

Mississippi Office of Highway Safety Annual Report

Federal Fiscal Year 2020



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Executive Summary

The Mississippi Office of Highway Safety (MOHS) administers Mississippi's Federal highway safety grant program in accordance with the provisions and all amendments of the Highway Safety Act of 1966. This 2020 Annual Report documents the use of grant funding administered by the National Highway Traffic Safety Administration (NHTSA) for Federal funds available under the Section 402 State and Community Highway Safety grant program and the Section 405 National Priority Safety Program of the Federal transportation bill Moving Ahead for Progress in the 21st Century (MAP 21) and the more recently passed Fixing America's Surface Transportation (FAST) Act. The funds awarded to the MOHS in Federal Fiscal Year (FFY) 2020 included:

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

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

The 2020 Annual Report reviews the yearly progress on implementing the FFY2020 Highway Safety Plan and highlights our successes toward many of the MOHS goals and performance targets. The report provides detailed descriptions of goals based on national standards, achievements in performance measures and strategies for each of the program areas. Mississippi will continue increasing the public's knowledge, perception, and understanding of traffic safety issues. We are well- pleased of the MOHS' efforts to minimize the state's fatalities. Overall traffic fatalities decreased from 664 in 2018 to 643 in 2019. Mississippi has a lot of work to do to drive down fatalities and injuries.

The MOHS was successful in the following achievements during FFY2020 and have a lot of planning and educating to do on keeping our roads safe:

- Drivers age 20 or younger decreased from 76 in 2018 to 73 in 2019.
- The number of pedestrian fatalities decreased from 88 in 2018 to 65 in 2019.
- The number of unrestrained passenger vehicle occupant fatalities decreased from 281 in 2018 to 275 in 2019.

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

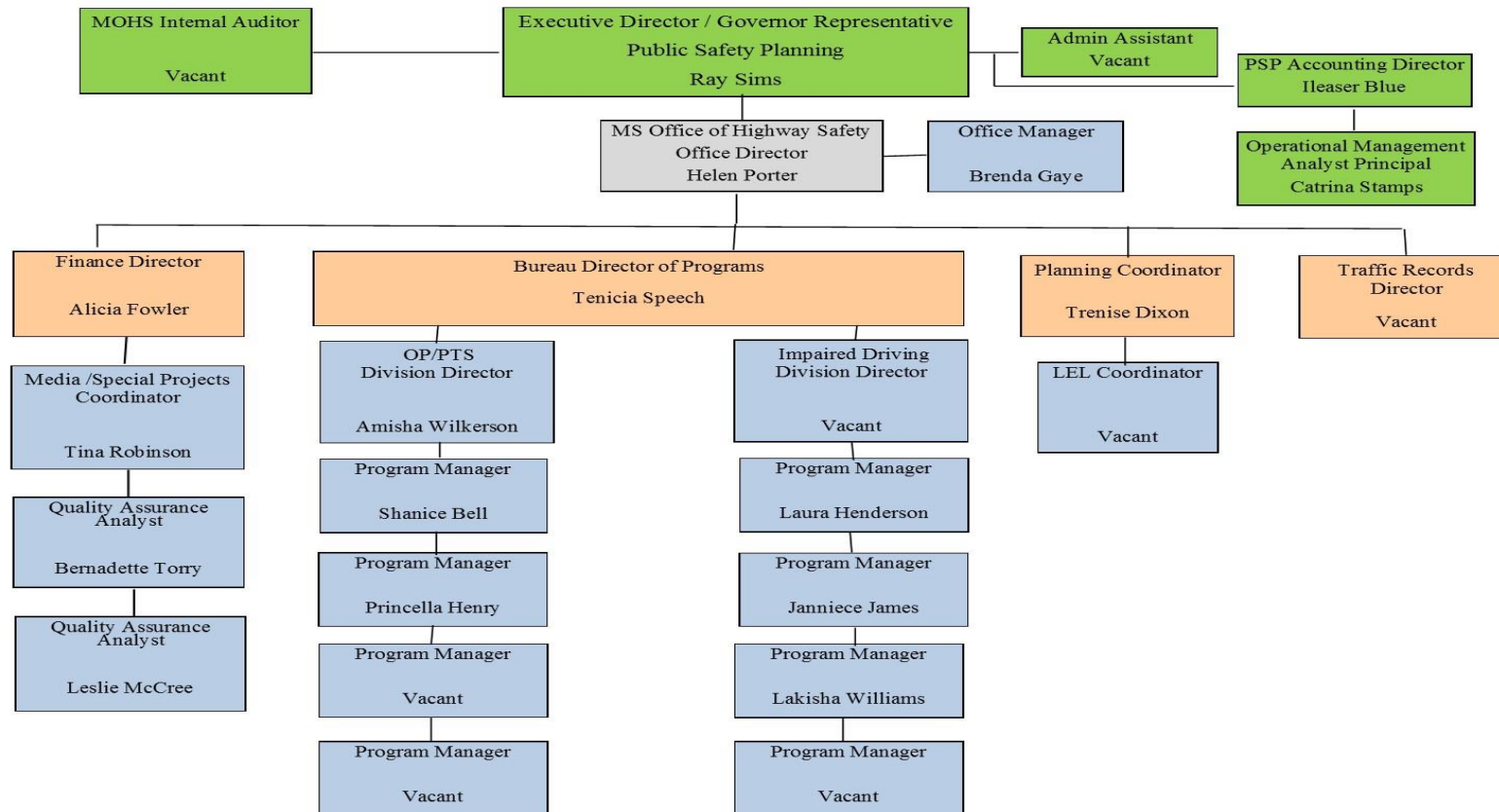
I want to thank our Commissioner, Sean Tindell and Governor's Representative Ray Sims, along with our staff, state leaders, partners and sub-grantees for working with us to achieve our goal of reducing injuries and fatalities on Mississippi's roadways.

Helen Porter, Office Director Mississippi Office of Highway Safety

2020 MOHS Organization Chart

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

FY20 MS Office of Highway Safety Organizational Chart



MOHS Mission Statement and Mission Goal

The mission of the Mississippi Office of Highway Safety is to encourage and assist state and local agencies, institutions and the private sector in establishing or expanding cooperative highway safety programs based on specifically identified traffic safety problems.



The overall goal is to reduce traffic crashes which result in death, injury and economic loss in the state. In order to accomplish this goal, activities are carried out in the areas of alcohol/drug countermeasures and police traffic services that include speed, occupant protection, traffic records, roadway safety and motorcycle safety (funded through the National Highway Traffic Safety Administration [NHTSA]).

2020 Mississippi Legislation

2020 Mississippi Legislative Summary

During the 2020 Mississippi legislative session, there were seven (7) traffic safety bills that were presented to the legislative committees, two (2) House Bills and five (5) Senate Bills

2020 Legislative Bills Passed

All 7 of the highway safety related bills were passed through both the House of Representative and Senate and then presented to the Governor for signature. The following are the bills were passed:

HOUSE BILLS

House Bill 811

This bill requires drivers involved in an accident where there is not serious injury or death and where the vehicle can be driven normally and safely, each driver should move their vehicle to a designated accident investigation site (frontage road, nearest suitable cross-street) to complete other requirements and minimize traffic interference.

House Bill 1087

This bill amends 67-1-3 by renouncing prohibition as the policy of the state as it pertains to possession of alcoholic beverages; Amends 67-1-7, 67-1-9, 67-1-11, 67-1-14, & 67-1-51 to allow for the possession of alcoholic beverages throughout the state; Amends 67-3-7 by adding "light spirit product" to the existing list of alcoholic beverages that can be voted by county to be not permitted (for transportation, storage, sale, distribution, receipt, and/or manufacture) and adds "light spirit product" to the existing list of alcoholic beverages that can be possessed in the county; Amends 67-3-7, 67-3-11, and 67-3-13 to allow possession of beer, light spirits, and light win throughout the state.

SENATE BILLS

Senate Bill 2545

This bill will allow sampling and sale at public events, pickup at wineries, and sale of alcoholic additives in tasting rooms. The bill states for section 67-1-51 to create a festival wine permit. This bill will amend section 67-1-51, 67-1-52, 27-71-5, 67-1-41, 67-5-11, 67-1-5, 67-1-77 and 67-1-45.

Senate Bill 2552

The bill states that for section 67-3-22 and 67-3-69 the production limits for a brewpub shall be based upon production as determined by the Department of Revenue pursuant to Section 27-71-307, and a brewpub shall not manufacture more than seventy-five thousand (75,000) gallons of light wine or beer per calendar year.

Senate Bill 2596

This bill will amend sections 67-1-81, 97-32-52, 97-32-51, 97-32-9, 97-32-7, 97-32-13, 97-32-21 and 97-32-2. This bill revises penalties for sale of alcoholic beverages to minors.

Senate Bill 2764

This bill will create a new section stating any legal resident of the state of MS with any health conditions or disability, which limits or impairs the effective communication with law enforcement the department, shall prepare and issue through the tax collector's office a special decal.

Senate Bill 2807

This bill is an act to create a study committee to investigate the advisability of the creation of a Mississippi liquor distribution corporation to assume responsibility for the sale and distribution of alcoholic beverages currently under the purview of the alcoholic beverage control division of the department of revenue and for related purposes.

Mississippi Safety Partners

The Mississippi Safety Partners listed below, include Government agencies (Federal and State), program stakeholders, community partners that are involved in safety issues, public information, law enforcement and training for the State of Mississippi. These partners are vital to the success of the MOHS traffic safety program in reducing fatalities, injuries and crashes. In FY20, partners participated in the strategic planning and implementation of highway safety programs listed within the Highway Safety Plan, 2020 Annual Report and made the FY20 grant year a success and helped reduce fatalities and injuries on state roadways. This is a small listing of all the partners that are involved and partner with the MOHS.

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

Assessment of State of Mississippi's Progress

TABLE 1 FFY20 STATISTICAL PROGRESS

Measure	2015	2016	2017	2018	2019	Average
C1. Core Outcomes Measure—Fatalities (FARS)	677	687	685	664	643	671
C2. Core Outcome Measure—Number of Serious Injuries (State Data)	596	723	627	546	1577	812
C3. Core Outcome Measure—Fatalities/100 MVMT	1.70	1.69	1.68	1.63	1.56	1.65
C4. Core Outcome Measure—Number of unrestrained passenger vehicle occupant fatalities, all seating positions	309	296	310	281	275	294
C5. Core Outcome Measure—Number of fatalities involving driver or motorcycle fatalities involving driver or motorcycle operator with .08 BAC or above	171	134	153	163	170	158
C6. Core Outcome Measure—Number of speeding-related fatalities	96	81	59	48	120	81
C7. Core Outcome Measure—Number of motorcyclist fatalities	37	50	39	41	40	41
C8. Core Outcome Measure—Number of un-helmeted motorcyclist fatalities	8	7	7	6	5	7
C9. Core Outcome Measure—Number of drivers age 20 or younger involved in fatal crashes	105	89	101	76	73	90
C10. Core Outcome Measure—Number of pedestrian fatalities	63	58	71	88	65	69
C11. Core Outcome Measure—Number of bicycle fatalities	5	5	7	6	8	6
Core Behavioral Measure:	2016	2017	2018	2019	2020	Average
B-1. Percent observed belt use for passenger vehicles	77.9%	78.8%	80.2%	80.5%	79.4%	79.36%
Core Achievement Measures:	2016	2017	2018	2019	2020	Average
Seat Belt Citations Issued During Grant Funded Activities ¹	27,996	18,932	15,351	13,776	10,315	17,274
Impaired Driving Arrests During Grant Funded Activities ¹	12,851	8,015	6,314	5,552	5,292	7,605
Speeding Citations Issued During Grant Funded Activities ¹	34,589	13,762	12,371	11,323	20,802	18,569

Source: NHTSA FARS Accessed November 16, 2020. ¹

Grant Funded Data, December 20, 2020.

2020 Core Performance Measures

The MOHS is working diligently with partner agencies, hosting virtual strategic planning meetings and creating action plans to reach core outcome and behavior measures for FY20 and FY21. The reduction of law enforcement within the Mississippi Highway Patrol and local agencies and the COVID-19 pandemic has caused major challenges that the overall program faced in FY20 which limited participation by agencies in our law enforcement safety Planned Activities.

All 2014-2019 FARS data is final, and 2015-2020 seat belt survey data is final. 2019 FARS or State data was used to assess achievement of performance target. Targets are set in the Highway Safety Plan to be reached within end of the calendar Year 2020; which will be represented by 2019 FARS data; 2020 data will not be final until the Spring of 2021.

Progress in Achieving Performance Targets

Outside of the core behavior measure for observed seat belt use, only preliminary fatality data were available to determine if performance targets identified in the FFY 2020 HSP will be met. At the time of this report, it appears Mississippi will meet 6 of the 11 targets set for FFY 2020 (Table 2). When the FFY 2020 targets were set using the five-year rolling average from 2014-2018 fatalities were trending downwards, thus aggressive downward targets were set for FFY 2020. Moving forward, the MOHS began adjusting the targets in the most recent FFY 2021 HSP using the five-year rolling averages from 2015-2019. Fatalities increased each year from 2016 to 2018. With incorporation of this new data set in upcoming HSPs, the MOHS believes more targets will be met moving forward.

The MOHS has made great strides in recent years increasing the observed seat belt rate and reducing impaired driving fatalities. Moving forward, the MOHS will continue to encourage increased participation in high-visibility evidence-based occupant protection, impaired driving, and speed enforcement by agencies across the state during COVID-19. Plans are also underway for increased education and communication efforts with existing and new stakeholders and contractors to reach a greater audience across the state on safe driving behaviors. With these continued and enhanced efforts, the MOHS believes additional future performance targets will be met.

Table 2 Preliminary 2020 Highway Safety Progress Report

	2020	2016–2020 Average	Target	Target Met	Percent Difference
C1. Core Outcomes Measure—Fatalities (FARS)	713	678.2	685.4	Y	-1%
C2. Core Outcome Measure—Number of Serious Injuries (State Data)	3598	1412.2	2178.4	Y	-35%
C3. Core Outcome Measure—Fatalities/100 MVMT	N/A	N/A	1.69	N/A	N/A
C4. Core Outcome Measure—Number of unrestrained passenger vehicle occupant fatalities, all seating positions	250	282.4	298	Y	-5%
C5. Core Outcome Measure—Number of fatalities involving driver or motorcycle fatalities involving driver or motorcycle operator with .08 BAC or above	134	152.2	141	Y	8%
C6. Core Outcome Measure—Number of speeding-related fatalities	133	88.2	100	Y	-12%
C7. Core Outcome Measure—Number of motorcyclist fatalities	50	44.0	43	N	2%
C8. Core Outcome Measure—Number of un-helmeted motorcyclist fatalities	9	6.8	6.3	N	8%
C9. Core Outcome Measure—Number of drivers age 20 or younger involved in fatal crashes	81	83.8	83	N	1%
C10. Core Outcome Measure—Number of pedestrian fatalities	83	73.2	106	Y	-31%
C11. Core Outcome Measure—Number of bicycle fatalities	10	7.0	6.1	N	15%

PLEASE NOTE: All 2020 data are preliminary and subject to further changes; therefore, this data is used only in this section. The Annual Report is a public document that will be available online. For this reason, the MOHS did not want preliminary data being quoted or used for another purpose before being finalized.

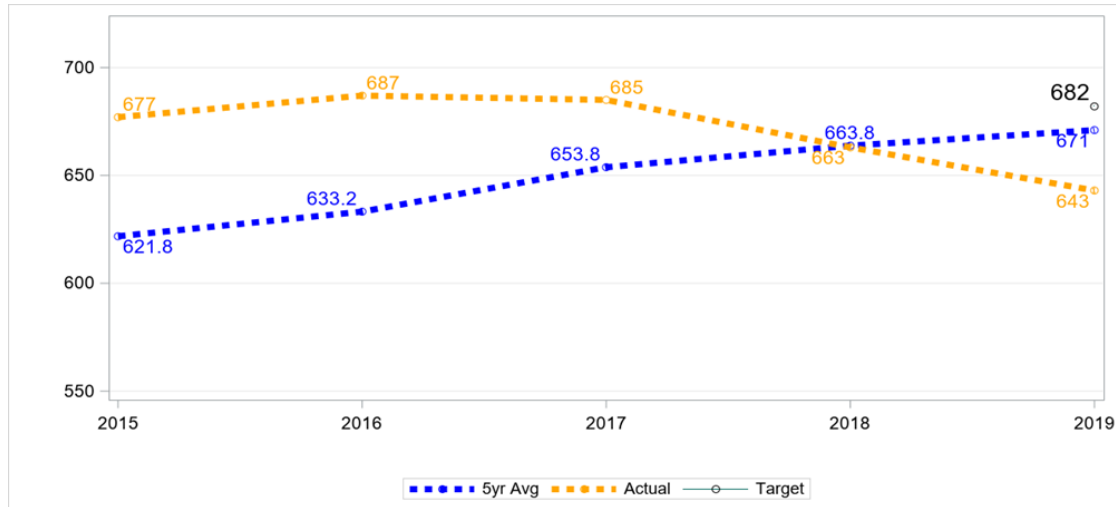
For the most recent data stakeholders should contact the MOHS.

