

Mississippi Office of Highway Safety Annual Report

Federal Fiscal Year 2022



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Prepared for

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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 2022 Annual Report documents the use of grant funding administered by the National Highway Traffic Safety Administration (NHTSA) for Federal funds available under the Section 402 State and Community Highway Safety grant program and the Section 405 National Priority Safety Program of the Federal transportation bill and the Fixing America's Surface Transportation (FAST) Act. The funds awarded to the MOHS in Federal Fiscal Year (FFY) 2022 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 2022 Annual Report reviews the yearly progress on implementing the FFY2022 Highway Safety Plan and highlights our successes toward many of the MOHS goals and performance targets. The report provides detailed descriptions of goals based on national standards, achievements in performance measures and strategies for each of the program areas. Mississippi will continue increasing the public's knowledge, perception, and understanding of traffic safety issues. We are well- pleased of the MOHS' efforts to minimize the state's fatalities. Mississippi still has a lot of work to do to drive down fatalities and injuries. Overall traffic fatalities increased from 752 in 2020 to 791 in 2021.

The MOHS was successful in the following achievements during FFY2022 and have a lot of planning and educating to do on keeping our roads safe:

- The number of serious traffic injuries decreased from 3616 in 2020 to 3515 in 2021.
- The number of fatalities involving driver or motorcycle fatalities involving driver or motorcycle operator with .08 BAC or above fatalities decreased from 162 in 2020 to 140 in 2021.
- The number of unrestrained passenger vehicle occupant fatalities decreased from 229 in 2020 to 228 in 2021.
- The number of speeding related fatalities decreased from 126 in 2020 to 112 in 2021.

- The number of motorcyclist fatalities decreased from 62 in 2020 to 38 in 2021.
- The number of un-helmeted motorcyclist fatalities decreased from 15 in 2020 to 5 in 2021.
- The number of drivers aged 20 or younger involved in fatal crashes decreased from 100 in 2020 to 45 in 2021.
- The number of pedestrian fatalities decreased from 106 in 2020 to 94 in 2021.

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.

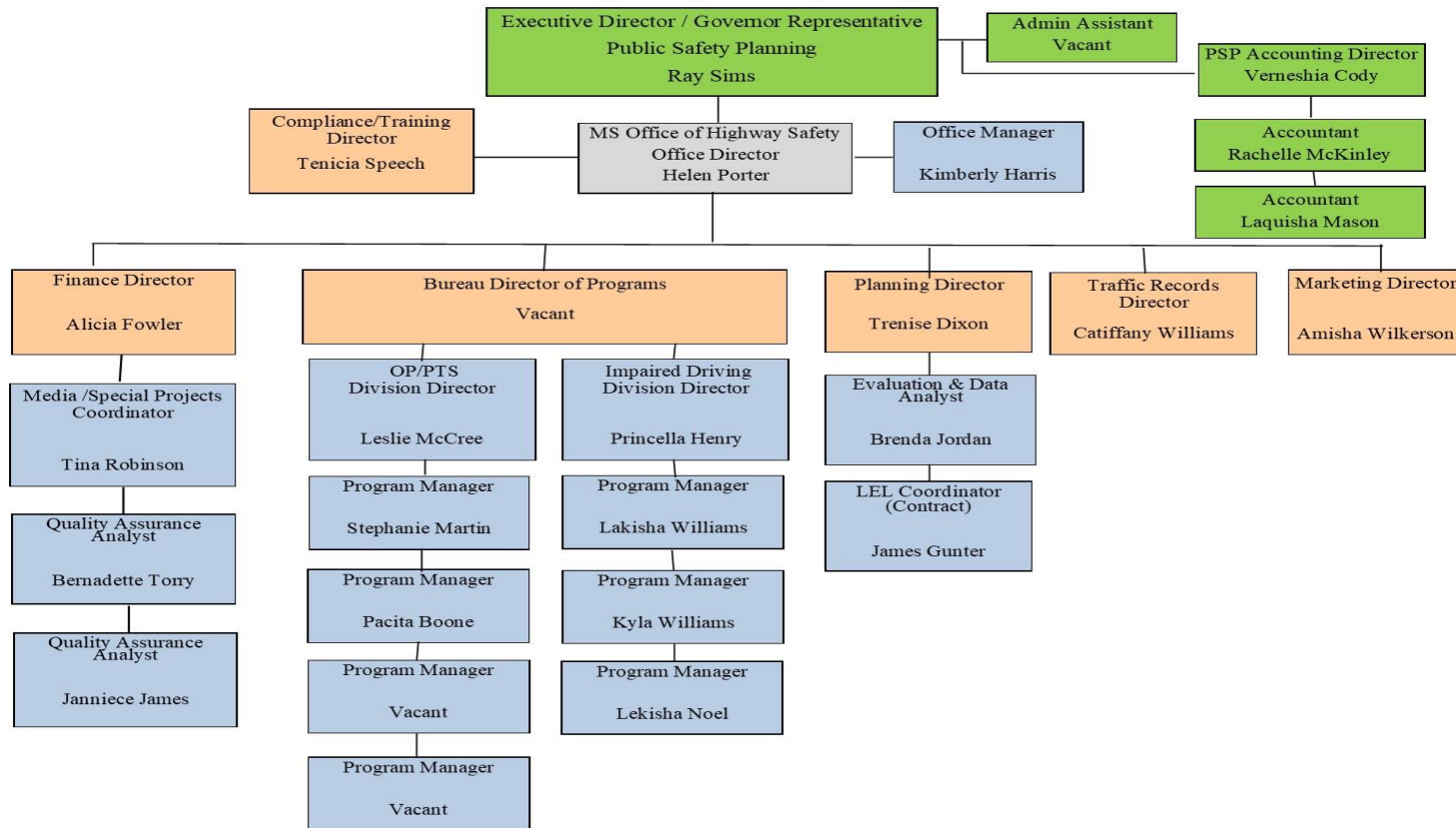
I want to thank our Commissioner, Sean Tindell and Governor's Representative Ray Sims, along with our staff, state leaders, partners, and sub-grantees for working with us to achieve our goal of reducing injuries and fatalities on Mississippi's roadways.

Helen Porter, Office Director Mississippi Office of Highway Safety

2022 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.

FY22 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]).

2022 Mississippi Legislation

2022 MISSISSIPPI LEGISLATIVE SUMMARY

During the 2022 Mississippi legislative session there were six (6) House Bills and nine (5) Senate Bills presented to the legislative committees

2022 LEGISLATIVE BILLS PASSED

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

Senate Bills:

- **SB 2063:** Alcoholic beverages; revise definition of "qualified resort area" under the Local Option Alcoholic Beverage Control Law.
- **SB 2095:** Mississippi Medical Cannabis Act; create.
- **SB 2517** Commercial motor vehicles; authorize voluntary inspection program.
- **SB 2519** Motor vehicle loads; clarify provisions regarding illumination of loads extending beyond rear vehicle.
- **SB 2844:** Alcoholic Beverage Control Division; authorize construction of new warehouse and contracting for operations.

House Bills:

- **HB 232:** Uniform Controlled Substances Act; revise schedules.
- **HB 567:** Radar; delete population threshold for municipal law enforcement to use on public streets of municipality.
- **HB 607:** "Parker's Law"; create crime of "fentanyl delivery resulting in death"
- **HB 918:** Alcoholic beverages; authorize issuance of food truck permit.

- **HB 971:** Driver's license; increase time period to renew expired license without examination.
- **HB 1486:** CDLs require Commissioner of DPS to provide waivers of certain tests.

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 FY22, partners participated in the strategic planning and implementation of highway safety programs listed within the Highway Safety Plan, 2022 Annual Report and made the FY22 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
 Federal Highway Administration
 Jackson State University
 Mississippi Legislators
 Mississippi Association of Chiefs of Police
 Mississippi Sheriff's Association
 Mississippi Department of Transportation
 Mississippi Department of Health
 Mississippi Department of Mental Health
 Mississippi Department of Public Safety
 Mississippi Highway Patrol
 Mississippi Attorney General's Office

Mississippi Law Enforcement Agencies
 National Highway Traffic Safety Administration
 Governor's Highway Safety Association
 State Traffic Records Coordinating Committee
 Mississippi State University
 Mississippi Social Science Research Center
 MOHS Staff Members
 Oxford Police Department-Mississippi Law
 Enforcement Training Division

Assessment of State of Mississippi's Progress

Table 1 FFY22 Statistical Progress

Measure	2017	2018	2019	2020	2021	Average
C1. Core Outcomes Measure—Fatalities (FARS) ¹	685	663	642	752	791	707
C2. Core Outcome Measure—Number of Serious Injuries (State Data)	627	546	1577	3616	3515	1,976
C3. Core Outcome Measure—Fatalities/100 MVMT¹	1.68	1.63	1.56	1.90	1.94	1.74
C4. Core Outcome Measure—Number of unrestrained passenger vehicle occupant fatalities, all seating positions¹	310	281	275	229	228	265
C5. Core Outcome Measure—Number of fatalities involving driver or motorcycle fatalities involving driver or motorcycle operator with .08 BAC or above¹	157	166	166	162	140	158
C6. Core Outcome Measure—Number of speeding-related fatalities¹	59	48	120	126	112	93
C7. Core Outcome Measure—Number of motorcyclist fatalities¹	39	41	40	62	38	44
C8. Core Outcome Measure—Number of un-helmeted motorcyclist fatalities¹	7	6	5	15	5	8
C9. Core Outcome Measure—Number of drivers age 20 or younger involved in fatal crashes¹	101	75	71	100	45	78
C10. Core Outcome Measure—Number of pedestrian fatalities¹	71	89	65	106	94	85
C11. Core Outcome Measure—Number of bicycle fatalities¹	6	6	8	9	12	8
Core Behavioral Measure:	2018	2019	2020	2021	2022	Average
B-1. Percent observed belt use for passenger vehicles	80.2%	80.5%	79.4%	80.0%	78.9%	79.8%
Core Achievement Measures:	2018	2019	2020	2021	2022	Average
Seat Belt Citations Issued During Grant Funded Activities	15,351	13,776	10,315	12,124	18,614	14,036
Impaired Driving Arrests During Grant Funded Activities	6,314	5,552	5,292	6,665	6,312	6,027
Speeding Citations Issued During Grant Funded Activities	12,371	11,323	20,802	23,843	23,527	18,373

Source: NHTSA STSI/FARS; Mississippi Office of Highway Safety. Accessed December 1, 2022

2022 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 FY22 and FY23. The reduction of law enforcement within the Mississippi Highway Patrol and local agencies has continued to cause major challenges that the overall program faced in FY22 which limited participation by agencies in our law enforcement safety Planned Activities.

During FY2022 the state still faced challenges with the COVID-19 pandemic on influence performance measures as well as data release. 2022 FARS data will not be released until after the December 29th, 2022, deadline for MOHS Annual Report. State data was used to assess achievement of performance target.

FY2017-2022 seatbelt survey data is final. Targets are set in the Highway Safety Plan to be reached within end of the calendar Year 2022; which will be represented by 2021 FARS data*; 2022 data will not be final until the early part of 2023.

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 2022 HSP will be met. At the time of this report, it appears Mississippi will meet 5 of the 11 targets set for FFY 2022 (Table 2). Moving forward, the MOHS will began adjusting the targets using the five-year rolling averages from 2017-2021. With incorporation of this new data set in upcoming HSPs, the MOHS believes more targets will be met moving forward.

The MOHS will continue working with its staff and agencies on making great strides to increase the observed seat belt rate, reducing impaired driving fatalities as well reducing speeding. The MOHS encourages increased participation in high-visibility evidence-based occupant protection, impaired driving, and speed enforcement by agencies across the state. 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 2022 Highway Safety Progress Report

	2022	2018–2022 Average	Target FY22 HSP	2022 Target Met	Percent Difference	2021 Target Met
C1. Core Outcomes Measure—Fatalities*	663	702	723	Y	-3%	N
C2. Core Outcome Measure—Number of Serious Injuries	3056	2462	2905	N	-15%	Y
C3. Core Outcome Measure—Fatalities/100 MVMT	1.96	1.8	1.81	N	-1%	N
C4. Core Outcome Measure—Number of unrestrained passenger vehicle occupant fatalities, all seating positions	198	242	333	Y	-27%	Y
C5. Core Outcome Measure—Number of fatalities involving driver or motorcycle fatalities involving driver or motorcycle operator with .08 BAC or above	149	157	166	Y	-5%	Y
C6. Core Outcome Measure—Number of speeding-related fatalities*	111	103	87	N	18%	N
C7. Core Outcome Measure—Number of motorcyclist fatalities*	50	46	43	N	7%	N
C8. Core Outcome Measure—Number of un-helmeted motorcyclist fatalities	4	7	7	Y	0%	Y
C9. Core Outcome Measure—Number of drivers age 20 or younger involved in fatal crashes	33	65	89	Y	-27%	Y
C10. Core Outcome Measure—Number of pedestrian fatalities*	75	85	73	N	18%	N
C11. Core Outcome Measure—Number of bicycle fatalities*	13	10	6	N	67%	N

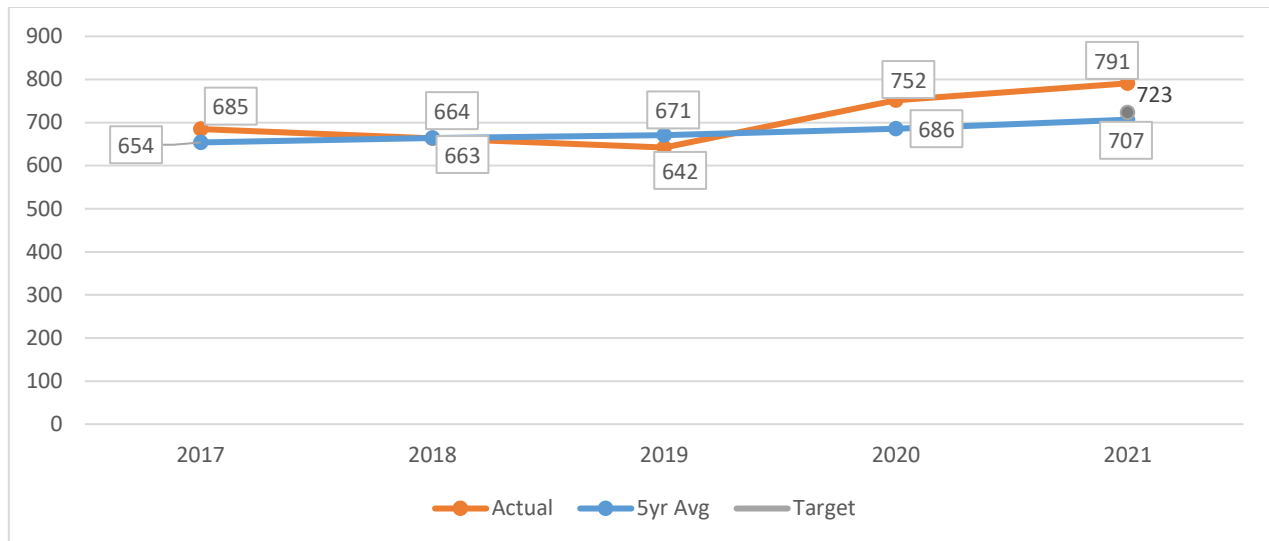
PLEASE NOTE: All 2022 data are preliminary and subject to further changes; therefore, this data is used only in this section. The Annual Report is a public document that will be available online. For this reason, the MOHS did not want preliminary data being quoted or used for another purpose before being finalized. Please contact MOHS for the most recent data.

