

## U.S. Department of Transportation - National Highway Traffic Safety Administration

Fiscal Year	2019
NHTSA Grant Application	MISSISSIPPI - Highway Safety Plan - FY 2019
State Office	Mississippi Office of Highway Safety
Application Status	Submitted

# Highway Safety Plan

## 1 Summary information

### APPLICATION INFORMATION

Highway Safety Plan Name:	MISSISSIPPI - Highway Safety Plan - FY 2019
Application Version:	4.1

**INCENTIVE GRANTS - The State is eligible to apply for the following grants. Check the grant(s) for which the State is applying.**

S. 405(b) Occupant Protection:	Yes
S. 405(c) State Traffic Safety Information System Improvements:	Yes
S. 405(d) Impaired Driving Countermeasures:	Yes
S. 405(d) Alcohol-Ignition Interlock Law:	No
S. 405(d) 24-7 Sobriety Programs:	No
S. 405(e) Distracted Driving:	No
S. 405(f) Motorcyclist Safety Grants:	No
S. 405(g) State Graduated Driver Licensing Incentive:	No
S. 1906 Racial Profiling Data Collection:	No

### STATUS INFORMATION

Submitted By:	Beth Loflin
Submission On:	6/28/2018 5:29 PM

Submission Deadline (EDT):	7/9/2018 11:59 PM
----------------------------	-------------------

## 2 Highway safety planning process

**Enter description of the data sources and processes used by the State to identify its highway safety problems, describe its highway safety performance measures, establish its performance targets, and develop and select evidence-based countermeasure strategies and projects to address its problems and achieve its performance targets.**

### Overview of Planning Process:

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

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

The steps listed below outline the planning process broadly:

- Review the previous year Annual Report and latest available data;
- Implement Planning Meetings with Sub-grantees from program areas (Traffic Records, Impaired Driving, Occupant Protection, Public Information and Education, Police Traffic Services, Media, LEL Coordination, Judicial and Youth);
- Planning 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 Applications;
- Implement Grant Writing workshops with key partners and stakeholders;
- Analyze data to be used in prioritizing and setting of targets;
- Review, rate, rank and select of evidence based projects based on problem identification, analysis and performance measures to include in the HSP;
- Preparation of the HSP and 405 Applications; and
- Prepare the Annual Report for submission to NHTSA of the States accomplishments for the grant year.

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

The MOHS planning process consists of a number of stages:

1. Data Analysis;
2. Participation from traffic safety related partners;
3. Problem identification;
4. Issuance of Requests for Applications;
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.

Data Sources in Planning Process:

The Mississippi Office of Highway Safety (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 annual 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:

<b>Fatality Analysis Reporting System (FARS)</b>	<b>State Data and Statistics (MS Highway Patrol)</b>
<b>National Statistics (NHTSA)</b>	<b>Regional Data (NHTSA Region 6 )</b>
<b>State Demographics (Census)</b>	<b>Surveys (Motorcycle, Seatbelt &amp; Child Restraint and Teen) (MS State University)</b>
<b>Surveys (Preusser Research Group-Night )</b>	<b>Roadway/Infrastructure Statistics (Mississippi Department of Transportation)</b>

**Large Trucks Data (Federal Motor Carrier Safety Administration)**

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 Applications 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.

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)
<b>Mississippi Department of Transportation-Roadway Statistics</b>	

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.

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.

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.

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

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.

#### 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.

#### **Identify the participants in the processes (e.g., highway safety committees, program stakeholders, community and constituent groups).**

##### 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

#### State Task Forces

- State Traffic Records Coordinating Committee (STRCC)
- State Impaired Driving Task Force
- State Occupant Protection Task Force

#### 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.

#### Participants in Problem Identification Process:

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

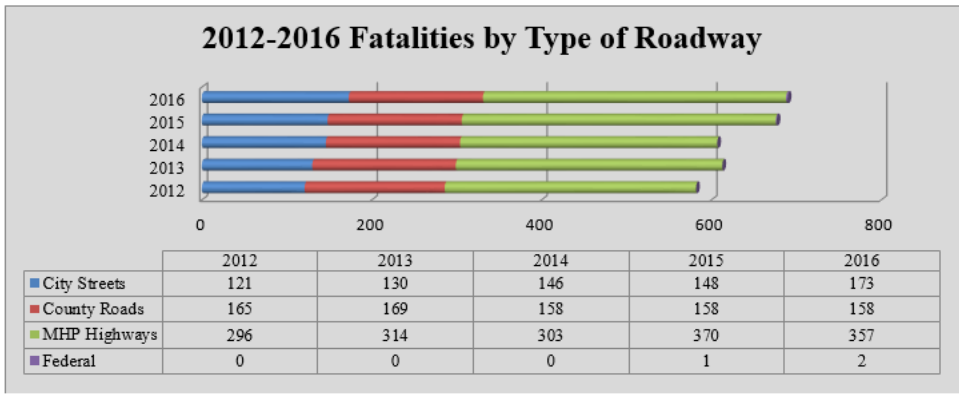
#### MOHS Partners:

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

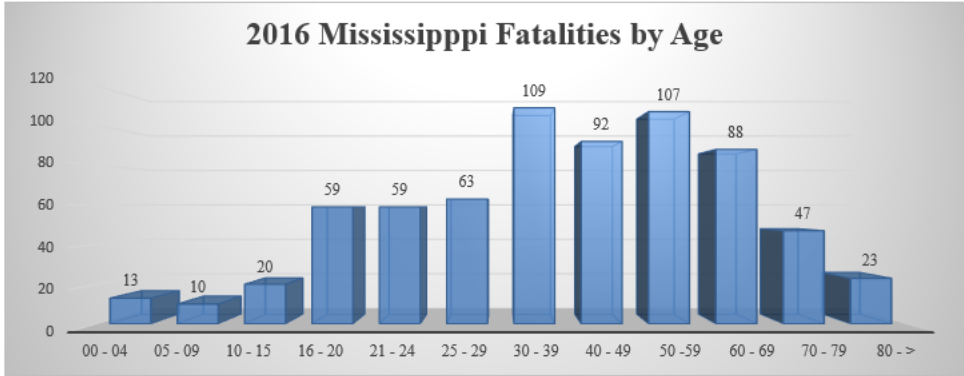
**Enter description and analysis of the State's overall highway safety problems as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets, selecting countermeasure strategies, and developing projects.**

#### 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. The MOHS has 690 fatalities in 2016, which is a 13 fatality increase over 2015. The fatalities have increase yearly from the five year low in 2012 of 582. 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 following charts are provided to show a data snapshot of the State and Traffic Safety issues and concerns as it relates to the Mississippi fatalities by person type.



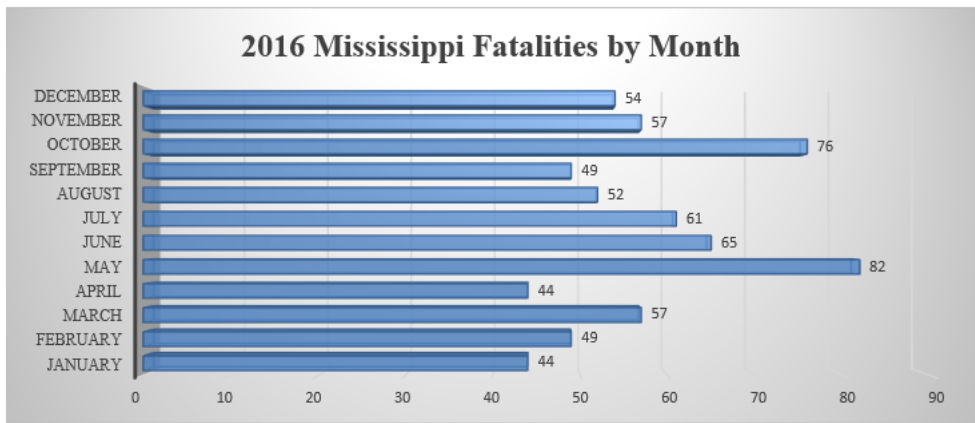
\*MOHS State Data

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

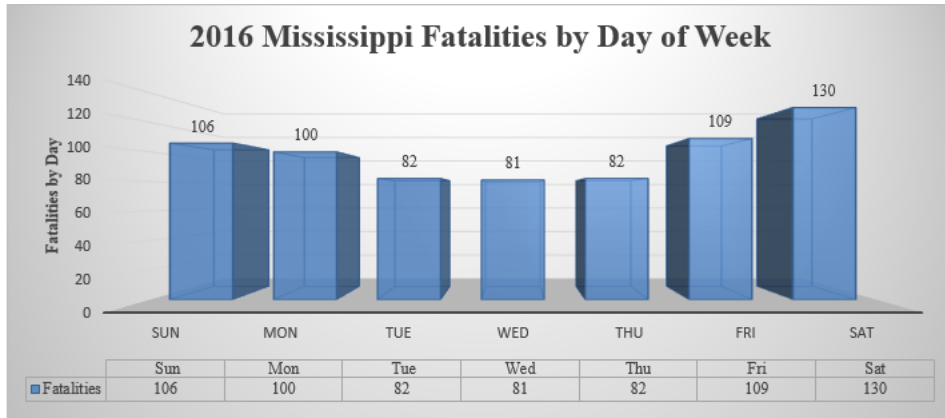


\*MOHS State Data

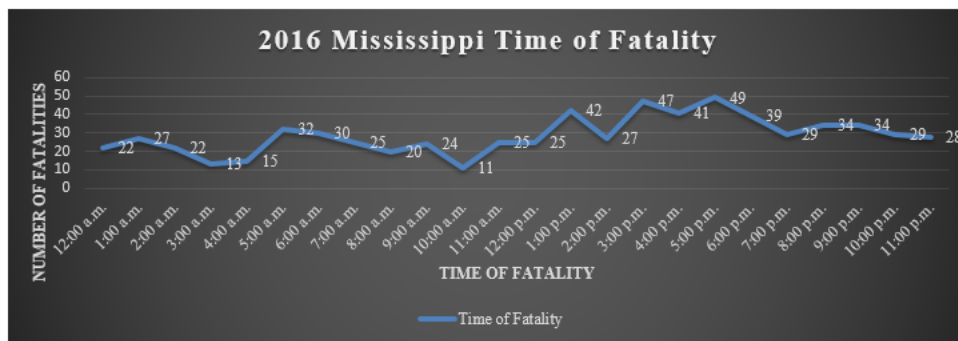
The race of persons that were involved in fatal crashes helps show the population that the MOHS needs to focus on through enforcement and education. During 2016, the race and gender group with the most fatal crashes was the male gender group with race in white and black race groups. During 2016, there were 492 male fatalities compared to the 198 in females during 2016. This information provides information on how to target education and media campaigns to reach race and gender groups and help with the reductions of fatalities.



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

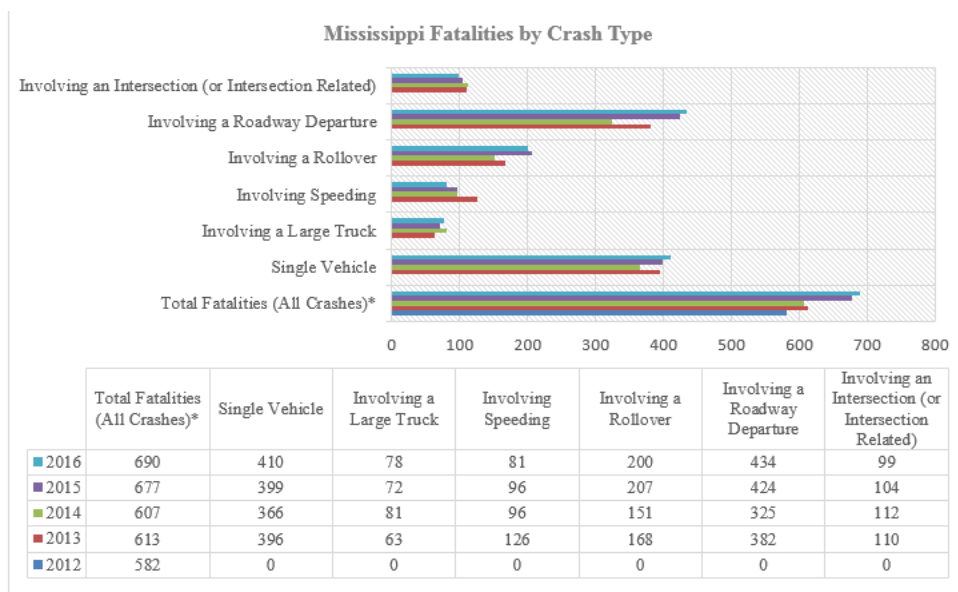


The chart shows the number of statewide fatalities and the days of the week that the fatalities occurred. The chart shows that the days of Friday-Sunday are the most fatal days of the week, with Saturday having the most fatal crashes. This helps show law enforcement and educational programs when the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



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

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



\*NHTSA/STSI



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

\*MOHS State Data

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

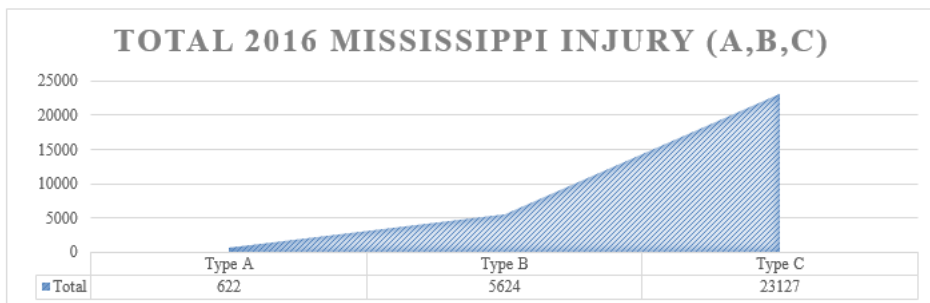
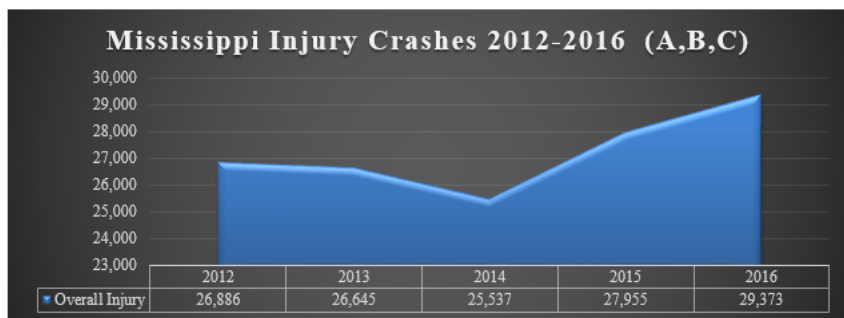
2016 Mississippi Overall Injury

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

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

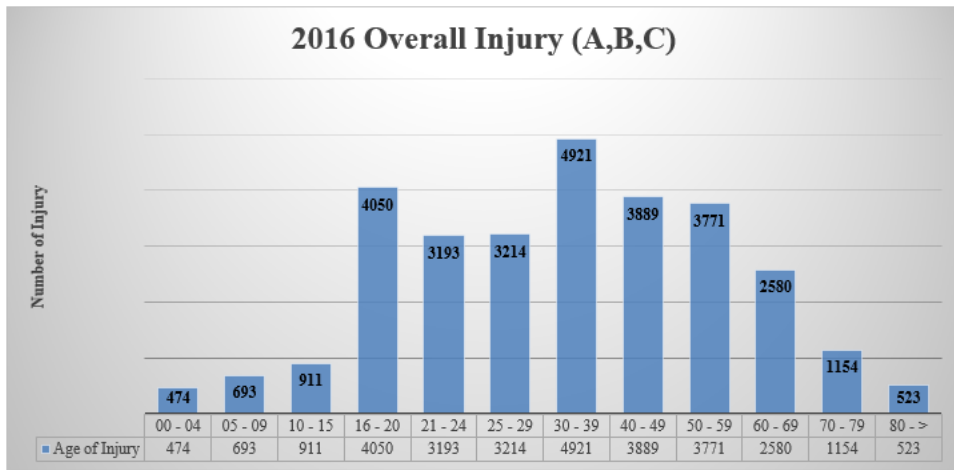
\*KABCO Injury Classification Scale and Definitions.

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

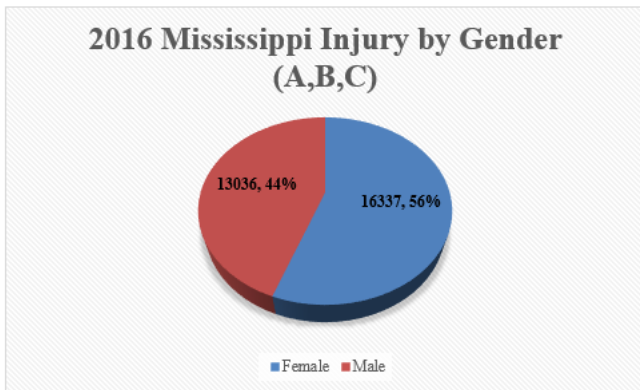
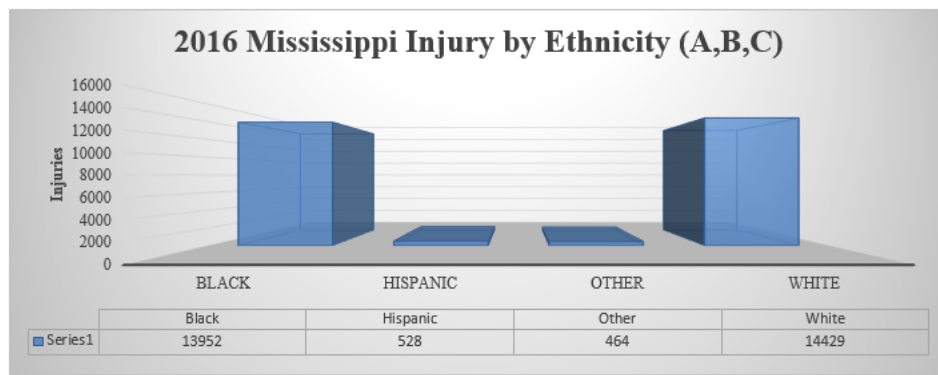


Data Analysis-Population: Type of Injury

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

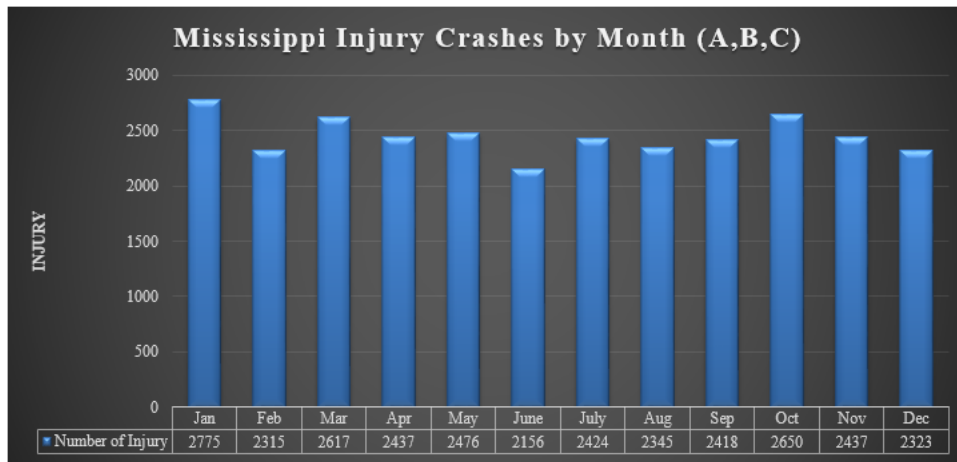


The age of persons that are involved in injury (A, B, C) crashes helps show the population that the MOHS needs to focus on through enforcement and education. During 2016, the age group with the most injury crashes was the age group of 30-39, 16-20 and 40-49. This information provides information on how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

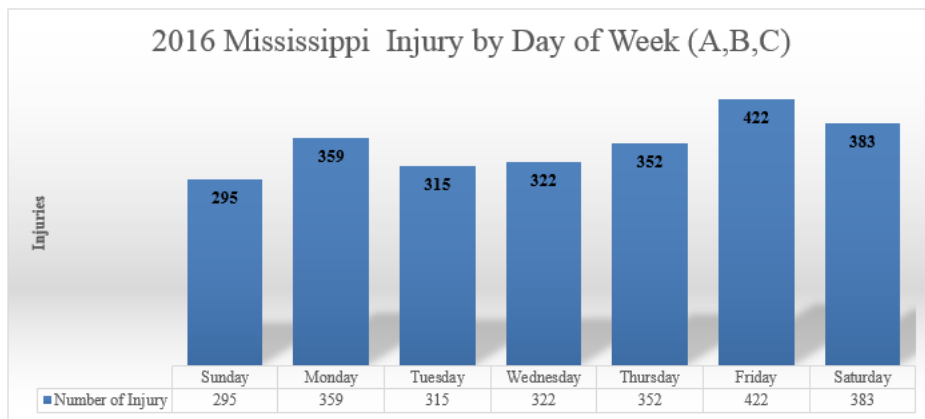


When looking at ethnicity among injuries, two ethnicities are much higher than others. The white ethnic groups with 49.1% and the black ethnic group with 47.4% of all A, B and C injuries. When looking at ages and ethnic groups, the numbers shift and change depending on which age group is focused on. Below shows a chart of the comparisons between the age groups. This information helps programs be able to focus on which ethnic groups are in the highest need for programs, especially educational and media programs. When looking at focusing for programs such as media and education, gender is also a focus area. In years past, males were the predominate focus group, but with looking focusing on the data and looking into further specifics, the MOHS is able to see trends emerge in the data, such as females have shifted into predominance in injuries. The MOHS also looks at the age groups to help focus on specific programs among gender, as well.

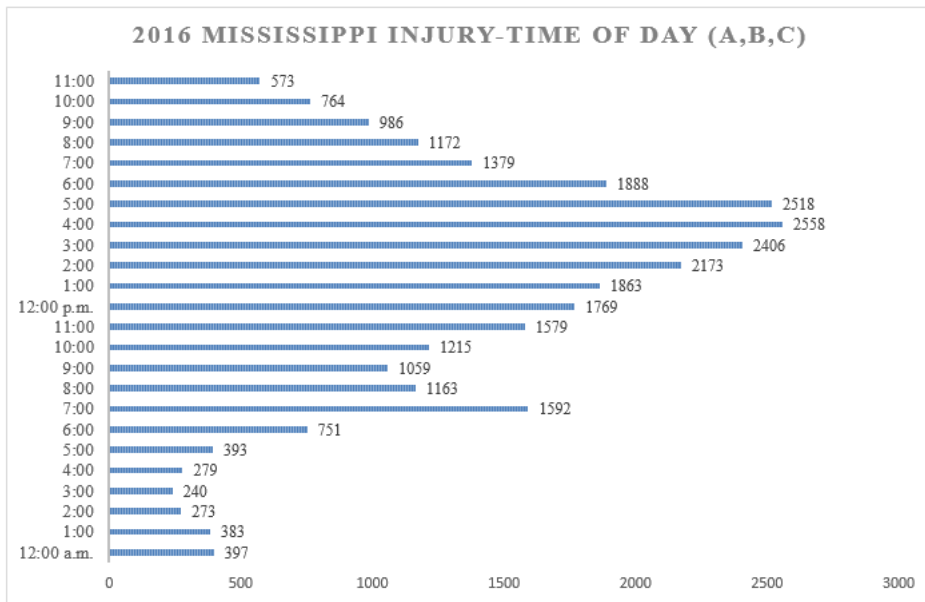
In 2016, most fatalities occurred during January, October and March, which could be due to an increase in weather events across the State. Problem identification through data shows when most injury crashes occur, so that the MOHS can provide law enforcement additional assistance through grant monies,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



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



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



#### 2016 Mississippi Overall Injury-Snapshot

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

\*MOHS State Data

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

**Enter discussion of the methods for project selection (e.g., constituent outreach, public meetings, solicitation of proposals).**

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, target areas and the countermeasures to continue the selection process for RFPs and to determine what the MOHS hopes to accomplish during the grant year.

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

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

#### iv. Countermeasures and the Impact of the Countermeasures:

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

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

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

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

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

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

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

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

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

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

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

Request for Proposals: A release date for the current RFP was set for Decemeber. MOHS also set the due date for the RFP to be at the end of January 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](http://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 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. Accounting reviews agreements and forwards to the Quality Assurance manager for secondary review.
14. Agreements are given to Financial Director for verification of final award amounts. Final award amounts are provided to Planner for inclusion in the HSP.
15. DD will provide approved and completed applications to TSSs for them to obtain final signatures.
16. TSSs will contact sub-grantees, obtain signatures and route to Director for signature.
17. Approved agreements received at MOHS and preparations for Implementation begin. All Staff.
18. 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. Identity 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.

**Enter list of information and data sources consulted.**

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 is special enforcement efforts, pilots and special projects as the data drives shows the issues and where new focus begin to present itself.

**Enter description of the outcomes from the coordination of the Highway Safety Plan (HSP), data collection, and information systems with the State Strategic Highway Safety Plan (SHSP).**

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

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

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

<http://sp.gomdot.com/Traffic%20Engineering/Traffic%20Safety/Pages/MS-Strategic-Highway-Safety-Plan.aspx>

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

The SHSP Coordination process includes:

- Hold collaboration meetings to share data;
- Determine common trends and common joint goals;

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

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.

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.

### 3 Performance report

**Open each performance measure listed below or click Add New to create additional non-core performance measures to provide a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.**

Performance Measure Name	Progress
C-1) Number of traffic fatalities (FARS)	In Progress
C-2) Number of serious injuries in traffic crashes (State crash data files)	In Progress
C-3) Fatalities/VMT (FARS, FHWA)	In Progress
C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	In Progress
C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	In Progress
C-6) Number of speeding-related fatalities (FARS)	In Progress
C-7) Number of motorcyclist fatalities (FARS)	In Progress
C-8) Number of unhelmeted motorcyclist fatalities (FARS)	In Progress
C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	In Progress
C-10) Number of pedestrian fatalities (FARS)	In Progress
C-11) Number of bicyclists fatalities (FARS)	In Progress
B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	In Progress
MOHS Outcome Measure-Teen Speed	In Progress
Activity Measure-Speed	In Progress
Activity Measure-Seatbelt	In Progress
Activity Measure-Impaired Driving	In Progress
MOHS Outcome Measure-Teen Alcohol	In Progress
MOHS Outcome Measure-Teen Seatbelt	In Progress
MOHS Outcome Measure-Traffic Records: Crash/Accessibility	In Progress
MOHS Outcome Measure-Traffic Records: Crash, Citation, Adjudication, Driver/Accessibility, Timeliness	In Progress
MOHS Outcome Measure-Traffic Records: Crash/Completeness	In Progress
MOHS Outcome Measure-Traffic Records: Driver/Timeliness	In Progress
MOHS Outcome Measure-Traffic Records: Vehicle/Data Integration	In Progress
MOHS Outcome Measure-Traffic Records:EMS Injury Surveillance/Data Integration	In Progress
MOHS Outcome Measure-Traffic Records:Crash, Citation, Roadway, EMS-Injury Surveillance/Uniformity	In Progress
MOHS Outcome Measure-Traffic Records: Citation/Adjudication-Accessibility	In Progress



**C-1) Number of traffic fatalities (FARS)**

Progress: In Progress

**Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.**

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) Number of serious injuries in traffic crashes (State crash data files)**

Progress: In Progress

**Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.**

C-2 Core Outcome Measure/Serious Injury: To decrease the expected rise of serious injuries from 579.4injuries (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) Fatalities/VMT (FARS, FHWA)**

Progress: In Progress

**Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.**

C-3 Core Outcome Measure/Fatality Rate: To maintain the number of fatalities by VMT from a five year average (2010-2014) of (1.57) by the end of 2017. To maintain the fatality rate of (1.57) for a long term target of by the end of 2018. 2016 FARS fatality rate data are not yet available. The State will assess and report on achievement of these measures once data becomes available. The MOHS seems unlikely to reach this achievement.

**C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)**

Progress: In Progress

**Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.**

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) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)**

Progress: In Progress

**Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.**

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) Number of speeding-related fatalities (FARS)**

Progress: In Progress

**Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.**

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) Number of motorcyclist fatalities (FARS)**

Progress: In Progress

**Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.**

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) Number of unhelmeted motorcyclist fatalities (FARS)**

Progress: In Progress

**Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.**

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) Number of drivers age 20 or younger involved in fatal crashes (FARS)**

Progress: In Progress

**Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.**

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) Number of pedestrian fatalities (FARS)**

Progress: In Progress

**Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.**

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) Number of bicyclists fatalities (FARS)**

Progress: In Progress

**Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.**

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) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)**

Progress: In Progress

**Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.**

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 Speed**

Progress: In Progress

**Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.**

**Activity Measure-Speed**

Progress: In Progress

**Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.**

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-Seatbelt**

Progress: In Progress

**Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.**

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**

Progress: In Progress

**Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.**

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 Alcohol**

Progress: In Progress

**Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.**

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 Seatbelt**

Progress: In Progress

**Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.**

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-Traffic Records: Crash/Accessibility**

Progress: In Progress

**Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.**

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: Crash, Citation, Adjudication, Driver/Accessibility, Timeliness**

Progress: In Progress

**Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.**

Outcome Measure/Traffic Records: Crash, Citation- Adjudication, Driver/ Accessibility, Timeliness: To decrease the period from 365 days in FY2013 between when traffic safety data is first available and when summary statistics using this data are posted to the state's public website to at least a 9-month sliding window. The MOHS continues to have a public website for program activities and data analysis, but since losing the MOHS Traffic Records Coordinator, the website has not been updated with statistical information or updates. This measure will continue to be a priority for the MOHS and with the hiring of a traffic records coordinator, the MOHS will be able to accomplish this measure. (Did not reach target)

### **MOHS Outcome Measure-Traffic Records: Crash/Completeness**

Progress: In Progress

**Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.**

MOHS Outcome Measure/Crash/Completeness: 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: Driver/Timeliness**

Progress: In Progress

**Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.**

### **MOHS Outcome Measure-Traffic Records: Vehicle/Data Integration**

Progress: In Progress

**Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.**

Outcome Measure/Traffic Records: Vehicle/ Data Integration: To continue the process of integrating data of vehicle insurance information with the vehicle VIN from the vehicle file. The MOHS and STRCC continues to work on integrating data with the Department of the State Auditor to gather insurance information with the vehicle VIN file from the vehicle file. Work will also continue during FY18 and beyond to integrate more information onto a new updated crash report and crash collection system. The MOHS is also in the process of “mapping” the current crash report with MMUCC 5th edition with the help of NHTSA, this will help to add in compliance elements to the upcoming crash report update. (Did not reach target)

**MOHS Outcome Measure-Traffic Records:EMS Injury Surveillance/Data Integration**

Progress: In Progress

**Enter a program-area-level report on the State’s progress towards meeting State performance targets from the previous fiscal year’s HSP.**

Outcome Measure/Traffic Records: EMS- Injury Surveillance/ Data Integration: To continue the process of integrating data on crash reports, to link with the EMS Transport system and to the Hospital Trauma registry. The MOHS and STRCC continue to work with the Department of Health to integrate data from crash report and link to hospital and EMS data systems. Work will also continue during FY18 and beyond to integrate more information onto a new updated crash report and crash collection system. The MOHS is also in the process of “mapping” the current crash report with MMUCC 5th edition with the help of NHTSA, this will help to add in compliance elements to the upcoming crash report update. (Did not reach target)

**MOHS Outcome Measure-Traffic Records:Crash, Citation, Roadway, EMS-Injury Surveillance/Uniformity**

Progress: In Progress

**Enter a program-area-level report on the State’s progress towards meeting State performance targets from the previous fiscal year’s HSP.**

Outcome Measure/Traffic Records: Crash- Citation—Roadway- EMS- Injury Surveillance/ Uniformity: To continue the process of mapping data of citation, crash and EMS run using same base layer map to overlay for proactive planning. The MOHS and STRCC continue to work with the Department of Health to map data from crash report and link to hospital and EMS data systems. Work will also continue during FY18 and beyond to integrate more information onto a new updated crash report and crash collection system. The MOHS is also in the process of “mapping” the current crash report with MMUCC 5th edition with the help of NHTSA, this will help to add in compliance elements to the upcoming crash report update. (Did not reach target)

**MOHS Outcome Measure-Traffic Records: Citation/Adjudication-Accessibility**

Progress: In Progress

**Enter a program-area-level report on the State’s progress towards meeting State performance targets from the previous fiscal year’s HSP.**

**MOHS Outcome Measure-Traffic Records: Citation/Timeliness**

Progress: In Progress

**Enter a program-area-level report on the State’s progress towards meeting State performance targets from the previous fiscal year’s HSP.**

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.

**4 Performance plan**

Open each performance measure listed below or click Add New to create additional non-core performance measures to provide a list of quantifiable and measurable highway safety performance targets that are data-driven, consistent with the Uniform Guidelines for Highway Safety Programs and based on highway safety problems identified by the State during the planning process.

Performance Measure Name	Target Period(Performance Target)	Target Start Year (Performance Target)	Target End Year (Performance Target)	Target Value(Performance Target)
C-1) Number of traffic fatalities (FARS)	5 Year	2015	2019	697.0
C-2) Number of serious injuries in traffic crashes (State crash data files)	5 Year	2015	2019	556.0
C-3) Fatalities/VMT (FARS, FHWA)	5 Year	2015	2019	1.706
C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	5 Year	2015	2019	307.0
C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	5 Year	2015	2019	170.0
C-6) Number of speeding-related fatalities (FARS)	5 Year	2015	2019	94.0
C-7) Number of motorcyclist fatalities (FARS)	5 Year	2015	2019	50.0

C-8) Number of unhelmeted motorcyclist fatalities (FARS)	5 Year	2015	2019	6.0
C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	5 Year	2015	2019	83.0
C-10) Number of pedestrian fatalities (FARS)	5 Year	2015	2019	63.0
C-11) Number of bicyclists fatalities (FARS)	5 Year	2015	2019	5.0
B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	5 Year	2015	2019	79.6
MOHS Outcome Measure-Teen Alcohol Fatalities	5 Year	2015	2019	13.6
MOHS Outcome Measure-Teen Seat Belt Fatalities	5 Year	2015	2019	37.9
MOHS Outcome Measure-Teen Speed Fatalities	5 Year	2015	2019	16.4
MOHS Outcome Measure-Traffic Records	Annual	2019	2019	99.0
MOHS Outcome Measure-Traffic Records	Annual	2019	2019	2.5
MOHS Outcome Measure-Traffic Records	Annual	2019	2019	35.0
MOHS Outcome Measure-Traffic Records	Annual	2019	2019	61.5
MOHS Outcome Measure-Traffic Records	Annual	2019	2019	2.3

**C-1) Number of traffic fatalities (FARS)**

**Is this a traffic records system performance measure?**

No

C-1) Number of traffic fatalities (FARS)-2019

Target Metric Type: Numeric

Target Value: 697.0

Target Period: 5 Year

Target Start Year: 2015

**Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.**

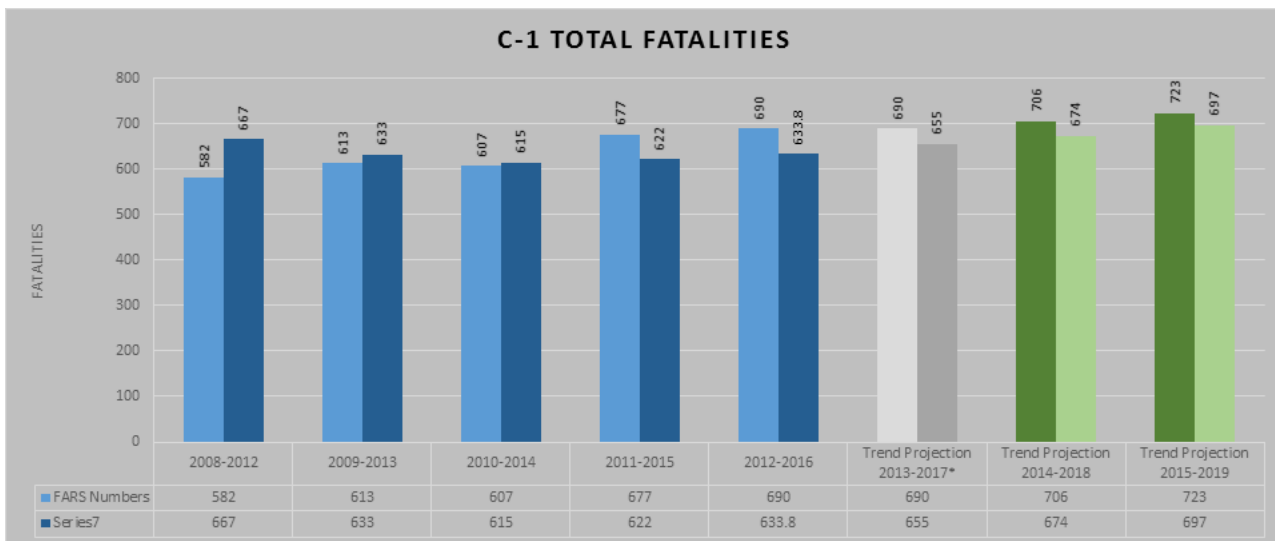
**C1-Number of Traffic Fatalities:**

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

C-1- Fatalities						
	2008	2009	2010	2011	2012	5 Year Average
<b>Fatalities</b>	783	700	641	630	582	667.2
	2009	2010	2011	2012	2013	5 Year Average
<b>Fatalities</b>	700	641	630	582	613	633.2
	2010	2011	2012	2013	2014	5 Year Average
<b>Fatalities</b>	641	630	582	613	607	614.6
	2011	2012	2013	2014	2015	5 Year Average
<b>Fatalities</b>	630	582	613	607	677	621.8
	2012	2013	2014	2015	2016	5 Year Average

<u>Fatalities</u>	582	613	607	677	690	633.8
	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017*</b>	<b>5 Year Average</b>
<u>Fatalities</u>	613	607	677	690	687	654.8
	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017*</b>	<b>2018</b>	<b>5 Year Average</b>
<u>Fatalities</u>	607	677	690	687	715	675.2
	<b>2015</b>	<b>2016</b>	<b>2017*</b>	<b>2018</b>	<b>2019</b>	<b>5 Year Average</b>
<u>Fatalities</u>	677	690	687	715	743	702.4

	Current Year Data						Target	
<u>Year</u>	2012	2013	2014	2015	2016	2017*	2018	2019
<u>Fatalities</u>	582	613	607	677	690	690	706	723
<u>Difference</u>		31.0	-6.0	70.0	13.0	0.0	16.0	17.0
<u>% Difference</u>		5.3%	-1.0%	11.5%	1.9%	0.0%	2.3%	2.4%
						*		
	5 Year Moving Average Data						Target	
<u>Year</u>	2008-2012	2009-2013	2010-2014	2011-2015	2012-2016	Trend Projection 2013-2017*	Trend Projection 2014-2018	Trend Projection 2015- 2019
<u>Fatalities</u>	667	633	615	622	633.8	655	674	697
<u>Difference</u>		-34.0	-18.0	7.0	11.8	21.6	18.6	23.3
<u>% Difference</u>		-5.1%	-2.8%	1.1%	1.9%	3.4%	2.8%	3.5%



**C-2) Number of serious injuries in traffic crashes (State crash data files)**

Is this a traffic records system performance measure?

No

C-2) Number of serious injuries in traffic crashes (State crash data files)-2019

Target Metric Type: Numeric

Target Value: 556.0

Target Period: 5 Year

Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

C2 Serious Injury:

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

C-2 Serious Injury (A)

	2008	2009	2010	2011	2012	<b>5 Year Average</b>
--	------	------	------	------	------	---------------------------

<b><u>Injuries</u></b>	716	622	671	686	631	665.2
------------------------	-----	-----	-----	-----	-----	-------

	2009	2010	2011	2012	2013	<b>5 Year Average</b>
--	------	------	------	------	------	---------------------------

<b><u>Injuries</u></b>	622	671	686	631	568	635.6
------------------------	-----	-----	-----	-----	-----	-------

	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>5 Year Average</b>
--	-------------	-------------	-------------	-------------	-------------	---------------------------

<b>Injuries</b>	671	686	631	568	506	612.4
-----------------	-----	-----	-----	-----	-----	-------

	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>5 Year Average</b>
--	-------------	-------------	-------------	-------------	-------------	---------------------------

<b>Injuries</b>	686	631	568	506	506	579.4
-----------------	-----	-----	-----	-----	-----	-------

	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>5 Year Average</b>
--	-------------	-------------	-------------	-------------	-------------	---------------------------

<b>Injuries</b>	631	568	506	506	631	568.4
-----------------	-----	-----	-----	-----	-----	-------

	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017*</b>	<b>5 Year Average</b>
--	-------------	-------------	-------------	-------------	--------------	---------------------------

<b>Injuries</b>	568	506	506	631	540	550.2
-----------------	-----	-----	-----	-----	-----	-------

	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017*</b>	<b>2018</b>	<b>5 Year Average</b>
--	-------------	-------------	-------------	--------------	-------------	---------------------------

<b>Injuries</b>	506	506	631	540	547	546
-----------------	-----	-----	-----	-----	-----	-----

	<b>2015</b>	<b>2016</b>	<b>2017*</b>	<b>2018</b>	<b>2019</b>	<b>5 Year Average</b>
--	-------------	-------------	--------------	-------------	-------------	---------------------------

<b>Injuries</b>	506	631	540	547	554	555.6
-----------------	-----	-----	-----	-----	-----	-------

**Current Year Data**

**Target**

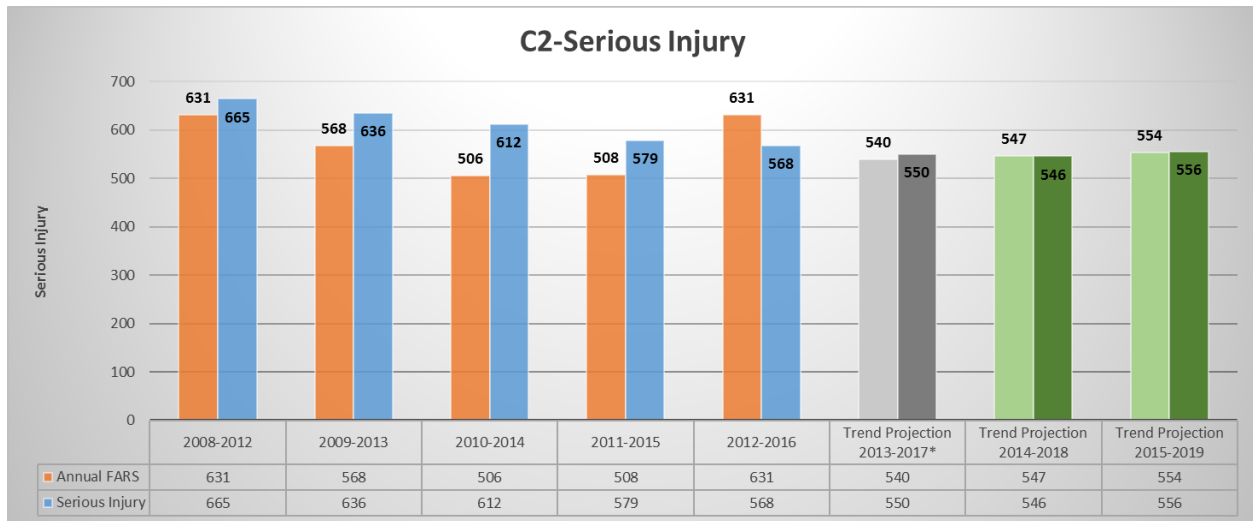
<b>Year</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017*</b>	<b>2018</b>	<b>2019</b>	
<b>Serious Injury</b>		631	568	506	508	631	540	547	554
<b>Difference</b>			83.0	62.0	-2.0	-123.0	91.0	-7.0	-7.0
<b>% Difference</b>			-10.0%	-10.9%	0.4%	24.2%	2.0%	2.00%	2.0%

**5 Year Moving Average Data**

**Target**

<b>Year</b>	<b>5 Year Moving Average Data</b>					<b>Trend Projection</b>		
	<b>2008-2012</b>	<b>2009-2013</b>	<b>2010-2014</b>	<b>2011-2015</b>	<b>2012-2016</b>	<b>2013-2017*</b>	<b>2014-2018</b>	<b>2015-2019</b>
<b>Serious Injury</b>	665	636	612	579	568	550	546	556
<b>Difference</b>		83	23.2	33	11	18	4	-5
<b>% Difference</b>		-4.4%	-3.7%	-5.4%	-1.9%	-3.2%	-0.8%	1.8%





### C-3) Fatalities/VMT (FARS, FHWA)

Is this a traffic records system performance measure?

No

C-3) Fatalities/VMT (FARS, FHWA)-2019

Target Metric Type: Numeric

Target Value: 1.706

Target Period: 5 Year

Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

#### C3 Fatality Rate:

\*2016 VMT are not listed in STSI as of May 22, 2018

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

#### C-3 Fatality Rate

	2008	2009	2010	2011	2012	5 Year Average
Rate	1.804	1.735	1.609	1.622	1.509	1.655

	2009	2010	2011	2012	2013	5 Year Average
Rate	1.735	1.609	1.622	1.509	1.582	1.611

	2010	2011	2012	2013	2014	5 Year Average
Rate	1.609	1.622	1.509	1.582	1.537	1.572

	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>5 Year Average</b>
--	-------------	-------------	-------------	-------------	-------------	---------------------------

<b>Rate</b>	1.622	1.509	1.582	1.537	1.697	1.589
-------------	-------	-------	-------	-------	-------	-------

	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016*</b>	<b>5 Year Average</b>
--	-------------	-------------	-------------	-------------	--------------	---------------------------

<b>Rate</b>	1.509	1.582	1.537	1.697	1.698	1.604
-------------	-------	-------	-------	-------	-------	-------

	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>5 Year Average</b>
--	-------------	-------------	-------------	-------------	-------------	---------------------------

<b>Rate</b>	1.582	1.537	1.697	1.698	1.687	1.640
-------------	-------	-------	-------	-------	-------	-------

	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017*</b>	<b>2018</b>	<b>5 Year Average</b>
--	-------------	-------------	-------------	--------------	-------------	---------------------------

<b>Rate</b>	1.537	1.697	1.698	1.687	1.712	1.6662
-------------	-------	-------	-------	-------	-------	--------

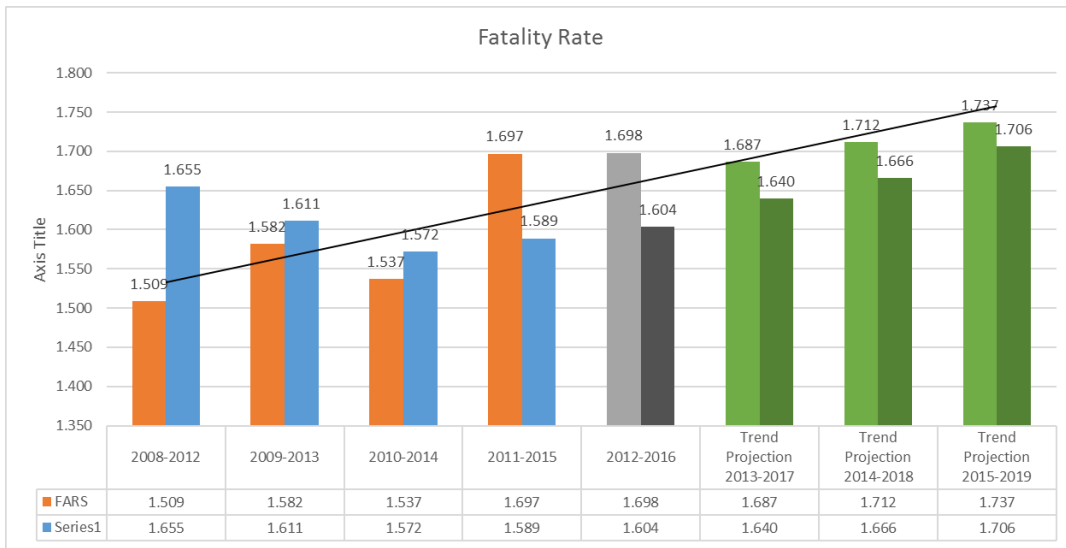
	<b>2015</b>	<b>2016</b>	<b>2017*</b>	<b>2018</b>	<b>2019</b>	<b>5 Year Average</b>
--	-------------	-------------	--------------	-------------	-------------	---------------------------

<b>Rate</b>	1.697	1.698	1.687	1.712	1.737	1.706
-------------	-------	-------	-------	-------	-------	-------

\*2016 numbers are not finalized.

	<b>Current Year Data</b>						<b>Target</b>		
<b>Year</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016*</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	
<b>Serious Injury</b>		1.509	1.582	1.537	1.697	1.698	1.687	1.712	1.737
<b>Difference</b>			0.07	-0.05	0.16	0.00	-0.01	0.02	0.03
<b>% Difference</b>			4.8%	-2.8%	10.4%	0.1%	2.0%	2.00%	2.0%

	<b>5 Year Moving Average Data</b>					<b>Target</b>		
<b>Year</b>	<b>2008-2012</b>	<b>2009-2013</b>	<b>2010-2014</b>	<b>2011-2015</b>	<b>2012-2016</b>	<b>Trend Projection 2013-2017</b>	<b>Trend Projection 2014-2018</b>	<b>Trend Projection 2015-2019</b>
<b>Serious Injury</b>	1.655	1.611	1.572	1.589	1.604	1.640	1.666	1.706
<b>Difference</b>		-0.04	-0.04	0.02	0.02	0.04	0.03	0.04
<b>% Difference</b>		-2.7%	-2.4%	1.1%	0.9%	2.2%	1.6%	2.4%



**C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)**

Is this a traffic records system performance measure?