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

To slow the expected increase of the total fatalities five-year average from 655 fatalities (2013-2017) to 682 fatalities five-year average (2016-2020) by the end of December 31, 2020

Fatalities decreased from 663 in 2018 calendar year to 643 in 2019. The five-year average (2015–2019) was slightly higher at 671 fatalities, which is under the target of 682 for the end of 2019. **(Target Met)**

FIGURE 1 C-1 NUMBER OF FATALITIES (FARS)



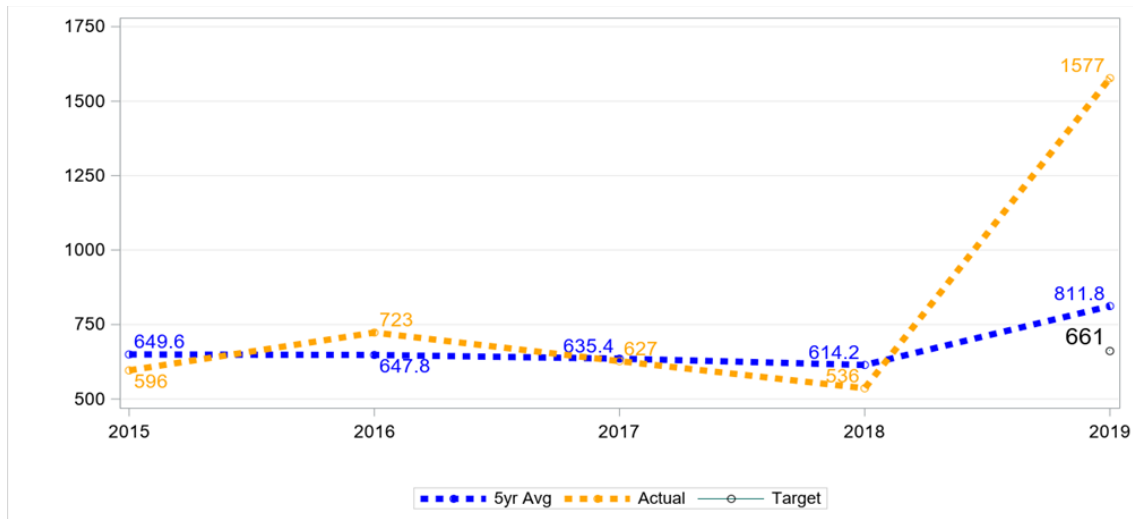
Source: NHTSA FARS. Accessed December 20, 2020.

C-2 Core Outcome Measure/Serious Injury

To continue with the expected decrease of serious injuries from 615 injuries five-year average (2013-2017) to 661 serious injuries five-year average (2016-2020) by the end of December 31, 2020.

Serious traffic injuries increased from 538 in 2018 to 1577 in 2019. This dramatic increase is at least partly due to a change in recording serious injuries that includes a greater number of injuries. The five-year average (2015-2019) is 811.8, which is more than the target of 661. MOHS will continue to promote the importance of wearing seatbelts as it does help to avoid injuries in auto accidents. **(Target Not Met)**

FIGURE 2 C-2 SERIOUS INJURY (STATE DATA)



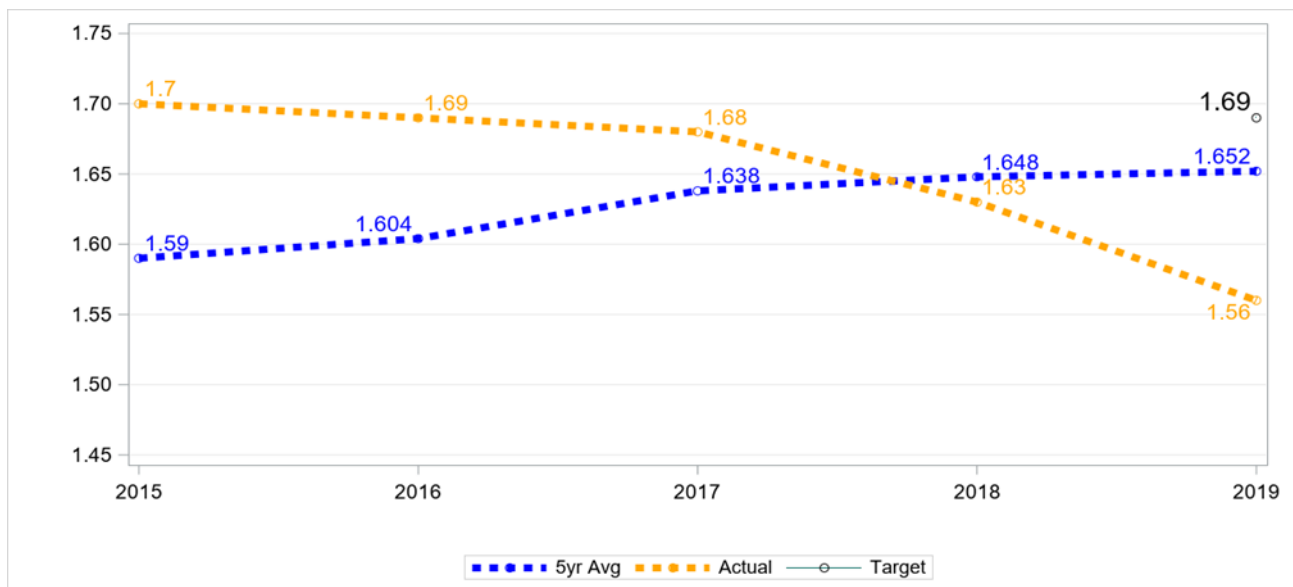
Source: Mississippi Office of Highway Safety. Accessed December 19, 2020.

C-3 Core Outcome Measure/Fatality Rate

To slow the projected increase in fatality rate from 1.64 fatalities/100M VMT five-year average (2013-2017) to 1.69 fatalities/100M VMT five-year average (2016-2020) by the end of December 31, 2020.

The fatality rate decreased from 1.63 in 2018 to 1.56 in 2019, and despite a slight increase in the five-year average, the average of 1.65 fatalities/100 MVMT for 2015–2019 is below the target 1.69 fatalities/100 MVMT. **(Target Met)**

FIGURE 3 C-3 FATALITY RATE (FARS)



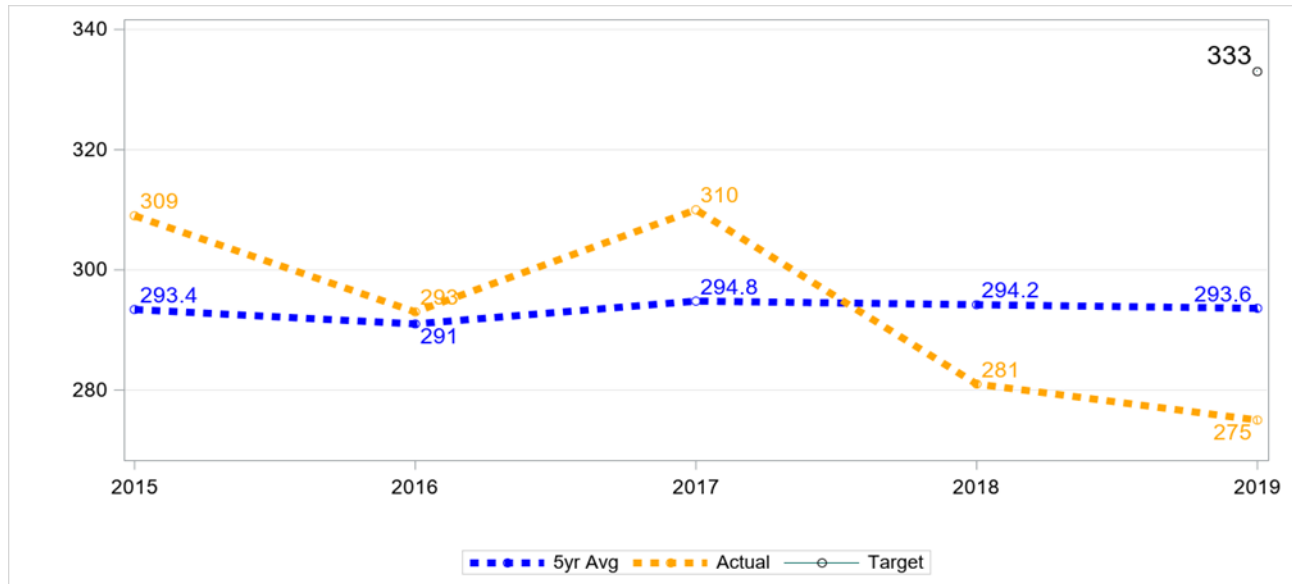
Source: NHTSA FARS. Accessed December 20, 2020.

C-4 Core Outcome Measure/Unrestrained Passengers

To decrease the expected rise in the number of unrestrained passenger vehicle occupant fatalities in all seating positions from the five-year average (2013-2017) of 299 to 333 by the end of 2016-2020.

The number of unrestrained fatalities decreased from 281 in 2018 to 275 in 2019. The latest five-year average (2015-2019) is 294, which is below the target five-year average of 333. **(Target Met)**

FIGURE 4 C-4 UNRESTRAINED FATALITIES



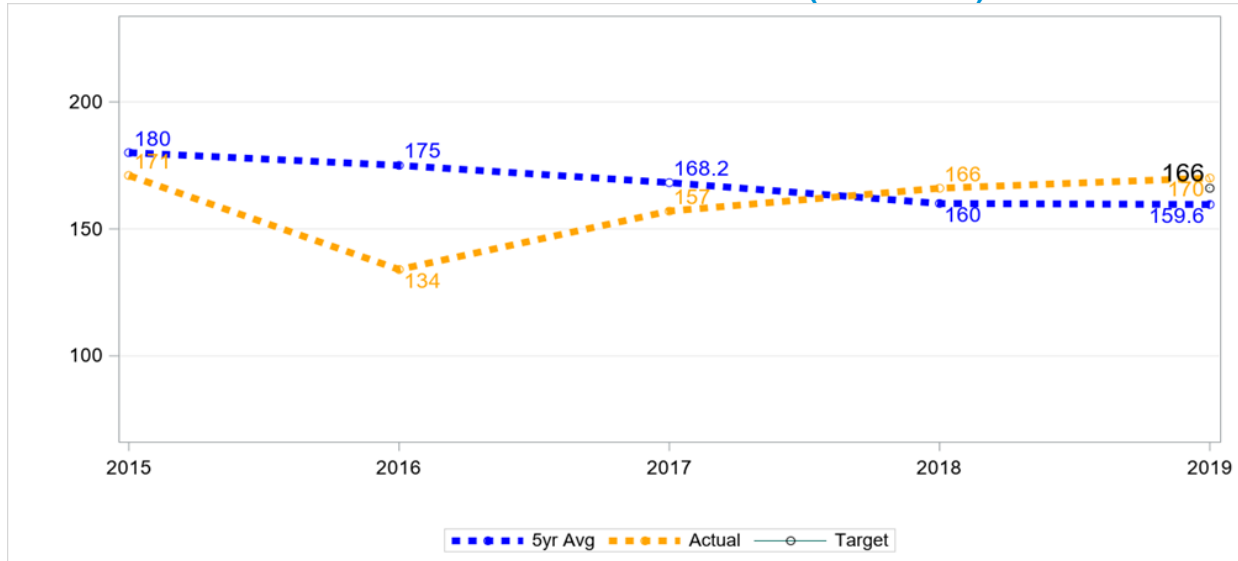
Source: NHTSA FARS. Accessed December 22, 2020.

C-5 Core Outcome Measure/Alcohol and Other Drugs

To decrease the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above by 1% of the five-year average (2013-2017) of 168 to 166 by the end of (2016-2020).

The 2019 FARS data shows an increase in impaired driving fatalities from 166 in 2018 to 170 in 2019. However, the five-year average (2014-2018) of 160 is below the goal of 166. **(Target Met)**

FIGURE 5 C-5 ALCOHOL-IMPAIRED DRIVING FATALITIES (BAC =.08+)



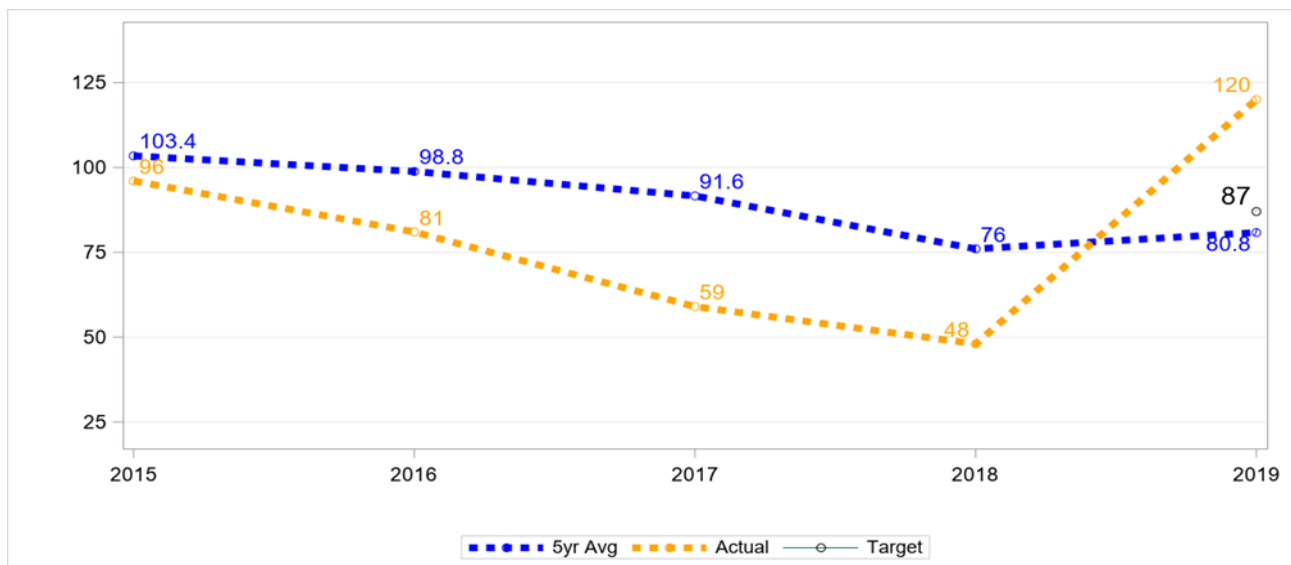
Source: NHTSA FARS. Accessed December 20, 2020.

C-6 Core Outcome Measure/Speed

To decrease the number of speeding related fatalities by 5% from the five-year average (2013-2017) of 92 to 87 by the end of (2016-2020).