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

To slow the expected increase of the total fatalities five-year average from 671 fatalities (2015-2019) to 723 fatalities five-year average (2018-2022) by the end of December 31, 2022.

Fatalities increased from 752 in 2020 calendar year to 791 in 2021. The five-year average (2017-2021) was slightly higher at 707 fatalities, which is under the target of 723 for the end of 2021. **(Target Met)**

Figure 1 C-1 Number of Fatalities (FARS)



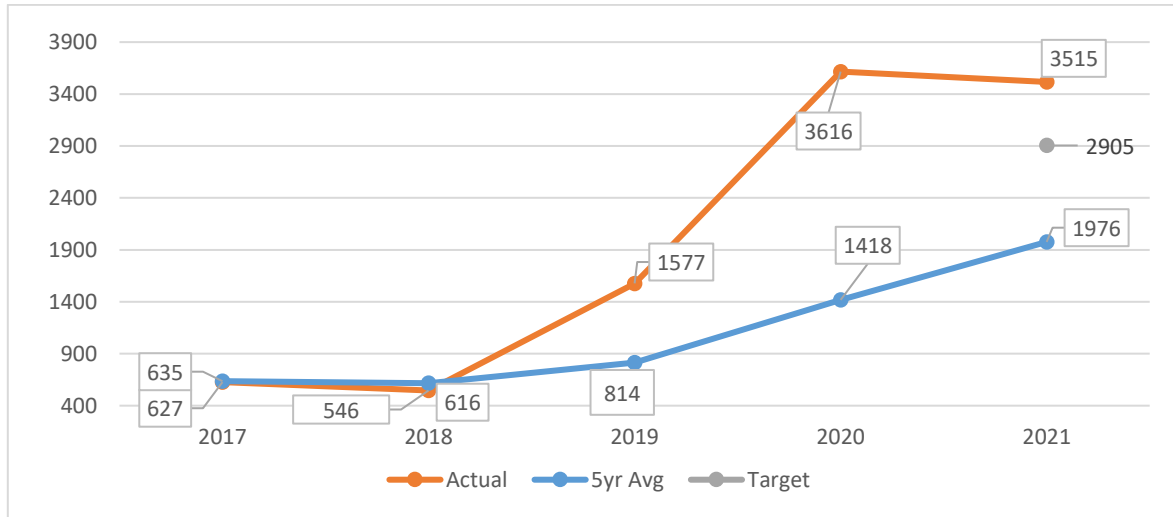
Source: NHTSA STSI. Accessed December 1, 2022.

C-2 Core Outcome Measure/Serious Injury

To continue with the expected decrease of serious injuries from 854 injuries five-year average (2015-2019) to 2905 serious injuries five-year average (2018-2022) by the end of December 31, 2022. **Note that this goal factors in the new definition of injuries being collected since September 30, 2019. However, this will take time to establish a baseline metric given this change.**

Serious traffic injuries decreased from 3616 in 2020 to 3515 in 2021. The five-year average (2017-2021) is 1976, which is less than the target of 2905. MOHS will continue to promote the importance of wearing seatbelts as it does help to avoid injuries in auto accidents. **(Target Met)**

Figure 2 C-2 Serious Injury (State Data)



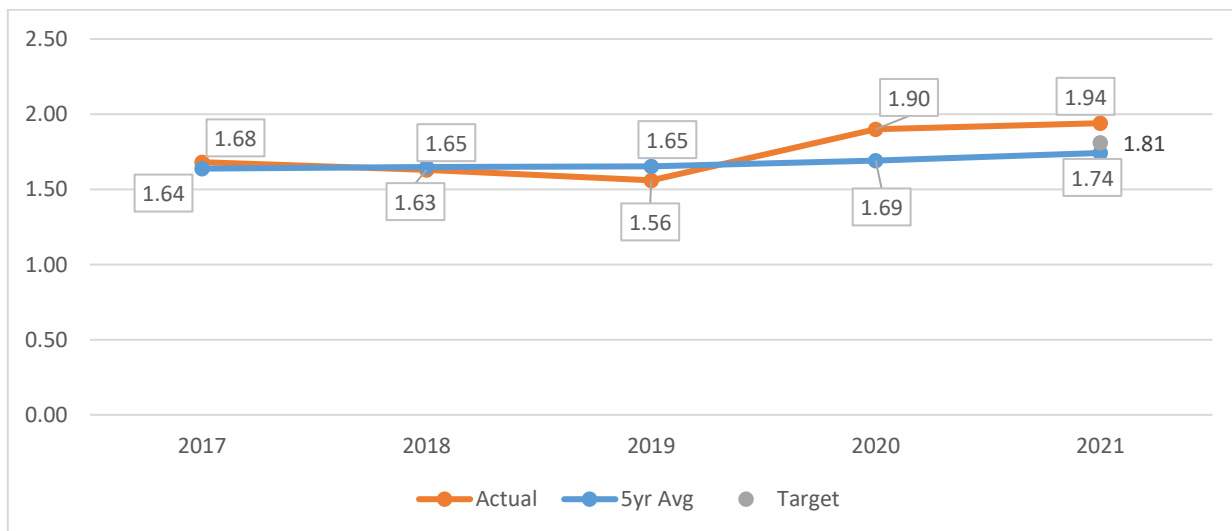
Source: Mississippi Office of Highway Safety. Accessed December 1, 2022.

C-3 Core Outcome Measure/Fatality Rate

To slow the projected increase in fatality rate from 1.65 fatalities/100M VMT five-year average (2015-2019) to 1.81 fatalities/100M VMT five-year average (2018-2022) by the end of December 31, 2022.

The fatality rate slightly increased from 1.90 in 2020 to 1.94 in 2021, however the five-year average of fatalities/100 MVMT for 2017-2021 is 1.74 and is below the target of 1.81. **(Target Met)**

Figure 3 C-3 Fatality Rate (FARS)



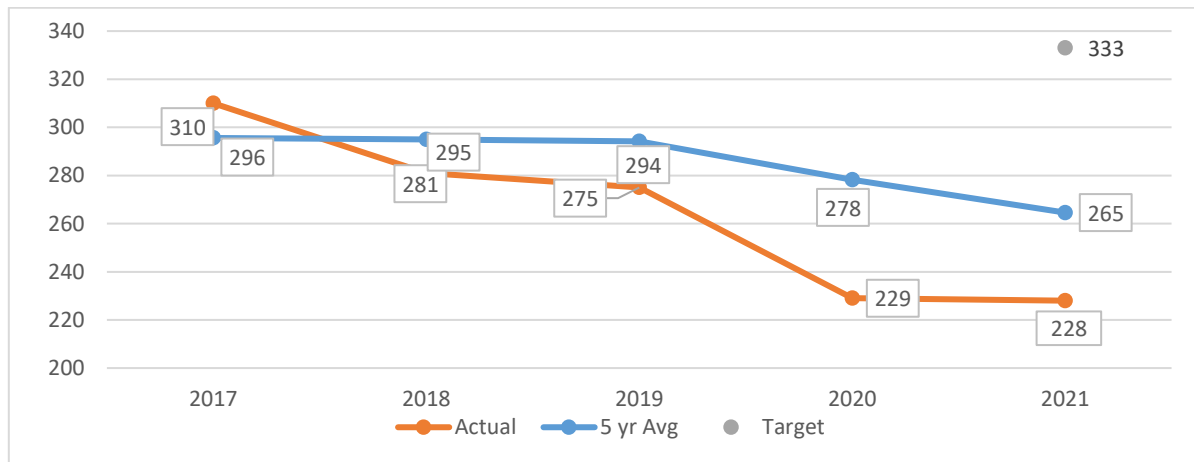
Source: NHTSA STSI. Accessed December 1, 2022.

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 (2015-2019) of 294 to 333 by the end of 2018-2022.

The number of unrestrained fatalities slightly decreased from 229 in 2020 to 228 in 2021. The latest five-year average (2017-2021) is 265, which is below the target five-year average of 333. **(Target Met)**

Figure 4 C-4 Unrestrained Fatalities



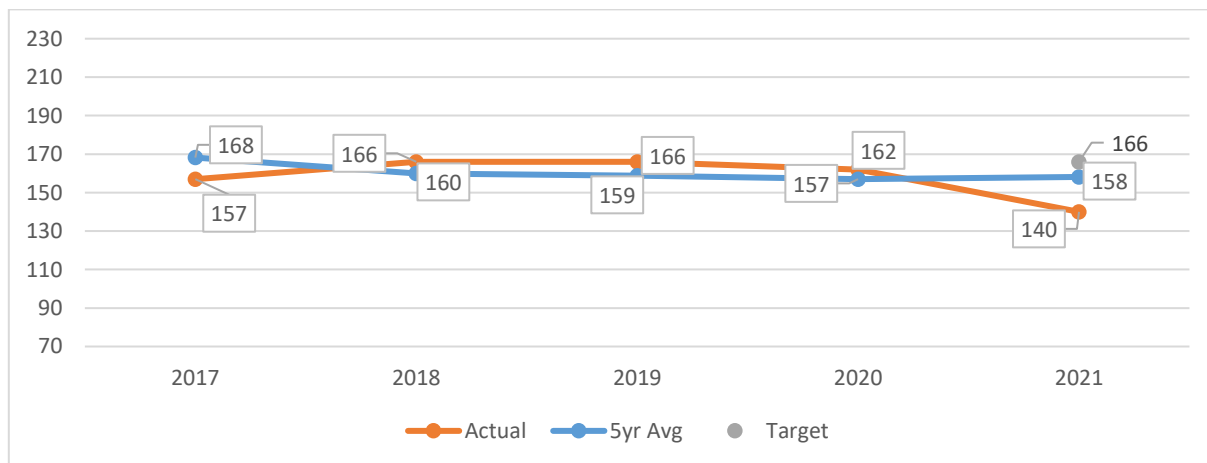
Source: NHTSA STSI. Accessed December 1, 2022.

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 (2015-2019) of 158 to 166 by the end of (2018-2022).

There was a decrease in impaired driving fatalities from 162 in 2020 to 140 in 2021. Additionally, the five-year average (2017-2021) of 158 is below the goal of 166. **(Target Met)**

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



Source: NHTSA STSI. Accessed December 1, 2022.

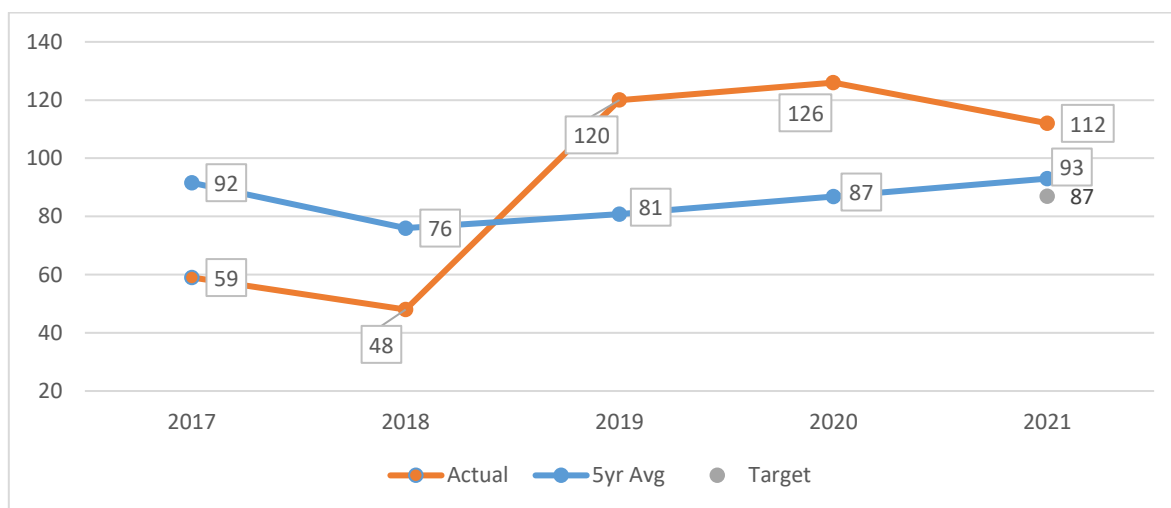
C-6 Core Outcome Measure/Speed

To decrease the number of speeding-related fatalities by 5% from the five-year average (2015-2019) of 81 to 87 by the end of (2018-2022).