No

C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)-2019

Target Metric Type: Numeric

Target Value: 307.0

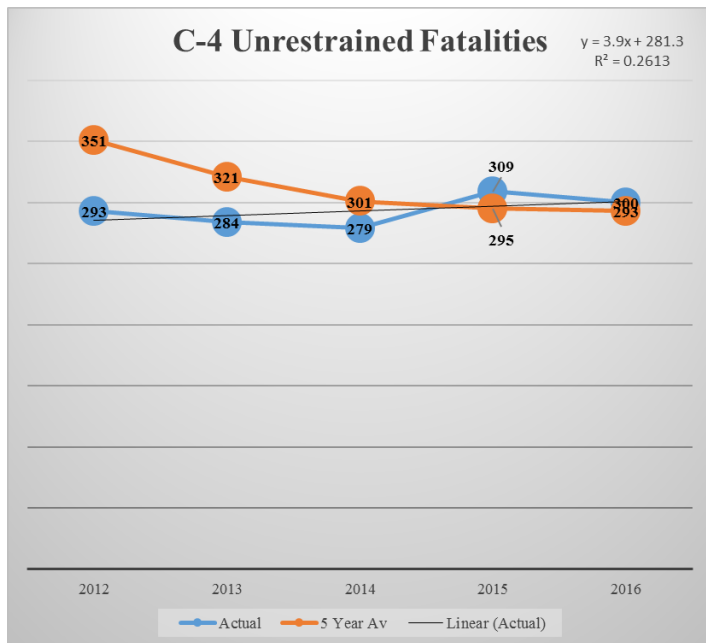
Target Period: 5 Year

Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

**C4-Unrestrained Fatalities:**

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



**C-4 Unrestrained Fatalities**

	2008	2009	2010	2011	2012	5 Year Average
Fatalities	432	380	340	309	293.00	350.8

	2009	2010	2011	2012	2013	5 Year Average
Fatalities	380	340	309	293	284.00	321.2

	2010	2011	2012	2013	2014	5 Year Average
Fatalities	340	309	293	284	279.00	301

	2011	2012	2013	2014	2015	5 Year Average
Fatalities						

<b>Fatalities</b>	309	293	284	279	309.00	294.8
-------------------	-----	-----	-----	-----	--------	-------

	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>5 Year Average</b>
--	-------------	-------------	-------------	-------------	-------------	-----------------------

<b>Fatalities</b>	293	284	279	309	300.00	293
-------------------	-----	-----	-----	-----	--------	-----

	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017*</b>	<b>5 Year Average</b>
--	-------------	-------------	-------------	-------------	--------------	-----------------------

<b>Fatalities</b>	284	279	309	300	304	295.2
-------------------	-----	-----	-----	-----	-----	-------

	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017*</b>	<b>2018</b>	<b>5 Year Average</b>
--	-------------	-------------	-------------	--------------	-------------	-----------------------

<b>Fatalities</b>	279	309	300	304	308	300
-------------------	-----	-----	-----	-----	-----	-----

	<b>2015</b>	<b>2016</b>	<b>2017*</b>	<b>2018</b>	<b>2019</b>	<b>5 Year Average</b>
--	-------------	-------------	--------------	-------------	-------------	-----------------------

<b>Fatalities</b>	309	300	304	308	312	306.6
-------------------	-----	-----	-----	-----	-----	-------

**Current Year Data**

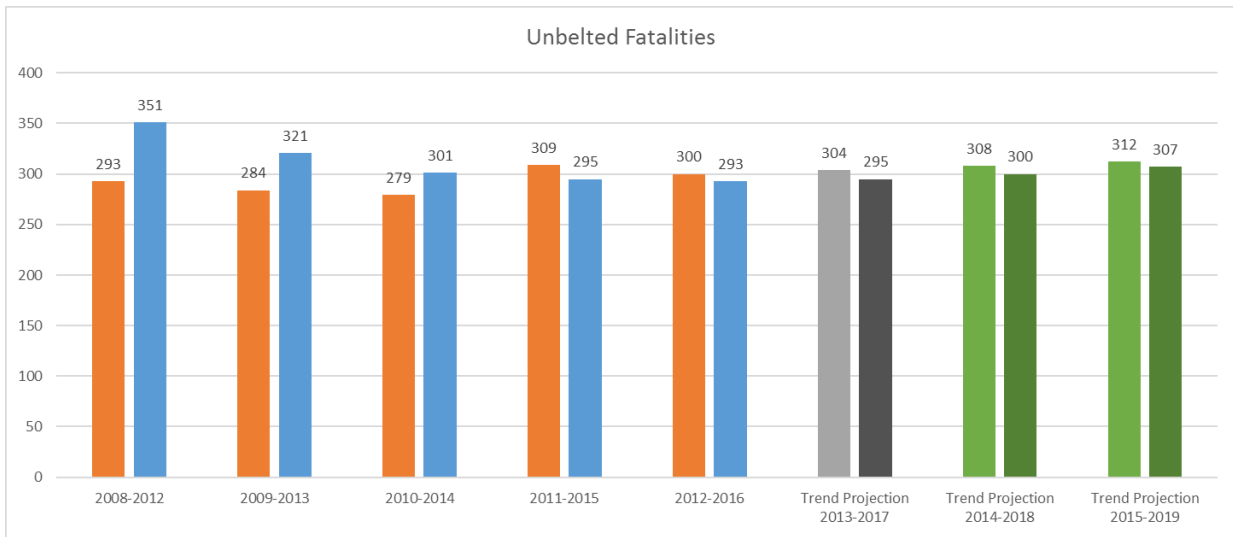
**Target**

<b>Year</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>
<b>Fatalities</b>	293	284	279	309	300	304	308	312
<b>Difference</b>		-9.0	-5.0	30.0	-9.0	4.0	4.0	4.0
<b>% Difference</b>		-3.1%	-1.8%	10.8%	-2.9%	2.0%	2.00%	2.0%

**5 Year Moving Average Data**

**Target**

<b>Year</b>						<b>Trend Projection</b>	<b>Trend Projection</b>	<b>Trend Projection</b>
	<b>2008-2012</b>	<b>2009-2013</b>	<b>2010-2014</b>	<b>2011-2015</b>	<b>2012-2016</b>	<b>2013-2017</b>	<b>2014-2018</b>	<b>2015-2019</b>
<b>Fatalities</b>	351	321	301	295	293	295	300	307
<b>Difference</b>		-30	-20	-6	-2	2	5	7
<b>% Difference</b>		-8.5%	-6.2%	-2.0%	-0.7%	0.7%	1.7%	2.3%



**C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)**

Is this a traffic records system performance measure?

No

C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)-2019

Target Metric Type: Numeric

Target Value: 170.0

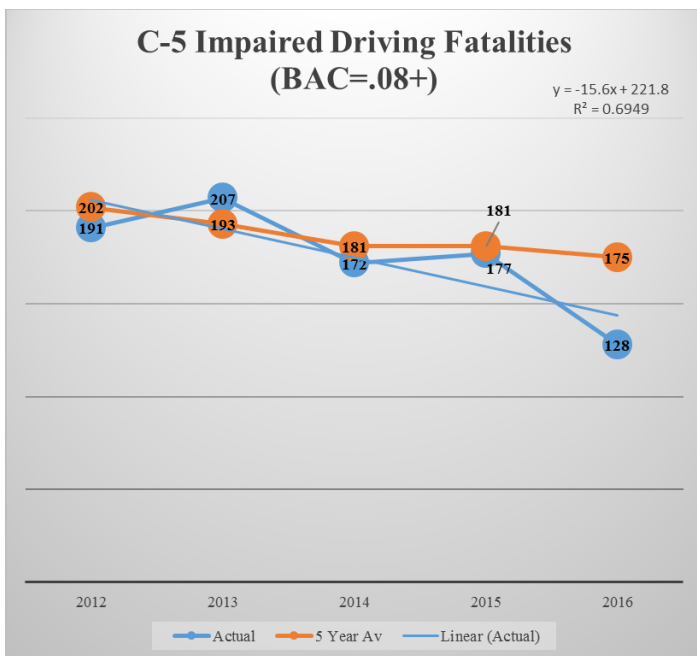
Target Period: 5 Year

Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

**C5-Fatalities Impaired Driver-.08 BAC or Above.**

To decrease the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above, by 3% of the five year average (2012-2016) of 175 to 170 by the end of (2015-2019).



**C-5 Alcohol and Other Drugs-Based on Current Trend Line**

	2008	2009	2010	2011	2012	5 Year Average
Fatalities	251	233	174	159	191.00	201.6
	2009	2010	2011	2012	2013	5 Year Average
Fatalities	233	174	159	191	207.00	192.8
	2010	2011	2012	2013	2014	5 Year Average
Fatalities	174	159	191	207	172.00	180.6
	2011	2012	2013	2014	2015	5 Year Average
Fatalities	159	191	207	172	177.00	181.2

	2012	2013	2014	2015	2016	5 Year Average
<b>Fatalities</b>	191	207	172	177	128.00	175

	2013	2014	2015	2016	2017*	5 Year Average
<b>Fatalities</b>	207	172	177	128	112	159.28

	2014	2015	2016	2017*	2018	5 Year Average
<b>Fatalities</b>	172	177	128	112	97	137.16

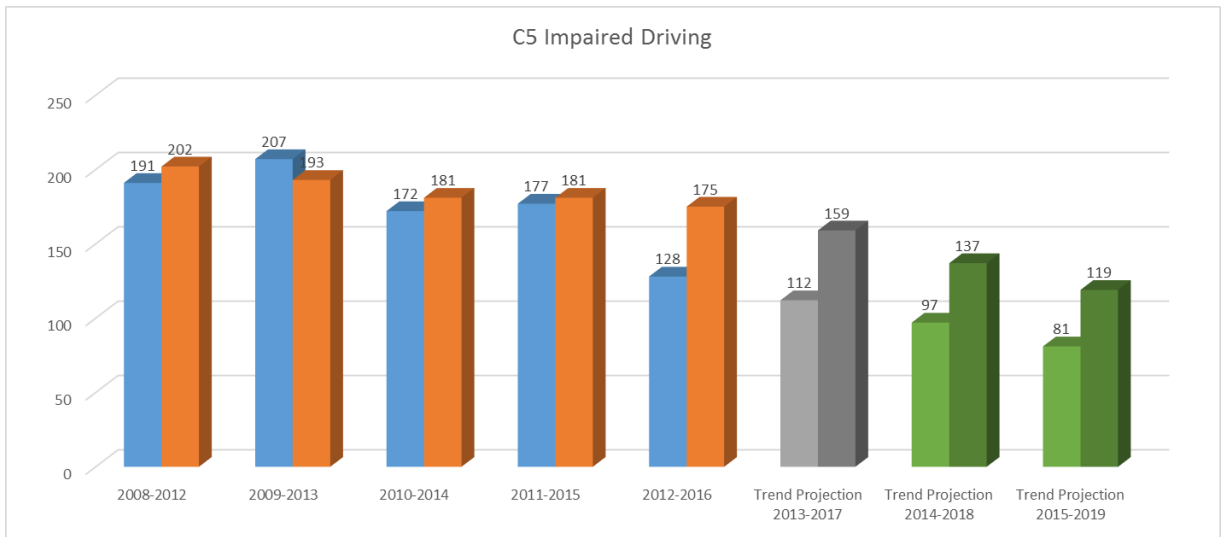
  

	2015	2016	2017*	2018	2019	5 Year Average
<b>Fatalities</b>	177	128	112	97	81	119.04

\*Data is very inconsistent with Impaired Driving, 2016 "certified" number doesn't appear to have imputed number from NHTSA. Without imputed number, either data for 2016 is incorrect or 2012-2015 should use state data for number.

	Current Year Data						Target	
Year	2012	2013	2014	2015	2016	2017	2018	2019
<b>Fatalities</b>	191	207	172	177	128	112	97	81
<b>Difference</b>		16.0	-35.0	5.0	-49.0	-16.0	-15.0	-16.0
<b>% Difference</b>		8.4%	-16.9%	2.9%	-27.7%	-12.5%	-13.4%	-16.5%

	5 Year Moving Average Data					Target		
Year	2008-2012	2009-2013	2010-2014	2011-2015	2012-2016	Trend Projection 2013-2017	Trend Projection 2014-2018	Trend Projection 2015-2019
<b>Fatalities</b>	202	193	181	181	175	159	137	119
<b>Difference</b>		-9.0	-12.0	0.0	-6.0	-16.0	-22.0	-18.0
<b>% Difference</b>		-4.5%	-6.2%	0.0%	-3.3%	-9.1%	-13.8%	-13.1%



**C-6) Number of speeding-related fatalities (FARS)**

Is this a traffic records system performance measure?

No

C-6) Number of speeding-related fatalities (FARS)-2019

Target Metric Type: Numeric

Target Value: 94.0

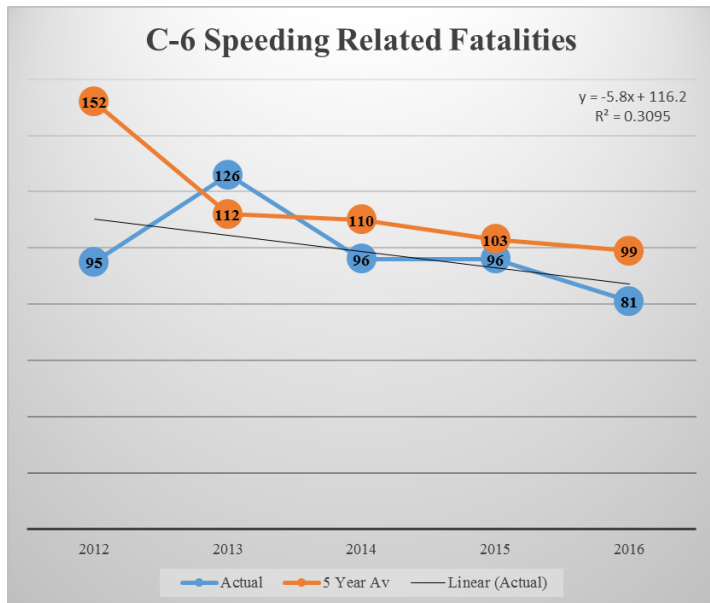
Target Period: 5 Year

Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

**C6 Speed Fatalities**

To decrease the number of speeding related fatalities by 5% from the five year average (2012-2016) of 99 to 94 by the end of (2015-2019).



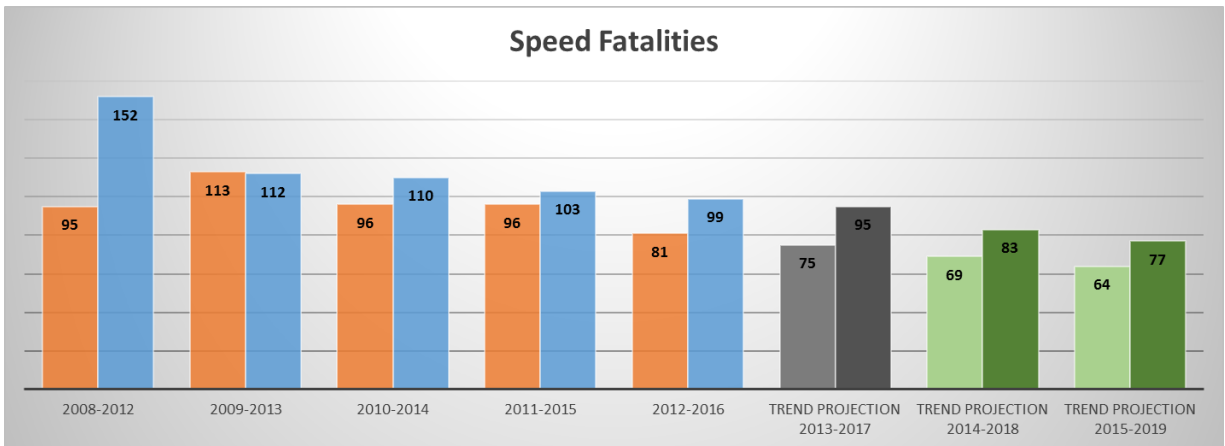
**C-6 Speed**

	2008	2009	2010	2011	2012	5 Year Average
<b>Fatalities</b>	327	106	129	104	95.00	152.2
	2009	2010	2011	2012	2013	5 Year Average
<b>Fatalities</b>	106	129	104	95	126.00	112
	2010	2011	2012	2013	2014	5 Year Average
<b>Fatalities</b>	129	104	95	126	96.00	110
	2011	2012	2013	2014	2015	5 Year Average
<b>Fatalities</b>	104	95	126	96	96.00	103.4
	2012	2013	2014	2015	2016	5 Year Average
<b>Fatalities</b>	95	126	96	96	81.00	98.8
	2013	2014	2015	2016	2017*	5 Year Average

<b>Fatalities</b>	126	96	96	81	75	94.84
	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017*</b>	<b>2018</b>	<b>5 Year Average</b>
<b>Fatalities</b>	96	96	81	75	69	83.44
	<b>2015</b>	<b>2016</b>	<b>2017*</b>	<b>2018</b>	<b>2019</b>	<b>5 Year Average</b>
<b>Fatalities</b>	96	81	75	69	63	76.96

	Current Year Data						Target	
Year	2012	2013	2014	2015	2016	2017*	2018	2019
<b>Fatalities</b>	95	113	96	96	81	75	69	64
<b>Difference</b>		18.0	-17.0	0.0	-15.0	-6.0	-6.0	-5.0
<b>% Difference</b>		18.9%	-15.0%	0.0%	-15.6%	-7.4%	-8.0%	-7.2%

	5 Year Moving Average Data					Target		
Year	2008-2012	2009-2013	2010-2014	2011-2015	2012-2016	Trend Projection 2013-2017	Trend Projection 2014-2018	Trend Projection 2015-2019
<b>Fatalities</b>	152	112	110	103	99	95	83	77
<b>Difference</b>		-40.0	-2.0	-7.0	-4.0	-4.0	-12.0	-6.0
<b>% Difference</b>		-26.3%	-1.8%	-6.4%	-3.9%	-4.0%	-12.6%	-7.2%



**C-7) Number of motorcyclist fatalities (FARS)**

Is this a traffic records system performance measure?

No

C-7) Number of motorcyclist fatalities (FARS)-2019

Target Metric Type: Numeric



Target Value: 50.0

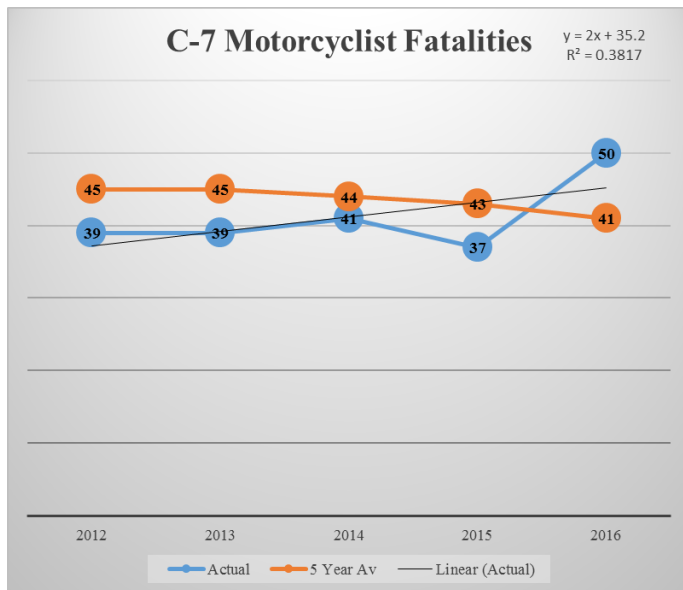
Target Period: 5 Year

Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

### C7 Motorcycle Fatalities:

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



C-7 Motorcycle						
	2008	2009	2010	2011	2012	5 Year Average
Fatalities	40	47	42	58	39.00	45.2
C-7 Motorcycle						
	2009	2010	2011	2012	2013	5 Year Average
Fatalities	47	42	58	39	39.00	45
C-7 Motorcycle						
	2010	2011	2012	2013	2014	5 Year Average
Fatalities	42	58	39	39	41.00	43.8
C-7 Motorcycle						
	2011	2012	2013	2014	2015	5 Year Average
Fatalities	58	39	39	41	37.00	42.8
C-7 Motorcycle						
	2012	2013	2014	2015	2016	5 Year Average
Fatalities	39	39	41	37	50.00	41.2
C-7 Motorcycle						
	2013	2014	2015	2016	2017*	5 Year Average
Fatalities	39	41	37	50	52	43.8
C-7 Motorcycle						
	2014	2015	2016	2017*	2018	5 Year Average
Fatalities	41	37	50	52	54	46.8
C-7 Motorcycle						
	2015	2016	2017*	2018	2019	5 Year Average
Fatalities	37	50	52	54	56	49.8

### Current Year Data

### Target

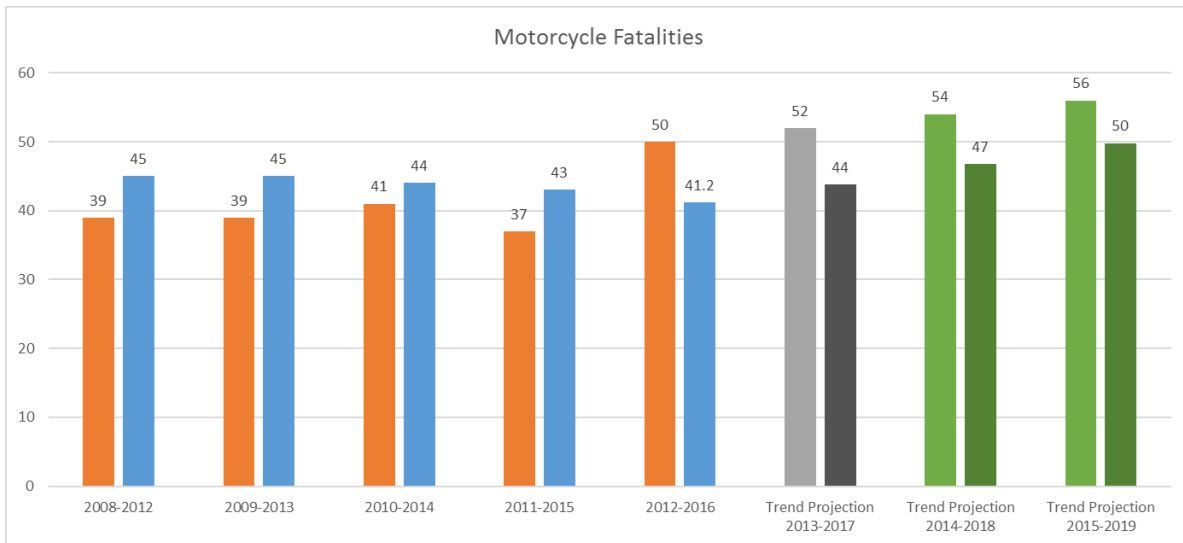
Year	2012	2013	2014	2015	2016	2017	2018	2019
------	------	------	------	------	------	------	------	------

<b>Fatalities</b>	39	39	41	37	50	52	54	56
<b>Difference</b>		0.0	2.0	-4.0	13.0	2.0	2.0	2.0
<b>% Difference</b>		0.0%	5.1%	-9.8%	35.1%	2.0%	2.00%	2.0%

**5 Year Moving Average Data**

**Target**

Year	5 Year Moving Average Data					Target		
	2008-2012	2009-2013	2010-2014	2011-2015	2012-2016	Trend Projection 2013-2017	Trend Projection 2014-2018	Trend Projection 2015-2019
<b>Fatalities</b>	45	45	44	43	41.2	44	47	50
<b>Difference</b>		0.0	-1.0	-1.0	-1.8	2.6	3.0	3.0
<b>% Difference</b>		0.0%	-2.2%	-2.3%	-4.2%	6.3%	6.8%	6.4%



**C-8) Number of unhelmeted motorcyclist fatalities (FARS)**

Is this a traffic records system performance measure?

No

C-8) Number of unhelmeted motorcyclist fatalities (FARS)-2019

Target Metric Type: Numeric

Target Value: 6.0

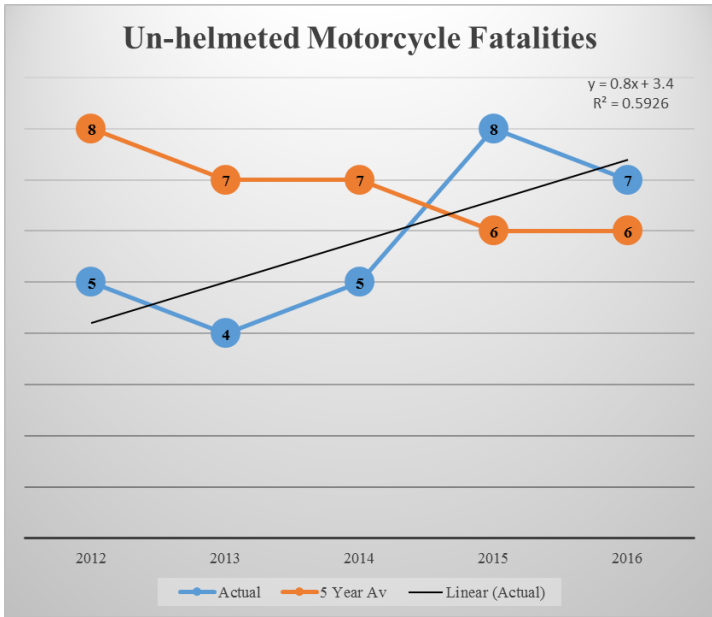
Target Period: 5 Year

Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

**C8 Un-Helmeted Motorcycle Fatalities:**

To maintain the number of un-helmeted motorcycle fatalities of the five year average (2012-2016) of 6 by the end of (2015-2019).

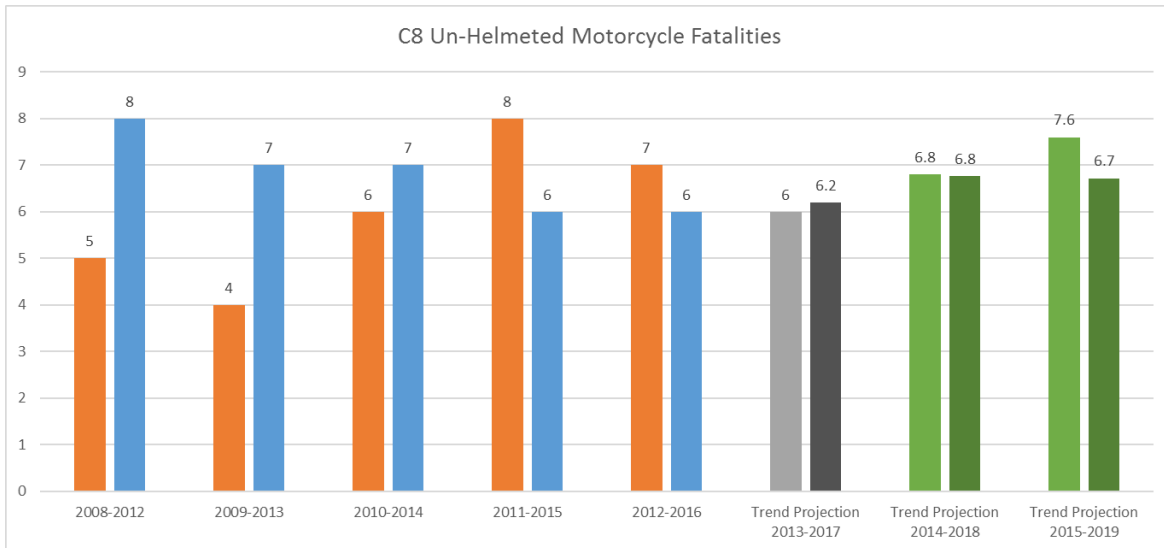


	2008	2009	2010	2011	2012	5 Year Average
Fatalities	8	6	16	6	5.00	8.2
	2009	2010	2011	2012	2013	5 Year Average
Fatalities	6	16	6	5	4.00	7.4
	2010	2011	2012	2013	2014	5 Year Average
Fatalities	16	6	5	4	6.00	7.4
	2011	2012	2013	2014	2015	5 Year Average
Fatalities	6	5	4	6	8.00	5.8
	2012	2013	2014	2015	2016	5 Year Average
Fatalities	5	4	6	8	7.00	6
	2013	2014	2015	2016	2017*	5 Year Average
Fatalities	4	6	8	7	6	6.2
	2014	2015	2016	2017*	2018	5 Year Average
Fatalities	6	8	7	6	6.8	6.76
	2015	2016	2017*	2018	2019	5 Year Average
Fatalities	8	7	6	5	7.6	6.72

	Current Year Data					Target		
Year	2012	2013	2014	2015	2016	2017	2018	2019
Fatalities	5	4	6	8	7	6	6.8	7.6
Difference		83.0	-2.0	-2.0	1.0	1.0	-0.8	-0.8
% Difference		-20.0%	50.0%	33.3%	-12.5%	2.0%	2.00%	2.0%

	5 Year Moving Average Data					Target		
Year	2008-2012	2009-2013	2010-2014	2011-2015	2012-2016	Trend Projection 2013-2017	Trend Projection 2014-2018	Trend Projection 2015-2019
Fatalities	8.2	7.4	7.4	5.8	6	6.2	6.76	6.72

<b>Fatalities</b>	8	7	7	6	6	6	6.8	6.7
<b>Difference</b>	83	0	1	0	0	0	-1	-1
<b>% Difference</b>	-12.5%	0.0%	-14.3%	0.0%	3.3%	9.0%	-0.6%	



**C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)**

Is this a traffic records system performance measure?

No

C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)-2019

Target Metric Type: Numeric

Target Value: 83.0

Target Period: 5 Year

Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

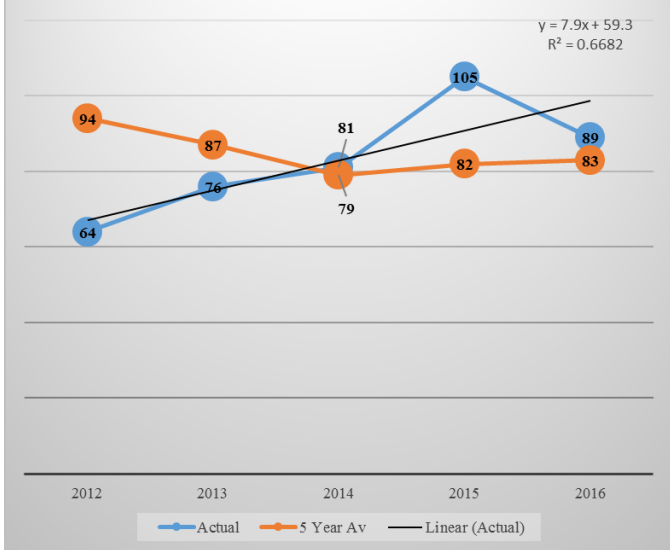
**C9 Fatalities of Under 21 Aged Drivers in Fatal Crashes:**

To maintain the number of under the age of 21 drivers in fatal crashes from the five year average of 83 (2012-2016) by the end of (2015-2019).

C-9 Under 21

	2008	2009	2010	2011	2012	5 Year Average
<b>Fatalities</b>	110	125	86	86	64.00	94.2
	2009	2010	2011	2012	2013	5 Year Average
<b>Fatalities</b>	125	86	86	64	76.00	87.4
	2010	2011	2012	2013	2014	5 Year Average
<b>Fatalities</b>	86	86	64	76	81.00	78.6
	2011	2012	2013	2014	2015	5 Year Average

## Aged Under 21 Years of Age Fatalities



Fatalities 86 64 76 81 105.00 82.4

2012 2013 2014 2015 2016 5 Year Average

Fatalities 64 76 81 105 89.00 83

2013 2014 2015 2016 2017\* 5 Year Average

Fatalities 76 81 105 89 67.00 83.6

2014 2015 2016 2017 2018 5 Year Average

Fatalities 81 105 89 67 74.90 83.38

2015 2016 2017 2018 2019 5 Year Average

Fatalities 105 89 67 74.9 82.80 83.74

### Current Year Data

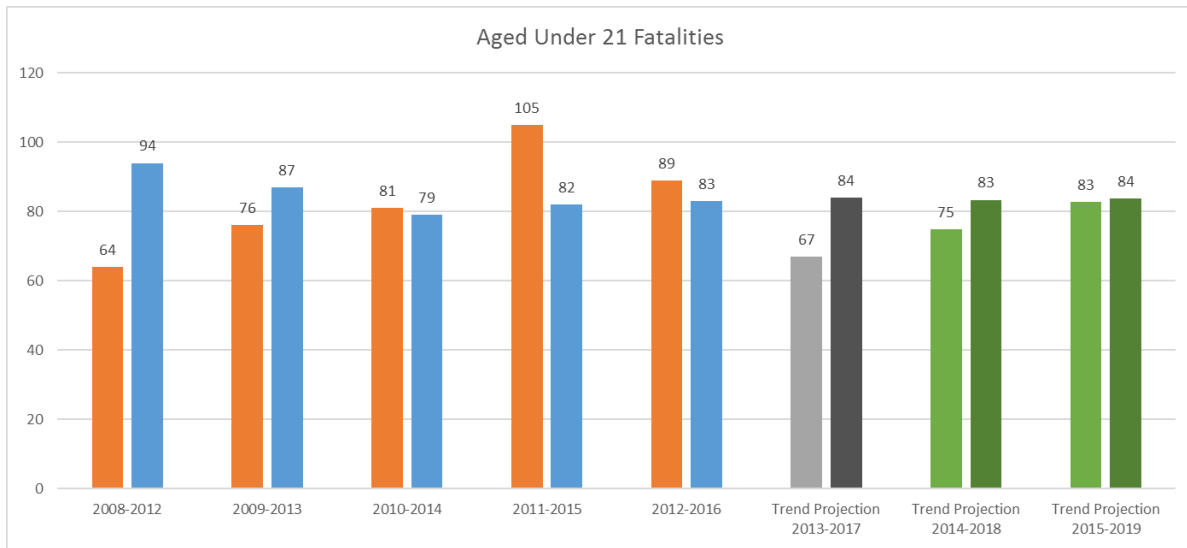
### Target

Year	2012	2013	2014	2015	2016	2017*	2018	2019
Fatalities	64	76	81	105	89	67	75	83
Difference		12.0	5.0	24.0	-16.0	-22.0	7.9	7.9
% Difference		18.8%	6.6%	29.6%	-15.2%	-24.7%	11.8%	10.5%

### 5 Year Moving Average Data

### Target

Year						Trend	Trend	Trend
	2008-2012	2009-2013	2010-2014	2011-2015	2012-2016	Projection 2013-2017	Projection 2014-2018	Projection 2015-2019
Fatalities	94	87	79	82	83	84	83	84
Difference		-7.0	-8.0	3.0	1.0	1.0	-0.6	0.4
% Difference		-7.4%	-9.2%	3.8%	1.2%	1.2%	-0.7%	0.4%



**C-10) Number of pedestrian fatalities (FARS)**

Is this a traffic records system performance measure?

No

C-10) Number of pedestrian fatalities (FARS)-2019

Target Metric Type: Numeric

Target Value: 63.0

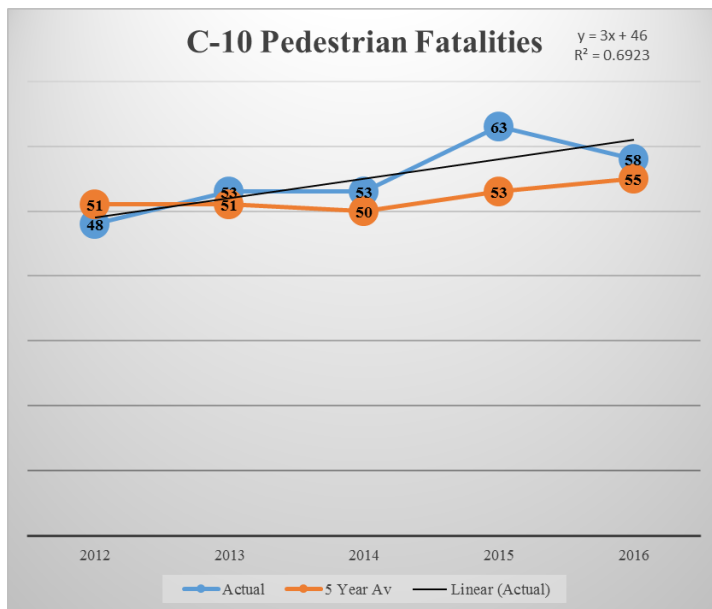
Target Period: 5 Year

Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

### C10 Pedestrian Fatalities

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



### C-10 Pedestrians

<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>5 Year Average</b>	
<b>Fatalities</b>	50	58	50	47	48.00	50.6
<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>5 Year Average</b>	
<b>Fatalities</b>	58	50	47	48	53.00	51.2
<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>5 Year Average</b>	
<b>Fatalities</b>	50	47	48	53	53.00	50.2
<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>5 Year Average</b>	
<b>Fatalities</b>	47	48	53	53	63.00	52.8
<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>5 Year Average</b>	

<b>Fatalities</b>	48	53	53	63	58.00	55
	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017*</b>	<b>5 Year Average</b>
<b>Fatalities</b>	53	53	63	58	61.00	57.6
	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>5 Year Average</b>
<b>Fatalities</b>	53	63	58	61	64.00	59.8
	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>5 Year Average</b>
<b>Fatalities</b>	63	58	61	64	67.00	62.6

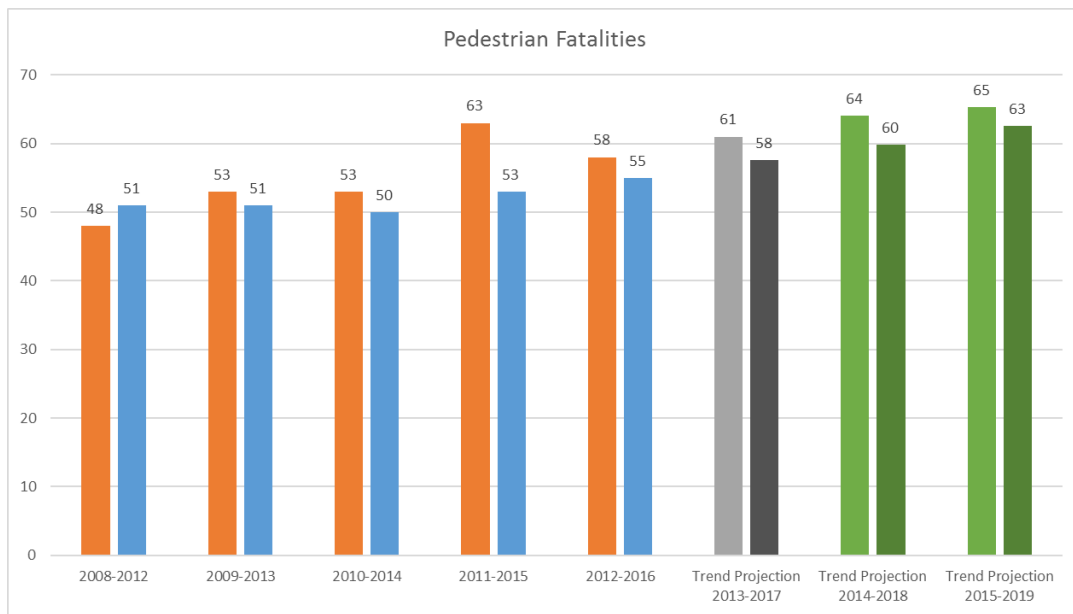
	<b>Current Year Data</b>						<b>Target</b>	
<b>Year</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>
<b>Fatalities</b>	48	53	53	63	58	61	64	65

<b>Difference</b>	5.0	0.0	10.0	-5.0	3.0	3.0	1.3
<b>% Difference</b>	10.4%	0.0%	18.9%	-7.9%	2.0%	2.00%	2.0%

**5 Year Moving Average Data**

**Target**

Year	5 Year Moving Average Data					Target		
	2008-2012	2009-2013	2010-2014	2011-2015	2012-2016	Trend Projection 2013-2017	Trend Projection 2014-2018	Trend Projection 2015-2019
<b>Fatalities</b>	51	51	50	53	55	58	60	63
<b>Difference</b>		0.0	-1.0	3.0	2.0	2.6	2.2	2.8
<b>% Difference</b>		0.0%	-2.0%	6.0%	3.8%	4.7%	3.8%	4.7%



**C-11) Number of bicyclists fatalities (FARS)**

Is this a traffic records system performance measure?

No

C-11) Number of bicyclists fatalities (FARS)-2019

Target Metric Type: Numeric

Target Value: 5.0

Target Period: 5 Year

Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

**C11 Bicycle Fatalities:**

Maintain the number of bicycle fatalities of the five year average (2012-2016) of 5 fatalities by the end of 2015-2019.

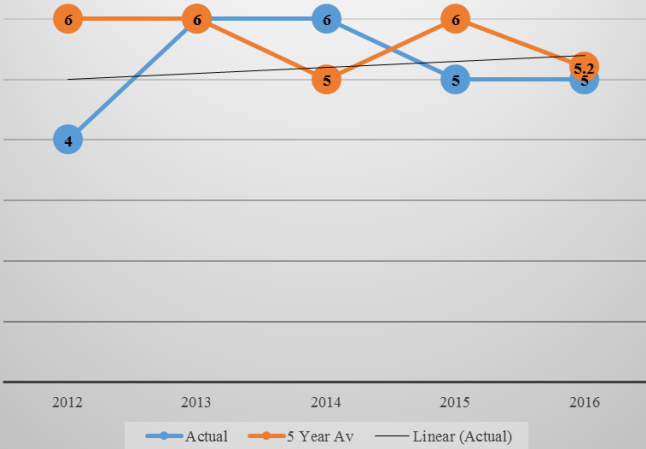
C-11 Bicyclist



### C-11 Bicycle and Other Cyclist Fatalities

$$y = 0.1x + 4.9$$

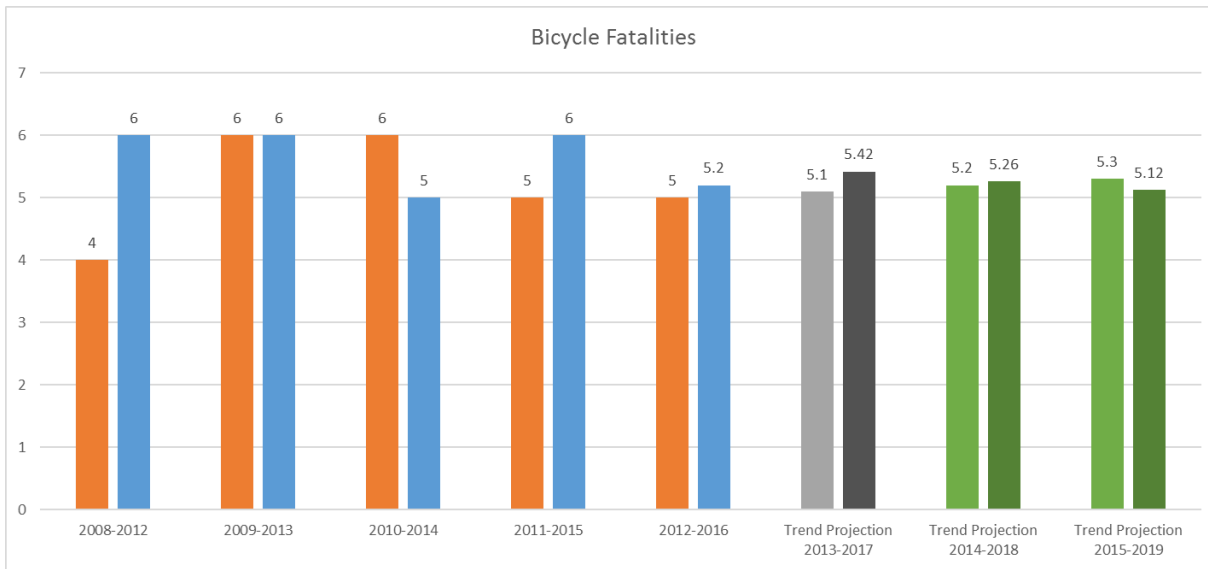
$$R^2 = 0.0357$$



Fatality	4	10	4	7	4.00	5.8
	2009	2010	2011	2012	2013	5 Year Average
Fatality	10	4	7	4	6.00	6.2
	2010	2011	2012	2013	2014	5 Year Average
Fatality	4	7	4	6	6.00	5.4
	2011	2012	2013	2014	2015	5 Year Average
Fatality	7	4	6	6	5.00	5.6
	2012	2013	2014	2015	2016	5 Year Average
Fatality	4	6	6	5	5.00	5.2
	2013	2014	2015	2016	2017	5 Year Average
Fatality	6	6	5	5	5.10	5.42
	2014	2015	2016	2017	2018	5 Year Average
Fatality	6	5	5	5.10	5.20	5.26
	2015	2016	2017	2018	2019	5 Year Average
Fatality	5	5	5.10	5.20	5.30	5.12

	Current Year Data					Target		
Year	2012	2013	2014	2015	2016	2017	2018	2019
Fatalities	4	6	6	5	5	5.1	5.2	5.3
Difference		2.0	0.0	-1.0	0.0	0.1	0.1	0.1
% Difference		50.0%	0.0%	-16.7%	0.0%	2.0%	2.00%	2.0%

	5 Year Moving Average Data					Target		
Year	2008-2012	2009-2013	2010-2014	2011-2015	2012-2016	Trend Projection 2013-2017	Trend Projection 2014-2018	Trend Projection 2015-2019
Fatalities	6	6	5	6	5.2	5.42	5.26	5.12
Difference		0.0	-1.0	1.0	-0.8	0.2	-0.2	-0.1
% Difference		0.0%	-16.7%	20.0%	-13.3%	4.2%	-3.0%	-2.7%



**B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)**

Is this a traffic records system performance measure?

No

B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)-2019

Target Metric Type: Percentage

Target Value: 79.6

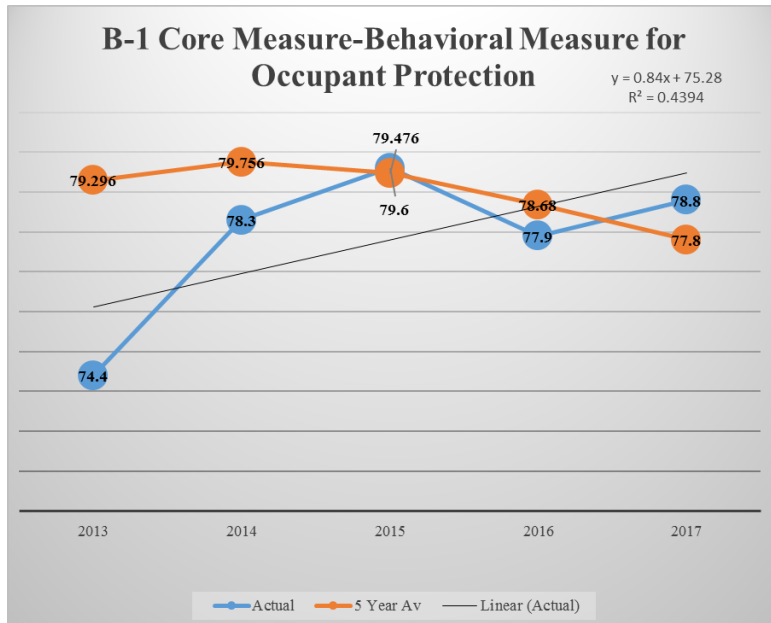
Target Period: 5 Year

Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

**B1 Behavior Measure-Seatbelt Survey\***

To increase the statewide observed seatbelt use of front seat outboard occupants in passenger vehicles from the five year average (2013-2017) of 77.8% to 79.62% by the end of 2016-2020.