2019 FARS data shows that the number of speed related fatalities increased from 48 in 2018 to 120 in 2019. The MOHS met the five-year average goal of 87, recording 81 fatalities on average 2015-2019. **(Target Met)**

Figure 6 C-6 Speeding Related Fatalities



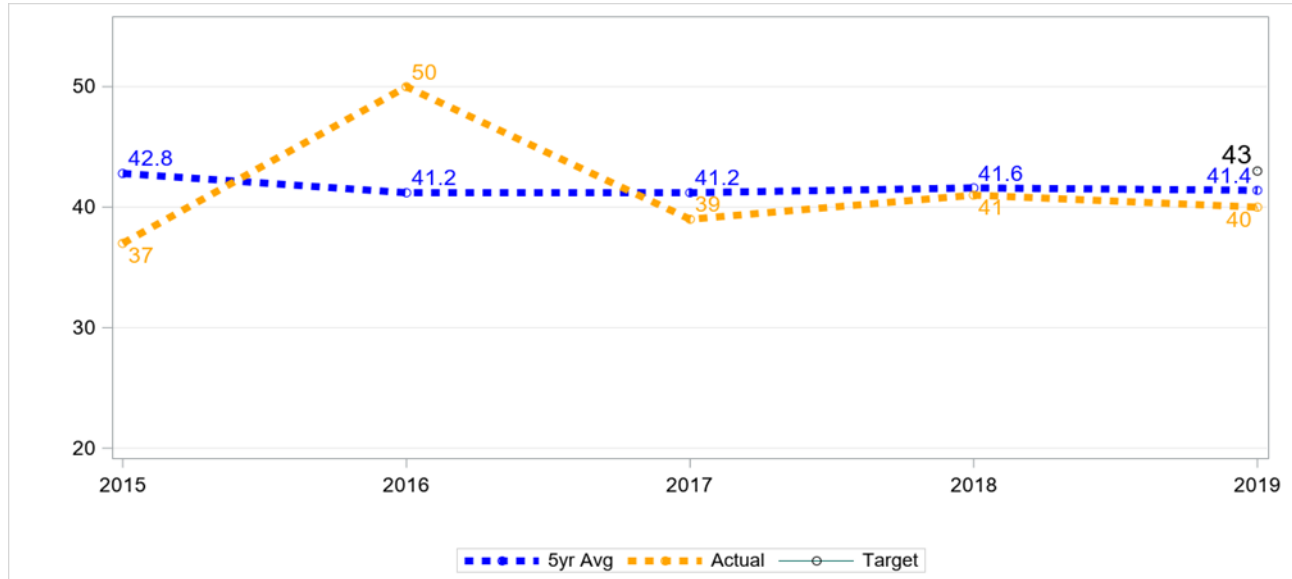
Source: NHTSA FARS. Accessed December 20, 2020.

C-7 Core Outcome Measure/Motorcycles

To decrease the expected rise of motorcycle fatalities from the five-year average (2013-2017) of 41 to 43 by the end of (2016-2020).

The 2019 FARS data shows a slight decrease in motorcycle fatalities from 41 in 2018 to 40 in 2019. However, the five-year average (2015-2019) of 41 is below the target of 43. **(Target Met)**

Figure 7 C-7 Motorcyclist Fatalities



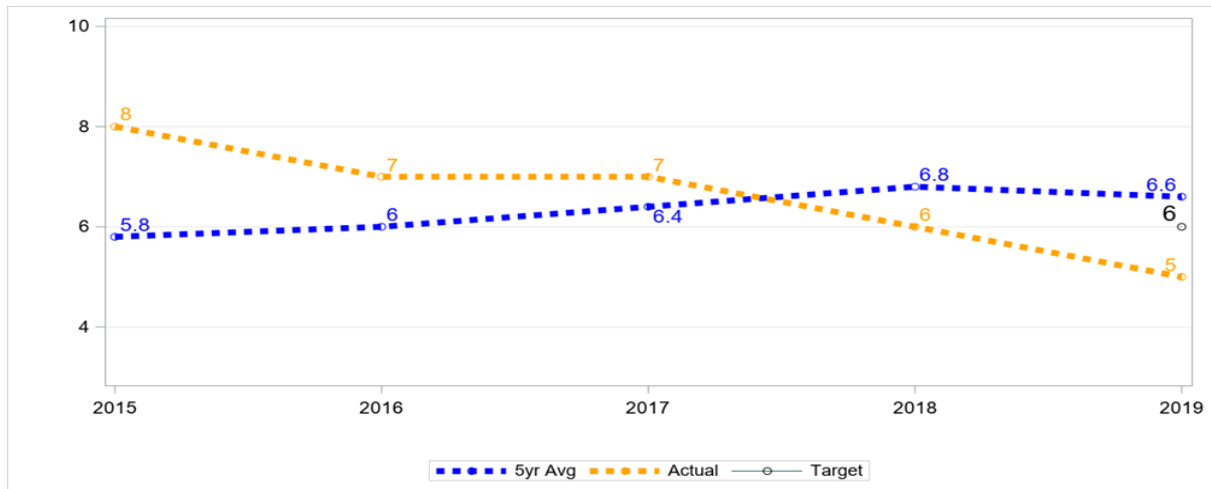
Source: NHTSA FARS. Accessed December 20, 2020.

C-8 Core Outcome Measure/Unhelmet Motorcyclists

To maintain the number of un-helmeted motorcycle fatalities of the five-year average (2013-2017) of 6 by the end of (2016-2020).

The 2019 FARS data shows that the un-helmet fatalities reduced from 6 in 2018 to 5 in 2019. Despite this decrease in un-helmeted motorcycle fatalities, MOHS did not meet the five-year average goal of 6, recording an average of 6.6 un-helmeted motorcycle fatalities. The MOHS continues to watch this priority area and will be working on implementing a program to meet our target goal. **(Target Not Met)**

FIGURE 8 C-8 UNHELMET MOTORCYCLE FATALITIES



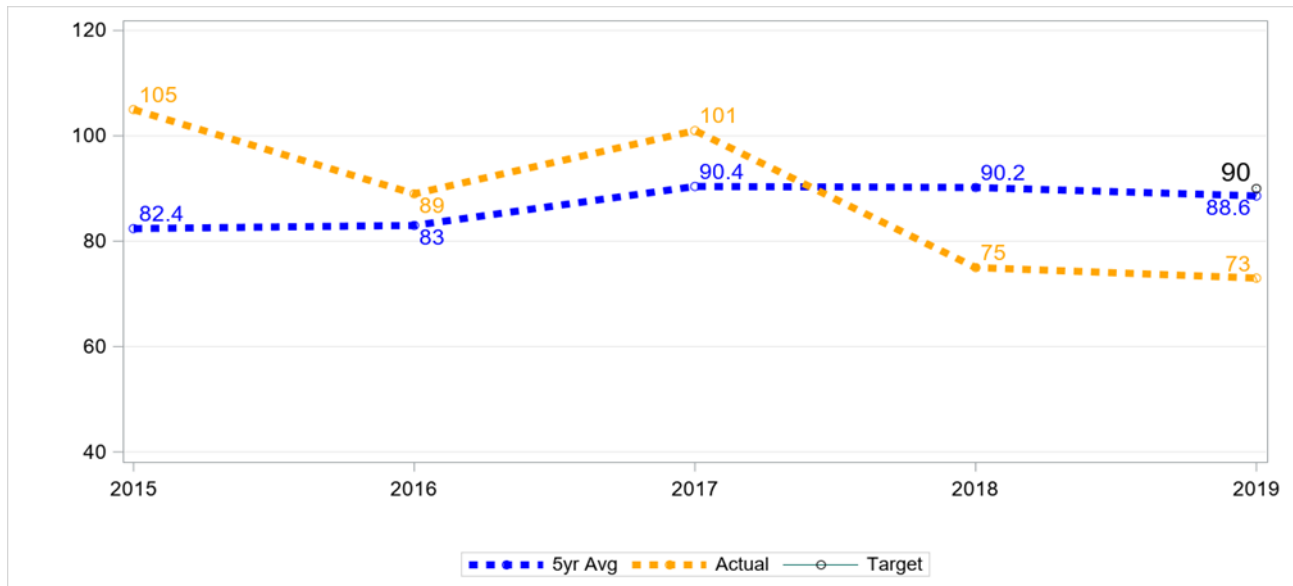
Source: NHTSA FARS. Accessed December 20, 2020.

C-9 Core Outcome Measure/Under 21

To maintain the number of under the age of 21 drivers in fatal crashes from the five-year average of 90 (2013-2017) by the end of (2016-2020).

The 2019 FARS shows that the fatalities for persons aged 21 and under decreased from 75 in 2018 to 73 in 2019. The five-year average of 2015-2019 was 88.6, which is below the goal of 90. **(Target Met)**

FIGURE 9 C-9 UNDER 21 YEARS OF AGE FATALITIES



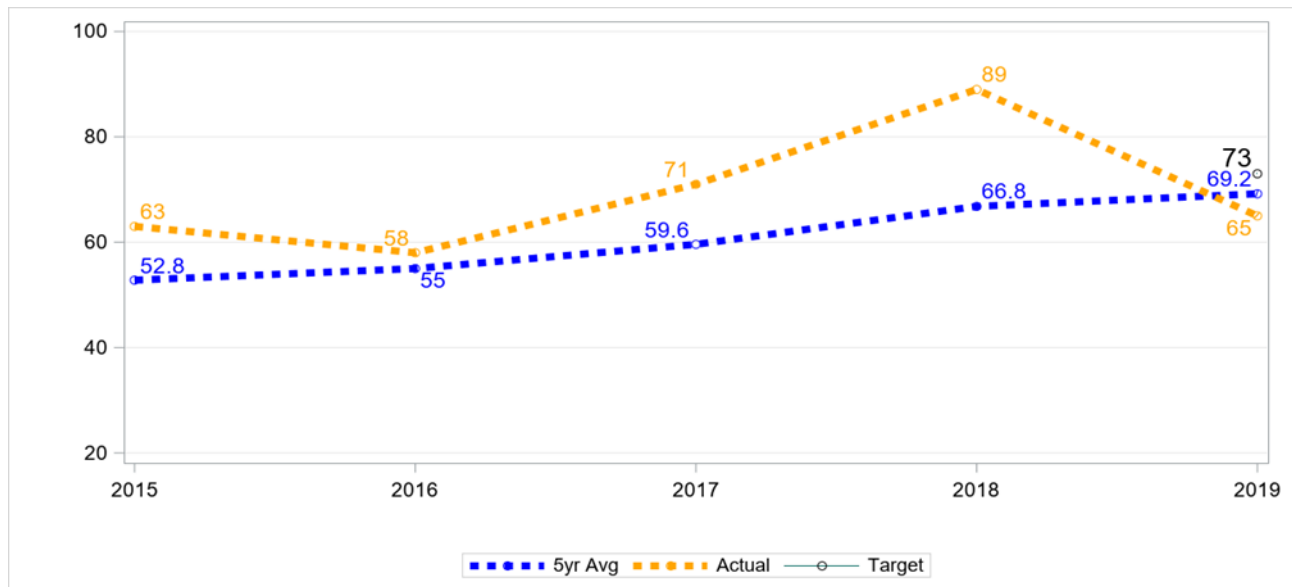
Source: NHTSA FARS. Accessed December 20, 2020.

C-10 Core Outcome Measure/Pedestrians

Reduce the expected rise of the number of pedestrian fatalities of the five-year average (2013-2017) of 60 to 73 by the end of (2016-2020).

The 2019 FARS data shows that pedestrian fatalities decreased from 89 in 2018 to 65 in 2019. The MOHS reported a five-year average (2015-2019) of 69 which is below the target of 73. **(Target Met)**

FIGURE 10 C-10 PEDESTRIAN FATALITIES



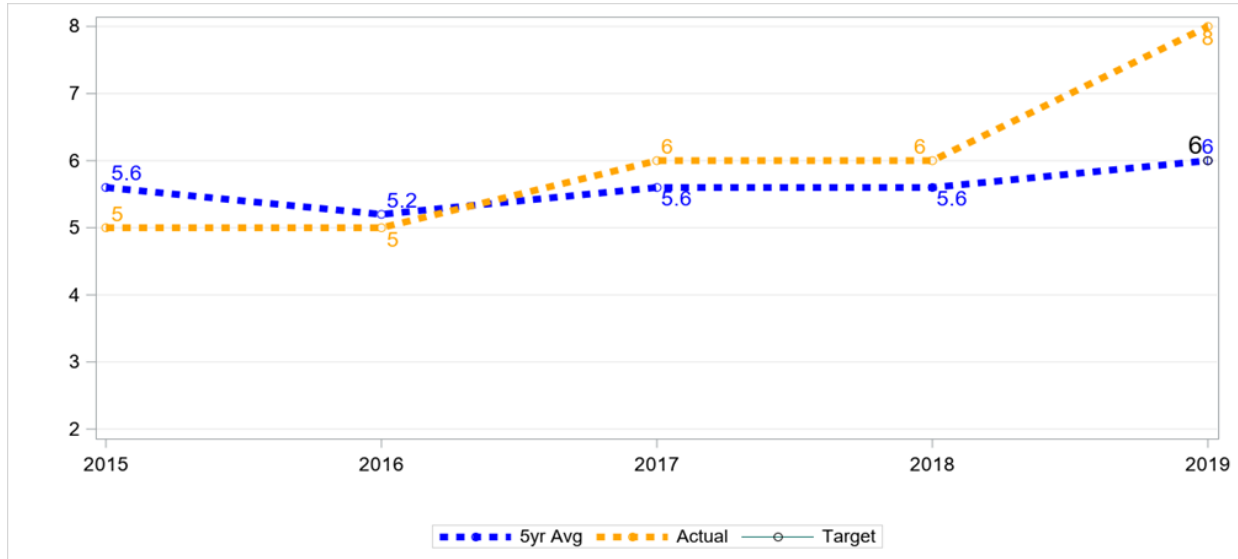
Source: NHTSA FARS. Accessed December 20, 2020.

C-11 Core Outcome Measure/Bicyclists

Maintain the number of bicycle fatalities of the five-year average (2013-2017) of 6 fatalities by the end of 2016-2020.

The 2018 FARS data indicated the number of bicycle fatalities increased from 6 fatalities in 2017 to 8 fatalities in 2018. The MOHS was able to meet the goal of 6 fatalities, as the average from 2014-2018 was 6. **(Target Met)**

FIGURE 11 C-11 BICYCLE AND OTHER CYCLIST FATALITIES



Source: NHTSA FARS. Accessed December 22, 2020

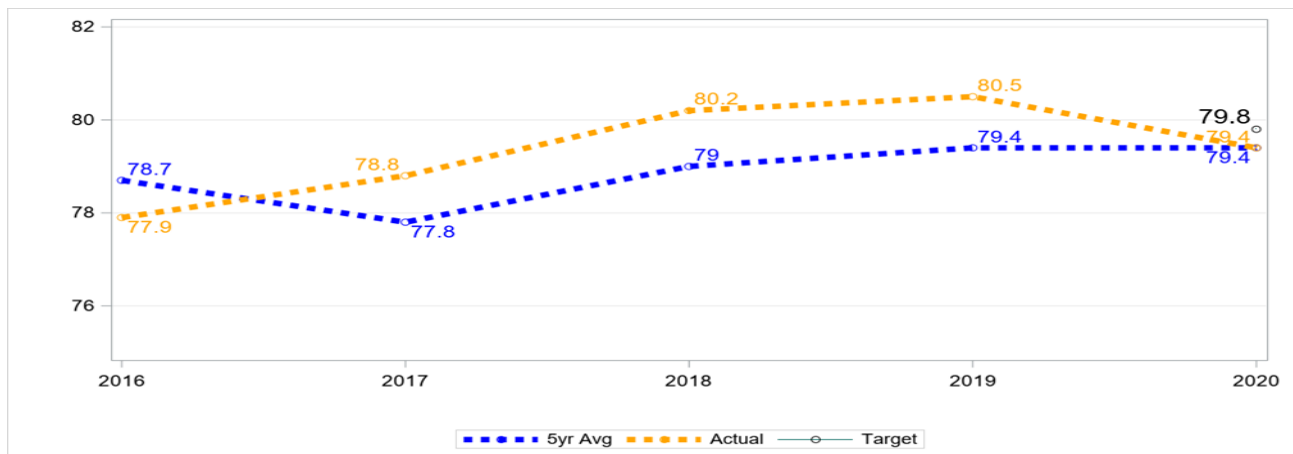
2020 Core Behavior Measure

B-1 Percent Observed Belt Use for Passenger Vehicles

To increase the statewide observed seatbelt, use of front seat outboard occupants in passenger vehicles from the five-year average (2014-2018) of 78.96% to 79.75% by the end of 2016-2020.