The number of speed-related fatalities decreased from 126 in 2020 to 112 in 2021, however the five-year average (2017-2021) of 93 is higher than the goal of 87. **(Target Not Met).**

MOHS will continue working on goals to meet performance measures, reaching out to agencies to discuss how we can work towards meeting target goals, collecting data to help set performance targets, and making public awareness on safe driving behaviors

Figure 6 C-6 Speeding Related Fatalities



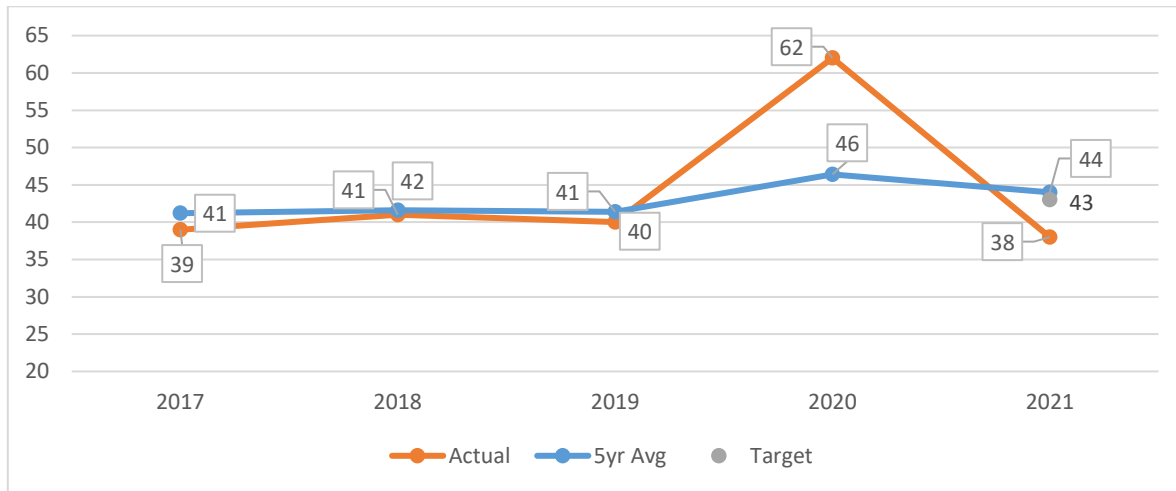
Source: NHTSA STSI. Accessed December 1, 2022.

C-7 Core Outcome Measure/Motorcycles

To decrease the expected rise of motorcycle fatalities from the five-year average (2015-2019) of 41 to 43 by the end of (2018-2022).

There was a decrease in motorcycle fatalities from 62 in 2020 to 38 in 2021, however the five-year average (2017-2021) of 44 is above the target of 43. **(Target Not Met).**

MOHS will continue doing quarterly evaluations on performance measures, reaching out to agencies, and making public awareness on safe driving behaviors

Figure 7 C-7 Motorcyclist Fatalities

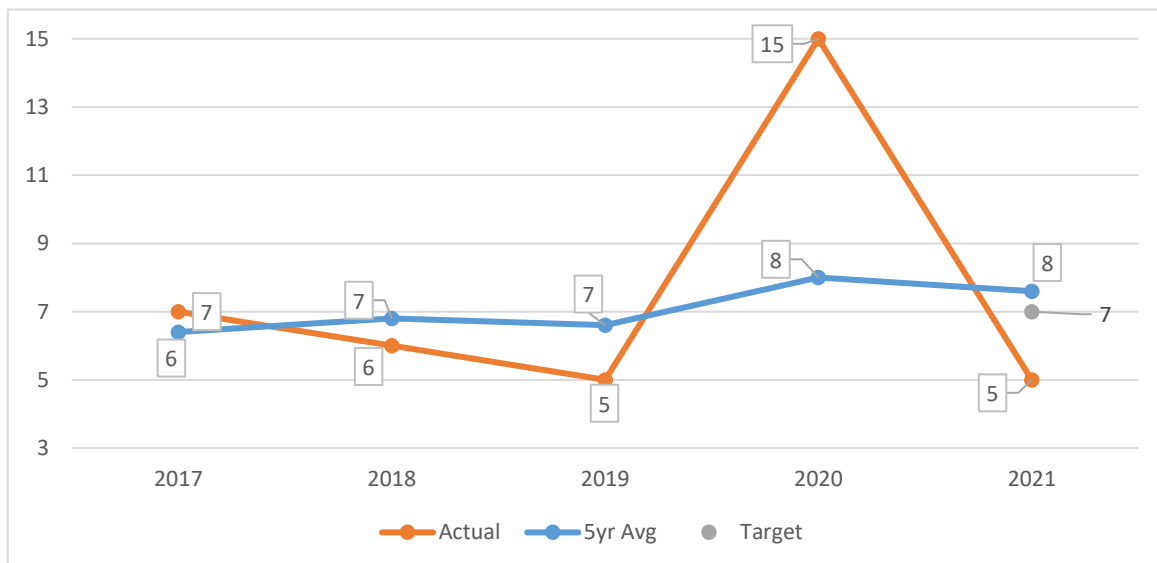
Source: NHTSA STSI. Accessed December 1, 2022.

C-8 Core Outcome Measure/Unhelmet Motorcyclists

To maintain the number of un-helmeted motorcycle fatalities of the five-year average (2015-2019) of 7 by the end of (2018-2022).

Un-helmeted fatalities decreased from 15 in 2020 to 5 in 2021, however the five-year average of 8 is greater than the target of 7. **(Target Not Met)**

MOHS will continue working on goals to meet performance measures, reaching out to agencies, and collecting data to help set performance targets

Figure 8 C-8 Unhelmet Motorcycle Fatalities

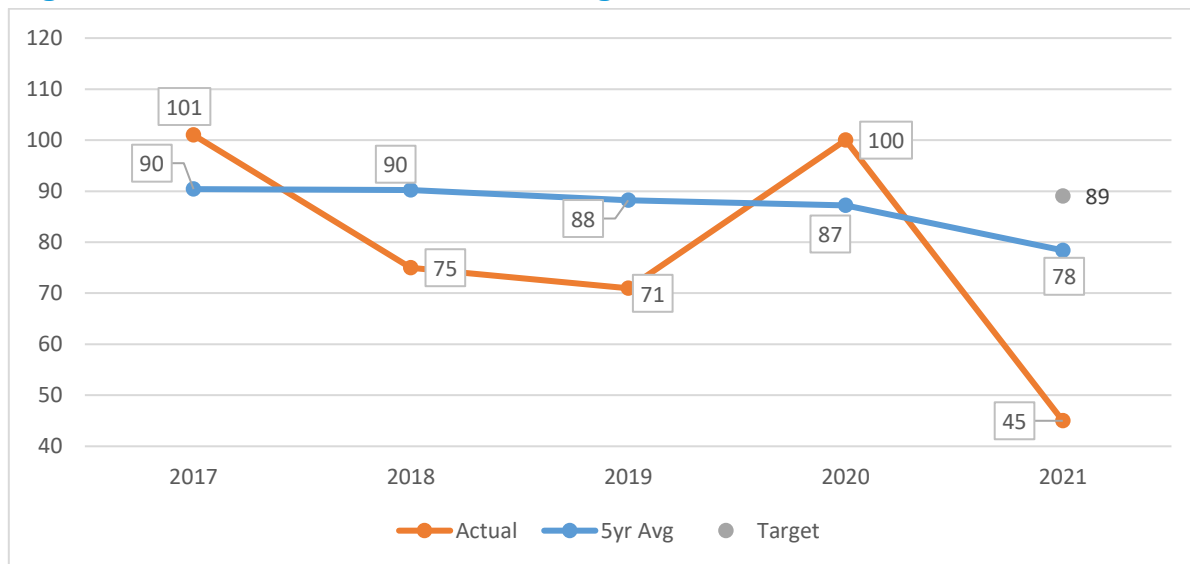
Source: NHTSA STSI. Accessed December 1, 2022.

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 89 (2015-2019) by the end of (2018-2022).

The fatalities for persons aged 21 and under decreased from 100 in 2020 to 45 in 2021. The five-year average of 2017-2021 was 78, which is below the target of 89. **(Target Met)**

Figure 9 C-9 Under 21 Years of Age Fatalities



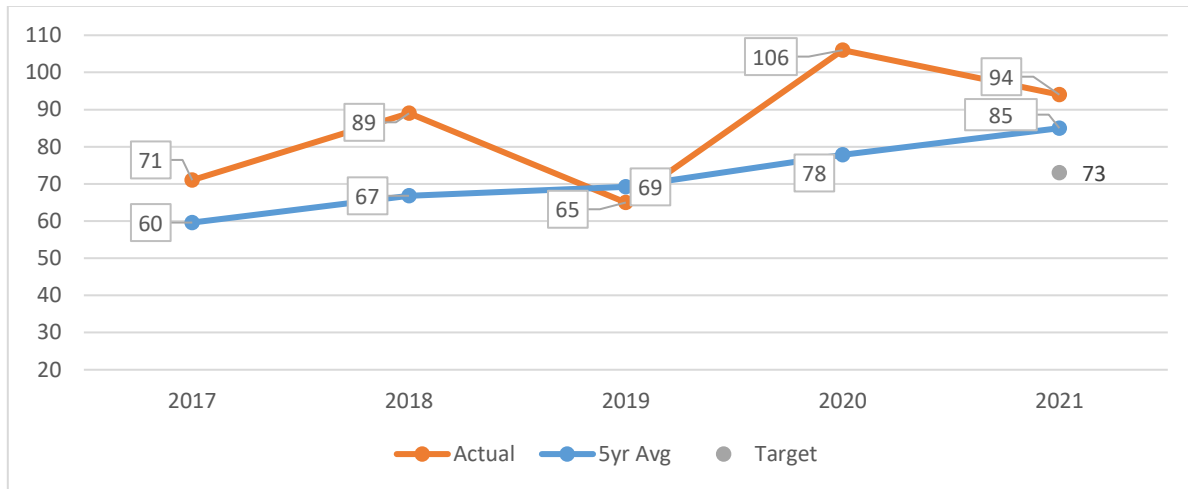
Source: NHTSA STSI. Accessed December 1, 2022.

C-10 Core Outcome Measure/Pedestrians

Reduce the expected rise of the number of pedestrian fatalities of the five-year average (2015-2019) of 69 to 73 by the end of (2018-2022).

Pedestrian fatalities decreased from 106 in 2020 to 94 2021. The five-year average for years (2017-2021) of 85 is above the target of 73. **(Target Not Met)**

MOHS will continue reaching out to agencies on educating the public and making them aware of safe driving behaviors, pedestrian safety, and discuss how we can work towards meeting target goals

Figure 10 C-10 Pedestrian Fatalities

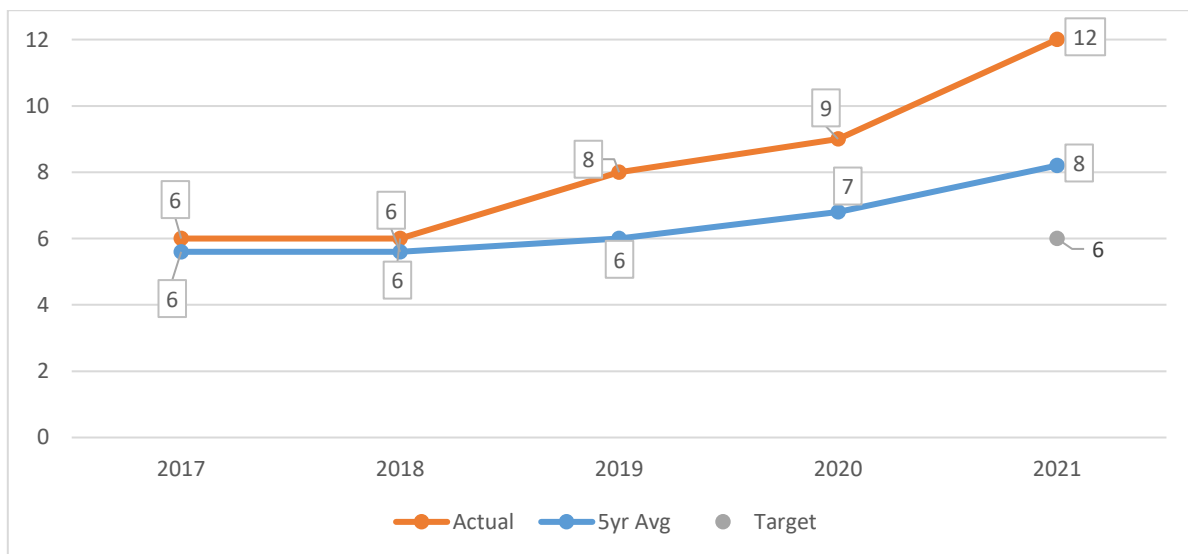
Source: NHTSA STSI. Accessed December 1, 2022.

C-11 Core Outcome Measure/Bicyclists

Maintain the number of bicycle fatalities of the five-year average (2015-2019) of 6 fatalities by the end of 2018-2022.

The number of bicycle fatalities increased from 9 in 2020 to 12 in 2021. The five-year average (2017-2021) of 8 exceeded the target of 6. **(Target Not Met)**

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

Figure 11 C-11 Bicycle and Other Cyclist Fatalities

Source: NHTSA STSI. Accessed December 1, 2022.