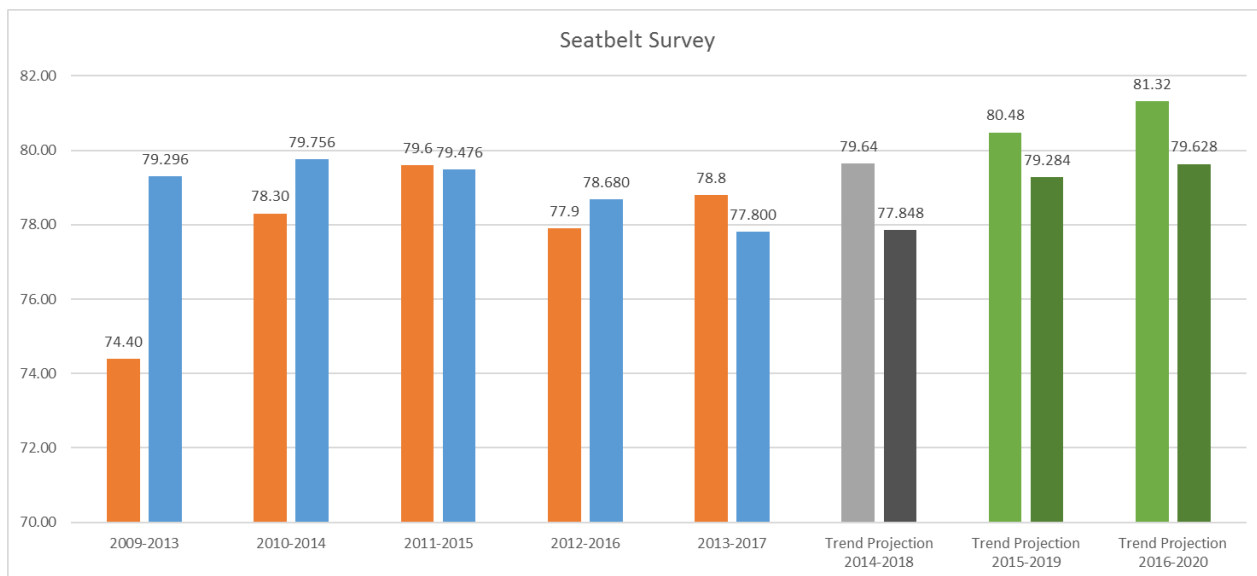
B-1 Occupant Protection						
<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>5 Year Average</b>	
Rate	76	81	81.88	83.2	74.40	79.296
<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>5 Year Average</b>	
Rate	81	81.88	83.2	74.4	78.30	79.756
<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>5 Year Average</b>	
Rate	81.88	83.2	74.4	78.3	79.60	79.476
<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>5 Year Average</b>	
Rate	83.2	74.4	78.3	79.6	77.90	78.68
<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>5 Year Average</b>	
Rate	74.4	78.3	79.6	77.9		77.8

<b>Rate</b>	74.4	78.3	79.6	77.9	78.80	<b>77.8</b>
	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>5 Year Average</b>
<b>Rate</b>	78.3	79.6	77.9	78.8	79.64	78.848
	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>5 Year Average</b>
<b>Rate</b>	79.6	77.9	78.8	79.64	80.48	79.284
	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>5 Year Average</b>
<b>Rate</b>	77.9	78.8	79.64	80.48	81.32	79.628

\*The MOHS underwent a Re-Selection of Counties for 2018 and expects with the addition of new counties that the seatbelt usage rate will drop, as it did from 83.2 in 2012 to 74.4 in 2013.

	<b>Current Year Data</b>					<b>Target</b>		
<b>Year</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>
<b>Fatalities</b>	74.40	78.30	79.6	77.9	78.8	79.64	80.48	81.32
<b>Difference</b>		3.9	1.3	-1.7	0.9	0.8	0.8	0.8
<b>% Difference</b>		5.2%	1.7%	-2.1%	1.2%	2.0%	2.00%	2.0%

	<b>5 Year Moving Average Data</b>					<b>Target</b>		
<b>Year</b>						<b>Trend Projection</b>	<b>Trend Projection</b>	<b>Trend Projection</b>
	<b>2009-2013</b>	<b>2010-2014</b>	<b>2011-2015</b>	<b>2012-2016</b>	<b>2013-2017</b>	<b>2014-2018</b>	<b>2015-2019</b>	<b>2016-2020</b>
<b>Fatalities</b>	79.296	79.756	79.476	78.680	77.800	77.848	79.284	79.628
<b>Difference</b>		0.5	-0.3	-0.8	-0.9	0.0	1.4	0.3
<b>% Difference</b>		0.6%	-0.4%	-1.0%	-1.1%	0.1%	1.8%	0.4%



**MOHS Outcome Measure-Teen Alcohol Fatalities**

Is this a traffic records system performance measure?

No

MOHS Outcome Measure-Teen Alcohol Fatalities-2019

Target Metric Type: Numeric

Target Value: 13.6

Target Period: 5 Year

Target Start Year: 2015

**Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.**

**MOHS Outcome Measure-Teen Alcohol Fatalities**

To maintain the number of alcohol related fatalities among 16-20 year old drivers and passengers from the five year average (2012-2016) of 13.6 by the end of 2015-2019. Based on early state data, the MOHS will increase the number of alcohol related fatalities among the age group of 16-20 year olds. These numbers have a high rate of inconsistency, with the R value of 0.0453. Although the trend shows a decrease in fatalities and based on trend lines, with the number of ups and downs in the data, it is hard to gauge what the number could be in 2019.

MOHS Outcome Measure: Teen

Alcohol

	2008	2009	2010	2011	2012	5 Year Average
Rate				12	7.00	9.5

	2009	2010	2011	2012	2013	5 Year Average
Rate			12	7	25.00	14.66667

	2010	2011	2012	2013	2014	5 Year Average
Rate		12	7	25	13.00	14.25

	2011	2012	2013	2014	2015	5 Year Average
Rate	12	7	25	13	18.00	15.000

	2012	2013	2014	2015	2016	5 Year Average
Rate	7	25	13	18	5.00	13.6

	2013	2014	2015	2016	2017	5 Year Average
Rate	25	13	18	5	4.90	13.18

	2014	2015	2016	2017	2018	5 Year Average

Rate 13 18 5 4.9 3.80 8.94

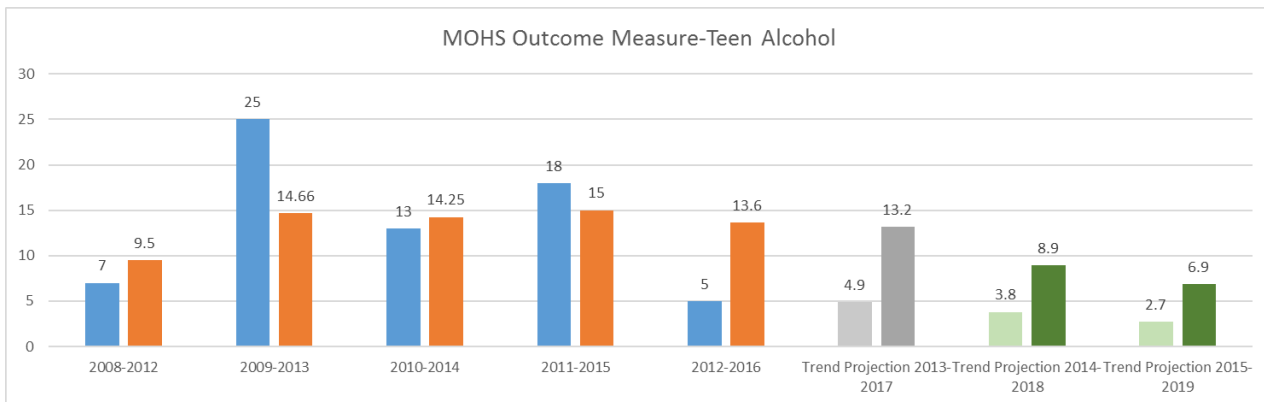
2015 2016 2017 2018 2019 5 Year Average

Rate 18 5 4.9 3.8 2.70 6.88

Year	Current Year Data					Target			
	2012	2013	2014	2015	2016	2017	2018	2019	
Fatalities		7	25	13	18	5	4.9	3.8	2.7
Difference			18.0	-12.0	5.0	-13.0	-0.1	-1.1	-1.1
% Difference			257.1%	-48.0%	38.5%	-72.2%	-2.0%	-22.4%	-28.9%

\*Very inconsistent data. Trend says that data will drop 1.1 fatal per year. Rvalue is 0.04.

Year	Current Year Data					Trend		
	2008-2012	2009-2013	2010-2014	2011-2015	2012-2016	Projection 2013-2017	Projection 2014-2018	Projection 2015-2019
Fatalities	9.5	14.66	14.25	15	13.6	13.2	8.9	6.9
Difference		5.2	-0.4	0.8	-1.4	-0.4	-4.2	-2.1
% Difference		54.3%	-2.8%	5.3%	-9.3%	-3.1%	-32.2%	-23.0%



**MOHS Outcome Measure-Teen Seat Belt Fatalities**

Is this a traffic records system performance measure?

No

MOHS Outcome Measure-Teen Seat Belt Fatalities-2019

Target Metric Type: Numeric

Target Value: 37.9

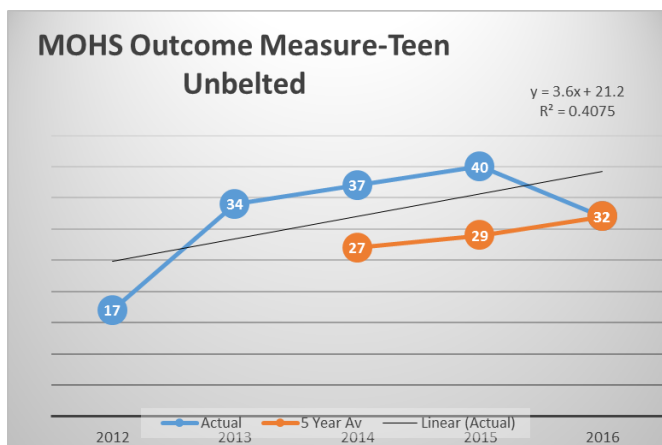
Target Period: 5 Year

Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

### MOHS Outcome Measure-Teen Occupant Protection Fatalities

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

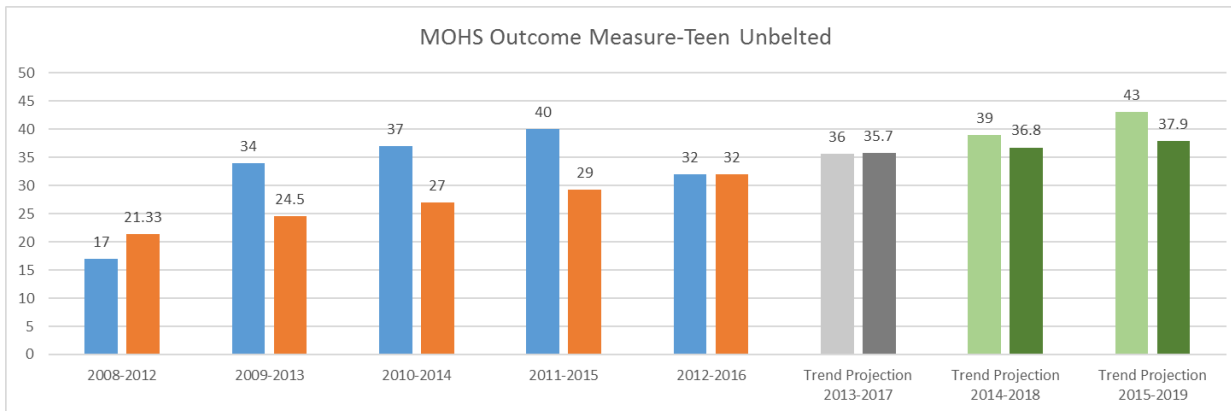


MOHS Outcome Measure: Teen Occupant Protection

	2008	2009	2010	2011	2012	5 Year Average
Rate			29	18	17.00	21.33333
	2009	2010	2011	2012	2013	5 Year Average
Rate		29	18	17	34.00	24.5
	2010	2011	2012	2013	2014	5 Year Average
Rate	29	18	17	34	37.00	27
	2011	2012	2013	2014	2015	5 Year Average
Rate	18	17	34	37	40.00	29.2
	2012	2013	2014	2015	2016	5 Year Average
Rate	17	34	37	40	32.00	32
	2013	2014	2015	2016	2017	5 Year Average
Rate	34	37	40	32	35.60	35.72
	2014	2015	2016	2017	2018	5 Year Average
Rate	37	40	32	35.6	39.20	36.76
	2015	2016	2017	2018	2019	5 Year Average
Rate	40	32	35.6	39.2	42.80	37.92

	Current Year Data					Target		
Year	2012	2013	2014	2015	2016	2017	2018	2019
Fatalities	17	34	37	40	32	36	39	43
Difference		17.0	3.0	3.0	-8.0	3.6	3.4	4.0
% Difference		100.0%	8.8%	8.1%	-20.0%	2.0%	2.00%	2.0%

Year	Current Year Data					Target		
						Trend Projection	Trend Projection	Trend Projection
	2008-2012	2009-2013	2010-2014	2011-2015	2012-2016	2013-2017	2014-2018	2015-2019
<b>Fatalities</b>	21.33	24.5	27	29	32	35.7	36.8	37.9
<b>Difference</b>		3.2	2.5	2.2	2.8	3.7	1.0	1.2
<b>% Difference</b>		14.9%	10.2%	8.1%	9.6%	2.0%	2.00%	2.0%



### MOHS Outcome Measure-Teen Speed Fatalities

Is this a traffic records system performance measure?

No

MOHS Outcome Measure-Teen Speed Fatalities-2019

Target Metric Type: Numeric

Target Value: 16.4

Target Period: 5 Year

Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

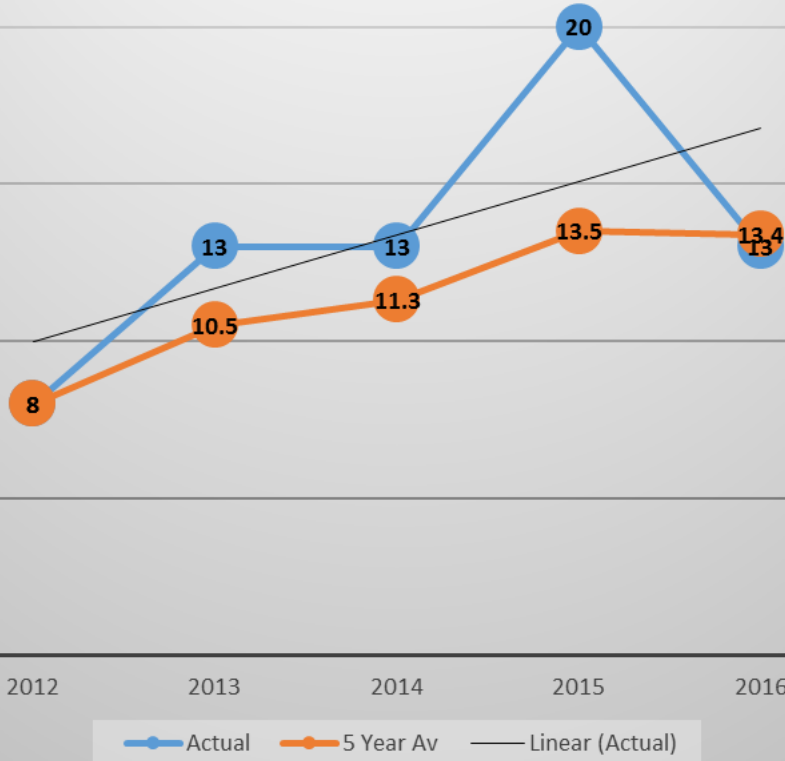
### MOHS Outcome Measure-Teen Speed Fatalities

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

# MOHS Outcome Measure: Teen Speed Fatalities

$$y = 1.7x + 8.3$$

$$R^2 = 0.3948$$



OHS Outcome Measure: Teen Speed

<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>5 Year Average</b>
Rate				8	8
<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>5 Year Average</b>
Rate			8	13	10.5
<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>5 Year Average</b>
Rate		8	13	13	11.33333
<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>5 Year Average</b>
Rate	8	13	13	20	13.5
<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>5 Year Average</b>
Rate	8	13	13	20	13.4
<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>5 Year Average</b>



Rate 13 13 20 13 14.7 14.74

2014 2015 2016 2017 2018 5 Year Average

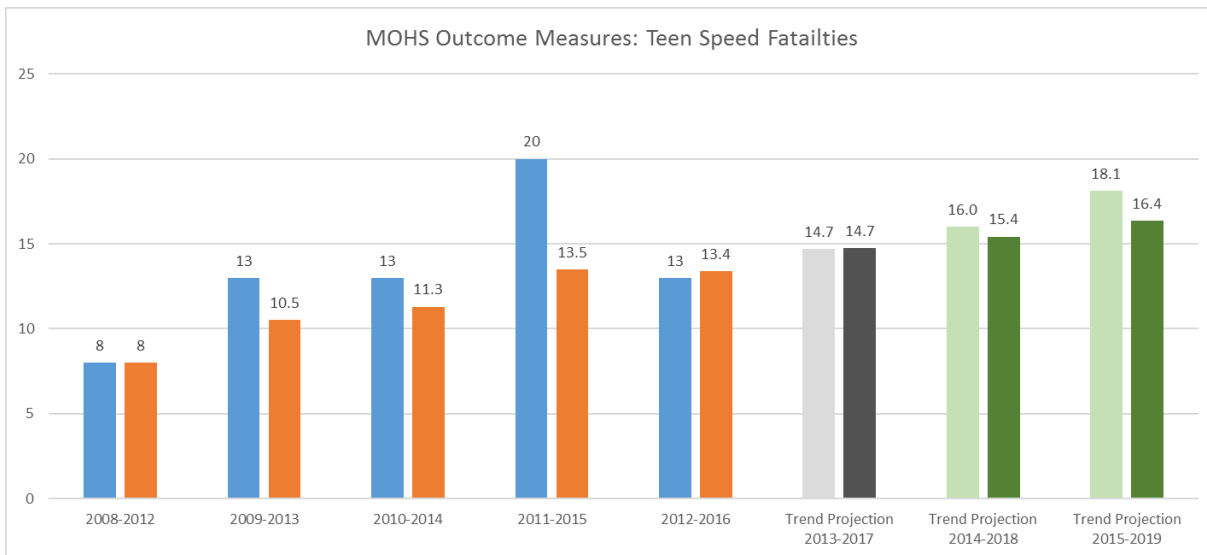
Rate 13 20 13 14.7 16 15.42

2015 2016 2017 2018 2019 5 Year Average

Rate 20 13 14.7 16 18 16.36

	Current Year Data							Target	
Year	2012	2013	2014	2015	2016	2017	2018	2019	
Fatalities	8	13	13	20	13	14.7	16.0	18.1	
Difference		83.0	0.0	-7.0	7.0	-1.7	-1.3		
% Difference		62.5%	0.0%	53.8%	-35.0%	2.0%	2.00%	2.0%	

	Current Year Data					Trend		
Year	2008-2012	2009-2013	2010-2014	2011-2015	2012-2016	Trend Projection 2013-2017	Trend Projection 2014-2018	Trend Projection 2015-2019
Fatalities	8	10.5	11.3	13.5	13.4	14.7	15.4	16.4
Difference		83.0	-0.8	-2.2	0.1	-1.3	-0.7	-0.9
% Difference		31.3%	7.6%	19.5%	-0.7%	2.0%	2.00%	2.0%



**MOHS Outcome Measure-Traffic Records**

Is this a traffic records system performance measure?

Yes

Primary performance attribute: Completeness

Core traffic records data system to be impacted: Crash

MOHS Outcome Measure-Traffic Records-2019

Target Metric Type: Percentage

Target Value: 99.0

Target Period: Annual

Target Start Year: 2019

**Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.**

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

#### **MOHS Outcome Measure-Traffic Records**

**Is this a traffic records system performance measure?**

Yes

Primary performance attribute: Timeliness

Core traffic records data system to be impacted: Crash

MOHS Outcome Measure-Traffic Records-2019

Target Metric Type: Numeric

Target Value: 2.5

Target Period: Annual

Target Start Year: 2019

**Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.**

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

#### **MOHS Outcome Measure-Traffic Records**

**Is this a traffic records system performance measure?**

Yes

Primary performance attribute: Timeliness

Core traffic records data system to be impacted: Driver

MOHS Outcome Measure-Traffic Records-2019

Target Metric Type: Percentage

Target Value: 35.0

Target Period: Annual

Target Start Year: 2019

**Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.**

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

#### **MOHS Outcome Measure-Traffic Records**

**Is this a traffic records system performance measure?**

Yes

Primary performance attribute: Timeliness

Core traffic records data system to be impacted: Citation/Adjudication

MOHS Outcome Measure-Traffic Records-2019

Target Metric Type: Percentage

Target Value: 61.5

Target Period: Annual

Target Start Year: 2019

**Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.**

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

**MOHS Outcome Measure-Traffic Records**

**Is this a traffic records system performance measure?**

Yes

Primary performance attribute: Timeliness

Core traffic records data system to be impacted: Crash

MOHS Outcome Measure-Traffic Records-2019

Target Metric Type: Numeric

Target Value: 2.3

Target Period: Annual

Target Start Year: 2019

**Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.**

**Quantifiable and Measureable Progress Requirement:**

Mississippi continues to have a strong emphasis on improvements in our data systems with emphasis on accuracy, completeness, timeliness, uniformity, accessibility and integration. Mississippi submitted an interim progress report to NHTSA April 28, 2017. Below is the updated performance measure that was selected, along with justification, measure, improvement and value of measure to show progress.

System to be Impacted  **Crash**  Driver  Vehicle  Roadway  Citation/Adjudication  EMS/Injury  Other specify:

Performance Area(s) to be Impacted  Accuracy  **Timeliness**  Completeness  Accessibility  Uniformity  Integration  Other

Performance Measure used to track Improvement(s) Narrative Description of the Measure:  
Measure C/-T-1: The mean number of days from (a) when the date of the citation was issued to (b) the date the crash report is entered into the statewide crash database or a first available repository.

Relevant Project(s) in the State's Strategic Plan Title, number and strategic Plan page reference for each Traffic Records System improvement project to which this performance measure relates  
Project Title: M3DA-2019-MC-40-81-Department of Public Safety-Reportbeam Crash System Maintenance \*Number will change.

Improvement(s) Narrative of the Improvement(s)

Achieved or Anticipated To decrease the mean number of days from (a) the crash date to (b) the date the crash report is entered into the Statewide Crash System (This is the database system that is used for each court to store all citation information for accountability and court).

Specification of how the Measure is calculated/ estimated	Narrative Description of Calculation / Estimation Method: Calculations are measured within the Reportbeam Crash System for all reporting agencies. The measure was calculated from the time the officer writes the crash report and submits the crash into the Reportbeam Crash system.
Date and Baseline Value for the Measure	04/01/2016-3/31/2017- *These dates are correct for your baseline. Just get the data that correlates.  <input type="checkbox"/> Traffic Crashes in Mississippi between 04/01/16 – 03/31/17 = 81,623 <ul style="list-style-type: none"> <li>• Mean for time period: 3.23 days.</li> </ul> <input type="checkbox"/> City Crashes entered into database: 3.48 days <ul style="list-style-type: none"> <li>▪ County Crashes entered into database: 4.91 days</li> <li>▪ MHP Crashes entered into database: .93 days</li> <li>▪ Additional Roadways entered into database: 2.41</li> </ul>
Date and Current Value for the Measure	04/01/17 – 03/31/18*These dates are correct for your current value. Just get the data that correlates.  <ul style="list-style-type: none"> <li>• Traffic Crashes in Mississippi between 04/01/17 – 03/31/18 = 80,051</li> <li>• Mean for time period: 2.46 days</li> </ul> <p style="margin-left: 40px;">City Crashes entered into database: 2.75 days</p> <ul style="list-style-type: none"> <li>▪ County Crashes entered into database: 2.85 days</li> <li>▪ MHP Crashes entered into database: 1.05 days</li> <li>▪ Additional Roadways entered into database: 2.18</li> </ul>

**State HSP performance targets are identical to the State DOT targets for common performance measures (fatality, fatality rate, and serious injuries) reported in the HSIP annual report, as coordinated through the State SHSP.**

Check the box if the statement is correct.

Yes

**Enter grant-funded enforcement activity measure information related to seat belt citations, impaired driving arrests and speeding citations.**

**A-1) Number of seat belt citations issued during grant-funded enforcement activities\***

Fiscal year	2019
Seat belt citations	18932

**A-2) Number of impaired driving arrests made during grant-funded enforcement activities**

Fiscal year	2019
Impaired driving arrests	8015

**A-3) Number of speeding citations issued during grant-funded enforcement activities\***

Fiscal year	2019
Speeding citations	13762

## 5 Program areas

### Program Area Hierarchy

1. Impaired Driving (Drug and Alcohol)
  - Prosecutor Training
    - MS Office of Attorney General-Traffic Safety Resource Prosecutor
      - FAST Act 405d Impaired Driving Mid
  - Law Enforcement Training
    - Oxford Police Department-Law Enforcement Training Program
      - FAST Act 405d Impaired Driving Mid
  - High Visibility Enforcement
    - Madison County Sheriff's Department

- 154 Transfer Funds-AL
- Neshoba County Sheriff's Department
  - 154 Transfer Funds-AL
- New Albany Police Department
  - 154 Transfer Funds-AL
- Pascagoula Police Department
  - 154 Transfer Funds-AL
- Pearl Police Department
  - 154 Transfer Funds-AL
- Philadelphia Police Department
  - 154 Transfer Funds-AL
- Pontotoc County Sheriff's Department
  - 154 Transfer Funds-AL
- Ridgeland Police Department
  - 154 Transfer Funds-AL
- Starkville Police Department
  - 154 Transfer Funds-AL
- Stone County Sheriff's Department
  - 154 Transfer Funds-AL
- Tunica County Sheriff's Department
  - 154 Transfer Funds-AL
- Winona Police Department
  - 154 Transfer Funds-AL
- Desoto County Sheriff's Department
  - FAST Act 405d Impaired Driving Mid
- Hinds County Sheriff's Department
  - FAST Act 405d Impaired Driving Mid
- Lauderdale County Sheriff's Department
  - FAST Act 405d Impaired Driving Mid
- Marion County Sheriff's Department
  - 154 Transfer Funds-AL
- Oxford Police Department
  - 154 Transfer Funds-AL
- Pearl River County Sheriff's Department
  - FAST Act 405d Impaired Driving Mid
- Simpson County Sheriff's Department
  - 154 Transfer Funds-AL
- Southaven Police Department
  - 154 Transfer Funds-AL
- Tishomingo County Sheriff's Department
  - FAST Act 405d Impaired Driving Mid
- MOHS-National DSGPO Special Wave Grants
  - 154 Transfer Funds-AL
- Bay St. Louis Police Department
  - 154 Transfer Funds-AL
- Canton Police Department
  - 154 Transfer Funds-AL
- Carroll County Sheriff's Department
  - 154 Transfer Funds-AL
- Carthage Police Department
  - 154 Transfer Funds-AL
- Clay County Sheriff's Department
  - 154 Transfer Funds-AL
- Coahoma County Sheriff's Department
  - 154 Transfer Funds-AL
- Covington County Sheriff's Department
  - 154 Transfer Funds-AL
- D'Iberville Police Department
  - 154 Transfer Funds-AL
- Department of Public Safety-Alcohol Enforcement
  - 154 Transfer Funds-AL
- Department of Public Safety-PAO
  - 154 Transfer Funds-AL
- Greenwood Police Department
  - 154 Transfer Funds-AL
- Grenada Police Department
  - 154 Transfer Funds-AL
- Gulfport Police Department
  - 154 Transfer Funds-AL
- Hancock County Sheriff's Department
  - 154 Transfer Funds-AL
- Hattiesburg Police Department
  - 154 Transfer Funds-AL

- Hernando Police Department
  - 154 Transfer Funds-AL
- Horn Lake Police Department
  - 154 Transfer Funds-AL
- Jones County Sheriff's Department
  - 154 Transfer Funds-AL
- Lamar County Sheriff's Department
  - 154 Transfer Funds-AL
- Contingency Travel
- Alcohol Adult Educational Programs
  - Jackson State University/Metro Jackson Community Coalition
    - 154 Transfer Funds-AL

## 2. Occupant Protection (Adult and Child Passenger Safety)

- Sustained Enforcement
  - Canton Police Department
    - FAST Act NHTSA 402
  - Carroll County Sheriff's Department
    - FAST Act NHTSA 402
  - Vicksburg Police Department
    - FAST Act NHTSA 402
  - West Point Police Department
    - FAST Act NHTSA 402
  - MOHS Click It or Ticket Special Wave Grants
    - FAST Act NHTSA 402
  - MOHS High Risk Population Special Wave Grants
    - FAST Act NHTSA 402
  - Carthage Police Department
    - FAST Act NHTSA 402
  - Charleston Police Department
    - FAST Act NHTSA 402
  - Clarksdale Police Department
    - FAST Act NHTSA 402
  - Clay County Sheriff's Department
    - FAST Act NHTSA 402
  - Desoto County Sheriff's Department
    - FAST Act NHTSA 402
  - Hancock County Sheriff's Department
    - FAST Act NHTSA 402
  - Harrison County Sheriff's Department
    - FAST Act NHTSA 402
  - Hinds County Sheriff's Department
    - FAST Act NHTSA 402
  - Holly Springs Police Department
    - FAST Act NHTSA 402
  - Jones County Sheriff's Department
    - FAST Act NHTSA 402
  - Lamar County Sheriff's Department
    - FAST Act NHTSA 402
  - Lauderdale Sheriff's Department
    - FAST Act NHTSA 402
  - Morton Police Department
    - FAST Act NHTSA 402
  - New Albany Police Department
    - FAST Act NHTSA 402
  - Oktibbeha County Sheriff's Department
    - FAST Act NHTSA 402
  - Pearl Police Department
    - FAST Act NHTSA 402
  - Pearl River County Sheriff's Department
    - FAST Act NHTSA 402
  - Philadelphia Police Department
    - FAST Act NHTSA 402
  - Pike County Sheriff's Department
    - FAST Act NHTSA 402
  - Pontotoc County Sheriff's Office
    - FAST Act NHTSA 402
  - Sardis Police Department
    - FAST Act NHTSA 402
  - Southaven Police Department
    - FAST Act NHTSA 402
  - Tunica County Sheriff's Department
    - FAST Act NHTSA 402
- OP-Surveys and Evaluation

- Mississippi State University-Occupant Protection Survey-Stennis Institute
      - FAST Act NHTSA 402
  - OP-Child Passenger Seat Technician Training
    - University Medical Center/Safe Kids MS Program
      - FAST Act 405b OP Low
    - MS Department of Health-Occupant Protection Program
      - FAST Act 405b OP Low
  - Communication Campaign
    - MOHS Paid Media Sustained Enforcement OP/PTS Campaign
      - FAST Act 405b OP Low
    - MOHS Paid Media Sustained Occupant Protection Enforcement Campaign
    - MOHS Paid Media-Alcohol
      - MAP 21 405d Impaired Driving Mid
      - FAST Act 405d Impaired Driving Mid
  - Child Restraint System Inspection Station(s)

### 3. Police Traffic Services

- PT-Sustained Enforcement
  - Bay St. Louis Police Department
    - FAST Act NHTSA 402
  - Biloxi Police Department
    - FAST Act NHTSA 402
  - Brandon Police Department
    - FAST Act NHTSA 402
  - Columbia Police Department
    - FAST Act NHTSA 402
  - D'Iberville Police Department
    - FAST Act NHTSA 402
  - Department of Public Safety
    - FAST Act NHTSA 402
  - Department of Public Safety-PAO
    - FAST Act NHTSA 402
  - Flowood Police Department
    - FAST Act NHTSA 402
  - Greenwood Police Department
    - FAST Act NHTSA 402
  - Gulfport Police Department
    - FAST Act NHTSA 402
  - Horn Lake Police Department
    - FAST Act NHTSA 402
  - Laurel Police Department
    - FAST Act NHTSA 402
  - Lucedale Police Department
    - FAST Act NHTSA 402
  - Madison Police Department
    - FAST Act NHTSA 402
  - Meridian Police Department
    - FAST Act NHTSA 402
  - Oxford Police Department
    - FAST Act NHTSA 402
  - Ridgeland Police Department
    - FAST Act NHTSA 402
  - Pass Christian Police Department
    - FAST Act NHTSA 402
  - Sherman Police Department
    - FAST Act NHTSA 402
  - Starkville Police Department
    - FAST Act NHTSA 402
  - Waveland Police Department
    - FAST Act NHTSA 402
  - MOHS Contingency Travel-Police Traffic Services
- Highway Safety Office Program Management
- Contingency Travel

### 4. Traffic Records

- Highway Safety Office Program Management
- Contingency Travel-TR

### 5. Driver Education and Behavior

- Driver's Educational Programs
  - University of Mississippi Medical Center-Youth Highway Safety Program
    - NHTSA 402
  - University of Mississippi Medical Center- Youth Highway Safety Programs
    - FAST Act 405e Special Distracted Driving

### 6. Planning & Administration

- (none)

- o MOHS Alcohol Coordination-Program Management
  - 154 Transfer Funds-AL
- o MOHS Alcohol Coordination-Travel
  - 154 Transfer Funds-AL
- o MOHS Alcohol Coordination-Misc Expenses
  - 154 Transfer Funds-AL
- o MOHS P&A
  - 154 Transfer Funds-PA
  - NHTSA 402
- o MOHS Occupant Protection Coordination-Program Management
  - NHTSA 402
- o MOHS Occupant Protection Coordination-Travel
  - NHTSA 402
- o MOHS Occupant Protection Coordination-Misc Expenses
  - NHTSA 402
- o MOHS Police Traffic Services Coordination-Program Management
  - NHTSA 402
- o MOHS Police Traffic Services Coordination-Travel
  - NHTSA 402
- o MOHS Police Traffic Services-Misc Expenses
  - NHTSA 402
- o MOHS Impaired Driving Coordination & Program Management
  - FAST Act 405d Impaired Driving Mid
- o MOHS Traffic Records Coordination-Program Management
  - NHTSA 402
- o MOHS Traffic Records Coordination-Travel
  - NHTSA 402
- o MOHS Traffic Records Coordination-Misc Expenses
  - NHTSA 402

## 5.1 Program Area: Impaired Driving (Drug and Alcohol)

**Program area type** Impaired Driving (Drug and Alcohol)

**Will countermeasure strategies and planned activities be described in this plan to address the program area?**

Yes

**Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?**

No

### Problem identification

**Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.**

#### Impaired Driving:

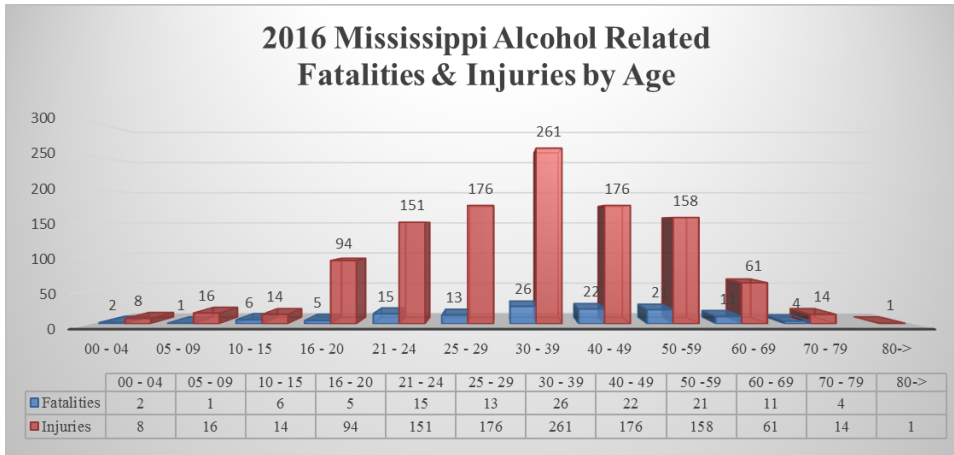
Alcohol impaired fatalities increased from 175 in 2015 to 126 in 2016. In 2016, 18.26% of all fatalities were alcohol impaired, which dropped from 26% in 2015. MOHS plans to continue in the efforts to reduce overall crashes, fatal crashes, injury and the economic losses caused by traffic crashes. Alcohol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

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

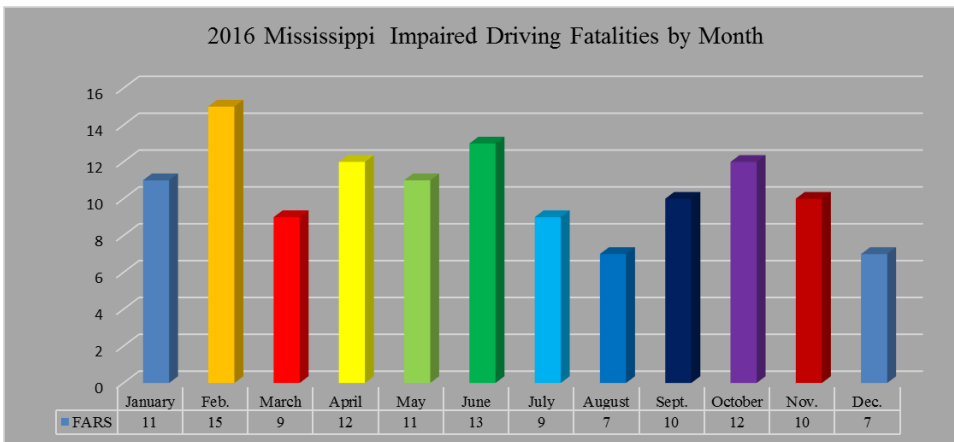
Year	Fatalities	Impaired Fatalities	% of Impaired Fatalities	Impaired Related Injuries
2012	582	191	33%	N/A
2013	613	207	33%	1,077
2014	607	172	28%	1,127



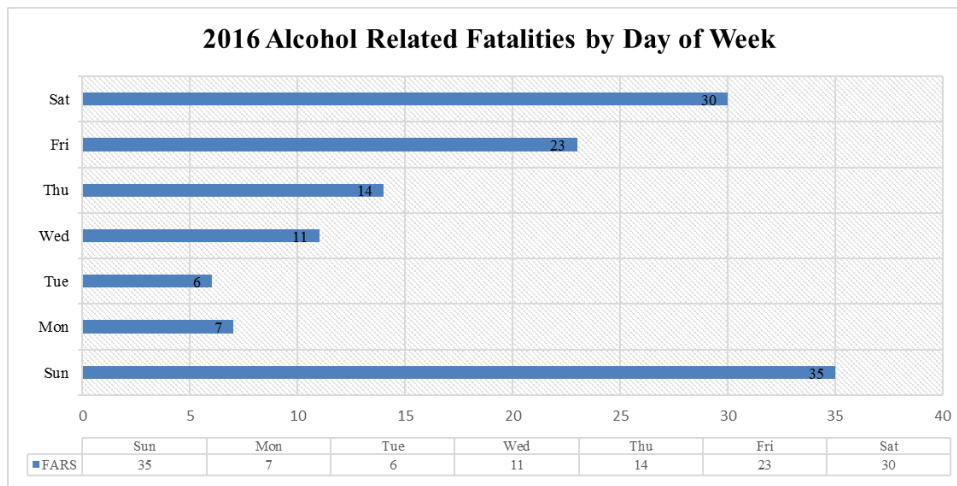
2015	677	175	26%	1,205
2016	690	126*	18.26%	1,130



The above chart shows the impaired fatalities and injuries during 2016 by the age of the population. In 2016, the age groups with most of the impaired fatalities have shifted to 30-39, 40-49 and 50-59. Injuries in 2016 among age groups were 30-39, 25-29 and 40-49 year olds. This data provides the MOHS on what population to direct educational programs and enforcement efforts. In 2016, males had a higher rate of fatality with 104 fatalities, than women with 22 fatalities. White males were higher with 65 fatalities with black males having 37 fatalities. White females were higher in impaired fatalities with 13 fatalities, which was higher than any other race.

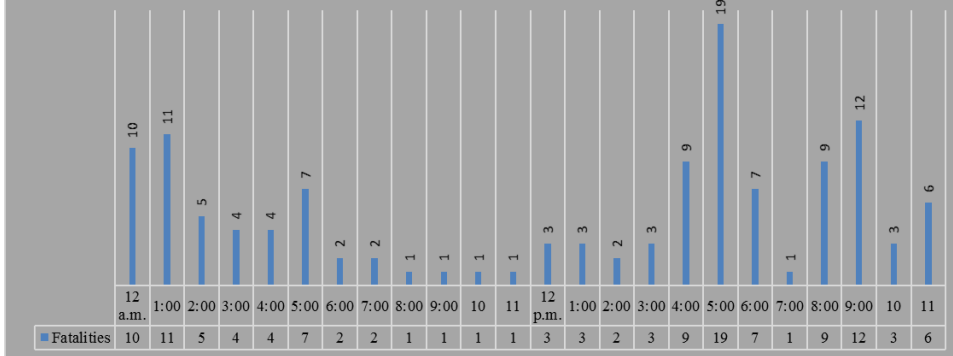


The above chart shows the 2016 Impaired Driving Fatalities by month for Mississippi. Fatalities are highest in February, October, January and May.



During 2016, most alcohol related fatalities occurred on Sunday, with Saturday and Friday following. This has shifted from previous years of Saturday being the day with the largest fatalities.

## 2016 ALCOHOL FATALITIES BY TIME OF DAY

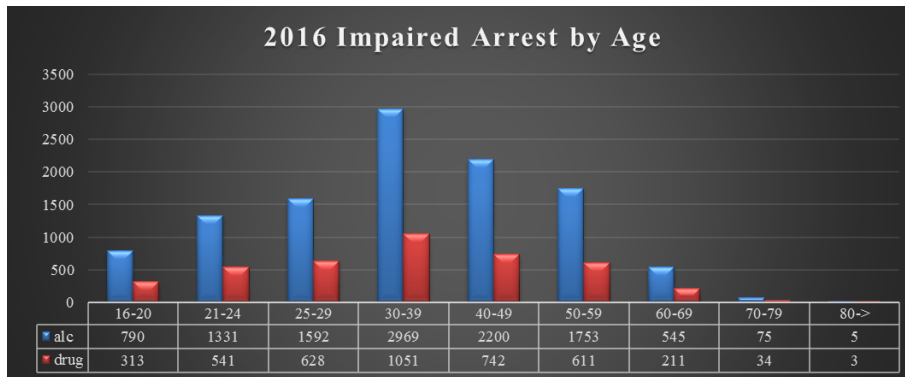


During 2016, 5:00 p.m. had the most fatalities out of any other time period of the day with a total of 19 fatalities. This has shifted from years past with late night and early morning hours.

### DUI Arrests and DUI Citations:

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

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



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

DUI by Month and Jurisdiction: Local law enforcement continues to make the highest number of arrest, which includes both municipality and sheriff departments. May (1614), July (1452) and April (1410) have the highest number of arrests of all the months for 2016.

### 2016 DUI Arrests by Month and Jurisdiction

Month	city	co	mhp	misc	unk	Total
-------	------	----	-----	------	-----	-------

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

### Overall Alcohol/Impaired Fatality and Injury-Snapshot

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

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

### Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

#### Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of	5 Year	2019	170.0

### Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

#### Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Prosecutor Training
2019	Law Enforcement Training
2019	High Visibility Enforcement
2019	Contingency Travel
2019	Alcohol Adult Educational Programs

#### 5.1.1 Countermeasure Strategy: Prosecutor Training

Program area Impaired Driving (Drug and Alcohol)

Countermeasure strategy Prosecutor Training

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State’s problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State’s unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

### Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

The impact of this program will be the training and assistance to prosecutors from a designated personnel from the MS Attorney General Office for prosecutors and judges across the state. This will help enhance the prosecution of impaired driving laws across the state.

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

Problem identification, performance targets, strategies and the allocation of funds through this program will help with the prosecution of impaired driving, which in hopes will change behavior and reduce fatalities and injuries. Each activity has performance measures and targets to be met. Training helps prosecutors be prepared to try and be successful in favorable judgments.

### Evidence of effectiveness

**Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.**

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. There is not a specific countermeasure in the *Countermeasures that Work: A Highway Safety Countermeasures Guide for State Highway Safety Offices* for Prosecutor training, but there is a large section in the book for Prosecution and adjudication. With the help training, prosecutores are better prepared to handle impaired driving cases.

### Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

#### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
M5CS-2019-MD-MD-40-21	MS Office of Attorney General-Traffic Safety Resource Prosecutor	Prosecutor Training

#### 5.1.1.1 Planned Activity: MS Office of Attorney General-Traffic Safety Resource Prosecutor

Planned activity name	MS Office of Attorney General-Traffic Safety Resource Prosecutor
Planned activity number	M5CS-2019-MD-MD-40-21
Primary countermeasure strategy	Prosecutor Training

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

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.

**Enter intended subrecipients.**

Mississippi Attorney General's Office for a designated Traffic Safety Resource Prosecutor

**Countermeasure strategies**

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

**Countermeasure strategies in planned activities**

Fiscal Year Countermeasure Strategy Name

2019 Prosecutor Training

**Funding sources**

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2017	FAST Act 405d Impaired Driving Mid	405d Mid Court Support (FAST)	\$172,676.92		\$34,535.38

**Major purchases and dispositions**

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item Quantity Price Per Unit Total Cost NHTSA Share per unit NHTSA Share Total Cost

No records found.

## 5.1.2 Countermeasure Strategy: Law Enforcement Training

Program area Impaired Driving (Drug and Alcohol)

Countermeasure strategy Law Enforcement Training

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

**Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

### Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

The impact of the program will be with the allocation of funding and the training strategy will allow for additional law enforcement officers to receive training to access impaired drivers across the State. This will allow for behavior change. Training will provide for a large impact with the knowledge of officers providing high levels of HVE and know what to look for with impairment levels. Officers will be more confident in knowing how to look for impairment and gauge types of impairment. Law Enforcement training will also impact the judicial side as expert testimony will be allowed to help with the increases in prosecution and sentencing.

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

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.

Problem identification will be looked at to determine areas of the greatest needs to training. Problem identification can be used to offer training to officer in areas that have high levels of impaired driving. With the increase of law enforcement training, officers will be able to meet and exceed performance measure that are set within their agencies. Successful strategies will help the agencies be successful and the allocation of funds to law enforcement training will allow more officer to receive training that is needed.

## Evidence of effectiveness

**Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.**

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. There is not a specific countermeasure within the *Countermeasures that Work: A Highway Safety Countermeasures Guide for State Highway Safety Offices* for law enforcement training. The rationale to provide funding for law enforcement training is to provide officers with high levels of knowledge to be able to determine if a driver is impaired and be able to provide testimony as an expert in a courtroom. Training will help officers determine those impaired drivers and take those drivers off the roads, that could result in more fatalities and injuries.

## Planned activities

**Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.**

### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
M5TR-2019-MD-22-51	Oxford Police Department-Law Enforcement Training Program	Law Enforcement Training

#### 5.1.2.1 Planned Activity: Oxford Police Department-Law Enforcement Training Program

Planned activity name	Oxford Police Department-Law Enforcement Training Program
Planned activity number	M5TR-2019-MD-22-51
Primary countermeasure strategy	Law Enforcement Training

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No



Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

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.

**Enter intended subrecipients.**

Oxford Police Department to training law enforcement across the State.

**Countermeasure strategies**

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

**Countermeasure strategies in planned activities**

**Fiscal Year Countermeasure Strategy Name**

2019 Law Enforcement Training

**Funding sources**

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act 405d Impaired Driving Mid	405d Mid Training (FAST)	\$406,915.06		\$81,383.01

**Major purchases and dispositions**

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
------	----------	----------------	------------	----------------------	------------------------

No records found.

**5.1.3 Countermeasure Strategy: High Visibility Enforcement**

Program area Impaired Driving (Drug and Alcohol)

Countermeasure strategy High Visibility Enforcement

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

**Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)**

Yes

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

Countermeasure strategy description

**To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:**

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

Use of High Visibility Enforcement has been proven to be effective and make and impact in highway safety programs. HVE is listed in the Countermeasures that Work as a 4 Star approach with effectiveness. Saturation Patrol and Checkpoints reduce the number of impaired drivers by being visible to the public and show that there is an enforcement presence in the community. With a high presence, less people drive intoxicated and impaired for fear of penalties, fines and jail. All sub-grantees under the HVE strategy are required to have saturation patrols and checkpoints, along with be involved in HVE blitz campaigns through the year.

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

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.

There is a linkage between the data, targets, strategies and planned activities. With problem identification, the MOHS and the sub-grantees can use the data to pinpoint activity in their areas that have the highest crashes and injuries. With the involvement of HVE, the public sees enforcement working on impaired driving and there is change in behavior, which in turn will reduce crashes and injuries. The planned activities are selected based on the problem identification, to help reduce the impaired fatalities in the areas of the highest risk.

## Evidence of effectiveness

**Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.**

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. The MOHS uses the model countermeasures from the Impaired Section of the *Countermeasures that Work: A Highway Safety Countermeasures Guide for State Highway Safety Offices*. The MOHS uses 2.1 Publicized Checkpoints that is rated 5 stars; 2.2-High Visibility Saturation Patrols that is rated with 4 stars; 2.3 Preliminary Breath Test Devices that is rated with 4 stars; and 2.5 Integrated Enforcement that has 3 stars. The MOHS looks that the countermeasures in the *Countermeasures that Work: A Highway Safety Countermeasures Guide for State Highway Safety Offices*, that have high star levels for effectiveness.

