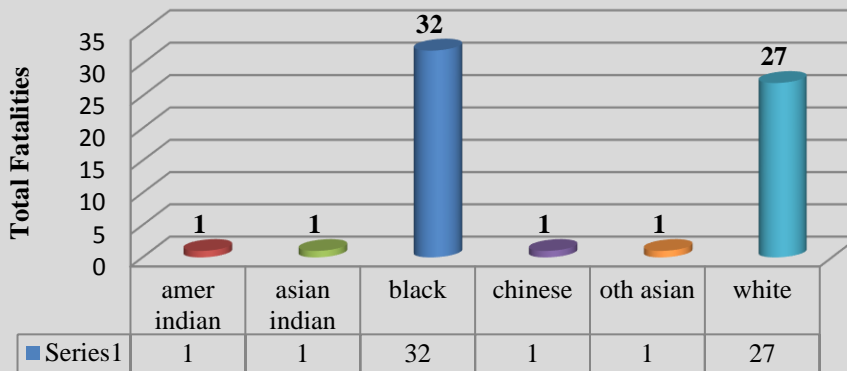


During FY15, the races of black and white had the highest number of fatalities among pedestrian fatalities, along with males being having the highest number of fatalities.



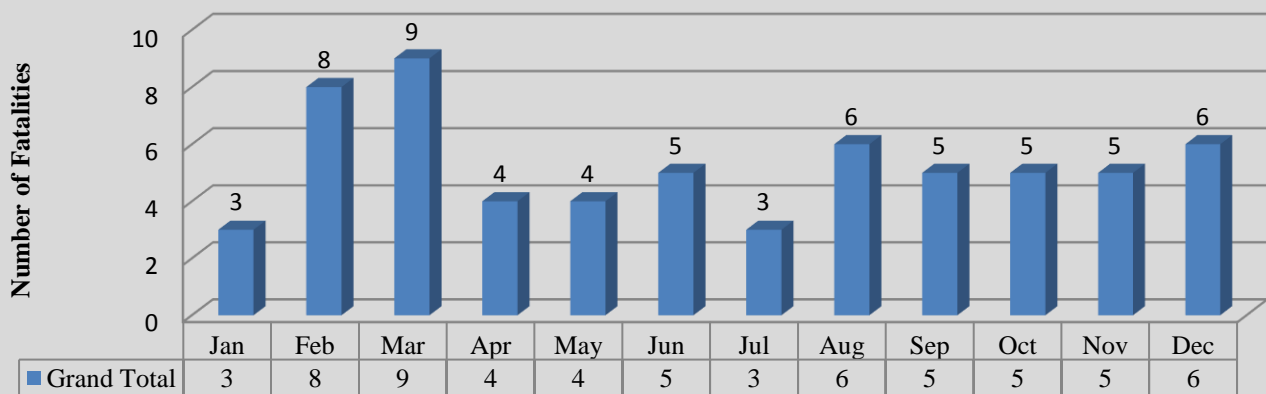
*MOHS State Data

2015 Pedestrian Fatalities by Race



*MOHS State Data

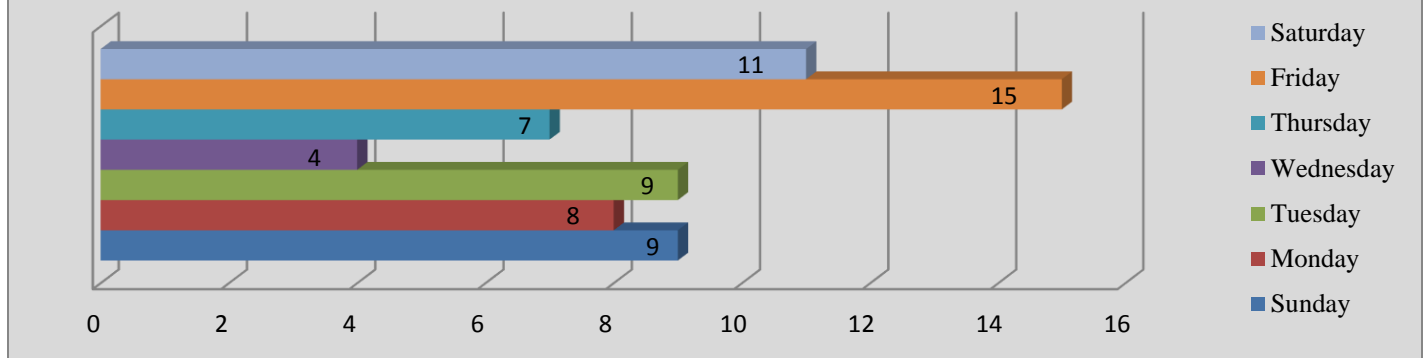
2015 Pedestrian Fatalities by Month



*MOHS State Data

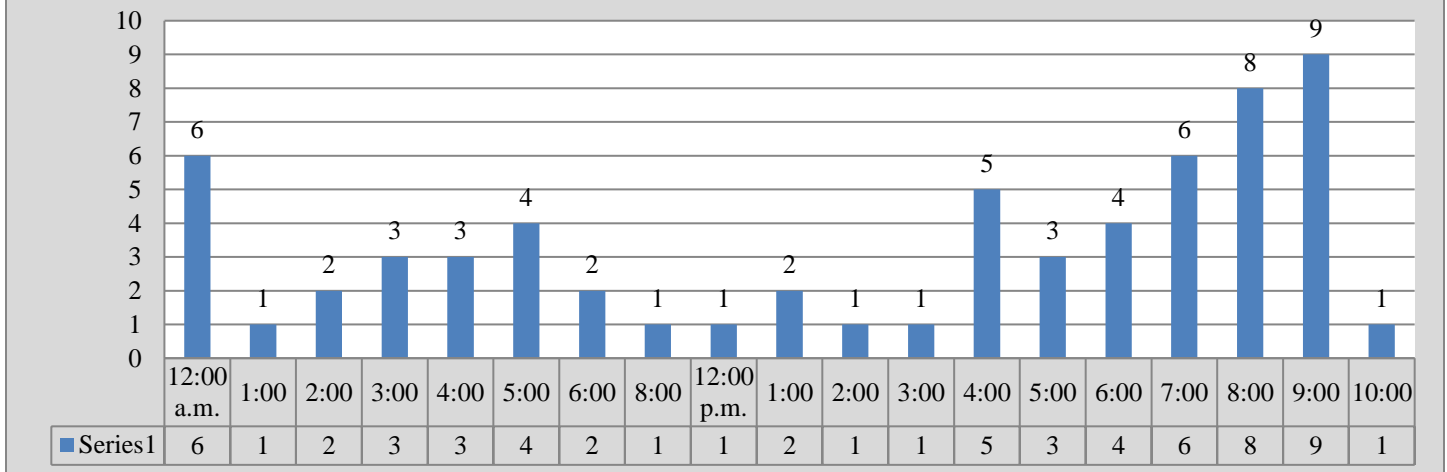
Out of the 63 pedestrian fatalities in 2015, March and February were the deadliest months for pedestrian fatalities. The MOHS and MDOT will work together on this issue together to see if traffic safety and infrastructure strategies can be worked on together and help decrease this number in the future.

2015 Pedestrian Fatalities by Day of Week



*MOHS State Data

2015 Pedestrian Fatalities by Time of Day



*MOHS State Data

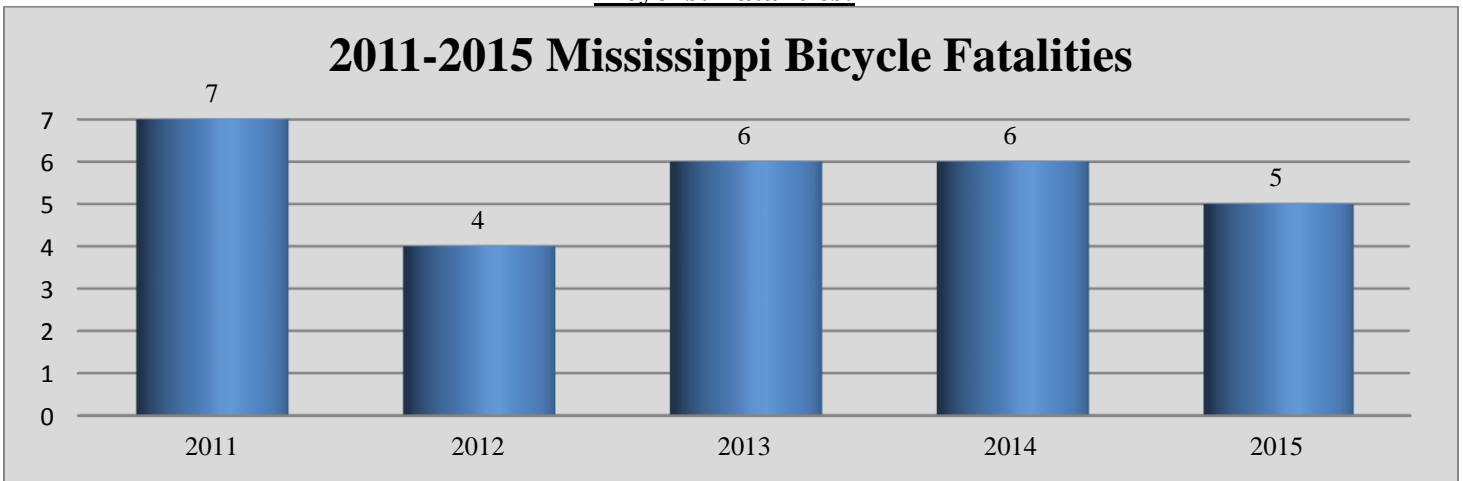
The charts above represent the pedestrian fatalities by day of week and time of day for 2015, which can represent why some of the fatal are occurring, especially if drivers are not able to see the pedestrian because of low lighting or absence of street lights.

2015 Pedestrian Snapshot

For 2018, the MOHS staff is looking at data like never before. The focus for MOHS has changed and has shifted the focus and priorities for the upcoming year for the MOHS. The data in a snapshot is as follows and what will be the priority for the MOHS during FY18: *MOHS State Data

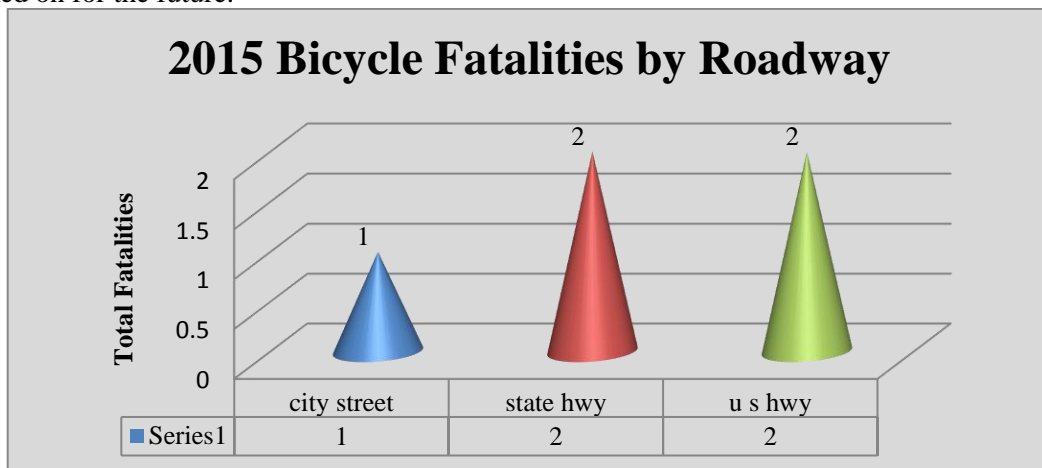
- Roadway Focus: City Street, State Highway and U.S. Highway
- Age Group Focus: 40-49; 30-39; and 50-59
- Ethnicity/Race Focus: Black
- Gender Focus: Male
- Months of Focus: March with February being the next month of focus.
- Day of Week Focus: Friday
- Time of Day Focus: 9:00 p.m.

Bicyclist Fatalities:

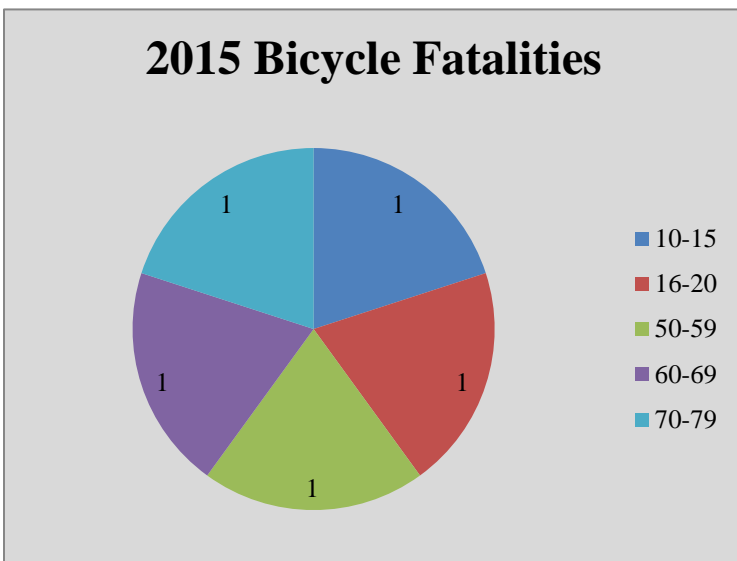


*MOHS State Data

The above chart shows the number of overall Mississippi bicycle fatalities for 2011-2015. The State was able to decrease the number of bicycle fatalities from (6) in 2014 to (5) in 2015. The MOHS is currently not able to provide accurate numbers on bicycle traffic injuries, as many go unreported and there is no way to capture this information. This is an area that will be worked on for the future.