2022 Core Behavior Measure

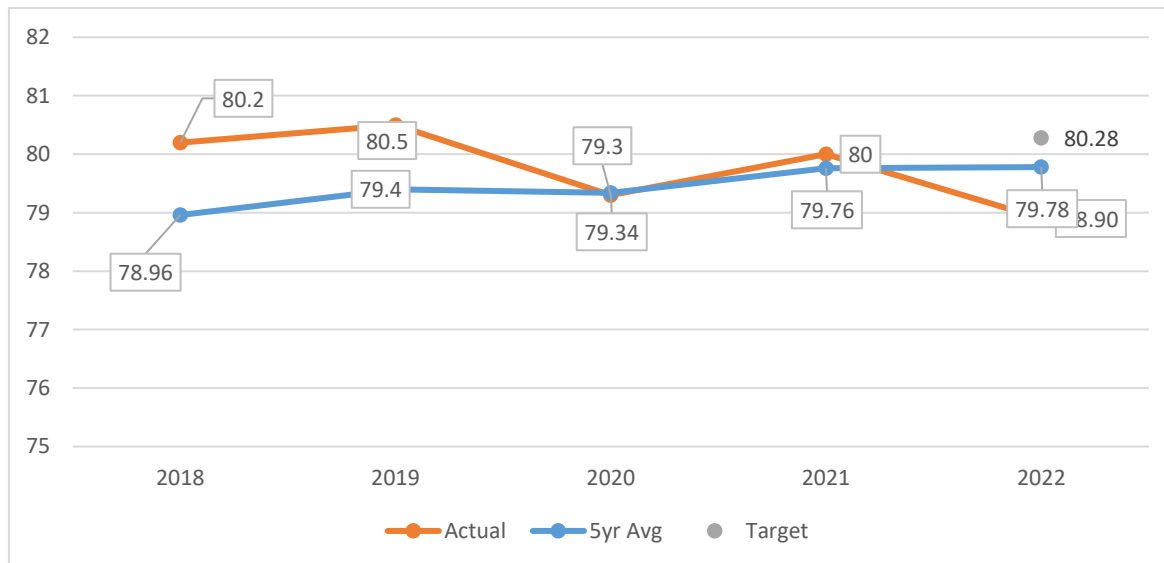
B-1 Percent Observed Belt Use for Passenger Vehicles

To increase the statewide observed seat belt use of front seat outboard occupants in passenger vehicles from the five-year average (2016-2020) of 79.4% to 80.28% by the end of 2018-2022.

Seat belt usage decreased from 80.0% in 2021 to 78.9% in 2022. The five-year average for years (2018-2022) is 79.78, which is under the target of 80.28%. MOHS will continue to stress that seat belts are an effective safety tool that not only save lives, but also significantly reduce the severity of injuries of vehicle occupants. **(Target Not Met)**

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

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



Source: Mississippi Office of Highway Safety. Accessed December 1, 2022.

2022 CORE ACTIVITY MEASURE

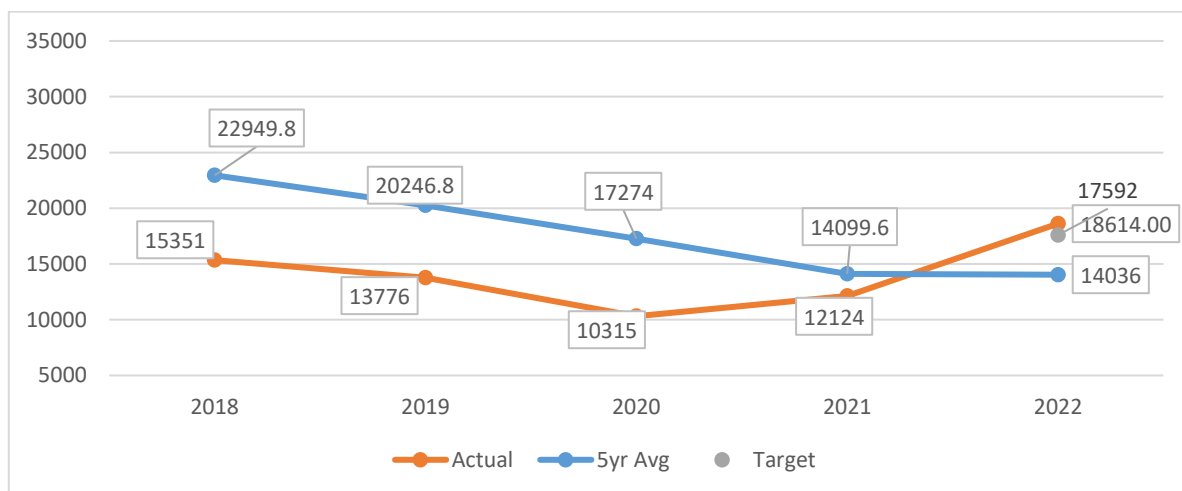
A-1 Core Activity Measure/Seat belts

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

The 2022 grant funded citation data reflects a significant increase of seat belt citations from 12,124 in 2021 to 18,614 in 2022. MOHS was unable to meet the five-year average target of 17,592 by the end of FY22. The five-year average for years (2018-2022) was 14,036 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 will continue to make the public aware of the safety of wearing seat belts through our CIOT campaign as well as reaching out through social media, radio, and billboards

Figure 13 A-1 Grant Funded Citations for Seat Belts



Source: Mississippi Office of Highway Safety. Accessed December 1, 2022.

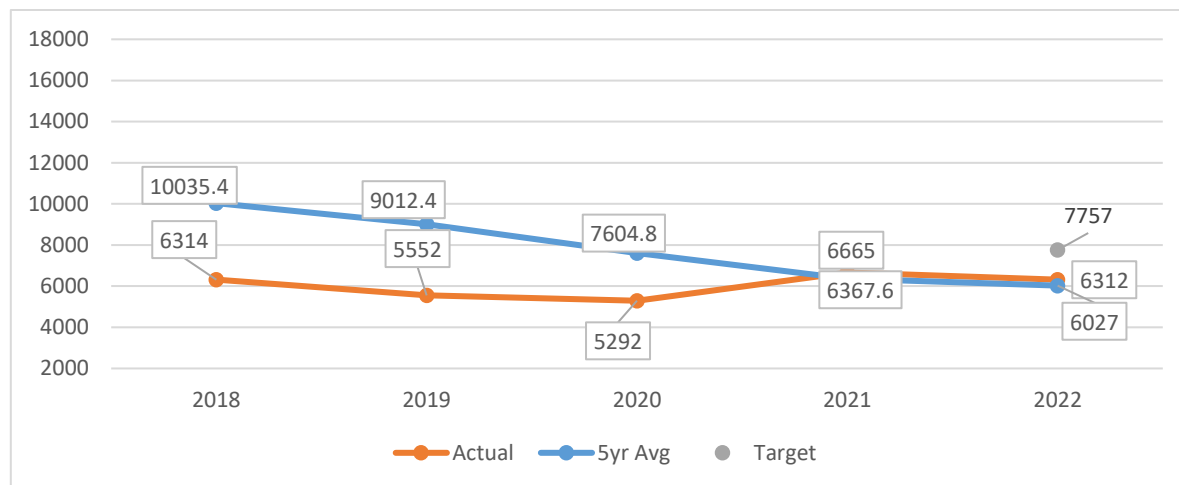
A-2 Core Activity Measure/Impaired Driving

To increase the number of impaired driving citations issued during grant funded enforcement activities during the five-year average (2016-2020) of 7,605 by 2% to 7,757 by the end of 2018-2022.

The 2022 grant funded citation data reflects a decrease of impaired driving citations from 6,665 in 2021 to 6,312 in 2022. MOHS was unable to meet the five-year target of 7,757 by the end of FY22. The five-year average for years (2018-2022) was 6,027 impaired driving citations. MOHS will continue to educate drivers through social media, radio, and education about the importance of not driving under the influence to save lives. **(Target Not Met)**

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

Figure 14 A-2 Grant Funded Citations for Impaired Driving



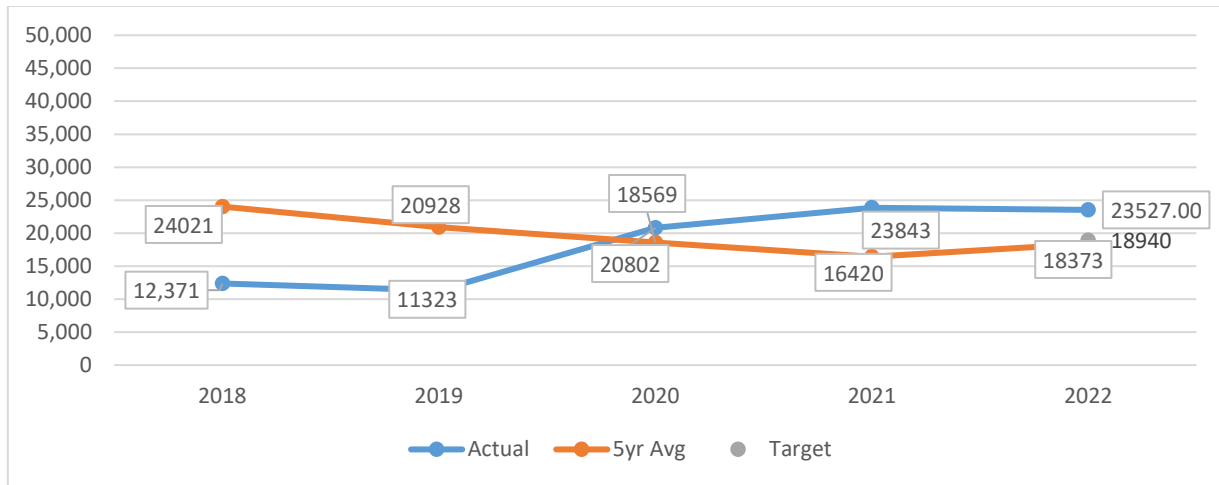
Source: Mississippi Office of Highway Safety. Accessed December 1, 2022.

A-3 Core Activity Measure/Speed

To increase the number of speed citations issued during grant funded activities for the five-year average of 18,569 (2016-2020) to the target of 18,940. This target is based on prior rolling five-year.

The 2022 grand funded citation data reflects a decrease of speed citations from 23,843 in 2021 to 23,527 in 2022. The average for years (2018-2022) was 18,373. MOHS was unable to meet the five-year target of 18,940 for FY22. **(Target Not Met)**

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

Figure 15 A-3 Grant Funded Citations for Speeding

Source: Mississippi Office of Highway Safety. Accessed December 1, 2022

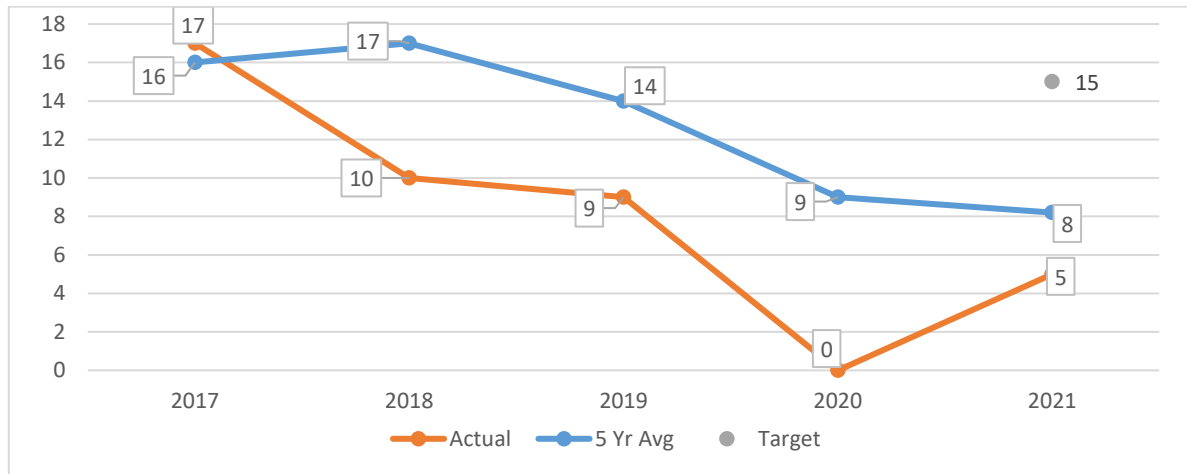
MOHS OUTCOMES MEASURES

MOHS Outcome Measure/Teen Alcohol

To reduce alcohol related fatalities in drivers under 21 years old by 4% from the year average (2015-2019) of 7 to 15 by the end of (2018-2022).

Teen alcohol related fatalities increased from 0 in 2020 to 5 in 2021*. The five-year average (2017-2021) was 8, which is less than the target of 15. **(Target Met)**

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



Source: *2021 data comes from MOHS state data because complete FARS data has not yet been released. Accessed December 1, 2022

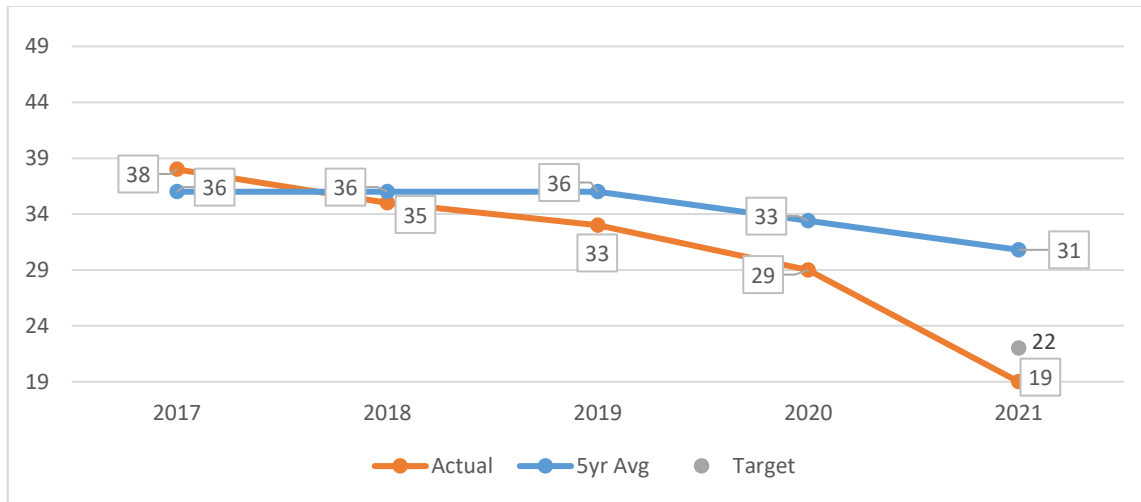
MOHS Outcome Measure/Teen Seat Belts

To maintain the number of unrestrained fatalities from 16–20-year-old drivers during the five-year average (2015-2019) of 22 by the end of 2018-2022.