Seat belt usage decreased from 80.5 percent in 2019 to 79.4 percent in 2020. The MOHS did not increase the usage rate beyond the goal of 79.75% for the five-year average with 79.4% usage on average in 2016-2020. MOHS will continue to stress that seatbelts are an effective safety tool that not only save lives, but also significantly reduces the severity of the injury that a vehicle occupant may have sustained if they were not wearing the device. **(Target Not Met)**

FIGURE 12 B-1 PERCENT OBSERVED BELT USE FOR PASSENGER VEHICLES



Source: Source: NHTSA STSI/FARS; Mississippi Office of Highway Safety. Accessed December 22, 2020

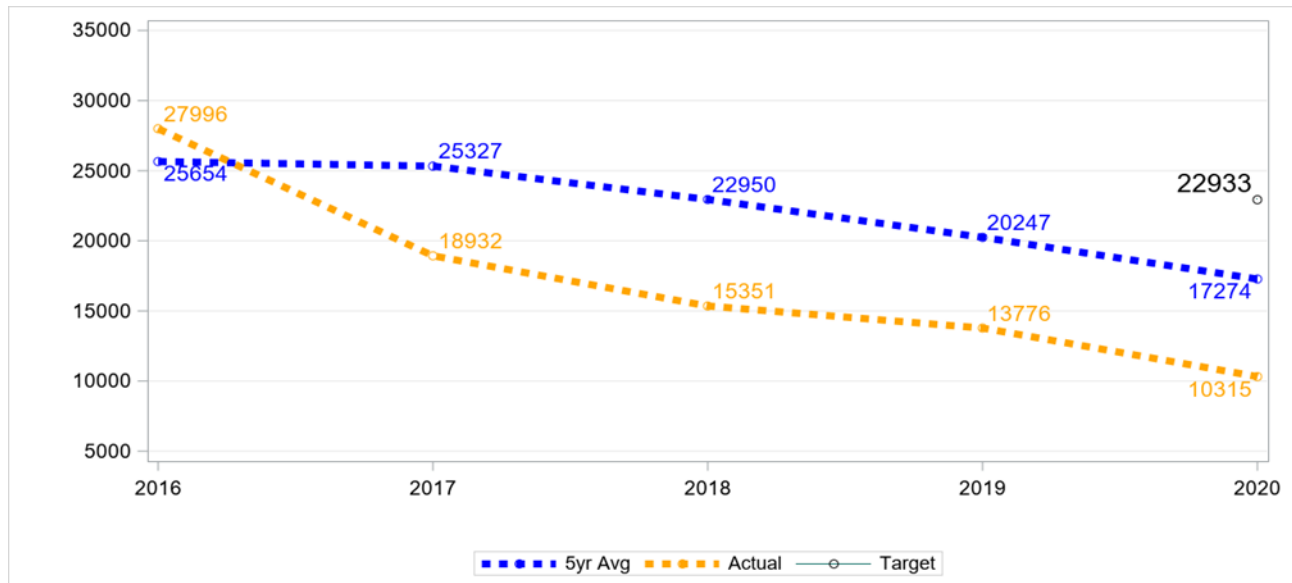
2020 Core Activity Measure

A-1 Core Activity Measure/Seat belts

To increase the number of seatbelt citations and child restraint citations issued during grant funded law enforcement activities for the five-year average of 22,922 (2014-2018) to the target of 22,933.

The 2020 grant funded citation data reflects a decrease of seat belt citations from 13,776 in 2019 to 10,315 in 2020. MOHS was unable to meet the 5-year average goal of 22,922 by the end of FY20. The five-year average for years (2016-2020) was 20,246 seat belt citations. MOHS will continue to promote the importance of wearing seatbelts to save lives, through social media, radio and education. **(Target Not Met) *MOHS was not able to meet the target due to the COVID-19 pandemic***

FIGURE 13 A-1 GRANT FUNDED CITATIONS FOR SEAT BELTS



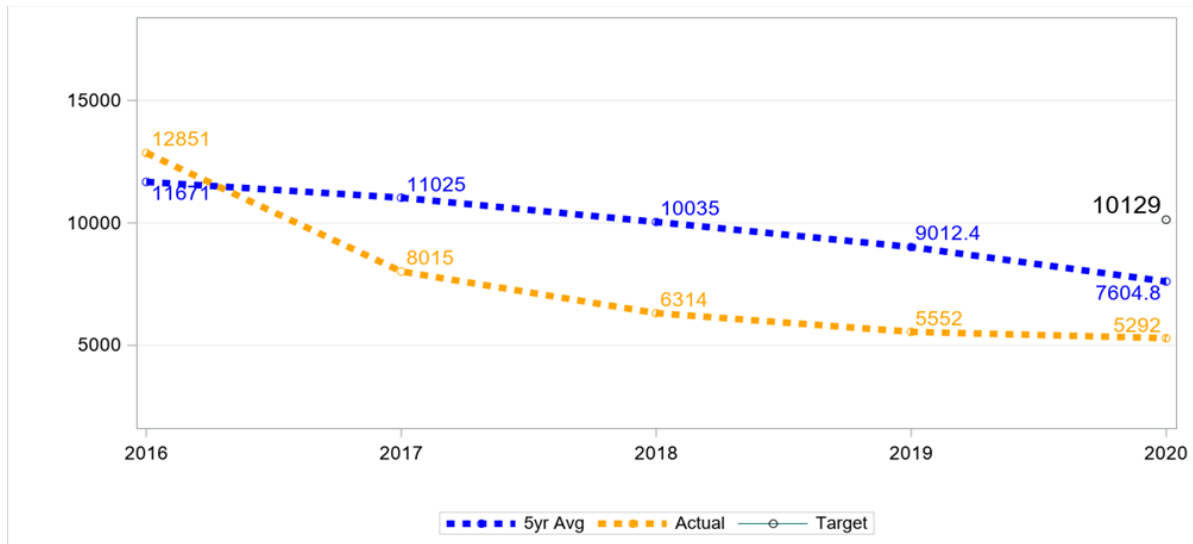
Source: Mississippi Office of Highway Safety. Accessed December 20, 2020.

A-2 Core Activity Measure/Impaired Driving

To increase the number of impaired driving citations issued during grant funded enforcement activities during the five-year average (2014-2018) of 9,930 by 2% to 10,129 by the end of 2016-2020.

The 2020 grant funded citation data reflects a decrease of impaired driving citations from 5,552 in 2019 to 5,292 in 2020. The MOHS was unable to meet the 5-year average goal of 10,129 by the end of FY20. The five-year average for years (2014-2019) was 7,605 impaired driving citations. MOHS will continue to educate drivers through social media, radio and education the importance of not driving under the influence to save lives. **(Target Not Met) *MOHS was not able to meet the target due to the COVID-19 pandemic***

FIGURE 14 A-2 GRANT FUNDED CITATIONS FOR IMPAIRED DRIVING



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

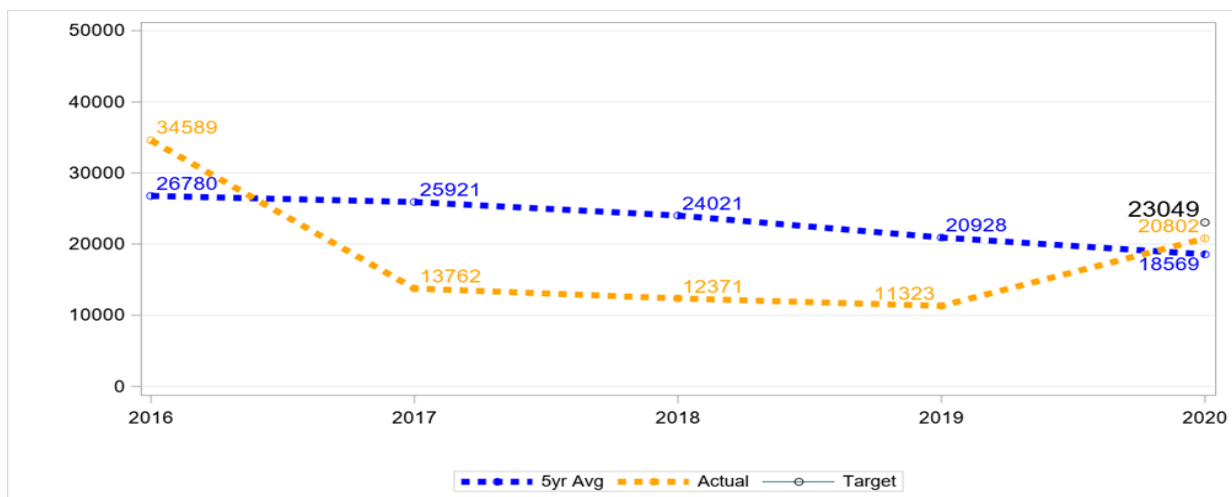
A-3 Core Activity Measure/Speed

To increase the number of speed citations issued during grant funded activities for the five-year average of 23,038 (2012-2016) * to the target of 23,049.

**This target is based on prior rolling five-year averages, except for years 2017 and 2018. Data for year 2017 trended low because 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.*

The 2020 grant funded citation data reflects a substantive increase of speed citations from 11,323 in 2019 to 20,802 in 2020. However, the MOHS was unable to meet the 5-year average goal of 23,049 for FY20, with a total of 18,569 average for five years (2015-2020). **(Target Not Met) *MOHS was not able to meet the target due to the COVID-19 pandemic***

FIGURE 15 A-3 GRANT FUNDED CITATIONS FOR SPEEDING



Source: Mississippi Office of Highway Safety. Accessed December 21, 202

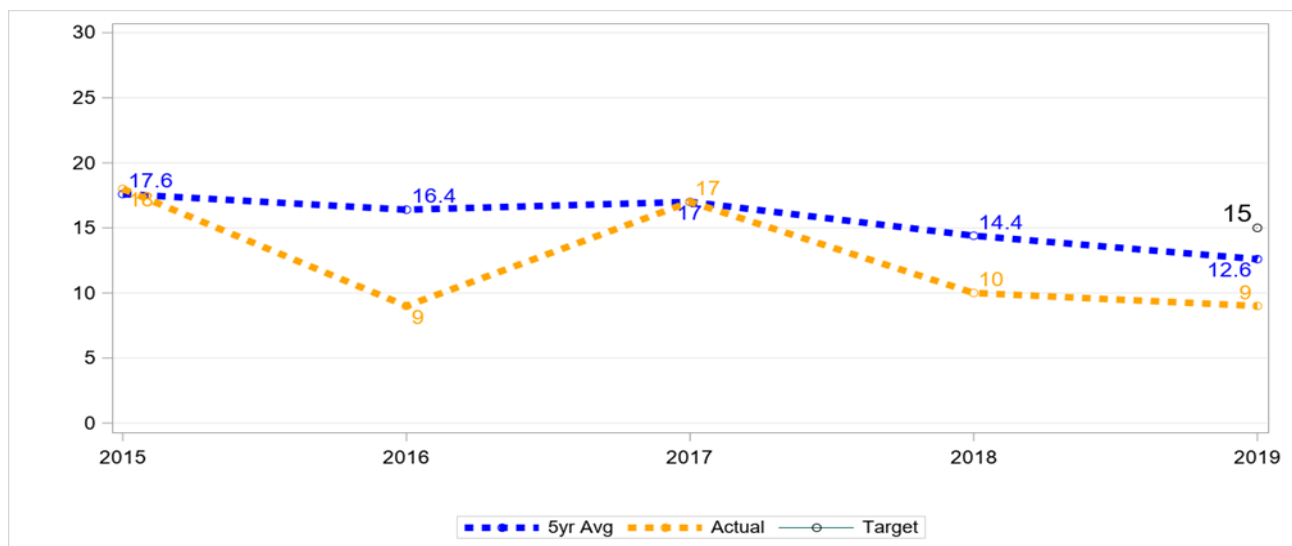
MOHS Outcomes Measures

MOHS Outcome Measure/Teen Alcohol

To reduce alcohol related fatalities in driver under 21 years old by 4% from the 5-year average (2013-2017) of 16 to 15 by the end of (2016-2020).

Teen alcohol fatalities decreased from 10 in 2018 to 9 in 2019. The five-year average (2015-2019) was 13, which is less than the target of 15. **(Target Met)**

FIGURE 146 ALCOHOL RELATED OF 16-20 YEAR- OLD DRIVERS AND PASSENGERS



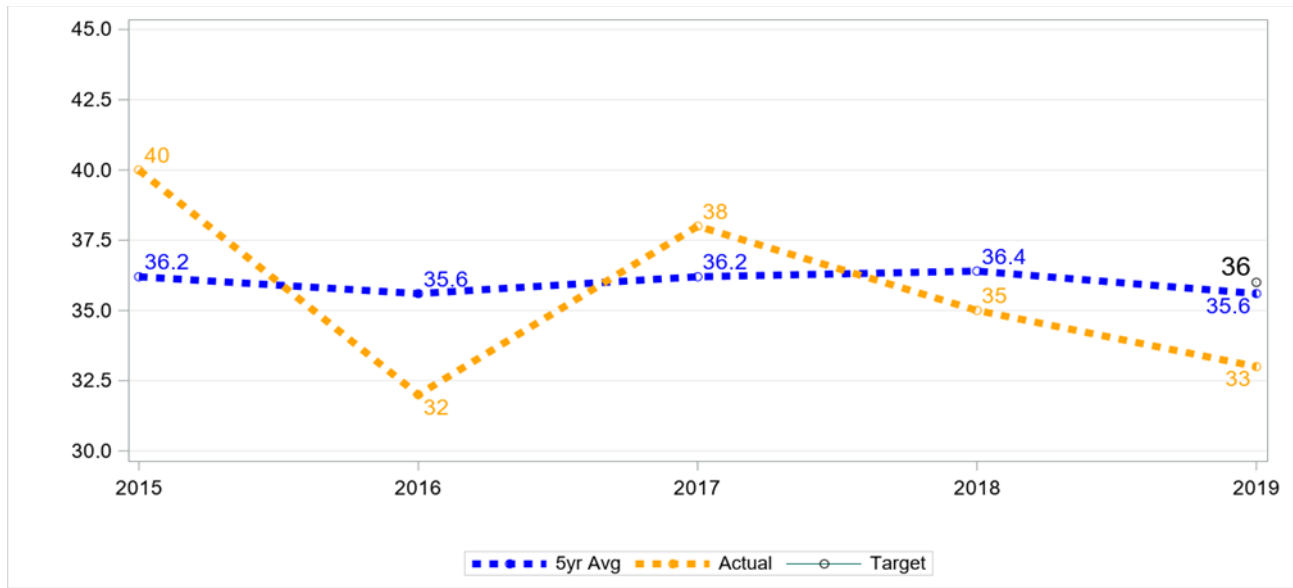
Source: NHTSA FARS. Accessed December 20, 2020

MOHS Outcome Measure/Teen Seat Belts

To maintain the number of unrestrained fatalities from 16-20-year-old drivers during the five year average (2013-2017) of 36 by the end of 2016-2020.

Teen unrestrained fatalities decreased from 35 in 2018 to 33 in 2019. The five-year average from 2015-2019 was 35.6, which is the less than the target 36. **(Target Met)**

FIGURE 15 SEAT BELT RELATED FATALITIES OF 16-20-YEAR-OLD DRIVERS



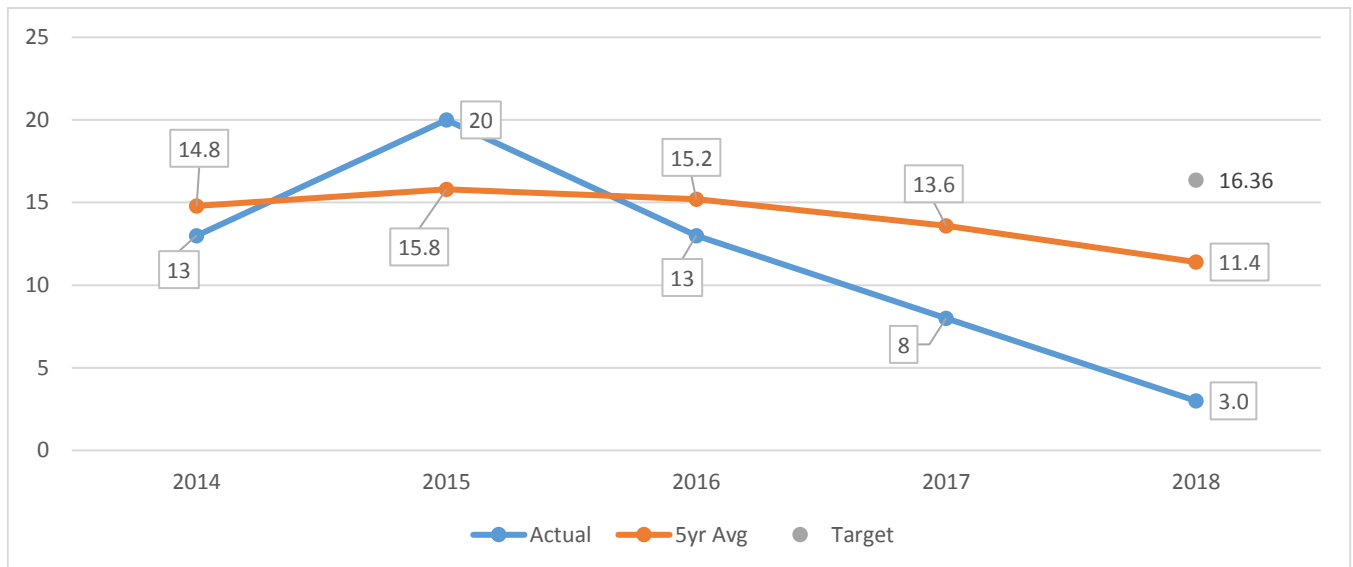
Source: NHTSA FARS. Accessed December 20, 2020.

