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Introduction

The Division of Public Safety Planning, Office of Highway Safety, is located within the Mississippi Department of Public Safety. Staff members of the OHS section administer a combination of federal highway safety and state funds and oversee the highway safety program efforts supported by these funds.

The Mississippi Office of Highway, formerly known as the Governor's Highway Safety Program, was developed by the National Highway Safety Act of 1966, which provided for a coordinated national highway safety program to funnel federal funding to the states. This Act charged the governor of each state with the responsibility of administering a highway safety program designed to reduce death, injury and property damage caused by traffic crashes. In Mississippi, the Executive Director of the Division of Public Safety Planning (DPSP) has acted as the Governor's Representative for Highway Safety.

The Office of Highway Safety is responsible for administering federally funded programs aimed at reducing traffic fatalities, traffic injuries and the associated economic losses in the state. The federal funds are from the U.S. Department of Transportation, National Highway Traffic Safety Administration (NHTSA). Each year projects are developed and implemented in the following areas of traffic safety: (1) Impaired driving, (2) Occupant Protection, (3) Traffic Records, (4) Police Traffic Services, (5) Roadway Safety and (6) Safe Communities, as well as various special funds.

An important service offered by the OHS is coordination. The highway safety staff works very closely with other state agencies, the legislature, local entities and volunteers to organize and implement effective community awareness programs such as the Mississippi Association of Highway Safety Leaders. The OHS also initiates and coordinates NHTSA public awareness campaigns such as "Click it or Ticket", and "You Drink and Drive, You Lose", complete with paid and earned media, and the "Teens on the Move" Annual Youth Conference.

Statewide Crash Trends

The Office of Highway Safety is responsible for administering all federally funded programs aimed at reducing traffic fatalities, traffic injuries and the associated economic losses from property damage crashes in the state. The federal funds are from the U.S. Department of Transportation, National Highway Traffic Safety Administration (NHTSA). Each year projects are developed and implemented in the following areas of traffic safety: (1) Impaired driving, (2) Occupant Protection, (3) Traffic Records, (4) Police Traffic Services, (5) Roadway Safety and (6) Emergency Medical Services.

MISSISSIPPI Traffic Safety Data 1990-2004

Year	Fatal Crashes	Deaths	Injury Crashes	Injuries	PDO Crashes	Crash Totals	Licensed Drivers	Register Vehicles	Population	V.M.T. Millions	FTL. Rate
1990	625	750	17,453	29,527	49,087	67,165	2,009,323	1,892,941	2,573,216	24,389	3.08
1991	606	714	13,768	22,407	53,706	68,080	2,020,276	1,895,845	2,592,131	24,872	2.87
1992	649	766	17,703	31,198	51,165	69,517	2,057,480	1,969,602	2,611,459	26,114	2.93
1993	697	813	18,903	33,678	56,113	75,713	2,179,579	2,007,800	2,631,899	27,089	3.00
1994	689	791	20,671	34,158	59,306	80,666	2,273,908	2,069,835	2,669,110	28,551	2.77
1995	738	868	21,505	34,412	62,571	84,814	2,047,399	2,150,214	2,693,053	29,561	2.94
1996	695	811	19,484	27,784	65,523	85,702	2,069,522	2,188,302	2,716,115	30,516	2.66
1997	741	861	24,543	26,125	63,346	88,630	2,048,731	2,238,728	2,731,644	31,245	2.76
1998	842	948		26,399			2,158,981	2,259,172	2,752,092	34,226	2.77
1999	832	927		26,321			2,232,753	2,340,071	2,799,036	34,955	2.65
2000	846	949	25,124	39,432	65,947	91,917	1,859,487	2,442,607	2,844,658	35,552	2.67
2001	704	784	24,529	38,384	66,431	91,664	2,244,895	2,320,749	2,845,178	35,894	2.18
2002	769	885	25,100	38,840	69,927	95,796	2,269,200	2,367,592	2,858,029	36,273	2.44
2003	786	871	24,228	37,174	66,673	91,687	2,306,805	2,413,386	2,881,281	37,718	2.31
2004	786	900								38,915	2.31

The preceding table entitled Mississippi Traffic Safety Data, gives a historical account of traffic safety in Mississippi for the years 1990-2004. Growth can be seen in the areas of population, registered vehicles, and the amount of vehicular miles traveled (VMT). The most important downward trend has been the fatality rate per hundred million VMT, as it declined from a high of 4.39 in 1981 to the first rate below 3.00 at 2.87 for 1991.

However, since 2001 there has been an increase in deaths from 784 to 900 in 2004. This represents a 14.8% increase over the last three years. The fatality rate increased from 2.18 to 2.31 over this same period. The national fatality rate is estimated to be about 1.50. Mississippi remains well above the national rate (54% higher). Fatal crashes rose 11.6%, from 704 in 2001 to 786 in 2004.

Fatalities by road system for the last five years show a trend that has been established for quite a long time with moderate fluctuations among the components. Historically over 50% of all deaths occur on MHP highways. These highways accounted for 51.2% of 2002 fatalities (453 out of 885). However, in 2003 MHP fatalities were 47.2% of the total (411 out of 871). In 2004, highway fatalities were 53.4% (481 out of 900). These road systems include interstates, state and federal routes where speeds are posted at 55 mph and go up to 70 mph on rural interstates.

Most of our state is rural so vehicle miles driven per year per person are well above the national average based on our population. Also, there are more occupants per vehicle per trip than the national average. The gaming industry has accounted for significant increases in VMT. This has also increased congestion on highways. The factors of speed, occupancy and congestion contribute to the MHP fatality count.

County road deaths had remained level at an average of 205 for the years 1995 to 1998. However, in 1999 these rose to 233 and dropped slightly to 229 in year 2000, then rose to 231 in 2001. The number climbed again in 2002 to 245 and to 281 in 2003, both some of the highest counts ever recorded. The increase in county road fatalities from 2001 to 2003 is a staggering 21.6%. The total for 2004 decreased to 228, the lowest total since 1998. County sheriffs are prohibited from running radar on their roads. There is no uniform method of posting speeds on county roads. This is left to local county supervisors with little input from traffic engineers.

Deaths on city streets had averaged about 200 per year. In 1998, they increased sharply to 234, but then fell again in 1999 to 204. The number increased moderately to 212 in year 2000. A significant reduction was seen in 2001 as the number dropped to 174, a 17.9% reduction. The number increased slightly in 2002 to 187 then fell again to 179 in 2003. In 2004 there were 191 fatalities on city streets.

The year 2000 census shows Mississippi with a total population of 2,844,658. Mississippians are a diverse people with 61.9% white, 36.6% black and 1.5% other races. One-third of Mississippi residents are under 21 and 8.2% are teenagers ages 15 to 19. Senior citizens make up 12.1% of the state population being ages 65 or more.

Occupant fatalities by age show a different pattern than population by age. For 2004, young motorists ages 15 to 20 were 16% of these fatalities, yet they were just 7.2% of the driving population. This fact shows that teenagers are over twice as likely to be killed as the predicted

rate. Another alarming statistic shows that 82.4% of these young persons killed were not using seat belts. During the 2000 legislature, a new graduated driver license (GDL) system was enacted requiring three stages of clean driving history for an unrestricted license to a teenager. Senior motorists 65 and over were 13.8% of occupant fatalities but only 12.1% of the population. Approximately three-fourths of these senior citizens were unbelted when killed (72.5%). These two groups reveal over-representations for traffic deaths.

There were over 39,000 persons injured in traffic crashes during 2000. The 2001 number fell slightly to 38,384, then climbed to 38,840 in 2002. Injuries were 37,174 during 2003. About 10% of the injuries were severe, life threatening, incapacitating trauma, sometimes resulting in permanent spinal cord or head injury. Many are disabled for life. About 15% of the injuries were moderate to serious trauma resulting in costly needs for services such as ambulance, police, fire, emergency room treatment, or hospitalization. About 75% of the crashes involved minor injury and/or substantial property damage.

Over three out of four drivers killed in our state during 2004 were **not** using occupant protection (78.7%). For 2004, 76.8% of front seat passengers and 79.3% of rear passengers were unrestrained when killed. Children ages 5 to 9 killed during 2004 were **not** restrained in 69.2% of the cases. The youngest children ages 0 to 4 were unrestrained in only 14.3% of fatalities. Total fatalities ages 0 to 4 were only 7, which about half the average of 15 over recent years. There were 13 occupant fatalities ages 5 to 9 and 14 killed ages 10 to 14. If children are over eight years of age in the rear seat, Mississippi law does not even require them to be belted.

Motorcycle/atv fatalities for 2003 were 42 which is the highest total ever recorded. The figure for 2004 was 41. Over one-half (55%) of riders were not wearing helmets when killed over the past two years. The motorcycle/atv fatalities traditionally averaged about 22 per year in the 1990's, but there were 37 in 2001. All four bicyclists killed were not using helmets. Bicycle fatalities average five per year. The pedestrian death rate is usually around 6% , but 44 pedestrians were killed in 2004 for a decrease to 4.9%.

Occupant protection recently has shown a flat rate for both safety belts and child restraint usage. In fact, the safety belt use rate has been 62% for years 2001 thru 2003 and the child restraint rate has been 69% for the same corresponding three years. Mississippi has had many public information and education campaigns and public awareness ventures to attempt to improve belt use and child restraint use. For 2004, safety belt usage increased slightly to 63.2% and child restraint usage increased two percentage points to 71%.

After a very successful "Click It or Ticket" campaign surrounding the 2001 Memorial "Day" holiday season, occupant protection rates showed a significant rise across the state. Safety belt usage before the P I & E campaign showed approximately 49% usage. Evaluation data for the post-campaign period was a record high of 62% (61.9). This 13% increase statewide translates into a 26.5% rate of change. Figures for the 2001 child safety seat survey reveals a 69% rate up from 67% in 2000.

The second year "Click It or Ticket" campaign kept the belt rate at 62%. Other interesting observations from the 2002 follow-up survey are: 79% of respondents said they had heard the slogan, 81% of minorities were aware of it, 58% of male drivers think we have a

primary belt law. The most impressive statistic reveals that 70% of all Mississippians believe we should have a primary belt law, and 72% of minorities support a primary belt law. This observation shows minorities are not unduly concerned with the issue of racial profiling.