Teen unrestrained fatalities decreased from 29 in 2020 to 19 in 2021. The five-year average from 2017-2022 was 31, which is more than the target of 22. **(Target Not Met)**

* MOHS will continue to educate teen drivers through social media, radio, and education*

Figure 17 Seat Belt Related Fatalities of 16-20-Year-Old Drivers



Source: MOHS State data accessed December 1, 2022.

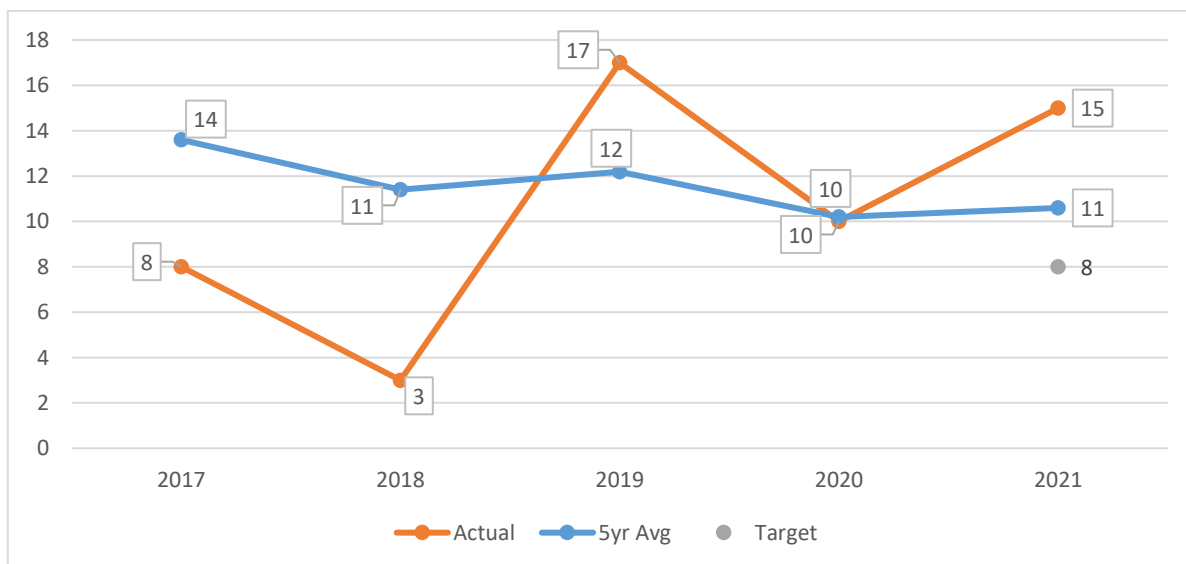
MOHS Outcome Measure/Teen Speed

To continue with the expected decrease of speed related fatalities among 16–20-year-old drivers and passengers from the five-year average (2015-2019) of 12 to 8 by the end of 2018-2022.

Teen speeding fatalities increased from 10 in 2020 to 15 in 2021. The five-year average from 2017-2021 was 11 and was above the target of 8. MOHS will continue to educate teen drivers through social media, radio, and education. **(Target Not Met)**

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

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



Source: MOHS State data accessed December 1, 2022.

MOHS Outcome Measure/Electronic Crash Records

To increase the number of electronic submissions of completed crash record data from Mississippi law enforcement agencies to DPS from 99% in 2019 to 100% in 2022.

The Department of Public Safety was able to increase in the percentage of crash record data submitted electronically to 100 percent in 2022. **(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 1.17 days in 2019 to 2.5 days in 2022.

2021 Result = 2.17 days. **(Target Met)**

MOHS Outcome Measure/Traffic Records Insurance Data Integration

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

MOHS and the STRCC continue 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 FY23 and beyond to integrate more information into eCrash.

MOHS Outcome Measure/ EMS Integration

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

MOHS and STRCC 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 FY23 and beyond.

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.

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 FY23 and beyond.

MOHS Outcome Measure/Electronic Citation

MOHS Outcome Measure/Electronic Citation

To improve citation accuracy, timeliness, and uniformity by increasing the percentage of citation data submitted to DPS electronically by 62.4% in 2020 to 65% by the end of 2022.

The Department of Public Safety was able to increase the percentage of citation data submitted electronically to 69.8% in 2021. **(Target Met)**

FFY2022 MOHS EVIDENCE BASED PROGRAMS AND PLANNED ACTIVITIES

During FFY22, 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, but it also supplements many criminal enforcement activities. Reducing DUI and increasing the use of seatbelts and child restraints are a few of the most cost-effective ways to reduce death and injury on the roadways. Seat belts 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 FFY22 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 FY22 year MOHS conducted this through strategic meetings, data review and review of progress reports. If support is needed in the enforcement community, the MOHS, Oxford Police Department Law Enforcement Training, PI&E partners and LEL coordinator are to help with the needs and concerns.

Adjustments to the Planned Activities and EBE

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

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

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

Alcohol/Impaired Driving Evidenced Based Enforcement

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

Table 3 **FY2022 Grant Funded Activity**

Grant Type	DUI	DUI Other	Seatbelt	Child Restraint	Speed
154 Alcohol	2,596	0	0	0	0
405 Impaired Driving	2,102	1,364	0	0	0
402OP	0	0	9,964	706	0
402PT	133	117	7067	877	23,527
Total	4,831	1,481	17,031	1,583	23,527

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.

FFY2022 Funded Planned Activities and Accomplishments

Planned Activity Title: MOHS Alcohol/Impaired Driving Coordination & Program Management (154AL-2022-ST-41-01/154AL-2022-ST-41-02/154AL-2022-ST-41-03)

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

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

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

Budgeted: \$323,000.00 Federal Funding Source 154 AL/\$0.00 Match/\$0.00 Indirect Costs/\$0.00 Local Benefit/MOE-\$0.00

Expended: \$240,472.77 Federal Funds

Planned Activity Title: MOHS P&A (154PA-2022-PA-41-01/ 402PA-2022-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 FY22. The MOHS is currently in the process of hiring positions for the program in FY23.

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: \$399,050.17 Federal Funds

Planned Activity Title: MOHS Occupant Protection Coordination Program Management (OP-2022-OP-41-01/OP-2022-OP-41-02/OP-2022-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 FY22. The MOHS is currently in the process of hiring positions for the program in FY22.

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

Expended: \$97,196.02 Federal Funds

Planned Activity Title: MS Office of Highway Safety—Police Traffic Services Coordination and Program Management (PT-2022-PT-41-01/PT-2022-PT-41-02/PT-2022-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: \$203,000.00 Federal Funding Source 402-Police Traffic Services/\$40,600.00 Match/\$0.00 Indirect Costs/MOE-\$0.00

Expended: \$122,859.44 Federal Funds

Planned Activity Title: MOHS Impaired Driving Coordination & Program Management (M5IDC-2022-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: \$150,956.18 Federal Funding Source 405(d)/\$48,600.00 Match/\$0.00 Indirect Costs/MOE-\$0.00

Expended: \$150,767.78 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.

2022 Highway Safety Plan Performance Targets

Targets provided from the 2022 Highway Safety Plan related to this program section can be found in the “2022 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

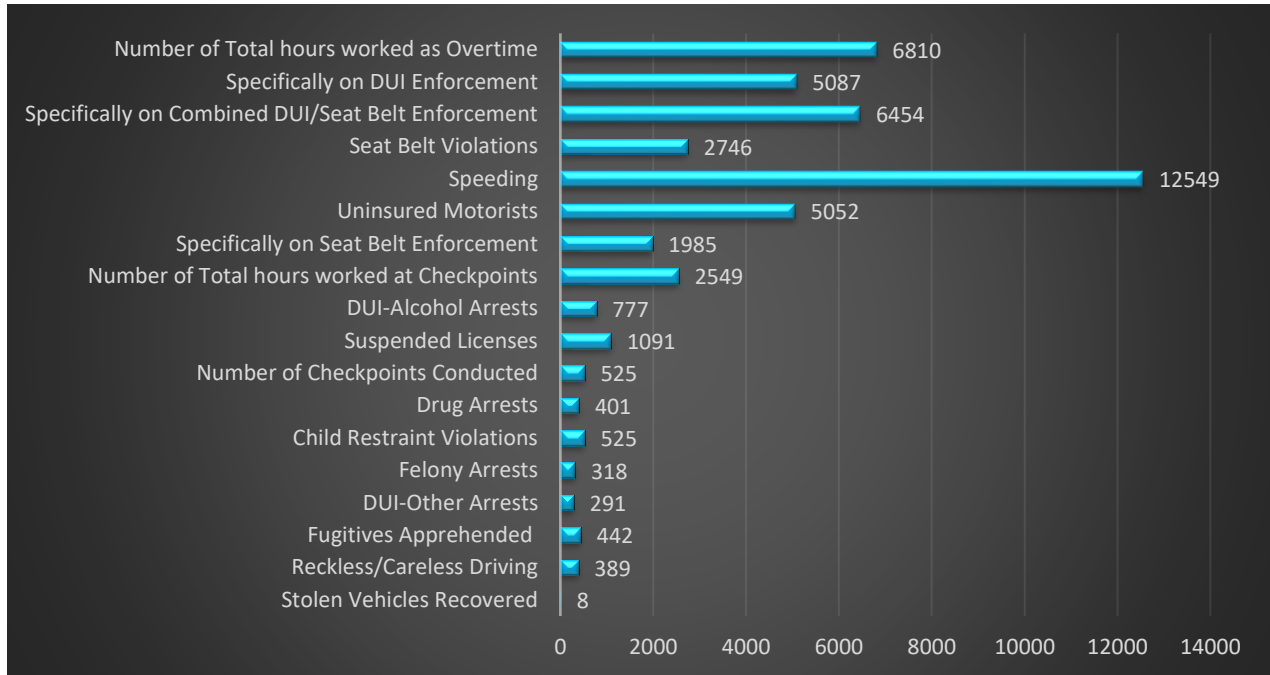
During FFY22, forty-two (42) grant funded law enforcement agencies participated in high visibility enforcement, while public information and education groups and partners educated the public on the dangers of impaired driving. Paid and earned media campaigns were held during the FY22 year, with special emphasis during blitz campaign times.

During FFY22, the MOHS were able to have SFST, ARIDE and DRE training programs with the help of the Oxford Police Department, which helped train and re-certify law enforcement officers in impaired driving training. 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.

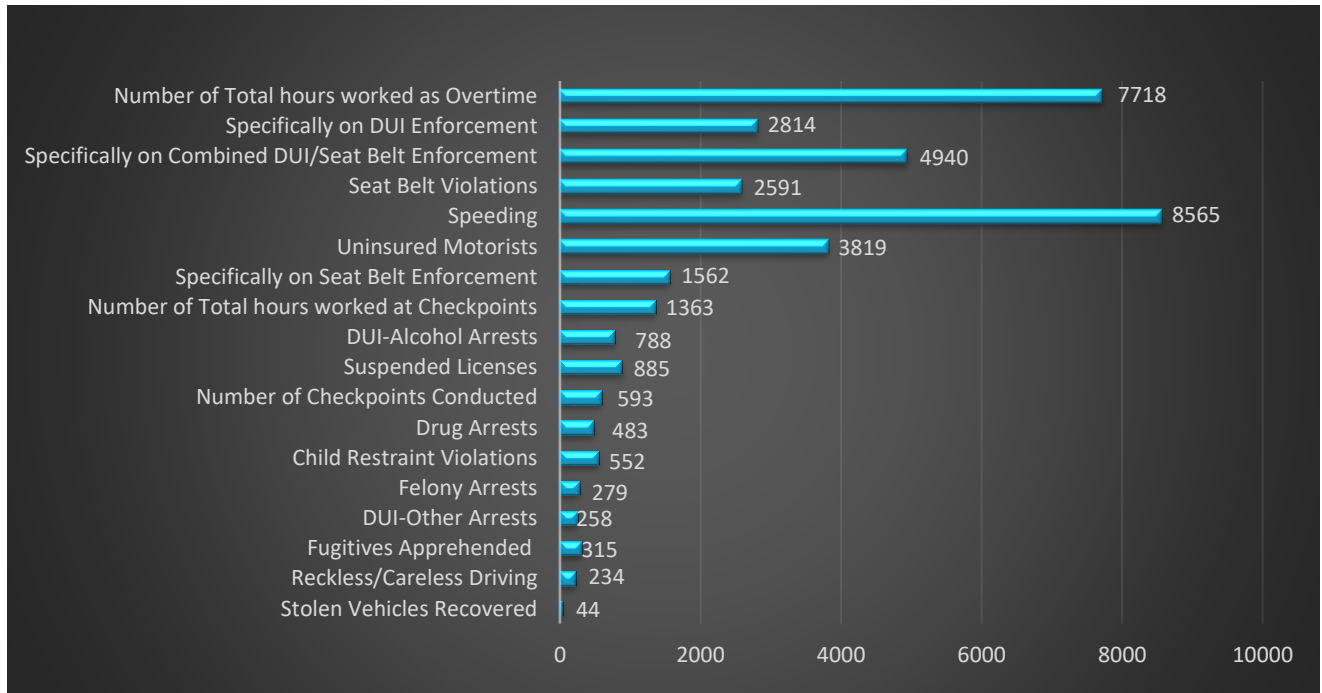
Figure 19 FY22 Christmas Blitz



Source: Mississippi Office of Highway Safety. Accessed February 11, 2022.