MOHS Outcome Measure/Teen Speed

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

Teen speeding fatalities increased from 3 in 2018 to 17 in 2019. The five-year average from 2015-2019 was 12 and was above the target of 8. MOHS will continue to educate teen drivers through social media, radio and education. **(Target Not Met)**

FIGURE 16 SPEED RELATED FATALITIES OF 16-20 YEAR OLD DRIVERS



Source: NHTSA FARS. Accessed December 20, 2020.

MOHS Outcome Measure/Electronic Crash Records

To increase the number of electronic submissions of completed crash record data from Mississippi law enforcement agencies to DPS from 99% in 2018 to 100% in 2020.

The Department of Public Safety was able to increase the percentage of crash record data submitted electronically to 100 percent in 2020. **(Target Met)**

MOHS Outcome Measure/Traffic Records Entry*

To decrease the number of average days from the crash event to entry into the Electronic Crash System from 2.67 days in 2017 to 2.5 days in 2020.

2019 Result = 5.58 days. Switching from old crash system to new system may have cause some issues here. **(Did not meet target)**

MOHS Outcome Measure/Traffic Records Insurance Data Integration

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

The MOHS and STRCC continues to work on integrating data with the Department of the State Auditor to gather insurance information with the vehicle VIN file from the vehicle file. Work will also continue during FY20 and beyond to integrate more information onto the new updated crash report and crash collection system.

MOHS Outcome Measure/ EMS Integration

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

The MOHS and STRCC continue to work with the Department of Health to integrate data from crash report and link to hospital and EMS data systems. Work will also continue during FY20 and beyond to integrate more information onto the new updated crash report and crash collection system.

MOHS Outcome Measure/Data Uniformity

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

The MOHS and STRCC continue to work with the Department of Health to map data from crash report and link to hospital and EMS data systems. Work will also continue during FY20 and beyond to integrate more information onto the new updated crash report and crash collection system.

MOHS Outcome Measure/Electronic Citation

To increase the percentage of citation data submitted to DPS electronically by 62.4% in 2018 to 65% by the end of 2020.

Citation data submitted to DPS electronically increased to 65.05% percent in 2020. **(Target met)**

FFY2020 MOHS Evidence Based Programs and Planned Activities

During FFY20, the MOHS continued to implement and support law enforcement and community partners through evidence-based enforcement programs and effective countermeasure activities. The MOHS, along with agencies funded with grant funds uses data to identify problems within the State to help identify areas of the most need and where resources need to be placed. Mississippi funds enforcement and program activities through data analysis, monitoring of programs and the participants that are in high fatality, injury and crash areas.

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

The Program Area Sections presented in this Annual Report provide details on Planned Activities and activities funded in FFY20 and the Planned Activities contributions to meeting the MOHS highway safety targets and performance measures. Federal fund expenditures are detailed by Planned Activity number and can also be found in the Grants Funds Summary, located at the end of the Annual Report.

Crash Analysis

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

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

Selection of Planned Activities

The MOHS reviews data from FARS and other data source to look for impaired fatality and crash trends in areas around the State, which helps create target areas that the MOHS will work to assist in the upcoming grant year. For further information on the selection of Planned Activities for the enforcement program, see enforcement section of each program area. After the review of the data and target areas are selected, grant applications are distributed throughout the State for the solicitation of grants. Once grants have been received within the MOHS, if target areas have not submitted a grant application, then the MOHS uses the help from the LEL programs to go and solicit applications from those target areas.

Selection of Countermeasures/Strategies

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

Enforcement Analysis

The MOHS reviews the data and problem identification throughout the year and deploys resources as needed as the data analysis is developed. The resources could include addition of new Planned Activities, additional training in the area of concern and public information and education programs based on areas with the most need and evidenced based data. During the FY20 year MOHS conducted this through strategic meetings, data review and review of progress reports via conference calls due to the COVID-19 pandemic. If support is needed in the enforcement community, the MOHS, Oxford Police Department Law Enforcement Training, PI&E partners and LEL coordinators are to help with the needs and concerns.

Adjustments to the Planned Activities and EBE

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

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

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

Alcohol/Impaired Driving Evidenced Based Enforcement

The MOHS provided funding to agencies to participate in the National Impaired Driving Campaign over Labor Day and the Click It or Ticket Campaign later in the year due to the COVID-19 pandemic. Planned Activities can be located on pages 29-42. Each Planned Activity was selected by the criteria above. The program contributed through its evidenced based enforcement a total of:

TABLE 3 GRANT FUNDED ACTIVITY

Grant Type	DUI	DUI Other	Seatbelt	Child Restraint	Speed
154 Alcohol	2,068	0	0	0	0
405 Impaired Driving	1,823	1,119	0	0	0
402OP	0	0	4,595	368	0
402PT	164	118	4,782	570	20,802
Total	4,055	1,237	9,377	938	20,802

Planning and Administration Overview

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

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

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

FFY2020 Funded Planned Activities and Accomplishments

Planned Activity Title: MOHS Alcohol/Impaired Driving Coordination & Program Management (154AL-2020-ST-41-01/154AL-2020-ST-41-02/154AL-2020-ST-41-03)

Planned Activity Description: The MOHS Impaired Driving Coordination & Program Management provided program management in the impaired driving program area to coordinate statewide and local law enforcement efforts related to DUI operations, national impaired driving blitz campaigns and other Planned Activities related to the impaired driving effort. The program oversaw funding to state and local law enforcement agencies and assisted in developing strategies for inter-jurisdictional enforcement efforts. Collaborated with the State's law enforcement liaisons, TSRP, and other alcohol impaired programs to increase effectiveness and efficiency of law enforcement efforts to reduce DUI.

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

Funding is based on the salary and activities of full-time positions of a program. The MOHS was unable to fully staff the alcohol program during FY19. The MOHS is currently in the process of hiring positions for the program in FY20.

Budgeted: \$288,000.00 Federal Funding Source 154 AL/\$0.00 Match/\$0.00 Indirect Costs/\$0.00 Local Benefit/MOE-\$0.00

Expended: \$183,679.93 Federal Funds

Planned Activity Title: MOHS P&A (154PA-2020-PA-41-01/ 402PA-2020-PA-41-01)

Planned Activity Description: Provided program management to coordinate statewide local law enforcement efforts related to MOHS operations. Program oversaw funding to state and local law enforcement agencies for overtime enforcement and assisted in developing strategies for inter-jurisdictional enforcement efforts. MOHS P&A includes salaries, fringe and other expenses for MOHS.

Funding is based on the salary and activities of full-time positions of a program. The MOHS was unable to fully staff the highway safety program during FY19. The MOHS is currently in the process of hiring positions for the program in FY20.

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

Expended: \$ 421,526.36 Federal Funds

Planned Activity Title: MOHS Occupant Protection Coordination Program Management (OP-2020-OP-41-01/OP-2020-OP-41-02/OP-2020-OP-41-03)

Planned Activity Description: Provided program management in the Occupant Protection program area to coordinate statewide local law enforcement efforts related to MOHS operations. Program oversaw funding to state and local law enforcement agencies for overtime enforcement and assisted in developing strategies for inter-jurisdictional enforcement efforts. Provide program management for the planned MOHS Seat Belt Survey, the Child Passenger Seat (CPS) survey and the Click It or Ticket (CIOT) National Mobilization. Oversaw Planned Activities related to CPS, including fitting stations, checkpoint stations and CPS technician training. Oversaw the Occupant Protection media campaign during National CIOT blitz period. Included travel and misc. expenses. Personnel services included salaries and benefits, travel, supplies, and training, monitoring, workshops, seminars and program management at the same percentage.

Funding is based on the salary and activities of full-time positions of a program. The MOHS was unable to fully staff the occupant protection program during FY20. The MOHS is currently in the process of hiring positions for the program in FY20.

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

Expended: \$101,909.88 Federal Funds

Planned Activity Title: MS Office of Highway Safety—Police Traffic Services Coordination and Program Management (PT-2020-PT-41-01/PT-2020-PT-41-02/PT-2020-PT-41-03)

Planned Activity Description: Provided program management in the Police Traffic Services program area to coordinate statewide local law enforcement efforts related to MOHS operations. Program oversaw funding to state and local law enforcement agencies for overtime enforcement and assist in developing strategies for inter-jurisdictional enforcement efforts. Provided program management for the planned MOHS Seat Belt Survey, the CPS survey, the CIOT National Mobilization and Drive Sober Get Pulled Over. Oversaw Planned Activities related to CPS, including fitting stations, checkpoint stations and CPS technician training. Oversaw OP media campaign during National CIOT blitz period. Personnel services included salaries and benefits, travel, supplies, and training, monitoring, workshops, seminars and program management at the same percentage.

Funding is based on the salary and activities of full-time positions of a program.

Budgeted: \$163,000.00 Federal Funding Source 402-Police Traffic Services/\$32,600.00 Match/\$0.00 Indirect Costs/MOE-\$0.00

Expended: \$31,324.31 Federal Funds

Planned Activity Title: MOHS Impaired Driving Coordination & Program Management (M5IDC-2020-MD-41-01)

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

Budgeted: \$210,000.00 Federal Funding Source 405(d)/\$42,000.00 Match/\$0.00 Indirect Costs/MOE-\$0.00

Expended: \$172,485.78 Federal Funds

Planned Activity Title: MOHS Traffic Records Coordination Program Management (M3DA-2020-MC-41-01/M3DA-2020-MC-41-02/M3DA-2020-MC-41-03)

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

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

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

Budgeted: \$81,500.00 Federal Funding Source 405C/\$16,300.00 / Match/\$0.00 Indirect Costs/MOE-\$0.00

Expended: \$18,918.58 Federal Funds

Planned Activity Title: MS State University Traffic Records (TR-2020-TR-40-11)

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

Budgeted: \$31,005.59 Federal Funding Source 402TR/\$6,201.12 Match/\$0.00 Share to Local

Expended: \$12,360.08 Federal Funds

Impaired Driving Program—Section 154 and 405(d)

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

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

2020 Highway Safety Plan Performance Targets

Targets provided from the 2020 Highway Safety Plan related to this program section can be found in the "2020 Core Performance Measures" section. Discussion of the state's progress in meeting the targets is also included, using available data at the time of reporting.

Planned Activity Contribution toward Achieving Performance Target

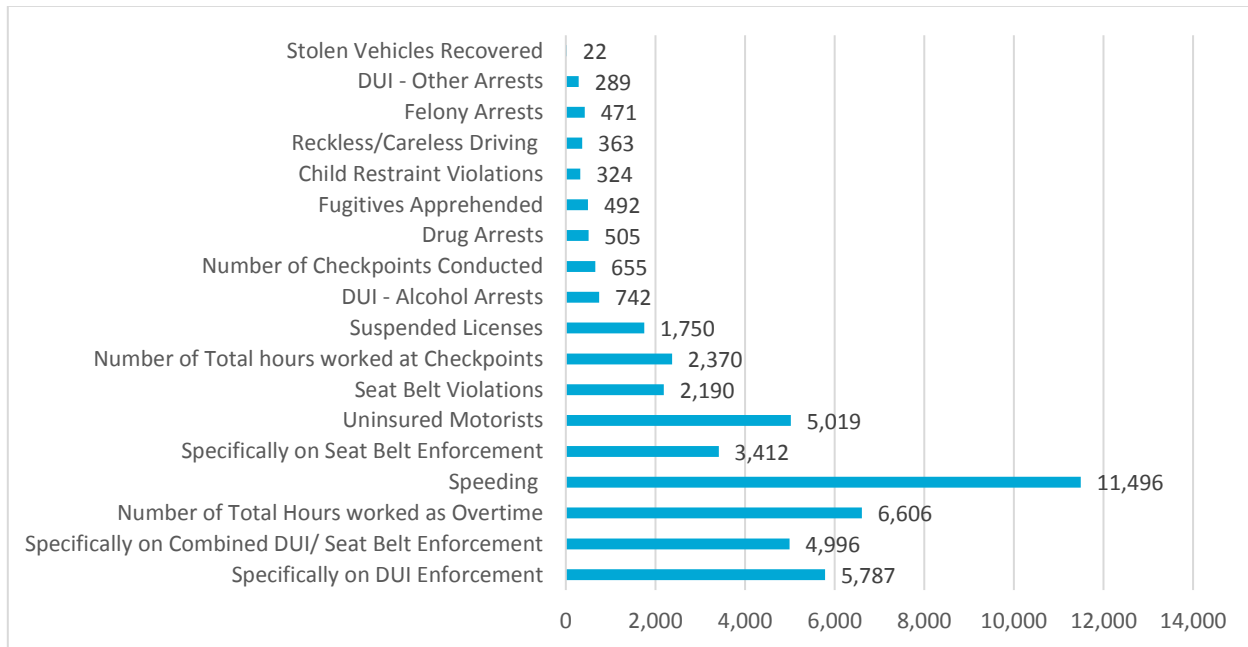
During FFY20, fifty-two (52) grant funded law enforcement agencies participated in high visibility enforcement, while public information and education groups and partners educated the public on the dangers of impaired driving. Paid and earned media campaigns were held during the FY20 year, with special emphasis during blitz campaign times.

During FFY20, the MOHS began the re-structure of the SFST, ARIDE and DRE training programs with the help of the Oxford Police Department, which helped train and re-certify law enforcement officers in impaired driving training. The MOHS provided program management and oversight on all impaired driving programs, which included program management, technical assistance, monitoring and training to local grant funded agencies. The MOHS also provided funding for the full-time services of a Traffic Safety Resource Prosecutor (TSRP) that provides legal trainings, legal support and resources to not only law enforcement, prosecutors and judges across the State.

Participation in National Impaired Driving Mobilization

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

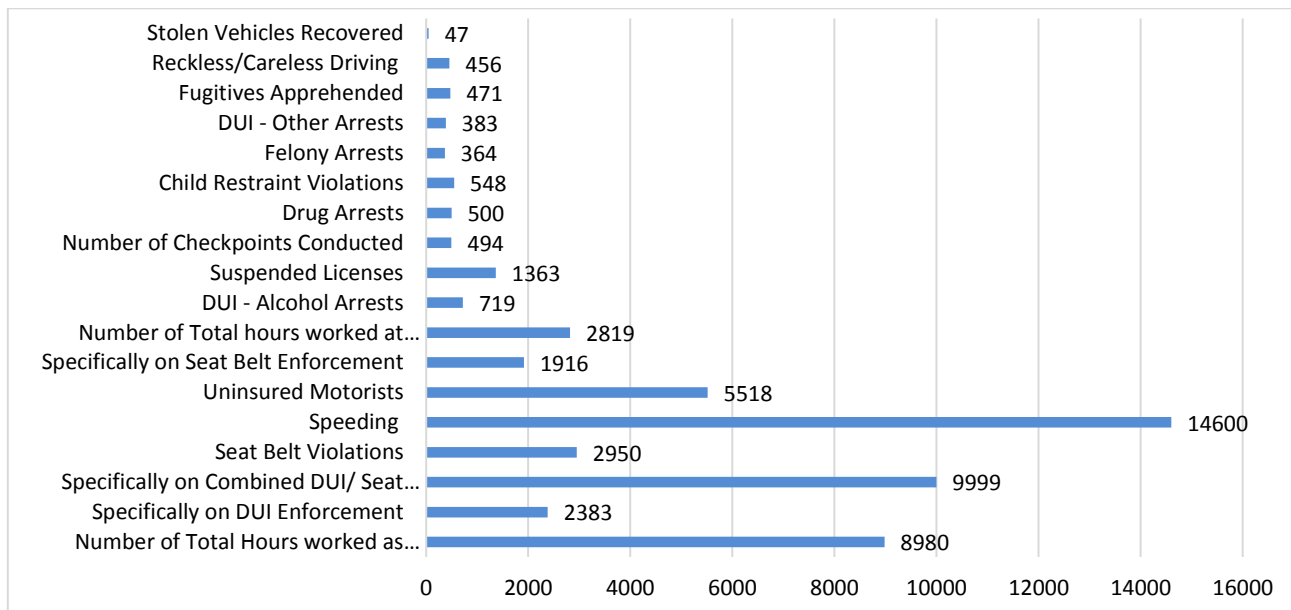
FIGURE 19 CHRISTMAS BLITZ



Source: Mississippi Office of Highway Safety. Accessed December 15, 2020.