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

The reduction of alcohol related fatalities from 53% in the 1980's down to 40% during the mid 1990's had been one of the most successful ventures in Mississippi traffic safety history.

For the first time ever, alcohol related traffic fatalities were below 40% in 1998 at 37%. The rate for 1999 fell further to 36.1%. Raw data for year 2000 showed a slight increase to 37.5%. When NHTSA applied the imputation model to the raw data to account for unknown values, the level rose to 40%, which was equivalent to the national average for 2000.

In 2001, total traffic fatalities dropped significantly from 949 to 784. Another promising revelation was that the alcohol related fatalities were 282 of the 784 total, which was 35.96%, the lowest percentage ever recorded. Moreover, this rate was well below the national rate of 41%. For 2002, the rate in Mississippi increased to 37.5% (332 out of 885), again below the national rate of 42%. For 2003, alcohol deaths decreased slightly to 36.9% or 321 out of 871 total fatalities. The national rate was 40%. The year 2004, however, showed an increase to 900 traffic deaths, with an alcohol rate of 37.9%. The national rate for 2004 was 39%.

Our zero tolerance implied consent law passed effective July 1, 1998, for drivers under age 21. There has been a dramatic increase of DUI arrests in this age group. These novice drivers were 10.7% of 2000 DUI arrests. For 2001, these youthful offenders were an all-time high 14.5% of the total. However, in 2002, this rate fell to 10.7% of total DUI arrests. Additionally, the 2003 DUI arrests show this underage rate has dropped to 9.5%.

Moreover, total DUI arrests fell from 32,121 in 2002 to 29,012 in 2003 and decreased again to 26,958 in 2004. Underage DUI arrests for 2004 were 9.3% of the total. Many law enforcement agencies are well below their authorized manpower level due to military service and early retirements. The Mississippi Highway Safety Patrol is experiencing a dramatic decrease in trooper numbers and had less than 7,000 DUI arrests in 2004 for its lowest total in many years.

Traffic enforcement not only saves lives, injuries and dollars, it also supplements many criminal enforcement activities. Reducing the incidence of DUI and increasing the use of occupant protection are two of the most cost effective methods to reduce death and injury on our roadways. Seat belts remain one of our best defenses against impaired drivers. Whether being a crime victim or crash victim, everyone pays the societal costs for health care and public safety resources.

**MISSISSIPPI DRIVERS
DUI STATISTICS
2000 - 2003**

Year	Number of Affidavits	City Police Percentage	Sheriff's Percentage	MHP Percentage	Refusal Rate	Number Court Rec	Conviction Rate	1st Offense	2nd Offense	3rd, Sub Offense
2000	24,078	54.1%	19.2%	26.7%	18.3%	18,862	91.7%	80.4%	18.2%	1.4%
2001	23,694	47.5%	21.2%	31.3%	17.3%	18,127	91.2%	82.7%	16.1%	1.2%
2002	24,412	48.5%	22.1%	29.4%	19.2%	18,465	90.7%	84.1%	14.7%	1.2%
2003	22,339	49.1%	23.2%	27.7%	20.0%	16,929	90.1%	84.5%	14.4%	1.1%

DUI arrests of Mississippi drivers are kept on an automated driver history file, but out-of-state drivers are not. Mississippi shares many border miles with Alabama, Tennessee, Arkansas and Louisiana. In addition, our gaming industry is in these border areas and establishments offer free alcoholic drinks, thus raising out-of-state DUI from 20% to an estimated 23% over the last ten years.

Projections were made for out-of-state DUI arrests from MHP trooper activity reports and selected major police departments in border cities and tourist areas. For 2002, 24% of DUI offenders were predicted to be out-of-state drivers, yielding a total of 32,121 DUI arrests. For 2003 and 2004, 23% of DUI offenders were out-of-state drivers, producing a total of 29,012 and 26,958 DUI arrests, respectively.

The mean BAC for all DUI arrests has remained at .147 for many years. This is evidently well above the per se BAC of .08 and .02 for under age 21. The proximity of the mean for DUI arrests to .08 is a direct measure of the potential impact of DUI activity to raise the perception of risk for arrest among persons prone to drink and drive. The fines assessed for DUI are above 7 million dollars annually.

**RANKING OF TOP TWENTY COUNTIES IN MISSISSIPPI
TRAFFIC SAFETY PROBLEM IDENTIFICATION**

RANK ORDER	2003 TOTAL CRASHES 100 mil VMT	2004 FTLY VMT RATE MHP HWY	2004 FTL RATE Per 10K POP	2003 TOTAL VMT RATE MHP HWY	2003 INJ PER MILE CO ROADS	2003 INJ RATE 10K POP
1	Forrest	Issaquena	Issaquena	Neshoba	Harrison	Tunica
2	Harrison	Attala	Walthall	Lafayette	Jackson	Covington
3	Lowndes	Quitman	Panola	Clay	Tunica	Harrison
4	Oktibbeha	Franklin	Quitman	George	Lamar	Neshoba
5	Washington	Claiborne	Franklin	Quitman	Hinds	Lauderdale
6	Lauderdale	Grenada	Amite	Marion	Lowndes	Jones
7	Hinds	Clarke	Yazoo	Claiborne	Rankin	Adams
8	Lafayette	Leake	Holmes	Jefferson	Lauderdale	Forrest
9	Warren	Neshoba	Clay	Tunica	Adams	Pike
10	Adams	Coahoma	Scott	Franklin	Jones	Grenada
11	Leflore	Leflore	Leake	Leake	DeSoto	Panola
12	Coahoma	Marshall	Grenada	Lowndes	Warren	George
13	Jones	Prentiss	Stone	Pearl River	Oktibbeha	Coahoma
14	Jackson	Newton	Jefferson	Attala	Pike	Tate
15	Neshoba	Sunflower	Newton	Clarke	Pearl River	Alcorn
16	Alcorn	Winston	Clarke	Tallahatchie	Claiborne	Washington
17	DeSoto	Kemper	Benton	Hancock	Lee	Hinds
18	Madison	George	Perry	Oktibbeha	Madison	DeSoto
19	Rankin	Copiah	Copiah	Amite	Washington	Jackson
20	Clay	Jasper	Marshall	Jasper	George	Lincoln

These six rankings by various rates can be utilized to determine the counties where specific traffic safety problems need to be further studied and/or addressed. Obviously, when a county appears in the top twenty multiple times, there are definite safety concerns. The higher the ranking the more prevalent the problem. The use of both population and VMT normalization yields unbiased rates.

The severity level of crashes should be among the characteristics that are specified in formulating countermeasures. Injury rates are the best predictor for identifying exposure to risk. Fatalities are too few comparatively, especially for sampling studies, and the magnitude of property damage (PDO) crashes may be a factor of the level of reporting. Local policy and workload will often dictate the number of PDO crashes reported, especially in large cities. Injury crash numbers are sufficient for valid statistical analyses and include the range of severe injuries to minor casualties.

Ranking of Mississippi cities was performed with rates calculated after adjusting police crash numbers. Injury level C (Minor) and PDO accidents were removed from this study in order to reduce the reporting bias and, more significantly, to pinpoint the most hazardous crashes. The table on the following page discloses the ranking by city police departments investigating crashes on municipal streets. Although all cities are included in the full study, only the top 25 are listed. The report is restricted to cities with at least 10,000+ population. There are indicators on the report to identify cities which increased or decreased at least three rank positions from 2002 to 2003.

**Mississippi Drivers in Fatal Crashes - 2004
Preliminary Alcohol Data (July, 2005)**

Total drivers involved in fatal crashes	1,136	(100%)
Drivers not tested for alcohol or unknown	752	(66.2%)
Drivers tested:	384	(33.8%)
Negative (no alcohol)	229	(59.6% of tested)
Positive for alcohol	155	(40.4% of tested)

For those drivers testing positive:
 4 were .01 to .07 (2.6%)
 116 were .08 to .19 (74.8%)
 35 were .20 or more (22.6%)

Young drivers (ages 15 to 20) involved in fatal crashes were 185 (16.3%) of total drivers.
Young drivers in fatal crashes tested positive for alcohol: 20 out of 60 (33.3%)

**Mississippi Fatalities - 2004
Preliminary Alcohol Data (July, 2005)**

Total Fatalities	900	(100%)
Fatalities not tested for alcohol or unknown	540	(60%)
Fatalities tested:	360	(40%)
Negative (no alcohol)	191	(53.1% of tested)
Positive for alcohol	169	(46.9% of tested)

For those fatalities testing positive:
 3 were .01 to .07 (1.8%)
 125 were .08 to .19 (74%)
 41 were .20 or more (24.2%)

Young driver fatalities (ages 15 to 20) were 95 (10.6%) of total fatalities.
Young driver fatalities tested positive for alcohol: 13 out of 38 (34.2%)

2006 Goals and Objectives

Fatality Rate:

Short Range: *Decrease the fatality rate per 100 million vehicle miles traveled from 2.31 in 2004 to 2.20 by the end of 2006.*

Long Range: *Decrease fatality rate per 100 million vehicle miles traveled from 2.31 in 2004 to 2.10 by the year 2008.*

Injury Rate:

Short Range: *Decrease the injury rate per 100 million VMT from 98.6 in 2003 to 95 by the end of 2006.*

Long Range: *Decrease the injury rate from the current 98.6 to 93 by the year 2008.*

Alcohol and Other Drugs:

Short Range: *Reduce alcohol related fatalities from 37% in 2003 to 36% by the end of 2006.*

Long Range: *Reduce the percentage of alcohol - related fatalities from the current 37% to 35% by the year 2008.*

Young Drivers & Alcohol:

Short Range: *Reduce drivers aged 15 - 20 involved in fatal crashes from 16.3% in 2004 to 14% by the end of 2006. Reduce driver fatalities aged 15 - 20 involved in alcohol-related fatal crashes from 34.2% in 2004 to 30% by the end of 2006.*

Long Range: *Reduce drivers aged 15 - 20 involved in fatal crashes to 10% by the year 2008. Reduce driver fatalities aged 15 - 20 involved in alcohol-related fatal crashes to 25% by the end of 2008.*

Occupant Restraint:

Short Range: *Increase safety belt usage among all motorists from 63.2% in 2004 to 66% by the end of 2006.*

Long Range: *Increase safety belt usage among all motorists from 63.2% in 2004 to 70% by the year 2008.*

Child Restraint:

Short Range: *Increase child restraint usage from 71% in 2004 to 73% by the end of 2006.*

Long Range: *Increase child restraint usage from 71% in 2004 to 75% by the year 2008.*

Traffic Records:

Short Range: *Ensure all local law enforcement are reporting crashes on the new uniform crash report with GPS coordinates. Expand the use of the automated crash reporting using laptops/desktops with the Reportbeam software to 80% of all local agencies by the end of 2006.*

Long Range: *Have 95+% utilization of the new Reportbeam software by the end of 2008. Fully implement the Safety Analysis Management System (SAMS) of MDOT by the end of 2008.*

Roadway Safety:

Short Range: *Complete traffic sign installations in two sites. Implement two new traffic safety studies in two new sites during 2007.*

Long Range: *Minimize the risk of highway crashes through targeted roadway improvements by the year 2008.*

PLANNING DOCUMENT

PA 2006-01

PLANNING AND ADMINISTRATION

Through the planning and administration grant, continuous efforts will be made to provide the resources necessary for planning, administration and coordination of a statewide Highway Safety Program. The planning and administration grant will provide for the salaries, fringe benefits, and travel expenses for the Executive Director and Attorney (50% time), Division Director, the Program Analyst and two secretaries (100%), and the salaries and fringe benefits for the Office of Highway Safety Fiscal Officer (50%). In addition, it provides costs associated with operating the Highway Safety Program for both P & A personnel and project personnel located in the OHS office, including contractual services, commodities, and indirect costs for administrative support (see the detailed budget).