## Planned activities

**Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.**

**Planned activities in countermeasure strategy**

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
154AL-2019-ST-14-51	Madison County Sheriff's Department	High Visibility Enforcement
154AL-2019-ST-15-01	Neshoba County Sheriff's Department	High Visibility Enforcement
154AL-2019-ST-22-41	New Albany Police Department	High Visibility Enforcement
154AL-2019-ST-22-61	Pascagoula Police Department	High Visibility Enforcement
154AL-2019-ST-31-91	Pearl Police Department	High Visibility Enforcement
154AL-2019-ST-22-81	Philadelphia Police Department	High Visibility Enforcement
154AL-2019-ST-15-81	Pontotoc County Sheriff's Department	High Visibility Enforcement
154AL-2019-ST-23-01	Ridgeland Police Department	High Visibility Enforcement
154AL-2019-ST-23-11	Starkville Police Department	High Visibility Enforcement
154AL-2019-ST-16-61	Stone County Sheriff's Department	High Visibility Enforcement
154AL-2019-ST-17-21	Tunica County Sheriff's Department	High Visibility Enforcement
154AL-2019-ST-35-81	Winona Police Department	High Visibility Enforcement
M5X-2019-MD-11-71	Desoto County Sheriff's Department	High Visibility Enforcement
M5X-2019-MD-12-51	Hinds County Sheriff's Department	High Visibility Enforcement
M5X-2019-MD-13-81	Lauderdale County Sheriff's Department	High Visibility Enforcement
154AL-2019-ST-14-61	Marion County Sheriff's Department	High Visibility Enforcement
154AL-2019-ST-22-51	Oxford Police Department	High Visibility Enforcement
M5X-2019-MD-15-51	Pearl River County Sheriff's Department	High Visibility Enforcement
154AL-2019-ST-16-41	Simpson County Sheriff's Department	High Visibility Enforcement
154AL-2019-ST-34-41	Southaven Police Department	High Visibility Enforcement
M5X-2019-MD-17-11	Tishomingo County Sheriff's Department	High Visibility Enforcement

154AL-2019-ST-41-05	MOHS-National DSGPO Special Wave Grants	High Visibility Enforcement
154AL-2019-ST-20-21	Bay St. Louis Police Department	High Visibility Enforcement
154AL-2019-ST-25-41	Canton Police Department	High Visibility Enforcement
154AL-2019-ST-10-81	Carroll County Sheriff's Department	High Visibility Enforcement
154AL-2019-ST-25-51	Carthage Police Department	High Visibility Enforcement
154AL-2019-ST-11-31	Clay County Sheriff's Department	High Visibility Enforcement
154AL-2019-ST-11-41	Coahoma County Sheriff's Department	High Visibility Enforcement
154AL-2019-ST-11-61	Covington County Sheriff's Department	High Visibility Enforcement
154AL-2019-ST-26-91	D'Iberville Police Department	High Visibility Enforcement
154AL-2019-ST-40-81	Department of Public Safety-Alcohol Enforcement	High Visibility Enforcement
154AL-2019-ST-40-82	Department of Public Safety-PAO	High Visibility Enforcement
154AL-2019-ST-21-31	Greenwood Police Department	High Visibility Enforcement
154AL-2019-ST-28-41	Grenada Police Department	High Visibility Enforcement
154AL-2019-ST-21-41	Gulfport Police Department	High Visibility Enforcement
154AL-2019-ST-12-31	Hancock County Sheriff's Department	High Visibility Enforcement
154AL-2019-ST-21-51	Hattiesburg Police Department	High Visibility Enforcement
154AL-2019-ST-28-61	Hernando Police Department	High Visibility Enforcement
154-AL-2019-ST-21-81	Horn Lake Police Department	High Visibility Enforcement
154AL-2019-ST-13-41	Jones County Sheriff's Department	High Visibility Enforcement
154AL-2019-ST-13-71	Lamar County Sheriff's Department	High Visibility Enforcement

### 5.1.3.1 Planned Activity: Madison County Sheriff's Department

**Planned activity name** Madison County Sheriff's Department  
**Planned activity number** 154AL-2019-ST-14-51  
**Primary countermeasure strategy** High Visibility Enforcement

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

Yes

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to**

reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

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

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

**Enter intended subrecipients.**

Madison County Sheriff's Department

**Countermeasure strategies**

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

**Countermeasure strategies in planned activities**

**Fiscal Year Countermeasure Strategy Name**

2019 High Visibility Enforcement

**Funding sources**

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017		154 Transfer Funds-AL	154 Alcohol	\$89,995.60		\$89,995.60

**Major purchases and dispositions**

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

**Item Quantity Price Per Unit Total Cost NHTSA Share per unit NHTSA Share Total Cost**

No records found.

**5.1.3.2 Planned Activity: Neshoba County Sheriff's Department**

Planned activity name Neshoba County Sheriff's Department

Planned activity number 154AL-2019-ST-15-01

Primary countermeasure strategy High Visibility Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

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

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

**Enter intended subrecipients.**

Neshoba County Sheriff's Department

**Countermeasure strategies**

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

**Countermeasure strategies in planned activities**

**Fiscal Year Countermeasure Strategy Name**

2019 High Visibility Enforcement

**Funding sources**

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2017	154 Transfer Funds-AL	154 Alcohol	\$29,120.00		\$29,120.00

**Major purchases and dispositions**

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
------	----------	----------------	------------	----------------------	------------------------

No records found.

### 5.1.3.3 Planned Activity: New Albany Police Department

**Planned activity name** New Albany Police Department

**Planned activity number** 154AL-2019-ST-22-41

**Primary countermeasure strategy** High Visibility Enforcement

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

Yes

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

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

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

**Enter intended subrecipients.**

New Albany Police Department

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

#### Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 High Visibility Enforcement

#### Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017		154 Transfer Funds-AL	154 Alcohol	\$11,992.00		\$11,992.00

#### Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
------	----------	----------------	------------	----------------------	------------------------

No records found.

#### 5.1.3.4 Planned Activity: Pascagoula Police Department

Planned activity name Pascagoula Police Department

Planned activity number 154AL-2019-ST-22-61

Primary countermeasure strategy High Visibility Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No



Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

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

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

**Enter intended subrecipients.**

Pascagoula Police Department

**Countermeasure strategies**

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

**Countermeasure strategies in planned activities**

**Fiscal Year Countermeasure Strategy Name**

2019 High Visibility Enforcement

**Funding sources**

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	154 Transfer Funds-AL	154 Alcohol	\$16,500.00		\$16,500.00

**Major purchases and dispositions**

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

**Item Quantity Price Per Unit Total Cost NHTSA Share per unit NHTSA Share Total Cost**

No records found.

**5.1.3.5 Planned Activity: Pearl Police Department**

**Planned activity name** Pearl Police Department  
**Planned activity number** 154AL-2019-ST-31-91  
**Primary countermeasure strategy** High Visibility Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

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

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

**Enter intended subrecipients.**

Pearl Police Department

**Countermeasure strategies**

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

**Countermeasure strategies in planned activities**

**Fiscal Year Countermeasure Strategy Name**

2019 High Visibility Enforcement

**Funding sources**

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2017	154 Transfer Funds-AL	154 Alcohol	\$38,622.00		\$38,662.00

**Major purchases and dispositions**

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
------	----------	----------------	------------	----------------------	------------------------

No records found.

### 5.1.3.6 Planned Activity: Philadelphia Police Department

**Planned activity name** Philadelphia Police Department

**Planned activity number** 154AL-2019-ST-22-81

**Primary countermeasure strategy** High Visibility Enforcement

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

Yes

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

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

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

**Enter intended subrecipients.**

Philadelphia Police Department

**Countermeasure strategies**

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.**

**Countermeasure strategies in planned activities**

**Fiscal Year Countermeasure Strategy Name**

2019 High Visibility Enforcement

**Funding sources**

Click **Add New** to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017		154 Transfer Funds-AL	154 Alcohol	\$40,908.60		\$40,908.60

**Major purchases and dispositions**

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
------	----------	----------------	------------	----------------------	------------------------

No records found.

**5.1.3.7 Planned Activity: Pontotoc County Sheriff's Department**

**Planned activity name** Pontotoc County Sheriff's Department

**Planned activity number** 154AL-2019-ST-15-81

**Primary countermeasure strategy** High Visibility Enforcement

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

Yes

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

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

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

**Enter intended subrecipients.**

Ponototoc County Sheriff's Department

**Countermeasure strategies**

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.**

**Countermeasure strategies in planned activities**

Fiscal Year	Countermeasure Strategy Name
2019	High Visibility Enforcement

**Funding sources**

**Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.**

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2017	154 Transfer Funds-AL	154 Alcohol	\$37,540.00		\$37,540.00

**Major purchases and dispositions**

**Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.**

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

**5.1.3.8 Planned Activity: Ridgeland Police Department**

<b>Planned activity name</b>	Ridgeland Police Department
<b>Planned activity number</b>	154AL-2019-ST-23-01
<b>Primary countermeasure strategy</b>	High Visibility Enforcement

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

Yes

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

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

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

**Enter intended subrecipients.**

Ridgeland Police Department

**Countermeasure strategies**

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

**Countermeasure strategies in planned activities**

**Fiscal Year Countermeasure Strategy Name**

2019 High Visibility Enforcement

**Funding sources**

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2017	154 Transfer Funds-AL	154 Alcohol	\$39,750.00		\$39,750.00

**Major purchases and dispositions**

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

**Item Quantity Price Per Unit Total Cost NHTSA Share per unit NHTSA Share Total Cost**

No records found.

**5.1.3.9 Planned Activity: Starkville Police Department**

Planned activity name Starkville Police Department  
Planned activity number 154AL-2019-ST-23-11  
Primary countermeasure strategy High Visibility Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

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

Enter intended subrecipients.

Starkville Police Department

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 High Visibility Enforcement

## Funding sources

Click **Add New** to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	154 Transfer Funds-AL	154 Alcohol	\$80,637.70		\$80,637.70

## Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
------	----------	----------------	------------	----------------------	------------------------

No records found.

### 5.1.3.10 Planned Activity: Stone County Sheriff's Department

**Planned activity name** Stone County Sheriff's Department

**Planned activity number** 154AL-2019-ST-16-61

**Primary countermeasure strategy** High Visibility Enforcement

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

Yes

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

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



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

**Enter intended subrecipients.**

Stone County Sheriff's Department

**Countermeasure strategies**

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.**

**Countermeasure strategies in planned activities**

**Fiscal Year Countermeasure Strategy Name**

2019 High Visibility Enforcement

**Funding sources**

**Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.**

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	154 Transfer Funds-AL	154 Alcohol	\$47,803.60		\$47,803.60

**Major purchases and dispositions**

**Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.**

**Item Quantity Price Per Unit Total Cost NHTSA Share per unit NHTSA Share Total Cost**

No records found.

**5.1.3.11 Planned Activity: Tunica County Sheriff's Department**

**Planned activity name** Tunica County Sheriff's Department

**Planned activity number** 154AL-2019-ST-17-21

**Primary countermeasure strategy** High Visibility Enforcement

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

Yes

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

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

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

**Enter intended subrecipients.**

Tunica County Sheriffs Department

**Countermeasure strategies**

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

**Countermeasure strategies in planned activities**

**Fiscal Year Countermeasure Strategy Name**

2019 High Visibility Enforcement

**Funding sources**

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	154	Transfer Funds-AL	154 Alcohol	\$29,658.48		\$29,658.48

**Major purchases and dispositions**

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

**Item Quantity Price Per Unit Total Cost NHTSA Share per unit NHTSA Share Total Cost**

No records found.

**5.1.3.12 Planned Activity: Winona Police Department**

**Planned activity name** Winona Police Department

**Planned activity number** 154AL-2019-ST-35-81

**Primary countermeasure strategy** High Visibility Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

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

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

**Enter intended subrecipients.**

Winona Police Department

**Countermeasure strategies**

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

**Countermeasure strategies in planned activities**

Fiscal Year	Countermeasure Strategy Name
2019	High Visibility Enforcement

**Funding sources**

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	154 Transfer Funds-AL	154 Alcohol	\$19,817.02		\$19,817.02

## Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
------	----------	----------------	------------	----------------------	------------------------

No records found.

### 5.1.3.13 Planned Activity: Desoto County Sheriff's Department

**Planned activity name** Desoto County Sheriff's Department

**Planned activity number** M5X-2019-MD-11-71

**Primary countermeasure strategy** High Visibility Enforcement

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

Yes

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

Project Description: Projects under the MOHS Law Enforcement Impaired Driving 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 Impaired Driving program. These enforcement grants will be coordinated with the national DSGPO, along with any State blitz campaigns that the MOHS develops for FY19.

All law enforcement agencies participating in the MOHS Law Enforcement Grant program utilize data to targets of need and deploy resources bases on problem identification and traffic trends in the agency locales and make adjustments to the program as needed. Law Enforcement agencies use the funding for salaries (part time and full time), travel, contractual service (Installations and Rental of Meeting Space) and equipment (In Car Camera, PBT and Computers), that has been reviewed and approved by the MOHS. All

information on budget can be found in the agency agreements. The agency will generate at least (1) earned media campaigns during the DSGPO campaigns. Each agency has a personalized performance measure and strategies that can be found in the grant agreement.

**Enter intended subrecipients.**

Desoto County Sheriff's Department

**Countermeasure strategies**

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

**Countermeasure strategies in planned activities**

Fiscal Year Countermeasure Strategy Name

2019 High Visibility Enforcement

**Funding sources**

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405d Impaired Driving Mid	405d Impaired Driving Mid (FAST)	\$170,765.76		\$34,153.15

**Major purchases and dispositions**

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item Quantity Price Per Unit Total Cost NHTSA Share per unit NHTSA Share Total Cost

No records found.

**5.1.3.14 Planned Activity: Hinds County Sheriff's Department**

Planned activity name Hinds County Sheriff's Department

Planned activity number M5X-2019-MD-12-51

Primary countermeasure strategy High Visibility Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

Project Description: Projects under the MOHS Law Enforcement Impaired Driving 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 Impaired Driving program. These enforcement grants will be coordinated with the national DSGPO, along with any State blitz campaigns that the MOHS develops for FY19.

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

**Enter intended subrecipients.**

Hinds County Sheriff's Department

**Countermeasure strategies**

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.**

**Countermeasure strategies in planned activities**

**Fiscal Year Countermeasure Strategy Name**

2019 High Visibility Enforcement

**Funding sources**

**Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.**

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405d Impaired Driving Mid	405d Impaired Driving Mid (FAST)	\$148,910.04	\$29,782.01	

**Major purchases and dispositions**

**Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.**

**Item Quantity Price Per Unit Total Cost NHTSA Share per unit NHTSA Share Total Cost**

No records found.

**5.1.3.15 Planned Activity: Lauderdale County Sheriff's Department**

**Planned activity name** Lauderdale County Sheriff's Department

**Planned activity number** M5X-2019-MD-13-81

**Primary countermeasure strategy** High Visibility Enforcement

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

Project Description: Projects under the MOHS Law Enforcement Impaired Driving 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 Impaired Driving program. These enforcement grants will be coordinated with the national DSGPO, along with any State blitz campaigns that the MOHS develops for FY19.

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

**Enter intended subrecipients.**

Lauderdale County Sheriff's Department

**Countermeasure strategies**

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

**Countermeasure strategies in planned activities**

Fiscal Year Countermeasure Strategy Name

2019 High Visibility Enforcement

**Funding sources**

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2018	FAST Act 405d Impaired Driving Mid	405d Impaired Driving Mid (FAST)	\$132,711.75		\$26,542.35

## Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
------	----------	----------------	------------	----------------------	------------------------

No records found.

### 5.1.3.16 Planned Activity: Marion County Sheriff's Department

**Planned activity name** Marion County Sheriff's Department

**Planned activity number** 154AL-2019-ST-14-61

**Primary countermeasure strategy** High Visibility Enforcement

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

Yes

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

Project Description: Projects under the MOHS Law Enforcement Impaired Driving 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 Impaired Driving program. These enforcement grants will be coordinated with the national DSGPO, along with any State blitz campaigns that the MOHS develops for FY19.

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

**Enter intended subrecipients.**



## Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

### Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 High Visibility Enforcement

## Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	154 Transfer Funds-AL	154 Alcohol	\$93,260.52		\$93,260.52

## Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
------	----------	----------------	------------	----------------------	------------------------

No records found.

### 5.1.3.17 Planned Activity: Oxford Police Department

Planned activity name Oxford Police Department

Planned activity number 154AL-2019-ST-22-51

Primary countermeasure strategy High Visibility Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to

reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

Project Description: Projects under the MOHS Law Enforcement Impaired Driving 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 Impaired Driving program. These enforcement grants will be coordinated with the national DSGPO, along with any State blitz campaigns that the MOHS develops for FY19.

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

**Enter intended subrecipients.**

Oxford Police Department

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

**Fiscal Year Countermeasure Strategy Name**

2019 High Visibility Enforcement

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017		154 Transfer Funds-AL	154 Alcohol	\$109,056.40		\$109,056.40

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

**Item Quantity Price Per Unit Total Cost NHTSA Share per unit NHTSA Share Total Cost**

No records found.

5.1.3.18 Planned Activity: Pearl River County Sheriff's Department

Planned activity name Pearl River County Sheriff's Department

Planned activity number M5X-2019-MD-15-51

Primary countermeasure strategy High Visibility Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

Project Description: Projects under the MOHS Law Enforcement Impaired Driving 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 Impaired Driving program. These enforcement grants will be coordinated with the national DSGPO, along with any State blitz campaigns that the MOHS develops for FY19.

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

**Enter intended subrecipients.**

Pearl River County Sheriff's Department

**Countermeasure strategies**

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

**Countermeasure strategies in planned activities**

**Fiscal Year Countermeasure Strategy Name**

2019 High Visibility Enforcement

**Funding sources**

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act 405d Impaired Driving Mid	405d Impaired Driving Mid (FAST)	\$36,330.16	\$7,266.03	

**Major purchases and dispositions**

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
------	----------	----------------	------------	----------------------	------------------------

No records found.

### 5.1.3.19 Planned Activity: Simpson County Sheriff's Department

**Planned activity name** Simpson County Sheriff's Department

**Planned activity number** 154AL-2019-ST-16-41

**Primary countermeasure strategy** High Visibility Enforcement

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

Yes

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

Project Description: Projects under the MOHS Law Enforcement Impaired Driving 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 Impaired Driving program. These enforcement grants will be coordinated with the national DSGPO, along with any State blitz campaigns that the MOHS develops for FY19.

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

**Enter intended subrecipients.**

Simpson County Sheriff's Department

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

#### Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 High Visibility Enforcement

#### Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017		154 Transfer Funds-AL	154 Alcohol	\$50,610.00		\$50,610.00

#### Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
------	----------	----------------	------------	----------------------	------------------------

No records found.

#### 5.1.3.20 Planned Activity: Southaven Police Department

Planned activity name Southaven Police Department

Planned activity number 154AL-2019-ST-34-41

Primary countermeasure strategy High Visibility Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

Project Description: Projects under the MOHS Law Enforcement Impaired Driving 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 Impaired Driving program. These enforcement grants will be coordinated with the national DSGPO, along with any State blitz campaigns that the MOHS develops for FY19.

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

**Enter intended subrecipients.**

Southaven Police Department

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

**Fiscal Year Countermeasure Strategy Name**

2019 High Visibility Enforcement

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017		154 Transfer Funds-AL	154 Alcohol	\$116,163.60		\$116,163.60

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

**Item Quantity Price Per Unit Total Cost NHTSA Share per unit NHTSA Share Total Cost**

No records found.

5.1.3.21 Planned Activity: Tishomingo County Sheriff's Department

Planned activity name Tishomingo County Sheriff's Department

Planned activity number M5X-2019-MD-17-11

Primary countermeasure strategy High Visibility Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger

safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

Project Description: Projects under the MOHS Law Enforcement Impaired Driving 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 Impaired Driving program. These enforcement grants will be coordinated with the national DSGPO, along with any State blitz campaigns that the MOHS develops for FY19.

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

**Enter intended subrecipients.**

Tishomingo County Sheriff's Department

**Countermeasure strategies**

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

**Countermeasure strategies in planned activities**

Fiscal Year Countermeasure Strategy Name

2019 High Visibility Enforcement

**Funding sources**

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2017	FAST Act 405d Impaired Driving Mid	405d Impaired Driving Mid (FAST)	\$49,290.00		\$9,858.00

**Major purchases and dispositions**

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item Quantity Price Per Unit Total Cost NHTSA Share per unit NHTSA Share Total Cost

No records found.

### 5.1.3.22 Planned Activity: MOHS-National DSGPO Special Wave Grants

Planned activity name MOHS-National DSGPO Special Wave Grants

Planned activity number 154AL-2019-ST-41-05

Primary countermeasure strategy High Visibility Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

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.

**Enter intended subrecipients.**

Law enforcement agencies solicited across the state that have problem identification and data needs for the DSGPO blitz campaign. Short grant periods.

**Countermeasure strategies**

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

**Countermeasure strategies in planned activities**



**Fiscal Year Countermeasure Strategy Name**

2019 High Visibility Enforcement

**Funding sources**

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	154 Transfer Funds-AL	154 Alcohol	\$50,000.00		\$50,000.00

**Major purchases and dispositions**

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
------	----------	----------------	------------	----------------------	------------------------

No records found.

**5.1.3.23 Planned Activity: Bay St. Louis Police Department**

**Planned activity name** Bay St. Louis Police Department

**Planned activity number** 154AL-2019-ST-20-21

**Primary countermeasure strategy** High Visibility Enforcement

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

Yes

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

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

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

**Enter intended subrecipients.**

Bay St. Louis Police Department

**Countermeasure strategies**

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.**

**Countermeasure strategies in planned activities**

Fiscal Year	Countermeasure Strategy Name
2019	High Visibility Enforcement

**Funding sources**

**Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.**

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	154 Transfer Funds-AL	154 Alcohol	\$3,000.00		\$3,000.00

**Major purchases and dispositions**

**Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.**

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

**5.1.3.24 Planned Activity: Canton Police Department**

**Planned activity name** Canton Police Department  
**Planned activity number** 154AL-2019-ST-25-41  
**Primary countermeasure strategy** High Visibility Enforcement

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

Yes

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

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

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

**Enter intended subrecipients.**

Canton Police Department

**Countermeasure strategies**

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

**Countermeasure strategies in planned activities**

**Fiscal Year Countermeasure Strategy Name**

2019 High Visibility Enforcement

**Funding sources**

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	154 Transfer Funds-AL	154 Alcohol	\$10,275.00		\$10,275.00

**Major purchases and dispositions**

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

**Item Quantity Price Per Unit Total Cost NHTSA Share per unit NHTSA Share Total Cost**

No records found.

**5.1.3.25 Planned Activity: Carroll County Sheriff’s Department**

Planned activity name Carroll County Sheriff's Department  
Planned activity number 154AL-2019-ST-10-81  
Primary countermeasure strategy High Visibility Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

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

Enter intended subrecipients.

Carroll County Sheriff's Department

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 High Visibility Enforcement

## Funding sources

Click **Add New** to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	154 Transfer Funds-AL	154 Alcohol	\$36,890.00		\$36,890.00

## Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
------	----------	----------------	------------	----------------------	------------------------

No records found.

### 5.1.3.26 Planned Activity: Carthage Police Department

**Planned activity name** Carthage Police Department

**Planned activity number** 154AL-2019-ST-25-51

**Primary countermeasure strategy** High Visibility Enforcement

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

Yes

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

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

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

**Enter intended subrecipients.**

Carthage Police Department

**Countermeasure strategies**

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.**

**Countermeasure strategies in planned activities**

**Fiscal Year Countermeasure Strategy Name**

2019 High Visibility Enforcement

**Funding sources**

**Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.**

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	154 Transfer Funds-AL	154 Alcohol	\$42,268.80		\$42,268.80

**Major purchases and dispositions**

**Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.**

**Item Quantity Price Per Unit Total Cost NHTSA Share per unit NHTSA Share Total Cost**

No records found.

**5.1.3.27 Planned Activity: Clay County Sheriff's Department**

**Planned activity name** Clay County Sheriff's Department

**Planned activity number** 154AL-2019-ST-11-31

**Primary countermeasure strategy** High Visibility Enforcement

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

Yes

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

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

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

**Enter intended subrecipients.**

Clay County Sheriff's Department

**Countermeasure strategies**

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

**Countermeasure strategies in planned activities**

**Fiscal Year Countermeasure Strategy Name**

2019 High Visibility Enforcement

**Funding sources**

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	154 Transfer Funds-AL	154 Alcohol	\$16,010.00		\$16,010.00

**Major purchases and dispositions**

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

**Item Quantity Price Per Unit Total Cost NHTSA Share per unit NHTSA Share Total Cost**

No records found.

**5.1.3.28 Planned Activity: Coahoma County Sheriff's Department**

**Planned activity name** Coahoma County Sheriff's Department

**Planned activity number** 154AL-2019-ST-11-41

**Primary countermeasure strategy** High Visibility Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

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

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

**Enter intended subrecipients.**

Coahoma County Sheriff's Department

**Countermeasure strategies**

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

**Countermeasure strategies in planned activities**

Fiscal Year	Countermeasure Strategy Name
2019	High Visibility Enforcement

**Funding sources**

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.



Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	154 Transfer Funds-AL	154 Alcohol	\$13,801.00		\$13,801.00

## Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
------	----------	----------------	------------	----------------------	------------------------

No records found.

### 5.1.3.29 Planned Activity: Covington County Sheriff's Department

**Planned activity name** Covington County Sheriff's Department

**Planned activity number** 154AL-2019-ST-11-61

**Primary countermeasure strategy** High Visibility Enforcement

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

Yes

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

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

All law enforcement agencies participating in the MOHS Law Enforcement Grant program utilize data to targets of need and deploy resources bases on problem identification and traffic trends in the agency locales and make adjustments to the program as needed. Law Enforcement agencies use the funding for salaries (part time and full time), travel, contractual service (Installations and Rental of Meeting Space) and equipment (In Car Camera, PBT and Computers), that has been reviewed and approved by the MOHS. All

information on budget can be found in the agency agreements. The agency will generate at least (1) earned media campaigns during the DSGPO campaigns. Each agency has a personalized performance measure and strategies that can be found in the grant agreement.

**Enter intended subrecipients.**

Covington County Sheriff's Department

**Countermeasure strategies**

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

**Countermeasure strategies in planned activities**

Fiscal Year Countermeasure Strategy Name

2019 High Visibility Enforcement

**Funding sources**

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017		154 Transfer Funds-AL	154 Alcohol	\$40,652.00		\$40,652.00

**Major purchases and dispositions**

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item Quantity Price Per Unit Total Cost NHTSA Share per unit NHTSA Share Total Cost

No records found.

**5.1.3.30 Planned Activity: D'Iberville Police Department**

Planned activity name D'Iberville Police Department

Planned activity number 154AL-2019-ST-26-91

Primary countermeasure strategy High Visibility Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

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

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

**Enter intended subrecipients.**

D'lberville Police Department

**Countermeasure strategies**

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

**Countermeasure strategies in planned activities**

**Fiscal Year Countermeasure Strategy Name**

2019 High Visibility Enforcement

**Funding sources**

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017		154 Transfer Funds-AL	154 Alcohol	\$53,044.00		\$53,044.00

**Major purchases and dispositions**

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

**Item Quantity Price Per Unit Total Cost NHTSA Share per unit NHTSA Share Total Cost**

No records found.

**5.1.3.31 Planned Activity: Department of Public Safety-Alcohol Enforcement**

**Planned activity name** Department of Public Safety-Alcohol Enforcement

**Planned activity number** 154AL-2019-ST-40-81

**Primary countermeasure strategy** High Visibility Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

#### Enter description of the planned activity.

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

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

#### Enter intended subrecipients.

Mississippi Department of Public Safety/Highway Patrol for statewide enforcement of all 82 counties for alcohol enforcement.

#### Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

#### Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 High Visibility Enforcement

#### Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2017	154 Transfer Funds-AL	154 Alcohol	\$1,683,660.19		\$0.00

## Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
------	----------	----------------	------------	----------------------	------------------------

No records found.

### 5.1.3.32 Planned Activity: Department of Public Safety-PAO

**Planned activity name** Department of Public Safety-PAO

**Planned activity number** 154AL-2019-ST-40-82

**Primary countermeasure strategy** High Visibility Enforcement

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

Yes

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

#### **Enter description of the planned activity.**

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.

**Enter intended subrecipients.**

Mississippi Department of Public Safety/Public Awareness Officers. Statewide.

**Countermeasure strategies**

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

**Countermeasure strategies in planned activities**

Fiscal Year Countermeasure Strategy Name

2019 High Visibility Enforcement

**Funding sources**

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	154 Transfer Funds-AL	154 Alcohol	\$69,358.80		\$0.00

**Major purchases and dispositions**

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item Quantity Price Per Unit Total Cost NHTSA Share per unit NHTSA Share Total Cost

No records found.

**5.1.3.33 Planned Activity: Greenwood Police Department**

Planned activity name Greenwood Police Department

Planned activity number 154AL-2019-ST-21-31

Primary countermeasure strategy High Visibility Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

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

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

**Enter intended subrecipients.**

Greenwood Police Department

**Countermeasure strategies**

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

**Countermeasure strategies in planned activities**

**Fiscal Year Countermeasure Strategy Name**

2019 High Visibility Enforcement

**Funding sources**

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2017	154 Transfer Funds-AL	154 Alcohol	\$30,527.50		\$30,527.50

**Major purchases and dispositions**

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

**Item Quantity Price Per Unit Total Cost NHTSA Share per unit NHTSA Share Total Cost**

No records found.

**5.1.3.34 Planned Activity: Grenada Police Department**

Planned activity name Grenada Police Department

Planned activity number 154AL-2019-ST-28-41

Primary countermeasure strategy High Visibility Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

#### Enter description of the planned activity.

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

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

#### Enter intended subrecipients.

Grenada Police Department

#### Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

#### Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 High Visibility Enforcement

#### Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2017	154 Transfer Funds-AL	154 Alcohol	\$49,956.40		\$49,956.40



## Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
------	----------	----------------	------------	----------------------	------------------------

No records found.

### 5.1.3.35 Planned Activity: Gulfport Police Department

**Planned activity name** Gulfport Police Department

**Planned activity number** 154AL-2019-ST-21-41

**Primary countermeasure strategy** High Visibility Enforcement

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

Yes

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

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

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

**Enter intended subrecipients.**

## Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

### Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	High Visibility Enforcement

## Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017		154 Transfer Funds-AL	154 Alcohol	\$95,473.60		\$95,473.60

## Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

### 5.1.3.36 Planned Activity: Hancock County Sheriff's Department

Planned activity name	Hancock County Sheriff's Department
Planned activity number	154AL-2019-ST-12-31
Primary countermeasure strategy	High Visibility Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to

reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

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

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

**Enter intended subrecipients.**

Hancock County Sheriff's Department

**Countermeasure strategies**

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

**Countermeasure strategies in planned activities**

**Fiscal Year Countermeasure Strategy Name**

2019 High Visibility Enforcement

**Funding sources**

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017		154 Transfer Funds-AL	154 Alcohol	\$36,408.90		\$36,408.90

**Major purchases and dispositions**

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

**Item Quantity Price Per Unit Total Cost NHTSA Share per unit NHTSA Share Total Cost**

No records found.

**5.1.3.37 Planned Activity: Hattiesburg Police Department**

Planned activity name Hattiesburg Police Department

Planned activity number 154AL-2019-ST-21-51

Primary countermeasure strategy High Visibility Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

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

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

**Enter intended subrecipients.**

Hattiesburg Police Department

**Countermeasure strategies**

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

**Countermeasure strategies in planned activities**

Fiscal Year Countermeasure Strategy Name

2019 High Visibility Enforcement

**Funding sources**

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2017	154 Transfer Funds-AL	154 Alcohol	\$51,750.00		\$51,750.00

**Major purchases and dispositions**

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
------	----------	----------------	------------	----------------------	------------------------

No records found.

### 5.1.3.38 Planned Activity: Hernando Police Department

**Planned activity name** Hernando Police Department

**Planned activity number** 154AL-2019-ST-28-61

**Primary countermeasure strategy** High Visibility Enforcement

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

Yes

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

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

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

**Enter intended subrecipients.**

Hernando Police Department

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

#### Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 High Visibility Enforcement

#### Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017		154 Transfer Funds-AL	154 Alcohol	\$95,745.00		\$95,745.00

#### Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
------	----------	----------------	------------	----------------------	------------------------

No records found.

#### 5.1.3.39 Planned Activity: Horn Lake Police Department

Planned activity name Horn Lake Police Department

Planned activity number 154-AL-2019-ST-21-81

Primary countermeasure strategy High Visibility Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

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

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

**Enter intended subrecipients.**

Horn Lake Police Department

**Countermeasure strategies**

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

**Countermeasure strategies in planned activities**

**Fiscal Year Countermeasure Strategy Name**

2019 High Visibility Enforcement

**Funding sources**

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	154 Transfer Funds-AL	154 Alcohol	\$127,350.00		\$127,350.00

**Major purchases and dispositions**

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

**Item Quantity Price Per Unit Total Cost NHTSA Share per unit NHTSA Share Total Cost**

No records found.

**5.1.3.40 Planned Activity: Jones County Sheriff's Department**

**Planned activity name** Jones County Sheriff's Department

**Planned activity number** 154AL-2019-ST-13-41

**Primary countermeasure strategy** High Visibility Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

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

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

**Enter intended subrecipients.**

Jones County Sheriff's Department

**Countermeasure strategies**

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

**Countermeasure strategies in planned activities**

**Fiscal Year Countermeasure Strategy Name**

2019 High Visibility Enforcement

**Funding sources**

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2017	154 Transfer Funds-AL	154 Alcohol	\$49,392.00		\$49,329.00

**Major purchases and dispositions**

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
------	----------	----------------	------------	----------------------	------------------------



No records found.

### 5.1.3.41 Planned Activity: Lamar County Sheriff's Department

**Planned activity name** Lamar County Sheriff's Department

**Planned activity number** 154AL-2019-ST-13-71

**Primary countermeasure strategy** High Visibility Enforcement

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

Yes

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

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

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

**Enter intended subrecipients.**

Lamar County Sheriff's Department

**Countermeasure strategies**

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.**

**Countermeasure strategies in planned activities**

Fiscal Year Countermeasure Strategy Name

2019 High Visibility Enforcement

## Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	154 Transfer Funds-AL	154 Alcohol	\$29,460.00		\$29,460.00

## Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
------	----------	----------------	------------	----------------------	------------------------

No records found.

## 5.1.4 Countermeasure Strategy: Contingency Travel

Program area Police Traffic Services

Countermeasure strategy Contingency Travel

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

## Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

Contingency travel will help traffic safety partners attend meetings, workshops and training to help the MOHS in traffic safety areas such as impaired driving, occupant protection, distracted driving and speed management. Planned activities can include NHTSA trainings, NHTSA conferences, etc. The traffic safety impact will be to those individuals that are able to attend meetings, workshops and trainings will be able to take information that is learned back into the community.

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

The linkages between contingency travel with planned activities, data, targets and strategies, is that the more partners that the State has to help with traffic issues the better. Training additional partners will help attribute to the reduction of traffic issues.

## Evidence of effectiveness

**Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.**

The rationale for selecting contingency travel is that training, conferences, workshops and meetings take place where additional partners are needed or with the addition of partners would help the program gain further success, as in the case with LEL trainings. Allocating funding to planned activities will help partners attend training, they may not be able to. This strategy is not listed in the *Countermeasures that Work: A Highway Safety Countermeasures Guide for State Highway Safety Offices*.

## Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
PT-2019-PT-41-04	MOHS Contingency Travel-Police Traffic Services	PT-Sustained Enforcement

## 5.1.5 Countermeasure Strategy: Alcohol Adult Educational Programs

**Program area** Impaired Driving (Drug and Alcohol)

**Countermeasure strategy** Alcohol Adult Educational Programs

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

## Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

Within the State of Mississippi, impaired driving fatalities represent 18.3% of the overall State fatalities. The adult educational programs that are funded will help impact impaired driving through bringing changes to behavior. Adult education programs will bring information to high risk areas and areas of focus on the dangers of drinking and driving, along with information on medication and drug use that may impair drivers. The Metro Jackson Community Coalition program will work with adults in the top risk and focus areas on alcohol education, to try and attribute to the reduction of to the overall goal of reducing impaired driving fatalities, reducing crashes and injuries. The impact of the program will be to educate and provide information to the public to changes the behaviors of impaired driving. Educational programs will be able to spread the message to specific groups and demographics in the targeted areas, this information, we hope will reach those that at risk.

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

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.

The linkage of problem identification and the adult educational programs is that we will be able to focus resources, such as public information programs into the area that are most at risk and those areas have the demographics with the highest risks. With the funding of adult educational programs and the change in behavior, the targets for the in the grant itself will be met, along with performance targets that the state has set for impaired driving. The planned activities under the alcohol adult educational program will directly attribute to the reduction of fatalities, injuries and crashes.

## Evidence of effectiveness

### Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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. There is not a specific countermeasure in the *Countermeasures that Work: A Highway Safety Countermeasures Guide for State Highway Safety Offices*, that is specific for adult education programs. Adult education programs that are funded through the MOHS do contribute a pre and post survey for each presentation and program, this helps the sub-grantee and the MOHS determine if the program is working.

## Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
154AL-2019-ST-40-01	Jackson State University/Metro Jackson Community Coalition	Alcohol Adult Educational Programs

#### 5.1.5.1 Planned Activity: Jackson State University/Metro Jackson Community Coalition

Planned activity name	Jackson State University/Metro Jackson Community Coalition
Planned activity number	154AL-2019-ST-40-01
Primary countermeasure strategy	Alcohol Adult Educational Programs

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

Project Description: The Metro Jackson Community Prevention Coalition will be the state's primary adult impaired driving awareness program. The program will focus on the top 25 counties of the State with the most alcohol relate fatalities. The program will coordinate with law enforcement agencies to promote impaired driving prevention; provide impaired driving prevention education/information to support and enhance law enforcement efforts during (4) National Blitz campaigns: July 4th, Labor Day, Christmas/New Years and the Superbowl by facilitating Cup Coaster initiatives and or press conferences; assist law enforcement agencies with the dissemination of educational information and materials during checkpoint efforts; conduct impaired driving prevention awareness presentations and generate earned media. The MJCPC will utilize the grant funds for the continued salary for project director and a prevention specialist; fringe; travel and training, supplies; contractual services; indirect costs to conduct described program activities above and beyond the agency's daily activities and responsibilities.

**Enter intended subrecipients.**

Jackson State University/Metro Jackson Community Coalition

**Countermeasure strategies**

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.**

**Countermeasure strategies in planned activities**

Fiscal Year	Countermeasure Strategy Name
2019	Alcohol Adult Educational Programs

**Funding sources**

**Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.**

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2016	154 Transfer Funds-AL	154 Alcohol	\$209,774.37		\$0.00

**Major purchases and dispositions**

**Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.**

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

**5.2 Program Area: Occupant Protection (Adult and Child Passenger Safety)**

**Program area type** Occupant Protection (Adult and Child Passenger Safety)

**Will countermeasure strategies and planned activities be described in this plan to address the program area?**

Yes

**Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?**

Yes

**Problem identification**

**Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.**

### Occupant Protection:

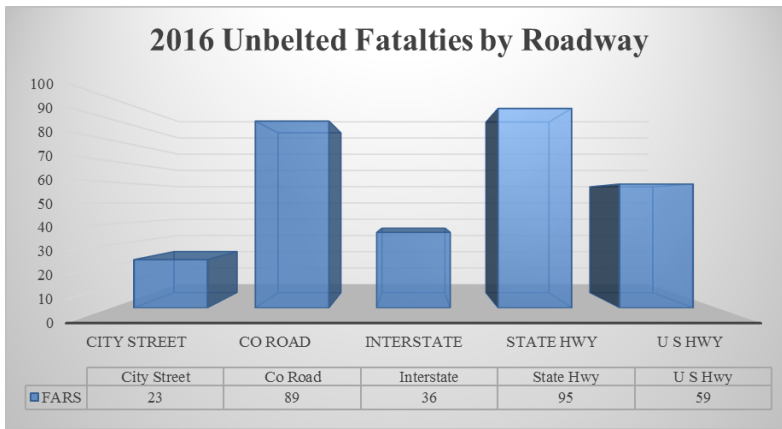
On May 27, 2006, Mississippi became the 22nd State to implement a primary safety belt law. Effective, July 1, 2017, Mississippi will join other states by implementing an all passenger seatbelt law. Historically, most of the drivers and passengers that die in traffic crashes are not belted. Although,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

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

#### 2016 Fatalities by Restraint Use and Person Type

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

There were 561 motor vehicle occupants in 2016, with 302 total occupants not, which represents 53.83% unbelted. Of the 439 total driver occupants, there were 243 drivers unrestrained which represents 55.3% drivers unbelted. Of the 122 unrestrained occupants, there were 59 passengers unrestrained, which represents 48.3% were unbelted. As the chart shows, most unbelted fatalities occur on state highways with 95 unbelted fatalities for 2016, with county roads with the second deadliest roadways for 2016 with 89 unbelted fatalities.

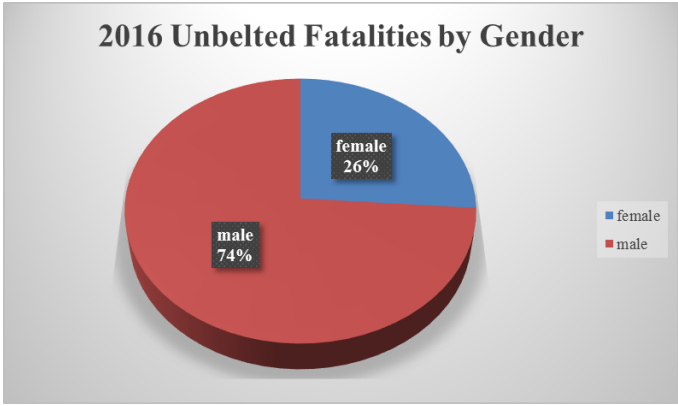


The largest age group of unbelted fatalities was among the 21-29 age population with 67 unbelted fatalities, which represents 22.2%; the 30-39 age population with 54 fatalities, which represents 17.47% of all fatalities of the 690 fatalities, 302 were unbelted. White and Black ethnic groups have the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

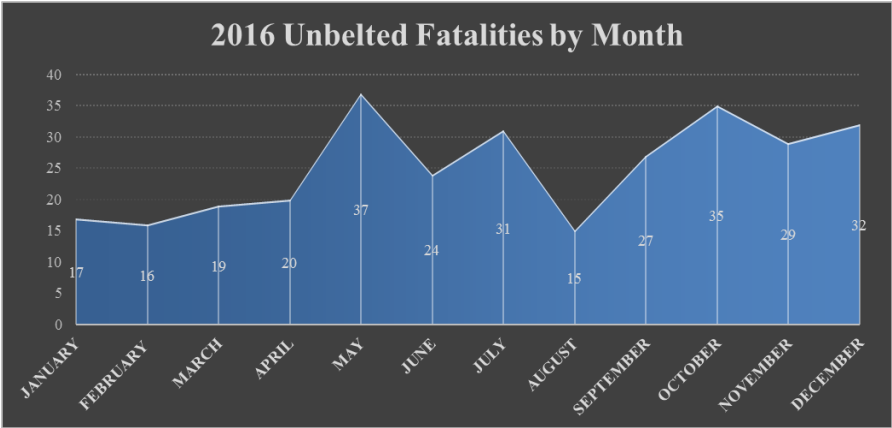
#### 2016 Unbelted Fatalities by Age Range and Race

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

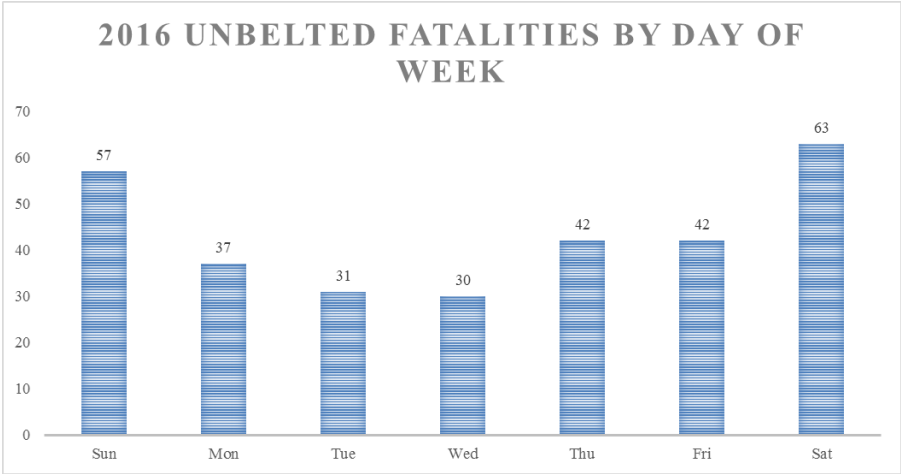




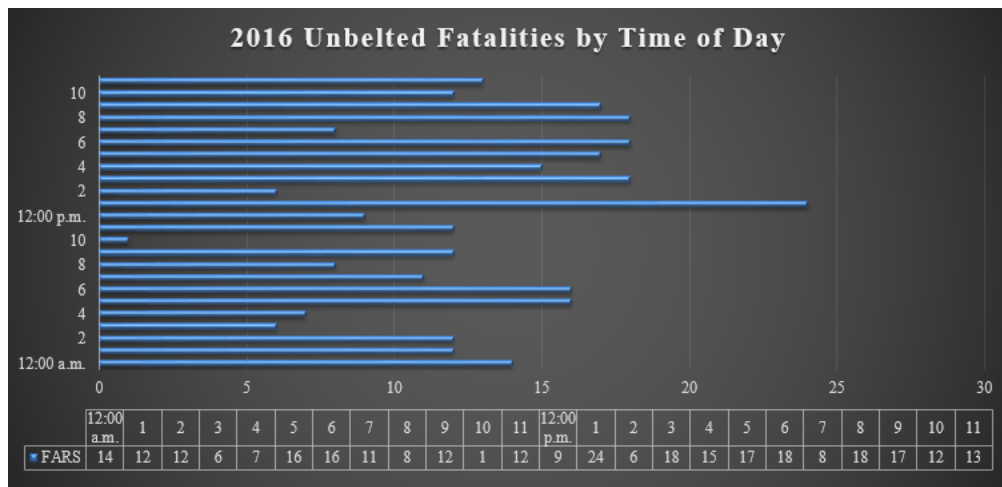
During 2016, the male population had 223 fatalities, which represents 74% of all unbelted fatalities and female had 79 unbelted fatalities, which represented 26% of all unbelted fatalities.



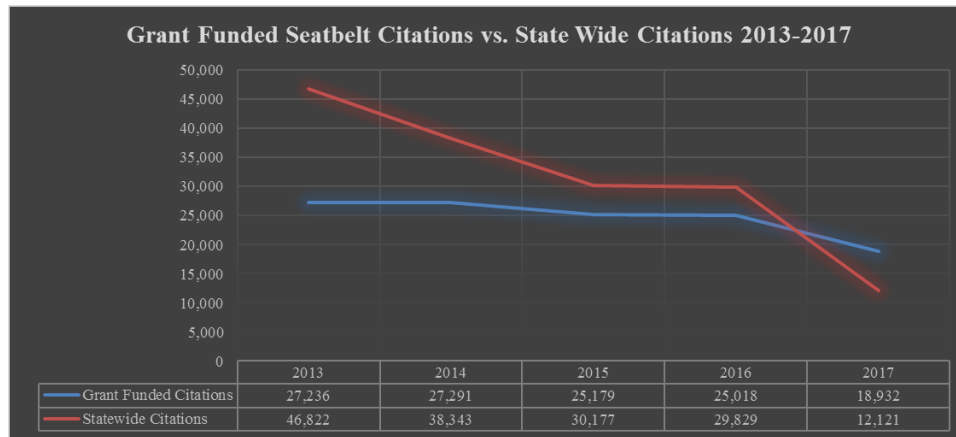
During 2016, May and October were the deadliest months of the year for unbelted fatalities. This data helps the MOHS put resources in place for unbelted focus projects, such as extra enforcement and educational programs.



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



#### Occupant Protection Citations:



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

#### Mississippi Seatbelt Surveys/Usage Rate:

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

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

County	2016 Survey	2017 Survey	Percentage Change
Chickasaw	65.00%	63.4%	-1.6%
Desoto	88.40%	83.4%	-5.0%
Hancock	75.70%	88.5%	+12.8%
Harrison	90.30%	90.6%	+0.3%
Holmes	78.80%	83.5%	+4.7%
Hinds	72.50%	75.2%	+2.7%

<b>Jackson</b>	<b>88.00%</b>	<b>89.6%</b>	<b>+1.6%</b>
<b>Lee</b>	<b>70.30%</b>	<b>76.8%</b>	<b>+6.5%</b>
<b>Leflore</b>	<b>68.70%</b>	<b>62.4%</b>	<b>-6.3%</b>
<b>Madison</b>	<b>81.40%</b>	<b>77.6%</b>	<b>-3.8%</b>
<b>Panola</b>	<b>80.30%</b>	<b>78.2%</b>	<b>-2.1%</b>
<b>Perry</b>	<b>92.30%</b>	<b>89.2%</b>	<b>-3.1%</b>
<b>Pike</b>	<b>82.80%</b>	<b>80.2%</b>	<b>-2.6%</b>
<b>Pontotoc</b>	<b>72.9%</b>	<b>72.7%</b>	<b>-0.2%</b>
<b>Prentiss</b>	<b>70.6%</b>	<b>74.3%</b>	<b>+4.3%</b>
<b>Rankin</b>	<b>72.6%</b>	<b>76.8%</b>	<b>+4.2%</b>
<b>Total</b>	<b>77.9%</b>	<b>78.8%</b>	<b>+0.09%</b>

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

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

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

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

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

## Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

### Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	5 Year	2019	307.0
2019	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	5 Year	2019	79.6
2019	MOHS Outcome Measure-Teen Seat Belt Fatalities	5 Year	2019	37.9

## Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

### Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Sustained Enforcement
2019	OP-Surveys and Evaluation
2019	OP-Child Passenger Seat Technician Training
2019	Communication Campaign
2019	Child Restraint System Inspection Station(s)

### 5.2.1 Countermeasure Strategy: Sustained Enforcement

Program area Occupant Protection (Adult and Child Passenger Safety)

Countermeasure strategy Sustained Enforcement

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

Yes

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

## Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

**Traffic Safety Impact:** With the countermeasure selected, Sustained Enforcement, the agencies funded will be able to provide long term enforcement in areas of need and not just during certain periods of time. Long term enforcement has proven to be a deterrent and will help reduce fatalities, injuries and crashes.