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

FIGURE 20 LABOR DAY MOBILIZATION



Source: Mississippi Office of Highway Safety. Accessed December 15, 2020.

FFY2020 Funded Planned Activities and Accomplishments

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

Planned Activity Description: Planned Activities under the MOHS Law Enforcement DUI Grants provide grant funds to local police departments and sheriff's offices for enforcement in jurisdictions all across Mississippi. All jurisdictions provided enforcement for hours that are specified in each agency agreement, in support of the alcohol DUI program. These enforcement grants were coordinated with the national DSGPO, along with any State blitz campaigns that the MOHS develops for FY20.

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

Budgeted: \$1,779,222.77 Federal Funding Source 154AL/\$0.00 Match/\$0.00 Indirect Cost/\$1,779,222.77 Local Benefit/- MOE-\$0.00

Expended: \$1,457,285.56 Federal Funds

Planned Activity Title: JSU Youth Safety Impaired Driving Program (154AL-2020-ST-40-02)

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

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

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

Budgeted: \$174,092.41 Federal Funding Source 154AL/\$0.00 Match/\$0.00 Indirect Cost/ \$0.00 Local Benefit/ MOE-\$0.00

Expended: \$133,381.69 Federal Funds

Planned Activity Title: Metro Jackson/ Jackson State University (154AL-2020-ST-40-01)

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

Budgeted: \$253,727.25 Federal Funding Source 154AL/\$0.00 Match/\$0.00 Indirect Cost/ \$0.00 Local Benefit/MOE-\$0.00

Expended: \$ 228,206.56 Federal Funds

Planned Activity Title: MOHS Contingency Travel (154AL-2020-ST-41-04/M5TR-2020-MD-41-01)

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

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

Expended: \$0.00 Federal Funds

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

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

Budgeted: \$587,307.05 Federal Funding Source 405(d)/\$117,461.51 Match/\$0.00 Indirect Costs/\$0.00 Local Benefit/MOE-\$0.00

Expended: \$455,102.08 Federal Funds

Planned Activity Title: MOHS Paid Media Sustained DUI Enforcement Campaign (M5PEM-2020-PM-00-00)

Planned Activity Description: A comprehensive and sustained paid media campaign in support of the continual DUI enforcement efforts for the DSGPO campaigns utilizing Section 405d alcohol funding will be implemented in the FY20 grant period. These funds will be used for sustained radio and television ads, print, and outdoor space in December 2019, January 2020 and November 2020 rescheduled for the Labor Day 2020 campaign due to COVID-19.

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 Planned Activity 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.

Budgeted: \$150,000.00 Federal Funding Source 405D/ \$30,000.00 Match/\$0.00 Local Benefit

Expended: \$99,459.00 Federal Funds

Planned Activity Title: MOHS National Blitz-Drive Sober Get Pulled Over-High Visibility-Special Wave Grants (154AL-2020-ST-41-05)

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

Budgeted: \$25,000.00 Federal Funding Source 154AL/\$0.00 Match/\$0.00 Indirect Costs/\$50,000.00 Local Benefit/MOE-\$0.00

Expended: \$0.00 Federal Funds

Planned Activity Title: MS Office of Attorney General - Traffic Safety Resource Prosecution Program - Impaired Program (M5CS-2020-MD-40-21)

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

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

The TSRP provided and assisted with 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 Planned Activities by providing information and/or training to allow them to handle ID cases appropriately; provide legal support and resources for prosecutors, officers and judges by distributing and updating, the MS DUI Benchbook. Training was provided to a total of 1,262 individuals, 212 County Clerks, 49 Judges, 549 Law Enforcement, 422 Prosecutors, and 30 others.

Traffic Safety Prosecutor 2020 Training	Number Trained
Law Enforcement	549
Court Clerks	212
Judges	49
Prosecutors	422
Other Individuals	30
Total	1,262

Traffic Safety Prosecutor 2020 Training	Number of Classes	Number Trained
SFST Classes	14	199
SFST Instructors/School	1	16
MHP Cadet School	2	35
ARIDE	7	82
DRE In Service	1	22
DUI Basic Recruit	4	155
DUI Law Changes/ Update	29	751
Total	58	1,262

Budgeted: \$179,853.59 Federal Funding Source 405(d)/\$35,970.72 Match/\$0.00 Indirect Costs/\$0.00 Local Benefit/MOE-\$0.00

Expended: \$155,928.68 Federal Funds

Planned Activity Title: Oxford Police Department - Law Enforcement Training Coordination (M5X-2020-MD-22-51/ M5TR-2020-MD-22-51)

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

Law Enforcement Training Coordination	Target	Number of Classes	Number Trained
SFST Classes	20	15	208
ARIDE	7	7	1
DRE In Service	0	0	0
DRE Trained	10	*Sent outside of State	12

Budgeted: \$108,824.80 Federal Funding Source 405(d)/\$21,764.96 Match/\$0.00 Indirect Costs/\$109,056.40 Local Benefit/MOE-\$0.00; \$523,550.75 Federal Funding Source 405(d) Match/\$104,710.15 Indirect Costs/\$0.00 Local Benefit/MOE-\$0.00

Expended: \$341,265.38 Federal Funds

Occupant Protection Program—Section 402 & 405(b)

Mississippi's primary seat belt law and child passenger laws, public information and education programs, enforcement efforts, media and child safety seat distribution programs, and utilization of evidence-based enforcement efforts have all contributed to the Mississippi's continued success with occupant protection. The MOHS participated in all national mobilizations for seat belt enforcement, including the "Click It or Ticket" (CIOT) campaign during **November 2020***. MOHS utilizes Section 402 and 405 funds for paid media campaigns and seat belt enforcement details, and reports law enforcement activities as required by NHTSA. High visibility enforcement continues to be a major deterrent to driving unbelted within the State, along with a high visibility media and education programs. ***This year CIOT Campaign was held in FY21 due to the COVID-19 pandemic***

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

2020 Highway Safety Plan Performance Targets

Targets provided from the 2020 Highway Safety Plan related to this program section can be found in the "2020 Core Performance Measures" section. Discussion of the state's progress in meeting the targets is also included, using available data at the time of reporting.

Planned Activities Contribution toward Achieving Performance Target:

During FY20, twenty (20) law enforcement agencies, participated in high visibility enforcement, while public information and education groups and partners educated the public on the dangers of buckling up. Paid and earned media campaigns were held during the FY20 year, with special emphasis during blitz campaign times. The MOHS funded programs that focused on high visibility enforcement and contributed to fewer occupant protection deaths and injuries across the State. High visibility media provided the citizens of Mississippi with awareness about buckling during the *Click It or Ticket blitz campaign and throughout the entire year.

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

The MOHS conducts an annual statewide safety belt use surveys in accordance with criteria established by the Secretary of Transportation for the measurement of state safety belt use rates. The survey will ensure that the measurements accurately represent the state's seat belt usage rate.

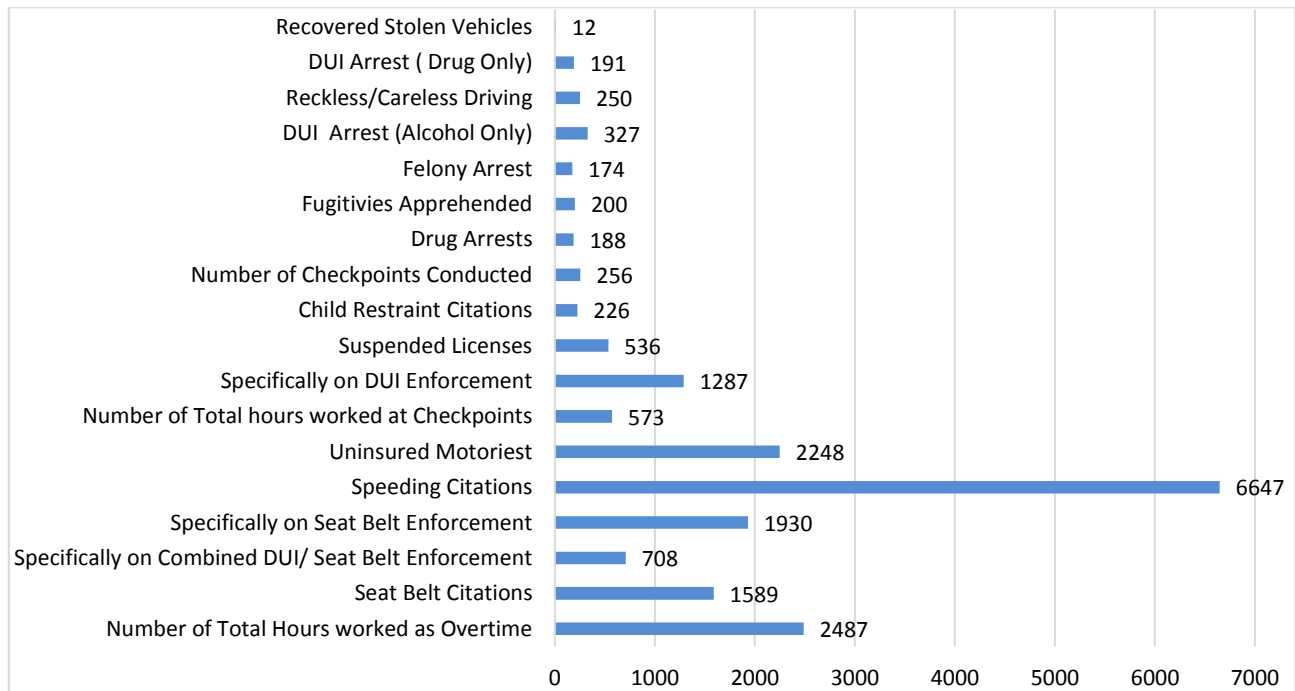
The MOHS Occupant Protection Division provides leadership and works to coordinate programs with the Safe Kids MS, the MS State Department of Health (MSDH) and other state and local agencies. MOHS promoted "Click it or Ticket" during November for the Memorial Day holiday period due to the COVID-19 pandemic. Through the Safe Kids MS Coalition, the Child Passenger Safety Coordination Planned Activity provided statewide safety checkpoints, a data base for child passenger instructors, technicians and a permanent fitting station located in Jackson and across the state. The MOHS provided program management and oversight on all OP programs, which included program management, technical assistance, monitoring and training to local grant funded agencies.

Mississippi is moving in the right direction regarding child passenger safety, and perhaps with continued education and enforcement, child restraint usage rates could be brought to an even higher level. Section 405 funds were utilized in 2020 to continue funding the MS State Department of Health's Child Passenger Safety Program, Mississippi State University Seat Belt Survey. MOHS and Safe Kids MS, along with the MSDH will continue to make the effort to preserve the lives of children through the continued education of the public on child passenger safety awareness.

Participation in National Click It or Ticket Mobilization

The MOHS also took part in the "Click It or Ticket" campaign usually scheduled for Memorial Day, but due to the COVID-19 pandemic this campaign was rescheduled for the month of November in FY21. Details on the target audience and media utilized can be found in the Paid and Earned Media Report (page 55) within the Media and Marketing Program Section. Citations, arrests, and other outcomes from the campaign are shown below in Figure 21.

FIGURE 21 MEMORIAL DAY CLICK IT OR TICKET



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

FFY2020 Funded Planned Activities and Accomplishments

Planned Activity Title: MOHS Click It or Ticket Special Wave Grants (OP-2020-OP-41-05)

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

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

Expended: \$0.00 Federal Funds

Planned Activity Title: MOHS High Risk Population Special Wave Grants (OP-2020-OP-41-06)

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

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

Expended: \$0.00 Federal Funds

Planned Activity Title: MOHS Contingency Travel (OP-2020-OP-41-04)

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

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

Expended: \$0.00

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

Planned Activity Description: Various use the funds to provide salary and fringe for officers to work overtime hours conducting enforcement, which can include impaired driving, occupant protection and speed during FY20. There will be a special emphasis during the national blitz periods of DSGPO and CIOT. The agencies will conduct Special Traffic Enforcement Program (STEP) HVE checkpoints and a Special Traffic Enforcement Program (STEP) HVE saturation patrols during each national DSGPO (Christmas/New Year) and CIOT (Memorial Day). The STEP agency will generate earned media campaigns during the DSGPO (Christmas/New Year) and CIOT (Memorial Day) campaigns. Each agency has a personalized performance measure and strategies that can be found in the grant agreement.

The agency generated at least (1) earned media campaigns during the “CIOT” campaigns. Each agency has a personalized performance measure and strategies that can be found in the grant agreement.

Budgeted: \$333,283.75 Federal Funding Source 402OP/\$66,656.75 Match/\$0.00 Indirect Costs/\$333,283.75 Local Benefit/MOE-\$0.00

Expended: \$236,498.14

Planned Activity Title: MS Department of Health Child Restraint Seat Program (CR-2020-CR-40-71)

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

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

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

Budgeted: \$85,433.00 Federal Funding Source 402CR/\$17,086.60 Match/\$0.00 Indirect Costs/\$0.00 Local Benefit/MOE-\$0.00 **Expended:** \$81,425.53

Planned Activity Title: MS Department of Health Child Occupant Protection Program (M2PE-2020-MB-40-71)

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

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

As a part of the program, 999 Car Seats were distributed for families in need, car seats were installed for families at 3 community events, and 152 community presentations were conducted. Shortcomings in expenditures were due to labor or staff shortages within the agencies and due to COVID-19 community support and participation decreased. *Supplemental to CR-2020-CR-40-71

Budgeted: \$91,709.45 Federal Funding Sources 405(b)/\$18,341.89 Match/\$0.00 Indirect Costs/\$0.00 Local Benefit/MOE-\$0.00

Expended: \$34,785.32 Federal Funds

Planned Activity Title: University Medical Center/MS Safe Kids Program (M2TR-2020-MB-63-91)

Planned Activity 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 0-15 years and the parents/guardians. Contact state, local, and federal agencies, hospitals, elementary schools, daycares, Head Start Centers, and faith-based organizations statewide in a collaborative effort to speak with individuals.

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 program provided the following services:

- Conducted 51 community presentations to childcare facilities, elementary schools, retail businesses and health care facilities.
- Conducted 2 booster seat surveys
- Installed 449 car seats.
- Conducted 2 booster seat observational surveys.
- Conducted 10 CPS updates and 10 CPST courses

Budgeted: \$109,305.92 Federal Funding Source 405(b)/\$14,043.55 Match/\$0.00 Indirect Costs/\$0.00 Local Benefit/MOE-\$0.00

Expended: \$41,207.03 Federal Funds

Planned Activity Title: Mississippi State University - Occupant Restraints Survey - Stennis Institute (SO-2020-SO-40-11)

Planned Activity Description: The MOHS conducts annual statewide safety belt use surveys in accordance with criteria established by the Secretary of Transportation for the measurement of state safety belt use rates. The survey will ensure that the measurements accurately represent the state's seat belt usage rate. Seatbelt usage continues to be a priority emphasis area for NHTSA and for the MOHS.