The Mississippi Office of Highway Safety is responsible for development and implementation of the annual Highway Safety Plan based on an evaluation of highway safety problems within the state, the involvement of local units of government in the improvement of their highway safety planning and administrative efforts, the monitoring of progress and associated expenditures on the state and local levels, and the collection and analyses of statistics and other data relevant to highway safety in the state.

The day-to-day internal management of the Highway Safety Program is coordinated under the Executive Director and by the Bureau Director. Programs under the Bureau Director are Alcohol Countermeasures, Occupant Protection, Traffic Records, Roadway Safety, Safe Communities, and Police Traffic Services. Please refer to the appropriate sections in the Planning Document for a description of program area staffing and coordination.

The OHS staff for state fiscal year 2006 consists of the following:

- 1 Attorney
- 1 Executive Director
- 1 Bureau Director
- 1 Division Director
- 1 Program Analyst
- 1 Traffic Records Coordinator
- 3 Program Specialists
- 2 Support Personnel
- 1 Alcohol Program Coordinator, 1 Special Projects Coordinator, 3 Law Enforcement Liaisons, and 1 administrative assistant (paid through contractual arrangements with the University of Southern Mississippi).

**PA 2006-01
PLANNING AND ADMINISTRATION**

MATCH(50%)	TOTAL (100%)	FEDERAL	(50%)
PERSONAL SERVICES			
Salaries & Wages: (Bureau Director; Executive Director (50.0%) Attorney (50.0%) Program Analyst (2) Secretaries Fiscal Officer (50%))	\$201,909.78	\$100,954.89	\$100,954.89
Fringe Benefits (25.4% of Salaries which consist of: Social Security, State Retirement, Group Insurance, Unemployment Insurance, and Workman's Compensation)	\$ 51,285.08	\$ 25,642.54	\$ 25,642.54
Travel	\$ 15,000.00	\$ 7,500.00	\$ 7,500.00
Total Personal Services	\$268,194.86	\$134,097.43	\$134,097.43
CONTRACTUAL SERVICES			
Utilities	\$ 8,200.00	\$ 4,100.00	\$ 4,100.00
Telephone	3,000.00	1,500.00	1,500.00
Office Rent	36,360.72	18,180.36	18,180.36
Accounting Services	40,000.00	20,000.00	20,000.00
Other Fees	10,000.00	5,000.00	5,000.00
Total Contractual Services	\$ 97,560.72.00	\$48,780.36	\$48,780.36
GRAND TOTAL PLANNING AND ADMINISTRATION	\$365,755.58	\$182,877.79	\$182,877.79

2006-02

ALCOHOL/DRUG COUNTERMEASURES

_____Mississippi's fatalities increased from 871 in 2003 to 900 in 2004. The final analysis for 2004 shows 38% of traffic fatalities were alcohol-related. Alcohol countermeasures projects proposed for this fiscal year include SFST and Drug Abuse Recognition training, designated DUI enforcement units in problem localities, and programs incorporating the concepts of safe communities, and police traffic services. As a part of any 402 alcohol countermeasures project, safe communities, in FY 2006, all applicants will be required to establish and implement safety belt use policies for their individual agencies, attend the Mississippi Association of Highway Safety Leaders meetings, support S.T.O.R.M. and the Blitz initiatives including two national and statewide campaigns Click It Or Ticket and You Drink and Drive, You Lose".

Through the **Alcohol/Drug Countermeasures Coordination Project**, the OHS will continue to provide statewide coordination of all alcohol/drug traffic safety programs and activities. The Alcohol/Drug Program Specialist is responsible for planning 402 programs, and is assisted by the alcohol special projects officer and the alcohol program evaluator in managing and evaluating programs. Weaknesses in the state's system are identified through monitoring of programs and contacts by program staff with agencies and persons across the state. Evaluation plans for new projects will be developed and needed data collected by the alcohol program specialist and the alcohol program evaluator.

Over the past years a vital need for **Standardized Field Sobriety Testing (SFST) Training** through Mississippi State University MASEP has been recognized in the state, and the requests for this training have increased rapidly. In FY 2005, 17 SFST training schools were held throughout the state, training a total of over 450 officers and state troopers in SFST. These officers have formed a DUI Officer Association entitled STORM (Sobriety Trained Officers Representing Mississippi), which has attributed greatly to a substantial drop in alcohol related fatalities. The response from officers who have received the training and from law enforcement leaders across the state, including the Mississippi Highway Safety Patrol, indicate an overwhelming need for continuation of SFST. Plans are to continue the excellent working relationship with MASEP and hold at least eight additional SFST local sessions and one instructor training during FY 2006. These trainings meet the criteria of initiation, development and implementation specified in Title 23 CFR, Chapter 11, Part 1250, enabling consideration for local benefit

2006-02
ALCOHOL COUNTERMEASURES

Subgrantee	Project Title	Federal	Match	402 to Local
University of Southern Mississippi	1. Alcohol/Drug Countermeasures Coordination Personnel: (salary, fringe, travel) 1 Alcohol Coordinator Contractual Services Commodities Indirect Costs	\$100,000.00	\$20,000.00	-0-
Mississippi State University	2. SFST Training Contractual Services	\$120,776.00	\$13,128.00	\$120,776.00
	TOTAL	\$220,776.00	\$33,128.00	\$120,776.00

FY 2006-03

OCCUPANT PROTECTION

Continued coordination among the many public, private and government entities promoting the use of occupant and child restraint devices is vital in order to achieve maximum impact. A central basis of leadership, planning and guidance is also essential be provided to achieve a comprehensive statewide program that is both effective and efficient. Through the **Occupant Protection Coordination Project**, a program specialist in the Mississippi Office of Highway Safety will continue to provide the leadership, planning, evaluation and coordination in occupant and child passenger safety programming statewide. The program specialist will continue a comprehensive statewide effort to increase safety belt and child passenger safety usage among Mississippi citizens.

The statewide program consists of several mechanisms for providing safety belt education, training and enforcement. Local community traffic safety programs throughout the state carry out a variety of programs designed to promote safety belt use. Educational activities at schools, health and safety fairs, day care centers, local businesses and at other special events complement other cooperative law enforcement initiatives. The program specialist will work in conjunction with the Child Passenger Safety Coordinator housed at the Mississippi Safe Kids Coalition, and the Law Enforcement Liaison Office, as well as all state and local agencies, project cities and law enforcement communities in promoting the Year 2006 Child Passenger Safety Week and the Buckle Up America Campaign. Program development capabilities will be targeted at schools, businesses, industries, hospitals, local and state government agencies, and others to implement education, promotion and awareness programs.

The Mississippi Office of Highway Safety will continue the **Child Passenger Safety Coordination Project** during FY 2006. The Director of Safe Kids will serve as the Statewide Child Passenger Safety and Buckle for Life Coordinator. Mississippi Safe Kids Coalition LIFE (Living Independently for Everyone) will house this project, located in downtown Jackson which will house a permanent child passenger safety seat fitting station at their office. The fitting station will be operated by child passenger safety technicians. This project is responsible for maintaining a statewide data base for instructors, technicians and permanent fitting stations. This project will also be the lead agency in conducting re-certification classes. The Buckle for Life citizen reporting system and child safety seat usage training will be continued in this project.

The **Special Alcohol Projects Coordinator** from the University of Southern Mississippi will be responsible for coordinating the project. This position will be responsible for special projects targeting those age 15-34 years, throughout the state. The coordinator will assist with the statewide occupant protection education campaign, "Click It or Ticket," targeting those ages 18-34 during the Memorial Day Mobilization as well.

The coordinator will act as sponsor for a statewide Student Advisory Board (SAB) which is open to students in grades 9-12. Throughout the year, the coordinator will be responsible for planning meetings for the SAB, implement Police Appreciation Time (PAT) with elementary,

middle, and high school students, and assist with the statewide “Ghost Out”/Grim Reaper campaign, which will be coordinated with the national SADD Office’s Grim Reaper Day.

The coordinator and the SAB will plan and host a statewide conference. The conference, “Teens on the Move” will be a continuation of a 16 year program. There are approximately 5000 attendees at the conference, all of whom are involved in peer-to-peer alcohol/drug prevention groups. The Special Projects Coordinator, along with input from the SAB, will plan and host a statewide club officer training. The training will reach approximately 500 students who are seen as leaders in their communities’ or schools’ peer-to-peer groups. The training will offer workshops in highway safety issues including occupant protection, leadership skills, alcohol/drug prevention, violence prevention, victimization and related topics.