*MOHS State Data

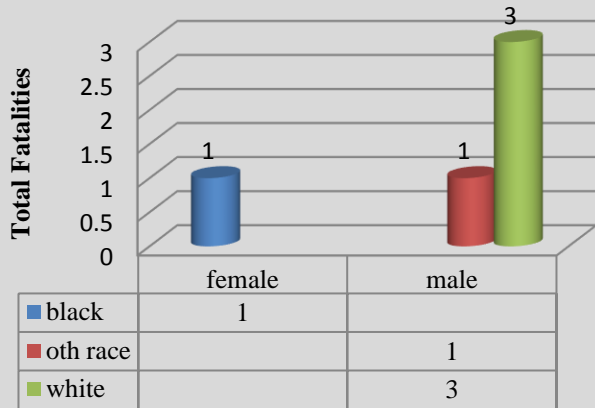


During 2015, bicycle fatalities occurred more often on state and U.S. highways. These highways are heavily travelled with higher speed limits than county roads or city streets.

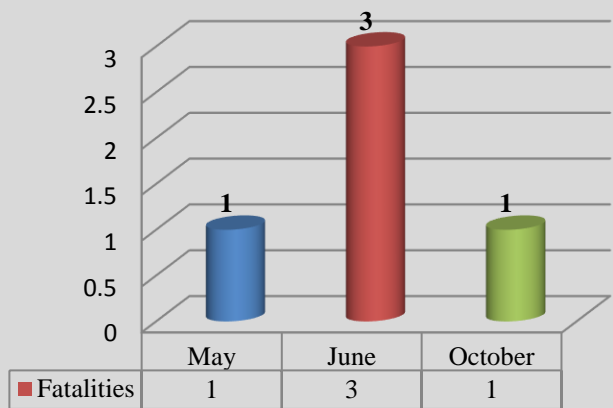
Also during FY15, Mississippi had 5 fatalities, one in each of the following categories: 10-15; 16-20; 50-59; 60-69; and 70-79. The fatalities occur most often in younger riders and older riders.

The MOHS will also be looking into for the upcoming year the locations of the bicycle fatalities to see if the fatalities are rural vs. urban. The MOHS and MDOT will work on this issue together to see what the data says and if traffic safety and infrastructure strategies and help decrease this number for Mississippi.

2015 Bicycle Fatalities by Race and Gender



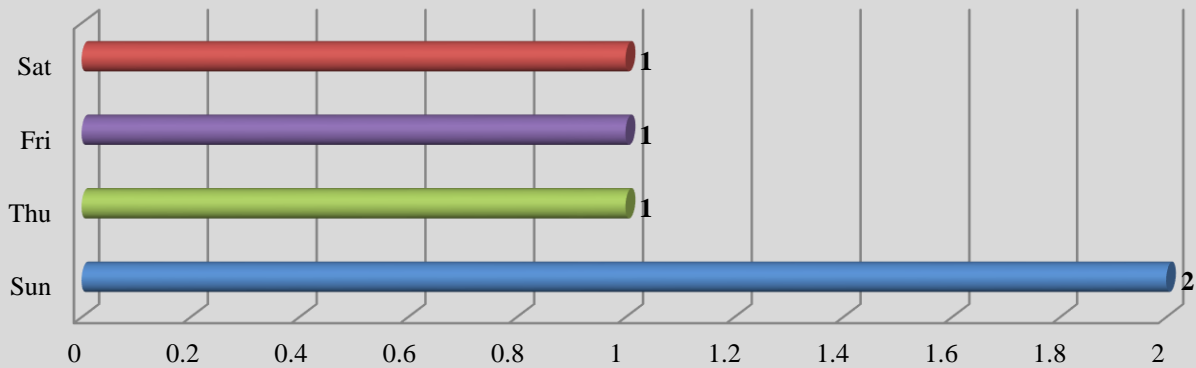
2015 Bicycle Fatalities by Month



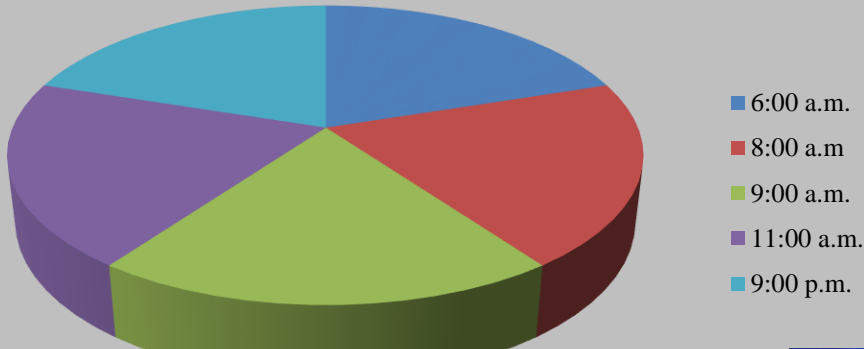
*MOHS State Data

During 2015, bicycle fatalities occurred more often among white males with (3) fatalities and black females with (1) fatality. June is the month that recorded more bicycle fatalities with (3) May and October having (1) fatality each.

2015 Bicycle Fatalities by Day of Week



2015 Bicycle Fatalities by Hour of Day



During FY15, fatalities occurred more often on Sunday, along with Thursday through Saturday. Most fatalities occurred in the early morning between 6:00 a.m. and 11:00 a.m., with only one fatality occurring in the evening.
*MOHS State Data



2015 Bicycle



Snapshot

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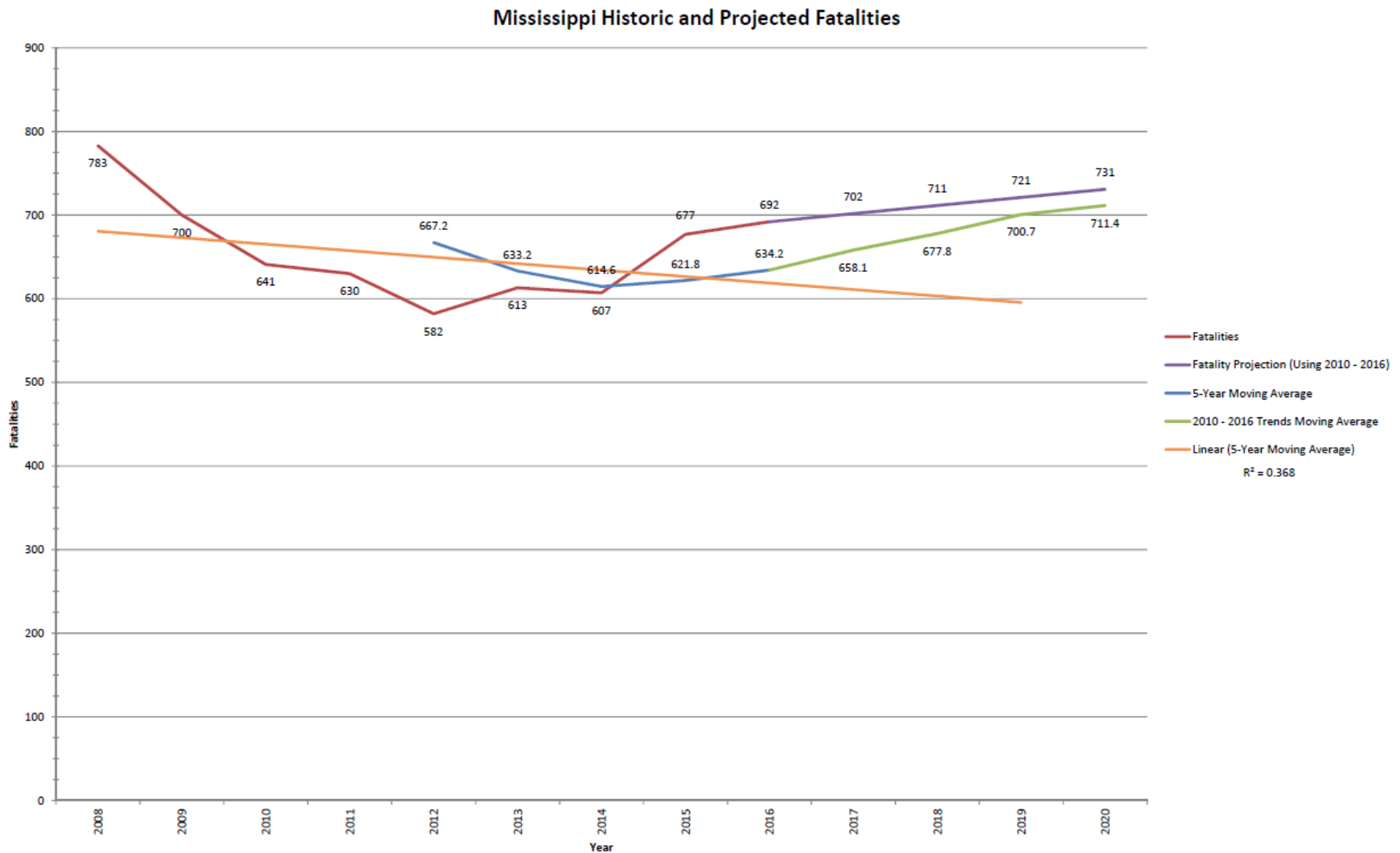


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B. Performance Plan-Outcomes of SHSP Coordination

Fatalities:

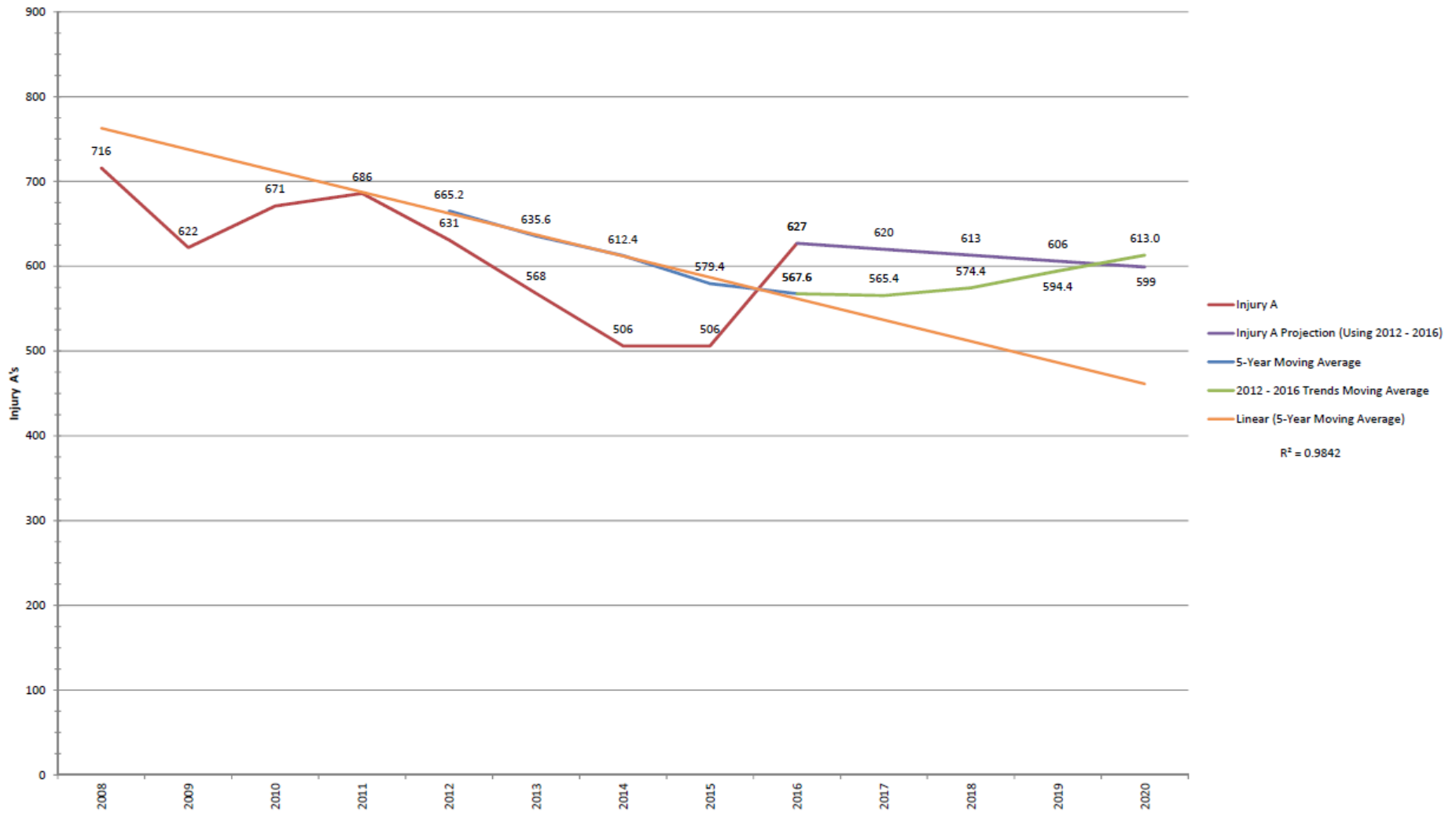
Based on data that was provided by the MOHS and MDOT, the SHSP Strategic Committee used the below charts to configure the “joint performance targets for required Common measure”. See Page 10 for SHSP Coordination Process. The data shows several ways to look at the data through fatalities, 5 year average and projections. Due to the 2015 FARS number of 677 and the 2016 “proposed” State fatality number of 692, the SHSP committee agreed to set the projected 2018 fatality number at (711). *2015 Data shows the fatality number of 677, the current (baseline) five-year rolling average for fatalities (2011–2015) is 621.8 or 622 fatalities. Mississippi’s target 5-year rolling average for fatalities in 2018 (2014–2018) will be 677.8 fatalities. Following the trends and anticipation of the data, the State is conservatively setting the joint measure for (711).