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

During the 2020 Seatbelt Survey 17,976 vehicle occupants and 179 survey observation sites were observed. Hancock County had the highest increase in seatbelt usage, where Lee County had the largest decrease. The MOHS uses the seatbelt usage rates to observe where in the state have the largest decreases or increases, so that the MOHS, law enforcement and public information groups may make the biggest impact. The official, overall calculated seat belt use estimate for the state of Mississippi for 2020 is 79.4%.

Budgeted: \$225,735.96 Federal Funding Source 402SO/\$45,147.19 Match/\$0.00 Indirect Costs/\$0.00 Local Benefit/MOE-\$0.00

Expended: \$195,004.89

Police Traffic Services Program Section 402

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

2020 Highway Safety Plan Performance Targets

Targets provided from the 2020 Highway Safety Plan related to this program section can be found in the “2020 Core Performance Measures” section. Discussion of the state’s progress in meeting the targets is also included, using available data at the time of reporting.

Planned Activity Contribution toward Achieving Performance Target

During FY20, thirty (30) law enforcement agencies, participated in high visibility enforcement, while public information and education groups and partners educated the public on the dangers of highway safety issues. Paid and earned media campaigns were held during the FY20 year, with special emphasis during blitz campaign times for Drive Sober and Get Pulled Over and Click It or Ticket National Blitz Campaigns.

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

FFY2020 Funded Planned Activities and Accomplishments

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

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

Budgeted: \$1,393,707.94 Federal Funding Source 402PT/\$278,741.19 Match/\$0.00 Indirect Costs/\$1,393,707.94 Local Benefit/MOE-\$0.00

Expended: \$350,151.07

Traffic Records Program Section 405(c)

The MOHS continued to partner and work with the Mississippi State Traffic Records Coordinating Committee (STRCC) during the FY19 grant year. The STRCC is a group of state partners that focus on the collaboration, implementation and execution of state traffic record systems. The MOHS continues to work on objectives that are listed in the Statewide Strategic Traffic Records Strategic Plan and work to achieve performance-based targets established by the STRCC.

2020 Highway Safety Plan Performance Targets

Targets provided from the 2020 Highway Safety Plan related to this program section can be found in the “2020 Core Performance Measures” section. Discussion of the state’s progress in meeting the targets is also included, using available data at the time of reporting.

Planned Activity Contribution toward Achieving Performance Target

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

The State Traffic Records Coordinating Committee (STRCC) met on a regularly scheduled basis to review all major traffic record Planned Activities. The strategic plan for data system improvements is developed and updated annually to apply for Section 405(C) traffic records funds. The STRCC has discussed working on priority Planned Activities this year and strengthening the STRCC. During late FY20, the MOHS hired a contract worker from Mississippi State University to provide STRCC restructure, training and Strategic planning. During the STRCC conference call meetings the outlined six areas of improvement to assist the STRCC were reviewed for consideration:

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

During FY20, preparation and dissemination of statistical reports were major traffic record activities. These tabulations are used for MOHS planning, problem identification, evaluation, special analyses and responses to requests for data. Ad hoc queries are made by the legislature, media, state and local agencies, law enforcement, universities, research foundations, safety associations and the general public. Special planning data sets were also developed to show the picture of areas that need improvement in the state and focused enforcement efforts areas.

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

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

FFY2020 Funded Planned Activities and Accomplishments

Driver's Education Program Section 402 DE

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

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

2020 Highway Safety Plan Performance Targets

Targets provided from the 2020 Highway Safety Plan related to this program section can be found in the "2020 Core Performance Measures" section. Discussion of the state's progress in meeting the targets is also included, using available data at the time of reporting.

Planned Activity Contribution toward Achieving Performance Targets

During FY120 The MOHS funded programs that included peer to peer education and prevention strategies to focus on the age population of 21 and younger, with the focus of ages 16-20 years of age. Evidence-based programs were selected and were implemented during the grant year.

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

FFY2020 Funded Planned Activities and Accomplishments

Planned Activity Title: Jackson State University Youth Highway Safety Program (DE-2020-DE-40-02)

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

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

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

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

Drivers Education Planned Activity Accomplishments (402DE):

- 38 highway safety speed awareness presentations; 79 seatbelt safety presentations
- Conducted 50 seatbelt and 50 speeding presentations for teens 16-20 across Mississippi.
- 5 community presentations to provide information on the proper usage of seatbelts and proper restraints
- A total of 936 cars were visually checked for seatbelts. Of the 936 cars checked 620 drivers were wearing restraints
- 8 Health fairs to increase public awareness of seat belt and speed related issues;
- Conducted 6 visual; seatbelt checks and safety demonstrations at schools; conduct 6 safe buddy days in schools
- Over 3715 students were reached through classroom presentations
- Secured 3 Buckle up PSA's on JSU, Tougaloo College and local radio stations were over 8500 listeners were affected
- Completed 475 pre and post survey presentations on seatbelt safety and speeding

Budgeted: \$156,417.03 Federal Funding Source 402DE/\$31,283.41 Match/\$0.00/\$0.00 Local Benefit/MOE \$0.00

Expended: \$73,405.57 Federal Funds

FFY2020 402/405F Motorcycle Program

In the planning of the FY20 programs, the MOHS was anticipating the implementation of a statewide motorcycle program funded through grant funds. The state has struggled with a rise in motorcycles fatalities, injuries and crashes over the past few years. Although the motorcycle program is needed a needed program, the MOHS was unable to implement this program during the grant year.

The MOHS was also not able to provide personnel to work directly with the program, as the MOHS began to restructure and change the focus of existing programs. Although the program is important, the MOHS chose to redirect funding, services and personnel to more high priority programs for FY20. The MOHS will look into creating this pilot in the future when staff can be allocated to the program.

2020 Highway Safety Plan Performance Targets

Targets provided from the 2020 Highway Safety Plan related to this program section can be found in the “2020 Core Performance Measures” section. Discussion of the state’s progress in meeting the targets is also included, using available data at the time of reporting.

Planned Activity Contribution toward Achieving Performance Target

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

FFY2020 Funded Planned Activities and Accomplishments

Planned Activity Title: MOHS Distracted Driving Planned Activities (FESX-2020-FE-00-00)

Planned Activity Description: The MOHS provided funding toward educating the public through advertising that contains information about the dangers of texting or using a cell phone while driving and of law enforcement costs related to the enforcement of distracted driving laws. Planned Activities were developed by need, data analysis, population size and funds available.

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

Expended: \$0.00

Media and Marketing Program

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

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

Paid and Earned Media Report

Broadcast Strategy

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

Outdoor

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

FFY2020 Funded Planned Activities and Accomplishments

Planned Activity Title: MOHS Paid Media Sustained DUI Enforcement Campaign (M5PEM-2019-PM-00-00)

Planned Activity Description: A comprehensive and sustained paid media campaign in support of the continual DUI enforcement efforts for the DSGPO campaigns utilizing Section 405d alcohol funding was implemented in the FY20 grant period. These funds were used for sustained radio, and outdoor space in December 2019, January 2020, and Labor Day 2020.

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

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

Expended: \$99,459.00 Federal Funds

Planned Activity Title: MOHS Paid Media Sustained Occupant Protection Enforcement Campaign (M2PE-2020-MB-00-00)

Planned Activity Description: A comprehensive and sustained paid media campaign in support of the continual Occupant Protection enforcement efforts for the "CIOT" campaigns utilizing Section 405 Occupant Protection funding was implemented in the grant period. These funds were used for sustained radio and outdoor space in May 2019. The number of holiday unbelted vehicle crash fatalities were used to evaluate the media messaging. The measures that were used to assess message recognition are as follows: number of radio spots, ads and GPAs for paid media, earned media messages for print and television, unbelted-related vehicle crash fatalities, the results obtained from the behavioral measures awareness survey and seat belt survey will be used to evaluate the effectiveness of the messaging.

Budgeted: \$150,000.00 Federal Funding Source 405(b)/\$30,000.00 Match/\$0.00 Indirect Costs/\$0.00 Local Benefit/MOE-\$0.00

Expended: \$0.00

Christmas/New Year's 2019/2020

This year's Drive Sober or Get Pulled Over Christmas/New Year's campaign was from December 13— January 1, 2020 included coverage of cities and counties throughout the state. The overall objective was to effectively reach white males ages 40-49 and 30-39, through a heavily concentrated campaign with one key message "Drive Sober or Get Pulled Over" in order to effect positive change. The strategy was to use radio and outdoor to reinforce the message by paid and earned media.

MOHS focused on 30 second radio spots and outdoor billboards, which were created for the campaign, airing throughout the state in high fatality areas. The radio spots ran on 6 radio stations, with 112 radio spots. Electronic outdoor signage was placed across the state on 37 outdoor boards with 2,357,893 impressions airing throughout the state in high fatality areas. \$69,520 of the budgeted \$70,000 were expended.

Labor Day 2020*

The MOHS Drive Sober or Get Pulled over Labor Day 2020 Campaign was from August 21—September 7, 2020 including paid and earned media. The primary target audience was white male age 40-49, and the secondary target was white males age 30-39. The Drive Sober or Get Pulled Over message was reinforced by outdoor billboard including coverage of cities and counties throughout the state.

MOHS focused on outdoor billboards, which were created for the campaign, displayed throughout the state in high fatality areas. Electronic outdoor signage was placed across the state on 52 outdoor boards with 4,915,198 impressions throughout the state in high fatality areas. \$29,939 of the budgeted \$70,000 were expended. ***MOHS only ran billboard ads, no radio advertising***

Memorial Day 2020*

The MOHS Click It or Ticket Memorial Day 2020 Campaign included paid and earned media from November 16- November 29, 2020. This campaign is usually held in May; however, due to the COVID-19 pandemic it was held at a later date. The primary target audience was white male age 30—39, and the secondary target was white females age 50—59.

MOHS focused on outdoor billboards, which were created for the campaign, displayed throughout the state in high fatality areas. Electronic outdoor signage was placed across the state on 34 outdoor boards with 3,028,592 impressions throughout the state in high fatality areas. \$34,226 of the budgeted \$70,000 were expended. ***MOHS only ran billboard ads, no radio advertising***

FFY2020 MOHS Financial Report

The Mississippi Office of Highway Safety funded a total of 118 highway safety Planned Activities during the FY20 grant year. The FY20 highway safety program included: (30) 154-Federally Funded Grants, (20) 405(d)-Federally Funded Grant, (23) 402-OP Federally Funded Grants, (1) 402-TR Federally Funded Grants; (3) 405(b) Federally Funded Grants; (30) 402-PT Federally Funded Grants, (6) 405(c) Federally Funded Grants, (1) 402 Driver's Education; (1) 402-CR; (1) 402-PA; (1) 402-SO; and (1) 405-E.

Below please find corresponding financial charts for FY20 with the Planned Activity number assigned to the Planned Activity in the Grants Tracking System (GTS); Planned Activity Title; Obligated/Budget Amount; Expended Amount; Unexpended Total; Match and Funding Source.

TABLE 4 FINANCIAL SUMMARY OF FFY2020 EXPENDITURES

Planning and Administration Grants						
Planned Activity Number	Planned Activity Title	Obligated	Expended	Unexpended Funds	Match	Funding Source
154AL-2020-ST-41-01	MOHS IMP DRV Coordination.	\$275,000.00	\$182,290.85	\$92,709.15	\$0.00	154AL
154AL-2020-ST-41-02	MOHS IMP DRV COORD Travel	\$10,000.00	\$1,082.92	\$8,917.08	\$0.00	154AL
154AL-2020-ST-41-03	MOHS IMP DRV COORD Misc.	\$3,000.00	\$306.16	\$2,693.84	\$0.00	154AL
154PA-2020-PA-41-01	Planning and Administration Expenses for the 154 program	\$400,000.00	\$131,539.07	\$268,460.93	\$0.00	154AL
402PA-2020-PA-41-01	Planning and Administration Expenses 402 programs	\$400,000.00	\$289,987.29	\$110,012.71	\$80,000.00	402PA
OP-2020-OP-41-01	MOHS Occupant Protection Coordination & Program Management	\$140,000.00	\$101,026.37	\$38,973.63	\$28,000.00	402OP
OP-2020-OP-41-02	MOHS Occupant Protection Coordination & Program Management Travel	\$10,000.00	\$751.36	\$9,248.64	\$2,000.00	402OP
OP-2020-OP-41-03	MOHS Occupant Protection Coordination & Program Management Program Expenses.	\$3,000.00	\$132.15	\$2,867.85	\$600.00	402OP
PT-2020-PT-41-01	MOHS Police Traffic Services Coordination	\$150,000.00	\$131,096.60	\$18,903.40	\$30,000.00	402PTS

Planning and Administration Grants

Planned Activity Number	Planned Activity Title	Obligated	Expended	Unexpended Funds	Match	Funding Source
PT-2020-PT-41-02	MOHS Police Traffic Services Coordination & Program Management Travel	\$10,000.00	\$412.33	\$9,587.67	\$2,000.00	402PTS
PT-2020-PT-41-03	MOHS Police Traffic Services Coordination & Program Management Misc Expenses	\$3,000.00	\$166.76	\$2,833.24	\$600.00	402PTS
M5IDC-2020-MD-41-01	MOHS Impaired Driving Coordination & Program Management	\$210,000.00	\$172,485.78	\$37,514.22	\$42,000.00	405D
Total Planning and Administration Funds		\$1,614,000.00	\$1,011,277.64	\$602,722.36	\$185,200.00	

Alcohol Countermeasures Enforcement Grants

Planned Activity Number	Planned Activity Title	Obligated	Expended	Unexpended Funds	Match	Funding Source
154-AL-2020-ST-20-21	Bay St. Lois Police Department	\$6,932.90	\$2,447.35	\$4,485.55	\$0.00	154AL
154AL-2020-ST-10-81	Carroll County S.O.	\$35,680.00	\$35,680.00	\$0.00	\$0.00	154AL
154AL-2020-ST-25-51	Carthage Police Dept.	\$44,107.50	\$44,087.50	\$20.00	\$0.00	154AL
154AL-2020-ST-26-91	D'Iberville Police Dept.	\$30,000.00	\$8,550.82	\$21,449.18	\$0.00	154AL
154AL-2020-ST-21-31	Greenwood Police Dept.	\$23,887.50	\$1,594.47	\$22,293.03	\$0.00	154AL
154AL-2020-ST-28-41	Grenada Police Dept.	\$45,862.37	\$41,408.64	\$4,453.73	\$0.00	154AL
154AL-2020-ST-21-41	Gulfport Police Dept.	\$54,830.78	\$49,941.70	\$4,889.08	\$0.00	154AL
154AL-2020-ST-12-31	Hancock County S.O.	\$87,227.82	\$84,187.31	\$3,040.51	\$0.00	154AL
154AL-2020-ST-21-51	Hattiesburg Police Dept.	\$45,006.40	\$42,877.32	\$2,129.08	\$0.00	154AL

Alcohol Countermeasures Enforcement Grants

Planned Activity Number	Planned Activity Title	Obligated	Expended	Unexpended Funds	Match	Funding Source
154AL-2020-ST-28-61	Hernando Police Dept.	\$100,640.40	\$100,640.40	\$0.00	\$0.00	154AL
154AL-2020-ST-21-81	Horn Lake Police Dept.	\$141,341.60	\$103,894.09	\$37,447.51	\$0.00	154AL
154AL-2020-ST-13-41	Jones County Sheriff's Dept.	\$58,710.00	\$50,169.42	\$8,540.58	\$0.00	154AL
154AL-2020-ST-13-71	Lamar County S.O.	\$34,923.70	\$34,904.13	\$19.57	\$0.00	154AL
154AL-2020-ST-40-81	MS Highway Patrol	\$846,342.00	\$768,351.99	\$77,990.01	\$0.00	154AL
154AL-2020-ST-41-05	MOHS-National DSGPO Special Wave	\$25,000.00	\$0.00	\$25,000.00	\$0.00	154AL
154AL-2020-ST-15-01	Neshoba County S.O	\$30,160.00	\$9,504.78	\$20,655.22	\$0.00	154AL
154AL-2020-ST-15-31	Oktibbeha County S.O	\$15,000.00	\$10,753.38	\$4,246.62	\$0.00	154AL
154AL-2020-ST-22-61	Pascagoula Police Dept.	\$16,500.00	\$6,206.97	\$10,293.03	\$0.00	154AL
154AL-2020-ST-22-81	Philadelphia Police Dept.	\$43,060.60	\$28,327.61	\$14,732.99	\$0.00	154AL
154AL-2020-ST-15-81	Pontotoc County S.O.	\$35,000.00	\$5,700.00	\$29,300.00	\$0.00	154AL
154AL-2020-ST-34-01	Senatobia Police Dept.	\$30,136.96	\$11,235.41	\$18,901.55	\$0.00	154AL
154AL-2020-ST-17-21	Tunica County S.O.	\$26,682.28	\$16,822.27	\$9,860.01	\$0.00	154AL
154AL-2020-ST-35-81	Winona Police Dept.	\$2,189.96	\$0.00	\$2,189.96	\$0.00	154AL
Total Alcohol Law Enforcement		\$1,779,222.77	\$1,457,285.56	\$321,937.21	\$0.00	