**OP 2006-03
OCCUPANT PROTECTION**

Subgrantee	Project Title	Federal	Match	402 to Local
OHS	1. OR Coordination Personnel: Occupant Restraint Coordinator Travel Contractual Services Commodities	\$85,000.00	\$ 8,500.00	-0-
Safe Kids Coalition	2. Safe Kids Coalition/BFL Personnel: 3 CPS specialists Travel Contractual Services Commodities Car seats	\$120,000.00	\$66,997.72	-0-
USM	3. Special OP Projects Coordination Personnel: 1 Coordinator Fringe Travel Commodities Contractual Services Indirect Costs	\$175,000.00	\$25,000.00	-0-
	TOTAL	\$380,000.00	\$100,497.72	-0-

2006-04

TRAFFIC RECORDS

During FY 2005, traffic records improvements were highlighted by the use of crash records from the automated reporting system called **Reportbeam**. The new uniform crash report was implemented January 1, 2004, which encompassed a totally new process for data collection. During the spring and summer of 2004, the project was developed to design an automated crash software application to be given free to all law enforcement jurisdictions. In addition to these innovative measures, the Mississippi Department of Transportation (MDOT) contracted with an engineering company to build a Safety Analysis Management System (SAMS) to take full advantage of the new crash data.

The most recent traffic records assessment was conducted during September, 2002, in order to examine the status of traffic records systems both statewide and local. This process produced a report outlining a review of the current strategic plan for traffic records and provided recommendations for new projects and activities over the next three to five years (FY-2005 thru FY-2007). The initial strategic plan for traffic records was developed and introduced in August, 1997, to improve traffic records systems over a five year span. The initial traffic records assessment was done in 1994.

The strategic plan was designed to meet the automated information needs of traffic safety managers into the 21st century. With the passage of SAFETEA in August, 2005, the traffic records community will be recipients of new information technologies funds for future expansion of the Mississippi Highway Safety Information System (MHSIS). The State Traffic Records Committee (STRC) is the oversight body for all improvements and coordination of traffic records systems. The Mississippi Association of Highway Safety Leaders (MAHSL) has been designated as an advisory group of SAMS and STRC is a permanent work committee of MAHSL.

MAHSL has over 100 members and represents various traffic safety disciplines, such as law enforcement, engineering, planning, public health, judiciary, insurance, and consumers. Members recognize the value of traffic records in identifying problems, establishing performance measures (goals and objectives) and using statistical techniques to evaluate program outcomes. The Associations of Chiefs of Police and Sheriffs provide inputs to the strategic plan. Participation at mandatory court training workshops has promoted traffic records use in documenting weaknesses in the adjudication of traffic offenses, particularly DUI.

Examples of emerging technologies in use at present in Mississippi are: Geographic Information Systems (GIS) using global positioning instruments; magnetic striping and bar coding of driver licenses; scanning and/or imaging traffic records data; notebook computing and cellular technology for data communications. These are major components for achieving better timeliness and accuracy of traffic records. The Mississippi Highway Patrol uses Computer Aided Dispatch (CAD) systems to track deployment of troopers and collect data about traffic stops.

With the advent of Reportbeam in 2005, any law enforcement officer may enter his crash report via laptop/desktop into his respective agency database. After review by a supervising officer, the crash data is then transmitted to the active statewide data base for collection, storage and retrieval purposes. This includes diagrams and the officer narrative of the crash event. As the data is entered by the officer, edits are run and errors are flagged immediately. Required data fields must be entered or the data will not be transmitted even to the reviewer. These on-line business rules ensure quality data and the data communications enhance timeliness. GPS coordinates are required for location of crashes.

Reportbeam has statistical and analytical reporting capabilities built into the system through queries and predefined reports. Administrators are able to produce summaries such as top ten or twenty intersections, top contributing circumstances, belt usage, severity, etc. Additionally, these reports can be shown as tables, charts or maps which facilitate use of the crash data for enforcement, public information and project evaluation.

Mississippi Highway Patrol (MHP) crashes are entered by troop secretaries unless the trooper has his/her own laptop. Funded by OHS, MHP has had Global Positioning System (GPS) devices since mid-year 1999 to log latitude/longitude coordinates for crashes and DUI citations. A redesign of the trooper activity report was implemented during FY-2003 to yield more comprehensive data for traffic records and provided another mechanism to evaluate trooper performance. In addition, this new tracking system integrated with the coordinate locations of crash and citation data will allow administrators to allocate manpower to trouble spots and shift personnel on a proactive basis rather than reactive.

The Office of Highway Safety (OHS) funded a Mississippi Department of Transportation (MDOT) 411 traffic records project during FY-2003 to allow the purchase of GPS devices for all local law enforcement jurisdictions in the state. MDOT was approached to manage this project due to their vested interest in GPS/GIS. MDOT engineers have long desired all crash data with precise location attributes, not just occurrences on the state-maintained routes. During April and May, 2003, over 3,000 GPS devices were distributed to 300 local law enforcement agencies. They were trained in the use of the device and instructed to begin collecting coordinates on crashes and DUI citations.

The new crash form is a document which contains many new data elements and includes commercial motor vehicle (CMV) data in addition to those items strongly suggested in the Model Minimum Uniform Crash Criteria (MMUCC). Latitude and longitude are required data elements for location of crashes. A physical description of the location is also collected. The form can be scanned and imaged for data retrieval and storage. The active database is Microsoft SQL and the document imaging is Papervision. The Reportbeam system has essentially replaced the scanning process and has eliminated the need to image the report.

The software development of the automated crash record was completed on schedule in early FY-2005. This application requires a Windows 98+ or later operating system and can be used with desktops, laptops, pen-based, PDA, etc. This will allow officers to complete the crash information on their field notes, then enter the uniform crash report data directly into the computer device where it will be edited in real-time. The software includes a drawing package

for the diagram, and a text processor for the narrative. The form appears on the computer screen identical to the paper form, so there was no need for retraining.

Preparation and dissemination of statistical reports continue to be major traffic records activities. These reports are used for OHS planning, problem identification, evaluation, special analyses and responses to outside requests for data. Ad hoc queries come from the legislature, media, state and local agencies, law enforcement, universities, research foundations, safety associations and the general public.

Traffic records data are used to present facts related to highway safety legislation and strengthen public awareness of traffic safety concerns. Public information and education themes are formulated using graphics and other statistical studies. Our new crash report was demonstrated in the vendor area at the International Forum on Traffic Records, held in Buffalo during July, 2005. The concept of integrating innovative and emerging technologies to build our new state crash system will produce a strong foundation for the Safety Analysis Management System to be shared by MDOT and DPS. Local agencies have on-line access to their crash data for standard reports and ad-hoc queries.

The zero-tolerance legislation for under-age DUI has become a focus for youth traffic safety activities in addition to occupant protection strategies. The Department of Justice, Office of Juvenile Justice Delinquency Prevention (OJJDP), has allocated specific funds to attack this problem. A contract with M.A.D.D. has been developed to examine DUI cases involving minors, especially targeting the adjudication process. This requires extensive traffic records data and monitoring of courts statewide using our state-of-the-art DUI tracking system.

The repeat DUI offender law went into effect September 1, 2000. This law requires diagnostic assessment and mandates treatment for those determined to be alcohol dependent. Mississippi now has a .08 BAC per se law effective July 1, 2002. Statistical tables are produced for the legislature revealing the BAC level for all DUI arrests over the last three years. This traffic records analysis helps document the facts and assists the debate. Another law passed during 2002 allows adults to attend defensive driving training to keep first offense driving violations off their MVR. This demands new traffic records operations to set up a tracking system for these drivers.

The coordinator continues to work with the Mississippi Alcohol Safety Education Program (MASEP) for DUI crash and citation research. The MASEP class for first offender DUI was expanded from a 10 hour curriculum to 12 hours. These classes meet for 3 hours, one night a week over four consecutive weeks. A FY-2002 traffic records 411 project was implemented with MASEP to evaluate a DUI screening instrument to assist prediction of recidivism in the minority population.

The Mississippi legislature funded the Statewide Trauma System during the 1999 session. As of 2005, there are complete ambulance run reporting data, emergency room data and trauma registry data for participating hospitals across the state. The EMS Division accepts electronic transfer for ambulance reports and expanded the software/hardware for trauma registries. The EMS assessment was conducted during April, 2004, with 411 funding. Recommendations will open the door for Mississippi to apply for Crash Outcome Data Evaluation Studies (CODES)

NHTSA funds and other health related research studies. The new crash form has direct links to EMS data since the officer collects the EMS provider and hospital code numbers.

There are many users of traffic records each year. They include law officers 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, motor carrier officials to identify problem commercial drivers and carriers. Federal, state and local administrators and elected officials need and use the traffic information to set public policy or make laws.

The Traffic Records Coordination program continues to plan, develop and implement other Data 411 projects and activities as authorized in TEA-21 and the new SAFETEA. Four allocations have been received beginning with FY-99 and have been set aside for continued implementation of the strategic plan for traffic records. Many activities funded thus far have increased efficiency of crash collection, driver record updates and suspension actions for drivers without insurance when at-fault in crashes.

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

2006-05

POLICE TRAFFIC SERVICES

The Law Enforcement Liaison (LEL) Project with the University of Southern Mississippi continues to expand. The LEL will continue to oversee SFST training, S.T.O.R.M., STEP Blitz activities, and provide technical assistance to the 82 sheriffs' departments and approximately 300 municipal and other law enforcement agencies, with the continuation of the LEL assistant position to the LEL project. To assist in the demand for training, the LEL assistant trainer position will continue to facilitate SFST, TOPS, Child Passenger Safety Training, Complete Traffic Stops, and Drug Abuse Recognition Training. The LEL program should be better able to bridge the gap between law enforcement, the private sector, and OHS, and will be better able to keep law enforcement agencies current with OHS and NHTSA priorities. The LEL program has traditionally made contact with every law enforcement agency annually.

As discussed earlier in the alcohol section, Standardized Field Sobriety Training has become an intricate part of the Mississippi alcohol countermeasures system. Local and state law enforcement officers have formed a DUI officer association called S.T.O.R.M., which stands for Sobriety Trained Officers Representing Mississippi. This group meets bi-annually to be advised on updates in the law, proper child restraint use, the proactive nature of traffic enforcement, standardized field sobriety testing, TOPS, S.T.O.R.M., and other aspects of highway safety. Since the beginning of increased SFST courses and the formation of this association, Mississippi has seen a steady increase in the number of DUI arrests. S.T.O.R.M. awards and initiatives have encouraged individual officers to increase child restraint and safety belt citations. However, not all agencies, nor all SFST trained officers, are participating. Therefore, technical assistance and encouragement as well as continued promotions of these programs are still needed.