**Occupant Protection Funding:** Within the State of Mississippi, unbelted fatalities represent 43.8%, a large percentage of the overall State fatalities. 100% of the State's population will be covered by enforcement efforts utilizing the MHP, city and county law enforcement agencies within the top unbelted fatality and crash locations. The MOHS focuses on the

Top 25 Counties and Cities with the highest fatal crashes and injuries and seeks applications in the areas with the most data assessment needs. The MOHS also provides special wave grants through-out the year as data becomes available and new areas of data are assessed and areas are in need. The amount of funds being utilized is commensurate with the State-wide problem, and thus the State feels that the projects selected and if fully implemented and successful, will contribute to the overall goal of reducing fatalities, reducing crashes and injuries.

**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.

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

The linkage for this strategy is with sustained enforcement, the state will be able to meet statewide and agency targets and performance measures. With the use of data and problem identification, the MOHS is able to identify areas of need and risk, which programs in sustained enforcement can be implemented and funded. This implemented programs will be able to hold reduce fatalities and injuries in occupant protection.

**Evidence of effectiveness**

**Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.**

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. In the *Countermeasures that Work: A Highway Safety Countermeasures Guide for State Highway Safety Offices* document, the effectiveness of sustained enforcement 3 stars. The MOHS choses this strategy, because it makes a large impact with the use of high visibility enforcement in areas. With sustained enforcement, the public wear their seatbelts more, which in turn reduces fatalities and injuries.

**Planned activities**

**Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.**

**Planned activities in countermeasure strategy**

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
OP-2019-OP-25-41	Canton Police Department	Sustained Enforcement
OP-2019-OP-10-80	Carroll County Sheriff's Department	Sustained Enforcement
OP-2019-OP-23-41	Vicksburg Police Department	Sustained Enforcement
OP-2019-OP-35-61	West Point Police Department	Sustained Enforcement
OP-2019-OP-41-05	MOHS Click It or Ticket Special Wave Grants	Sustained Enforcement
OP-2019-OP-41-06	MOHS High Risk Population Special Wave Grants	Sustained Enforcement
OP-2018-OP-25-51	Carthage Police Department	Sustained Enforcement
OP-2019-OP-25-71	Charleston Police Department	Sustained Enforcement
OP-2019-OP-25-81	Clarksdale Police Department	Sustained Enforcement
OP-2019-OP-11-30	Clay County Sheriff's Department	Sustained Enforcement
OP-2019-OP-11-71	Desoto County Sheriff's Department	Sustained Enforcement
OP-2019-OP-12-31	Hancock County Sheriff's Department	Sustained Enforcement
OP-2019-OP-12-41	Harrison County Sheriff's Department	Sustained Enforcement
OP-2019-OP-12-51	Hinds County Sheriff's Department	Sustained Enforcement
OP-2019-OP-21-71	Holly Springs Police Department	Sustained Enforcement
OP-2019-OP-13-41	Jones County Sheriff's Department	Sustained Enforcement
OP-2019-OP-13-71	Lamar County Sheriff's Department	Sustained Enforcement
OP-2019--OP-13-81	Lauderdale Sheriff's Deaprtment	Sustained Enforcement
OP-2019-OP-31-11	Morton Police Department	Sustained Enforcement
OP-2019-OP-22-41	New Albany Police Department	Sustained Enforcement
OP-2019-OP-15-31	Oktibbeha County Sheriff's Department	Sustained Enforcement
OP-2019-OP-31-91	Pearl Police Department	Sustained Enforcement
OP-2019-OP-15-51	Pearl River County Sheriff's Department	Sustained Enforcement

OP-2019-OP-22-81	Philadelphia Police Department	Sustained Enforcement
OP-2019-OP-15-71	Pike County Sheriff's Department	Sustained Enforcement
OP-2019-OP-15-81	Pontotoc County Sheriff's Office	Sustained Enforcement
OP-2019-OP-33-91	Sardis Police Department	Sustained Enforcement
OP-2019-OP-34-41	Southaven Police Department	Sustained Enforcement
OP-2019-OP-17-21	Tunica County Sheriff's Department	Sustained Enforcement

### 5.2.1.1 Planned Activity: Canton Police Department

**Planned activity name** Canton Police Department  
**Planned activity number** OP-2019-OP-25-41  
**Primary countermeasure strategy** Sustained Enforcement

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

Yes

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

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

**Enter intended subrecipients.**

Canton Police Department

## Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

### Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 Sustained Enforcement

## Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act NHTSA 402	Occupant Protection (FAST)	\$10,915.00	\$2,183.00	\$10,915.00

## Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
------	----------	----------------	------------	----------------------	------------------------

No records found.

### 5.2.1.2 Planned Activity: Carroll County Sheriff's Department

Planned activity name Carroll County Sheriff's Department

Planned activity number OP-2019-OP-10-80

Primary countermeasure strategy Sustained Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]



No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

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

**Enter intended subrecipients.**

Carroll County Sheriff's Department

**Countermeasure strategies**

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.**

**Countermeasure strategies in planned activities**

**Fiscal Year Countermeasure Strategy Name**

2019 Sustained Enforcement

**Funding sources**

**Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.**

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2017	FAST Act NHTSA 402	Occupant Protection (FAST)	\$10,013.00	\$2,002.60	\$10,013.00

**Major purchases and dispositions**

**Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.**

**Item Quantity Price Per Unit Total Cost NHTSA Share per unit NHTSA Share Total Cost**

No records found.

**5.2.1.3 Planned Activity: Vicksburg Police Department**

**Planned activity name** Vicksburg Police Department

**Planned activity number** OP-2019-OP-23-41

**Primary countermeasure strategy** Sustained Enforcement

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

Yes

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger**

safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

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

**Enter intended subrecipients.**

Vicksburg Police Department

**Countermeasure strategies**

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

**Countermeasure strategies in planned activities**

Fiscal Year Countermeasure Strategy Name

2019 Sustained Enforcement

**Funding sources**

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2017	FAST Act NHTSA 402	Occupant Protection (FAST)	\$11,085.00	\$2,217.00	\$11,085.00

**Major purchases and dispositions**

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item Quantity Price Per Unit Total Cost NHTSA Share per unit NHTSA Share Total Cost

No records found.

### 5.2.1.4 Planned Activity: West Point Police Department

Planned activity name West Point Police Department

Planned activity number OP-2019-OP-35-61

Primary countermeasure strategy Sustained Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

#### Enter description of the planned activity.

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

#### Enter intended subrecipients.

West Point Police Department

#### Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

## Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 Sustained Enforcement

## Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act NHTSA 402	Occupant Protection (FAST)	\$2,099.00	\$419.80	\$2,099.00

## Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
------	----------	----------------	------------	----------------------	------------------------

No records found.

## 5.2.1.5 Planned Activity: MOHS Click It or Ticket Special Wave Grants

Planned activity name MOHS Click It or Ticket Special Wave Grants

Planned activity number OP-2019-OP-41-05

Primary countermeasure strategy Sustained Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

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.

**Enter intended subrecipients.**

Agencies that do not have regular grants, but are solicited for Click It or Ticket special enforcement, as well as an extended grant which can include up to 6 months of enforcement. Agencies will be solicited with data and problem identification.

**Countermeasure strategies**

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.**

**Countermeasure strategies in planned activities**

**Fiscal Year Countermeasure Strategy Name**

2019 Sustained Enforcement

**Funding sources**

**Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.**

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act NHTSA 402	Occupant Protection (FAST)	\$50,000.00	\$10,000.00	\$50,000.00

**Major purchases and dispositions**

**Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.**

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
------	----------	----------------	------------	----------------------	------------------------

No records found.

**5.2.1.6 Planned Activity: MOHS High Risk Population Special Wave Grants**

**Planned activity name** MOHS High Risk Population Special Wave Grants

**Planned activity number** OP-2019-OP-41-06

**Primary countermeasure strategy** Sustained Enforcement

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

Yes

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

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.

**Enter intended subrecipients.**

Agencies that receive funds are solicited based on data and problem identification. These grants will follow the criteria and population set in the 405b application for groups of rural roads; young adults and middle age drivers.

**Countermeasure strategies**

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

**Countermeasure strategies in planned activities**

Fiscal Year Countermeasure Strategy Name

2019 Sustained Enforcement

**Funding sources**

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017		FAST Act NHTSA 402	Occupant Protection (FAST)	\$5,000.00	\$1,000.00	\$5,000.00

**Major purchases and dispositions**

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item Quantity Price Per Unit Total Cost NHTSA Share per unit NHTSA Share Total Cost

No records found.

**5.2.1.7 Planned Activity: Carthage Police Department**

Planned activity name Carthage Police Department

Planned activity number OP-2018-OP-25-51

Primary countermeasure strategy Sustained Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

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

**Enter intended subrecipients.**

Carthage Police Department

**Countermeasure strategies**

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

**Countermeasure strategies in planned activities**

Fiscal Year Countermeasure Strategy Name

2019 Sustained Enforcement

**Funding sources**

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year Funding Source Eligible Use of Funds Estimated Funding Amount Match Amount Local Benefit

## Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of **\$5,000** or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
------	----------	----------------	------------	----------------------	------------------------

No records found.

### 5.2.1.8 Planned Activity: Charleston Police Department

**Planned activity name** Charleston Police Department

**Planned activity number** OP-2019-OP-25-71

**Primary countermeasure strategy** Sustained Enforcement

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

Yes

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

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



**Enter intended subrecipients.**

Charleston Police Department

**Countermeasure strategies**

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

**Countermeasure strategies in planned activities**

Fiscal Year	Countermeasure Strategy Name
2019	Sustained Enforcement

**Funding sources**

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act NHTSA 402	Occupant Protection (FAST)	\$1,445.00	\$289.00	\$1,445.00

**Major purchases and dispositions**

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

**5.2.1.9 Planned Activity: Clarksdale Police Department**

Planned activity name	Clarksdale Police Department
Planned activity number	OP-2019-OP-25-81
Primary countermeasure strategy	Sustained Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

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

**Enter intended subrecipients.**

Clarksdale Police Department

**Countermeasure strategies**

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

**Countermeasure strategies in planned activities**

Fiscal Year Countermeasure Strategy Name

2019 Sustained Enforcement

**Funding sources**

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2017	FAST Act NHTSA 402	Occupant Protection (FAST)	\$33,057.48	\$6,611.50	\$33,057.48

**Major purchases and dispositions**

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item Quantity Price Per Unit Total Cost NHTSA Share per unit NHTSA Share Total Cost

No records found.

**5.2.1.10 Planned Activity: Clay County Sheriff's Department**

Planned activity name Clay County Sheriff's Department

Planned activity number OP-2019-OP-11-30

Primary countermeasure strategy Sustained Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

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

**Enter intended subrecipients.**

Clay County Sheriff's Department

**Countermeasure strategies**

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

**Countermeasure strategies in planned activities**

**Fiscal Year Countermeasure Strategy Name**

2019 Sustained Enforcement

**Funding sources**

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2017	FAST Act NHTSA 402	Occupant Protection (FAST)	\$10,000.00	\$2,000.00	\$10,000.00

**Major purchases and dispositions**

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
------	----------	----------------	------------	----------------------	------------------------

No records found.

### 5.2.1.11 Planned Activity: Desoto County Sheriff's Department

**Planned activity name** Desoto County Sheriff's Department

**Planned activity number** OP-2019-OP-11-71

**Primary countermeasure strategy** Sustained Enforcement

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

Yes

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

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

**Enter intended subrecipients.**

Desoto County Sheriff's Department

## Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

### Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 Sustained Enforcement

## Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act NHTSA 402	Occupant Protection (FAST)	\$22,620.00	\$4,524.00	\$22,620.00

## Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
------	----------	----------------	------------	----------------------	------------------------

No records found.

### 5.2.1.12 Planned Activity: Hancock County Sheriff's Department

Planned activity name Hancock County Sheriff's Department

Planned activity number OP-2019-OP-12-31

Primary countermeasure strategy Sustained Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

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

**Enter intended subrecipients.**

Hancock County Sheriff's Department

**Countermeasure strategies**

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.**

**Countermeasure strategies in planned activities**

**Fiscal Year Countermeasure Strategy Name**

2019 Sustained Enforcement

**Funding sources**

**Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.**

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017		FAST Act NHTSA 402	Occupant Protection (FAST)	\$1,483.00	\$296.60	\$1,483.00

**Major purchases and dispositions**

**Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.**

**Item Quantity Price Per Unit Total Cost NHTSA Share per unit NHTSA Share Total Cost**

No records found.

**5.2.1.13 Planned Activity: Harrison County Sheriff's Department**

**Planned activity name** Harrison County Sheriff's Department

**Planned activity number** OP-2019-OP-12-41

**Primary countermeasure strategy** Sustained Enforcement

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

Yes

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger**

safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

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

**Enter intended subrecipients.**

Harrison County Sheriff's Department

**Countermeasure strategies**

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

**Countermeasure strategies in planned activities**

Fiscal Year Countermeasure Strategy Name

2019 Sustained Enforcement

**Funding sources**

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2017	FAST Act NHTSA 402	Occupant Protection (FAST)	\$48,949.00	\$9,789.80	\$48,949.00

**Major purchases and dispositions**

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
------	----------	----------------	------------	----------------------	------------------------

No records found.

### 5.2.1.14 Planned Activity: Hinds County Sheriff's Department

**Planned activity name** Hinds County Sheriff's Department

**Planned activity number** OP-2019-OP-12-51

**Primary countermeasure strategy** Sustained Enforcement

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

Yes

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

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

**Enter intended subrecipients.**

Hinds County Sheriff's Department

**Countermeasure strategies**

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.**



## Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 Sustained Enforcement

## Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act NHTSA 402	Occupant Protection (FAST)	\$10,750.00	\$2,150.00	\$10,750.00

## Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
------	----------	----------------	------------	----------------------	------------------------

No records found.

### 5.2.1.15 Planned Activity: Holly Springs Police Department

Planned activity name Holly Springs Police Department

Planned activity number OP-2019-OP-21-71

Primary countermeasure strategy Sustained Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

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

**Enter intended subrecipients.**

Holly Springs Police Department

**Countermeasure strategies**

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

**Countermeasure strategies in planned activities**

**Fiscal Year Countermeasure Strategy Name**

2019 Sustained Enforcement

**Funding sources**

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017		FAST Act NHTSA 402	Occupant Protection (FAST)	\$15,289.25	\$3,057.85	\$15,289.25

**Major purchases and dispositions**

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

**Item Quantity Price Per Unit Total Cost NHTSA Share per unit NHTSA Share Total Cost**

No records found.

**5.2.1.16 Planned Activity: Jones County Sheriff's Department**

**Planned activity name** Jones County Sheriff's Department

**Planned activity number** OP-2019-OP-13-41

**Primary countermeasure strategy** Sustained Enforcement

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

Yes

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from**

**the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

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

**Enter intended subrecipients.**

Jones County Sheriff's Department

**Countermeasure strategies**

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.**

**Countermeasure strategies in planned activities**

**Fiscal Year Countermeasure Strategy Name**

2019 Sustained Enforcement

**Funding sources**

**Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.**

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2017	FAST Act NHTSA 402	Occupant Protection (FAST)	\$19,381.50	\$3,876.30	\$19,381.50

**Major purchases and dispositions**

**Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.**

**Item Quantity Price Per Unit Total Cost NHTSA Share per unit NHTSA Share Total Cost**

No records found.

**5.2.1.17 Planned Activity: Lamar County Sheriff's Department**

Planned activity name Lamar County Sheriff's Department

Planned activity number OP-2019-OP-13-71

Primary countermeasure strategy Sustained Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

Enter intended subrecipients.

Lamar County Sheriff's Department

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

## Funding sources

Click **Add New** to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act NHTSA 402	Occupant Protection (FAST)	\$2,946.00	\$589.20	\$2,946.00

## Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

## 5.2.1.18 Planned Activity: Lauderdale Sheriff's Department

**Planned activity name** Lauderdale Sheriff's Department

**Planned activity number** OP-2019--OP-13-81

**Primary countermeasure strategy** Sustained Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

**Enter intended subrecipients.**

Lauderdale Police Department

**Countermeasure strategies**

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

**Countermeasure strategies in planned activities**

Fiscal Year	Countermeasure Strategy Name
2019	Sustained Enforcement

**Funding sources**

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act NHTSA 402	Occupant Protection (FAST)	\$37,440.00	\$7,488.00	\$37,440.00

**Major purchases and dispositions**

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

**5.2.1.19 Planned Activity: Morton Police Department**

Planned activity name	Morton Police Department
Planned activity number	OP-2019-OP-31-11
Primary countermeasure strategy	Sustained Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

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

**Enter intended subrecipients.**

Morton Police Department

**Countermeasure strategies**

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

**Countermeasure strategies in planned activities**

Fiscal Year	Countermeasure Strategy Name
2019	Sustained Enforcement

**Funding sources**

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017		FAST Act NHTSA 402	Occupant Protection (FAST)	\$5,355.18	\$1,071.04	\$5,355.18

**Major purchases and dispositions**

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

**5.2.1.20 Planned Activity: New Albany Police Department**

Planned activity name	New Albany Police Department
-----------------------	------------------------------

Planned activity number OP-2019-OP-22-41

Primary countermeasure strategy Sustained Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

Enter intended subrecipients.

New Albany Police Department

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 Sustained Enforcement

Funding sources



Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act NHTSA 402	Occupant Protection (FAST)	\$14,000.66	\$2,800.13	\$14,000.66

### Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
------	----------	----------------	------------	----------------------	------------------------

No records found.

### 5.2.1.21 Planned Activity: Oktibbeha County Sheriff's Department

**Planned activity name** Oktibbeha County Sheriff's Department

**Planned activity number** OP-2019-OP-15-31

**Primary countermeasure strategy** Sustained Enforcement

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

Yes

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

MOHS will provide sub-grants to local law enforcement agencies, for high visibility and sustained overtime enforcement efforts of occupant protection traffic safety laws. Each agency will provide enforcement in support of occupant protection and child passenger safety program. All efforts will be coordinated with the annual Click It or Ticket blitz campaign, as well as other designated MOHS efforts. All law enforcement agencies participating in the highway safety program will utilize data to identify highway safety needs. Each agency will participate in efforts to reduce of state-wide and local performance targets by using countermeasures and strategies. Agencies will conduct enforcement efforts

based on crash analysis and deploy resources in coordination with the state and local agency enforcement plans and make adjustments as needed. Each agency has personalized performance measures and strategies that can be found in each grant agreement. Funds can be used for salary, commodities, equipment, contractual services, in-direct cost (if applicable) and travel. All costs associated with the program are listed in the agency grant agreement.

**Enter intended subrecipients.**

Oktibbeha County Sheriff's Department

**Countermeasure strategies**

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

**Countermeasure strategies in planned activities**

Fiscal Year	Countermeasure Strategy Name
2019	Sustained Enforcement

**Funding sources**

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017		FAST Act NHTSA 402	Occupant Protection (FAST)	\$15,000.00	\$3,000.00	\$15,000.00

**Major purchases and dispositions**

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

**5.2.1.22 Planned Activity: Pearl Police Department**

Planned activity name	Pearl Police Department
Planned activity number	OP-2019-OP-31-91
Primary countermeasure strategy	Sustained Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

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

**Enter intended subrecipients.**

Pearl Police Department

**Countermeasure strategies**

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

**Countermeasure strategies in planned activities**

Fiscal Year	Countermeasure Strategy Name
2019	Sustained Enforcement

**Funding sources**

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017		FAST Act NHTSA 402	Occupant Protection (FAST)	\$100,000.00	\$20,000.00	\$100,000.00

**Major purchases and dispositions**

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share	Total Cost
No records found.						

**5.2.1.23 Planned Activity: Pearl River County Sheriff's Department**

<b>Planned activity name</b>	Pearl River County Sheriff's Department
<b>Planned activity number</b>	OP-2019-OP-15-51
<b>Primary countermeasure strategy</b>	Sustained Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

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

**Enter intended subrecipients.**

Pearl River County Sheriff's Department

**Countermeasure strategies**

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

**Countermeasure strategies in planned activities**

Fiscal Year Countermeasure Strategy Name

2019 Sustained Enforcement

**Funding sources**

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year Funding Source Eligible Use of Funds Estimated Funding Amount Match Amount Local Benefit

## Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
------	----------	----------------	------------	----------------------	------------------------

No records found.

### 5.2.1.24 Planned Activity: Philadelphia Police Department

**Planned activity name** Philadelphia Police Department

**Planned activity number** OP-2019-OP-22-81

**Primary countermeasure strategy** Sustained Enforcement

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

Yes

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

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

**Enter intended subrecipients.**

Philadelphia Police Department

**Countermeasure strategies**

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

**Countermeasure strategies in planned activities**

Fiscal Year	Countermeasure Strategy Name
2019	Sustained Enforcement

**Funding sources**

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act NHTSA 402	Occupant Protection (FAST)	\$1,484.00	\$296.80	\$1,484.00

**Major purchases and dispositions**

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

**5.2.1.25 Planned Activity: Pike County Sheriff's Department**

Planned activity name	Pike County Sheriff's Department
Planned activity number	OP-2019-OP-15-71
Primary countermeasure strategy	Sustained Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

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

**Enter intended subrecipients.**

Pike County Sheriff's Department

**Countermeasure strategies**

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

**Countermeasure strategies in planned activities**

Fiscal Year Countermeasure Strategy Name

2019 Sustained Enforcement

**Funding sources**

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2017	FAST Act NHTSA 402	Occupant Protection (FAST)	\$12,500.00	\$2,500.00	\$12,500.00

**Major purchases and dispositions**

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item Quantity Price Per Unit Total Cost NHTSA Share per unit NHTSA Share Total Cost

No records found.

**5.2.1.26 Planned Activity: Pontotoc County Sheriff's Office**

Planned activity name Pontotoc County Sheriff's Office

Planned activity number OP-2019-OP-15-81

Primary countermeasure strategy Sustained Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

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

**Enter intended subrecipients.**

Pontotoc County Sheriff's Department

**Countermeasure strategies**

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

**Countermeasure strategies in planned activities**

Fiscal Year	Countermeasure Strategy Name
2019	Sustained Enforcement

**Funding sources**

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2017	FAST Act NHTSA 402	Occupant Protection (FAST)	\$15,000.00	\$3,000.00	\$15,000.00

**Major purchases and dispositions**



Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
------	----------	----------------	------------	----------------------	------------------------

No records found.

### 5.2.1.27 Planned Activity: Sardis Police Department

**Planned activity name** Sardis Police Department

**Planned activity number** OP-2019-OP-33-91

**Primary countermeasure strategy** Sustained Enforcement

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

Yes

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

#### **Enter description of the planned activity.**

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

#### **Enter intended subrecipients.**

Sardis Police Department

## Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

### Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 Sustained Enforcement

## Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act NHTSA 402	Occupant Protection (FAST)	\$3,352.00	\$710.40	\$3,352.00

## Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
------	----------	----------------	------------	----------------------	------------------------

No records found.

## 5.2.1.28 Planned Activity: Southaven Police Department

Planned activity name Southaven Police Department

Planned activity number OP-2019-OP-34-41

Primary countermeasure strategy Sustained Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

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

**Enter intended subrecipients.**

Southaven Police Department

**Countermeasure strategies**

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.**

**Countermeasure strategies in planned activities**

**Fiscal Year Countermeasure Strategy Name**

2019 Sustained Enforcement

**Funding sources**

**Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.**

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2017	FAST Act NHTSA 402	Occupant Protection (FAST)	\$13,399.20	\$2,679.84	\$13,399.20

**Major purchases and dispositions**

**Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.**

**Item Quantity Price Per Unit Total Cost NHTSA Share per unit NHTSA Share Total Cost**

No records found.

**5.2.1.29 Planned Activity: Tunica County Sheriff's Department**

**Planned activity name** Tunica County Sheriff's Department

**Planned activity number** OP-2019-OP-17-21

**Primary countermeasure strategy** Sustained Enforcement

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

Yes

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger**

safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

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

**Enter intended subrecipients.**

Tunica County Sheriff's Department

**Countermeasure strategies**

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

**Countermeasure strategies in planned activities**

Fiscal Year Countermeasure Strategy Name

2019 Sustained Enforcement

**Funding sources**

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2017	FAST Act NHTSA 402	Occupant Protection (FAST)	\$11,646.00	\$2,329.20	\$11,646.00

**Major purchases and dispositions**

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
------	----------	----------------	------------	----------------------	------------------------

No records found.

## 5.2.2 Countermeasure Strategy: OP-Surveys and Evaluation

**Program area** Occupant Protection (Adult and Child Passenger Safety)

**Countermeasure strategy** OP-Surveys and Evaluation

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

Yes

**Enter justification supporting the innovative countermeasure strategy, including research, evaluation and/or substantive anecdotal evidence, that supports the potential of the proposed innovative countermeasure strategy.**

Its a required survey from NHTSA to perform annually to check the annual usage rate among the State.

**Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]**

Yes

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]**

Yes

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]**

Yes

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

## Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

This impacts the state to show where the needs are in the State are, as well as the usage rate of the public wearing seatbelts. The survey helps with planning programs and projects for seatbelt enforcement and educational programs. The survey will be funded with highway safety funding. This planned activity will help the state with problem identification, creation and implementation of programs for occupant protection and child restraint.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

The linkage of this strategy helps provide problem identification to where the areas in the state need to additional resources for seatbelt and child restraint. This information and the results of the survey help provide targets for enforcement and educational programs. The allocation of funds goes to the planned activity of the annual seatbelt and child restraint usage surveys.

## Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

The rationale to select this countermeasure is without this measure, the State would be unable to determine what the seatbelt usage rate would be for the state in overall belt use and child restraint use. This information is valuable for the use of problem identification and helping the MOHS solicit programs and implement programs for seat belt safety.

## Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
SO-2018-SO-40-11	Mississippi State University-Occupant Protection Survey-Stennis Institute	OP-Surveys and Evaluation

### 5.2.2.1 Planned Activity: Mississippi State University-Occupant Protection Survey-Stennis Institute

Planned activity name	Mississippi State University-Occupant Protection Survey-Stennis Institute
Planned activity number	SO-2018-SO-40-11
Primary countermeasure strategy	OP-Surveys and Evaluation

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

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.

**Enter intended subrecipients.**

Mississippi State University-Stennis Institute.

**Countermeasure strategies**

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

**Countermeasure strategies in planned activities**

Fiscal Year	Countermeasure Strategy Name
2019	OP-Surveys and Evaluation

**Funding sources**

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act NHTSA 402	Special Occupant Protection (FAST)	\$215,734.92	\$43,146.98	\$0.00

**Major purchases and dispositions**

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

**5.2.3 Countermeasure Strategy: OP-Child Passenger Seat Technician Training**

<b>Program area</b>	Occupant Protection (Child Passenger Safety)
<b>Countermeasure strategy</b>	OP-Child Passenger Seat Technician Training

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

## Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

The strategy of Child Passenger Seat Technician Training has a huge impact on the reduction of child fatalities. With training professionals, law enforcement and community partners, they are able to recognize if children are belted improperly. Trained law enforcement officers can provide education, proper seat installations and/or citations, which could provide behavior change. Community partners can provide education and proper seat installations, which can also change behavior and provide safety. Planned activities under this strategy will allocate funds to areas that have the highest fatalities and injuries across the state and train professionals and law enforcement to be trained to be certified child passenger seat technicians.

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

The linkage between these areas are that problem identification can be used to help place planned activities (training) in areas that have high fatalities, injuries with occupant protection. With education and citation activity, changes in behavior will help reduce the state fatalities and injuries. Planned activities will help certify officers in the high risk areas and areas of focus identified through data and problem identification. Planned activities will help agencies achieve state and agency targets and performance measures and attribute to state goals and targets.

## Evidence of effectiveness

**Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.**

The MOHS chose this countermeasure, as it is a contributing factor to several strategies in the *Countermeasures that Work: A Highway Safety Countermeasures Guide of State Highway Safety Offices*. Trained Child Passenger Seat Technicians are needed to man Child Passenger Seat Inspection Stations, which are listed in the guidance under 7.2. This strategy is listed as a 2 star project for effectiveness. Although this is not a high level for effectiveness, the MOHS uses the inspection stations to help education caregivers in the proper use of child seats, as well as inspect seats and possibly provide a car seat to the caregiver, if a seat is needed or ineffective. The more children that are buckled, there will be less fatalities and injuries



occur. The MOHS provides funds for planned activities to train professional, law enforcement and community partners, so that can provide education and proper seat installations, which can also change behavior and provide safety.

## Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
M2TR-2019-MB-63-91	University Medical Center/Safe Kids MS Program	
M2PE-2019-MB-40-71	MS Department of Health-Occupant Protection Program	

#### 5.2.3.1 Planned Activity: University Medical Center/Safe Kids MS Program

Planned activity name University Medical Center/Safe Kids MS Program

Planned activity number M2TR-2019-MB-63-91

Primary countermeasure strategy

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

Yes

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

#### Enter description of the planned activity.

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.

**Enter intended subrecipients.**

University Medical Center/Safe Kids MS

**Countermeasure strategies**

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

**Countermeasure strategies in planned activities**

Fiscal Year	Countermeasure Strategy Name
2019	OP-Child Passenger Seat Technician Training

**Funding sources**

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405b OP Low	405b Low Training (FAST)	\$109,794.88		\$21,958.98

**Major purchases and dispositions**

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

**5.2.3.2 Planned Activity: MS Department of Health-Occupant Protection Program**

**Planned activity name** MS Department of Health-Occupant Protection Program  
**Planned activity number** M2PE-2019-MB-40-71  
**Primary countermeasure strategy**

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

Yes

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

Yes

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

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.

**Enter intended subrecipients.**

Mississippi Department of Health and impoverished areas around the State.

**Countermeasure strategies**

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

**Countermeasure strategies in planned activities**

Fiscal Year	Countermeasure Strategy Name
2019	OP-Child Passenger Seat Technician Training
2019	Child Restraint System Inspection Station(s)

**Funding sources**

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2018	FAST Act 405b OP Low	405b Low Community CPS Services (FAST)	\$88,216.42		\$17,643.28

**Major purchases and dispositions**

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

**5.2.4 Countermeasure Strategy: Communication Campaign**

**Program area** Occupant Protection (Adult and Child Passenger Safety)  
**Countermeasure strategy** Communication Campaign

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

## Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

The traffic safety impact for Mass Media Campaigns is that the public will have a constant reminder of the dangers of impaired driving, along with the fact that enforcement will be out looking for impaired drivers on the roadways. Mass media helps with the communication of the dangers in helps with knowledge and awareness, which will change behavior in individuals.

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

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.

MOHS staff reviews problem identification data for each program area, including impaired driving and look to see where the areas have the highest levels of concentration of fatalities and crashes. This shows where the MOHS hopes will make the biggest impacts with behavioral changes. Problem identification shows where resources need to be allocations and there with the help of enforcement can help achieve performance targets.

## Evidence of effectiveness

### Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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. Mass media is part of the *Countermeasures that Work: A Highway Safety Countermeasures Guide for State Highway Safety Offices* publication, listed in Occupant Protection as 3.1; 3.2; 6.1 and 6.2. Mass media is an expensive, but easy plan to get the message out to a large and targets audience at one time. With the help of radio, cable, billboards and tv, the MOHS can reach a large amount of the population by location and demographic and help with behavior change.

## Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
PM-2019-PM-00	MOHS Paid Media Sustained Enforcement OP/PTS Campaign	Communication Campaign

#### 5.2.4.1 Planned Activity: MOHS Paid Media Sustained Enforcement OP/PTS Campaign

Planned activity name	MOHS Paid Media Sustained Enforcement OP/PTS Campaign
Planned activity number	PM-2019-PM-00
Primary countermeasure strategy	Communication Campaign

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

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 FY19 grant period. These funds will be used for sustained radio and television ads, print, and outdoor space in May 2019 and September 2019.

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.

**Enter intended subrecipients.**

MOHS and State of Mississippi

**Countermeasure strategies**

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

**Countermeasure strategies in planned activities**

**Fiscal Year Countermeasure Strategy Name**

2019 Communication Campaign

**Funding sources**

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2017	FAST Act 405b OP Low	405b OP Low (FAST)	\$150,000.00	\$30,000.00	

**Major purchases and dispositions**

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

**Item Quantity Price Per Unit Total Cost NHTSA Share per unit NHTSA Share Total Cost**

No records found.

**5.2.4.2 Planned Activity: MOHS Paid Media Sustained Occupant Protection Enforcement Campaign**

**Planned activity name** MOHS Paid Media Sustained Occupant Protection Enforcement Campaign

**Planned activity number** M2PE-2019-MB-00-00

**Primary countermeasure strategy** Communication Campaign

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Enter intended subrecipients.

### Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

#### Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

No records found.

### Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year Funding Source Eligible Use of Funds Estimated Funding Amount Match Amount Local Benefit

No records found.

### Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item Quantity Price Per Unit Total Cost NHTSA Share per unit NHTSA Share Total Cost

No records found.

### 5.2.4.3 Planned Activity: MOHS Paid Media-Alcohol

Planned activity name MOHS Paid Media-Alcohol

Planned activity number M5PM-2019-PM-00-00

Primary countermeasure strategy Communication Campaign

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

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

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

This project will address the following items:

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

**Enter intended subrecipients.**

MOHS

Countermeasure strategies



Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

#### Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 Communication Campaign

#### Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017		MAP 21 405d Impaired Driving Mid	405d Mid BAC Paid/Earned Media (MAP-21)	\$100,000.00	\$20,000.00	
2018		FAST Act 405d Impaired Driving Mid	405d Impaired Driving Mid (FAST)	\$150,000.00	\$30,000.00	

#### Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item Quantity Price Per Unit Total Cost NHTSA Share per unit NHTSA Share Total Cost

No records found.

#### 5.2.5 Countermeasure Strategy: Child Restraint System Inspection Station(s)

Program area Occupant Protection (Child Passenger Safety)

Countermeasure strategy Child Restraint System Inspection Station(s)

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

Yes

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

### Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

The impact of the child restraint system inspection station program is to help provide training, seats and education to the public on buckling up children to help reduce fatalities, injuries and crashes. Planned activities chose under this countermeasure will help with the overall child restraint program. Inspection stations set up across the state will provide a huge impact for parents, grandparents and caregivers to have a location to check car seats, provide information and possibly provide a car seats to impoverished citizens that may not have the means acquire a car seat or that has a defective car seat. Proper buckling of children will help with the reduction of fatalities and injuries among children.

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

The linkage of problem identification, targets and strategies for inspection stations are very prominent. With the use of location data, the MOHS and planned activities can identify the area of potential need and where the greatest impact could be found in the areas of child restraints. The MOHS provides information to the planned activities on where the highest number of un-belted fatalities, injuries and crashes across in statewide, which may help the planned activities use their resources to help put those resources in the areas of the greatest needs.

### Evidence of effectiveness

**Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.**

Inspection stations have been proven by the *Countermeasures that Work: A Highway Safety Countermeasures Guide for State Highway Safety Offices*, as an effective program. Inspections stations are listed with a 2 star effectiveness in the *Countermeasures that Work: A Highway Safety Countermeasures Guide for State Highway Safety Offices*. The MOHS chose this countermeasure strategy and the funding allocation as an additional resource for education to parents and caregivers and the ability to provide seat to areas that have the highest risks for child fatalities. The state is highly impoverished and with the help of inspection stations and the help of CPS, the MOHS can help to attribute to the reduction of child fatalities and injuries.

### Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

#### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
CR-2019-CR-40-71	MS Department of Health-Child Restraint Seat Program	Child Restraint System Inspection Station(s)

## 5.3 Program Area: Police Traffic Services

Program area type Police Traffic Services

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those

problems, at the level of detail required under § 1300.11(c) and (d)?

No

**Problem identification**

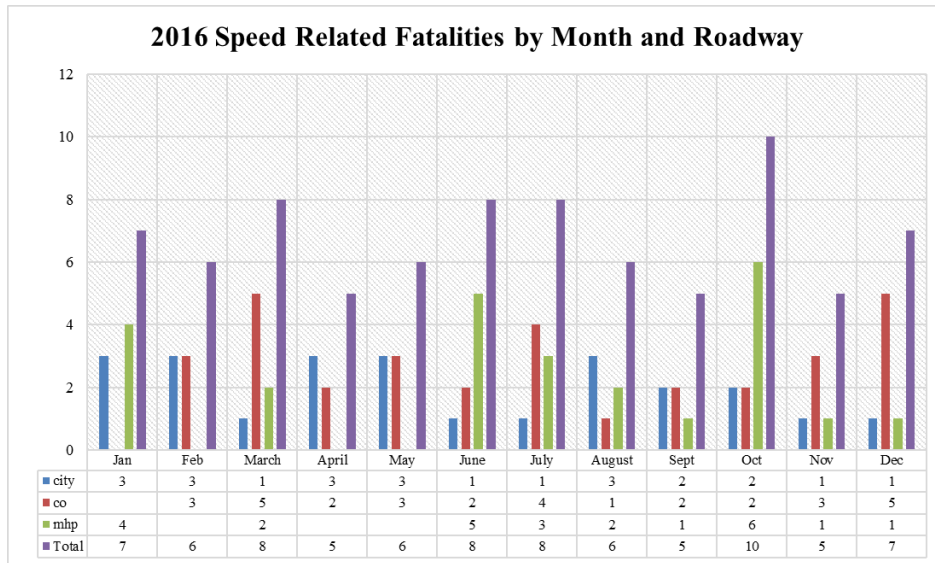
Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

**Speed:**

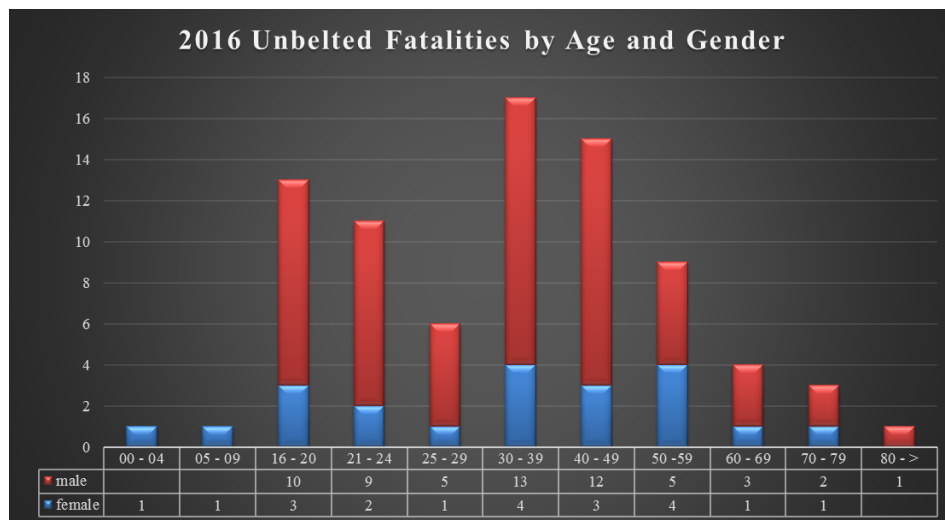
NHTSA defines speeding as driving too fast for conditions or exceeding the posted speed limit. The MOHS Police Traffic Services Program plans to increase enforcement, education, and training in traffic enforcement and effective adjudication, thereby reducing the incidence of aggressive and improper driving,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

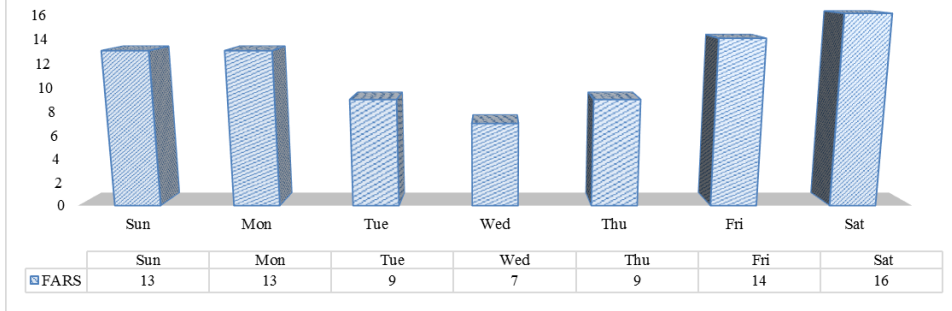


In 2016, most speed related fatalities occurred on county roads with state highways coming in next highest type of roadway. October is still the highest month in unbelted fatalities with March, June and July with a tie for the next highest months.

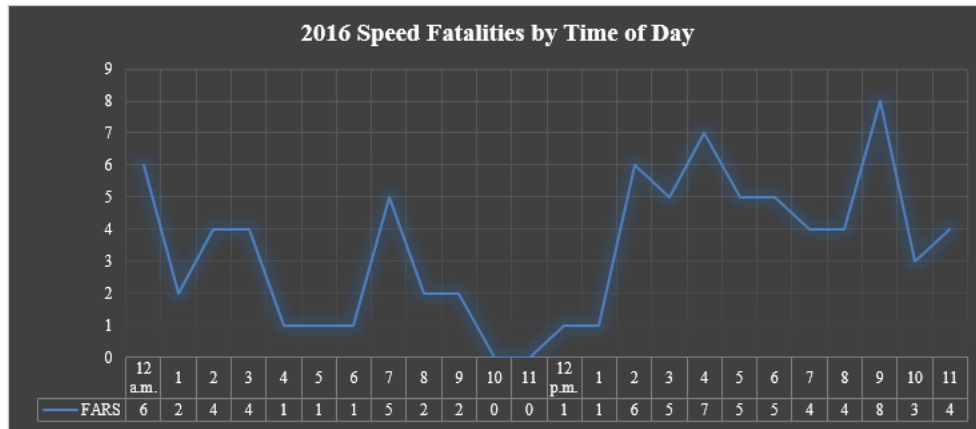


The largest age group of speed related fatalities was among the 30-39 age population with 17 fatalities and 40-49 age population with 15 fatalities during 2016. The chart also shows fatalities based on gender with males having the highest level of speed fatalities with 60 fatalities, compared to 21 of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

## 2016 UNBELTED FATALITIES BY DAY OF WEEK



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



The charts above show 9:00 p.m. was by far the time of day with the largest amounts of speeding related fatalities during the day. This data will help the MOHS create focused programs during the times with the most speeding related fatalities. Although much of the public concern about speeding has been focused on high-speed Interstates, they actually have the best safety record of all roads and the lowest speeding fatality rate.

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

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

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

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

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

## Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

### Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-6) Number of speeding-related fatalities (FARS)	5 Year	2019	94.0
2019	MOHS Outcome Measure-Teen Speed Fatalities	5 Year	2019	16.4

## Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

### Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	PT-Sustained Enforcement
2019	Highway Safety Office Program Management
2019	Contingency Travel

### 5.3.1 Countermeasure Strategy: PT-Sustained Enforcement

**Program area** Police Traffic Services

**Countermeasure strategy** PT-Sustained Enforcement

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

**Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)**

Yes

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]**

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

## Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

Sustained enforcement in the Police Traffic Services is provided a high visibility enforcement and ongoing enforcement efforts. Planned activities are for occupant protection, speed and impaired driving programs. Impacts of this strategy can help with the reduction of fatalities, injuries and crashes. 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.

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

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.

The linkage for this strategy is with sustained enforcement, the state will be able to meet statewide and agency targets and performance measures. With the use of data and problem identification, the MOHS is able to identify areas of need and risk, which programs in sustained enforcement can be implemented and funded. This implemented programs will be able to help reduce fatalities and injuries in police traffic services.

## Evidence of effectiveness

**Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.**

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. In the *Countermeasures that Work: A Highway Safety Countermeasures Guide for State Highway Safety Offices* document, the effectiveness of high visibility enforcement is 2 stars. The MOHS chooses this strategy, because it makes a large impact with the use of high visibility enforcement in areas. With sustained enforcement, the public wear their seatbelts more, which in turn reduces fatalities and injuries.

## Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
PT-2019-PT-20-21	Bay St. Louis Police Department	PT-Sustained Enforcement
PT-2019-PT-20-41	Biloxi Police Department	PT-Sustained Enforcement
PT-2019-PT-20-51	Brandon Police Department	PT-Sustained Enforcement
PT-2019-PT-26-21	Columbia Police Department	PT-Sustained Enforcement
PT-2019-PT-26-91	D'Iberville Police Department	PT-Sustained Enforcement
PT-2019-PT-40-81	Department of Public Safety	PT-Sustained Enforcement
PT-2019-PT-40-82	Department of Public Safety-PAO	PT-Sustained Enforcement
PT-2019-PT-27-81	Flowood Police Department	PT-Sustained Enforcement
PT-2019-PT-21-31	Greenwood Police Department	PT-Sustained Enforcement
PT-2019-PT-21-41	Gulfport Police Department	PT-Sustained Enforcement
PT-2019-PT-21-81	Horn Lake Police Department	PT-Sustained Enforcement
PT-2019-PT-23-71	Laurel Police Department	PT-Sustained Enforcement
PT-2019-PT-29-91	Lucedale Police Department	PT-Sustained Enforcement
PT-2019-PT-30-21	Madison Police Department	PT-Sustained Enforcement
PT-2019-PT-22-21	Meridian Police Department	PT-Sustained Enforcement
PT-2019-PT-22-51	Oxford Police Department	PT-Sustained Enforcement
PT-2019-PT-20-31	Ridgeland Police Department	PT-Sustained Enforcement
PT-2019-PT-22-71	Pass Christian Police Department	PT-Sustained Enforcement
PT-2019-PT-88-11	Sherman Police Department	PT-Sustained Enforcement
PT-2019-PT-23-11	Starkville Police Department	PT-Sustained Enforcement
PT-2019-PT-35-41	Waveland Police Department	PT-Sustained Enforcement

#### 5.3.1.1 Planned Activity: Bay St. Louis Police Department

<b>Planned activity name</b>	Bay St. Louis Police Department
<b>Planned activity number</b>	PT-2019-PT-20-21
<b>Primary countermeasure strategy</b>	PT-Sustained Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from

**the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

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

**Enter intended subrecipients.**

Bay St. Louis Police Department

**Countermeasure strategies**

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.**

**Countermeasure strategies in planned activities**

**Fiscal Year Countermeasure Strategy Name**

2019 PT-Sustained Enforcement

**Funding sources**

**Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.**

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2017	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$11,682.00	\$2,336.40	\$11,682.00

**Major purchases and dispositions**

**Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.**

**Item Quantity Price Per Unit Total Cost NHTSA Share per unit NHTSA Share Total Cost**

No records found.

**5.3.1.2 Planned Activity: Biloxi Police Department**

**Planned activity name** Biloxi Police Department

**Planned activity number** PT-2019-PT-20-41



Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

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

**Enter intended subrecipients.**

Biloxi Police Department

**Countermeasure strategies**

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

**Countermeasure strategies in planned activities**

Fiscal Year Countermeasure Strategy Name

2019 PT-Sustained Enforcement

**Funding sources**

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year Funding Source Eligible Use of Funds Estimated Funding Amount Match Amount Local Benefit

## Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of **\$5,000** or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
------	----------	----------------	------------	----------------------	------------------------

No records found.

### 5.3.1.3 Planned Activity: Brandon Police Department

**Planned activity name** Brandon Police Department

**Planned activity number** PT-2019-PT-20-51

**Primary countermeasure strategy** PT-Sustained Enforcement

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

Yes

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

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

**Enter intended subrecipients.**

Brandon Police Department

## Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

### Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 PT-Sustained Enforcement

## Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$60,000.00	\$12,000.00	\$60,000.00

## Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
------	----------	----------------	------------	----------------------	------------------------

No records found.

### 5.3.1.4 Planned Activity: Columbia Police Department

Planned activity name Columbia Police Department

Planned activity number PT-2019-PT-26-21

Primary countermeasure strategy PT-Sustained Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

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

**Enter intended subrecipients.**

Columbia Police Department

**Countermeasure strategies**

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

**Countermeasure strategies in planned activities**

**Fiscal Year Countermeasure Strategy Name**

2019 PT-Sustained Enforcement

**Funding sources**

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017		FAST Act NHTSA 402	Police Traffic Services (FAST)	\$11,940.00	\$2,388.00	\$11,940.00

**Major purchases and dispositions**

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

**Item Quantity Price Per Unit Total Cost NHTSA Share per unit NHTSA Share Total Cost**

No records found.

**5.3.1.5 Planned Activity: D'Iberville Police Department**

**Planned activity name** D'Iberville Police Department

**Planned activity number** PT-2019-PT-26-91

**Primary countermeasure strategy** PT-Sustained Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

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

**Enter intended subrecipients.**

D'Iberville Police Department

**Countermeasure strategies**

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

**Countermeasure strategies in planned activities**

Fiscal Year	Countermeasure Strategy Name
2019	PT-Sustained Enforcement

**Funding sources**

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2017	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$13,494.00	\$2,698.80	\$13,494.00

**Major purchases and dispositions**

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

**5.3.1.6 Planned Activity: Department of Public Safety**

Planned activity name Department of Public Safety  
Planned activity number PT-2019-PT-40-81  
Primary countermeasure strategy PT-Sustained Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

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

**Enter intended subrecipients.**

Department of Public Safety for Statewide enforcement.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	PT-Sustained Enforcement

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$269,189.62	\$53,837.92	\$0.00

## Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
------	----------	----------------	------------	----------------------	------------------------

No records found.