Injuries:

Based on data that was provided by MOHS and MDOT, the SHSP Strategic Committee used the below charts to configure the “joint performance targets for required Common measure”. See Page 10 for SHSP Coordination Process. The data shows several ways to look at the data through fatalities, 5 year average and projections. Due to the State injury number of 506 and the 2016 “proposed” State injury number of 627, the SHSP committee agreed to set the current number at 613 for the State for FY18. The current (baseline) five-year rolling average for serious injuries (2011–2015) is 579.4 serious injuries. Mississippi’s target 5-year rolling average for serious injuries in 2018 (2014–2018) will be 574.4 serious injuries.

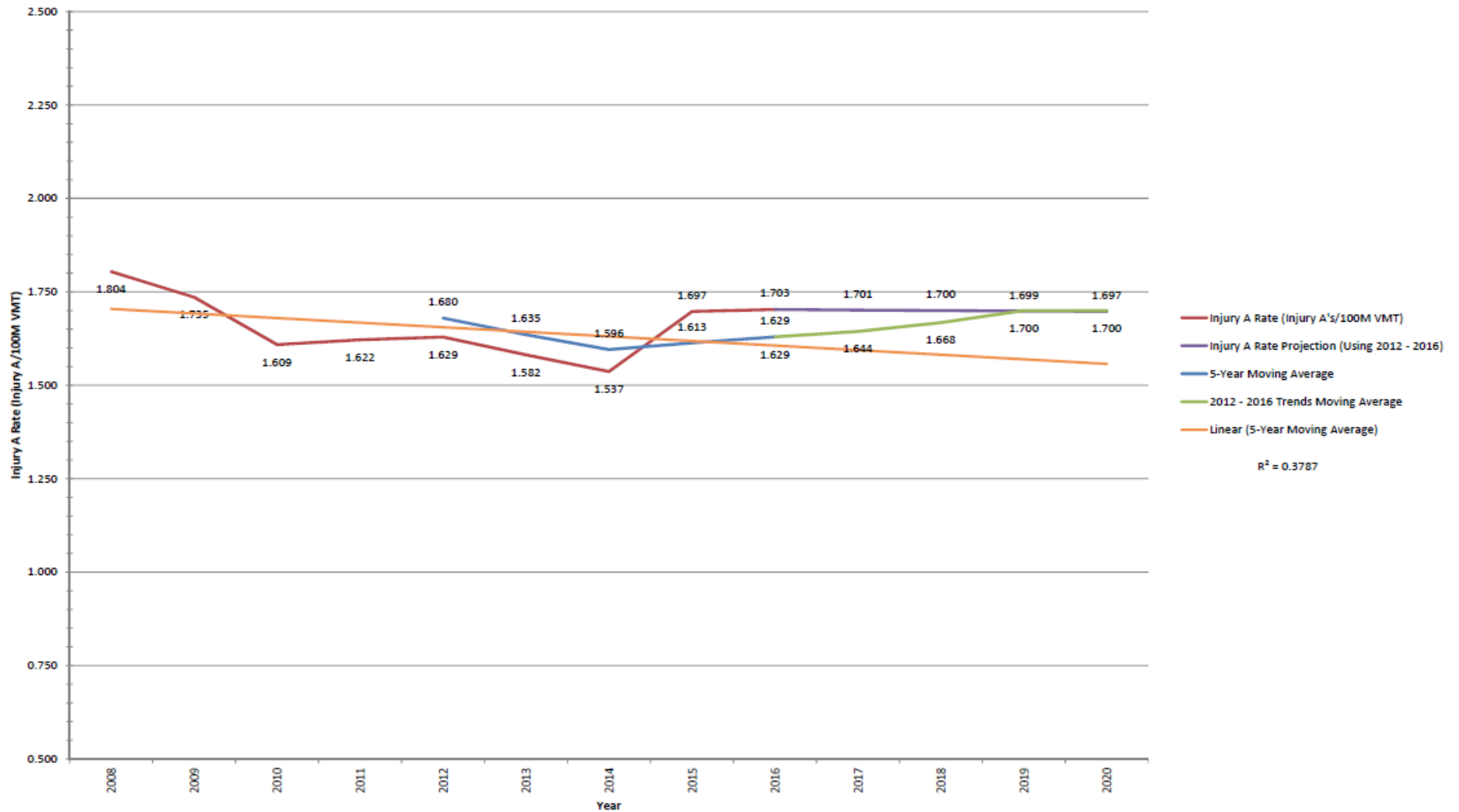
Mississippi Historic and Projected Serious Injuries (Level A)



Fatality Rate:

Based on data that was provided both by the MOHS and the MDOT, the SHSP Strategic Committee used the below charts to configure “joint performance targets for required Common measure”. See Page 10 for SHSP Coordination Process. The data shows several ways to look at the data through fatalities, 5 year average and projections. Due to the 2015 FARS by number of 1.697 and the 2016 “proposed” State fatality rate of 1.70 and anticipated increases, the SHSP committee agreed to set the current number at 1.727 for the State for FY18. The current (baseline) five-year rolling average for fatalities/100M VMT (2011–2015) is 1.613 fatalities/100M VMT. Mississippi’s target 5-year rolling average for fatalities/100M VMT in 2018 (2014–2018) will be 1.668 fatalities/100M VMT.

Mississippi Historic and Projected Fatality Rate (Using Projected VMTs)



C. Performance Plan -Quantifiable Targets for Each Program
Highway Safety Plan 2018
Mississippi Traffic Safety Performance Target and Trends, 2011– 2015

	2011	2012	2013	2014	2015	Average
C1. Core Outcomes Measure- Fatalities	630	582	613	607	677	622
C2. Core Outcomes Measure –Number of Serious Injuries	27,242	26,886	26,645	25,357	27,955	21,977
C3. Core Outcome Measure- Fatalities/100M VMT	1.62	1.51	1.58	1.54	1.70	1.59
C4. Core Outcome Measure- Number of unrestrained passenger vehicle occupant fatalities, all seating positions	309	293	284	279	309	295
C5. Core Outcome Measure- Number of fatalities involving driver or motorcycle operator with .08 BAC or above	159	191	207	172	175	181
C6. Core Outcome Measure- Number of speeding-related fatalities	104	95	126	96	96	103
C7. Core Outcome Measure- Number of motorcyclist fatalities	58	39	39	41	37	43
C8. Core Outcome Measure- Number of un-helmeted motorcyclist fatalities	6	5	4	6	8	6
C9. Core Outcome Measure- Number of drivers age 20 or younger involved in fatal crashes	86	64	76	81	105	82
C10. Core Outcome Measure- Number of pedestrian fatalities	47	48	53	53	63	53
C11. Core Outcome Measure-Number of bicycle fatalities	7	4	6	6	5	6
Core Behavioral Measure	2012	2013	2014	2015	2016	Average
B-1. Percent observed belt use for passenger vehicles	83.2%	74.4%	78.3%	79.6%	77.9%	79.68%
Core Achievement Measures:	2012	2013	2014	2015	2016	Average
Seat Belt Citations Issued During Grant Funded Activities*	20,570	27,236	27,291	25,179	27,996	25,654
Impaired Driving Arrests During Grant Funded Activities*	11,245	11,263	10,667	12,330	12,851	11,671
Speeding Citations Issued During Grant Funded Activities*	18,057	21,873	26,785	32,596	34,589	26,780

*Statistical information provided by NHTSA from STSI website.



i. Core Measures and Behavioral Measures*

*Due to errors with the submission of 2013 and 2014 FARS data (excluding the passenger fatality data) and the large increases in 2015 and projected increases in 2016 State fatality and injury data, the MOHS has taken into consideration all factors of the setting targets and performance measures. In the decision of target setting, the MOHS has chosen to not use the projected trend data starting on page 13, to be the determining factor in the setting projected target and performance measures for FY18. The MOHS has taken into consideration current and past trend data sets and current, projected and past State data, in the decision making process, along with SHSP discussions.

C-1 Core Outcome Measure/Number of Traffic Fatalities (FARS): To decrease the expected rise of total fatalities from 621.8 fatalities (2011–2015 average) to 677.8 (2014–2018 average) by the end of December 31, 2018. *Based on early state data, the MOHS will again experience an increase in fatalities in 2016, which will result in large increases in the number of fatalities for the projected end of 2018.

C-2 Core Outcome Measure/Serious Injury: To decrease the expected rise of serious injuries from 579.4 injuries (2011–2015 average) to 574.4 (2014–2018 average) by the end of December 31, 2018. *Based on early state data, the MOHS will again experience an increase in injuries in 2016, which will result in large increases in the number of injuries for the projected end of 2018.

C-3 Core Outcome Measure/Fatality Rate: To decrease the expected rise in fatality rate from 1.613 fatalities/100M VMT 1.697(2011–2015 average) to 1.668 fatalities/100M VMT (2014-2018 average) by the end of December 31, 2018. *Based on early state data, the MOHS will again experience an increase in the fatality rate in 2016, which will result in an increase in the fatality rate for the projected end of 2018.

C-4 Core Outcome Measure/Unrestrained Passengers: To maintain the number of unrestrained passenger vehicle occupant fatalities in all seating positions by the five year average (2011-2015) 295 by the end of (2014-2018).

C-5 Core Outcome Measure/Alcohol and Other Drugs: To decrease the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above by 1.0% from five year average (2011-2015) of 181 to 179 by the end of (2014-2018).

C-6 Core Outcome Measure/ Speed: To decrease the number of speeding-related fatalities by 5% from five year average (2011-2015) of 103 to 98 by the end of (2014-2018).

C-7 Core Outcome Measure/Motorcycles: To decrease the number of motorcyclist fatalities by 3% from five year average (2011-2015) of 43 to 42 by the end of (2014-2018).

C-8 Core Outcome Measure/Un-helmeted Motorcyclists: To maintain the number of un-helmeted motorcyclist fatalities of the five year average (2011-2015) of 6 by the end of (2014-2018).

C-9 Core Outcome Measure/Under 21: To maintain the number of drivers aged 20 or younger involved in fatal crashes of the five year average (2011-2015) of 82 by the end of (2014-2018).

C-10 Core Outcome Measures/Pedestrians: To maintain the number of pedestrian fatalities of the five year average (2011-2015) of 53 by the end of (2014-2018).

C-11 Core Outcome Measure: Bicyclist: To maintain the number of bicycle fatalities of the five year average (2011-2015) of (5) by the end of (2014-2018).

B-1 Core Behavior Measure/Occupant Protection: To increase statewide observed seatbelt use of front seat outboard occupants in passenger vehicles from five year average (2012-2016) of 78.68% to increase to 78.84% by the end of (2014-2018).

Activity Measures:

Activity Measure/Speed: To increase the number of speeding citations issued during grant funded enforcement activities by 15% from five year average (2012-2016) of 26,780 to an increased goal of 30,797 by the end of (2014-2018).

Activity Measure/Seat Belts: To increase the number of seatbelt citations during grant funded enforcement activities by 2% from five year average (2012-2016) of 25,654 to 26,167 by the end of (2014-2018).

Activity Measure/Impaired Driving: To increase the number of impaired driving arrests by 2% during grant funded activities for the five year average (2012-2016) of 11,671 to 11,905 by the end of (2014-2018).

Additional MOHS Targets and Performance Measures:

MOHS Outcome Measure: Teen-AL: Reduce alcohol related fatalities from 16-20 year old drivers by 10% from five year average (2011-2015) of 14 to 13 by the end of (2014-2018).

MOHS Outcome Measure: Teen-OP: Reduce unrestrained fatalities from 16-20 year old drivers by 2.5% from four year average (2011-2015) of 29 to 28 by the end of (2014-2018).

MOHS Outcome Measure: Teen-Speed: Maintain speed related fatalities from 16-20 year old drivers by the five year average (2011-2015) of 13 by the end of (2014-2018).

MOHS Outcome Measure/Traffic Records: To increase the number of electronic submission of completed crash record data from Mississippi law enforcement agencies to DPS from 98.5% in 2015 to 99% in FY18.

MOHS Outcome Measure/Traffic Records: To decrease the number of average days from the crash event to entry into the Reportbeam Crash System from 3.33 days in 2016 to 3.15 days in 2017.

MOHS Outcome Measure/Traffic Records: To increase the percentage of drivers involved in fatal crashes that are subsequently tested for their BAC at the 50.6% level seen in 2015 to 35% in FY18.

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

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

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

MOHS Outcome Measure/Traffic Records: To increase the percentage of citation data submitted to DPS electronically by 58.7% in 2016 to 60% by the end of FY18.

MOHS Outcome Measure/Traffic Records: To maintain the percentage of crash records requiring position reference adjustment before importation into the SAMS roadway linear referencing system by MDOT at an 80% level in 2018.

D. Evaluation of Each Target:

Each performance measure above was selected and evaluated by the partners and participants listed on page 10. Data sources were reviewed and the process can be found on page 10. After selection of each target based on trends, the MOHS determined that the above performance measures are measures that the State will strive to achieve during FY18.

The State will continue to monitor the target and performance measures to evaluate if the MOHS, agencies and partners are meeting the set targets and measures in the sub-grantees agreements, in return meeting the State target and performance measures. Below is the performance report from 2016 to reflect the achievement of the measures that were provided in the FY16 HSP.

Below is a chart are for the 11 core measures, behavioral measure and the activity measure for 2016.