The LEL director and the LEL assistant trainers will be field representatives for the OHS and will contact and visit law enforcement agency heads in order to keep them informed on current traffic safety trends and issues. The LEL will schedule and provide training for law enforcement officers throughout the state. The primary focus of this training will be Standardized Field Sobriety Testing, TOPS, Child Restraint Usage, Complete Traffic Stops, and Drug Abuse Recognition. The liaison project will encourage and assist law enforcement agencies in PI&E campaigns, traffic enforcement roadblocks, DUI saturation patrols, safety fairs, community presentations, and any other areas where law enforcement needs the assistance of the OHS.

Mississippi Highway Safety Patrol is seeking funding to enhance the capabilities of the MHP CRASH (Collision Reconstruction Analysis on State Highways). This project will expand in depth M.P.'s collision investigation and reconstruction techniques. This grant will fund equipment and travel for further training for the CRASH team. The State's required 20% match to 402 is located within this grant, which is Mississippi Highway Patrol vehicles.

The Mississippi Department of Public Safety (DPS) introduced a new crash data tracking tool that will aid law enforcement agencies to better identify areas that are problematic. This system will allow for the accurate collection of data and aid officers in the development of a

more comprehensive accident report. The system, called **ReportBeam**, provides a complete Web-based traffic collision reporting system focused on creating safer communities. Law Enforcement agencies can complete their state collision reports electronically and then submit the reports to a centralized data system. The collection is real time, as each crash is investigated and that will allow agencies to better use their resources at problem points in their jurisdiction.

The **M.H.S.P. Uniformed Division of Public Affairs officers** within the Department of Public safety have requested support for purchasing commodities for the M.P. statewide Highway Safety Public Education campaign. This campaign is conducted by each of the nine public affairs officers in the nine Highway Patrol Districts. The PAOs support both “Click It or Ticket” and the “You Drink and Drive, You Lose” Campaign.

The Police Traffic Coordination Grant located within the Office of Highway Safety is responsible for all required NHTSA reporting for mobilization reports and sustained enforcement. This project is directed by a MHSP Lieutenant.

2006-05
POLICE TRAFFIC SERVICES

Subgrantee	Project Title	Federal	Match	402 to Local
University of Southern Mississippi	1. Law Enforcement Liaison Project Personnel: 1 senior LEL 3 LEL trainers 1 administrative assistant Travel Contractual Services Commodities	\$300,000.00	\$50,339.00	\$300,000.00
MHP	2. Uniformed Public Affairs Project Travel Commodities	\$20,000.00	\$505,475.00	-0-
OHS	3. Police Traffic Services Coordination Personnel: Salary Fringe Travel Commodities	\$80,000.00	\$10,000.00	\$-0-
	TOTAL	\$400,000.00	\$565,814.00	\$300,000.00

RS 2006-06

ROADWAY SAFETY

Like most States, Mississippi has unique problems in both traffic engineering and traffic engineering support services, which has limited the state's ability to meet its traffic engineering needs at both the state and local levels. At one point, the state had only about 260 municipalities that had proper warning and regulatory signs which comply with the standards outlined by the Manual on Uniform Traffic Control Devices (MUTCD). One main reason for this deficiency has been the lack of funds available to the municipalities or local units of governments. Due to the past funding from the Office of Highway Safety (OHS), there has been a big step taken by locals to improve their sign age problems. During this funding year, the OHS will continue to assist and fund grants to these locals to help them in funding projects that include, traffic sign inventories/studies, traffic engineering assistance to selected areas, and acquisition of equipment for technical support. Even with the past support, there are still numerous municipalities across the state that need various levels of support in technical assistance, training and equipment purchases.

One responsibility that OHS has is to define statewide traffic engineering safety problems which may result in property damage, injury and fatal crashes. In order to meet this responsibility, the OHS must be able to identify these problems, establish goals and objectives, implement programs to address these problems and monitor and review implemented programs to determine their effectiveness. Through the coordination of these activities with federal, state and local agencies, it will help in meeting these responsibilities.

There are approximately 297 municipalities within the State. Due to the efforts/funding from the OHS, the number of agencies with trained and/or access to these trained personnel with expertise in traffic engineering in the state has risen dramatically over the past five (5) years. Thus, the problems related to this lack of trained personnel across the state has improved and there has been marked improvement in some areas related to traffic crashes. As a result, many municipalities across the state cannot adequately address traffic engineering problems which may affect traffic crashes within their jurisdiction.

Mississippi has 82 county jurisdictions and the responsibility of maintaining approximately 74% of all state roadways. Of these 82 counties, at one time, there were less than 4% (3 counties) that had trained traffic engineering experts, but this deficiency had dramatically improved in the last five (5) years. At this time there is a move on to update this figure in order to ascertain what the latest numbers are, as there has been tremendous improvement to train these engineers statewide.

In order to address the traffic engineering needs of state/local governments, four areas of assistance are planned: (1) Traffic Engineering Services Coordination; (2) Traffic Sign Installation; (3) Traffic Safety Training; and (4) Traffic Safety Studies.

To order to increase the State's compliance to the MUTCD and assure continued proper signing and identification of traffic problem areas, three (3) sites in the state have been selected for projects. Planned projects in these localities are for (1) Warning and Regulatory Traffic Sign Installation; (2) Traffic Safety Training, and (3) Traffic Safety Studies. The locations selected will continue the OHS commitment to improving traffic safety throughout the state, and is based on the availability funding for Roadway Safety Projects. The locations selected to participate in the FY-2006 funding are:

<u>LOCALITIES</u>	<u>PROJECT ACTIVITY</u>
1. JSU (T ² Center)	Traffic Safety Training
2. Waynesboro, MS	Traffic Sign Installation
3. Ellisville, MS	Traffic Safety Installation
4. City of Natchez	Traffic Safety Study

The localities selected for installation/training will realize updates of their sign age needs that will afford them greater visibility and safety factors in their jurisdictions. Areas to be addressed in these areas are: traffic signing, traffic operations, pedestrian and vehicular crash experience, school safety and other related safety aspects of their traffic systems.

There is still in place a standing Highway Safety Committee chaired by the State DOT and made up of agencies which have state responsibilities from construction to enforcement. The purpose and goal of this committee is "to establish a procedure for continuing a systematic program to identify, investigate, make recommendations, correct and evaluate the effectiveness of a Highway Safety Program for the state." The implementation of the Traffic Safety Training project will enable local traffic control personnel to more efficiently handle all aspects of traffic control as outlined in the MUTCD.

With the implementation of the Warning and Regulatory Traffic Sign Installation projects, localities selected to participate (with traffic engineering consultant assistance), will acquire the warning and regulatory traffic signs, posts and hardware not on the Federal Aid Urban System. The localities will use their own labor force to install the needed traffic signs according to the signing inventories completed earlier and according to standards specified in the MUTCD.

**RS 2006-06
ROADWAY SAFETY**

Subgrantee	Project Title	Federal	Match	402 to Local
JSU T ²	1. Traffic Safety Training Personnel Contractual Services Commodities	\$25,000.00	\$7,920.00	\$25,000.00
Waynesboro	2. Traffic Sign Installation Contractual Services	\$47,384.00	\$15,514.20	\$47,384.00
Ellisville	3. Traffic Sign Installation Contractual Services Commodities	\$52,179.00	\$17,375.85	\$52,179.00
OHS	4. Roadway Safety Coordination (25%)	\$56,976.00	\$10,000.00	-0-
Natchez	5. Traffic Safety Study Contractual Services	\$33,750.00	\$3,750.00	\$33,750.00
	TOTAL	\$215,289.00	\$54,559.85	\$158,313.00

SC 2006-07

SAFE COMMUNITIES

In FY 2006, the cities of **Picayune and Leland and Jones County** will continue their safe communities programs. The safe communities grants are coordinated in the Office of Highway Safety. Two new safe communities will be funded in the **Cities of Pearl and Olive Branch**.

Jones County is located in the southeastern portion of the state, and is intersected by I-59, U.S. Highway 11, and U.S. Highway 15. Jones County consists of approximately 62,000 people, with the Regional Medical Center, and Jones Junior College increasing daily commuter traffic. Major industries in the area include Howard Industries, Masonite, Sanderson Farms, and Wayne Farms, which also adds traffic on a daily basis from the five surrounding counties.

This safe communities project, which falls within the 26 county problem area for alcohol-related fatalities, will continue to focus on DUI enforcement, traffic enforcement, and public education. A full time DUI officer, and a safe communities coordinator oversees the project, and assists in developing partnerships within the community. Jones County has a safe community task force with key players from the area.

The **City of Picayune** plans to continue its safe community grant during the next project year as well, with emphasis on DUI enforcement, safety belts, and child safety seat usage. The City of Picayune was awarded a Community Service award from the Office of Highway Safety and received a NHTSA, Region IV, Safe Community Award, as well. These awards were for their exemplary work in educating the community about occupant protection, and strong DUI enforcement efforts. A part time Law Enforcement Liaison is also funded through the Safe Communities grant. This part time officer is responsible for the southern region of the state.

The **City of Olive Branch** will begin its first year of the safe communities grant. The City of Olive Branch is located in the northern portion of the state, in Desoto County, one of the fastest growing counties in the nation. This safe community program will place emphasis on DUI enforcement, child restraint, and safety belt public education. The Olive Branch Police Department presently has several certified child passenger safety technicians, and plans to continue to make training a top priority. Members of the DUI unit are active in STORM as well.

The City of Leland is located at the crossroads of U.S. Highway 61 and Highway 82 and is frequented with thousands of commuters daily due to several casinos in nearby Greenville, three major universities, one junior college and an experimental work station located in adjacent Stoneville. Another factor contributing to traffic congestion is the Delta Blues Festival and other entertainment activities, such as the Leland Crawfish Festival, the Greenville Balloon Festival where tens of thousands travelers convene and often where alcohol is consumed.

A DUI unit consisting of three officers has been established to combat the problem of drinking and driving within the town. This fiscal year Safe Community funding will

accommodate the police department with the salary of one full-time DUI officer. Additional money will be used for reflective traffic cones and traffic vests to be used during projected roadblocks and special details during the grant period.