### 5.3.1.7 Planned Activity: Department of Public Safety-PAO

**Planned activity name** Department of Public Safety-PAO

**Planned activity number** PT-2019-PT-40-82

**Primary countermeasure strategy** PT-Sustained Enforcement

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

Yes

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

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.

**Enter intended subrecipients.**

Department of Public Safety/Public Awareness Officers and Statewide.

**Countermeasure strategies**

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

**Countermeasure strategies in planned activities**

**Fiscal Year Countermeasure Strategy Name**

2019 PT-Sustained Enforcement

**Funding sources**

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$41,065.35	\$8,213.07	\$0.00

**Major purchases and dispositions**

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

**Item Quantity Price Per Unit Total Cost NHTSA Share per unit NHTSA Share Total Cost**

No records found.

**5.3.1.8 Planned Activity: Flowood Police Department**

**Planned activity name** Flowood Police Department

**Planned activity number** PT-2019-PT-27-81

**Primary countermeasure strategy** PT-Sustained Enforcement

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

Yes

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**



No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

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

**Enter intended subrecipients.**

Flowood Police Department

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	PT-Sustained Enforcement

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017		FAST Act NHTSA 402	Police Traffic Services (FAST)	\$51,527.00	\$10,305.40	\$51,527.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share	Total Cost
No records found.						

5.3.1.9 Planned Activity: Greenwood Police Department

Planned activity name	Greenwood Police Department
Planned activity number	PT-2019-PT-21-31
Primary countermeasure strategy	PT-Sustained Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

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

**Enter intended subrecipients.**

Greenwood Police Department

**Countermeasure strategies**

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

**Countermeasure strategies in planned activities**

Fiscal Year	Countermeasure Strategy Name
2019	PT-Sustained Enforcement

**Funding sources**

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2017	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$22,361.75	\$4,472.35	\$22,361.75

**Major purchases and dispositions**

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
------	----------	----------------	------------	----------------------	------------------------

No records found.

### 5.3.1.10 Planned Activity: Gulfport Police Department

**Planned activity name** Gulfport Police Department

**Planned activity number** PT-2019-PT-21-41

**Primary countermeasure strategy** PT-Sustained Enforcement

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

Yes

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

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

**Enter intended subrecipients.**

Gulfport Police Department

**Countermeasure strategies**

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.**

**Countermeasure strategies in planned activities**

**Fiscal Year Countermeasure Strategy Name**

2019 PT-Sustained Enforcement

**Funding sources**

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$16,487.36	\$3,297.47	\$16,487.36

**Major purchases and dispositions**

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

**Item Quantity Price Per Unit Total Cost NHTSA Share per unit NHTSA Share Total Cost**

No records found.

**5.3.1.11 Planned Activity: Horn Lake Police Department**

**Planned activity name** Horn Lake Police Department

**Planned activity number** PT-2019-PT-21-81

**Primary countermeasure strategy** PT-Sustained Enforcement

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

Yes

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

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

**Enter intended subrecipients.**

Horn Lake Police Department

**Countermeasure strategies**

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

**Countermeasure strategies in planned activities**

Fiscal Year Countermeasure Strategy Name

2019 PT-Sustained Enforcement

**Funding sources**

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$39,075.00	\$7,815.00	\$39,075.00

**Major purchases and dispositions**

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item Quantity Price Per Unit Total Cost NHTSA Share per unit NHTSA Share Total Cost

No records found.

**5.3.1.12 Planned Activity: Laurel Police Department**

Planned activity name Laurel Police Department

Planned activity number PT-2019-PT-23-71

Primary countermeasure strategy PT-Sustained Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

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

**Enter intended subrecipients.**

Laurel Police Department

**Countermeasure strategies**

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

**Countermeasure strategies in planned activities**

Fiscal Year	Countermeasure Strategy Name
2019	PT-Sustained Enforcement

**Funding sources**

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017		FAST Act NHTSA 402	Police Traffic Services (FAST)	\$12,012.00	\$12,012.00	\$2,402.40

**Major purchases and dispositions**

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

**5.3.1.13 Planned Activity: Lucedale Police Department**

Planned activity name	Lucedale Police Department
Planned activity number	PT-2019-PT-29-91
Primary countermeasure strategy	PT-Sustained Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

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

**Enter intended subrecipients.**

Lucedale Police Department

**Countermeasure strategies**

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

**Countermeasure strategies in planned activities**

Fiscal Year	Countermeasure Strategy Name
2019	PT-Sustained Enforcement

**Funding sources**

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2017	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$23,076.00	\$4,615.20	\$23,076.00

**Major purchases and dispositions**

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
------	----------	----------------	------------	----------------------	------------------------

No records found.

### 5.3.1.14 Planned Activity: Madison Police Department

**Planned activity name** Madison Police Department

**Planned activity number** PT-2019-PT-30-21

**Primary countermeasure strategy** PT-Sustained Enforcement

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

Yes

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

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

**Enter intended subrecipients.**

Madison Police Department

**Countermeasure strategies**

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.**

**Countermeasure strategies in planned activities**



**Fiscal Year Countermeasure Strategy Name**

2019 PT-Sustained Enforcement

**Funding sources**

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$34,200.00	\$6,840.00	\$34,200.00

**Major purchases and dispositions**

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
------	----------	----------------	------------	----------------------	------------------------

No records found.

**5.3.1.15 Planned Activity: Meridian Police Department**

**Planned activity name** Meridian Police Department

**Planned activity number** PT-2019-PT-22-21

**Primary countermeasure strategy** PT-Sustained Enforcement

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

Yes

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

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

**Enter intended subrecipients.**

Meridian Police Department

**Countermeasure strategies**

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

**Countermeasure strategies in planned activities**

Fiscal Year	Countermeasure Strategy Name
2019	PT-Sustained Enforcement

**Funding sources**

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$11,600.00	\$2,320.00	\$11,600.00

**Major purchases and dispositions**

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

**5.3.1.16 Planned Activity: Oxford Police Department**

<b>Planned activity name</b>	Oxford Police Department
<b>Planned activity number</b>	PT-2019-PT-22-51
<b>Primary countermeasure strategy</b>	PT-Sustained Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

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

**Enter intended subrecipients.**

Oxford Police Department

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

**Fiscal Year Countermeasure Strategy Name**

2019 PT-Sustained Enforcement

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017		FAST Act NHTSA 402	Police Traffic Services (FAST)	\$15,887.00	\$3,177.40	\$15,887.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

**Item Quantity Price Per Unit Total Cost NHTSA Share per unit NHTSA Share Total Cost**

No records found.

5.3.1.17 Planned Activity: Ridgeland Police Department

Planned activity name Ridgeland Police Department

Planned activity number PT-2019-PT-20-31

Primary countermeasure strategy PT-Sustained Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

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

**Enter intended subrecipients.**

Ridgeland Police Department

**Countermeasure strategies**

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

**Countermeasure strategies in planned activities**

Fiscal Year	Countermeasure Strategy Name
2019	PT-Sustained Enforcement

**Funding sources**

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2017	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$9,293.76	\$1,858.75	\$9,293.76

**Major purchases and dispositions**

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
------	----------	----------------	------------	----------------------	------------------------

No records found.

### 5.3.1.18 Planned Activity: Pass Christian Police Department

**Planned activity name** Pass Christian Police Department

**Planned activity number** PT-2019-PT-22-71

**Primary countermeasure strategy** PT-Sustained Enforcement

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

Yes

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

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

**Enter intended subrecipients.**

Pass Christian Police Department

**Countermeasure strategies**

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.**

**Countermeasure strategies in planned activities**

**Fiscal Year Countermeasure Strategy Name**

2019 PT-Sustained Enforcement

**Funding sources**

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$15,132.00	\$3,026.40	\$15,132.00

**Major purchases and dispositions**

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

**Item Quantity Price Per Unit Total Cost NHTSA Share per unit NHTSA Share Total Cost**

No records found.

**5.3.1.19 Planned Activity: Sherman Police Department**

**Planned activity name** Sherman Police Department

**Planned activity number** PT-2019-PT-88-11

**Primary countermeasure strategy** PT-Sustained Enforcement

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

Yes

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

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

**Enter intended subrecipients.**

Sherman Police Department

**Countermeasure strategies**

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

**Countermeasure strategies in planned activities**

Fiscal Year	Countermeasure Strategy Name
2019	PT-Sustained Enforcement

**Funding sources**

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$35,214.00	\$7,042.80	\$35,214.00

**Major purchases and dispositions**

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

**5.3.1.20 Planned Activity: Starkville Police Department**

<b>Planned activity name</b>	Starkville Police Department
<b>Planned activity number</b>	PT-2019-PT-23-11
<b>Primary countermeasure strategy</b>	PT-Sustained Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

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

**Enter intended subrecipients.**

Starkville Police Department

**Countermeasure strategies**

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

**Countermeasure strategies in planned activities**

Fiscal Year	Countermeasure Strategy Name
2019	PT-Sustained Enforcement

**Funding sources**

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2017	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$15,400.00	\$3,080.00	\$15,400.00

**Major purchases and dispositions**

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share	Total Cost
No records found.						

**5.3.1.21 Planned Activity: Waveland Police Department**

<b>Planned activity name</b>	Waveland Police Department
<b>Planned activity number</b>	PT-2019-PT-35-41
<b>Primary countermeasure strategy</b>	PT-Sustained Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes



Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

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

**Enter intended subrecipients.**

Waveland Police Department

**Countermeasure strategies**

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

**Countermeasure strategies in planned activities**

Fiscal Year	Countermeasure Strategy Name
2019	PT-Sustained Enforcement

**Funding sources**

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017		FAST Act NHTSA 402	Police Traffic Services (FAST)	\$16,068.00	\$3,213.60	\$16,068.00

**Major purchases and dispositions**

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item Quantity Price Per Unit Total Cost NHTSA Share per unit NHTSA Share Total Cost

No records found.

### 5.3.1.22 Planned Activity: MOHS Contingency Travel-Police Traffic Services

Planned activity name MOHS Contingency Travel-Police Traffic Services

Planned activity number PT-2019-PT-41-04

Primary countermeasure strategy PT-Sustained Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Enter intended subrecipients.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 Contingency Travel

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year Funding Source Eligible Use of Funds Estimated Funding Amount Match Amount Local Benefit

No records found.

## Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item Quantity Price Per Unit Total Cost NHTSA Share per unit NHTSA Share Total Cost

No records found.

## 5.3.2 Countermeasure Strategy: Highway Safety Office Program Management

Program area Police Traffic Services

Countermeasure strategy Highway Safety Office Program Management

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

**Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

### Countermeasure strategy description

**To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:**

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

The impact for traffic safety is having designated staff to manage the police traffic service program is vital to the program. Program management will help with grant activity, reimbursements and the funding of planned activities.

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

Without program coordination there would be no problem identification, targets or strategies. 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.

### Evidence of effectiveness

**Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.**

There are currently no countermeasures in the *Countermeasures that Work: A Highway Safety Countermeasures Guide for State Highway Safety Office* for program management. Without the countermeasure of program management for police traffic services the program would not be able to function.

### Planned activities

**Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.**

#### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
PT-2019-PT-41-01	MOHS Police Traffic Services Coordination-Program Management	PA-Provide Adequate guidance to subgrantees
PT-2019-PT-41-02	MOHS Police Traffic Services Coordination-Travel	Provide staff the opportunity to receive training and attend traffic safety conference to improve skills on a local, state and national level
PT-2019-PT-41-03	MOHS Police Traffic Services-Misc Expenses	PA-Provide Adequate guidance to subgrantees

### 5.3.3 Countermeasure Strategy: Contingency Travel

**Program area** Police Traffic Services

**Countermeasure strategy** Contingency Travel

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

**Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

## Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

Contingency travel will help traffic safety partners attend meetings, workshops and training to help the MOHS in traffic safety areas such as impaired driving, occupant protection, distracted driving and speed management. Planned activities can include NHTSA trainings, NHTSA conferences, etc. The traffic safety impact will be to those individuals that are able to attend meetings, workshops and trainings will be able to take information that is learned back into the community.

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

The linkages between contingency travel with planned activities, data, targets and strategies, is that the more partners that the State has to help with traffic issues the better. Training additional partners will help attribute to the reduction of traffic issues.

## Evidence of effectiveness

**Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.**

The rationale for selecting contingency travel is that training, conferences, workshops and meetings take place where additional partners are needed or with the addition of partners would help the program gain further success, as in the case with LEL trainings. Allocating funding to planned activities will help partners attend training, they may not be able to. This strategy is not listed in the *Countermeasures that Work: A Highway Safety Countermeasures Guide for State Highway Safety Offices*.

## Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

**Planned activities in countermeasure strategy**

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
PT-2019-PT-41-04	MOHS Contingency Travel-Police Traffic Services	PT-Sustained Enforcement

## 5.4 Program Area: Traffic Records

**Program area type** Traffic Records

**Will countermeasure strategies and planned activities be described in this plan to address the program area?**

Yes

**Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?**

No

### Problem identification

**Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.**

The proposed projects will be implemented during FY19 to help the MOHS and the STRCC on the recommendations from the 2013 Traffic Records Assessment. Additional projects may be implemented during FY19, as the STRCC works to restructure and work on additional projects to strength the MOHS and STRCC.

### Performance measures

**Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.**

#### Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	MOHS Outcome Measure-Traffic Records	Annual	2019	99.0
2019	MOHS Outcome Measure-Traffic Records	Annual	2019	2.5
2019	MOHS Outcome Measure-Traffic Records	Annual	2019	35.0
2019	MOHS Outcome Measure-Traffic Records	Annual	2019	61.5
2019	MOHS Outcome Measure-Traffic Records	Annual	2019	2.3

### Countermeasure strategies

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.**

#### Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Highway Safety Office Program Management
2019	Contingency Travel-TR

#### 5.4.1 Countermeasure Strategy: Highway Safety Office Program Management

**Program area** Traffic Records

**Countermeasure strategy** Highway Safety Office Program Management

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

## Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

The impact for traffic safety is having designated staff to manage the traffic records program is vital to the program. Program management will help with grant activity, reimbursements and the funding of planned activities.

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

Without traffic records program management, there would be no staff to pull and work on problem identification of the programs, which would effect targets and strategies. Funded planned activities will help with the collection of data, identifying problem identification, which will help with performance targets and strategies for planned activities on a state level and agency level.

## Evidence of effectiveness

**Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.**

There are currently no countermeasures in the *Countermeasures that Work: A Highway Safety Countermeasures Guide for State Highway Safety Office* for traffic records. Without the countermeasure of program management for traffic records the program would not be able to function.

## Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
TR-2019-TR-41-01	MOHS Traffic Records Coordination-Program Management	PA-Provide Adequate guidance to subgrantees
TR-2019-TR-41-02	MOHS Traffic Records Coordination-Travel	Provide staff the opportunity to receive training and attend traffic safety conference to improve skills on a local, state and national level
TR-2019-TR-41-03	MOHS Traffic Records Coordination-Misc Expenses	PA-Provide Adequate guidance to subgrantees

## 5.4.2 Countermeasure Strategy: Contingency Travel-TR

**Program area** Traffic Records  
**Countermeasure strategy** Contingency Travel-TR

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the



State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

## Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Contingency travel will help traffic safety partners attend meetings, workshops and training to help the MOHS in traffic safety areas such as impaired driving, occupant protection, distracted driving and speed management. Planned activities can include NHTSA trainings, NHTSA conferences, etc. The traffic safety impact will be to those individuals that are able to attend meetings, workshops and trainings will be able to take information that is learned back into the community.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

The linkages between contingency travel with planned activities, data, targets and strategies, is that the more partners that the State has to help with traffic issues the better. Training additional partners will help attribute to the reduction of traffic issues.

## Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

The rationale for selecting contingency travel is that training, conferences, workshops and meetings take place where additional partners are needed or with the addition of partners would help the program gain further success, as in the case with LEL trainings. Allocating funding to planned activities will help partners attend training, they may not be able to. This strategy is not listed in the *Countermeasures that Work: A Highway Safety Countermeasures Guide for State Highway Safety Offices*.

## Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
TR-2019-TR-41-04	MOHS Traffic Records Contingency Travel	TR-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)

## 5.5 Program Area: Driver Education and Behavior

Program area type Driver Education and Behavior

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

## Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

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.

## Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

### Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-1) Number of traffic fatalities (FARS)	5 Year	2019	697.0
2019	C-2) Number of serious injuries in traffic crashes (State crash data files)	5 Year	2019	556.0
2019	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	5 Year	2019	307.0
2019	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	5 Year	2019	170.0
2019	C-6) Number of speeding-related fatalities (FARS)	5 Year	2019	94.0
2019	C-7) Number of motorcyclist fatalities (FARS)	5 Year	2019	50.0
2019	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	5 Year	2019	6.0
2019	C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	5 Year	2019	83.0
2019	C-10) Number of pedestrian fatalities (FARS)	5 Year	2019	63.0
2019	C-11) Number of bicyclists fatalities (FARS)	5 Year	2019	5.0
2019	MOHS Outcome Measure-Teen Alcohol Fatalities	5 Year	2019	13.6
2019	MOHS Outcome Measure-Teen Seat Belt Fatalities	5 Year	2019	37.9
2019	MOHS Outcome Measure-Teen Speed Fatalities	5 Year	2019	16.4

## Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

### Countermeasure Strategies in Program Area

Fiscal Year Countermeasure Strategy Name

2019 Driver's Educational Programs

#### 5.5.1 Countermeasure Strategy: Driver's Educational Programs

Program area Driver Education and Behavior

Countermeasure strategy Driver's Educational Programs

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

Yes

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

## Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

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.

The impact of driver's educational programs will help educate teens and young adults on highway safety related issues. With combination of activities and educational presentations, the message is brought to teens and adults in hope that it will impact behavior and in turn reduce the number of fatalities and injuries among teens. This strategy will help with planned activities to be successful in helping the MOHS change behavior.

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

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.

The linkage for drivers educational programs starts with problem identification is used to locate areas that have the highest number of teen and young adult crashes. Programs are developed for those areas of risk and need and then resources are dispersed into those areas that have the highest levels of crashes. Each agency has performance measures and targets to reach and in turn should help attribute to the reduction of crashes. Allocation of funds is determined based on the areas of need and where the areas have the most crashes.

## Evidence of effectiveness

### Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Educational programs are listed in the *Countermeasures that Work: A Highway Safety Countermeasures Guide for State Highway Safety Offices* under Driver Education 2.1 with one star; 2.2 with one star; 3.1 with 2 stars. Although the level of effectiveness is 1-2 stars, the impact of the program can be great. Each program is evaluated by the sub-grantee with pre and post surveys. Driver's educational programs were selected because it is a way to inform a large amount of teens and young adults at ones time with the use of educational programs at schools, health fairs, sport events and college campuses. Working in some of these areas gives the MOHS, along with the planned activities the opportunity to reach more and more students in this demographic.

## Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
DE-2019-DE-94-51	University of Mississippi Medical Center-Youth Highway Safety Program	Driver's Educational Programs
FES*AL-2019-AL-94-51	University of Mississippi Medical Center- Youth Highway Safety Programs	Driver's Educational Programs
FESX-2019-FE-00-00	MOHS Distracted Driving Projects	High Visibility Cellphone/Text Messaging Enforcement

### 5.5.1.1 Planned Activity: University of Mississippi Medical Center-Youth Highway Safety Program

**Planned activity name** University of Mississippi Medical Center-Youth Highway Safety Program  
**Planned activity number** DE-2019-DE-94-51  
**Primary countermeasure strategy** Driver's Educational Programs

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

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.

**Enter intended subrecipients.**

University Medical Center Youth Highway Safety Program.

**Countermeasure strategies**

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

**Countermeasure strategies in planned activities**

Fiscal Year Countermeasure Strategy Name

2019 Driver's Educational Programs

**Funding sources**

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2016	NHTSA 402	Driver Education	\$107,977.84	\$21,595.57	\$0.00

**Major purchases and dispositions**

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item Quantity Price Per Unit Total Cost NHTSA Share per unit NHTSA Share Total Cost

No records found.

**5.5.1.2 Planned Activity: University of Mississippi Medical Center- Youth Highway Safety Programs**

Planned activity name University of Mississippi Medical Center- Youth Highway Safety Programs

Planned activity number FES\*AL-2019-AL-94-51

Primary countermeasure strategy Driver's Educational Programs

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

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.

**Enter intended subrecipients.**

University of Mississippi Medical Center Youth Highway Safety Program.

**Countermeasure strategies**

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

**Countermeasure strategies in planned activities**

Fiscal Year Countermeasure Strategy Name

2019 Driver's Educational Programs

**Funding sources**

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year Funding Source Eligible Use of Funds Estimated Funding Amount Match Amount Local Benefit

## Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
------	----------	----------------	------------	----------------------	------------------------

No records found.

## 5.6 Program Area: Planning & Administration

**Program area type** Planning & Administration

**Will countermeasure strategies and planned activities be described in this plan to address the program area?**

No

**Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?**

No

### Problem identification

**Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.**

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.

### Planned Activities in the Planning & Administration

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
154AL-2019-ST-41-01	MOHS Alcohol Coordination-Program Management	PA-Provide sound financial management of State and Federal Funds
154AL-2019-ST-41-02	MOHS Alcohol Coordination-Travel	Provide staff the opportunity to receive training and attend traffic safety conference to improve skills on a local, state and national level
154AL-2019-ST-41-03	MOHS Alcohol Coordination-Misc Expenses	PA-Provide Adequate guidance to subgrantees
154PA-2019-PA-41-01	MOHS P&A	PA-Provide sound financial management of State and Federal Funds
402PA-2019-PA-41-01	MOHS P&A	PA-Provide sound financial management of State and Federal Funds
OP-2019-OP-41-01	MOHS Occupant Protection Coordination-Program Management	PA-Provide Adequate guidance to subgrantees
OP-2019-OP-41-02	MOHS Occupant Protection Coordination-Travel	Provide staff the opportunity to receive training and attend traffic safety conference to improve skills on

		a local, state and national level
OP-2019-OP-41-03	MOHS Occupant Protection Coordination-Misc Expenses	PA-Provide Adequate guidance to subgrantees
PT-2019-PT-41-01	MOHS Police Traffic Services Coordination-Program Management	PA-Provide Adequate guidance to subgrantees
PT-2019-PT-41-02	MOHS Police Traffic Services Coordination-Travel	Provide staff the opportunity to receive training and attend traffic safety conference to improve skills on a local, state and national level
PT-2019-PT-41-03	MOHS Police Traffic Services-Misc Expenses	PA-Provide Adequate guidance to subgrantees
M5IDC-2019-MD-41-01	MOHS Impaired Driving Coordination-Program Management	PA-Provide Adequate guidance to subgrantees
TR-2019-TR-41-01	MOHS Traffic Records Coordination-Program Management	PA-Provide Adequate guidance to subgrantees
TR-2019-TR-41-02	MOHS Traffic Records Coordination-Travel	Provide staff the opportunity to receive training and attend traffic safety conference to improve skills on a local, state and national level
TR-2019-TR-41-03	MOHS Traffic Records Coordination-Misc Expenses	PA-Provide Adequate guidance to subgrantees



### 5.6.1 Planned Activity: MOHS Alcohol Coordination-Program Management

**Planned activity name** MOHS Alcohol Coordination-Program Management  
**Planned activity number** 154AL-2019-ST-41-01  
**Primary countermeasure strategy** PA-Provide sound financial management of State and Federal Funds

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**



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.

**Enter intended subrecipients.**

None. These funds are for MOHS.

**Countermeasure strategies**

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.**

**Countermeasure strategies in planned activities**

Fiscal Year	Countermeasure Strategy Name
2019	Provide staff the opportunity to receive training and attend traffic safety conference to improve skills on a local, state and national level
2019	PA-Provide sound financial management of State and Federal Funds
2019	PA-Provide Adequate guidance to subgrantees
2019	PA-Follow guidance provided by the MOHS Financial Director to limit P&A costs to the maximum amount allowed by federal guidelines
2019	Highway Safety Office Program Management

**Funding sources**

**Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.**

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2016	154 Transfer Funds-AL	154 Alcohol	\$284,630.00		\$0.00

**Major purchases and dispositions**

**Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.**

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
------	----------	----------------	------------	----------------------	------------------------

No records found.

**5.6.2 Planned Activity: MOHS Alcohol Coordination-Travel**

<b>Planned activity name</b>	MOHS Alcohol Coordination-Travel
<b>Planned activity number</b>	154AL-2019-ST-41-02
<b>Primary countermeasure strategy</b>	Provide staff the opportunity to receive training and attend traffic safety conference to improve skills on a local, state and national level

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

Travel for alcohol program staff to attend conferences, meetings and training.

**Enter intended subrecipients.**

MOHS Staff

**Countermeasure strategies**

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

**Countermeasure strategies in planned activities**

Fiscal Year	Countermeasure Strategy Name
2019	Provide staff the opportunity to receive training and attend traffic safety conference to improve skills on a local, state and national level
2019	PA-Provide sound financial management of State and Federal Funds
2019	PA-Provide Adequate guidance to subgrantees
2019	PA-Follow guidance provided by the MOHS Financial Director to limit P&A costs to the maximum amount allowed by federal guidelines
2019	Highway Safety Office Program Management

**Funding sources**

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2016	154 Transfer Funds-AL	154 Alcohol	\$10,000.00		\$0.00

**Major purchases and dispositions**

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share	Total Cost
------	----------	----------------	------------	----------------------	-------------	------------

No records found.

**5.6.3 Planned Activity: MOHS Alcohol Coordination-Misc Expenses**

Planned activity name MOHS Alcohol Coordination-Misc Expenses  
Planned activity number 154AL-2019-ST-41-03  
Primary countermeasure strategy PA-Provide Adequate guidance to subgrantees

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Expenses for program.

Enter intended subrecipients.

MOHS Staff

## Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

### Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	PA-Provide sound financial management of State and Federal Funds
2019	PA-Provide Adequate guidance to subgrantees
2019	PA-Follow guidance provided by the MOHS Financial Director to limit P&A costs to the maximum amount allowed by federal guidelines
2019	Highway Safety Office Program Management

## Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2016	154 Transfer Funds-AL	154 Alcohol	\$3,000.00		\$0.00

## Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
------	----------	----------------	------------	----------------------	------------------------

No records found.

## 5.6.4 Planned Activity: MOHS P&A

<b>Planned activity name</b>	MOHS P&A
<b>Planned activity number</b>	154PA-2019-PA-41-01
<b>Primary countermeasure strategy</b>	PA-Provide sound financial management of State and Federal Funds

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

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.

**Enter intended subrecipients.**

MOHS Staff

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

#### Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Provide staff the opportunity to receive training and attend traffic safety conference to improve skills on a local, state and national level
2019	PA-Provide sound financial management of State and Federal Funds
2019	PA-Provide Adequate guidance to subgrantees
2019	PA-Follow guidance provided by the MOHS Financial Director to limit P&A costs to the maximum amount allowed by federal guidelines

#### Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2016	154 Transfer Funds-PA	154 Planning and Administration	\$700,000.00		\$0.00

#### Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
------	----------	----------------	------------	----------------------	------------------------

No records found.

#### 5.6.5 Planned Activity: MOHS P&A

**Planned activity name** MOHS P&A  
**Planned activity number** 402PA-2019-PA-41-01  
**Primary countermeasure strategy** PA-Provide sound financial management of State and Federal Funds

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

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.

**Enter intended subrecipients.**

MOHS Staff

**Countermeasure strategies**

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

**Countermeasure strategies in planned activities**

Fiscal Year	Countermeasure Strategy Name
2019	Provide staff the opportunity to receive training and attend traffic safety conference to improve skills on a local, state and national level
2019	PA-Provide sound financial management of State and Federal Funds
2019	PA-Provide Adequate guidance to subgrantees
2019	PA-Follow guidance provided by the MOHS Financial Director to limit P&A costs to the maximum amount allowed by federal guidelines

**Funding sources**

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2016	NHTSA 402	Planning and Administration	\$750,000.00	\$150,000.00	\$0.00

**Major purchases and dispositions**

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
------	----------	----------------	------------	----------------------	------------------------

No records found.

**5.6.6 Planned Activity: MOHS Occupant Protection Coordination-Program Management**

**Planned activity name** MOHS Occupant Protection Coordination-Program Management

**Planned activity number** OP-2019-OP-41-01

**Primary countermeasure strategy** PA-Provide Adequate guidance to subgrantees

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

#### Enter description of the planned activity.

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.

#### Enter intended subrecipients.

MOHS Staff

#### Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

#### Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Provide staff the opportunity to receive training and attend traffic safety conference to improve skills on a local, state and national level
2019	PA-Provide sound financial management of State and Federal Funds
2019	PA-Provide Adequate guidance to subgrantees
2019	PA-Follow guidance provided by the MOHS Financial Director to limit P&A costs to the maximum amount allowed by federal guidelines
2019	Highway Safety Office Program Management

#### Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2016	NHTSA 402	Occupant Protection	\$156,000.00	\$31,200.00	\$0.00

#### Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
------	----------	----------------	------------	----------------------	------------------------

No records found.

### 5.6.7 Planned Activity: MOHS Occupant Protection Coordination-Travel

**Planned activity name** MOHS Occupant Protection Coordination-Travel

**Planned activity number** OP-2019-OP-41-02

**Primary countermeasure strategy** Provide staff the opportunity to receive training and attend traffic safety conference to improve skills on a local, state and national level

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3)**  
[Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4)**  
[Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii)** [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii)** [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f)** [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2)**  
[Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2)** [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

Travel for occupant protection program staff to attend conferences, meetings and training.

**Enter intended subrecipients.**

MOHS staff

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year

Countermeasure Strategy Name



2019	Provide staff the opportunity to receive training and attend traffic safety conference to improve skills on a local, state and national level
2019	PA-Provide sound financial management of State and Federal Funds
2019	PA-Provide Adequate guidance to subgrantees
2019	PA-Follow guidance provided by the MOHS Financial Director to limit P&A costs to the maximum amount allowed by federal guidelines
2019	Highway Safety Office Program Management

## Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2016		NHTSA 402	Occupant Protection	\$10,000.00	\$2,000.00	\$0.00

## Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
------	----------	----------------	------------	----------------------	------------------------

No records found.

## 5.6.8 Planned Activity: MOHS Occupant Protection Coordination-Misc Expenses

**Planned activity name** MOHS Occupant Protection Coordination-Misc Expenses

**Planned activity number** OP-2019-OP-41-03

**Primary countermeasure strategy** PA-Provide Adequate guidance to subgrantees

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply**

with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Program Expenses for Occupant Protection Program

Enter intended subrecipients.

MOHS Staff

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Provide staff the opportunity to receive training and attend traffic safety conference to improve skills on a local, state and national level
2019	PA-Provide sound financial management of State and Federal Funds
2019	PA-Provide Adequate guidance to subgrantees
2019	PA-Follow guidance provided by the MOHS Financial Director to limit P&A costs to the maximum amount allowed by federal guidelines
2019	Highway Safety Office Program Management

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2016		NHTSA 402	Occupant Protection	\$3,000.00	\$600.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.6.9 Planned Activity: MOHS Police Traffic Services Coordination-Program Management

Planned activity name MOHS Police Traffic Services Coordination-Program Management  
Planned activity number PT-2019-PT-41-01  
Primary countermeasure strategy PA-Provide Adequate guidance to subgrantees

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

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.

**Enter intended subrecipients.**

MOHS Staff

**Countermeasure strategies**

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

**Countermeasure strategies in planned activities**

Fiscal Year	Countermeasure Strategy Name
2019	Provide staff the opportunity to receive training and attend traffic safety conference to improve skills on a local, state and national level
2019	PA-Provide sound financial management of State and Federal Funds
2019	PA-Provide Adequate guidance to subgrantees
2019	PA-Follow guidance provided by the MOHS Financial Director to limit P&A costs to the maximum amount allowed by federal guidelines
2019	Highway Safety Office Program Management

**Funding sources**

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2016	NHTSA 402	Police Traffic Services	\$100,560.00	\$20,112.00	\$0.00

**Major purchases and dispositions**

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
------	----------	----------------	------------	----------------------	------------------------

No records found.

## 5.6.10 Planned Activity: MOHS Police Traffic Services Coordination-Travel

**Planned activity name** MOHS Police Traffic Services Coordination-Travel

**Planned activity number** PT-2019-PT-41-02

**Primary countermeasure strategy** Provide staff the opportunity to receive training and attend traffic safety conference to improve skills on a local, state and national level

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3)**  
[Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4)**  
[Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii)** [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii)** [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f)** [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2)**  
[Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2)** [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

Provide Travel for MOHS staff to attend meetings, conferences and trainings.

**Enter intended subrecipients.**

MOHS Staff

**Countermeasure strategies**

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.**

**Countermeasure strategies in planned activities**

Fiscal Year	Countermeasure Strategy Name
2019	Provide staff the opportunity to receive training and attend traffic safety conference to improve skills on a local, state and national level
2019	PA-Provide sound financial management of State and Federal Funds
2019	PA-Provide Adequate guidance to subgrantees
2019	PA-Follow guidance provided by the MOHS Financial Director to limit P&A costs to the maximum amount allowed by federal guidelines
2019	Highway Safety Office Program Management

## Funding sources

Click **Add New** to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2016	NHTSA 402	Police Traffic Services	\$10,000.00	\$2,000.00	\$0.00

## Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
------	----------	----------------	------------	----------------------	------------------------

No records found.

## 5.6.11 Planned Activity: MOHS Police Traffic Services-Misc Expenses

**Planned activity name** MOHS Police Traffic Services-Misc Expenses

**Planned activity number** PT-2019-PT-41-03

**Primary countermeasure strategy** PA-Provide Adequate guidance to subgrantees

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

Expenses for Police Traffic Services Program

**Enter intended subrecipients.**

## Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

### Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Provide staff the opportunity to receive training and attend traffic safety conference to improve skills on a local, state and national level
2019	PA-Provide sound financial management of State and Federal Funds
2019	PA-Provide Adequate guidance to subgrantees
2019	PA-Follow guidance provided by the MOHS Financial Director to limit P&A costs to the maximum amount allowed by federal guidelines
2019	Highway Safety Office Program Management

## Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2016		NHTSA 402	Police Traffic Services	\$3,000.00	\$600.00	\$0.00

## Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

## 5.6.12 Planned Activity: MOHS Impaired Driving Coordination & Program Management

<b>Planned activity name</b>	MOHS Impaired Driving Coordination & Program Management
<b>Planned activity number</b>	M5IDC-2019-MD-41-01
<b>Primary countermeasure strategy</b>	PA-Provide Adequate guidance to subgrantees

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

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.

**Enter intended subrecipients.**

MOHS Impaired Driving Staff

**Countermeasure strategies**

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

**Countermeasure strategies in planned activities**

Fiscal Year	Countermeasure Strategy Name
2019	Provide staff the opportunity to receive training and attend traffic safety conference to improve skills on a local, state and national level
2019	PA-Provide sound financial management of State and Federal Funds
2019	PA-Provide Adequate guidance to subgrantees
2019	PA-Follow guidance provided by the MOHS Financial Director to limit P&A costs to the maximum amount allowed by federal guidelines
2019	Highway Safety Office Program Management

**Funding sources**

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act 405d Impaired Driving Mid	405d Impaired Driving Mid (FAST)	\$189,000.00	\$37,800.00	

**Major purchases and dispositions**

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
------	----------	----------------	------------	----------------------	------------------------

No records found.

**5.6.13 Planned Activity: MOHS Traffic Records Coordination-Program Management**

Planned activity name
MOHS Traffic Records Coordination-Program Management

Planned activity number TR-2019-TR-41-01

Primary countermeasure strategy PA-Provide Adequate guidance to subgrantees

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

Yes

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

Yes

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

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.

**Enter intended subrecipients.**

MOHS Staff

Countermeasure strategies

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.**

**Countermeasure strategies in planned activities**

Fiscal  
Year

Countermeasure Strategy Name



- 2019 TR-Test and evaluate new software development of E-Cite, Daily Activity Reporting and Dashboard applications to ensure data is accurate, timely and complete
- 2019 TR-Software Updates: MOHS continually update its software to ensure projects that are funded are having the desired effect on the statewide program.
- 2019 TR-Provide a comprehensive statewide Traffic Records Coordinated Program
- 2019 TR-Produce statistical tables and charts of traffic fatalities and injuries (subset by severity) for evaluation of components in the Strategic Highway Safety Plan.
- 2019 TR-Equipment Purchases: MOHS continually evaluate its equipment to ensure projects that are funded are having the desired effect on the statewide program.
- 2019 TR-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.
- 2019 TR-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
- 2019 TR-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.
- 2019 TR-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)
- 2019 TR-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.
- 2019 Provide staff the opportunity to receive training and attend traffic safety conference to improve skills on a local, state and national level
- 2019 PA-Provide sound financial management of State and Federal Funds
- 2019 PA-Provide Adequate guidance to subgrantees
- 2019 PA-Follow guidance provided by the MOHS Financial Director to limit P&A costs to the maximum amount allowed by federal guidelines
- 2019 Highway Safety Office Program Management
- 2019

## Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2016	NHTSA 402	Traffic Records	\$75,000.00	\$15,000.00	\$0.00

## Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
------	----------	----------------	------------	----------------------	------------------------

No records found.

### 5.6.14 Planned Activity: MOHS Traffic Records Coordination-Travel

**Planned activity name** MOHS Traffic Records Coordination-Travel

**Planned activity number** TR-2019-TR-41-02

**Primary countermeasure strategy** Provide staff the opportunity to receive training and attend traffic safety conference to improve skills on a local, state and national level

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

Training for Traffic Records Program Staff for meetings, conferences and trainings.

**Enter intended subrecipients.**

MOHS Staff.

**Countermeasure strategies**

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

**Countermeasure strategies in planned activities**

Fiscal Year	Countermeasure Strategy Name
2019	Provide staff the opportunity to receive training and attend traffic safety conference to improve skills on a local, state and national level
2019	PA-Provide sound financial management of State and Federal Funds
2019	PA-Provide Adequate guidance to subgrantees
2019	PA-Follow guidance provided by the MOHS Financial Director to limit P&A costs to the maximum amount allowed by federal guidelines
2019	Highway Safety Office Program Management

**Funding sources**

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2016	NHTSA 402	Traffic Records	\$5,000.00	\$1,000.00	\$0.00

**Major purchases and dispositions**

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share	Total Cost
------	----------	----------------	------------	----------------------	-------------	------------

No records found.

**5.6.15 Planned Activity: MOHS Traffic Records Coordination-Misc Expenses**

Planned activity name MOHS Traffic Records Coordination-Misc Expenses  
Planned activity number TR-2019-TR-41-03  
Primary countermeasure strategy PA-Provide Adequate guidance to subgrantees

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Expenses for Traffic Records Programs

Enter intended subrecipients.

MOHS Staff

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Provide staff the opportunity to receive training and attend traffic safety conference to improve skills on a local, state and national level
2019	PA-Provide sound financial management of State and Federal Funds
2019	PA-Provide Adequate guidance to subgrantees
2019	PA-Follow guidance provided by the MOHS Financial Director to limit P&A costs to the maximum amount allowed by federal guidelines
2019	Highway Safety Office Program Management

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2016	NHTSA 402	Traffic Records	\$1,500.00	\$300.00	\$0.00

## Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
------	----------	----------------	------------	----------------------	------------------------

No records found.

## 6 Evidence-based Traffic Safety Enforcement Program (TSEP)

Evidence-based traffic safety enforcement program (TSEP) information

Identify the planned activities that collectively constitute an evidence-based traffic safety enforcement program (TSEP).

**Planned activities in the TSEP:**

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
OP-2019-OP-25-41	Canton Police Department	Sustained Enforcement
OP-2019-OP-10-80	Carroll County Sheriff's Department	Sustained Enforcement
OP-2019-OP-23-41	Vicksburg Police Department	Sustained Enforcement
OP-2019-OP-35-61	West Point Police Department	Sustained Enforcement
OP-2019-OP-41-05	MOHS Click It or Ticket Special Wave Grants	Sustained Enforcement
OP-2019-OP-41-06	MOHS High Risk Population Special Wave Grants	Sustained Enforcement
PT-2019-PT-20-21	Bay St. Louis Police Department	PT-Sustained Enforcement
PT-2019-PT-20-41	Biloxi Police Department	PT-Sustained Enforcement
PT-2019-PT-20-51	Brandon Police Department	PT-Sustained Enforcement
154AL-2019-ST-14-51	Madison County Sheriff's Department	High Visibility Enforcement
154AL-2019-ST-15-01	Neshoba County Sheriff's Department	High Visibility Enforcement
154AL-2019-ST-22-41	New Albany Police Department	High Visibility Enforcement
154AL-2019-ST-22-61	Pascagoula Police Department	High Visibility Enforcement
154AL-2019-ST-31-91	Pearl Police Department	High Visibility Enforcement
154AL-2019-ST-22-81	Philadelphia Police Department	High Visibility Enforcement
154AL-2019-ST-15-81	Pontotoc County Sheriff's Department	High Visibility Enforcement
154AL-2019-ST-23-01	Ridgeland Police Department	High Visibility Enforcement
154AL-2019-ST-23-11	Starkville Police Department	High Visibility Enforcement
154AL-2019-ST-16-61	Stone County Sheriff's Department	High Visibility Enforcement
154AL-2019-ST-17-21	Tunica County Sheriff's Department	High Visibility Enforcement
154AL-2019-ST-35-81	Winona Police Department	High Visibility Enforcement
M5X-2019-MD-11-71	Desoto County Sheriff's Department	High Visibility Enforcement
M5X-2019-MD-12-51	Hinds County Sheriff's Department	High Visibility Enforcement
M5X-2019-MD-13-81	Lauderdale County Sheriff's Department	High Visibility Enforcement
154AL-2019-ST-14-61	Marion County Sheriff's Department	High Visibility Enforcement
154AL-2019-ST-22-51	Oxford Police Department	High Visibility Enforcement
M5X-2019-MD-15-51	Pearl River County Sheriff's Department	High Visibility Enforcement
154AL-2019-ST-16-41	Simpson County Sheriff's Department	High Visibility Enforcement
154AL-2019-ST-34-41	Southaven Police Department	High Visibility Enforcement
M5X-2019-MD-17-11	Tishomingo County Sheriff's Department	High Visibility Enforcement

154AL-2019-ST-41-05	MOHS-National DSGPO Special Wave Grants	High Visibility Enforcement
OP-2018-OP-25-51	Carthage Police Department	Sustained Enforcement
OP-2019-OP-25-71	Charleston Police Department	Sustained Enforcement
OP-2019-OP-25-81	Clarksdale Police Department	Sustained Enforcement
OP-2019-OP-11-30	Clay County Sheriff's Department	Sustained Enforcement
OP-2019-OP-11-71	Desoto County Sheriff's Department	Sustained Enforcement
OP-2019-OP-12-31	Hancock County Sheriff's Department	Sustained Enforcement
OP-2019-OP-12-41	Harrison County Sheriff's Department	Sustained Enforcement
OP-2019-OP-12-51	Hinds County Sheriff's Department	Sustained Enforcement
OP-2019-OP-21-71	Holly Springs Police Department	Sustained Enforcement
OP-2019-OP-13-41	Jones County Sheriff's Department	Sustained Enforcement
OP-2019-OP-13-71	Lamar County Sheriff's Department	Sustained Enforcement
OP-2019--OP-13-81	Lauderdale Sheriff's Deaprtment	Sustained Enforcement
OP-2019-OP-31-11	Morton Police Department	Sustained Enforcement
OP-2019-OP-22-41	New Albany Police Department	Sustained Enforcement
OP-2019-OP-15-31	Oktibbeha County Sheriff's Department	Sustained Enforcement
OP-2019-OP-31-91	Pearl Police Department	Sustained Enforcement
OP-2019-OP-15-51	Pearl River County Sheriff's Department	Sustained Enforcement
OP-2019-OP-22-81	Philadelphia Police Department	Sustained Enforcement
OP-2019-OP-15-71	Pike County Sheriff's Department	Sustained Enforcement
OP-2019-OP-15-81	Pontotoc County Sheriff's Office	Sustained Enforcement
OP-2019-OP-33-91	Sardis Police Department	Sustained Enforcement
OP-2019-OP-34-41	Southaven Police Department	Sustained Enforcement
OP-2019-OP-17-21	Tunica County Sheriff's Department	Sustained Enforcement
PT-2019-PT-26-21	Columbia Police Department	PT-Sustained Enforcement
PT-2019-PT-26-91	D'Iberville Police Department	PT-Sustained Enforcement
PT-2019-PT-40-81	Department of Public Safety	PT-Sustained Enforcement
PT-2019-PT-40-82	Department of Public Safety-PAO	PT-Sustained Enforcement
PT-2019-PT-27-81	Flowood Police Department	PT-Sustained Enforcement
PT-2019-PT-21-31	Greenwood Police Department	PT-Sustained Enforcement
PT-2019-PT-21-41	Gulfport Police Department	PT-Sustained Enforcement
PT-2019-PT-21-81	Horn Lake Police Department	PT-Sustained Enforcement
PT-2019-PT-23-71	Laurel Police Department	PT-Sustained Enforcement
PT-2019-PT-29-91	Lucedale Police Department	PT-Sustained Enforcement
PT-2019-PT-30-21	Madison Police Department	PT-Sustained Enforcement
PT-2019-PT-22-21	Meridian Police Department	PT-Sustained Enforcement
PT-2019-PT-22-51	Oxford Police Department	PT-Sustained Enforcement
PT-2019-PT-20-31	Ridgeland Police Department	PT-Sustained Enforcement
PT-2019-PT-22-71	Pass Christian Police Department	PT-Sustained Enforcement
PT-2019-PT-88-11	Sherman Police Department	PT-Sustained Enforcement
PT-2019-PT-23-11	Starkville Police Department	PT-Sustained Enforcement
PT-2019-PT-35-41	Waveland Police Department	PT-Sustained Enforcement
154AL-2019-ST-20-21	Bay St. Louis Police Department	High Visibility Enforcement
154AL-2019-ST-25-41	Canton Police Department	High Visibility Enforcement
154AL-2019-ST-10-81	Carroll County Sheriff's Department	High Visibility Enforcement
154AL-2019-ST-25-51	Carthage Police Department	High Visibility Enforcement

154AL-2019-ST-11-31	Clay County Sheriff's Department	High Visibility Enforcement
154AL-2019-ST-11-41	Coahoma County Sheriff's Department	High Visibility Enforcement
154AL-2019-ST-11-61	Covington County Sheriff's Department	High Visibility Enforcement
154AL-2019-ST-26-91	D'Iberville Police Department	High Visibility Enforcement
154AL-2019-ST-40-81	Department of Public Safety-Alcohol Enforcement	High Visibility Enforcement
154AL-2019-ST-40-82	Department of Public Safety-PAO	High Visibility Enforcement
154AL-2019-ST-21-31	Greenwood Police Department	High Visibility Enforcement
154AL-2019-ST-28-41	Grenada Police Department	High Visibility Enforcement
154AL-2019-ST-21-41	Gulfport Police Department	High Visibility Enforcement
154AL-2019-ST-12-31	Hancock County Sheriff's Department	High Visibility Enforcement
154AL-2019-ST-21-51	Hattiesburg Police Department	High Visibility Enforcement
154AL-2019-ST-28-61	Hernando Police Department	High Visibility Enforcement
154AL-2019-ST-21-81	Horn Lake Police Department	High Visibility Enforcement
154AL-2019-ST-13-41	Jones County Sheriff's Department	High Visibility Enforcement
154AL-2019-ST-13-71	Lamar County Sheriff's Department	High Visibility Enforcement
FESX-2019-FE-00-00	MOHS Distracted Driving Projects	High Visibility Cellphone/Text Messaging Enforcement

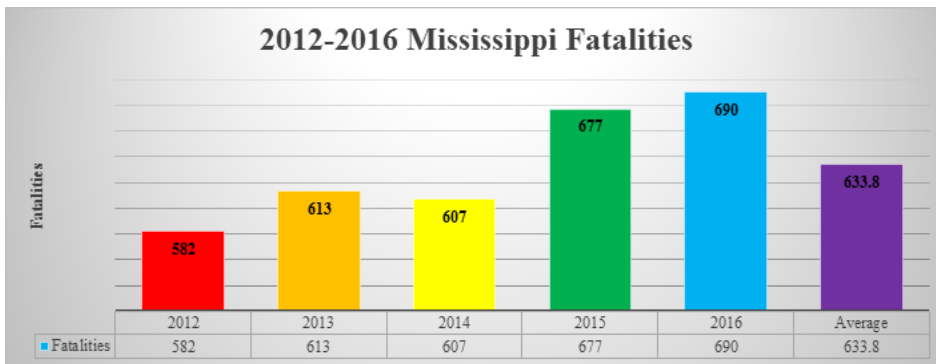
## Analysis

Enter analysis of crashes, crash fatalities, and injuries in areas of highest risk.