IV. Performance Report

The MOHS works diligently with all agencies, creating strategic plans and hosting strategic planning meetings in an effort to reach core outcome and behavior measures for 2016. The reduction of law enforcement within the Mississippi Highway Patrol and local agencies is one of the challenges that the overall program faced in FY16.

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

Performance Measure Type	TSS ID	Performance Measure	2016 Target	2015 FARS	2016 Target Met	% Difference (Actual vs. Target)	2017 Target
Core Outcome Measures	C-1	Fatalities*	615	677	○	+10.08%	615
	C-2	Serious Injuries*	6,131	6,257	○	+2.06%	6,342
	C-3	Fatalities per 100 MVMT*	1.61	1.70	○	+5.59%	1.57
	C-4	Unrestrained passenger vehicle occupant fatalities*	279	309	○	+10.75%	293
	C-5	Alcohol-impaired fatalities (driver or motorcycle operator with BAC 0.08 or higher)*	190	175	●	-7.89%	180
	C-6	Speeding-related fatalities*	105	96	●	-8.57%	106
	C-7	Motorcycle fatalities*	42	37	●	-11.90%	42
	C-8	Un-helmeted motorcycle fatalities*	6	8	○	+33.33%	6
	C-9	Young drivers (20 or under) involved in fatal crashes*	81	105	○	+29.63%	76
	C-10	Pedestrian fatalities*	49	63	○	+28.57%	49
	C-11	Bicycle fatalities*	5	5	●	0%	5
Core Behavior	B-1	Observed seat belt use	80%	77.9%	○	-2.62%	79.86
Activity Measures ¹ (during grant-funded activities)	A-1	Seat belt citations	21,953	27,996	●	+27.53%	25,777
	A-2	Impaired driving arrests	11,855	12,851	●	+8.40%	26,090
	A-3	Speeding citations	22,200	34,589	●	+55.81%	11,764

Key: ○ = Did Not Meet Target; ● = Met or Exceeded Target; and ⊗ = Data Missing or Not Applicable. *2015 target numbers were based off of FY15 targets from HSP, Data from 2015 and the FY17 targets were based on targets from the FY17 HSP.

V. Program Area Strategies and Projects:

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

- Planning and Administration;
- Alcohol Countermeasures/Impaired Driving-Alcohol and Drug; (See 405(d) Application);
- Occupant Protection-(See 405b Application);
- Police Traffic Services;
- Traffic Records- (See 405c Application);
- Driver's Education; and
- Special Projects

1. Highway Safety Strategies And Projects:

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

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

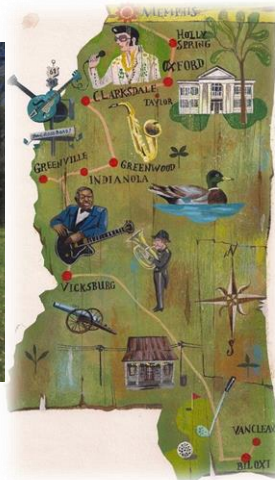
The MOHS is responsible for the development and implementation of the annual HSP based on an evaluation of highway safety problems within the State. The State must also consider the involvement of local units of government in its highway safety planning, implementation, and oversight and financial management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

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

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

Strategies:

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



Planning and Administration Charts

FY 2018			
PLANNING AND ADMINISTRATION 402 (P&A)			
	TOTAL (100%)	FEDERAL (50%)	MATCH (50%)
PERSONAL SERVICES			
Salaries & Wages	\$333,769.72	\$166,884.86	\$166,884.86
Office Director (100%); Planning Director (100%); Finance Director (100%); Office Manager (100%) Internal Auditor (100%); Accounting Director (25%); Accountant (60%); and Executive Director (33%)			
Fringe Benefits	\$113,964.67	\$56,982.34	\$56,982.34
(.340039 of Salaries which consist of: Social Security, State Retirement, Group Insurance, Unemployment insurance, and Workman's compensation)			
Travel	\$20,000.00	\$10,000.00	\$10,000.00
Total Personal Services	\$467,734.39	\$233,867.20	\$233,867.20
CONTRACTUAL SERVICES			
Telephone	\$4,704.00	\$2,352.00	\$2,352.00
Office Rent	\$39,820.80	\$19,910.40	\$19,910.40
Accounting Services	\$61,502.40	\$30,751.20	\$30,751.20
Other Fees	\$3,374.40	\$1,687.20	\$1,687.20
Total Contractual Services	\$109,401.60	\$54,700.80	\$54,700.80
GRAND TOTAL P&A	\$577,135.99	\$288,568.00	\$288,568.00
*Accounting Services include:			
1. State Personnel Board; 2. MAGIC; 3. Tann Brown & Russ (GAAP & Single Audits) 4. Audit Fees; 5. MMRS; 6. Tort Claims; **Other Fees include ITS fees			

FY 2018		
PLANNING AND ADMINISTRATION 154 (P&A)		
	TOTAL (100%)	FEDERAL (100%)
PERSONAL SERVICES		
Salaries & Wages	\$0.00	\$0.00
Fringe Benefits	\$0.00	\$0.00
(.340039 of Salaries which consist of: Social Security, State Retirement, Group Insurance, Unemployment insurance and Workman's compensation)		
Travel	\$0.00	\$0.00
Total Personal Services	\$0.00	\$0.00
CONTRACTUAL SERVICES		
Telephone	\$7,056.00	\$7,056.00
Office Rent	\$80,901.56	\$80,901.56
Accounting Services	\$92,253.60	\$92,253.60
Other Fees	\$5,061.60	\$5,061.60
Total Contractual Services	\$185,272.76	\$185,272.76
GRAND TOTAL P&A	\$185,272.76	\$185,272.76
*Accounting Services include:		
1. State Personnel Board; 2. MAGIC; 3. Tann Brown & Russ (GAAP & Single Audits); 4. Audit Fees; 5. MMRS; 6. Tort Claims**Other Fees include ITS fees		

2018 Percentages of Time and Effort

1 Office Director	100% 402 PA: Helen Porter
1 Planning/Traffic Records Director	100% 402 PA: Beth Loflin
1 Finance Director	100% 402PA: Alicia Lynn
1 Traffic Records Coordinator	100% 402TR: Vacant
1 Internal Auditor	100% 402PA: Vacant
1 Office Manager	100% 402PA: Brenda Gaye
1 OP/PTS Division Director	60% 402OP, 40% 402PTS: Robin Layton
1 Impaired Driving Division Director	65% 154AL, 35% 405D: Tenicia Speech
1 OP/PTS/Impaired Driving Traffic Safety Specialist	25% 402OP, 20% 402PTS, 30% 154AL, 25% 405D: Lacey McKee
1 OP/PTS/Impaired Driving Traffic Safety Specialist	20% 402OP, 15% 402PTS, 50% 154AL, 15% 405D: Rena Gaylor
1 Impaired Driving Traffic Safety Specialist	45% 154AL, 55% 405D: Laura Henderson
1 Impaired Driving Traffic Safety Specialist	55% 154AL, 45% 405D: Joyce Corley
1 OP/PTS Traffic Safety Specialist	75% 402OP, 25% 402PTS: Sonya Williams
1 OP/PTS/Impaired Driving Traffic Safety Specialist	20% 402OP, 25% 402PTS, 35% 154AL, 20% 405D: Vacant
1 OP/PTS/Impaired Driving Traffic Safety Specialist	20% 402OP, 10% 402PTS, 50% 154AL, 20% 405D: Vacant
1 OP/PTS/Impaired Driving Traffic Safety Specialist	20% 402OP, 10% 402PTS, 50% 154AL, 20% 405D: Vacant
1 Field Outreach Coordinator	15% 402OP, 15% 402PTS, 40% 154AL, 30% 405D: Vacant
1 Executive Director	33% 402 PA: Ray Sims
1 Accounting Director	25% 402 PA: James Stuart
1 Accountant	60% 402 PA: Catrina Stamps

Percentages are based on the amount of grants that each staff person, Traffic Safety Specialist or management staff oversees according to program and/or project load.

Programs and Projects:

Project Number: 154AL-2018-ST-41-01/154AL-2018-ST-41-02/154AL-2018-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.

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

Project Number: 154PA-2018-PA-41-01/ 402PA-2018-PA-41-01

Project Title: MOHS P&A

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

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

Project Number: OP-2018-OP-41-01/OP-2018-OP-41-02/OP-2018-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.

Budget: \$190,000.00 Federal Funding Source 402OP Occupant Protection/\$36,000.00 Match/\$0.00 Indirect Costs/MOE-\$0.00

Project Number: PT-2018-PT-41-01/PT-2018-PT-41-02/PT-2018-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.

Budget: \$110,000.00 Federal Funding Source 402-Police Traffic Services/\$22,000.00 Match/\$0.00 Indirect Costs/MOE-\$0.00

Project Number: M5IDC-2018-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: \$185,000.00 Federal Funding Source 405(d)/\$37,000.00 Match/\$0.00 Indirect Costs/MOE-\$0.00

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

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

monitoring, implementation, identifying high risk locations, research, and studies.

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

Budget: \$72,000.00 Federal Funding Source 402TR/\$15,000.00 Federal Funding Source 402TR/\$17,400.00 Match/\$0.00 Indirect Costs/MOE-\$0.00



Project Number	Project Title	Funding Amount	Match Amount	Funding Source	Indirect Cost	Local Benefit	MOE
154AL-2018-ST-41-01	MOHS Alcohol Countermeasures Coordination & Program Mgmt.	\$245,000.00	\$0.00	154AL	\$0.00	\$0.00	\$0.00
154AL-2018-ST-41-02	MOHS Alcohol Countermeasures Coordination & Program Mgmt.- Travel	\$10,000.00	\$0.00	154AL	\$0.00	\$0.00	\$0.00
154AL-2018-ST-41-03	MOHS Alcohol Countermeasures Coordination & Program Mgmt. Program Expenses.	\$5,000.00	\$0.00	154AL	\$0.00	\$0.00	\$0.00
154PA-2018-PA-41-01	Planning and Administration Expenses for the 154 program	400,000.00	\$0.00	154AL	\$0.00	\$0.00	\$0.00
402PA-2018-PA-41-01	Planning and Administration Expenses 402 programs	400,000.00	\$80,000.00	402	\$0.00	\$0.00	\$0.00
OP-2018-OP-41-01	MOHS Occupant Protection Coordination & Program Management	\$165,000.00	\$33,000.00	402OP	\$0.00	\$0.00	\$0.00
OP-2018-OP-41-02	MOHS Occupant Protection Coordination & Program Management Travel	\$10,000.00	\$2,000.00	402OP	\$0.00	\$0.00	\$0.00
OP-2018-OP-41-03	MOHS Occupant Protection Coordination & Program Management Program Expenses.	\$5,000.00	\$1,000.00	402OP	\$0.00	\$0.00	\$0.00
PT-2018-PT-41-01	MOHS Police Traffic Services Coordination & Program Management	\$95,000.00	\$19,000.00	402PTS	\$0.00	\$0.00	\$0.00
PT-2018-PT-41-02	MOHS Police Traffic Services Coordination & Program Management Travel	\$10,000.00	\$2,000.00	402PTS	\$0.00	\$0.00	\$0.00
PT-2018-PT-41-03	MOHS Police Traffic Services Coordination & Program Management Program Expenses	\$5,000.00	\$1,000.00	402PTS	\$0.00	\$0.00	\$0.00
M5IDC-2018-MD-41-01	MOHS Impaired Driving Coordination & Program Management	\$185,000.00	\$37,000.00	405D	\$0.00	\$0.00	\$0.00
TR-2018-TR-41-01	MOHS Traffic Records Coordination Program	\$72,000.00	\$14,400.00	402TR	\$0.00	\$0.00	\$0.00
TR-2018-TR-41-02	MOHS Traffic Records Coordination Program Travel	\$10,000.00	\$2,000.00	405C	\$0.00	\$0.00	\$0.00
TR-2018-TR-41-03	MOHS Traffic Records Coordination Program Expenses.	\$5,000.00	\$1,000.00	405C	\$0.00	\$0.00	\$0.00
Total Program Management		\$1,622,000.00	\$192,400.00	405C	\$0.00	\$0.00	

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

C-5 Core Outcome Measure/Alcohol and Other Drugs: To decrease the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above by 1.0% from five year average (2011-2015) of 181 to 179 by the end of (2014-2018).

Activity Measure/Impaired Driving: To increase the number of impaired driving arrests by 2% during grant funded activities for the five year average (2012-2016) of 11,671 to 11,905 by the end of (2014-2018).

MOHS Outcome Measure: Teen-AL: Reduce alcohol related fatalities from 16-20 year old drivers by 10% from five year average (2011-2015) of 14 to 13 by the end of (2014-2018).

A. Impaired Driving Area:

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

B. Strategies:

Impaired Driving Task Force: The ID sub-committee of MAHSL, established in September 1995, has been active since the establishment of the work group. The current ID task force committee has executive committee members, along with a chairman that calls for meetings and reports from the committee members. The ID task force also reviews and approves of the ID Plan for the 405(d) NHTSA Application. (FY18 405(d)-Impaired Driving: Appendix A)

Impaired Driving Coordinated Program:

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

Selective Traffic Enforcement Programs:

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

High Visibility Enforcement:

- High Visibility Enforcement (HVE): (Countermeasure 2.1, 2.2 and 7.1)
- Implement activities in support of national highway safety targets to reduce. All programs are required to complete the HVE compliance form in the grant agreement, which defines the mobilizations and sustained enforcement activities.