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 FY22 Labor Day Mobilization



Source: Mississippi Office of Highway Safety. Accessed October 13, 2022.

FFY2022 Funded Planned Activities and Accomplishments

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

Planned Activity Description: Planned Activities under the MOHS Law Enforcement DUI Grants provide grant funds to local police departments and sheriff's offices for enforcement in jurisdictions across Mississippi. All jurisdictions provided enforcement for hours that are specified in each agency agreement, in support of the alcohol DUI program. These enforcement grants were coordinated with the national DSGPO, along with any State blitz campaigns that the MOHS develops for FY22.

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

Budgeted: \$3,209,258.44 Federal Funding Source 154AL/\$0.00 Match/\$0.00 Indirect Cost/\$3,209,258.44 Local Benefit/- MOE-\$0.00

Expended: \$2,496,480.31 Federal Funds

Planned Activity Title: JSU Youth Safety Impaired Driving Program (154AL-2022-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: \$202,689.88 Federal Funding Source 154AL/\$0.00 Match/\$0.00 Indirect Cost/ \$0.00 Local Benefit/ MOE-\$0.00

Expended: \$140,222.99 Federal Funds

Planned Activity Title: Metro Jackson/ Jackson State University (154AL-2022-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: \$361,928.30 Federal Funding Source 154AL/\$0.00 Match/\$0.00 Indirect Cost/ \$0.00 Local Benefit/MOE-\$0.00

Expended: \$305,086.76 Federal Funds

Planned Activity Title: MOHS Contingency Travel (154AL-2022-ST-41-04/M5TR-2022-MD-41-02)

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

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

Expended: \$0.00 Federal Funds

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

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

Planned Activity Title: MOHS National Blitz-Drive Sober Get Pulled Over-High Visibility-Special Wave Grants (154AL-2022-ST-41-05)

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

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

Expended: \$0.00 Federal Funds

Planned Activity Title: MS Department of Health Alcohol (154AL-2022-ST-40-71)

Planned Activity Description: The Mississippi State Department of Health will increase alcohol education and awareness through presentations for the entire state of Mississippi. The program will target underage alcohol consumers, persons aged 30 years and older, parents/caregivers, and alcohol impaired drivers. Community events, driver trainings, presentations in schools, community education settings, parent meetings, staff trainings, etc. will attribute to the reduction of alcohol related fatalities and injuries. The program will promote impaired driving prevention education/information during the Drive Sober or Get Pulled Over national blitz campaigns.

Budgeted: \$91,912.01 Federal Funding Source 154AL/\$0.00 Match/\$0.00 Indirect Costs/\$00.00 Local Benefit/MOE-\$0.00

Expended: \$750.20 Federal Funds

Planned Activity Title: MS Office of Attorney General - Traffic Safety Resource Prosecution Program - Impaired Program (M5CS-2022-MD-40-21)

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

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

The TSRP provided and assisted with training to the State's law enforcement officers, prosecutors, judges, etc. at their request; encourage district attorneys, city, and county prosecutors continued involvement in ID; Planned Activities by providing legal technical assistance and/or training to allow them to handle ID cases appropriately; provide legal support and resources for prosecutors, officers, clerks, and judges; updating of the MS DUI Benchbook. Training was provided to a total of **1461 individuals**: Judges -308, Law Enforcement -516, & Prosecutors -637.

Traffic Safety Prosecutor 2022 Training	Number Trained
Law Enforcement	516
Court Clerks	0
Judges	308
Prosecutors	637
Other Individuals	0
Total	1461

Traffic Safety Prosecutor 2022 Training	Number of Classes	Number Trained
SFST Classes-Cops in Court Training	12	199
ARDIE DUI Drug Legal Section	1	13
JPD Basic Class	2	20
ARIDE	8	67
DRE In Service	1	23
DUI Basic Recruit LEO Classes	3	90
STORM DUI Conference	1	44
DUI In-Service Trainings	1	18
DUI Refresher Course	1	9
DRE School	1	13
Oxford PD In-Service	1	8
Lafayette County SO Reserve Class	1	12
Prosecutors Training-DUI Caselaw Update	1	270
MS Spring Prosecutors Conference	1	367
MS Justice Court Judges Conference-DUI Session	1	192
MS Municipal Court Judges Hybrid Seminar	1	116
Total	37	1461

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

Expended: \$161,272.41 Federal Funds

**Planned Activity Title: Oxford Police Department - Law Enforcement Training Coordination
(M5X-2022-MD-22-51/ M5TR-2022-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	191	14	215
ARIDE	105	9	83*
DRE In Service	1	1	22
DRE Trained	13	3	14

Budgeted: \$123,571.57 Federal Funding Source 405(d)/\$24,714.31 Match/\$0.00 Indirect Costs/\$0.00 Local Benefit/MOE-\$0.00; \$581,462.15 Federal Funding Source 405(d) Match/\$116,292.43 Indirect Costs/\$0.00 Local Benefit/MOE-\$0.00

Expended: \$584,581.89 Federal Funds

OCCUPANT PROTECTION PROGRAM—SECTION 402 & 405(B)

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

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

2022 Highway Safety Plan Performance Targets

Targets provided from the 2022 Highway Safety Plan related to this program section can be found in the "2022 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 FY22, twenty-two (22) 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 FY22 year, with special emphasis during blitz campaign times. The MOHS funded programs that focused on high visibility enforcement and contributed to fewer occupant protection deaths and injuries across the State. High visibility media provided the citizens of Mississippi with awareness about buckling during the *Click It or Ticket blitz campaign and throughout the entire year.

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

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

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

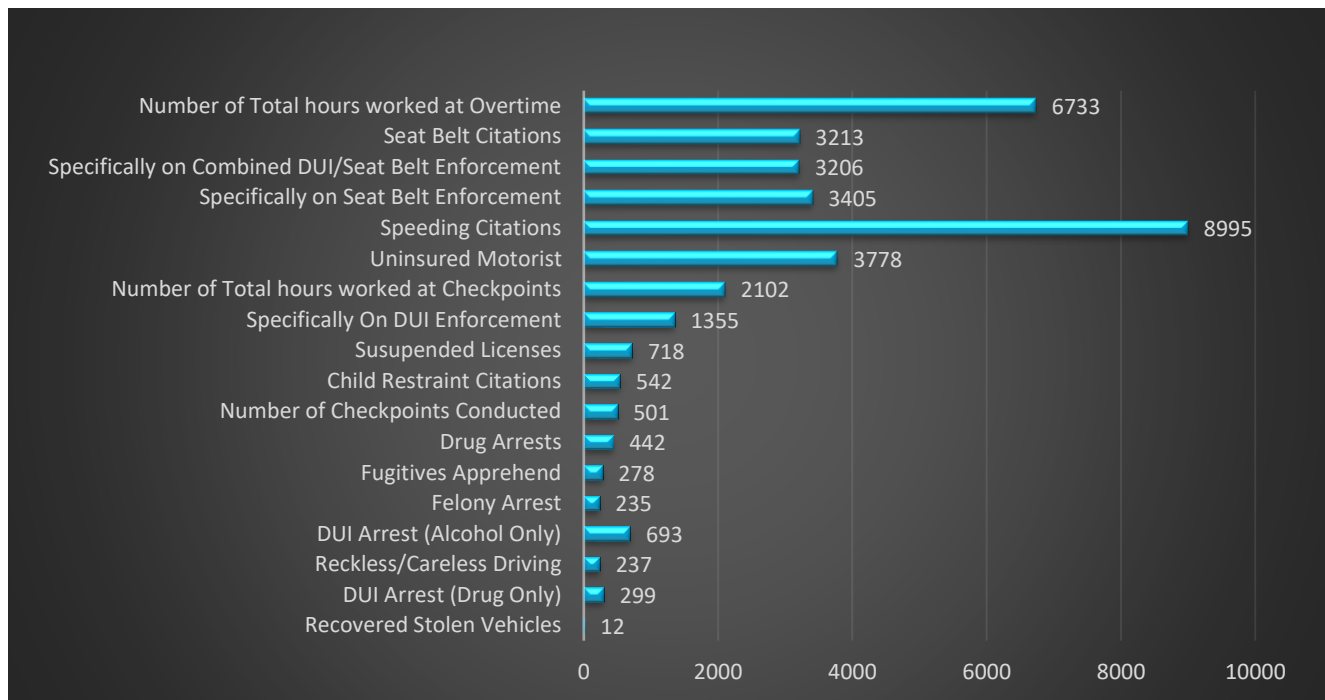
Mississippi will keep moving in the right direction regarding child passenger safety, and perhaps with continued education and enforcement, child restraint usage rates could be brought to an even higher level. Section 405 funds were utilized in 2022 to continue funding the MS State Department of Health's Child Passenger Safety Program,

Mississippi State University Seat Belt Survey. MOHS and the MSDH will continue to make the effort to preserve the lives of children through the continued education of the public on child passenger safety awareness.

Participation in National Click It or Ticket Mobilization

The MOHS also took part in the “Click It or Ticket” campaign around Memorial Day. Details on the target audience and media utilized can be found in the Paid and Earned Media Report (page 55) within the Media and Marketing Program Section. Citations, arrests, and other outcomes from the campaign are shown below in Figure 21.

Figure 21 FY22 Memorial Day Click It or Ticket



Source: Mississippi Office of Highway Safety. Accessed September 6, 2022.

FFY2022 Funded Planned Activities and Accomplishments

Planned Activity Title: MOHS Click It or Ticket Special Wave Grants (OP-2022-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-2022-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-2022-OP-41-04)

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

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

Expended: \$0.00 Federal Funds

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

Planned Activity Description: Various use the funds to provide salary and fringe for officers to work overtime hours conducting enforcement, which can include impaired driving, occupant protection and speed during FY22. 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: \$1,605,188.24 Federal Funding Source 402OP/\$321,037.64 Match/\$0.00 Indirect Costs/\$1,605,188.24 Local Benefit/MOE-\$0.00

Expended: \$1,306,444.81 Federal Funds

Planned Activity Title: MS Department of Health Child Restraint Seat Program (CR-2022-CR-40-71)

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

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

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

Budgeted: \$86,400.00 Federal Funding Source 402CR/\$17,280.00 Match/\$0.00 Indirect Costs/\$0.00 Local Benefit/MOE-\$0.00

Expended: \$84,732.36 Federal Funds

Planned Activity Title: MS Department of Health Child Occupant Protection Program (M2PE-2022-MB-40-71)

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

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

As a part of the program, 1,310 Car Seats were distributed for families in need, car seats were installed for families at community events, 399 community presentations were conducted, and the number of CPS technicians decreased to 152.

Supplemental to CR-2021-CR-40-71

Budgeted: \$198,287.47 Federal Funding Sources 405(b)/\$39,657.49 Match/\$0.00 Indirect Costs/\$0.00 Local Benefit/MOE-\$0.00

Expended: \$142,657.94 Federal Funds

Planned Activity Title: Mississippi State University - Occupant Restraints Survey - Stennis Institute (SO-2022-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 2022 Seatbelt Survey 18,827 vehicle occupants and 179 survey observation sites were observed. Hancock County had the highest increase in seatbelt usage, where Jackson County had the largest decrease. Warren County exhibited marked improvement over the 2022 CIOT Campaign. 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 2022 is 78.9%.

Budgeted: \$242,316.01 Federal Funding Source 402SO/\$48,463.20 Match/\$0.00 Indirect Costs/\$0.00 Local Benefit/MOE-\$0.00

Expended: \$215,104.66 Federal Funds

POLICE TRAFFIC SERVICES PROGRAM SECTION 402

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

2022 Highway Safety Plan Performance Targets

Targets provided from the 2022 Highway Safety Plan related to this program section can be found in the “2022 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 FY22, twenty-four (24) 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 FY22 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.

FFY2022 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 FY22. 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: \$1,763,775.29 Federal Funding Source 402PT/\$352,755.06 Match/\$0.00 Indirect Costs/\$1,763,775.29 Local Benefit/MOE-\$0.00

Expended: \$1,197,539.53 Federal Funds

TRAFFIC RECORDS PROGRAM SECTION 405(C)

The MOHS continued to partner and work with the Mississippi State Traffic Records Coordinating Committee (STRCC) during the FY22 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.

2022 Highway Safety Plan Performance Targets

Targets provided from the 2022 Highway Safety Plan related to this program section can be found in the “2022 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 FY22, the MOHS has continued to work with a contract worker from Mississippi State University to provide STRCC restructure, training, and Strategic planning. During the STRCC conference call meetings they outlined six areas of improvement to assist the STRCC were reviewed for consideration:

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

During FY22, 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.

FFY2022 Funded Planned Activities and Accomplishments

DRIVER'S EDUCATION PROGRAM SECTION 402DE

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

2022 Highway Safety Plan Performance Targets

Targets provided from the 2022 Highway Safety Plan related to this program section can be found in the "2022 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 FY22 The MOHS funded programs that included peer education and prevention strategies to focus on the age population of 21 and younger, with the focus of ages 16-20 years of age. Evidence-based programs were selected and were implemented during the grant year.