The City of Pearl will establish a traffic unit with their new safe communities grant. Pearl is located within Rankin County, and is one of the fastest growing areas in the State. In 2005, Pearl opened the new Trustmark Stadium, home of the Mississippi Braves, a AA professional team. A Bass Pro Shop will also be opening in Pearl within the next few months. Traffic flow continues to increase to this area, bringing with it an increase in traffic crashes. Pearl Police Department plans to begin a traffic unit, dedicated full time to all aspects of traffic safety. The I-20 / I-55 / U.S. 49 Interchange is located within the Pearl city limits, and is currently under renovation.

Each project site will participate in coordinated statewide public information and education campaigns in addition to supporting and cooperating in the National Mobilizations, the Mississippi Association of Highway Safety Leaders, and STORM (Sobriety Trained Officers Representing Mississippi). Coordinated efforts will be made in working with law enforcement officers throughout Mississippi in strictly enforcing the state's DUI law and safety belt and child restraint laws. Each project site will also be required to have at least one staff member trained as a certified child passenger safety technician during the project period. Once trained, this technician will be asked to set up child safety checkpoints in their communities and participate in state sponsored checks if requested. In addition to individual project supplies and materials, the Office of Highway Safety will supply each project with information and materials provided by NHTSA.

SC 2006-07

SAFE COMMUNITIES

Subgrantee	Project Title	Federal	Match	402 to Local
City of Pearl	1.Safe Communities Personnel: 2 traffic officers Fringe Travel Commodities Equipment: Radar units mobile video cameras	\$85,000.00	\$8,500.00	\$85,000.00
Jones County	2. Safe Communities Personnel: 1 Safe Communities Coordinator 1 Safe Communities Assistant Coordinator (Federal) 1 grant administrator (local) 2 DUI officers (local) Travel (Federal) Commodities:	\$40,000.00	\$92,535.00	\$40,000.00
City of Olive Branch	3. Safe Communities Personnel: 2 traffic supervisors Fringe	\$41,932.00	\$41,932.00	\$4,932.00
City of Picayune	4. Safe Communities Personnel: LEL (50% federal) Grant Coordinator Overtime (Federal) Fringe Travel Commodities Contractual Services	\$76,373.00	\$79,895.00	\$79,373.00
City of Leland	5. Safe Communities Personnel: 1 DUI Officer Overtime	\$34,695.00	\$34,695.00	\$34,695.00
TOTAL		\$278,000	\$257,557.00	\$278,000.00

2006
SECTION 157 INCENTIVE

The Office of Highway Safety is planning to participate in the region wide CIOT Safety Belt Campaign coinciding with the 2006 Memorial Day holiday. Funds from the Section 157 Incentive grant will be used to purchase incentives for law enforcement and commodities to promote the “Click It or Ticket” Campaign.

2006
SECTION 157 INCENTIVE

Subgrantee	Project Title	Federal	Match	157 to Local
Office of Highway Safety	1. CIOT Safety Belt Campaign Commodities Equipment:	\$10,000.00	-0-	-0-
				-0-
	TOTAL	\$10,000.00	-0-	-0-

2006

SECTION 157 INNOVATIVE

The Office Highway Safety plans to continue the public information and education Click It or Ticket campaign that began in 2001. If funding permits, radio ads will be placed in support of this campaign.

Through the Office of Highway Safety, the Mississippi Highway Safety Patrol will be given a call back grant for assistance in enforcing occupant protection laws throughout the project period, especially during the holiday mobilization period. With this grant, Mississippi will continue to have the resources to implement the ingredient most critically needed (high visibility law enforcement) to realize the full benefit of the state's secondary safety belt and child safety seat laws. This statewide enforcement initiative utilizing the resources of the MHSP, sheriffs' departments, local police, university police and military police would continue producing results. The enhanced concentrated enforcement combined with the many educational efforts currently underway and increased media events are expected to influence more citizens to use safety belts and child safety seats. Subsequently, fewer deaths and injuries will occur on the State's roads.

The Mississippi State University, Social Science Research Center, will conduct a post mobilization observation and survey of seat belt and child restraint use immediately after the May 2006 mobilization. A thorough evaluation report will be prepared. The Mississippi State Occupant Restraints/Motorcycle Safety Survey Project will continue to conduct safety belt, child safety seat and motorcycle helmet use surveys in FY 2006. This project is responsible for all aspects of the sampling methodology, training of all surveyors, and reporting the results of the completed survey.

2006
SECTION 157 INNOVATIVE

Subgrantee	Project Title	Federal	Match	157 to Local
OHS	1. Public Relations Campaign Paid media	\$100,000.00	-0-	-0-
Department of Public Safety	2. Call-Back Project Personnel: Overtime Commodities	\$100,000.00	-0-	-0-
Mississippi State University	3. MSU Seatbelt Evaluation Project Personnel: Salary, Fringe, Travel Contractual Services	\$152,776.00	-0-	-0-
	TOTAL	\$352,776.00	-0-	\$-0-

2006

SECTION 154 TRANSFERRED FUNDS

In the past, Mississippi has experienced difficulties in identifying high hazard locations due to poor crash data. There are problems with availability, accuracy, timeliness, and in some instances, no data at all. A committee consisting of several agencies including the Mississippi Department of Transportation (MDOT), Federal Highway Administration (FHWA), Federal Motor Carrier Safety Administration, Mississippi Public Service Commission, Mississippi Department of Public Safety, and Public Safety Planning have been investigating various solutions to this problem. The committee has determined that in order to achieve timely and accurate data, a new crash data record system must be designed, developed and implemented.

Over \$10,000,000 of the 154 funds was allocated to the Mississippi Department of Transportation High Hazard Elimination Program in FY 2001-05. These funds are being utilized to reduce road hazards as defined by FHWA, and to enhance and develop the Safety Analysis Management System (SAMS) for the state.

The remaining funds will be used by the OHS for implementation of a public awareness campaign for drunk driving and alcohol-impaired driving countermeasures programs and enforcement of impaired driving laws with state and local law enforcement agencies. The public education campaign will include at least one paid media event during the Labor Day Mobilization. Mississippi will be using the NHTSA theme "You Drink and Drive, You Lose".

A minimum of 40% of these funds will be used by or for the benefit of political subdivisions of the State for Local DUI Enforcement Projects with the majority of the projects falling within the 26 county area totaling 60% of the state's alcohol-related fatalities. These projects include the continuation grants of **Leake County, Pearl River Reservoir Patrol, Lauderdale County Sheriff's Department, City of Greenwood, City of Gulfport, City of Meridian City of Philadelphia, City of Columbia, Flowood, Ocean Springs, Pontotoc, Saltillo, Brandon, and Waynesboro and the Counties of Forrest, Harrison, Hinds, Madison, and Tippah. New mini-grant projects will be implemented in the City of Pelahatchie and the City of Lumberton.** New DUI enforcement programs will begin in the **Cities of Aberdeen, Winona, Senatobia, and the Counties of Jackson, Neshoba, and Simpson.**

According to statistics, the **Leake County Sheriff's Office** has had a tremendous increase in DUI arrests from 2004 to 2005. Though reasons for the increase can be attributed to several factors, motorists en route to the Pearl River Resort and Casinos in Philadelphia is the primary cause. A new addition to the resort is the Beach Club, which is essentially the only bar in any of the surrounding counties and offers a pool side bar which is accessible from the new water theme park. This raises concerns for the Sheriff's Department since more day time drinking and driving is prevalent. Funding will allow more day time patrols and checkpoints to combat impaired drivers.

The **Pearl River Reservoir Patrol** engages in patrolling over 100 miles of shoreline, over 90 miles of highway and county roads and the Natchez Trace and five counties of jurisdiction. The Jackson Metro area (within 15 miles of the Reservoir) is home to several colleges and universities and students often recreate along the Pearl River and the Reservoir, thus resulting in a major influx of drivers, some who are under the influence. The area also has an abundance of bars and restaurants. These establishments have "resort status" which allows them to stay open later than other bars in the nearby city. Continuation of the DUI Enforcement grant will allow funding for

more overtime, thereby making more officers available to apprehend impaired drivers, especially during peak hours.

Additional funding is necessary for the salaries of two dedicated DUI officers with the **Lauderdale County Sheriff's Department**. Since the inception of the county's DUI Enforcement Division, driving under the influence arrests have increased, down-time has decreased, and felony DUI convictions have increased. Further, the demand for public information and educational presentations pertaining to the dangers of alcohol use on driving provided by the sheriff's department are on the rise, especially in schools.

The **City of Aberdeen** is the only city in Monroe County that allows the sale of beer and alcohol. Thus, this situation brings a great deal of complication to the police department which mandates an aggressive enforcement approach to traffic problems, primarily DUI. Furthermore, the city is home to a portion of state highways 8, 25 and 45 which are main thoroughfares to area casinos. Overtime will allow the police department to adequately address these issues as well as to participate in such campaigns as Click or Ticket and You Drink and Drive, You Lose.

The **City of Greenwood** continues to rank in the top twenty-six counties in alcohol-related fatalities in the state. There is a need to continue federal highway safety funding in order to adequately address the city's major traffic problems brought on by impaired driving.

The advent of the gaming industry and the sudden dramatic economic growth has turned the **City of Gulfport** into a cosmopolitan area with big city traffic problems. With these traffic problems-inadequate infrastructure, traffic congestion, and an industry that encourages patrons to consume alcohol-comes increased numbers of DUI related crashes-injuries and fatalities. Statistics indicate 125 alcohol-related crashes occurred from October 1, 2004 through March 31, 2005 even though 360 drivers were arrested for DUI. This data gives great cause for concern since 52 alcohol-related crashes occurred during the same time period in 2003/2004 which is an increase of 140%.

Continued funding for the **City of Meridian** would provide overtime necessary to run details on a more frequent basis, such as weekends, holidays and for special events. Having specialized DUI officers which will be provided by the city will serve to reduce the down-time for full time patrol officers who otherwise engage in DUI stops.

Due to the popularity of the rapidly expanding Pearl River Resort, which has the state's only land-based casino and the highest grossing gambling operation, the **Town of Philadelphia** has much heavier traffic flow than other towns of the same size. Gambling for recreation is often accompanied by alcohol consumption which oftentimes carries over into impaired driving, thus making the streets and roads unsafe. Funding will provide salary for one full time DUI officer as well as make provisions for two mobile video cameras.