- Enforcement agencies will be advised to ensure the checkpoint itself has maximum visibility from each direction and has sufficient illumination to ensure safety during night inspection along with the use of reflective vest (use of vest outlined by MDOT).
- Enforcement efforts from county, local law enforcement and the MHP will be concentrated in areas that have been identified as high driving fatality and severe injury crash locations in Mississippi.
- Seek to expand in the areas of enforcement, training, public awareness and community outreach, etc. in an effort to address impaired highway safety issues. The implementation of these programs will assist the State in meeting the impaired driving highway safety targets and performance measures.
- Fund special wave grants for law enforcement.

National Blitz:

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

Training:

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

Survey:

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

Evaluation:

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

DUI-(TSRP)

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

Public Information and Enforcement:

- Implement educational ID programs aimed at reducing the number of impaired drivers under the age of 21, to include parent education;
- Continue supporting youth ID programs across the State, with a focus in youth, teens and young adults;

- Continue funding and support MOHS youth programs to reach youth through peer to peer education and programs across the State;
- Continue to support high school, college and university youth programs to reach youth through peer to peer education;
- Fund and conduct internal and external education programs; and
- Provide driver education materials and information.

Education:

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

C. Alcohol and Impaired Driving-MOHS Evidence Based Enforcement Program:

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

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

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

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

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

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

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

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

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

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

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

D. Alcohol and Impaired Driving Planned HVE Enforcement Strategies:

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

Impaired Driving Funding and Assessment of Overall Impact of Strategies: Within the State of Mississippi, impaired driving fatalities represent 25.85% of the overall State fatalities. The State is budgeting in impaired driving during FY18, 70% of its highway safety funds to combat its impaired driving problems. 100% of the State’s population will be covered by impaired driving enforcement efforts utilizing the MHP, city and county law enforcement agencies within the top impaired driving fatality and crash locations. The MOHS focuses on the Top 25 Counties and Cities with the highest fatal crashes and injuries and seeks applications in the areas with the most data assessment needs. The MOHS also provides special wave grants through-out the year as data becomes available and new areas of data are assessed and areas are in need.

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

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

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

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

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

Project Title: MOHS Alcohol Countermeasures Law Enforcement Grant Program:

Project Description: Projects under the MOHS Law Enforcement DUI Grants provide grant funds to local police departments and sheriff’s offices for enforcement in jurisdictions all across Mississippi. All jurisdictions will provide enforcement for hours that are specified in each agency agreement, in support of the alcohol DUI program. These enforcement grants will be coordinated with the national DSGPO, along with any State blitz campaigns that the MOHS develops for FY18.

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

154 DUI Enforcement Projects:

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

- | | |
|--|--|
| 1. Adams County Sheriff’s Department | 14. Jones County Sheriff’s Department |
| 2. Batesville Police Department | 15. Lamar County Sheriff’s Department |
| 3. Carroll County Sheriff’s Department | 16. Meridian Police Department |
| 4. Carthage Police Department | 17. Mississippi Highway Patrol |
| 5. Coahoma County Sheriff’s Department | 18. Montgomery County Sheriff’s Department |
| 6. D’Iberville Police Department | 19. Neshoba County Sheriff’s Department |
| 7. Greenwood Police Department | 20. Pascagoula Police Department |
| 8. Grenada Police Department | 21. Philadelphia Police Department |
| 9. Hancock County Sheriff’s Department | 22. Ridgeland Police Department |
| 10. Hattiesburg Police Department | 23. Tunica County Sheriff’s Department |
| 11. Hernando Police Department | 24. Winona Police Department |
| 12. Holmes County Sheriff’s Department | 25. Yazoo City Police Department |
| 13. Horn Lake Police Department | |

Budget: \$2,703,826.42 Federal Funding Source 154AL/\$0.00 Match/\$0.00 Indirect Cost/\$968,772.75 Local Benefit/-MOE-\$0.00

Project Number: 154AL-2018-ST-41-04/M5TR-2018-MD-41-02

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

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. Clinton Police Department | 7. Lauderdale Sheriff’s Department |
| 2. Columbia Police Department | 8. Madison County Sheriff’s Department |
| 3. Covington County Sheriff’s Department | 9. Magee Police Department |
| 4. Desoto County Sheriff’s Department | 10. Marion County Sheriff’s Department |
| 5. Gulfport Police Department | 11. New Albany Police Department |
| 6. Hinds County Sheriff’s Department | 12. Oxford Police Department |

- 13. Pearl River County Sheriff's Department
- 14. Simpson County Sheriff's Department
- 15. Southaven Police Department
- 16. Starkville Police Department

- 17. Stone County Sheriff's Department
- 18. Tishomingo County Sheriff's Department
- 19. Walthall County Sheriff's Department
- 20. Yazoo County Sheriff's Department

Budget: \$1,330,163.56 Federal Funding Source 405(d)/\$266,032.71 Match/\$0.00 Indirect Costs/\$0.00 Local Benefit/MOE-\$0.00

Project Number: 154AL-2017-ST-41-05

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

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

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

Project Number: 154PM-2017-PM-00-00/ M5PEM-2017-PM-00-00

Project Title: MOHS Paid Media Sustained DUI Enforcement Campaign

Project Description: A comprehensive and sustained paid media campaign in support of the continual DUI enforcement efforts for the DSGPO campaigns utilizing Section 405d alcohol funding will be implemented in the FY18 grant period. These funds will be used for sustained radio and television ads, print, and outdoor space in December 2017, January 2018, February 2018, and Labor Day 2018.

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

This project will address the following items:

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

Budget: \$250,000.00 Federal Funding Source 154AL/ \$0.00 Match/\$0.00 Indirect Costs/\$0.00 Local Benefit/MOE-\$0.00

\$510,000.00 Federal Funding Source 405(d)/\$102,000.00 Match/\$0.00 Indirect Costs/\$0.00 Local Benefit/MOE-No

Project Number: 154-AL-2018-ST-40-82

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

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

The program will continue a full scale pilot program in which the 9 PAO officers will work on the program Pay Attention or Pay a Fine and Stop the Knock. The program will focus on impaired driving with an enhanced education program, media campaign and enforcement program. Evaluation of the program will be provided on the effectiveness of the program. Funding will be utilized for travel expenses, equipment, overtime and fringe for the program.

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

Project Number: M5CS-2018-MD-40-21

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

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

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

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

Budget: \$210,108.14 Federal Funding Source 405(d)/\$42,021.63 Match/\$21,087.00 Indirect Costs/\$0.00 Local Benefit/MOE-\$0.00

Project Number: 154AL-2018-ST-25-52-/ M5X-2018-MD-25-51

Project Title: Oxford Police Department- Law Enforcement Training Coordination

Project Description: The Oxford Police Department- Law Enforcement Training Coordination program is a statewide program to provide impaired driving training to all law enforcement officers. The Oxford Police Department- Law Enforcement Training Coordination program will expand training of the (9,904 State and local law enforcement officers within the State; which includes 540 new officers annually. The Oxford Police Department- Law Enforcement Training Coordination proposes to provide technical assistance and training to law enforcement agencies throughout the State which will assist in the increase in ID arrests. A training plan can be provided on the number of classes, students to be trained and types of training that will be provided during the grant year. Funds will be used for salary for the LE training staff which

includes proportional funding for coordinator, finance/accounting/training coordinator; contractual services; travel and supplies for the program.

Budget: \$169,369.35 Federal Funding Source 154AL/\$0.00 Match/\$15,306.49 Indirect Costs/\$0.00 Local Benefit/MOE-\$0.00

\$79,930.07 Federal Funding Source 405(d)/\$15,986.01 Match/\$7,266.37 Indirect Costs/\$0.00 Local Benefit/MOE-\$0.00

Project Number: 154AL-2018-ST-94-51

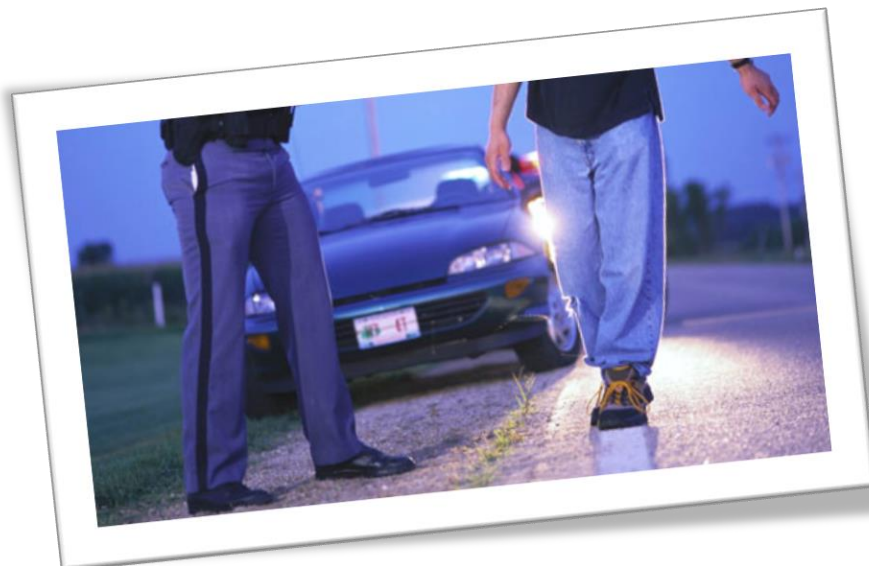
Project Title: University of Mississippi Medical Center- Youth Highway Safety Program

Project Description: The University of Mississippi Medical Center Youth Highway Safety Program 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.

The University of Mississippi Medical Center- 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. University of Mississippi Medical Center- Youth Highway Safety Programs will develop and distribute relevant youth impaired driving PI&E; conduct educational outreach activities, participate in safety fairs, sobriety checkpoints, and community events. Each year the University of Mississippi Medical Center- Youth Highway Safety Programs reaches more than 5,000 teens in the State while working in schools, safety fairs, conferences and meetings.

The program 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, supplies and program expenses.

Budget: \$109,061.76 Federal Funding Source 154AL/\$0.00 Match/\$0.00 Indirect Costs/\$0.00 Local Benefit/MOE-\$0.00



Project Number	Project Title	Funding Amount	Match Amount	Funding Source	Indirect Cost	Local Benefit	MOE
-							
154-AL-2018-ST-10-11	Adams County S.O.	\$19,291.00	\$0.00	154AL	\$0.00	\$19,291.00	\$0.00
154-AL-2018-ST-20-11	Batesville Police Department	\$10,000.00	\$0.00	154AL	\$0.00	\$10,000.00	\$0.00
154AL-2018-ST-10-81	Carroll County S.O.	\$36,890.00	\$0.00	154AL	\$0.00	\$36,890.00	\$0.00
154AL-2018-ST-25-51	Carthage Police Dept.	\$40,112.20	\$0.00	154AL	\$0.00	\$40,112.20	\$0.00
154AL-2018-ST-11-41	Coahoma County S.O.	\$19,000.00	\$0.00	154AL	\$0.00	\$19,000.00	\$0.00
154AL-2018-ST-26-91	D'Iberville Police Dept.	\$41,483.92	\$0.00	154AL	\$0.00	\$41,483.92	\$0.00
154AL-2018-ST-21-31	Greenwood Police Dept.	\$30,377.50	\$0.00	154AL	\$0.00	\$30,377.50	\$0.00
154AL-2018-ST-28-41	Grenada Police Dept.	\$31,969.60	\$0.00	154AL	\$0.00	\$31,969.60	\$0.00
154AL-2018-ST-12-31	Hancock County S.O.	\$70,704.00	\$0.00	154AL	\$0.00	\$70,704.00	\$0.00
154AL-2018-ST-21-51	Hattiesburg Police Dept.	\$66,504.00	\$0.00	154AL	\$0.00	\$66,504.00	\$0.00
154AL-2018-ST-28-61	Hernando Police Dept.	\$96,402.00	\$0.00	154AL	\$0.00	\$96,402.00	\$0.00
154AL-2018-ST-21-81	Holmes County Sheriff's Dept.	\$40,026.14	\$0.00	154AL	\$0.00	\$40,026.14	\$0.00
154AL-2018-ST-12-62	Horn Lake Police Dept.	\$105,320.00	\$0.00	154AL	\$0.00	\$105,320.00	\$0.00
154AL-2018-ST-13-41	Jones County Sheriff's Dept.	\$49,654.20	\$0.00	154AL	\$0.00	\$49,654.20	\$0.00
154AL-2018-ST-13-71	Lamar County S.O.	\$53,644.76	\$0.00	154AL	\$0.00	\$53,644.76	\$0.00
154AL-2018-ST-22-21	Meridian Police Dept.	\$45,025.00	\$0.00	154AL	\$0.00	\$45,025.00	\$0.00
154AL-2018-ST-14-91	Montgomery County S.O.	\$19,200.00	\$0.00	154AL	\$0.00	\$19,200.00	\$0.00
154AL-2018-ST-40-81	MS Highway Patrol	\$1,735,053.67	\$0.00	154AL	\$0.00	\$0.00	\$0.00
154AL-2018-ST-15-01	Neshoba County S.O.	\$28,230.00	\$0.00	154AL	\$0.00	\$28,230.00	\$0.00
154AL-2018-ST-22-61	Pascagoula Police Dept.	\$16,500.00	\$0.00	154AL	\$0.00	\$16,500.00	\$0.00
154AL-2018-ST-22-81	Philadelphia Police Dept.	\$39,265.60	\$0.00	154AL	\$0.00	\$39,265.60	\$0.00
154AL-2018-ST-23-01	Ridgeland Police Dept.	\$40,321.40	\$0.00	154AL	\$0.00	\$40,321.40	\$0.00
154AL-2018-ST-17-21	Tunica County S.O.	\$41,875.95	\$0.00	154AL	\$0.00	\$41,875.95	\$0.00
154AL-2018-ST-35-81	Winona Police Dept.	\$10,278.48	\$0.00	154AL	\$0.00	\$10,278.48	\$0.00
154AL-2018-ST-36-01	Yazoo City Police Dept.	\$16,697.00	\$0.00	154AL	\$0.00	\$16,697.00	\$0.00
Total Alcohol Law Enforcement		\$2,703,826.42	\$0.00	154AL	\$0.00	\$968,772.75	\$0.00
MOHS Impaired Driving Grants							
M5X-2018-MD-20-61	Clinton Police Dept.	\$45,203.60	\$9,040.72	405D	\$0.00	\$0.00	\$0.00
M5X-2018-MD-26-21	Columbia Police Dept.	\$17,000.00	\$3,400.00	405D	\$0.00	\$0.00	\$0.00
M5X-2018-MD-11-61	Covington County S.O.	\$44,856.00	\$8,971.20	405D	\$0.00	\$0.00	\$0.00
M5X-2018-MD-11-71	Desoto County S.O.	\$142,555.23	\$28,511.05	405D	\$0.00	\$0.00	\$0.00
M5X-2018-MD-21-41	Gulfport Police Dept.	\$97,318.40	\$19,463.68	405D	\$0.00	\$0.00	\$0.00
M5X-2018-MD-12-51	Hinds County Sheriff's Dept.	\$142,712.96	\$28,542.59	405D	\$0.00	\$0.00	\$0.00
M5X-2018-MD-13-81	Lauderdale County S.O.	\$97,435.00	\$19,487.00	405D	\$0.00	\$0.00	\$0.00