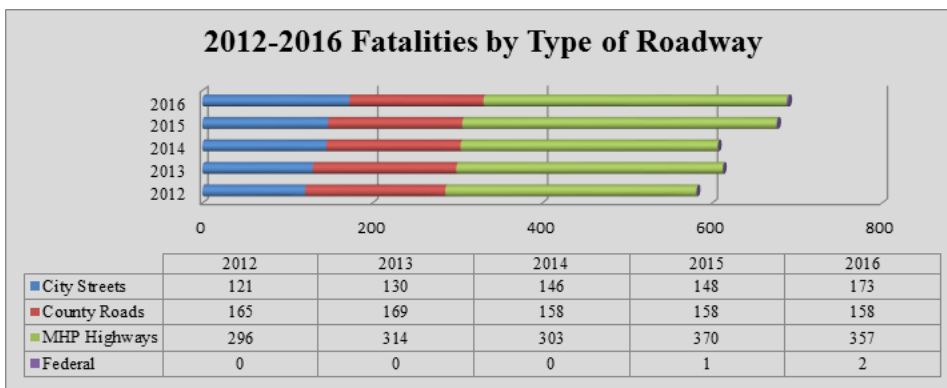
### Problem Identification-Data Section

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.

### 2016 Mississippi Overall Fatality



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

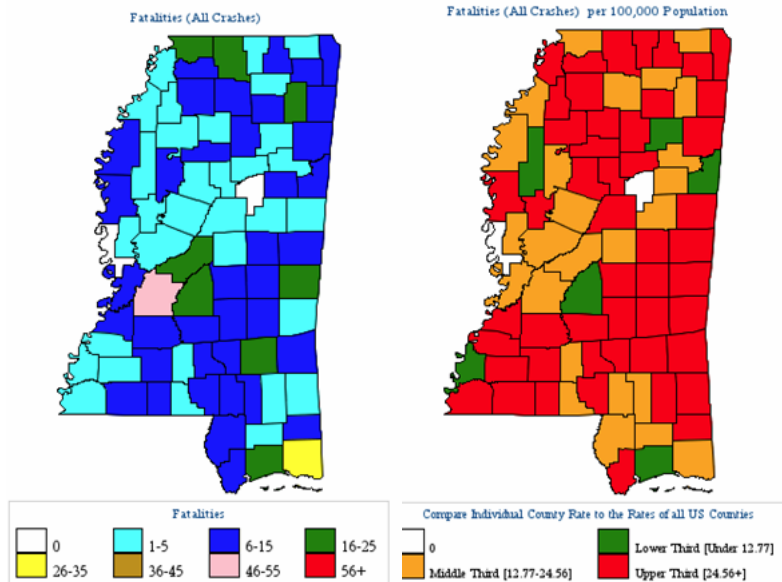


## 5 Year Trend For The Top 10 Counties of 2016 - Fatalities

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

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

*\*\*This Sub Total is the Total for all Counties Outside the Top Ten\*STSI/NHTSA*



Data Analysis-Population: Type of Fatality

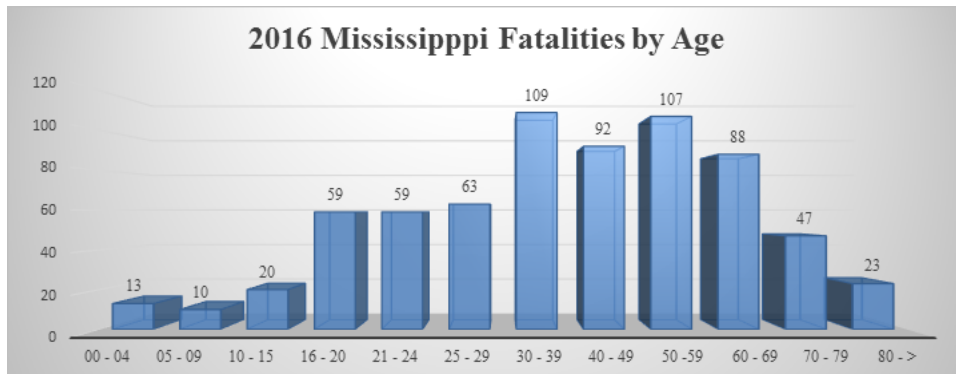
The following charts are provided to show a data snapshot of the State and Traffic Safety issues and concerns as it relates to the Mississippi fatalities by person type.

Mississippi Fatalities by Person Type

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

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

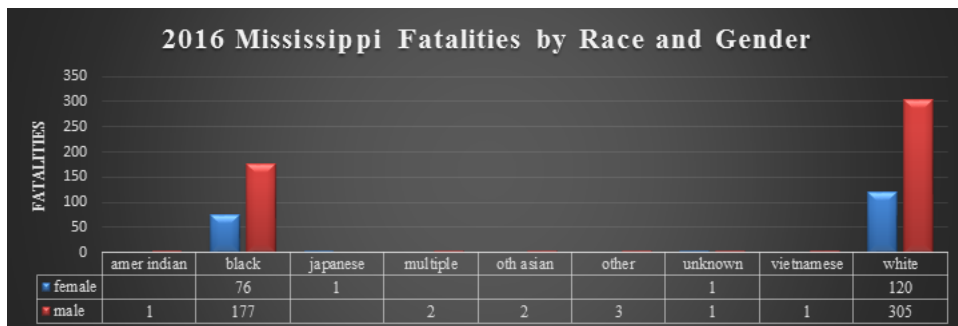
\*NHTSA/STSI





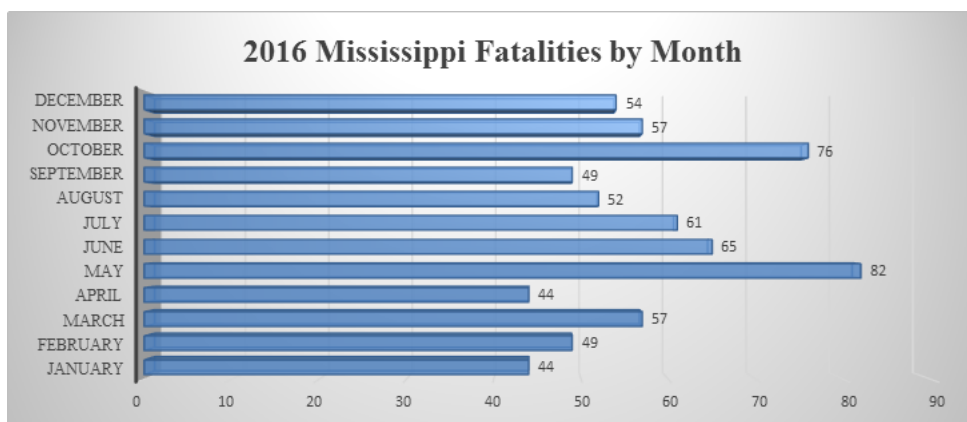
The age of persons that are involved in fatal crashes helps show the population that the MOHS needs to focus on through enforcement and education. During 2016, the age group with the most fatal crashes was the age group of 30-39, 40-49 and 50-59. This information provides information on how to target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

The race of persons that were involved in fatal crashes helps show the population that the MOHS needs to focus on through enforcement and education. During 2016, the race and gender group with the most fatal crashes was the male gender group with race in white and black race groups. During 2016, there were 492 male fatalities compared to the 198 in females during 2016. This information provides information on how to target education and media campaigns to reach race and gender groups and help with the reductions of fatalities.

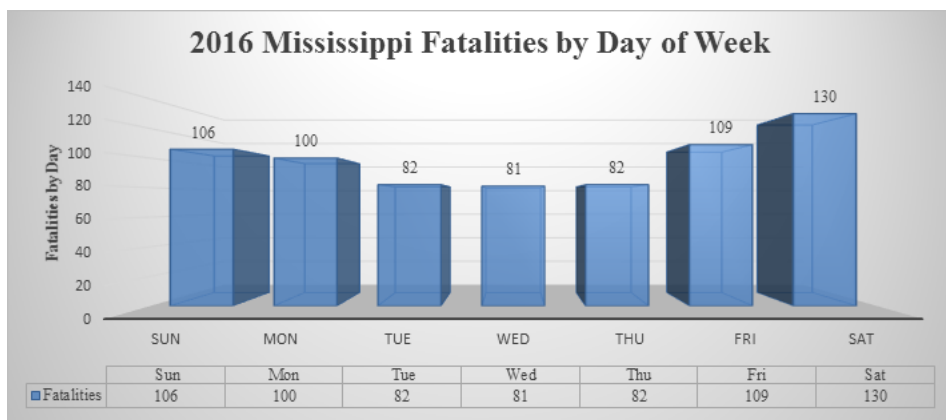


Data Analysis-Time/Date Charts: 2016 Traffic Fatalities by Month and Jurisdiction

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



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



### 2016 Mississippi Overall Injury

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

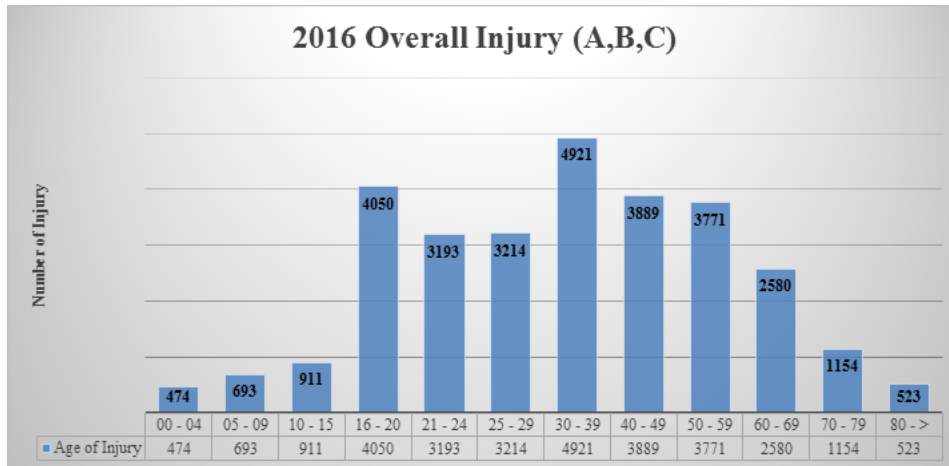
- Type A-Life Threatening Injury. Injuries where there is a high probability of the loss of life.

- Type B-Moderate Injury. Visible injuries that may include one or more of the following: abrasions, cuts, lacerations or broken bones.
- Type C-Complaint of Pain. No visible injury, the person/occupant only gives a verbal descriptions of any injury.

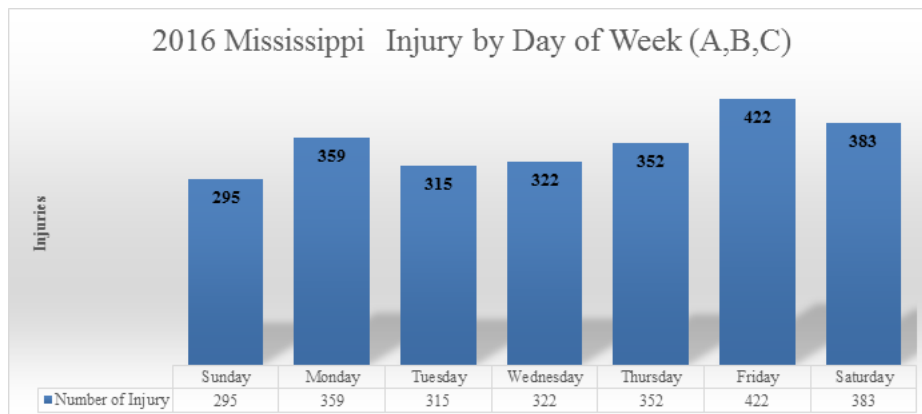
\*KABCO Injury Classification Scale and Definitions.

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

Data Analysis-Population: Type of Injury



The age of persons that are involved in injury (A, B, C) crashes helps show the population that the MOHS needs to focus on through enforcement and education. During 2016, the age group with the most injury crashes was the age group of 30-39, 16-20 and 40-49. In 2016, most fatalities occurred during January, October and March, which could be due to an increase in weather events across the State. Problem identification through data shows when most injury crashes occur, so that the MOHS can provide law enforcement additional assistance through grant monies, media campaigns and other activities that can be provided during high injury months, to reduce crashes, injuries and fatalities in Mississippi.



The chart shows the number of statewide injuries (A, B, C) and the days of the week that the injuries occurred. The chart shows that the days of Friday and Saturday have the highest levels of injuries during the week. This helps show law enforcement and educational programs the days of the week with the largest injuries, so that the programs can be adjusted to help during those days and reduce injuries and injury crashes. The time period with the most statewide injury crashes occur between 3:00 p.m. and 5:00 p.m. having the most injuries during the day, which are the same time periods with the most fatalities. This is generally times that the school and work day is ending and people are rushing home or to activities.

Areas of Highest Risk for 2019

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

**Top 30 Impaired Driving High Risk Areas of Focus**

Fatal County

Fatal City

Injury County

Injury City

1

Jackson Co

Clinton

Hinds Co

Jackson

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

28	Pontotoc Co	Tate Co	Corinth
29	Quitman Co	Simpson Co	Moss Point
30	Walthall Co	Bolivar Co	D'Iberville

**Top 30 Occupant Protection High Risk Areas of Focus**

	Fatal County	Fatal City	Injury County	Injury City
1	DeSoto Co	Jackson	Harrison Co	Gulfport
2	Hinds Co	Southaven	Jackson Co	Jackson
3	Lauderdale Co	Ridgeland	Hinds Co	Southaven
4	Lee Co	Pearl	Lee Co	Hattiesburg
5	Rankin Co	Laurel	Desoto Co	Tupelo
6	Jackson Co	Biloxi	Lowndes Co	Biloxi
7	Pike Co	Tupelo	Rankin Co	Greenville
8	Tate Co	Pelahatchie	Jones Co	Oxford
9	Harrison Co	Madison	Madison Co	Ridgeland
10	Lincoln Co	Hazlehurst	Pearl River Co	Moss Point
11	Madison Co	Hattiesburg	Lauderdale Co	Grenada
12	George Co	Gulfport	Forrest Co	Gautier
13	Lamar Co	Greenville	Lincoln Co	Canton
14	Marshall Co	Batesville	Lamar Co	Columbus
15	Monroe Co	Wiggins	Marshall Co	Picayune
16	Panola Co	West Point	Panola Co	West Point
17	Pearl River Co	Senatobia	George Co	Amory
18	Pontotoc Co	Richland	Lafayette Co	Meridian
19	Washington Co	Picayune	Pike Co	Laurel
20	Coahoma Co	Olive Branch	Grenada Co	Batesville
21	Copiah Co	New Albany	Itawamba Co	Bay St. Louis
22	Covington Co	Morton	Pontotoc Co	Vickburg

23	Hancock Co	Meridian	Washington Co	Corinth
24	Jones Co	McComb	Alcorn Co	D'Iberville
25	Neshoba Co	Iuka	Marion Co	McComb
26	Alcorn Co	Holly Springs	Monroe Co	Pearl
27	Amite Co	Hernando	Hancock Co	Hernando
28	Bolivar Co	Guntown	Leake Co	Byram
29	Forrest Co	Grenada	Wayne Co	Booneville
30	Itawamba Co	Clinton	Neshoba Co	Collins

**Top 30 Speed High Risk Areas of Focus**

	Fatal County	Fatal City	Injury County
1	Hinds Co	Chunky	Harrison Co
2	DeSoto Co	Jackson	Jackson Co
3	Jackson Co	Clinton	Desoto Co
4	Harrison Co	Greenville	Rankin Co
5	Monroe Co	Laurel	Hinds Co
6	Newton Co	Canton	Lauderdale Co
7	Pearl River Co	Carthage	Madison Co
8	Pike Co	Columbus	Jones Co
9	Bolivar Co	D'Iberville	Warren Co
10	Calhoun Co	Hattiesburg	Forrest Co
11	Forrest Co	Hernando	Lowndes Co
12	George Co	Horn Lake	Pearl River Co
13	Jasper Co	Marks	Panola Co
14	Jones Co	McComb	Marshall Co
15	Lauderdale Co	Meridian	Lincoln Co
16	Madison Co	Olive Branch	Pike Co

17	Marshall Co	Pearl	Copiah Co
18	Neshoba Co	Picayune	Hancock Co
19	Rankin Co	Ridgeland	Lafayette Co
20	Scott Co		Lamar Co
21	Simpson Co		Lee Co
22	Washington Co		Union Co
23	Adams Co		George Co
24	Alcorn Co		Covington Co
25	Chickasaw Co		Grenada Co
26	Claiborne Co		Washington Co
27	Greene Co		Alcorn Co
28	Leake Co		Monroe Co
29	Lincoln Co		Tunica Co
30	Lowndes Co		Simpson Co

**Enter explanation of the deployment of resources based on the analysis performed.**

The MOHS has reviewed the problem identification and evidence based data listed in the data analysis section of the evidenced-based enforcement plan. The MOHS has identified through data and problem identification the Top 30 high risk areas for fatalities and injuries for counties and cities in each of the areas of focus (Impaired Driving; Occupant Protection and Police Traffic Services) for FY19. These areas are the main focus for FY19, these are the areas that MOHS will deploy resources. The MOHS will deploy funding resources through law enforcement, state agencies and public information and education grants to the areas that have the highest levels of fatalities and injuries. These grant programs will include high visibility enforcement, which includes saturation patrols and checkpoints. High Visibility has been proven to be effective in the reduction of fatalities and injuries.

For the focus and high risk areas that are not currently placed in the evidenced based enforcement plan, at the time of the submission of the application date, the MOHS will solicit grants in the areas of focus during FY19 through high risk special wave grants and HVE grants during FY19. The current grants listed in the EBE were submitted as an application in the initial application process. As the grant year progresses, the MOHS will continue to review data and problem identification, which may show that the MOHS needs to deploy additional resources across the state. Data and problem identification is an ongoing process.

**Enter description of how the State plans to monitor the effectiveness of enforcement activities, make ongoing adjustments as warranted by data, and update the countermeasure strategies and projects in the Highway Safety Plan (HSP).**

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.

Agencies that are funded through the MOHS must set performance measures in their agreements. The MOHS reviews the performance measures, citations and financial reimbursement each month from the agency monthly reimbursement paperwork. Adjustment can be made to grant programs based on the information from the monthly reports. The MOHS uses the monthly reports as an evaluation tool to help assess the field and the progress that the field is making toward the annual performance measures and targets for the agency, as well as the statewide performance measures set by MOHS. The MOHS looks for citations numbers, as well as crash information for the areas that are funded, information can used to see the progress and the impact of the agency on an annual basis, as well as a patterns in multiple years of grants.

The MOHS will continue to look at countermeasure strategies and programs to impact the effectiveness of programs ad to achieve the statewide targets and performance measures. Any changes to strategies and projects will be updated in the HSP. 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. As data and problem identification become available, the MOHS may solicit enforcement grant programs to help with emerging problems and trends.

## 7 High Visibility Enforcement

### High-visibility enforcement (HVE) strategies

#### Planned HVE strategies to support national mobilizations:

**\*Reminder: When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

#### Countermeasure Strategy Name

Sustained Enforcement  
Short-term, High Visibility Law Enforcement  
PT-Sustained Enforcement  
High Visibility Enforcement  
Communication Campaign

### HVE activities

**Select specific HVE planned activities that demonstrate the State's support and participation in the National high-visibility law enforcement mobilizations to reduce alcohol-impaired or drug impaired operation of motor vehicles and increase use of seat belts by occupants of motor vehicles.**

#### HVE Campaigns Selected

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
OP-2019-OP-25-41	Canton Police Department	Sustained Enforcement
OP-2019-OP-10-80	Carroll County Sheriff's Department	Sustained Enforcement
OP-2019-OP-23-41	Vicksburg Police Department	Sustained Enforcement
OP-2019-OP-35-61	West Point Police Department	Sustained Enforcement
OP-2019-OP-41-05	MOHS Click It or Ticket Special Wave Grants	Sustained Enforcement
OP-2019-OP-41-06	MOHS High Risk Population Special Wave Grants	Sustained Enforcement
PT-2019-PT-20-21	Bay St. Louis Police Department	PT-Sustained Enforcement
PT-2019-PT-20-41	Biloxi Police Department	PT-Sustained Enforcement
PT-2019-PT-20-51	Brandon Police Department	PT-Sustained Enforcement
154AL-2019-ST-14-51	Madison County Sheriff's Department	High Visibility Enforcement
154AL-2019-ST-15-01	Neshoba County Sheriff's Department	High Visibility Enforcement
154AL-2019-ST-22-41	New Albany Police Department	High Visibility Enforcement
154AL-2019-ST-22-61	Pascagoula Police Department	High Visibility Enforcement

154AL-2019-ST-31-91	Pearl Police Department	High Visibility Enforcement
154AL-2019-ST-22-81	Philadelphia Police Department	High Visibility Enforcement
154AL-2019-ST-15-81	Pontotoc County Sheriff's Department	High Visibility Enforcement
154AL-2019-ST-23-01	Ridgeland Police Department	High Visibility Enforcement
154AL-2019-ST-23-11	Starkville Police Department	High Visibility Enforcement
154AL-2019-ST-16-61	Stone County Sheriff's Department	High Visibility Enforcement
154AL-2019-ST-17-21	Tunica County Sheriff's Department	High Visibility Enforcement
154AL-2019-ST-35-81	Winona Police Department	High Visibility Enforcement
M5X-2019-MD-11-71	Desoto County Sheriff's Department	High Visibility Enforcement
M5X-2019-MD-12-51	Hinds County Sheriff's Department	High Visibility Enforcement
M5X-2019-MD-13-81	Lauderdale County Sheriff's Department	High Visibility Enforcement
154AL-2019-ST-14-61	Marion County Sheriff's Department	High Visibility Enforcement
154AL-2019-ST-22-51	Oxford Police Department	High Visibility Enforcement
M5X-2019-MD-15-51	Pearl River County Sheriff's Department	High Visibility Enforcement
154AL-2019-ST-16-41	Simpson County Sheriff's Department	High Visibility Enforcement
154AL-2019-ST-34-41	Southaven Police Department	High Visibility Enforcement
M5X-2019-MD-17-11	Tishomingo County Sheriff's Department	High Visibility Enforcement
154AL-2019-ST-41-05	MOHS-National DSGPO Special Wave Grants	High Visibility Enforcement
OP-2018-OP-25-51	Carthage Police Department	Sustained Enforcement
OP-2019-OP-25-71	Charleston Police Department	Sustained Enforcement
OP-2019-OP-25-81	Clarksdale Police Department	Sustained Enforcement
OP-2019-OP-11-30	Clay County Sheriff's Department	Sustained Enforcement
OP-2019-OP-11-71	Desoto County Sheriff's Department	Sustained Enforcement
OP-2019-OP-12-31	Hancock County Sheriff's Department	Sustained Enforcement
OP-2019-OP-12-41	Harrison County Sheriff's Department	Sustained Enforcement
OP-2019-OP-12-51	Hinds County Sheriff's Department	Sustained Enforcement
OP-2019-OP-21-71	Holly Springs Police Department	Sustained Enforcement
OP-2019-OP-13-41	Jones County Sheriff's Department	Sustained Enforcement
OP-2019-OP-13-71	Lamar County Sheriff's Department	Sustained Enforcement
OP-2019--OP-13-81	Lauderdale Sheriff's Deaprtment	Sustained Enforcement
OP-2019-OP-31-11	Morton Police Department	Sustained Enforcement
OP-2019-OP-22-41	New Albany Police Department	Sustained Enforcement
OP-2019-OP-15-31	Oktibbeha County Sheriff's Department	Sustained Enforcement
OP-2019-OP-31-91	Pearl Police Department	Sustained Enforcement
OP-2019-OP-15-51	Pearl River County Sheriff's Department	Sustained Enforcement
OP-2019-OP-22-81	Philadelphia Police Department	Sustained Enforcement
OP-2019-OP-15-71	Pike County Sheriff's Department	Sustained Enforcement
OP-2019-OP-15-81	Pontotoc County Sheriff's Office	Sustained Enforcement
OP-2019-OP-33-91	Sardis Police Department	Sustained Enforcement
OP-2019-OP-34-41	Southaven Police Department	Sustained Enforcement
OP-2019-OP-17-21	Tunica County Sheriff's Department	Sustained Enforcement
PT-2019-PT-26-21	Columbia Police Department	PT-Sustained Enforcement
PT-2019-PT-26-91	D'Iberville Police Department	PT-Sustained Enforcement
PT-2019-PT-40-81	Department of Public Safety	PT-Sustained Enforcement
PT-2019-PT-40-82	Department of Public Safety-PAO	PT-Sustained Enforcement
PT-2019-PT-27-81	Flowood Police Department	PT-Sustained Enforcement



PT-2019-PT-21-31	Greenwood Police Department	PT-Sustained Enforcement
PT-2019-PT-21-41	Gulfport Police Department	PT-Sustained Enforcement
PT-2019-PT-21-81	Horn Lake Police Department	PT-Sustained Enforcement
PT-2019-PT-23-71	Laurel Police Department	PT-Sustained Enforcement
PT-2019-PT-29-91	Lucedale Police Department	PT-Sustained Enforcement
PT-2019-PT-30-21	Madison Police Department	PT-Sustained Enforcement
PT-2019-PT-22-21	Meridian Police Department	PT-Sustained Enforcement
PT-2019-PT-22-51	Oxford Police Department	PT-Sustained Enforcement
PT-2019-PT-20-31	Ridgeland Police Department	PT-Sustained Enforcement
PT-2019-PT-22-71	Pass Christian Police Department	PT-Sustained Enforcement
PT-2019-PT-88-11	Sherman Police Department	PT-Sustained Enforcement
PT-2019-PT-23-11	Starkville Police Department	PT-Sustained Enforcement
PT-2019-PT-35-41	Waveland Police Department	PT-Sustained Enforcement
154AL-2019-ST-20-21	Bay St. Louis Police Department	High Visibility Enforcement
154AL-2019-ST-25-41	Canton Police Department	High Visibility Enforcement
154AL-2019-ST-10-81	Carroll County Sheriff's Department	High Visibility Enforcement
154AL-2019-ST-25-51	Carthage Police Department	High Visibility Enforcement
154AL-2019-ST-11-31	Clay County Sheriff's Department	High Visibility Enforcement
154AL-2019-ST-11-41	Coahoma County Sheriff's Department	High Visibility Enforcement
154AL-2019-ST-11-61	Covington County Sheriff's Department	High Visibility Enforcement
154AL-2019-ST-26-91	D'Iberville Police Department	High Visibility Enforcement
154AL-2019-ST-40-81	Department of Public Safety-Alcohol Enforcement	High Visibility Enforcement
154AL-2019-ST-40-82	Department of Public Safety-PAO	High Visibility Enforcement
154AL-2019-ST-21-31	Greenwood Police Department	High Visibility Enforcement
154AL-2019-ST-28-41	Grenada Police Department	High Visibility Enforcement
154AL-2019-ST-21-41	Gulfport Police Department	High Visibility Enforcement
154AL-2019-ST-12-31	Hancock County Sheriff's Department	High Visibility Enforcement
154AL-2019-ST-21-51	Hattiesburg Police Department	High Visibility Enforcement
154AL-2019-ST-28-61	Hernando Police Department	High Visibility Enforcement
154-AL-2019-ST-21-81	Horn Lake Police Department	High Visibility Enforcement
154AL-2019-ST-13-41	Jones County Sheriff's Department	High Visibility Enforcement
154AL-2019-ST-13-71	Lamar County Sheriff's Department	High Visibility Enforcement

## 8 405(b) Occupant Protection Grant

### Occupant protection information

405(b) qualification status: Lower seat belt use rate State

### Occupant protection plan

**Submit State occupant protection program area plan that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems.**

#### Program Area

Occupant Protection (Adult and Child Passenger Safety)

### Participation in Click-it-or-Ticket (CIOT) national mobilization

**Select or click Add New to submit the planned participating agencies during the fiscal year of the grant, as required under § 1300.11(d)(6).**

## Agencies planning to participate in CIOT

### Agency

Bay St. Louis Police Department  
Biloxi Police Department  
Brandon Police Department  
Canton Police Department  
Carroll County Sheriff's Department  
Carthage Police Department  
Charleston Police Department  
Clarksdale Police Department  
Clay County Police Department  
Columbia Police Department  
Desoto County Police Department  
D'Iberville Police Department  
Department of Public Safety-Public Affairs Officers  
Department of Public Safety-Mississippi Highway Patrol-Troop C  
Department of Public Safety-Mississippi Highway Patrol-Troop D  
Department of Public Safety-Mississippi Highway Patrol-Troop E  
Department of Public Safety-Mississippi Highway Patrol-Troop F  
Department of Public Safety-Mississippi Highway Patrol-Troop G  
Department of Public Safety-Mississippi Highway Patrol-Troop H  
Department of Public Safety-Mississippi Highway Patrol-Troop J  
Department of Public Safety-Mississippi Highway Patrol-Troop K  
Department of Public Safety-Mississippi Highway Patrol-Troop K  
Department of Public Safety-Mississippi Highway Patrol-Troop M  
Department of Public Safety-Mississippi Highway Patrol-Troop U-Commercial Vehicle Enforcement  
Flowood Police Department  
Greenwood Police Department  
Gulfport Police Department  
Hancock County Sheriff's Department  
Harrison County Sheriff's Department  
Hinds County Sheriff's Department  
Holly Springs Police Department  
Horn Lake Police Department  
Jones County Sheriff's Department  
Lamar County Sheriff's Department  
Lauderdale County Sheriff's Department  
Laurel Police Department  
Lucaledale Police Department  
Madison Police Department  
Meridian Police Department  
Morton Police Department  
New Albany Police Department  
Oktibbeha Sheriff's Department  
Oxford Police Department

Pass Christian Police Department  
Pearl Police Department  
Pearl River County Sheriff's Department  
Philadelphia Police Department  
Pike County Sheriff's Department  
Pontotoc County Sheriff's Department  
Ridgeland Police Department  
Sardis Police Department  
Sherman Police Department  
Southaven Police Department  
Starkville Police Department  
Tunica County Sheriff's Department  
Vicksburg Police Department  
Waveland Police Department  
West Point Police Department

**Enter description of the State's planned participation in the Click-it-or-Ticket national mobilization.**

**2019 Click It or Ticket Mobilization**

As a part of the overall comprehensive FY19 OP program, increasing the use of seatbelts will continue to be a priority for the MOHS. The MOHS will continue to use the CIOT model. Mississippi seeks to continue the momentum and success found in this approach. Below please find efforts for the last completed year of the CIOT campaign, which the MOHS will replicate for the FY19 CIOT campaign.

**Enforcement:** Below please find efforts for the last completed year of the finalized FY17 CIOT campaign, which the MOHS will replicate for the FY19 CIOT campaign. The FY18 CIOT results are still being processed, but a description can be found below.

FY17 Participation: Mississippi successfully completed the FY17 CIOT campaign complete with enforcement, earned and paid media. Mississippi had **86** of the Mississippi law enforcement agencies participate in the May 2017 campaign, along with the statewide enforcement of the MHP covering over 100% of the State's population. Not all of the 86 law enforcement agencies were grant funded. A list of participating in FY17 agencies are listed below. The MOHS expects that the listing below, will also participate in the FY19 CIOT campaign.

Adams County SO; Amory PD; Baldwyn PD; Batesville PD; Bay St. Louis PD; Biloxi PD; Booneville PD; Brandon PD; Carroll County SD; Carthage PD; Clarksdale PD; Clinton PD; Collins PD; Columbia PD; Covington County SD; DeSoto County SO; D'Iberville PD; Ecu PD; Eupora PD; Flowood PD; Fulton PD; Gautier PD; Georgetown PD; Greenville PD; Greenwood PD; Grenada PD; Gulfport PD; Guntown PD; Hancock County SO; Harrison County SO; Hernando PD; Hinds County SO; Horn Lake PD; Indianola PD; Jasper County SO; Lamar County SO; Lauderdale SO; Lee County SO; Leland PD; Louisville PD; Lucedale PD; Macon PD; Madison PD; Marion PD; Marion County SO; McComb PD; Meridian PD; MHP; Montgomery County SO; Monticello PD; Morton PD; Moss Point PD; Myrtle PD; Natchez PD; Neshoba County SO; Nettleton PD; New Albany PD; North Carrollton PD; Ocean Springs PD; Oktibbeha County SO; Olive Branch PD; Oxford PD; Pearl River County SO; Philadelphia PD; Pike County SO; Polkville PD; Pontotoc PD; Pontotoc County SD; Prentiss County SO; Renova PD; Sardis PD; Saltillo PD; Scott County SO; Shannon PD; Sherman PD; Simpson County SO; Smithville PD; Southaven PD; Starkville PD; Terry PD; Tishomingo County SO; Tunica County SD; Vicksburg PD; Walthall County SO; Warren County SO; Waveland PD; Winona PD; and Yazoo City PD.

In 2017, over 3,087 seatbelt citations and 406 child restraint citations were written during the enforcement period. Law enforcement will again utilize checkpoints and saturation patrols during the enforcement period to ensure maximum statewide coverage. Mississippi conducted a successful National CIOT mobilization during May 22-June 4, 2017 and will participate in the CIOT mobilization for May 21-June 3, 2018 and May 20-June 2, 2019.

During the Click It or Ticket campaign, the participating agencies accomplished the following during the blitz period:

- 269-DUI Arrests
- 118-DUI Drug
- 213-DUI and Drug Arrests
- 5-DRE Evaluation
- 259-Felony Arrests
- 33-Stolen Vehicles Recovered
- 314-Fugitives Apprehended
- 792-Suspended Licenses 2,595-Uninsured Motorists
- 1,837-Speeding Citations
- 252-Reckless Driving
- 502-Drug Arrests
- 2,510-Other Violations

Law Enforcement agencies also conducted earned media during the Memorial Day National Blitz Campaign, which resulted in the following:

- 7-Press Conferences
- 6 -TV news stories
- 8-Radio news stories
- 17-Printed news stories
- 14-Online
- 1-Other

FY18 CIOT Enforcement Efforts: During the FY18 CIOT effort, the MOHS began work on the CIOT program in as early as February with the preparation of building a strong enforcement effort, by working with the MOHS Law Enforcement Liaisons. The MOHS began sending out information to the law enforcement about CIOT through email blasts about the upcoming blitz, government designation of CIOT, fact sheets, press releases, dates and strategies that the enforcement could use for the campaign.

The MOHS set aside funds to help with bringing on additional agencies for the FY18 CIOT efforts, in the form of Special Wave mini grants. These funds help provide agencies with additional resource to help with high visibility enforcement, checkpoints and saturation patrols. Information about the special wave funds was submitted to each agency within the State to let agencies know that the MOHS would be offering additional funds for high visibility enforcement for the upcoming CIOT event. Information was provided to local law enforcement at each of the LEL information meeting across the State and also at the March, April and May meetings of the Mississippi Association of Highway Safety Leaders.

The MOHS is still obtaining the CIOT enforcement blitz forms were provided to all law enforcement agencies across the State, to gain data and statistics about the CIOT efforts. Forms are due to the MOHS in July and an in-depth analysis will be done, once the information is provided. The MOHS requested that all law enforcement agencies increase enforcement during the CIOT blitz time.

FY19 CIOT Enforcement Participation Plan: For FY19, the MOHS will issue OP/PT grant agreements to approximately **48** law enforcement agencies. In each OP/PT agreement, each agency must participate in CIOT campaign. The following agencies will be funded for FY19.

Bay St. Louis Police Department	Biloxi Police Department	Brandon Police Department
Canton Police Department	Carroll County Police Department	Carthage Police Department
Charleston Police Department	Clarksdale Police Department	Clay County Sheriff's Department
Columbia Police Department	Desoto County Sheriff's Department	D'Iberville Police Department
DPS-PAO	DPS-Mississippi Highway Patrol (OP/PTS)-9 Districts-Statewide	Flowood Police Department
Greenwood Police Department	Gulfport Police Department	Hancock County Sheriff's Department
Harrison County Sheriff's Department	Hinds County Sheriff's Department	Holly Springs Police Department
Horn Lake Police Department	Jones County Sheriff's Department	Lamar County Sheriff's Department
Lauderdale County Sheriff's Dept.	Laurel Police Department	Lucedale Police Department
Madison Police Department	Meridian Police Department	Morton Police Department
New Albany Police Department	Oktibbeha County Sheriff's Dept.	Oxford Police Department
Pass Christian Police Department	Pearl Police Department	Pearl River County Sheriff's Dept.
Philadelphia Police Department	Pike County Sheriff's Department	Pontotoc County Sheriff's Dept.
Ridgeland Police Department	Sardis Police Department	Sherman Police Department
Southaven Police Department	Starkville Police Department	Tunica County Sheriff's

Department

Vicksburg Police Department

Waveland Police Department

West Point Police Department

Many agencies participate in CIOT blitz campaign, that are not grant funded. The MOHS will submit CIOT information to all law enforcement agencies, Occupant Protection task force members and community partners before and during FY19 CIOT to gain participation in the CIOT program. With the help of the MOHS staff, LEL coordinators and partners, the MOHS will solicit additional programs and participation for the 2019 CIOT. The MOHS will also solicit additional grants with agencies that are in high unbelted areas throughout the year, so that the areas of need are covered. These grants are issued as a special wave grant which is for a short period of time to focus on a blitz campaign, specific need or issue. The MOHS issues between 10-15 special wave grants a year. These agencies cover 100% of the entire population of the State of Mississippi. (Coverage includes the Mississippi Highway Patrol).

The MOHS plans to solicit additional grants in the top 25 counties with unbelted fatalities for CIOT participation and for additional enforcement during 2019.

County	Unbelted
1	Hinds 12
2	Lauderdale 12
3	DeSoto 12
4	Lee 12
5	Rankin 11
6	Jackson 10
7	Tate 8
8	Pike 8
9	Harrison 7
10	Madison 7
11	Lincoln 7
12	Marshall 6
13	Panola 6
14	Lamar 6
15	Pearl River 6
16	Pontotoc 6
17	Washington 6
18	George 6
19	Monroe 6
20	Jones 5
21	Neshoba 5
22	Hancock 5

23	Copiah	5
24	Covington	5
25	Coahoma	5

The MOHS plans to solicit additional grants in the top 14 cities with unbelted fatalities for CIOT participation and for additional enforcement during 2019.

1 Jackson	5
2 Southaven	4
3 Biloxi	3
4 Laurel	3
5 Pearl	3
6 Ridgeland	3
7 Batesville	2
8 Greenville	2
9 Gulfport	2
10 Hattiesburg	2
11 Hazlehurst	2
12 Madison	2
13 Pelahatchie	2
14 Tupelo	2

After the CIOT program ends, the MOHS will send out CIOT blitz participation forms, asking all participating agencies to send information, citations, check points and patrol information back to the MOHS, so that the MOHS will know which agencies participated and the efforts that were made.

**Paid Media:** Below please find efforts for the last completed year of the CIOT campaign which the MOHS will replicate for the FY19 CIOT campaign.

FY17 Paid Media Participation: The MOHS Click It or Ticket Memorial Day Blitz Campaign, included paid and earned media from May 15-June 4, 2017, to make the program a success. Males 18-35 were the primary target audience, and youth 16-20 were the secondary target audience.

Focusing on teen seat belt use, the paid media plan included statewide coverage, with special emphasis on 24 counties: Desoto, Tate, Tippah, Lee, Itawamba, Pontotoc, Carroll, Oktibbeha, Yazoo, Neshoba, Newton, Lauderdale, Clarke, Hinds, Rankin, Simpson, Jones, Lincoln, Marion, Greene, George, Jackson, Harrison and Hancock. The sixteen (16) surveyed counties were Hancock, Harrison, Jackson, Perry, Pike, Hinds, Rankin, Madison, Leflore, Holmes, Panola, Desoto, Pontotoc, Chickasaw, Lee and Prentiss.

The MOHS focused on both 15: and 30 second radio spots, which were created for the campaign, airing throughout the state and in high fatality and injury crash areas. The radio spots were run on 9 radio stations. Electronic outdoor signage was placed across the state on 47 outdoor boards airing throughout the state and in high fatality and injury crash areas. Digital advertising was placed with a total of 1,950,000 digital impressions.

In FY17, a total of \$69,860.00 was used for the CIOT Memorial Day paid media campaign. Of this amount \$69,860.00, was used for radio ads and outdoor media.

FY18 CIOT Paid Media Efforts: The MOHS is also still obtaining information on the media (earned and paid) for the CIOT campaign to gather the information on the number of impressions, television, radio and newspapers spots that were run and achieved during the campaign. The MOHS worked with media providers to provide information to the public on CIOT and buckling up. Paid media was funded through deferral funds for television, radio, bill board and digital banners on web services. Information on the finalized FY18 CIOT media results will be provided in the 2018 Annual report with statistics and funding information.

FY19 CIOT Paid Media Plan: For the FY19 CIOT media campaign, the State will set aside program funds for paid media efforts to support the Click It or Ticket campaign. The MOHS is in the process of soliciting for a new Request for Proposal in FY19 for a new media contract provider. With the addition of a new media contractor, new innovative approaches will be implemented to make the CIOT program stronger and more successful.

**Earned Media:**

FY17 Earned Media Participation: As part of the overall Click It or Ticket campaign, several media conferences were held around the state by law enforcement agencies to generate awareness for seatbelt use. The MOHS was able to add in additional earned media through contracted vendors and received seven additional bill boards for advertising, along with 220 bonus radio spots.

**FY18 Earned Media Efforts:**

For the FY18 CIOT campaign, the MOHS again planned an aggressive earned media campaign, which included an earned media tour. The media tour again engages in multiple radio and television interviews, as well as scheduled and unscheduled media events.

**FY19 Earned Media Efforts:**

A similar plan will be implemented during the FY19 Click It or Ticket campaign, the amount of media has not been finalized in time to meet the deadline for the FY19 405 Application.

**Social Media:** The MOHS utilizes various social media platforms to help promote awareness campaigns for Click It or Ticket and Drive Sober Get Pulled Over. During each campaign, updates, posts are created and monitored daily to help gain page traffic and deliver message to thousands of Mississippi social media users. Research shows that social media, particularly Facebook, is one of the most favored media to reach teens and young adults. For the campaign to be successful, it needed to appeal to the target audience with memorable, realistic interactive messages through the new media.

FY19 Earned Media Participation: The MOHS is in the process of soliciting for a new Request for Proposal in FY18 for a new media contract provider. With the addition of a new media contractor, new innovative approaches will be implemented to make the CIOT program stronger and more successful. The MOHS will work with the media contractor to work on new ways to work on earned media opportunities. The MOHS is also working on the revamping of a website for the MOHS, which will include earned media opportunities for the CIOT program.

**Additional Media:** The MOHS is looking into re-developing social media accounts for Facebook, Twitter, Instagram and Pinterest that may also bring more interest to the Mississippi highway safety and bring more awareness on developing issues. A copy of the assurance for the CIOT national mobilization has been executed by the Mississippi Governor's Representative for Highway Safety.