There were one (1) Planned Activities selected for the driver's education program, with only one being fully implemented. This program educated young drivers about the negative effects of distracted driving, impaired

driving, seat belt usage, speeding and awareness of risks while driving. This educational program attributed to the statistics above.

FFY2022 Funded Planned Activities and Accomplishments

Planned Activity Title: Jackson State University Youth Highway Safety Program (DE-2022-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):

- 85 highway safety speed awareness presentations; 124 seatbelt safety presentations for teens 16-20 across Mississippi
- 30 community presentations to provide information on the proper usage of seatbelts and proper restraints reaching over 2,231 people
- A total of 426 cars were visually checked for seatbelts. Of the 426 cars checked 378 drivers were wearing restraints
- 7 Health fairs to increase public awareness of seat belt and speed related issues
- Over 10,084 students were reached through classroom presentations
- Secured 3 Buckle up PSA's on JSU, WMPR local radio station where over 7,500 listeners were affected
- Completed 820 pre and post survey presentations on seatbelt safety and speeding

Budgeted: \$199,976.42 Federal Funding Source 402DE/\$39,995.28 Match/\$0.00/\$0.00 Local Benefit/MOE \$0.00

Expended: \$172,541.98 Federal Funds

FFY2022 402/405F MOTORCYCLE PROGRAM

In the planning of the FY22 programs, the MOHS was anticipating the implementation of a statewide motorcycle program funded through grant funds. The state has struggled with a rise in motorcycles fatalities, injuries, and crashes over the past few years. Although the motorcycle program is a needed program, the MOHS was unable to implement this program during the grant year.

The MOHS was also not able to provide personnel to work directly with the program, as the MOHS began to restructure and change the focus of existing programs. Although the program is important, the MOHS chose to redirect funding, services, and personnel to more high priority programs for FY22. The MOHS will look into creating this pilot in the future when staff can be allocated to the program.

2022 Highway Safety Plan Performance Targets

Targets provided from the 2022 Highway Safety Plan related to this program section can be found in the “2022 Core Performance Measures” section. Discussion of the state’s progress in meeting the targets is also included, using available data at the time of reporting.

Planned Activity Contribution toward Achieving Performance Target

With the lack of a statewide motorcycle program, the state motorcycle fatalities, injuries, and crashes continue to rise. Without a sustained statewide motorcycle program, the MOHS can determine that the problem with fatalities, injuries and crashes cannot be reduced if a program does not exist.

MEDIA AND MARKETING PROGRAM

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

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

Paid and Earned Media Report

BROADCAST STRATEGY

Radio serves as the primary medium to increase reach while generating higher levels of frequency. Radio is the top medium of choice Monday-Friday, 9 a.m.-6 p.m., making radio a great compliment. Radio provides a solid mechanism to distribute the message almost evenly throughout the state. Formats that index high for male targets include All Talk, AC, Alternative, CHR, Country, Hip-Hop, News, Rock, Urban and College. MOHS did not reach the audience by radio for the FY2022. MOHS is looking forward to the FY22 year as our plan is to return to radio stations.

OUTDOOR

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

FFY2022 Funded Planned Activities and Accomplishments

Planned Activity Title: MOHS Paid Media Sustained DUI Enforcement Campaign (154PM-2022-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 FY22 grant period. These funds were used for sustained radio, and outdoor space in December 2021, January 2022, and Labor Day 2022.

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

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

Expended: \$69,900.00 Federal Funds

Planned Activity Title: MOHS Paid Media Sustained Occupant Protection Enforcement Campaign (M2PE-2022-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 2022. 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: \$70,000.00 Federal Funding Source 405(b)/\$14,000.00 Match/\$0.00 Indirect Costs/\$0.00 Local Benefit/MOE-\$0.00

Expended: \$24,850.00

CHRISTMAS/NEW YEAR'S 2021/2022

This year's Drive Sober or Get Pulled Over Christmas/New Year's campaign was from December 15— January 1, 2022, included coverage of cities and counties throughout the state. The overall objective was to effectively reach white males ages 40-49 and 30-39, through a heavily concentrated campaign with one key message "Drive Sober or Get Pulled Over" in order to effect positive change. The strategy was to use outdoor billboards to reinforce the message by paid and earned media.

MOHS focused on outdoor billboards, which were created for the campaign, throughout the state in high fatality areas. Electronic outdoor signage was placed across the state on 38 outdoor boards with 2,966,002 impressions airing throughout the state in high fatality areas. \$34,950.00 of the budgeted \$35,000.00 were expended.

LABOR DAY 2022*

The MOHS Drive Sober or Get Pulled over Labor Day 2022 Campaign was from August 17—September 5, 2022, including paid and earned media. The primary target audience was black males ages 40-49, and 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 36 outdoor boards with 2,401,827 impressions throughout the state in high fatality areas. \$34,950.00 of the budgeted \$35,000.00 were expended. ***MOHS only ran billboard ads, no radio advertising***

MEMORIAL DAY 2022*

The MOHS Click It or Ticket Memorial Day 2022 Campaign included paid and earned media from May 16-June 5, 2022. The primary target audience was white male ages 60—69, and the secondary target was white males ages 30—39.

MOHS focused on outdoor billboards, which were created for the campaign, displayed throughout the state in high fatality areas. Electronic outdoor signage was placed across the state on 25 outdoor boards with 1,621,674 impressions throughout the state in high fatality areas. \$24,850.00 of the budgeted \$35,000.00 were expended. ***MOHS only ran billboard ads, no radio advertising***

MOHS followed state procurement procedures in order to secure a contract for media to be used during the May 15th to June 5th Click It or Ticket Blitz period. Participation in these national campaigns are required to receive 402 and 405(b) funding from NHTSA. Due to an unanticipated issue, MOHS was not able to deliver on the billboards until May 23rd but they did run until June 17th. The plan was to run a media campaign for the duration of the blitz but it was delayed by 1 week.

FFY2022 MOHS FINANCIAL REPORT

The Mississippi Office of Highway Safety funded a total of 107 highway safety Planned Activities during the FY22 grant year. The FY22 highway safety program included: (30) 154-Federally Funded Grants, (18) 405(d)-Federally Funded Grant, (22) 402-OP Federally Funded Grants, (1) 402-TR Federally Funded Grants; (2) 405(b) Federally Funded Grants; (24) 402-PT Federally Funded Grants, (4) 405(c) Federally Funded Grants, (1) 402 Driver's Education; (1) 402-CR; (1)154-PA; (1) 402-PA; and (2) 402-SO.

Below please find corresponding financial charts for FY22 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 FFY2022 Expenditures

Planning and Administration Grants						
Planned Activity Number	Planned Activity Title	Obligated	Expended	Unexpended Funds	Match	Funding Source
154AL-2022-ST-41-01	MOHS IMP DRV Coordination.	\$310,000.00	\$236,179.32	\$73,820.68	\$0.00	154AL
154AL-2022-ST-41-02	MOHS IMP DRV COORD Travel	\$10,000.00	\$4,011.84	\$5,988.16	\$0.00	154AL
154AL-2022-ST-41-03	MOHS IMP DRV COORD Misc.	\$3,000.00	\$281.61	\$2,718.39	\$0.00	154AL
154PA-2022-PA-41-01	Planning and Administration Expenses for the 154 program	\$400,000.00	\$124,297.94	\$275,702.06	\$0.00	154AL
402PA-2022-PA-41-01	Planning and Administration Expenses 402 programs	\$400,000.00	\$274,752.93	\$125,247.07	\$80,000.00	402PA
OP-2022-OP-41-01	MOHS Occupant Protection Coordination & Program Management	\$140,000.00	\$95,242.95	\$44,757.05	\$28,000.00	402OP
OP-2022-OP-41-02	MOHS Occupant Protection Coordination & Program Management Travel	\$10,000.00	\$1,832.82	\$8,167.18	\$2,000.00	402OP
OP-2022-OP-41-03	MOHS Occupant Protection Coordination & Program Management Program Expenses.	\$3,000.00	\$120.25	\$2,879.75	\$600.00	402OP
PT-2022-PT-41-01	MOHS Police Traffic Services C	\$190,000.00	\$118,799.48	\$71,200.52	\$38,000.00	402PTS

Planning and Administration Grants

Planned Activity Number	Planned Activity Title	Obligated	Expended	Unexpended Funds	Match	Funding Source
PT-2022-PT-41-02	MOHS Police Traffic Services Coordination & Program Management Travel	\$10,000.00	\$3,743.07	\$6,256.93	\$2,000.00	402PTS
PT-2022-PT-41-03	MOHS Police Traffic Services Coordination & Program Management Misc Expenses	\$3,000.00	\$316.89	\$2,683.11	\$600.00	402PTS
PT-2022-PT-41-04	MOHS Police Traffic Services Contingency Travel	\$2,500.00	\$0.00	\$2,500.00	\$500.00	402PTS
M5IDC-2022-MD-41-01	MOHS Impaired Driving Coordination & Program Management	\$150,956.18	\$150,767.78	\$188.40	\$30,191.24	405D
Total Planning and Administration Funds		\$1,632,456.18	\$1,010,346.88	\$622,109.30	\$181,891.24	

Alcohol Countermeasures Enforcement Grants

Planned Activity Number	Planned Activity Title	Obligated	Expended	Unexpended Funds	Match	Funding Source
154-AL-2022-ST-20-21	Bay St. Lois Police Department	\$6,000.00	\$1,600.10	\$4,399.90	\$0.00	154AL
154AL-2022-ST-10-81	Carroll County S.O.	\$47,475.00	\$46,495.92	\$979.08	\$0.00	154AL
154AL-2022-ST-25-51	Carthage Police Dept.	\$42,016.00	\$4,907.19	\$37,108.81	\$0.00	154AL
154AL-2022-ST-12-01	George County S.O.	\$17,245.00	\$3,123.63	\$14,121.37	\$0.00	154AL
154AL-2022-ST-28-41	Grenada Police Dept.	\$54,246.40	\$53,829.37	\$417.03	\$0.00	154AL
154AL-2022-ST-21-41	Gulfport Police Dept.	\$52,034.69	\$52,034.69	\$0.00	\$0.00	154AL

Alcohol Countermeasures Enforcement Grants

Planned Activity Number	Planned Activity Title	Obligated	Expended	Unexpended Funds	Match	Funding Source
154AL-2022-ST-12-31	Hancock County S.O.	\$90,671.40	\$90,178.60	\$492.80	\$0.00	154AL
154AL-2022-ST-21-51	Hattiesburg Police Dept.	\$85,899.56	\$40,801.35	\$45,098.21	\$0.00	154AL
154AL-2022-ST-28-61	Hernando Police Dept.	\$116,086.16	\$115,909.36	\$176.80	\$0.00	154AL
154AL-2022-ST-21-81	Horn Lake Police Dept.	\$180,900.00	\$116,791.92	\$64,108.08	\$0.00	154AL
154AL-2022-ST-13-41	Jones County Sheriff's Dept.	\$99,694.40	\$94,180.22	\$5,514.18	\$0.00	154AL
154AL-2022-ST-13-71	Lamar County S.O.	\$60,129.00	\$46,430.21	\$13,698.79	\$0.00	154AL
154AL-2022-ST-23-71	Laurel Police Dept.	\$63,750.00	\$62,804.38	\$945.62	\$0.00	154AL
154AL-2022-ST-14-01	Leake County S.O.	\$10,000.00	\$1,988.48	\$8,011.52	\$0.00	154AL
154AL-2022-ST-29-91	Lucedale Police Dept.	\$33,894.00	\$8,909.78	\$24,984.22	\$0.00	154AL
154AL-2022-ST-14-91	Montgomery County S.O.	\$28,510.23	\$18,277.91	\$10,232.32	\$0.00	154AL
154AL-2022-ST-40-81	MS Highway Patrol	\$2,037,490.00	\$1,616,829.54	\$420,660.46	\$0.00	154AL
154AL-2022-ST-41-05	MOHS-National DSGPO Special Wave	\$25,000.00	\$0.00	\$0.00	\$0.00	154AL
154AL-2022-ST-15-31	Oktibbeha County S.O.	\$10,000.00	\$9,955.95	\$44.02	\$0.00	154AL
154AL-2022-ST-22-81	Philadelphia Police Dept.	\$44,030.60	\$40,711.01	\$3,319.59	\$0.00	154AL
154AL-2022-ST-22-91	Picayune Police Dept.	\$49,776.00	\$37,271.95	\$12,504.05	\$0.00	154AL
154AL-2022-ST-15-81	Pontotoc County S.O.	\$35,000.00	\$14,038.75	\$20,961.25	\$0.00	154AL
154AL-2022-ST-17-21	Tunica County S.O.	\$19,410.00	\$19,410.00	\$0.00	\$0.00	154AL
Total Alcohol Law Enforcement		\$3,209,258.44	\$2,496,480.31	\$712,778.13	\$0.00	