M5X-2018-MD-14-51	Madison County S.O.	\$95,390.00	\$19,078.00	405D	\$0.00	\$0.00	\$0.00
M5X-2018-MD-30-31	Magee Police Dept.	\$30,774.33	\$6,154.87	405D	\$0.00	\$0.00	\$0.00
M5X-2018-MD-14-61	Marion County S.O.	\$75,692.80	\$15,138.56	405D	\$0.00	\$0.00	\$0.00
M5X-2018-MD-22-41	New Albany Police Dept.	\$50,936.46	\$10,187.29	405D	\$0.00	\$0.00	\$0.00
M5X-2018-MD-22-51	Oxford Police Dept.	\$112,219.20	\$22,443.84	405D	\$0.00	\$0.00	\$0.00
M5X-2018-MD-15-51	Pearl River County S.O.	\$37,049.28	\$7,409.86	405D	\$0.00	\$0.00	\$0.00
M5X-2018-MD-16-41	Simpson County S.O.	\$54,790.00	\$10,958.00	405D	\$0.00	\$0.00	\$0.00
M5X-2018-MD-34-41	Southaven Police Dept.	\$112,159.00	\$22,431.80	405D	\$0.00	\$0.00	\$0.00
M5X-2018-MD-23-11	Starkville Police Dept.	\$73,045.60	\$14,609.12	405D	\$0.00	\$0.00	\$0.00
M5X-2018-MD-16-61	Stone County S.O.	\$47,479.60	\$9,495.92	405D	\$0.00	\$0.00	\$0.00
M5X-2018-MD-17-11	Tishomingo County S.O.	\$50,340.00	\$10,068.00	405D	\$1.00	\$0.00	\$0.00
M5X-2018-MD-17-41	Walthall County S.O.	\$8,536.90	\$1,707.38	405D	\$0.00	\$0.00	\$0.00
M5X-2018-MD-18-21	Yazoo County S.O.	\$36,619.20	\$7,323.84	405D	\$0.00	\$0.00	\$0.00
Total Impaired Law Enforcement		\$1,372,113.56	\$274,422.71	405D	\$0.00	\$0.00	\$0.00
154/405D Special Programs							
154AL-2018-ST-41-05	MOHS-National DSGPO Special Wave Grant	\$50,000.00	\$0.00	154AL	\$0.00	\$50,000.00	\$0.00
154PM-2018-PM-00-00	MOHS Paid Media Impaired Driving	\$250,000.00	\$0.00	154AL	\$0.00	\$0.00	\$0.00
154AL-2018-ST-94-51	University of Mississippi Medical Center-Youth Programs	\$109,061.76	\$0.00	154AL	\$0.00	\$0.00	\$0.00
154AL-2018-ST-41-04	MOHS Contingency Travel	\$5,000.00	\$0.00	154AL	\$0.00	\$0.00	\$0.00
154AL-2018-ST-40-82	MS Highway Patrol-PAO	\$79,115.35	\$0.00	154AL	\$0.00	\$0.00	\$0.00
154AL-2018-ST-22-51	Oxford Police Department Law Enforcement Training	\$169,369.35	\$0.00	154AL	\$15,306.49	\$0.00	\$0.00
M5PEM-2018-PM-00-00	MOHS Paid Media Impaired Driving	\$510,000.00	\$102,000.00	405D	\$0.00	\$0.00	\$0.00
M5CS-2018-MD-40-21	MS Office of the Attorney General's Office TSRP	\$210,108.14	\$42,021.63	405D	\$21,087.00	\$0.00	\$0.00
M5TR-2018-MD-22-51	Oxford Police Department Law Enforcement Training	\$79,930.07	\$15,986.01	405D	\$7,266.37	\$0.00	\$0.00
M5TR-2018-MD-41-02	MOHS Contingency Travel	\$5,000.00	\$1,000.00	405D	\$0.00	\$0.00	\$0.00
Total 154 Special Projects		\$662,546.46	\$0.00	154AL	\$15,306.49	\$50,000.00	
Total 405D Special Projects		\$805,038.21	\$161,007.64	405D	\$28,353.37	\$0.00	
Total 154 Enforcement Funds:		\$3,366,372.88	\$0.00	154AL	\$0.00	\$1,018,772.75	
Total 405D Funds		\$2,177,151.77	\$435,430.35	405D	\$0.00	\$0.00	
Total Funds		\$5,543,524.65	\$435,430.35		\$43,659.86	\$1,018,772.75	

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

C. Occupant Protection (OP):

C-4 Core Outcome Measure/Unrestrained Passengers: To maintain the number of unrestrained passenger vehicle occupant fatalities in all seating positions by the five year average (2011-2015) 295 by the end of (2014-2018).

B-1 Core Behavior Measure/Occupant Protection: To increase statewide observed seatbelt use of front seat outboard occupants in passenger vehicles from five year average (2012-2016) of 78.68% to increase to 78.84% by the end of (2014-2018).

MOHS Outcome Measure: Teen-OP: Reduce unrestrained fatalities from 16-20 year old drivers by 2.5% from four year average (2011-2015) of 29 to 28 by the end of (2014-2018).

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

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

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

B. Strategies:

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

Occupant Protection Coordinated Program:

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

Statewide Child Passenger Safety Coordination program:

- Statewide Child Passenger Safety (CPS) Program (Countermeasures 7.2)
- Provide a comprehensive Statewide CPS Coordination program;
- Conduct CPS Surveys;
- Fund the Mississippi Department of Health to provide child passenger seats;
- Provide funding for law enforcement programs to conduct specific HVE seat belt & child passenger seat enforcement checkpoints & saturation patrols; and
- Assign MOHS staff to manage enforcement and outreach grants, promote seatbelt safety and provide assistance where needed for the OP Program.

Child Passenger Seat Technician Training:

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

Child Passenger Seat Enforcement:

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

High Visibility Enforcement:

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

Public Information and Education:

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

Teen Driver Seatbelt Program:

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

Surveys:

- Conduct an attitudinal survey;
- MOHS will utilize the NHTSA/GHSA questions to track driver attitude and awareness related to seat belt issues by conducting surveys during the fourth quarter;
- Conduct Seatbelt and Child Restraint Survey to track seatbelt usage across the State; and

C. Occupant Protection-MOHS Evidence Based Enforcement Plan

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

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

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

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

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

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

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

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

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

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

D. Occupant Protection- Planned HVE Enforcement Strategies:

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

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

E. Occupant Protection Funding: Within the State of Mississippi, unbelted fatalities represent 45.64%, a large percentage of the overall State fatalities. 100% of the State's population will be covered by enforcement efforts utilizing the MHP, city and county law enforcement agencies within the top impaired driving fatality and crash locations. The MOHS focuses on the Top 25 Counties and Cities with the highest fatal crashes and injuries and seeks applications in the areas with the most data assessment needs. The MOHS also provides special wave grants through-out the year as data becomes available and new areas of data are assessed and areas are in need. The amount of funds being utilized is commensurate with the State-wide 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.

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

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

F. 2017 Occupant Protection Program Area Project Descriptions:

Project Number: OP-2018-OP-41-05

Project Title: MOHS Click It or Ticket Special Wave Grants

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

Budget: \$75,000.00 Federal Funding Source 402 OP/\$15,000.00 Match/\$0.00 Indirect Costs/\$75,000 Local Benefit/MOE-\$0.00

Project Number: OP-2018-OP-41-05

Project Title: MOHS High Risk Population Special Wave Grants

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

Budget: \$50,000.00 Federal Funding Source 402 OP/\$10,000.00 Match/\$0.00 Indirect Costs/\$75,000 Local Benefit/MOE-\$0.00

Project Number: OP-2018-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: \$5,000.00 Federal Funding Source 402OP/\$1,000.00 Match/\$0.00 Indirect Costs/\$0.00 Local Benefit/MOE-\$0.00

Project Number: See Financial Chart Below

Project Name: MOHS Occupant Protection Law Enforcement STEP Grants

Project Description: The agencies will use the funds to provide salary and fringe to non-funded agencies for officers to work full time or overtime hours conducting impaired driving enforcement during FY17 and with special emphasis during the national blitz periods of CIOT. The agencies will conduct a minimum of (2) Special Traffic Enforcement Program (STEP), HVE checkpoints and a minimum of (2) Special Traffic Enforcement Program (STEP) HVE saturation patrols during each national CIOT (Memorial Day), for a total of (4) Checkpoints and (4) Saturation Patrols.

The agency will generate at least (1) earned media campaigns during the “CIOT” campaigns. 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. Adams County Sheriff’s Department | 12. McComb Police Department |
| 2. Amory Police Department | 13. Mississippi Highway Patrol |
| 3. Carroll County Police Department | 14. Morton Police Department |
| 4. Desoto County Sheriff’s Department | 15. Oktibbeha County Sheriff’s Department |
| 5. Hancock County Sheriff’s Department | 16. Pearl River County Sheriff’s Department |
| 6. Harrison County Sheriff’s Department | 17. Philadelphia Police Department |
| 7. Hinds County Sheriff’s Department | 18. Pike County Sheriff’s Department |
| 8. Jones County Sheriff’s Department | 19. Tunica County Sheriff’s Department |
| 9. Lauderdale County Sheriff’s Department | 20. Vicksburg Police Department |
| 10. Lamar County Sheriff’s Department | 21. Walthall County Sheriff’s Department |
| 11. Leland Police Department | 22. Yazoo City Police Department |

Budget: \$690,032.35 Federal Funding Source 402OP/\$138,006.47 Match/\$0.00 Indirect Costs/\$245,982.65 Local Benefit/MOE-\$0.00

Project Number: M2PE-2018-MB-00-00

Project Title: MOHS Paid Media Sustained Occupant Protection Enforcement Campaign

Project Description: A comprehensive and sustained paid media campaign in support of the continual Occupant Protection enforcement efforts for the “CIOT” campaigns utilizing Section 405 Occupant Protection funding will be implemented in the grant period. These funds will be used for sustained radio and television ads, print, and outdoor space in May 2018 and September 2018. The number of holiday unbelted vehicle crash fatalities will be used to evaluate the media messaging. The measures that will be used to assess message recognition are as follows: number of television and radio spots, ads and GPAs for paid media, earned media messages for print and television, unbelted-related vehicle crash fatalities, the results obtained from the *behavioral measures awareness survey and seat belt survey* will be used to evaluate the effectiveness of the messaging.

This project will address the following items:

- a. What program/policy the advertising is supporting this advertising will be in support of the national OP Campaign for the “CIOT” blitz periods
- b. How the advertising will be implemented through media buys throughout the state.
- c. The amount allocated for paid advertising and total amount.
- d. The measures that will be used to assess message recognition.

- e. The blitz numbers recorded and returned from agency participants to include total number of agency participation, citations written, earned media and the like;
- f. Paid media reports; behavioral awareness survey; seat belt survey and unbelted crash fatality data during specified time period for each blitz campaign.

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

Project Number: CR-2018-CR-40-11

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 2,500 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 5-14 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 5-14 years that come into local health clinics.

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

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

Project Number: M2PE-2018-MB-40-71

Project Title: MS Department of Health Child Occupant Protection Program

Supplemental to CR-2018-CR-40-11

Project Description: The Department of Health is responsible for child passenger activities for the entire State of Mississippi. The Child Occupant 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 5-14 years and the parents/guardians. Contact state, local, and federal agencies, hospitals, elementary schools, daycares, HeadStart Centers, and faith-based organizations statewide in a collaborative effort to speak with individuals. The Department of Health will use funding for salary; fringe; travel; training and contractual services.

Budget: \$81,177.44 Federal Funding Sources 405(b)/\$16,235.49 Match/\$10,825.74 Indirect Costs/\$0.00 Local Benefit/MOE-\$0.00

Project Number: M2TR-2018-MB-63-91

Project Title: University Medical Center/MS Safe Kids Program

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

The University Medical Center will plan occupant protection awareness activities for student's ages 5-14 years and the parents/guardians. Contact state, local, and federal agencies, hospitals, elementary schools, daycares, HeadStart Centers, and faith-based organizations statewide in a collaborative effort to speak with individuals. Schedule CPST courses within all 9 public health districts for fire and police department personnel, MSDH staff, social workers, nurses, and/or individuals interested in promoting child passenger safety in their community. The University Medical Center will use funding for salary; fringe; travel; training and contractual services.