Within the city limits of the **City of Columbia** are three highways, namely Highways 13, 35 and 44. Highway 13 south is used as a route to the costal counties, including Hancock which is known for its gambling casinos. Further, Marion County, which harbors Columbia, is located between two counties which prohibit the sale of alcohol. The project grant would allow the employment of one full time DUI officer to actively engage in DUI enforcement.

Alcohol consumption and failure to wear safety belts are major contributors to a drastic increase in traffic crashes for the **City of Flowood**. Total number of crashes increased from 654 to 1156 for the period of 2001 to 2003. Overtime money will be used to address the severity of this problem.

Impacted by the costal casino industry is the **City of Ocean Springs** which was once a quaint community. With the increasing number of DUI arrests and with larger court dockets, the city is in need of video camera systems in hopes of improving their current 70% conviction rate.

The six main highways used as thoroughfares within the **City of Pontotoc** are two-lane highways making these roads very dangerous to travel. Combined this factor with the drastic increase in population (15%) and an influx of congested traffic unfortunately can often result in an increase in traffic fatalities and injuries. The city is requesting funding for a LEL officer and mobile video units.

The **City of Waynesboro** police department answers more than 5,000 calls each year with approximately one third to one half being alcohol related. High visibility of law enforcement engaging in DUI activities has served to drastically decrease the number of DUI arrests. The city wishes to continue this course by requesting funding for overtime and for two video cameras. The department plans to coordinate and implement numerous public information and education programs especially in surrounding schools and civic groups.

Forrest County is comprised of some major arteries for traffic between the Mississippi Gulf Coast (casino territory), Jackson, New Orleans and Mobile. This area of the state is known as the "hub, of south Mississippi due to the numerous highways that run across the county, including: U. S. Highways: 98, 49, 11, 13, 42 and Interstate 59. The project grant will provide one full time DUI deputy and one part-time grant program coordinator to provide a more comprehensive approach to DUI enforcement and education.

Traffic problems combined with inadequate infrastructure, traffic congestion and a gaming industry that encourages patrons to consume alcohol creates an increased number of crash related injuries and fatalities for **Harrison County**. The sheriff department is requesting funding for three DUI officers to actively engage in more saturation patrols and safety checkpoints.

Salary for one full time DUI officer will assist in removing impaired drivers from the roads and highways of **Tippah County** where over 270 DUI arrests were made last year. The county looks forward to significantly decreasing a present more than two hour downtime period.

Hinds County is home to seven (7) incorporated municipalities and numerous unincorporated communities. The largest of these, Byram is a residential community located in the southeastern part of the county. Successful petitioning and rezoning of the business district by area merchants to declare portions of the Byram Community as a resort area is the result of the **Hinds County Sheriff's Office** continued efforts in strong DUI enforcement. This rezoning effort approved the sale of packaged liquor and the sale of liquor within area restaurants. Therefore, an increase in the number of impaired drivers is a logical expectation. The department requests continued funding for a central LEL officer not only to deal with DUI traffic issues within its boundaries but also to organize, coordinate and conduct regional DUI enforcement activities among agencies throughout central Mississippi.

The **Jackson County Sheriff's Office** plans to address the extensive amount of "downtime" required to process a DUI arrest with the use of federal dollars to provide overtime funding for deputies to work additional manpower hours in order to focus specifically on DUI related incidents. In addition to the individuals working the details, at least one "wolf pack" detail per quarter that consists of a minimum of four deputies, saturating a specific area for the main purpose of removing as many drunk drivers from the roadways as possible.

Madison County is experiencing dramatic and sustaining growth since the opening of the Nissan Manufacturing Plant and several industrial service providers. The county has two major Interstates, namely I-55 and I-220. It is also flanked by several state highways and the Natchez Trace Parkway. Overtime dollars will be utilized by the sheriff's office to conduct saturation patrols, roadblocks and expanded routine patrols.

During the past ten years, **Neshoba County** has experienced major growth with the opening of new retail and resort businesses located near the Pearl River Casino Resort. The county also contains portions of state highways 15, 16, 19, 21 and 486. The jurisdiction is responsible for 10.6 square miles that make up the City of Philadelphia, approximately three square miles inside the Town of Union, and the 60 square miles of land on the Pearl River Indian Reservation of the Mississippi Band of Choctaw Indians (MBCI). An increased amount of traffic, as well as popular tourist attractions, has resulted in increased number of both alcohol-related violations and alcohol-related crashes to which the sheriff's department must respond. Assistance from OHS will provide salary for one DUI officer, overtime to conduct details and checkpoints, and equipment, including one mobile video camera and one PBT.

Problems within the city limits of **Saltillo** are brought on by area counties prohibiting the sale of alcoholic beverages. This enhances drinking and driving behaviors within the city due to the fact that many drivers come over to buy alcohol and/or visit the two available nightclubs there. Plan is to designate one DUI officer to address the problem of impaired driving in the city.

A need to rekindle its DUI Unit has prompted the **City of Winona** to apply for federal funding. The city is experiencing an increase in alcohol-related crashes and impaired driving violations. Federal funding will allow for one DUI officer and a mobile video camera.

A high DUI conviction rate can be attributed to the decrease number of DUI arrests made by the **City of Brandon Police Department**. With the assistance of highway safety funding, the department will be able to continue the salary for its dedicated DUI officer.

The **Department of Public Safety** plans to increase the level of DUI enforcement in the state, which will be a major priority. The requested overtime funds will be used to continue a DUI Task Force using off-duty manpower. This Task Force will be used for special DUI enforcement details in highly traveled areas such as roads leading to and from casino areas. The detail will utilize troopers, city police, county sheriffs', deputies and county constables to work in a targeted problem area at problem times in each of the nine MHSP districts. Past details of this size and nature have netted large numbers of drunk drivers taken off the roadways and untold lives saved as a result.

The "call back" details will start October 1, 2005 and run continuously through September 30, 2006, with special emphasis placed on the alcohol blitz holiday seasons. This added manpower on the busy highways should help to reduce fatal and injury crashes during this busy season. These details will be in addition to the normal hours worked by the troopers (as approved by the State Personnel Board).

To further strengthen the link between local law enforcement and the Office of Highway Safety, three part-time regional alcohol law enforcement liaison will continue, with one funded with 402 and two with 154. The Regional LELs work 20 hours a week with the Statewide Law Enforcement Liaison Office and the Office Of Highway Safety. Their duties will include quarterly contacts with law enforcement agencies assisting with SFST training, and coordinating DUI roadblocks and saturation patrols within their regions. The regional LELs will also be responsible for seeking commitments from local law enforcement to participate in the ABC mobilizations, as well as to

promote S.T.O.R.M. and OHS activities. These LELs have been chosen from the Hinds County Sheriff's Department from the central region of the state, Picayune Police Department from the southern region, and Pontotoc for the Northern Region. Each department with a regional LEL will be given overtime, travel and supplies, with limited equipment.

Mothers Against Drinking Drivers will be developing an extension of the Office of Highway Safety Youth Program directly attacking the State's growing problem with teenage and young adult alcohol-related fatalities. The Youth Coordinator will form M.A.D.D. Chapters on college and university campuses and conduct M.A.D.D. Power Camps for youth.

2006
SECTION 154 Hazard Elimination FUNDS

Subgrantee	Project Title	Federal	Match	154 to Local
Mississippi Department of Transportation	1. Hazard Elimination Project Traffic Records Improvement Drive Smart Mississippi Campaign	\$6,000,000.00	-0-	-0-
	Total 154 H.E.funds	\$6,000,000.00	-0-	-0-

2006
SECTION 154 TRANSFER FUNDS

Subgrantee	Project Title	Federal	Match	154 to Local
Mississippi Highway Safety Patrol	1. Call Back Project Personnel: Overtime Hours, travel Commodities Equipment	\$500,000.00	-0-	-0-
Pearl River Valley Water Supply	2. DUI Enforcement Program Personnel: Overtime, Fringe Commodities	\$42,919.00	-0-	\$42,919.00
Leake County Sheriff's Department	3. DUI Enforcement Program Personnel: Overtime, Fringe Fringe Travel Commodities Equipment: 13 stop sticks	\$25,000.00	-0-	\$25,000.00
Lauderdale County Sheriff's Department	4. DUI Enforcement Program Personnel: 2 DUI Officers Fringe Overtime Travel Commodities Equipment 3PBTS	\$85,384.77	-0-	\$85,384.77
Columbia Police Department	5. DUI Enforcement Program Personnel: 2 DUI Officers Overtime Fringe	\$35,000.00	-0-	\$35,000.00
Flowood Police Department	6. DUI Enforcement Program Personnel: Overtime, Fringe, Travel Commodities	\$32,500.00	-0-	\$32,500.00
City of Pelahatchie	7. DUI Mini-Grant Personnel: Overtime, Equipment	\$10,000.00	-0-	\$10,000.00
City of Lumberton	8. DUI Mini-Grant Personnel: Overtime Equipment	\$10,000.00	-0-	\$10,000.00
Forrest County Sheriff's Office	9. DUI Enforcement Program Personnel: 1 DUI Officer 1 Part-Time Project Coordinator Fringe Travel Commodities Equipment: 1 mobile video unit	\$67,853.00	-0-	\$67,853.00

2006
SECTION 154 TRANSFERRED FUNDS

Subgrantee	Project Title	Federal	Match	154 to Local
Meridian Police Department	10. DUI Enforcement Program Personnel: Overtime Fringe Benefits Travel Contractual Services Commodities	\$85,000.00	-0-	\$85,000.00
City of Gulfport	11. DUI Enforcement Program Personnel: Overtime Fringe Travel Contractual Equipment	\$61,024.00	-0-	\$61,024.00
Hinds County Sheriff's Department	12. Regional LEL Alcohol Project Personnel: 1 LEL (50%) Overtime Equipment:	\$82,000.00	-0-	\$82,000.00
City of Philadelphia	13. DUI Enforcement Program Personnel: 1 DUI officer Fringe Commodities Equipment: 2mobile video cameras	\$40,425.31	-0-	\$40,425.31
Ocean Springs Police Department	14. DUI Enforcement Program Personnel: Overtime Equipment	\$25,000.00	-0-	\$25,000.00
Pontotoc Police	15. DUI Enforcement Program Personnel: 1 LEL Officer (Part-Time) Overtime Travel Contractual Commodities Equipment 2 mobile video units	\$50,000.00	-0-	\$50,000.00
Tippah County Sheriff's Office	16. DUI Enforcement Program Personnel: Overtime Fringe Commodities	\$35,474.73	-0-	\$35,474.73