MOHS Impaired Driving Enforcement Grants

Planned Activity Number	Planned Activity Title	Obligated	Expended	Unexpended Funds	Match	Funding Source
M5X-2020-MD-20-41	Biloxi Police Dept.	\$8,810.64	\$2,050.43	\$6,760.21	\$1,762.13	405D
M5X-2020-MD-11-61	Covington County S.O.	\$51,000.00	\$19,526.30	\$31,473.70	\$10,200.00	405D
M5X-2020-MD-11-71	Desoto County S.O.	\$148,517.60	\$146,809.01	\$1,708.59	\$29,703.52	405D
M5X-2020-MD-12-51	Hinds County Sheriff's Dept	\$151,480.72	\$95,564.59	\$55,916.13	\$30,296.14	405D

M5X-2020-MD-13-81	Lauderdale County S.O.	\$176,233.51	\$148,621.26	\$27,612.25	\$35,246.70	405D
M5X-2020-MD-14-51	Madison County S.O.	\$61,821.50	\$25,387.80	\$36,433.70	\$12,364.30	405D
M5X-2020-MD-14-61	Marion County S.O.	\$88,236.72	\$78,121.68	\$10,115.04	\$17,647.34	405D
M5X-2020-MD-40-81	MS Highway Patrol	\$282,180.58	\$252,589.37	\$29,591.21	\$56,436.12	405D
M5X-2020-MD-22-51	Oxford Police Dept.	\$108,824.80	\$89,771.26	\$19,053.54	\$21,764.96	405D
M5X-2020-MD-15-51	Pearl River County S.O.	\$40,060.80	\$35,817.36	\$4,243.44	\$8,012.16	405D
M5X-2020-MD-23-01	Ridgeland Police Dept.	\$38,777.80	\$34,455.53	\$4,322.27	\$7,755.56	405D
M5X-2020-MD-23-11	Starkville Police Dept.	\$81,100.00	\$53,702.14	\$27,397.86	16,220.00	405D
M5X-2020-MD-16-61	Stone County S.O.	\$54,379.60	\$48,493.47	\$5,886.13	\$10,875.92	405D
M5X-2020-MD-17-11	Tishomingo County S.O.	\$49,920.00	\$41,765.87	\$8,154.13	\$9,984.00	405D
M5X-2020-MD-18-21	Yazoo County S.O.	\$37,044.20	\$33,999.32	\$3,044.88	\$7,408.84	405D
Total Impaired Law Enforcement		\$1,378,388.47	\$1,106,675.39	\$271,713.08	\$275,683.69	

154/405D Special Programs

Planned Activity Number	Planned Activity Title	Obligated	Expended	Unexpended Funds	Match	Funding Source
154AL-2020-ST-40-02	JSU Youth Highway Safety Programs	\$174,092.41	\$133,381.69	\$40,710.72	\$0.00	154AL
154AL-2020-ST-40-01	Metro Jackson/ JSU	\$253,727.25	\$228,206.56	\$25,520.69	\$0.00	154AL
M5PEM-2020-PM-00-00	MOHS Paid Media Impaired Driving	\$150,000.00	\$99,459.00	\$50,541.00	\$30,000.00	405D
154AL-2020-ST-41-04	MOHS Contingency Travel	\$2,500.00	\$0.00	\$2,500.00	\$0.00	154AL
M5CS-2020-MD-40-21	MS Office of Attorney General's Office TSRP	\$179,853.59	\$155,928.68	\$23,924.91	35,970.72	405D
M5TR-2020-MD-22-51	Oxford Police Dept. Law Enforcement Training	\$523,550.75	\$341,265.38	\$182,285.37	\$104,710.15	405D
M5TR-2020-MD-41-01	MOHS Contingency Travel	\$2,500.00	\$0.00	\$2,500.00	\$500.00	405D
Total 154 Special Planned Activities		\$430,319.66	\$361,588.25	\$66,231.41	\$0.00	
Total 405D Special Planned Activities		\$855,904.34	\$596,653.06	\$256,751.28	\$171,180.87	

MOHS OP Enforcement Planned Activities

Planned Activity Number	Planned Activity Title	Obligated	Expended	Unexpended Funds	Match	Funding Source
OP-2020-OP-10-81	Carroll County S.O.	\$15,008.00	\$12,134.25	\$2,873.75	\$3,001.60	402OP
OP-2020-OP-25-51	Carthage Police Dept.	\$7,312.50	\$3,151.92	\$4,160.58	\$1,462.50	402OP
OP-2020-OP-11-71	Desoto County S.O.	\$23,480.00	\$4,741.34	\$18,738.66	\$4,696.00	402OP
OP-2019-OP-12-31	Hancock County S.O.	\$7,500.00	\$7,009.66	\$490.34	\$1,500.00	402OP
OP-2020-OP-12-41	Harrison County S.O.	\$75,638.00	\$64,032.92	\$11,605.08	\$15,127.60	402OP
OP-2020-OP-12-51	Hinds County S.O.	\$9,770.00	\$6,007.21	\$3,762.79	\$1,954.00	402OP
OP-2020-OP-21-71	Holly Springs Police Dept. (Closed Nov-Sept)	\$15,289.25	\$405.81	\$14,883.44	\$3,057.85	402OP
OP-2020-OP-13-41	Jones County S.O.	\$68,400.00	\$65,815.43	\$2,584.57	\$13,680.00	402OP
OP-2020-OP-13-71	Lamar County S.O.	\$6,648.30	\$6,463.59	\$184.71	\$1,329.66	402OP
OP-2020-OP-13-81	Lauderdale County S.O.	\$37,440.00	\$25,126.13	\$12,313.87	\$7,488.00	402OP
OP-2020-OP-15-31	Oktibbeha County S.O.	\$15,000.00	\$13,833.85	\$1,166.15	\$3,000.00	402OP
OP-2020-OP-15-51	Pearl River County	\$2,472.00	\$2,119.90	\$352.10	\$494.40	402OP
OP-2020-OP-22-81	Philadelphia Police Dept.	\$7,679.70	\$7,597.63	\$82.07	\$1,535.94	402OP
OP-2019-OP-15-81	Pontotoc County S.O.	\$25,000.00	\$6,412.50	\$18,587.50	\$5,000.00	402OP
OP-2019-OP-17-21	Tunica County Sheriff's Dept.	\$11,646.00	\$11,646.00	\$0.00	\$2,329.20	402OP
OP-2020-OP-35-81	Winona Police Dept.	\$5,000.00	\$0.00	\$5,000.00	\$1,000.00	402OP
Total Occupant Protection Enforcement		\$333,283.75	\$236,498.14	\$96,785.61	\$66,656.75	

Occupant Protection Special Programs

Planned Activity Number	Planned Activity Title	Obligated	Expended	Unexpended Funds	Match	Funding Source
OP-2020-OP-41-05	MOHS-CIOT Special Wave	\$25,000.00	\$0.00	\$25,000.00	\$5,000.00	402OP
OP-2020-OP-41-06	MOHS High Risk Population-Special Wave	\$5,000.00	\$0.00	\$5,000.00	\$1,000.00	402OP
OP-2020-OP-41-04	MOHS Contingency Travel	\$2,500.00	\$0.00	\$2,500.00	\$500.00	402OP

Occupant Protection Special Programs

Planned Activity Number	Planned Activity Title	Obligated	Expended	Unexpended Funds	Match	Funding Source
OP-2020-OP-41-07	MOHS Occupant Protection Assessment	\$40,000.00	\$0.00	\$40,000.00	\$8,000.00	402OP
SO-2020-SO-40-11	Mississippi State University-Stennis Institute-SB Survey	\$225,735.96	\$195,004.89	\$30,731.07	\$45,147.20	402SO
M2PE-2020-MB-00-00	MOHS Paid Media-OP	\$150,000.00	\$0.00	\$150,000.00	\$30,000.00	405B
M2PE-2020-MB-40-71	MS Dept. of Health-OP Program	\$91,709.45	\$34,786.32	\$56,923.13	\$18,341.00	405B
M2TR-2020-MB-63-91	University Medical Center/MS Safe Kids	\$110,633.46	\$41,207.03	\$69,426.43	\$22,126.70	405B
CR-2020-CR-40-71	MS Dept. of Health - Child Restraint Seat	\$85,433.00	\$81,425.53	\$4,007.47	\$17,086.60	402CR
Total 402 Occupant Protection Funds		\$405,783.75	\$236,498.14	\$169,285.61	\$81,156.75	
Total 402 Child Restraint Funds		\$85,433.00	\$81,425.53	\$4,007.47	\$17,086.60	
Total 405B		\$352,342.91	\$75,993.35	\$276,349.56	\$70,467.70	
Total 402SO Funds		\$225,735.96	\$195,004.89	\$30,731.07	\$45,147.20	
Total Occupant Protection Funds		\$1,069,295.62	\$588,921.91	\$480,373.71	\$213,858.25	

Police Traffic Services Enforcement Program

Planned Activity Number	Planned Activity Title	Obligated	Expended	Unexpended Funds	Match	Funding Source
PT-2020-PT-20-21	Bay St. Louis Police Dept.	\$21,464.60	\$21,464.60	\$0.00	\$4,292.92	402PT
PT-2020-PT-20-41	Biloxi Police Dept.	\$8,810.64	\$910.27	\$7,900.37	\$1,762.13	402PT
PT-2020-PT-20-51	Brandon Police Dept.	\$67,500.00	\$36,057.74	\$31,442.26	\$13,500.00	402PT
PT-2020-PT-25-41	Canton Police Dept.	\$48,955.80	\$26,848.22	\$22,107.58	\$9,791.16	402PT
PT-2020-PT-26-21	Columbia Police Dept.	\$8,748.00	\$6,918.86	\$1,829.14	\$1,749.60	402PT
PT-2020-PT-26-91	D'Iberville Police Dept.	\$20,000.00	\$10,739.54	\$9,260.46	\$4,000.00	402PT
PT-2020-PT-27-81	Flowood Police Department	\$54,497.00	\$54,291.99	\$205.01	\$10,899.40	402PT
PT-2020-PT-21-31	Greenwood Police Dept.	\$21,581.75	\$2,369.01	\$19,212.74	\$4,316.35	402PT

Police Traffic Services Enforcement Program

Planned Activity Number	Planned Activity Title	Obligated	Expended	Unexpended Funds	Match	Funding Source
PT-2020-PT-21-41	Gulfport Police Dept.	\$23,081.60	\$20,775.81	\$2,305.79	\$4,616.32	402PT
PT-2020-PT-21-81	Horn Lake Police Dept.	\$41,245.20	\$19,387.32	\$21,857.88	\$8,249.04	402PT
PT-2020-PT-21-91	Jackson Police Dept.	\$205,470.00	\$122,242.28	\$83,227.72	\$41,094.00	402PT
PT-2020-PT-29-91	Lucedale Police Dept.	\$25,073.30	\$13,373.84	\$11,699.46	\$5,014.66	402PT
PT-2020-PT-30-21	Madison Police Dept.	\$30,500.00	\$30,219.46	\$280.54	6,100.00	402PT
PT-2020-PT-22-41	New Albany Police Dept.	\$17,988.00	\$12,457.04	\$5,530.96	\$3,597.60	402PT
PT-2020-PT-40-81	MS Highway Patrol-Speed	\$448,179.69	\$418,149.36	\$30,030.33	\$89,635.94	402PT
PT-2020-PT-22-51	Oxford Police Dept.	\$11,617.20	\$2,141.17	\$9,476.03	\$2,323.44	402PT
PT-2020-PT-22-71	Pass Christian Police Dept.	\$15,000.00	\$12,979.42	\$2,020.58	\$3,000.00	402PT
PT-2020-PT-31-91	Pearl Police Dept.	\$75,000.00	\$60,223.93	\$14,776.07	\$15,000.00	402PT
PT-2020-PT-23-01	Ridgeland Police Dept.	\$14,180.16	\$8,728.77	\$5,451.39	\$2,836.03	402PT
PT-2020-PT-34-01	Senatobia Police Dept.	\$60,335.00	\$50,518.66	\$9,816.34	\$12,067.00	402PT
PT-2020-PT-88-11	Sherman Police Dept.	\$27,052.00	\$22,229.98	\$4,822.02	\$5,410.00	402PT
PT-2020-PT-23-11	Starkville Police Dept.	\$15,300.00	\$7,131.36	\$8,168.64	\$3,060.00	402PT
PT-2020-PT-35-41	Waveland Police Dept.	\$16,068.00	\$10,520.72	\$5,547.28	\$3,213.60	402PT
Total Police Traffic Service Enforcement Program		\$1,277,647.94	\$970,679.35	\$306,968.59	\$255,529.19	

Police Traffic Services Special Programs

Planned Activity Number	Planned Activity Title	Obligated	Expended	Unexpended Funds	Match	Funding Source
PT-2019-PT-41-01	MOHS PTS Coordination	\$100,560.00	\$71,227.35	\$29,332.65	\$20,112.00	402PT
PT-2019-PT-41-02	MOHS PTS COORD Travel	\$10,000.00	\$1,397.27	\$8,602.73	\$2,000.00	402PT
PT-2019-PT-41-03	MOHS PTS COORD Misc.	\$3,000.00	\$252.90	\$2,747.10	\$600.00	402PT
PT-2019-PT-41-04	MOHS Contingency Travel	\$2,500.00	\$0.00	\$2,500.00	\$500.00	402PT
Total Police Traffic Services Special Program		\$116,060.00	\$72,877.52	\$43,182.48	\$23,212.00	
Total Police Traffic Service Program		\$1,393,707.94	\$1,043,556.87	\$350,151.07	\$278,741.19	

Traffic Records Program

Planned Activity Number	Planned Activity Title	Obligated	Expended	Unexpended Funds	Match	Funding Source
M3DA-2020-MC-41-01	Traffic Records Coordination	\$75,000.00	\$18,918.58	\$56,081.42	\$15,000.00	405C
M3DA-2020-MC-41-02	Traffic Records Coordinator Travel	\$5,000.00	\$0.00	\$5,000.00	\$1,000.00	405C
M3DA-2020-MC-41-03	Traffic Records Coordinator Misc.	\$1,500.00	\$0.00	\$1,500.00	\$300.00	405C
M3DA-2020-MC-41-04	MOHS Contingency Travel	\$2,500.00	\$0.00	\$2,500.00	\$500.00	405C
M3DA-2020-MC-41-05	STRCC Contingency Travel	\$30,000.00	\$0.00	\$30,000.00	\$6,000.00	405C
M3DA-2020-MC-41-06	Citation Data Improvement	\$130,000.00	\$0.00	\$130,000.00	\$26,000.00	405C
TR-2020-TR-40-11	MS State University Traffic Records	\$31,005.59	\$12,360.08	\$18,645.51	\$6,201.12	402TR
Total Traffic Records Program		\$275,005.59	\$31,278.66	\$243,726.93	\$55,001.12	

Driver's Education

Planned Activity Number	Planned Activity Title	Obligated	Expended	Unexpended Funds	Match	Funding Source
DE-2020-DE-40-02	Jackson State Youth Highway Safety Program	\$156,417.03	\$73,405.57	\$83,011.46	\$31,283.41	402DE
FESX-2020-FE-00-00	FAST ACT 405E MOHS Planned Activities	\$154,713.79	\$0.00	\$154,713.79	\$30,942.76	405E
Total Driver's Education Planned Activities		\$311,130.82	\$73,405.57	\$237,725.25	\$62,226.17	

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

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