Budget: \$105,626.56 Federal Funding Source 405(b)/\$21,125.31 Match/\$0.00 Indirect Costs/\$0.00 Local Benefit/MOE-\$0.00

Project Number: SO-2018-SO-40-11

Project Title: Mississippi State University-Occupant Restraints Survey

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 the mileage; salary; overtime and fringe to conduct described program activities above and beyond the agency's daily activities and responsibilities.

Budget: \$196,988.57 Federal Funding Source 402SO/\$39,397.71 Match/\$38,079.58 Indirect Costs/\$0.00 Local Benefit/MOE-\$0.00

Project Number: PM-2018-PM-00-00

Project Title: MOHS Paid Media Sustained Enforcement OP/PTS Campaign

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

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

This project will address the following items:

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

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

Project Number	Project Title	Funding Amount	Match Amount	Funding Source	Indirect Cost	Local Benefit	MOE
MOHS OP Enforcement Projects							
OP-2018-OP-10-11	Adams County S.O.	\$15,057.00	\$3,011.40	402OP	\$0.00	\$15,057.00	\$0.00
OP-2018-OP-24-01	Amory Police Dept.	\$4,014.90	\$802.98	402OP	\$0.00	\$4,014.90	\$0.00
OP-2018-OP-10-81	Carroll County S.O.	\$7,750.00	\$1,550.00	402OP	\$0.00	\$7,750.00	\$0.00
OP-2018-OP-11-71	Desoto County S.O.	\$17,561.00	\$3,512.20	402OP	\$0.00	\$17,561.00	\$0.00
OP-2018-OP-12-31	Hancock County S.O.	\$5,000.00	\$1,000.00	402OP	\$0.00	\$5,000.00	\$0.00
OP-2018-OP-12-41	Harrison County S.O.	\$43,942.50	\$8,788.50	402OP	\$0.00	\$43,942.50	\$0.00
OP-2018-OP-12-51	Hinds County S.O.	\$8,050.00	\$1,610.00	402OP	\$0.00	\$8,050.00	\$0.00
OP-2018-OP-13-41	Jones County S.O.	\$21,056.00	\$4,211.20	402OP	\$0.00	\$21,056.00	\$0.00
OP-2018-OP-13-81	Lauderdale County S.O.	\$36,620.00	\$7,324.00	402OP	\$0.00	\$36,620.00	\$0.00
OP-2018-OP-13-71	Lamar County S.O.	\$7,122.50	\$1,424.50	402OP	\$0.00	\$7,122.50	\$0.00
OP-2018-OP-29-61	Leland Police Dept.	\$1,451.25	\$290.25	402OP	\$0.00	\$1,451.25	\$0.00
OP-2018-OP-30-01	McComb Police Dept.	\$19,000.00	\$3,800.00	402OP	\$0.00	\$19,000.00	\$0.00
OP-2018-OP-40-81	MS Hwy Patrol	\$444,049.70	\$88,809.94	402OP	\$0.00	\$0.00	\$88,809.74
OP-2018-OP-31-11	Morton Police Department	\$1,961.00	\$392.20	402OP	\$0.00	\$1,961.00	\$0.00
OP-2018-OP-15-31	Oktibbeha County S.O.	\$11,250.00	\$2,250.00	402OP	\$0.00	\$11,250.00	\$0.00
OP-2018-OP-15-51	Pearl River County	\$3,000.00	\$600.00	402OP	\$0.00	\$3,000.00	\$0.00
OP-2018-OP-22-81	Philadelphia Police Dept.	\$3,282.00	\$656.40	402OP	\$0.00	\$3,282.00	\$0.00
OP-2018-OP-15-71	Pike County S.O.	\$7,050.00	\$1,410.00	402OP	\$0.00	\$7,050.00	\$0.00
OP-2018-OP-17-21	Tunica County Sheriff's Dept.	\$9,058.00	\$1,811.60	402OP	\$0.00	\$9,058.00	\$0.00
OP-2018-OP-23-41	Vicksburg Police Dept.	\$17,454.00	\$3,490.80	402OP	\$0.00	\$17,454.00	\$0.00
OP-2018-OP-17-41	Walthall County Sheriff's Dept.	\$1,300.00	\$260.00	402 OP	\$0.00	\$1,300.00	\$0.00
OP-2018-OP-36-01	Yazoo City Police Dept.	\$5,002.50	\$1,000.50	402OP	\$0.00	\$5,002.50	\$0.00
Total OP Enforcement		\$690,032.35	\$138,006.47	402OP	\$0.00	\$0.00	
OP-2018-OP-41-05	MOHS-CIOT Special Wave	\$75,000.00	\$15,000.00	402OP	\$0.00	\$75,000.00	\$0.00
OP-2018-OP-41-06	MOHS High Risk Population-Special Wave	\$50,000.00	\$10,000.00	402OP	\$0.00	\$50,000.00	\$0.00
OP-2018-OP-41-04	MOHS Contingency Travel	\$5,000.00	\$1,000.00	402OP	\$0.00	\$0.00	\$0.00
M2PE-2018-MB-40-00	MOHS Paid Media-OP	\$165,000.00	\$33,000.00	405B	\$0.00	\$0.00	\$0.00
PM-2018-PM-00-00	MOHS Paid Media-PM	\$350,000.00	\$70,000.00	402OP	\$0.00	\$0.00	\$0.00
M2PE-2018-MB-40-71	MS Dept. of Health-OP Program	\$81,177.44	\$16,235.49	405B	\$10,825.74	\$0.00	\$0.00
M2TR-2018-MB-63-91	University Medical Center/MS Safe Kids	\$105,626.56	\$21,125.31	405B	\$0.00	\$0.00	\$0.00
CR-2018-CR-40-11	MS Dept. of Health -Child Restraint Seat	\$85,017.38	\$17,003.48	402CR	\$0.00	\$0.00	\$0.00
SO-2018-SO-40-11	MS State University-Seat Belt/Child Restraint Survey	\$196,988.57	\$39,397.71	402SO	\$38,079.58	\$0.00	\$0.00
Total 402 SO		\$196,988.57	\$39,397.71	402SO	\$38,079.58	\$0.00	\$0.00
Total 402OP		\$820,032.35	\$164,006.47	402OP	\$0.00	\$125,000.00	
Total 402CR		\$85,017.38	\$17,003.48	402CR	\$0.00	\$0.00	
Total 405B		\$701,804.00	\$140,360.80	405B	\$10,825.74	\$0.00	
Total OP Program		\$1,803,842.30	\$360,768.46		\$48,905.32	\$125,000.00	

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

D. Police Traffic Services*All Sections (A-E are part of the EBE)

C-4 Core Outcome Measure/Unrestrained Passengers: To maintain the number of unrestrained passenger vehicle occupant fatalities in all seating positions by the five year average (2011-2015) 295 by the end of (2014-2018).

C-5 Core Outcome Measure/Alcohol and Other Drugs: To decrease the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above by 1.0% from five year average (2011-2015) of 181 to 179 by the end of (2014-2018).

C-6 Core Outcome Measure/ Speed: To decrease the number of speeding-related fatalities by 5% from five year average (2011-2015) of 103 to 98 by the end of (2014-2018).

C-7 Core Outcome Measure/Motorcycles: To decrease the number of motorcyclist fatalities by 3% from five year average (2011-2015) of 43 to 42 by the end of (2014-2018).

C-8 Core Outcome Measure/Un-helmeted Motorcyclists: To maintain the number of un-helmeted motorcyclist fatalities of the five year average (2011-2015) of 6 by the end of (2014-2018).

C-9 Core Outcome Measure/Under 21: To maintain the number of drivers aged 20 or younger involved in fatal crashes of the five year average (2011-2015) of 82 by the end of (2014-2018).

C-10 Core Outcome Measures/Pedestrians: To maintain the number of pedestrian fatalities of the five year average (2011-2015) of 53 by the end of (2014-2018).

C-11 Core Outcome Measure: Bicyclist: To maintain the number of bicycle fatalities of the five year average (2011-2015) of (5) by the end of (2014-2018).

MOHS Outcome Measure: Teen-Speed: Maintain speed related fatalities from 16-20 year old drivers by the five year average (2011-2015) of 13 by the end of (2014-2018).

B. Strategies:

Police Traffic Services Coordination program:

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

Public Information and Education:

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

Enforcement:

- Enforcement: (Countermeasure 2.2)
- Increase and sustain HVE for speed and other moving violation.
- Fund law enforcement programs to focus on speeding and enforcing speed limits;
- Provide local law enforcement training; and
- Utilize the attitudinal survey to track driver attitude awareness related to speeding issues.

C. Police Traffic Services-MOHS Evidence Based Enforcement Plan

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

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

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

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

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

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

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

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

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

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

D. Police Traffic Services- Planned HVE Enforcement Strategies

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

E. 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 during FY17, 14.18% of its highway safety funds to combat its unbelted, impaired driving and speed related problems. 100% of the State's population will be covered by police traffic services enforcement efforts utilizing the MHP, city and county law enforcement agencies within the top impaired driving fatality and crash locations. The MOHS focuses on the Top 25 Counties and Cities with the highest fatal crashes and injuries and seeks applications in the areas with the most data assessment needs. The MOHS also provides special wave grants 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, unbelted and speed related fatalities, reducing crashes and injuries.

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

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

F. 2017 Police Traffic Services Program Area Project Descriptions

Project Number: PT-2018-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: \$5,000.00 Federal Funding Source 402PT/\$1,000.00 Match/\$0.00 Indirect Costs/\$0.00 Local Benefit/MOE-\$0.00

Project Number: See Below Financial Chart Below

Project Name: MOHS Law Enforcement Police Traffic Services STEP Grants

The agencies will use the funds to provide salary and fringe to non-funded agencies for officers to work full time or overtime hours conducting impaired driving enforcement during FY17 and with special emphasis during the national blitz periods of DSGPO and CIOT. The agencies will conduct a minimum of (2) Special Traffic Enforcement Program (STEP) HVE checkpoints and a minimum of (2) Special Traffic Enforcement Program (STEP) HVE saturation patrols during each national DSGPO (Christmas/New Year) and CIOT (Memorial Day), for a total of (4) Checkpoints and (4) Saturation Patrols. The agency will generate at least (1) earned media campaigns during the DSGPO (Christmas/New Year) and CIOT (Memorial Day) campaigns.

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, by using countermeasures and strategies. Each agency has a personalized performance measure and strategies that can be found in the grant agreement.

- | | |
|------------------------------------|----------------------------------|
| 1. Bay St. Louis Police Department | 10. Horn Lake Police Department |
| 2. Brandon Police Department | 11. Lucedale Police Department |
| 3. Clinton Police Department | 12. Meridian Police Department |
| 4. Columbia Police Department | 13. Mississippi Highway Patrol |
| 5. D'Iberville Police Department | 14. Oxford Police Department |
| 6. Flowood Police Department | 15. Sherman Police Department |
| 7. Greenwood Police Department | 16. Starkville Police Department |
| 8. Greenville Police Department | 17. Waveland Police Department |
| 9. Gulfport Police Department | |

Budget: \$743,373.27.00 Federal Funding Source 402PT/\$148,674.65 Match/\$0.00 Indirect Costs/\$362,490.69 Local Benefit/MOE-\$0.00

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

Project Description: The agency will use the funds to provide overtime to officers to work overtime in conducting Speed enforcement. Funds will be used for law enforcement in strategic target areas that have been identified through data to increase enforcement during the blitz period to reduce fatalities and injuries. Funds will be used for: Overtime that is over and beyond regular duties and responsibilities. The number of projects will be determined based on problem identification, need and trends. The number of hours and funding amounts will be determined by need, population size and funds available.
Budget: \$50,000.00 Federal Funding Source 402PT/\$10,000.00 Match/\$0.00 Indirect Costs/\$50,000.00 Local Benefit/MOE-\$0.00.

Project Number: PT-2018-PT-40-81
Project Title: MS Dept. of Public Safety-Public Safety Awareness Officers Public Information Outreach Program Pay Attention or Pay the Fine/Stop the Knock

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

The program will also participate in a full scale pilot program in which the 9 PAO officers will work on the program Pay Attention or Pay a Fine and Stop the Knock. The program will focus on distracted driving, speed, seatbelt, child restraint and ID with an enhanced education program, media campaign and enforcement program. Evaluation of the program will be provided on the effectiveness of the program. Funding will be utilized for travel expenses, equipment, overtime and fringe for the program.

Budget: \$77,314.65 Federal Funding Source 402PT/\$15,462.93 Match/\$0.00 Indirect Costs/\$0.00 Local Benefit/MOE-\$0.00.