MOHS Impaired Driving Enforcement Grants

Planned Activity Number	Planned Activity Title	Obligated	Expended	Unexpended Funds	Match	Funding Source
M5X-2022-MD-11-61	Covington County S.O.	\$49,500.00	\$32,399.30	\$17,100.70	\$9,900.00	405D
M5X-2022-MD-11-71	Desoto County S.O.	\$165,669.76	\$164,373.26	\$1,296.50	\$33,133.95	405D
M5X-2022-MD-26-91	D'Iberville Police Dept.	\$20,000.00	\$8,910.29	\$11,089.71	\$4,000.00	405D
M5X-2022-MD-12-51	Hinds County Sheriff's Dept	\$141,078.19	\$108,516.70	\$32,561.49	\$28,215.64	405D
M5X-2022-MD-13-81	Lauderdale County S.O.	\$163,887.95	\$146,082.30	\$17,805.65	\$32,777.59	405D
M5X-2022-MD-14-51	Madison County S.O.	\$63,060.00	\$25,772.64	\$37,287.36	\$12,612.00	405D
M5X-2022-MD-14-61	Marion County S.O.	\$115,325.00	\$110,335.69	\$4,989.31	\$23,065.00	405D
M5X-2022-MD-40-81	MS Highway Patrol	\$282,180.58	\$207,116.18	\$75,064.40	\$56,436.12	405D
M5X-2022-MD-15-01	Neshoba County S.O.	\$37,453.00	\$37,453.00	\$0.00	\$7,490.60	405D
M5X-2022-MD-22-51	Oxford Police Dept.	\$123,571.57	\$112,633.44	\$11,208.13	\$24,714.31	405D
M5X-2022-MD-15-51	Pearl River County S.O.	\$49,850.21	\$46,459.40	\$3,390.81	\$9,970.04	405D
M5X-2022-MD-23-01	Ridgeland Police Dept.	\$41,144.93	\$40,979.33	\$165.60	\$8,228.99	405D
M5X-2022-MD-23-11	Starkville Police Dept.	\$90,979.60	\$68,632.04	\$22,617.56	\$18,195.92	405D
M5X-2022-MD-16-61	Stone County S.O.	\$54,209.60	\$53,809.60	\$400.00	\$10,841.92	405D
M5X-2022-MD-17-11	Tishomingo County S.O.	\$49,920.00	\$45,431.10	\$4,488.90	\$9,984.00	405D
Total Impaired Law Enforcement		\$1,447,830.39	\$1,208,904.27	\$238,926.12	\$289,566.08	

154/405D Special Programs

Planned Activity Number	Planned Activity Title	Obligated	Expended	Unexpended Funds	Match	Funding Source
154AL-2022-ST-40-02	JSU Youth Highway Safety Programs	\$202,689.88	\$140,222.99	\$62,466.89	\$0.00	154AL
154AL-2022-ST-40-01	Metro Jackson/ JSU	\$361,928.30	\$305,086.76	\$56,841.54	\$0.00	154AL
154PM-2022-PM-00-00	MOHS Paid Media Impaired Driving	\$150,000.00	\$69,900.00	\$80,100.00	\$0.00	405D

154AL-2022-ST-41-04	MOHS Contingency Travel	\$2,500.00	\$0.00	\$2,500.00	\$0.00	154AL
154AL-2022-ST-40-71	MS Dept of Health	\$91,912.01	\$750.20	\$91,161.81	\$0.00	154AL
M5CS-2022-MD-40-21	MS Office of Attorney General's Office TSRP	\$254,701.10	\$221,871.12	\$32,829.90	\$50,940.22	405D
M5TR-2022-MD- 22-51	Oxford Police Dept. Law Enforcement Training	\$581,449.45	\$472,218.45	\$109,243.70	\$116,292.43	405D
M5TR-2022-MD-41-02	MOHS Contingency Travel	\$2,500.00	\$0.00	\$2,500.00	\$500.00	405D
Total 154 Special Planned Activities		\$809,030.19	\$515,959.95	\$293,070.24	\$0.00	
Total 405D Special Planned Activities		\$838,650.55	\$694,089.57	\$144,560.98	\$167,732.65	

MOHS OP Enforcement Planned Activities

Planned Activity Number	Planned Activity Title	Obligated	Expended	Unexpended Funds	Match	Funding Source
OP-2022-OP-10-81	Carroll County S.O.	\$16,380.00	\$15,634.75	\$745.25	\$3,276.00	402OP
OP-2022-OP-25-51	Carthage Police Dept.	\$9,000.00	\$9,000.00	\$0.00	\$1,800.00	402OP
OP-2022-OP-11-61	Covington County S.O.	\$49,500.00	\$42,400.35	\$7,099.65	\$9,900.00	402OP
OP-2022-OP-11-71	Desoto County S.O.	\$23,100.00	\$17,821.68	\$5,278.32	\$4,620.00	402OP
OP-2022-OP-12-31	Hancock County S.O.	\$7,500.00	\$4,980.62	\$2,519.38	\$1,500.00	402OP
OP-2022-OP-12-41	Harrison County S.O.	\$60,807.00	\$45,032.33	\$15,774.67	\$12,161.40	402OP
OP-2022-OP-12-51	Hinds County S.O.	\$9,450.00	\$6,031.00	\$3,419.00	\$1,890.00	402OP
OP-2022-OP-13-41	Jones County S.O.	\$99,297.00	\$94,545.63	\$4,751.37	\$19,859.40	402OP
OP-2022-OP-13-71	Lamar County S.O.	\$8,120.00	\$6,320.28	\$1,799.72	\$1,624.00	402OP
OP-2022-OP-13-81	Lauderdale County S.O.	\$61,383.74	\$43,345.20	\$18,038.54	\$12,276.75	402OP
OP-2022-OP-14-91	Montgomery County S.O.	\$11,985.00	\$10,939.50	\$1,045.50	\$2,397.00	402OP
OP-2022-OP-40-81	MS Highway Patrol	\$481,133.16	\$422,718.84	\$58,414.32	\$96,226.63	402OP
OP-2022-OP-15-31	Oktibbeha County S.O.	\$15,000.00	\$14,865.13	\$134.87	\$3,000.00	402OP
OP-2022-OP-15-51	Pearl River County	\$21,442.80	\$10,739.48	\$10,703.32	\$4,288.56	402OP
OP-2022-OP-22-81	Philadelphia Police Dept.	\$8,533.00	\$8,533.00	\$0.00	\$1,706.60	402OP
OP-2022-OP-15-81	Pontotoc County S.O.	\$25,000.00	\$25,000.00	\$0.00	\$5,000.00	402OP

MOHS OP Enforcement Planned Activities

Planned Activity Number	Planned Activity Title	Obligated	Expended	Unexpended Funds	Match	Funding Source
OP-2022-OP-17-21	Tunica County Sheriff's Dept.	\$12,940.00	\$12,940.00	\$0.00	\$2,588.00	402OP
OP-2022-OP-17-81	Webster County S.O.	\$17,846.40	\$12,667.02	\$5,179.38	\$3,569.28	402OP
OP-2022-OP-35-81	Winona Police Dept.	\$7,453.10	\$6,850.94	\$602.16	\$1,490.62	402OP
Total Occupant Protection Enforcement		\$945,871.20	\$810,365.75	\$135,505.45	\$189,174.24	

Occupant Protection Special Programs

Planned Activity Number	Planned Activity Title	Obligated	Expended	Unexpended Funds	Match	Funding Source
OP-2022-OP-41-05	MOHS-CIOT Special Wave	\$25,000.00	\$0.00	\$25,000.00	\$5,000.00	402OP
OP-2022-OP-41-06	MOHS High Risk Population-Special Wave	\$5,000.00	\$0.00	\$5,000.00	\$1,000.00	402OP
OP-2022-OP-41-04	MOHS Contingency Travel	\$2,500.00	\$0.00	\$2,500.00	\$500.00	402OP
SO-2022-SO-40-11	Mississippi State University-Stennis Institute-SB Survey	\$242,316.01	\$215,104.66	\$27,211.35	\$48,463.20	402SO
SO-2022-SO-30-12	Mississippi State University-Observational Seat Belt Survey	\$29,813.56	\$28,734.10	\$1,079.46	\$5,962.71	402SO
M2PE-2022-MB-00-00	MOHS Paid Media-OP	\$70,000.00	\$24,850.00	\$45,150.00	\$14,000.00	405B
M2PE-2022-MB-40-71	MS Dept. of Health-OP Program	\$198,287.47	\$142,657.94	\$55,629.53	\$39,657.49	405B
CR-2022-CR-40-71	MS Dept. of Health - Child Restraint Seat	\$86,400.00	\$84,732.36	\$1,667.64	\$17,280.00	402CR
Total 402 Occupant Protection Special Program Funds		\$32,500.00	\$0.00	\$32,500.00	\$6,500.00	
Total 402 Child Restraint Funds		\$86,400.00	\$84,732.36	\$1,667.64	\$17,280.00	
Total 405B		\$268,287.47	\$167,507.94	\$100,779.53	\$53,657.49	
Total 402SO Funds		\$272,129.57	\$243,838.76	\$28,290.81	\$54,425.91	
Total Occupant Protection Funds		\$1,605,188.24	\$1,306,444.81	\$298,743.43	\$321,037.64	

Police Traffic Services Enforcement Program

Planned Activity Number	Planned Activity Title	Obligated	Expended	Unexpended Funds	Match	Funding Source
PT-2022-PT-10-11	Adams County S.O.	\$49,380.79	\$13,708.51	\$35,672.28	\$9,876.16	402PT
PT-2022-PT-20-21	Bay St. Louis Police Dept.	\$25,000.00	\$21,899.41	\$3,100.59	\$5,000.00	402PT
PT-2022-PT-20-41	Biloxi Police Dept.	\$8,873.48	\$965.81	\$7,907.67	\$1,774.70	402PT
PT-2022-PT-20-51	Brandon Police Dept.	\$75,000.00	\$15,936.37	\$59,063.63	\$15,000.00	402PT
PT-2022-PT-25-41	Canton Police Dept.	\$61,346.90	\$61,235.90	\$111.00	\$12,269.38	402PT
PT-2022-PT-26-21	Columbia Police Dept.	\$18,152.00	\$11,446.98	\$6,705.02	\$3,630.40	402PT
PT-2022-PT-26-91	D'Iberville Police Dept.	\$20,000.00	\$15,411.14	\$4,588.86	\$4,000.00	402PT
PT-2022-PT-27-81	Flowood Police Dept.	\$98,062.00	\$87,030.00	\$11,032.00	\$19,612.40	402PT
PT-2022-PT-21-31	Greenwood Police Dept.	\$31,832.90	\$9,477.68	\$22,355.22	\$6,366.58	402PT
PT-2022-PT-21-41	Gulfport Police Dept.	\$25,116.00	\$23,483.00	\$1,633.00	\$5,023.20	402PT
PT-2022-PT-21-81	Horn Lake Police Dept.	\$50,400.00	\$12,205.18	\$38,194.82	\$10,080.00	402PT
PT-2022-PT-21-91	Jackson Police Dept.	\$300,000.00	\$134,912.51	\$165,087.49	\$60,000.00	402PT
PT-2022-PT-23-71	Laurel Police Dept.	\$63,750.00	\$62,691.20	\$1,058.80	\$12,750.00	402PT
PT-2022-PT-20-31	Long Beach Police Dept.	\$19,850.02	\$19,850.02	\$0.00	\$3,970.00	402PT
PT-2022-PT-30-21	Madison Police Dept.	\$33,300.00	\$20,056.05	\$13,243.95	\$6,660.00	402PT
PT-2022-PT-15-21	Noxubee County S.O.	\$16,344.00	\$12,358.70	\$3,985.30	\$3,268.80	402PT
PT-2022-PT-40-81	MS Highway Patrol-Speed	\$548,555.00	\$496,526.68	\$52,028.32	\$109,711.00	402PT
PT-2022-PT-22-51	Oxford Police Dept.	\$14,599.20	\$14,045.71	\$553.49	\$2,919.84	402PT
PT-2022-PT-22-71	Pass Christian Police Dept.	\$23,000.00	\$13,926.30	\$9,073.70	\$4,600.00	402PT
PT-2022-PT-31-91	Pearl Police Dept.	\$119,767.00	\$50,314.55	\$69,452.45	\$23,953.40	402PT
PT-2022-PT-33-21	Richland Police Dept.	\$50,000.00	\$25,130.54	\$24,869.46	\$10,000.00	402PT
PT-2022-PT-88-11	Sherman Police Dept.	\$57,750.00	\$33,962.57	\$23,787.43	\$11,550.00	402PT

Police Traffic Services Enforcement Program

Planned Activity Number	Planned Activity Title	Obligated	Expended	Unexpended Funds	Match	Funding Source
PT-2022-PT-23-11	Starkville Police Dept.	\$23,696.00	\$10,964.72	\$12,731.28	\$4,739.20	402PT
PT-2022-PT-35-41	Waveland Police Dept.	\$30,000.00	\$30,000.00	\$0.00	\$6,000.00	402PT
Total Police Traffic Service Program		\$1,763,775.29	\$1,197,539.53	\$566,235.76	\$352,755.06	

Traffic Records Program

Planned Activity Number	Planned Activity Title	Obligated	Expended	Unexpended Funds	Match	Funding Source
M3DA-2022-MC-41-01	Traffic Records Coordination	\$77,000.00	\$72,737.50	\$4,262.50	\$15,000.00	405C
M3DA-2022-MC-41-02	Traffic Records Coordinator Travel	\$5,000.00	\$1,812.76	\$3,187.24	\$1,000.00	405C
M3DA-2022-MC-41-03	Traffic Records Coordinator Misc.	\$1,500.00	\$725.00	\$775.00	\$300.00	405C
M3DA-2022-MC-41-04	MOHS Contingency Travel	\$2,500.00	\$0.00	\$2,500.00	\$500.00	405C
TR-2022-TR-40-11	MS State University Traffic Records	\$88,770.12	\$66,501.76	\$22,268.36	\$17,754.02	402TR
Total Traffic Records Program		\$174,770.12	\$141,777.02	\$32,993.10	\$34,954.02	

Planned Activity Number	Planned Activity Title	Obligated	Expended	Unexpended Funds	Match	Funding Source
DE-2022-DE-40-02	Jackson State Youth Highway Safety Program	\$199,976.42	\$172,541.98	\$27,434.44	\$39,995.28	402DE
Total Driver's Education Planned Activities		\$199,976.42	\$172,541.98	\$27,434.44	\$39,995.28	

Source: Mississippi Office of Highway Safety. Accessed December 9, 2022.

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.