## Child restraint inspection stations

**Submit countermeasure strategies, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification.**

**\*Reminder: When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

**Countermeasure Strategy Name**

Child Restraint System Inspection Station(s)

Child Restraint System Inspection Station(s)

**Submit planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification.**

**\*Reminder: When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
M2PE-2019-MB-40-71	MS Department of Health-Occupant Protection Program	
CR-2019-CR-40-71	MS Department of Health-Child Restraint Seat Program	Child Restraint System Inspection Station(s)

**Enter the total number of planned inspection stations and/or events in the State.**

Planned inspection stations and/or events: 62

**Enter the number of planned inspection stations and/or inspection events serving each of the following population categories: urban, rural, and at-risk.**

Populations served - urban 16

Populations served - rural 47

Populations served - at risk 17

**CERTIFICATION: The inspection stations/events are staffed with at least one current nationally Certified Child Passenger Safety Technician.**

### Child passenger safety technicians

**Submit countermeasure strategies, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification.**

**\*Reminder: When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

#### Countermeasure Strategy Name

Child Restraint System Inspection Station(s)

Child Restraint System Inspection Station(s)

**Submit planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification.**

**\*Reminder: When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
M2PE-2019-MB-40-71	MS Department of Health-Occupant Protection Program	
CR-2019-CR-40-71	MS Department of Health-Child Restraint Seat Program	Child Restraint System Inspection Station(s)

**Enter an estimate of the total number of classes and the estimated total number of technicians to be trained in the upcoming fiscal year to ensure coverage of child passenger safety inspection stations and inspection events by nationally Certified Child Passenger Safety Technicians.**

Estimated total number of classes 12

Estimated total number of technicians 147

### Maintenance of effort

**ASSURANCE: The lead State agency responsible for occupant protection programs shall maintain its aggregate expenditures for occupant protection programs at or above the level of such expenditures in fiscal year 2014 and 2015.**

### Qualification criteria for a lower seat belt use rate State

**To qualify for an Occupant Protection Grant in a fiscal year, a lower seat belt use rate State (as determined by NHTSA) must submit, as part of its HSP, documentation demonstrating that it meets at least three of the following additional criteria. Select application criteria from the list below to display the associated requirements.**

Primary enforcement seat belt use statute	Yes
Occupant protection statute	No
Seat belt enforcement	Yes
High risk population countermeasure program	Yes
Comprehensive occupant protection program	Yes
Occupant protection program assessment	Yes

### Primary enforcement seat belt use statute

**Open each requirement below to provide legal citations to demonstrate that the State statute meets the requirement.**



- The State's statute(s) demonstrates that the State has enacted and is enforcing occupant protection statutes that make a violation of the requirement to be secured in a seat belt or child restraint a primary offense.
  - MS Code 63-2-1
  - MS Code 63-2-7
  - MS Code 63-7-301

## Seat belt enforcement

**Submit countermeasure strategies, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred.**

**\*Reminder: When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

### Countermeasure Strategy Name

Sustained Enforcement

Short-term, High Visibility Law Enforcement

PT-Sustained Enforcement

OP-Surveys and Evaluation

Driver's Educational Programs

**Submit planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred.**

**\*Reminder: When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
OP-2019-OP-25-41	Canton Police Department	Sustained Enforcement
OP-2019-OP-10-80	Carroll County Sheriff's Department	Sustained Enforcement
OP-2019-OP-23-41	Vicksburg Police Department	Sustained Enforcement
OP-2019-OP-35-61	West Point Police Department	Sustained Enforcement
OP-2019-OP-41-05	MOHS Click It or Ticket Special Wave Grants	Sustained Enforcement
OP-2019-OP-41-06	MOHS High Risk Population Special Wave Grants	Sustained Enforcement
PT-2019-PT-20-21	Bay St. Louis Police Department	PT-Sustained Enforcement
PT-2019-PT-20-41	Biloxi Police Department	PT-Sustained Enforcement
PT-2019-PT-20-51	Brandon Police Department	PT-Sustained Enforcement
OP-2018-OP-25-51	Carthage Police Department	Sustained Enforcement
OP-2019-OP-25-71	Charleston Police Department	Sustained Enforcement
OP-2019-OP-25-81	Clarksdale Police Department	Sustained Enforcement
OP-2019-OP-11-30	Clay County Sheriff's Department	Sustained Enforcement
OP-2019-OP-11-71	Desoto County Sheriff's Department	Sustained Enforcement
OP-2019-OP-12-31	Hancock County Sheriff's Department	Sustained Enforcement
OP-2019-OP-12-41	Harrison County Sheriff's Department	Sustained Enforcement
OP-2019-OP-12-51	Hinds County Sheriff's Department	Sustained Enforcement
OP-2019-OP-21-71	Holly Springs Police Department	Sustained Enforcement
OP-2019-OP-13-41	Jones County Sheriff's Department	Sustained Enforcement
OP-2019-OP-13-71	Lamar County Sheriff's Department	Sustained Enforcement
OP-2019--OP-13-81	Lauderdale Sheriff's Deaprtment	Sustained Enforcement

OP-2019-OP-22-41	New Albany Police Department	Sustained Enforcement
OP-2019-OP-15-31	Oktibbeha County Sheriff's Department	Sustained Enforcement
OP-2019-OP-31-91	Pearl Police Department	Sustained Enforcement
OP-2019-OP-15-51	Pearl River County Sheriff's Department	Sustained Enforcement
OP-2019-OP-22-81	Philadelphia Police Department	Sustained Enforcement
OP-2019-OP-15-71	Pike County Sheriff's Department	Sustained Enforcement
OP-2019-OP-15-81	Pontotoc County Sheriff's Office	Sustained Enforcement
OP-2019-OP-33-91	Sardis Police Department	Sustained Enforcement
OP-2019-OP-34-41	Southaven Police Department	Sustained Enforcement
OP-2019-OP-17-21	Tunica County Sheriff's Department	Sustained Enforcement
PT-2019-PT-26-21	Columbia Police Department	PT-Sustained Enforcement
PT-2019-PT-26-91	D'Iberville Police Department	PT-Sustained Enforcement
PT-2019-PT-40-81	Department of Public Safety	PT-Sustained Enforcement
PT-2019-PT-40-82	Department of Public Safety-PAO	PT-Sustained Enforcement
PT-2019-PT-27-81	Flowood Police Department	PT-Sustained Enforcement
PT-2019-PT-21-31	Greenwood Police Department	PT-Sustained Enforcement
PT-2019-PT-21-41	Gulfport Police Department	PT-Sustained Enforcement
PT-2019-PT-21-81	Horn Lake Police Department	PT-Sustained Enforcement
PT-2019-PT-23-71	Laurel Police Department	PT-Sustained Enforcement
PT-2019-PT-29-91	Lucedale Police Department	PT-Sustained Enforcement
PT-2019-PT-30-21	Madison Police Department	PT-Sustained Enforcement
PT-2019-PT-22-21	Meridian Police Department	PT-Sustained Enforcement
PT-2019-PT-22-51	Oxford Police Department	PT-Sustained Enforcement
PT-2019-PT-20-31	Ridgeland Police Department	PT-Sustained Enforcement
PT-2019-PT-22-71	Pass Christian Police Department	PT-Sustained Enforcement
PT-2019-PT-88-11	Sherman Police Department	PT-Sustained Enforcement
PT-2019-PT-23-11	Starkville Police Department	PT-Sustained Enforcement
PT-2019-PT-35-41	Waveland Police Department	PT-Sustained Enforcement

## High risk population countermeasure programs

**Submit countermeasure strategies, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan.**

**\*Reminder: When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

### Countermeasure Strategy Name

Sustained Enforcement

Short-term, High Visibility Law Enforcement

PT-Sustained Enforcement

OP-Surveys and Evaluation

Driver's Educational Programs

**Submit planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan.**

**\*Reminder: When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

<b>Planned activity unique identifier</b>	<b>Planned Activity Name</b>	<b>Primary Countermeasure</b>
PM-2019-PM-00	MOHS Paid Media Sustained Enforcement OP/PTS Campaign	Communication Campaign
OP-2019-OP-25-41	Canton Police Department	Sustained Enforcement
OP-2019-OP-10-80	Carroll County Sheriff's Department	Sustained Enforcement
OP-2019-OP-23-41	Vicksburg Police Department	Sustained Enforcement
OP-2019-OP-35-61	West Point Police Department	Sustained Enforcement
OP-2019-OP-41-05	MOHS Click It or Ticket Special Wave Grants	Sustained Enforcement
OP-2019-OP-41-06	MOHS High Risk Population Special Wave Grants	Sustained Enforcement
PT-2019-PT-20-21	Bay St. Louis Police Department	PT-Sustained Enforcement
PT-2019-PT-20-41	Biloxi Police Department	PT-Sustained Enforcement
PT-2019-PT-20-51	Brandon Police Department	PT-Sustained Enforcement
DE-2019-DE-94-51	University of Mississippi Medical Center-Youth Highway Safety Program	Driver's Educational Programs
OP-2018-OP-25-51	Carthage Police Department	Sustained Enforcement
OP-2019-OP-25-71	Charleston Police Department	Sustained Enforcement
OP-2019-OP-25-81	Clarksdale Police Department	Sustained Enforcement
OP-2019-OP-11-30	Clay County Sheriff's Department	Sustained Enforcement
OP-2019-OP-11-71	Desoto County Sheriff's Department	Sustained Enforcement
OP-2019-OP-12-31	Hancock County Sheriff's Department	Sustained Enforcement
OP-2019-OP-12-41	Harrison County Sheriff's Department	Sustained Enforcement
OP-2019-OP-12-51	Hinds County Sheriff's Department	Sustained Enforcement
OP-2019-OP-21-71	Holly Springs Police Department	Sustained Enforcement
OP-2019-OP-13-41	Jones County Sheriff's Department	Sustained Enforcement
OP-2019-OP-13-71	Lamar County Sheriff's Department	Sustained Enforcement
OP-2019--OP-13-81	Lauderdale Sheriff's Deaprtment	Sustained Enforcement
OP-2019-OP-31-11	Morton Police Department	Sustained Enforcement
OP-2019-OP-22-41	New Albany Police Department	Sustained Enforcement
OP-2019-OP-15-31	Oktibbeha County Sheriff's Department	Sustained Enforcement
OP-2019-OP-31-91	Pearl Police Department	Sustained Enforcement
OP-2019-OP-15-51	Pearl River County Sheriff's Department	Sustained Enforcement
OP-2019-OP-22-81	Philadelphia Police Department	Sustained Enforcement
OP-2019-OP-15-71	Pike County Sheriff's Department	Sustained Enforcement
OP-2019-OP-15-81	Pontotoc County Sheriff's Office	Sustained Enforcement
OP-2019-OP-33-91	Sardis Police Department	Sustained Enforcement
OP-2019-OP-34-41	Southaven Police Department	Sustained Enforcement
OP-2019-OP-17-21	Tunica County Sheriff's Department	Sustained Enforcement
PT-2019-PT-26-21	Columbia Police Department	PT-Sustained Enforcement
PT-2019-PT-26-91	D'Iberville Police Department	PT-Sustained Enforcement
PT-2019-PT-40-81	Department of Public Safety	PT-Sustained Enforcement
PT-2019-PT-40-82	Department of Public Safety-PAO	PT-Sustained Enforcement
PT-2019-PT-27-81	Flowood Police Department	PT-Sustained Enforcement
PT-2019-PT-21-31	Greenwood Police Department	PT-Sustained Enforcement
PT-2019-PT-21-41	Gulfport Police Department	PT-Sustained Enforcement
PT-2019-PT-21-81	Horn Lake Police Department	PT-Sustained Enforcement
PT-2019-PT-23-71	Laurel Police Department	PT-Sustained Enforcement
PT-2019-PT-29-91	Lucedale Police Department	PT-Sustained Enforcement

PT-2019-PT-30-21	Madison Police Department	PT-Sustained Enforcement
PT-2019-PT-22-21	Meridian Police Department	PT-Sustained Enforcement
PT-2019-PT-22-51	Oxford Police Department	PT-Sustained Enforcement
PT-2019-PT-20-31	Ridgeland Police Department	PT-Sustained Enforcement
PT-2019-PT-22-71	Pass Christian Police Department	PT-Sustained Enforcement
PT-2019-PT-88-11	Sherman Police Department	PT-Sustained Enforcement
PT-2019-PT-23-11	Starkville Police Department	PT-Sustained Enforcement
PT-2019-PT-35-41	Waveland Police Department	PT-Sustained Enforcement

## Comprehensive occupant protection program

**Enter the date of NHTSA-facilitated program assessment that was conducted within five years prior to the application due date that evaluates the occupant protection program for elements designed to increase seat belt use in the State.**

Date of NHTSA-facilitated program assessment 11/18/2016

**Upload the multi-year strategic plan based on input from Statewide stakeholders (task force) under which the State developed – (A) Data-driven performance targets to improve occupant protection in the State, at the level of detail required under § 1300.11(c); (B) Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach) designed to achieve the performance targets of the strategic plan, at the level of detail required under § 1300.11(d); (C) A program management strategy that provides leadership and identifies the State official responsible for implementing various aspects of the multi-year strategic plan; and (D) An enforcement strategy that includes activities such as encouraging seat belt use policies for law enforcement agencies, vigorous enforcement of seat belt and child safety seat statutes, and accurate reporting of occupant protection system information on police accident report forms, at the level of detail required under § 1300.11(d)(5).**

### Documents Uploaded

No documents uploaded to GMSS

**List the page number(s) from your occupant protection multi-year strategic plan that addresses:**

Data-driven performance targets Page 6  
Countermeasure strategies Page 6-8  
Program management strategy Page 8  
Enforcement strategy Page 11

**Enter the name and title of the State’s designated occupant protection coordinator responsible for managing the occupant protection program in the State, including developing the occupant protection program area of the HSP and overseeing the execution of the projects designated in the HSP.**

Designated occupant protection coordinator name Robin Layton

Designated occupant protection coordinator title Robin Layton

**Enter a list that contains the names, titles and organizations of the Statewide occupant protection task force membership that includes agencies and organizations that can help develop, implement, enforce and evaluate occupant protection programs.**

Name:	Title	Area of Focus:	Agency:
Clay Johnston	Director	Citations/Crash/Driver	MS Department of Public Safety/MIS
Mallory Berg*	Outreach Specialist	CPS/Outreach	UMMC/Safe Kids
Erica Cousin*	Outreach Coordinator	CPS/Outreach	UMMC/Safe Kids

Elizabeth Foster*	Director, Safe Kids MS	CPS/Youth/Outreach	UMMC/Safe Kids/Chair MAHSL
Cecilia Kazery	Director	Crash/Vehicle	Crash Reconstruction
Angela Stuart	FARS Analyst	Data	MS DPS/FARS
Janice Grant	Director	Drivers Education	Department of Education
Donny Gray	Director	Driver's Education	Department of Education
Janice Shannon	Supervisor	Driver's Education	Department of Education
Ray Sims	Executive Director	Administration	Public Safety Planning
Teresa Bridges	Program Specialist	Federal Highway	Federal Highway Administration
Mark Dunlap	Program Specialist	Federal Motor Carrier	FMCSA
Joey East	President of Chief's Association	Law Enforcement	Oxford Police Department
K C Hamp	President of Sheriff's Association	Law Enforcement	Tunica County Sheriff's Association
Mark Morgan*	Law Enforcement Liaison	Law Enforcement	Hinds County Sheriff's Department
Kenneth Brown	Captain	Law Enforcement	DPS/MHP/Driver Services
Scott Carnegie	Director	Law Enforcement	DPS/MHP/Motor Carrier
David Layton	Law Enforcement Liaison	Law Enforcement	Greenwood Police Department
Tracy Dayton*	Seatbelt Law Enforcement	Law Enforcement	Lucedale Police Department
Lance Chancellor*	Grants/Statistical Administrator	Outreach/Law Enforcement	Jones County Sheriff's Department
Molly Miller*	Traffic Safety Resource Prosecutor	Legislative, Reg & Policy	Attorney General
Helen Porter*	Office Director	Administration	MS Office of Highway Safety
Johnny Poulos*	Public Affairs Officer	Outreach/Media/Law Enforcement	MS Highway Patrol
Ray Hall*	Public Affairs Officer	Outreach/Media/Law Enforcement	MS Highway Patrol
Beth Loflin*	Planning/Traffic Records Director	Planner/Data	MS Office of Highway Safety
Ted Grimes	Traffic Records Coordinator	Data	MS Office of Highway Safety
Representative*	Director	Prevention	MS Department of Health
Jacquelyn German*	Program Specialist	Prevention	MS Department of Health
Victor Sutton	Director	Prevention	MS Department of Health
Norman Miller	Director	Prevention	Central MS Trauma Region

Lee Jenkins	Director	Prevention	Brain Injury Association of MS
Robin Layton*	Division Director	Program Management	MS Office of Highway Safety
Tenicia Speech	Division Director	Program Management	MS Office of Highway Safety
Laura Henderson	Traffic Safety Specialist	Program Management	MS Office of Highway Safety
Ty Barnes	Traffic Safety Specialist	Program Management	MS Office of Highway Safety
Sonya Williams	Traffic Safety Specialist	Program Management	MS Office of Highway Safety
Janniece James	Traffic Safety Specialist	Program Management	MS Office of Highway Safety
Rena Gaylor	Division Director	Program Management	MS Office of Highway Safety
David Parrish*	Seatbelt Survey Contractor	Seat Belt Survey	MS State University
Ron Sennett*	Traffic Records Consultant	Strategic	MS Office of Highway Safety
Tawni Basden*	Project Manager	Youth/Outreach	UMMC/Youth Programs
Nicholas Jackson*	Outreach Specialist	Youth/Outreach	UMMC/Youth Programs
Christy Milbourne*	Branch Director	Youth/Outreach	MS Department of Transportation

\*Executive Board

**Submit countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach) designed to achieve the performance targets of the strategic plan, at the level of detail required under § 1300.11(d).**

**\*Reminder: When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

**Countermeasure Strategy Name**

- Sustained Enforcement
- OP-Surveys and Evaluation
- Driver's Educational Programs
- Child Restraint System Inspection Station(s)

**Occupant protection program assessment**

**Enter the date of the NHTSA-facilitated assessment of all elements of its occupant protection program, which must have been conducted within three years prior to the application due date.**

Date of the NHTSA-facilitated assessment 11/18/2016

**9 405(c) - State Traffic Safety Information System Improvement Grant**

Traffic records coordinating committee (TRCC)

**Submit at least three meeting dates of the TRCC during the 12 months immediately preceding the application due date.**

**Meeting Date**

7/12/2017

9/20/2017

12/13/2017

4/10/2018

5/10/2018

**Enter the name and title of the State's Traffic Records Coordinator**

Name of State's Traffic Records Coordinator: Ted Grimes

Title of State's Traffic Records Coordinator: Traffic Records Coordinator

**Enter a list of TRCC members by name, title, home organization and the core safety database represented, provided that at a minimum, at least one member represents each of the following core safety databases: (A) Crash; (B) Citation or adjudication; (C) Driver; (D) Emergency medical services or injury surveillance system; (E) Roadway; and (F) Vehicle.**

**FY19 State Traffic Records Coordinating Committee Members**

**Ted Grimes-Traffic Records Coordinator**

<b>First</b>	<b>Last</b>	<b>System Representation</b>	<b>Agency</b>	<b>Email</b>	<b>Phone</b>
* Teresa	Bridges	Federal Highway	Federal Highway Administration	teresa.bridges@dot.gov	601-214-0438
Billy	Brister	Citation/ Adjudication	MAESP	Billy.brister@ssrc.msstate.edu	
* Kenneth	Brown, Lt.	Driver/Crash	DPS/ Director of Driver Records	kbrown@dps.ms.gov	601-987-1231
Patricia	Bryant	Citation/Crash/ Driver	DPS/MIS	pbryant@dps.ms.gov	601-933-2646
* Scott	Carnegie	Driver/Crash	MS Dept. of Public Safety-Motor Carrier	scarnegie@dps.ms.gov	601-987-1454
* Lisa	Chism	Vehicle	MS Dept. of Revenue	lisa.chism@dor.ms.gov	601-923-7228
Anthony	Cunningham	Driver/Crash	DPS/ Deputy Director of Driver Records	acunningham@dps.ms.gov	
* Mark	Dunlap	Driver/Crash	Federal Motor Carrier Safety Administration	mark.dunlap@dot.gov	601-965-4219
* Donna	Etheridge	Injury/Surveillance/EMS	MS Dept. of Health	Donna.etheridge@msdh.ms.gov	601-576-8212
* Randy	Ginn	State Law Enforcement	MHP	Rginn@dps.ms.gov	662-323-5314
Jeannie	Gipson	Driver/Crash	MS Dept. of Public Safety-Motor Carrier	jpgipson@dps.ms.gov	
David	Hall	Trauma Registry	MS Dept. of Health	David.hall@msdh.ms.gov	
* Sam	Howell	Driver - BAC Crime Lab	DPS/MS Crime Lab	Showell@mcl.state.ms.us	601-987-1631
* Clay	Johnston	Citation/Crash/ Driver	Director-DPS/MIS	CJohnston@dps.ms.gov	601-933-2606
* Cecilia	Kazery	Vehicle/Crash	Crash Reconstruction	ckazery@dps.ms.gov	
* Chris	Kimbrell	Roadway	MS Dept. of Transportation	ckimbrell@mdot.state.ms.us	
Tara	Lacoste	Driver/Crash	Federal Motor Carrier Safety Administration	Tara.lacoste@dot.gov	
* Beth	Loflin	Strategic Planning	MOHS/ Planner	bloflin@dps.ms.gov	601-977-3725

Melinda	McGrath	Advisor	MDOT Executive Director	mmcgrath@mdot.state.ms.us	601-359-7249
Kenneth	McGruder	Driver/Crash	DPS/Driver Services	klmcgruder@dps.ms.gov	
Miranda	McLaurin	Driver/Crash	Federal Motor Carrier Safety Administration	Miranda.mclaurin@dot.gov	
* Molly	Miller	Citation/ Adjudication	MS Attorney General Office/ TSRP	mmill@ago.state.ms.us	601-359-4265
David	Parrish	Evaluation/Seatbelt Survey	Mississippi state University	david.parrish@ssrc.msstate.edu	662-325-8116
* Jeremy	Pate	Citation/Crash/Driver	University of Alabama/CAPS		
Maury	Phillips	Driver - BAC Crime Lab	DPS/MS Crime Lab	mphilips@mcl.state.ms.us	
* Helen	Porter	Office Director	MS Office of Highway Safety	Hporter@dps.ms.gov	601-977-3722
Mickee	Ramsey	Injury Surveillance	American Medical Response (AMR)	Mickee.ramsey@amr.net	
Ron	Sennett	Strategic Planning	DPS/DPSP/Office of Highway Safety	rgsmid@aol.com	601-668-1103
* Larry	Smith	Crash	DPS/CRASH Team	Lwsmith@dps.ms.gov	662-563-3681
* Angela	Stuart	Citation/Crash/ Driver	FARS Analyst	astuart@dps.ms.gov	
Mark	Solomon	Strategic Planning	Preusser Research Group	mark@preussergroup.com	
Joel	Spellins	Local Law Enforcement	Sherman Police Department	shermapolice@comcast.net	
S	Stinson	Injury Surveillance	AAA Ambulance	sstinson@aaaambulance.net	
Mark	Thomas	Roadway	MDOT	mthomas@mdot.state.ms.us	601-359-1454
Vikki	Whittington	Citation/Crash/ Driver	FARS Analyst	vwhittington@dps.ms.gov	
* Alisa	Williams	Injury Surveillance	MS Dept. of Health	Alisa.Williams@msdh.ms.gov	601-576-7365
* Jim	Willis	Roadway	MS Dept. of Transportation	JCWillis@mdot.state.ms.us	601-359-1454
Ryan	Wilson	Injury Surveillance	American Medical Response (AMR)	Ryan.wilson@amr.net	
Wendell	Wright	Driver/Crash	DPS/Driver Services	wwright@dps.ms.gov	601-987-1231
Evan	Wright	Roadway	MDOT	ewright@mdot.ms.gov	601-359-7685

**Executive Committee members**

State traffic records strategic plan

Upload a Strategic Plan, approved by the TRCC, that— (i) Describes specific, quantifiable and measurable improvements, as described in paragraph (b)(3) of this section, that are anticipated in the State’s core safety databases, including crash, citation or adjudication, driver, emergency medical services or injury surveillance system, roadway, and vehicle databases; (ii) Includes a list of all recommendations from its most recent highway safety data and traffic records system assessment; (iii) Identifies which recommendations identified under paragraph (b)(2)(ii) of this section the State intends to address in the fiscal year, the countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), that implement each recommendation, and the performance measures to be used to demonstrate quantifiable and measurable progress; and (iv) Identifies which recommendations identified under paragraph (b)(2)(ii) of this section the State does not intend to address in the fiscal year and explains the reason for not implementing the recommendations.



<b>Documents Uploaded</b>
---------------------------

No documents uploaded to GMSS
-------------------------------

Enter a direct copy of the section of the State traffic records strategic plan that lists all recommendations from the State's most recent highway safety data and traffic records system assessment.

- Recommendations from 2013 TR Assessment:

Below are recommendation that the MOHS received as key recommendations from the TR assessment to improve the TR system.

- Crash Recommendations:

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

- Vehicle Recommendations:

- Improve the description and contents of the Vehicle data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the applicable guidelines for the Vehicle data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the data dictionary for the Vehicle data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the procedures/ process flows for the Vehicle data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the data quality control program for the Vehicle data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.

- Driver Recommendations:

- Improve the description and contents of the Driver data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the data quality control program for the Driver data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.

- Roadway Recommendations:

- Improve the procedures/process flows for the Roadway data system that reflect best practices identified in the Traffic Records Program Assessment Advisory
- Improve the data quality control program for the Roadway data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.

- Citation/Adjudications Recommendations:

- Improve the description and contents of the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the interfaces with the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the data quality control program for the Citation and Adjudication systems that reflects best practices identified in the Traffic Records Program Assessment Advisory.

- EMS/Injury Surveillance Recommendations:

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

- Data Use and Integration Recommendations:

- Improve the traffic records systems capacity to integrate data that reflects best practices identified in the Traffic Records Advisory.

- State Traffic Records Coordinating Committee:

- STRCC needs to establish a formal data system performance review process along with quality control programs. As it stands, there is little emphasis on system-level performance measures, which are key to gauging the health of individual traffic records components along the six data quality metrics.
- STRCC Inventory-Such an inventory should include high-level overviews of each system and its sub-systems, basic flowcharts or diagrams to illustrate how data are collected and processed, a description of the technical architecture, easy-to-use data dictionaries, and contact information for system administrators or managers.
- The STRCC consists of the Executive Board and Technical Committee. The membership of the STRCC Executive Committee includes key representatives from agencies either responsible for managing at least one of the six core information systems (Crash, Vehicle, Driver Citation/Adjudication, Roadway, EMS/ Injury Surveillance) with a higher level of management and decision making, such as directors, project evaluators, data analysts, planners and infrastructure specialists.
- The membership of the STRCC Technical Committee includes representatives from agencies either responsible for managing at least one of the six core information systems (Crash, Vehicle, Driver Citation/Adjudication, Roadway, EMS/ Injury Surveillance) or with a vital interest in one or more of those systems. These representatives come from highway safety, highway infrastructure, law enforcement and adjudication, public health, injury control and motor carrier agencies and organizations. These agencies and organizations include the Department of Public Safety - Mississippi Highway Patrol; Motor Carrier Division, Crash Reconstruction, Driver Services, Fatal Accident Reporting System (FARS), Management Information Services, Crime Lab, Office of Highway Safety; Department of Transportation; Department of Health; Emergency Medical Services; Department of Revenue; Department of Information Technology Services; Mississippi State Social Science Research Center; Judiciary as well as Mississippi Sheriff's Association designee and Mississippi Chiefs of Police designee; FHWA; FMCSA.
- The members of the Technical Committee are appointed by the heads of their respective agencies and shall meet at least three times annually. The Technical Committee can vote to extend membership on the Technical Committee to other Mississippi entities, public or private, that are part of the traffic safety information system. Representatives from all Mississippi entities which are part of the traffic safety information system can participate on the STRCC, but only Executive Board members can vote on STRCC business. Technical Committee members who are unable to attend a meeting may provide their written proxy for voting purposes.

- Charter:

The document should be significantly expanded to include elements critical to the operation, structure, and activities of Mississippi's STRCC.

- Among the elements that should be considered are:
  - Clearly defining the unique purposes of both the executive and technical tiers;
  - Outlining each tier's roles and associated duties;
  - Laying out the specific members or positions that make-up each tier;
  - Defining how the two tiers work together including items such as how funding recommendations originate and ultimately are approved;

- Describing meeting frequency and other meeting logistics; and
- Establishing chairs or co-chairs for each tier.

**Enter a direct copy of the section of the State traffic records strategic plan that identifies which recommendations the State intends to address in the fiscal year, the countermeasure strategies and planned activities, at the level of detail required under 23 C.F.R. 1300.11(d), that implement each recommendation, and the performance measures to be used to demonstrate quantifiable and measurable progress.**

#### MOHS Updates to 2013 Traffic Records Assessment Update Report for 2019

The MOHS and the STRCC will work to make the following recommendations from the 2013 Traffic Records Assessment during FY19. Additional improvements will be developed during FY19, as the STRCC works to restructure, conduct a new TR Assessment and work on additional projects to strengthen the MOHS and STRCC. The MOHS will continue to work on all 2013 Traffic Records Recommendations during FY19.

- **Crash Recommendations**

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

During FY18, the STRCC began the review and selection of vendors/contractors for improvements to the crash data system. The current Crash system is the antiquated Report Beam system that has been in operation in the State for many years. The Report Beam system is no longer being updated with system upgrades, but can only maintain the current system with data inputs. There have been no system upgrades in several years.

A vendor was selected during FY18 and have had several research and development meeting with the STRCC to begin the process of building a new Crash system. The Crash system should be completed with the FY19 grant year. As the system is being created and implemented, members of the STRCC will work with the vendor to make sure all systems are compliant and reflect best practices.

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

During FY18, the STRCC began the review and selection of vendors/contractors for improvements to the crash data system. The current Crash system is the antiquated Report Beam system that has been in operation in the State for many years. The Report Beam system is no longer being updated with system upgrades, but can only maintain the current system with data inputs. There have been no system upgrades in several years.

A vendor was selected during FY18 and have had several research and development meeting with the STRCC to begin the process of building a new Crash system. The Crash system should be completed with the FY19 grant year. As the system is being created and implemented, members of the STRCC will work with the vendor to make sure all systems are compliant and reflect best practices.

- **Vehicle Recommendations**

- Improve the description and contents of the Vehicle data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.

The MOHS will continue to work on this recommendation for the upcoming year. During FY18, a Traffic Records Coordinator was hired and will continue to work on this recommendation in FY19.

- Improve the applicable guidelines for the Vehicle data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.

The MOHS will continue to work on this recommendation for the upcoming year. During FY18, a Traffic Records Coordinator was hired and will continue to work on this recommendation in FY19.

- Improve the data dictionary for the Vehicle data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.

The MOHS will continue to work on this recommendation for the upcoming year. During FY18, a Traffic Records Coordinator was hired and will continue to work on this recommendation in FY19.

- Improve the procedures/process flows for the Vehicle data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.

The MOHS will continue to work on this recommendation for the upcoming year. During FY18, a Traffic Records Coordinator was hired and will continue to work on this recommendation in FY19.

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

During FY18, the STRCC began the review and selection of vendors/contractors for improvements to the crash data system. The current Crash system is the antiquated Report Beam system that has been in operation in the State for many years. The Report Beam system is no longer being updated with system upgrades, but can only maintain the current system with data inputs. There have been no system upgrades in several years.

A vendor was selected during FY18 and have had several research and development meeting with the STRCC to begin the process of building a new Crash system. The Crash system should be completed with the FY19 grant year. As the system is being created and implemented, members of the STRCC will work with the vendor to make sure all systems are compliant and reflect best practices.

- **Vehicle:**

Opportunities: The majority of opportunities for improvements are dependent on Mississippi broadening the purpose of its current vehicle data system from tax collection to a modern, real-time, electronic and accessible descriptive vehicle record system. A vehicle record system developed in collaboration with partners (DPS and law enforcement), compatible with such systems as NCIC, NMVTIS, PRISM and incorporating state of the art barcodes to support auto-populating of fields on e-forms and real-time access and tracking of information.

The MOHS will continue to work on this recommendation for the upcoming year. During FY18, a Traffic Records Coordinator was hired and will continue to work on this recommendation in FY19.

- **Driver Recommendations:**

- Improve the description and contents of the Driver data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.

The MOHS will continue to work on this recommendation for the upcoming year. During FY18, a Traffic Records Coordinator was hired and will continue to work on this recommendation in FY19.

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

During FY18, the STRCC began the review and selection of vendors/contractors for improvements to the crash data system. The current Crash system is the antiquated Report Beam system that has been in operation in the State for many years. The Report Beam system is no longer being updated with system upgrades, but can only maintain the current system with data inputs. There have been no system upgrades in several years.

A vendor was selected during FY18 and have had several research and development meeting with the STRCC to begin the process of building a new Crash system. The Crash system should be completed with the FY19 grant year. As the system is being created and implemented, members of the STRCC will work with the vendor to make sure all systems are compliant and reflect best practices.

- **Driver:**

The DDS system does not capture novice driver training or driver improvement information.

Opportunity: At this time, there is no formal driver record data purging process or procedure. Establishing a driver record data purging policy is an important element of a driver record system.

The MOHS will continue to work on this recommendation for the upcoming year. During FY18, a Traffic Records Coordinator was hired and will continue to work on this recommendation in FY19.

Opportunity: The DPS Division of Driver Services should become an active contributing member of the STRCC.

During FY18, the STRCC has added several members of Mississippi Department of Public Safety-Driver's Services program to take part in the STRCC. Driver's Services as an active voice on the STRCC, along with helping the STRCC providing recommendation for upgrades and updates to driver's licensing data systems.

- **Roadway Recommendations:**

- Improve the procedures/process flows for the Roadway data system that reflect best practices identified in the Traffic Records Program Assessment Advisory

The MOHS will continue to work on this recommendation for the upcoming year. During FY18, a Traffic Records Coordinator was hired and will continue to work on this recommendation in FY19.

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

During FY18, the STRCC began the review and selection of vendors/contractors for improvements to the crash data system. The current Crash system is the antiquated Report Beam system that has been in operation in the State for many years. The Report Beam system is no longer being updated with system upgrades, but can only maintain the current system with data inputs. There have been no system upgrades in several years.

A vendor was selected during FY18 and have had several research and development meeting with the STRCC to begin the process of building a new Crash system. The Crash system should be completed with the FY19 grant year. As the system is being created and implemented, members of the STRCC will work with the vendor to make sure all systems are compliant and reflect best practices.

- **Citation/Adjudication Recommendations:**

- Improve the description and contents of the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.

During FY18, The Department of Public Safety released and new citation and adjudication system that will be able to manage the reporting and collection of citations and judicial outcomes more accurate and increase timeliness. The DPS Driver's Services program directs and maintains this system for the State. Best practice elements will continued to be considered in the upgrades and establishment current system.

- Improve the interfaces with the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.

During FY18, The Department of Public Safety released and new citation and adjudication system that will be able to manage the reporting and collection of citations and judicial outcomes more accurate and increase timeliness. The DPS Driver's Services program directs and maintains this system for the State. Best practice elements will continued to be considered in the upgrades and establishment current system.

- Improve the data quality control program for the Citation and Adjudication systems that reflects best practices identified in the Traffic Records Program Assessment Advisory.

During FY18, The Department of Public Safety released and new citation and adjudication system that will be able to manage the reporting and collection of citations and judicial outcomes more accurate and increase timeliness. The DPS Driver's Services program directs and maintains this system for the State. Best practice elements will continued to be considered in the upgrades and establishment current system.

- **Citation/Adjudication:**

Opportunities: An underlying premise of the *Advisory* is that electronic systems are effective in improving data quality and timeliness. As such, it is advantageous for the state to continue to increase adoption of the state electronic citation system, with the goal of eliminating paper citations to the maximum possible extent. Efforts should be made to determine whether this electronic system can provide the means to fully implement citation tracking system functionality. Additionally, continuing to make progress toward interoperability of the court systems and electronic posting of dispositions to the driver file will ensure timeliness and accuracy of the overall system. Similarly, enhanced interoperability with driver and vehicle source files will improve data quality for both the citation and adjudication systems.

To maximize interoperability to its full potential, the State should investigate the feasibility of employing additional national standards that have not currently been adopted. Additionally in this regard, a full set of documentation for all sub-systems is essential, and strengthening as many different types of documentation as possible would be an important step in this regard. Finally, a comprehensive set of performance measures will enable the implementation of a continuous quality improvement program, and assist in providing feedback when there are problems with quality or timeliness.

Mississippi has the beginnings of an electronic citation system in place that was created to become a statewide citation system. The system has had a slow acceptance within local law enforcement. The MOHS will continue to work on this recommendation for the upcoming year, a Traffic Records Coordinator has been hired and a new Traffic Records Plan will be developed, this recommendation will be implemented.

During FY18, The Department of Public Safety released and new citation and adjudication system that will be able to manage the reporting and collection of citations and judicial outcomes more accurate and increase timeliness. The DPS Driver's Services program directs and maintains this system for the State. Best practice elements will continued to be considered in the upgrades and establishment current system.

- **EMS/Injury Surveillance Recommendations:**

- Improve the interfaces with the Injury Surveillance systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.

The MOHS will continue to work on this recommendation for the upcoming year. During FY18, a Traffic Records Coordinator was hired and will continue to work on this recommendation in FY19.

- Improve the data quality control program for the Injury Surveillance systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.

The MOHS will continue to work on this recommendation for the upcoming year. During FY18, a Traffic Records Coordinator was hired and will continue to work on this recommendation in FY19.

- **EMS/Injury Surveillance:**

Mississippi has most of the primary components of a comprehensive injury surveillance system. These components include: pre-hospital data collection system, trauma registry, inpatient discharge, and vital records database managed by the Mississippi Department of Health (MSDH). Emergency department data are a valuable resource of information; collection and analysis of that information should be pursued.

While data from each of these systems is available, to varying degrees, for use by the traffic records community for problem identification and planning purposes there is an opportunity to establish a closer working relationship with the STRCC and the managers of these injury surveillance systems.

The Mississippi State Department of Health (MSDH) manages all of the traffic records databases in the Injury Surveillance System, which will help facilitate data sharing and integration. Almost all of the records in those databases, except for the vital records files, are collected and transmitted to the State systems electronically. These processes allow for the development of validation rules and edit checks at several levels of data collection to improve the completeness and accuracy of the data. There is historical support for the creation of interfaces between several traffic records system components (crash, driver, EMS, trauma registry, hospital) and integration of those files for problem identification and program evaluation.

Mississippi has almost all of the components necessary for a successful traffic records injury surveillance system; inclusion of emergency department data and active participation of the injury data managers on the STRCC will complete the system. Many of the components have edit checks, performance metrics, and performance measures. The measures demonstrating progress, and the quality management reports should be share regularly with the STRCC. There are many opportunities for integrating the datasets and conducting analyses that characterize outcomes of motor vehicle crashes.

- **Data Use and Integration Recommendations**

- Improve the traffic records systems capacity to integrate data that reflects best practices identified in the Traffic Records Program Assessment Advisory.

The State is lacking a formal system inventory at the State level. A State-level formal traffic records system inventory must be a comprehensive document that contains all traffic records data sources, system custodians (including contact information), data elements and attributes, linkage variables, linkages useful to the State, and data access policies (including copies of applicable data request applications or data use agreements). The traffic records system inventory should be updated annually and shared with members of the State’s Traffic Records Coordinating Committee (STRCC) as well as made available to data users and traffic safety and public health stakeholders.

During FY18, the STRCC began the review and selection of vendors/contractors for improvements to the crash data system. The current Crash system is the antiquated Report Beam system that has been in operation in the State for many years. The Report Beam system is no longer being updated with system upgrades, but can only maintain the current system with data inputs. There have been no system upgrades in several years. **A vendor was selected during FY18 and have had several research and development meeting with the STRCC to begin the process of building a new Crash system. The Crash system should be completed with the FY19 grant year. As the system is being created and implemented, members of the STRCC will work with the vendor to make sure all systems are compliant and reflect best practices.**

- **STRCC:**

- **Charter** -the document should be significantly expanded to include elements critical to the operation, structure, and activities of Mississippi’s STRCC. Among the elements that should be considered are:
  - Clearly defining the unique purposes of both the executive and technical tiers

**The MOHS has developed the STRCC purposes for the both the executive and technical committees. The STRCC Charter was revised and implemented to reflect the purposes of the executive and technical tiers.**

- Outlining each tier’s roles and associated duties,

**The STRCC Charter was revised and implemented to reflect the roles and associated duties of the executive and technical tiers.**

- Laying out the specific members or positions that make-up each tier,

**The MOHS will continue to work on this recommendation for the upcoming year. During FY18, a Traffic Records Coordinator was hired and will continue to work on this recommendation in FY19.**

- Defining how the two tiers work together including items such as how funding recommendations originate and ultimately are approved.

**The MOHS will continue to work on this recommendation for the upcoming year. During FY18, a Traffic Records Coordinator was hired and will continue to work on this recommendation in FY19.**

- Describing meeting frequency and other meeting logistics, and

**The MOHS will continue to work on this recommendation for the upcoming year. During FY18, a Traffic Records Coordinator was hired and will continue to work on this recommendation in FY19.**

- Establishing chairs or co-chairs for each tier.

**The MOHS will continue to work on this recommendation for the upcoming year. During FY18, a Traffic Records Coordinator was hired and will continue to work on this recommendation in FY19.**

- **STRCC Meetings:**

- Technical meetings need more structure- agenda/ minutes.

**The STRCC meeting become more structure with the addition of agendas and minutes at each STRCC meeting.**

- STRCC Inventory - Such an inventory should include high-level overviews of each system and its sub-systems, basic flowcharts or diagrams to illustrate how data are collected and processed, a description of the technical architecture, easy-to-use data dictionaries, and contact information for system administrators or managers.

**The MOHS will continue to work on this recommendation for the upcoming year. During FY18, a Traffic Records Coordinator was hired and will continue to work on this recommendation in FY19.**

- STRCC needs to establish a formal data system performance review process along with quality control programs. As it stands, there is little emphasis on system-level performance measures, which are keys to gauging the health of individual traffic records components along the six data quality metrics.

**The MOHS will continue to work on this recommendation for the upcoming year. During FY18, a Traffic Records Coordinator was hired and will continue to work on this recommendation in FY19.**

**Submit the planned activities, at the level of detail required under § 1300.11(d), that implement recommendations.**

**\*Reminder: When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure Strategy

M3DA-2019-MC-40-82	Department of Public Safety- Development of New Statewide Crash System	TR-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.
TR-2019-TR-41-04	TR-MOHS Contingency Travel	Provide staff the opportunity to receive training and attend traffic safety conference to improve skills on a local, state and national level
TR-2019-TR-41-01	MOHS Traffic Records Coordination- Program Management	PA-Provide Adequate guidance to subgrantees

**Enter a direct copy of the section of the State traffic records strategic plan that identifies which recommendations the State does not intend to address in the fiscal year and explains the reason for not implementing the recommendations.**

The MOHS plans to continue working on all recommendations that were given during the 2013 Assessment. The MOHS is working with a NHTSA GO Team to work on the re-structure of the STRCC and the MOHS will conduct a new Traffic Records Assessment in 2019.

## Quantitative improvement

**Enter a direct copy of the section of the State traffic records strategic plan that describes specific, quantifiable and measurable improvements, as described in 23 C.F.R. 1300.22(b)(3), that are anticipated in the State's core safety databases, including crash, citation or adjudication, driver, emergency medical services or injury surveillance system, roadway, and vehicle databases. Specifically, the State must demonstrate quantitative improvement in the data attribute of accuracy, completeness, timeliness, uniformity, accessibility or integration of a core database by providing a written description of the performance measures that clearly identifies which performance attribute for which core database the State is relying on to demonstrate progress using the methodology set forth in the "Model Performance Measures for State Traffic Records Systems" (DOT HS 811 441), as updated.**

- **Quantifiable and Measureable Progress Requirement:**

Mississippi continues to have a strong emphasis on improvements in our data systems with emphasis on accuracy, completeness, timeliness, uniformity, accessibility and integration.

Below is the updated performance measure that was selected, along with justification, measure, improvement and value of measure to show progress.

System to be Impacted    **X Crash**    \_\_\_ Driver    \_\_\_ Vehicle    \_\_\_ Roadway    \_\_\_ Citation/Adjudication    \_\_\_ EMS/Injury    \_\_\_ Other specify:

Performance Area(s) to be Impacted    \_\_\_ Accuracy    **X Timeliness**    \_\_\_ Completeness    \_\_\_ Accessibility    \_\_\_ Uniformity    \_\_\_ Integration    \_\_\_ Other

Performance Measure used to track Improvement(s)    Narrative Description of the Measure:

Measure C/-T-1: The mean number of days from (a) when the date of the citation was issued to (b) the date the crash report is entered into the statewide crash database or a first available repository.

Relevant Project(s) in the State's Strategic Plan    Title, number and strategic Plan page reference for each Traffic Records System improvement project to which this performance measure relates  
Project Title: M3DA-2019-MC-40-81-Department of Public Safety-Reportbeam Crash System Maintenance \*Number will change.

Improvement(s)    Narrative of the Improvement(s)

Achieved or Anticipated    To decrease the mean number of days from (a) the crash date to (b) the date the crash report is entered into the Statewide Crash System (This is the database system that is used for each court to store all citation information for accountability and court).

Specification of how the Measure is calculated/estimated    Narrative Description of Calculation / Estimation Method:

Calculations are measured within the Reportbeam Crash System for all reporting agencies. The measure was calculated from the time the officer writes the crash report and submits the crash into the Reportbeam Crash system.

Date and Baseline Value for the Measure    04/01/2016-3/31/2017- \*These dates are correct for your baseline. Just get the data that correlates.

Traffic Crashes in Mississippi between 04/01/16 – 03/31/17 = 81,623

▪ Mean for time period: 3.23 days.

City Crashes entered into database: 3.48 days

- County Crashes entered into database: 4.91 days
- MHP Crashes entered into database: .93 days
- Additional Roadways entered into database: 2.41

Date and Current Value for the Measure    04/01/17 – 03/31/18\*These dates are correct for your current value. Just get the data that correlates.

- Traffic Crashes in Mississippi between 04/01/17 – 03/31/18 = 80,051
- Mean for time period: 2.46 days

City Crashes entered into database: 2.75 days

- County Crashes entered into database: 2.85 days
- MHP Crashes entered into database: 1.05 days
- Additional Roadways entered into database: 2.18

**Upload supporting documentation covering a contiguous 12-month performance period starting no earlier than April 1 of the calendar year prior to the application due date, that demonstrates quantitative improvement when compared to the comparable 12-month baseline period.**

#### Documents Uploaded

No documents uploaded to GMSS

#### State highway safety data and traffic records system assessment

**Enter the date of the assessment of the State's highway safety data and traffic records system that was conducted or updated within the five years prior to the application due date and that complies with the procedures and methodologies outlined in NHTSA's "Traffic Records Highway Safety Program Advisory" (DOT HS 811 644), as updated.**

Date of Assessment: 8/26/2013

#### Requirement for maintenance of effort

**ASSURANCE: The lead State agency responsible for State traffic safety information system improvements programs shall maintain its aggregate expenditures for State traffic safety information system improvements programs at or above the average level of such expenditures in fiscal years 2014 and 2015.**

#### 10 405(d) Impaired Driving Countermeasure Grant

##### Impaired driving assurances

##### Impaired driving qualification - Mid-Range State

**ASSURANCE: The State shall use the funds awarded under 23 U.S.C. 405(d)(1) only for the implementation and enforcement of programs authorized in 23 C.F.R. 1300.23(j).**

**ASSURANCE: The lead State agency responsible for impaired driving programs shall maintain its aggregate expenditures for impaired driving programs at or above the average level of such expenditures in fiscal years 2014 and 2015.**

##### Authority to operate

**Enter a direct copy of the section of the statewide impaired driving plan that describes the authority and basis for the operation of the Statewide impaired driving task force, including the process used to develop and approve the plan and date of approval.**

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

Coordination:

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

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

Impaired Driving Task Force Membership:

The current IDTF has **46** standing committee members and composed of leaders from organizations that are active in addressing the problem of impaired driving. The IDTF is managed by a chairman that calls for meetings and reports from the committee members. The members of the committee are added throughout the year as needed and as new areas of need arise.

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

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

Impaired Driving Task Force Meetings: The MOHS staff, partners and IDTF members meet throughout the year to hold strategic meetings to develop and implement programs and activities based on careful problem identification, data analysis, trends and communication. Members are encouraged to attend all IDTF meetings, as these meetings are beneficial in planning projects for the State in ID. Meetings are held quarterly at the MOHS offices, but may include additional meetings as needed. The proposed meeting schedule of the IDTF during FY19 (2018-2019) will be as follows:

Tentative Impaired Driving Task Force Meetings: November 2018; March 2019; June 2019; September 2019

**Plan Approval:** The IDTF was emailed a preliminary/working copy of the IDSP on April 17, 2018. The IDTF was asked to review the IDSP for revisions, information content, review performance measures and provide back to the Impaired Driving Coordinator thoughts, questions and suggestions. A deadline for suggestions and revisions was provided to the IDSP. After review and updates of the IDSP, the final copy of the IDSP and approval form was provided to the IDTF for vote on May 15th, 2018. The MOHS received votes and was approved by the members of the IDTF. All suggestions and recommendations that were provided to the MOHS Office Director and management staff for review and to be considered in updates for the IDSP for 2020.

**Input the date that the Statewide impaired driving plan was approved by the State's task force.**

Date impaired driving plan approved by task force: 5/15/2018

### Task force member information

**Enter a direct copy of the list in the statewide impaired driving plan that contains names, titles and organizations of all task force members, provided that the task force includes key stakeholders from the State highway safety agency, law enforcement and the criminal justice system (e.g., prosecution, adjudication, probation) and, as determined appropriate by the State, representatives from areas such as 24-7 sobriety programs, driver licensing, treatment and rehabilitation, ignition interlock programs, data and traffic records, public health and communication.**

#### Impaired Driving Task Force Members

**MOHS Impaired Driving Coordinator: Rena Gaylor, Impaired Driving Division Director**

#### Law Enforcement:

Name:	Title:	Agency:
Mark Hicks	Chief of Enforcement	MS Alcohol Beverage Control
Chief Joey East	President (Outgoing)	MS Chiefs Association
Sheriff K.C. Hamp	President	MS Sheriff's Association
Colonel Chris Gillard	Colonel	MS Highway Patrol
Chief Joel Spellins	MS Law Enforcement Liaison	Sherman Police Department
Mark Morgan	MS Law Enforcement Liaison	Hinds County Sheriff's Department
David Layton	MS Law Enforcement Liaison	Greenwood Police Department

#### Law Enforcement Training:

Name:	Title:	Agency:
Rob Banks	SFST State Director/ARIDE State Director/DRE State Director	Oxford Police Department-Mississippi Specialized Training

#### Prosecution/Adjudication:

Name:	Title:	Agency:
Molly Miller	Traffic Safety Resource Prosecutor	MS Attorney General's Office
TBD	TBD	DWI Courts

**Public Health/Treatment:**

Billy Brister	MAESP Director	MS State University
Darlene Murphy	Director	MS Dept. of Mental Health
*Representative		MS Dept. of Health

**Data/Traffic Records:**

Jim Willis	Traffic Engineer	MS Dept. of Transportation
Mark Thomas	Traffic Engineer	Ms Dept. of Transportation
Angela Stuart	FARS Analyst	MS Dept. of Public Safety
Ted Grimes	Traffic Records Coordinator	MS Office of Highway Safety
Ron Sennett	Traffic Records Consultant	MS Department of Public Safety
Ginger Meriweather	President	MS Coroner-Medical Examiner's Association
Sam Howell	Director	MS Crime Lab
Patricia Bryant	Office Director	MS Dept. of Public Safety-Management Information Systems
Clay Johnston	Director	MS Dept. of Public Safety-Management Information Systems

**Driver's Licensing**

Anthony Cunningham	Captain	MS Department of Public Safety
Wendell Wright		MS Department of Public Safety-Driver's Services
Lt. Kenneth McGruder	Director	MS Department of Public Safety-Driver's Services

**Ignition Interlock**

Annette Beard		Smart Start
Jan Davis		Smart Start
Mike Voight		Intoxalock

**Communication:**

Warren Strain		MS Department of Public Safety
---------------	--	--------------------------------



In Progress MOHS Media Coordinator MS Office of Highway Safety

In Progress MOHS Media Contractor MS Office of Highway Safety

**Public Information and Education**

Tawni Basden Project Manager MS Youth Highway Safety Programs

Johnny Poulos Captain MS Department of Public Safety Public Awareness Officer

**Additional Members/Partners**

Ray Sims Executive Director/GR Governor's Representative for MOHS

Helen Porter Office Director MS Office of Highway Safety

Alicia Lynn Finance/Contracts Director MS Office of Highway Safety

Tenicia Speech Grant Program Director MS Office of Highway Safety

Robin Layton Division Director MS Office of Highway Safety

Tim Wilkinson Traffic Safety Specialist MS Office of Highway Safety

Sonya Williams Traffic Safety Specialist MS Office of Highway Safety

Katrina McDowell Traffic Safety Specialist MS Office of Highway Safety

Laura Henderson Traffic Safety Specialist MS Office of Highway Safety

Janniece James Traffic Safety Specialist MS Office of Highway Safety

Tykensian Carson Traffic Safety Specialist MS Office of Highway Safety

Teresa Bridges Safety Engineer Federal Highway Administration

Mark Dunlap Federal Motor Carrier Safety Administration

**Strategic plan details**

**Select whether the State will use a previously submitted Statewide impaired driving plan that was developed and approved within three years prior to the application due date.**

Click link to view Highway Safety Guidelines No. 8

<http://icsw.nhtsa.gov/nhtsa/whatsup/tea21/tea21programs/pages/ImpairedDriving.htm>

Continue to use previously submitted plan

No

**List the page number(s) from your impaired driving strategic plan that is based on the most recent version of Highway Safety Program Guideline No. 8 - Impaired Driving, which at a minimum covers the following:**

- Prevention: Page 9
- Criminal justice system: Page 10
- Communication program: Page 22
- Alcohol and other drug misuse, including screening, treatment, assessment and rehabilitation: Page 23

Upload a copy of the Statewide impaired driving plan. The strategic plan must contain the following information, in accordance with part 3 of appendix B: (i) Section that describes the authority and basis for the operation of the Statewide impaired driving task force, including the process used to develop and approve the plan and date of approval; (ii) List that contains names, titles and organizations of all task force members, provided that the task force includes key stakeholders from the State highway safety agency, law enforcement and the criminal justice system (e.g., prosecution, adjudication, probation) and, as determined appropriate by the State, representatives from areas such as 24-7 sobriety programs, driver licensing, treatment and rehabilitation, ignition interlock programs, data and traffic records, public health and communication; (iii) Strategic plan based on the most recent version of Highway Safety Program Guideline No. 8—Impaired Driving, which, at a minimum, covers the following— (A) Prevention; (B) Criminal justice system; (C) Communication programs; (D) Alcohol and other drug misuse, including screening, treatment, assessment and rehabilitation; and (E) Program evaluation and data.

Statewide impaired driving plan type:

New

**Documents Uploaded**

No documents uploaded to GMSS

## 11 Certifications, Assurances, and Highway Safety Plan PDFs

**Documents Uploaded**

No documents uploaded to GMSS