Project Number	Project Title	Funding Amount	Match Amount	Funding Source	Indirect Cost	Local Benefit	MOE
PTS Enforcement Program							
PT-2018-PT-20-21	Bay St. Louis Police Dept.	\$12,805.00	\$2,561.00	402PT	\$0.00	\$12,805.00	\$0.00
PT-2018-PT-20-51	Brandon Police Dept.	\$51,770.68	\$10,354.14	402PT	\$0.00	\$51,770.68	\$0.00
PT-2018-PT-20-61	Clinton Police Dept.	\$34,594.00	\$6,918.80	402PT	\$0.00	\$34,594.00	\$0.00
PT-2018-PT-26-21	Columbia Police Dept.	\$12,080.00	\$2,416.00	402PT	\$0.00	\$12,080.00	\$0.00
PT-2018-PT-26-91	D'Iberville Police Dept.	\$15,000.00	\$3,000.00	402PT	\$0.00	\$15,000.00	\$0.00
PT-2018-PT-27-81	Flowood Police Department	\$49,992.00	\$9,998.40	402PT	\$0.00	\$49,992.00	\$0.00
PT-2018-PT-21-31	Greenwood Police Dept.	\$15,420.36	\$3,084.07	402PT	\$0.00	\$15,420.36	\$0.00
PT-2018-PT-21-21	Greenville Police Dept.	\$5,025.00	\$1,005.00	402PT	\$0.00	\$5,025.00	\$0.00
PT-2018-PT-21-41	Gulfport Police Dept.	\$30,963.20	\$6,192.64	402PT	\$0.00	\$30,963.20	\$0.00
PT-2018-PT-21-81	Horn Lake Police Dept.	\$29,020.00	\$5,804.00	402PT	\$0.00	\$29,020.00	\$0.00
PT-2018-PT-21-51	Lucedale Police Dept.	\$27,472.85	\$5,494.57	402PT	\$0.00	\$27,472.85	\$0.00
PT-2018-PT-22-21	Meridian Police Dept.	\$9,739.60	\$1,947.92	402PT	\$0.00	\$9,739.60	\$0.00
PT-2018-PT-40-81	MS Highway Patrol-Speed	\$380,882.58	\$76,176.52	402PT	\$0.00	\$0.00	\$0.00
PT-2018-PT-22-51	Oxford Police Dept.	\$15,890.00	\$3,178.00	402PT	\$0.00	\$15,890.00	\$0.00
PT-2018-PT-88-11	Sherman Police Dept.	\$21,650.00	\$4,330.00	402PT	\$0.00	\$21,650.00	\$0.00
PT-2018-PT-23-11	Starkville Police Dept.	\$15,000.00	\$3,000.00	402PT	\$0.00	\$15,000.00	\$0.00
PT-2018-PT-35-41	Waveland Police Dept.	\$16,068.00	\$3,213.60	402PT	\$0.00	\$16,068.00	\$0.00
Total PTS Enforcement Program		\$743,373.27	\$148,674.65	402PT	\$0.00	\$362,490.69	
PT-2018-PT-40-82	MS Dept of Public Safety-PAO Program	\$77,314.65	\$15,462.93	402PT	\$0.00	\$0.00	\$0.00
PT-2018-PT-41-05	MOHS Speed Special Wave Grants	\$50,000.00	\$10,000.00	402PT	\$0.00	\$50,000.00	\$0.00
PT-2018-PT-41-04	MOHS Contingency Travel	\$5,000.00	\$1,000.00	402PT	\$0.00	\$0.00	\$0.00
Total PTS Special Projects		\$132,314.65	\$26,462.93	402PT	\$0.00	\$50,000.00	
Total PTS Program		\$875,687.92	\$175,137.58	402PT	\$0.00	\$412,490.69	

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

E. Traffic Records Evidenced Based Reference for Traffic Records Program

MOHS Outcome Measure/Traffic Records: To increase the number of electronic submission of completed crash record data from Mississippi law enforcement agencies to DPS from 98.5% in 2015 to 99% in FY18.

MOHS Outcome Measure/Traffic Records: To decrease the number of average days from the crash event to entry into the Reportbeam Crash System from 3.33 days in 2016 to 3.15 days in 2017.

MOHS Outcome Measure/Traffic Records: To increase the percentage of drivers involved in fatal crashes that are subsequently tested for their BAC at the 50.6% level seen in 2015 to 53% in FY18.

B. Strategies

The State is utilizing in FY18, 100% of 405C funds to combat the problems in traffic records. 100% of the State's population will be covered by data collection efforts and will be able to be utilized by the public, MHP, city and county law enforcement agencies. The amount of funds being utilized is commensurate with the State-wide traffic records problem, and thus the State feels that the projects selected and if fully implemented and successful, will contribute to the overall goal of data collection, which will help all agencies state-wide with reducing fatalities, reducing crashes and injuries.

Traffic Records Coordinated Program:

- Contribute data and statistical information to the MOHS staff, local, county and state jurisdictions for the identification, reduction and strategic planning of target areas across the state for impaired driving, occupant protection, speed, youth, motorcycle, pedestrian and bicyclist fatalities.
- Strategic Meetings: Attend, host and implement strategic meetings with partners from the STRCC, community partners and law enforcement to strategic plan enforcement efforts through data trends, performance measures and strategies.
- 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;
- Assign MOHS staff to manage Traffic Records grants;
- 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 continually evaluate its programs to ensure projects that are funded are having the desired effect on the statewide program.

- Program Updates: MOHS continually update its programs to ensure projects that are funded are having the desired effect on the Statewide Impaired program.
- Software Updates: MOHS continually update its software to ensure projects that are funded are having the desired effect on the statewide program.
- Training: MOHS continually train programs and sub-grantees to ensure projects that are funded are having the desired effect on the statewide program.
- Equipment Purchases: MOHS continually evaluate its equipment to ensure projects that are funded are having the desired effect on the statewide program.

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

C. Traffic Records Services Projects and Financial Charts:

Each enforcement program that is proposed for funding during FY18 is identified in the following pages of the Performance Plan. Each program has provided the following information on location, problem identification, data, Targets, strategies and the use of funds for each program. A chart for each sub-grantee is listed at the end of program section.

Traffic Records Program Area Project Descriptions

Project Number: M3DA-2018-MC-41-04

Project Title: Department of Public Safety/Traffic Records Consultant

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

For FY18, the traffic records consultant 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.

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

Project Number: M3DA-2018-MC-40-82

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

Performance Measures: Integration/ Accuracy/Timeliness/Accessibility

Project Description: During FY18, a working sub-committee of the State Traffic Records Coordinating Committee (STRCC), along with the recommendations and results of the 2013 Traffic Records Assessment will identify Crash records improvements that need to be addressed as well as cost associated with maintenance of the record system.

The current crash reporting system, Report Beam was established in 2004, with several updates to the system throughout the years. The Report Beam system has become so antiquated the software company is no longer allowing for updates, but only for maintaining the system and data input. With the upcoming requirement to the crash reports and MMUCC complaint, the State must update the crash reporting system to gain compliance. The STRCC has begun to process of meeting with potential vendors and during FY18 begin the RFP, bid process and contract process for updating the system.

By the end of FY18, a new Crash reporting system will be developed to replace the antiquated Reportbeam crash system. The new systems will make the crash reporting program more user-friendly for all users and agencies. The new system will provide enhanced query options for data extraction to allow enhanced data driven strategies. The new system will comply with Model Minimum Uniform Crash Criteria (MMUCC). Mapping capabilities will be added to increase the accuracy of the location of crashes. Crash reporting timeliness and data analytics and report building will be performed in a shorter time range. Use the STRCC to review the Statewide Uniform Crash Report and agree on material to create and implement a new statewide crash system to ensure the stakeholders information and needs.

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

Project Number	Project Title	Funding Amount	Match Amount	Funding Source	Indirect Cost	Local Benefit	MOE
M3DA-2018-MC-41-04	MOHS-Development of New Statewide Crash System	\$100,000.00	\$20,000.00	405C	\$0.00	\$0.00	\$0.00
M3DA-2018-MC-4081	Department of Public Safety-Traffic Records Consultant	\$38,501.00	\$7,700.20	405C	\$0.00	\$0.00	\$0.00
Total		\$138,501.00	\$27,700.20	405C	\$0.00	\$0.00	\$0.00

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



FY18 402 Driver's Education Program
Mississippi Statewide Driver's Education Program

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

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

A. Driver's Education*All Sections

C-4 Core Outcome Measure/Unrestrained Passengers: To maintain the number of unrestrained passenger vehicle occupant fatalities in all seating positions by the five year average (2011-2015) 295 by the end of (2014-2018).

C-5 Core Outcome Measure/Alcohol and Other Drugs: To decrease the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above by 1.0% from five year average (2011-2015) of 181 to 179 by the end of (2014-2018).

C-6 Core Outcome Measure/ Speed: To decrease the number of speeding-related fatalities by 5% from five year average (2011-2015) of 103 to 98 by the end of (2014-2018).

C-7 Core Outcome Measure/Motorcycles: To decrease the number of motorcyclist fatalities by 3% from five year average (2011-2015) of 43 to 42 by the end of (2014-2018).

C-8 Core Outcome Measure/Un-helmeted Motorcyclists: To maintain the number of un-helmeted motorcyclist fatalities of the five year average (2011-2015) of 6 by the end of (2014-2018).

C-9 Core Outcome Measure/Under 21: To maintain the number of drivers aged 20 or younger involved in fatal crashes of the five year average (2011-2015) of 82 by the end of (2014-2018).

C-10 Core Outcome Measures/Pedestrians: To maintain the number of pedestrian fatalities of the five year average (2011-2015) of 53 by the end of (2014-2018).

C-11 Core Outcome Measure: Bicyclist: To maintain the number of bicycle fatalities of the five year average (2011-2015) of (5) by the end of (2014-2018).

B-1 Core Behavior Measure/Occupant Protection: To increase statewide observed seatbelt use of front seat outboard occupants in passenger vehicles from five year average (2012-2016) of 78.68% to increase to 78.84% by the end of (2014-2018).

Activity Measures:

MOHS Outcome Measure: Teen-AL: Reduce alcohol related fatalities from 16-20 year old drivers by 10% from five year average (2011-2015) of 14 to 13 by the end of (2014-2018).

MOHS Outcome Measure: Teen-OP: Reduce unrestrained fatalities from 16-20 year old drivers by 2.5% from four year average (2011-2015) of 29 to 28 by the end of (2014-2018).

MOHS Outcome Measure: Teen-Speed: Maintain speed related fatalities from 16-20 year old drivers by the five year average (2011-2015) of 13 by the end of (2014-2018).

Within the State of Mississippi, there was an average of 677 fatalities from 2010-2014. The State is utilizing in FY18, 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.

B. Strategies:

Driver's Education Coordination program:

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

Public Information and Education:

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

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

C. Driver's Education Projects and Financial Charts:

Each enforcement program that is proposed for funding during FY18 is identified in the following pages of the Performance Plan. Each program has provided the following information on location, problem identification, data, Targets, strategies and the use of funds for each program. A chart for each sub-grantee is listed at the end of program section.

FY 2017 Driver's Education Program Area Project Descriptions

Project Number: DE-2018-DE-94-51

Project Title: University of Mississippi Medical Center Youth Highway Safety Program

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

The University of Mississippi Medical Center- 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. University of Mississippi Medical Center- Youth Highway Safety Programs conduct educational outreach activities and participate in safety fairs, sobriety checkpoints, and community events. Each year the University of Mississippi Medical Center- Youth Highway Safety Programs reaches more than 5,000 teens in the State while working in schools, safety fairs, conferences and meetings.

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

Budget: \$72,759.78 Federal Funding Source 402DE/\$1,455.20 Match/\$0.00/\$0.00 Local Benefit/MOE \$0.00

Project Number	Project Title	Funding Amount	Match Amount	Funding Source	Indirect Cost	Local Benefit	MOE
DE-2018-DE-94-51	University of Mississippi Medical Center Youth Highway Safety Program	\$72,759.78	\$1,455.20	402DE	\$0.00	0.00	\$0.00
Total		\$72,759.78	\$1,455.20	402DE	\$0.00	\$0.00	\$0.00

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



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

The MOHS will be applying for Section 405 funding in occupant protection, impaired driving, traffic records, motorcycle, distracted driving, graduated driver's license and non-motorized safety. Please see attached Section 405 application, as Appendix B to the HSP. The MOHS does not seek to qualify for the racial profiling data collection as the State does not gather the data to meet the criteria for the program.

VII. State Certifications and Assurances:

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

VIII. (E.) Teen Traffic Safety Program:

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

List of Acronyms:

AL	Alcohol and Other Drugs
ARIDE	Advanced Roadside Impaired Driving Enforcement
BAC	Blood Alcohol Concentration
CIOT	Click It or Ticket
CPS	Child Passenger Safety
DD	Division Director
DPS	Department of Public Safety
DRE	Drug Recognition Expert
DSGPO	Drive Sober Get Pulled Over
DUI	Driving Under the Influence of Intoxicants
FARS	Fatal Analysis Reporting System
FAST	Fixing America's Surface Transportation Act
FHWA	Federal Highway Administration
FMCSA	Federal Motor Carrier Safety Administration
FY	Fiscal Year
GR	Governor's Representative
GHSA	Governor's Highway Safety Association
GTS	Grant Tracking System
HSP	Highway Safety Plan
HVE	High Visibility Enforcement
ID	Impaired Driving
LEL	Law Enforcement Liaison
MAHSL	Mississippi Association of Highway Safety Leaders
MASEP	Mississippi Alcohol Safety Education Program
NHTSA	National Association Traffic Safety Administration
MCSD	Mississippi Motor Carrier Safety Division
MDOT	Mississippi Department of Transportation
MHP	Mississippi Highway Patrol
MMUCC	Model Minimum Uniform Crash Criteria
MOHS	Mississippi Office of Highway Safety
MSU	Mississippi State University
NHTSA	National Highway Traffic Safety Administration
OD	Office Director
OM	Office Manager
OP	Occupant Protection
P&A	Planning and Administration

PAO	Public Awareness Officers
PI & E	Public Information and Education
PTS	Police Traffic Services
RC	Review Committee
SFST	Standardized Field Sobriety Testing
SHSP	Strategic Highway Safety Plan
STEP	Selective Traffic Enforcement Program
STRCC	State Traffic Safety Coordinating Committee
STSI	State Traffic Safety Information
TR	Traffic Records
TSS	Traffic Safety Specialist
TSRP	Traffic Safety Resource Prosecutor
U.S.C.	United States Code
U.S. DOT	United States Department of Transportation
VMT	Vehicles Miles Traveled