2006

SECTION 154 TRANSFER FUNDS

Subgrantee	Project Title	Federal	Match	154 to Local
Waynesboro Police Department	17. DUI Enforcement Program Personnel: Overtime Commodities Equipment 2 Mobile Video Cameras	\$35,000.00	-0-	\$35,000.00
Brandon Police Department	18. DUI Enforcement Program Personnel: Overtime Equipment 3 Mobile Video Cameras 1 DUI Officer	32,815.00	-0-	32,815.00
Town of Saltillo	19. DUI Enforcement Program Personnel: Overtime	\$35,000.00	-0-	\$35,000.00
Office of Highway Safety	20. You Drink and Drive, You Lose Campaign Planning and Ad Paid Media (100,000) 1 Program Manager Communication, Freight Utilities	\$250,000.00	-0-	-0-
Office of the Attorney General	21. Traffic Safety Resource Prosecutor Personnel: 1 Staff attorney Fringe Travel Contractual Services Commodities	\$130,000.00	-0-	-0-
Madison County Sheriff's Department	22. DUI Enforcement Program Personnel: Overtime Commodities	\$25,000.00	-0-	\$25,000.00

2006
SECTION 154 TRANSFER FUNDS

Subgrantee	Project Title	Federal	Match	154 to Local
Simpson County Sheriff's Department	23. DUI Program 1 Officer Fringe Travel Commodities 1 Mobile video camera 1 PBT	\$50,000.00	-0-	\$50,000.00
Neshoba County Sheriff's Department	24. DUI Program 1 DUI Officer 1 Mobile Video camera 1 PBT	\$42,086.00	-0-	\$42,086.00
M.A.D.D.	25. 1 Youth Coordinator Fringe Travel Commodities Equipment: Laptop	\$74,295.00	-0-	-0-
City of Greenwood	26. DUI Enforcement 1 DUI Officer Fringe Travel Commodities 1 Laptop	\$42,000.00	-0-	\$42,000.00
Jackson County Sheriff's Department	27. DUI Enforcement Overtime Fringe	\$15,000.00	-0-	\$15,000.00
Aberdeen Police Department	28. DUI Enforcement Overtime Commodities	\$10,000.00	-0-	\$10,000.00
Harrison County Sheriff's Department	29. DUI Enforcement 2 DUI Officers Fringe Travel	\$100,000.00	-0-	\$100,000.00
City of Winona	33. DUI Enforcement 1 DUI Officer Fringe Travel	\$41,000.00	-0-	\$41,000.00
City of Senatobia	34. DUI Enforcement 1 DUI Officer Fringe Travel	\$37,000.00	-0-	\$37,000.00
	TOTAL	2,106,776.81	0- -	\$1,152,481.81

Section 163 SES DUI Enforcement

The Mississippi Highway Safety patrol will continue to enforce the impaired driving laws of this state with a sustained DUI enforcement project aimed at lowering the alcohol fatality rate. Special call back details will be established within the counties with 65% of the state's alcohol-related fatalities. These counties can be found within the data section of this document.

SECTION 163 ALCOHOL COUNTERMEASURES

Subgrantee	Project Title	Federal	Match	163 to local
Mississippi State Highway Patrol	1. SES DUI Sustained Enforcement Program	\$248,000.00	-0-	-0-
	TOTAL	\$248,000.00	-0-	\$248,000.00

2006

410 ALCOHOL INCENTIVE GRANT

While progress has been made in reducing alcohol related traffic crashes in Mississippi in 2004, 1% higher than the previous year, alcohol was a contributing factor in 38% or 341 of fatal crashes. For 2004, there were 786 fatal crashes resulting in 900 fatalities. According to the Mississippi Department of Public Safety, there were 26,958 DUI arrests in 2004. This data, though impressive, do not give an accurate picture as to the true number of arrests, since arrests on out-of-state drivers are not included. The trend in out-of-state DUI arrests has risen from 20% to an estimated 23% in the last four years. The casinos offer free drinks to customers, who then drive home to the neighboring states of Louisiana, Tennessee, Alabama and Arkansas.

The conviction rate fell to 90.7% in 2003 and to 90.5% in 2004. Continuation of the DUI Prosecutor's Training Project administered through the Attorney General's Office should enhance the state's DUI conviction rate. Special attention is being given to training justice court judges since this position does not require a law degree. Young motorists ages 16 to 20 were 14.8% of these fatalities, yet they were just 8% of the population. This fact shows that teenagers are almost twice as likely to be killed at the predicted rate. These two groups represent over-representations for traffic deaths and under-representations for traffic deaths and under-representations for occupant restraint use.

Evaluation of the 410 projects is essential in order to identify deficiencies in the alcohol countermeasures system, as well as to provide quantitative and qualitative feedback to project agencies. Evaluation is also necessary to ensure future progressive planning and policy development in the alcohol countermeasures area. NHTSA requires an annual report showing compliance with 410 basic criteria, as well as a quarterly progress report detailing alcohol countermeasure activities. Funding will be utilized for a **410 Alcohol Program Evaluation** project through the University of Southern Mississippi. The 410 alcohol evaluator will continue to operate the alcohol countermeasures evaluation system during this fiscal year, and will work closely with the countermeasures coordinator, the traffic records coordinator, and the program analyst to identify and address deficiencies in the state alcohol countermeasures system. State and local data will be collected to monitor and ensure compliance to the basic 410 criteria. The alcohol program evaluator will be responsible for 410 quarterly and annual reports.

The State of Mississippi plans to address the 21-34 year working population relevant to drinking and driving by implementing the **NETS** (Network of Employers for Traffic Safety) program designed to offer businesses the opportunity to educate their employees about the dangers of drinking and driving. The plan is to get as many employers and their workers to participate in the national campaign: "Drive Safe at Work" Week during October 3-7, 2004. Extensive efforts are being made to get relevant materials distributed and to utilize media across the state to get the message out to individuals of various work capacities about the ills of impaired driving, traffic safety as well as the importance of safety belt usage.

The 410 Alcohol Incentive Grant Coordinator will participate in NETS training and engage in technical assistance on organizational development, public relations, product development and other components of the program in order to formulate a NETS specific strategic business and marketing plan.

In order to continue to address the ever present problem of the drinking driver in Mississippi, increased DUI enforcement is vital if we are to reduce the number of traffic fatalities involving alcohol. Increased enforcement in the purchasing of alcohol by underage youth is also essential in reducing alcohol-related traffic injuries and fatalities. Mississippi has reapplied for Section 410 Incentive Grant funding for Drunk Driving Prevention. Efforts to increase the level of DUI enforcement continues to be a main priority within the state.

The **City of Hattiesburg** has applied for 410 funding in an effort to curtail DUI related incidents and to increase DUI enforcement. Highways 49, 98 and I-59, which are thoroughfares within the city, are traveled daily by students attending several surrounding colleges and universities, including University of Southern Mississippi and William Carey College. Pearl River Community College campus is also located within the county seat. Dozens of industries are located there as well. Hattiesburg Police Department will utilize overtime to step up DUI arrests. The purchase of relevant equipment, namely video cameras during past funding years, has served to enhance this law enforcement agency while this year's grant will enable the department to purchase one radar unit, and seven PBTs.

The **Smith County Sheriff's Department** is responsible for covering approximately 637 square miles, which included five municipalities. Only three of these municipalities have their own police departments, which still leaves about 627 square miles solely under the Sheriff's jurisdiction. This area includes two major state highways and county roads which has led to an increase in the number of accidents the department responds to each year. Utilizing a patrol car as local match to enhance their DUI efforts, the Smith County Sheriff's Department will continue to employ one full-time DUI officer and will engage in extensive overtime with the assistance of federal funding.

The population for the **City of Ridgeland** has exploded from 11,711 to 20,173. Also, with the housing of the Nissan plant in nearby Canton, the amount of traffic within the city has continued to increase dramatically. Roadway arteries include Interstate 55, Highway 51, County Line Road, Old Canton Road, Lake Harbor Drive (which runs parallel to the Reservoir) and Pear Orchard Road which all serve to accommodate high levels of congested traffic. This grant will encompass salary for a dedicated DUI officer, overtime enforcement, as well as purchase of mobile video cameras to enhance prosecution in this area of the state.

Additional funding will be utilized to finance the state's upcoming **Alcohol Assessment** as required by the National Highway Traffic Safety Administration (NHTSA). Further, **Judicial DUI Training** will be conducted to justice court judges in an effort to assist them in increasing their knowledge of the laws and statutes governing driving under the influence.

**SECTION 410
ALCOHOL COUNTERMEASURES**

Subgrantee	Project Title	Federal	Match	410 to Local
University of Southern Mississippi	1. Alcohol Program Evaluation Personnel: 1 Alcohol Program Evaluator Fringe, Travel Commodities Contractual Services	\$60,000.00	\$10,000.00	-0-
Department of Public Safety Planning	2. NETS	\$30,000.00	10,000.00	-0-
Hattiesburg Police Department	3. DUI Enforcement Project Personnel: Overtime Travel Equipment: 1 radar unit 7 PBTs	\$40,000.00	\$119,674.00	\$40,000.00
Smith County Sheriff's Department	4. DUI Enforcement Project Personnel: 1 DUI Officer Overtime Fringe	\$20,500.00	\$61,500.00	\$20,500.00
Ridgeland Police Department	5. DUI Enforcement Project Personnel: 1 DUI Officer Fringe, Travel Equipment; Mobile video camera	\$40,000.00	\$120,000.00	\$40,000.00
Mississippi Judicial College	6. Judges Training Contractual Services	\$30,000.00	\$30,000.00	-0-
Mississippi State University	7. Alcohol Assessment Contractual Services	\$40,000.00	\$10,000.00	-0-
	TOTAL	\$260,000.00	\$361,174.00	\$100,500.00
	TOTT			

2006

TRAFFIC RECORDS IMPROVEMENTS 411 FUNDS

As the 411 traffic records funds have been programmed and expended in our state, they have allowed the state to achieve more automation at a rapid pace. Coupled with the 154 transfer funds that have been set-aside for Hazard Elimination at MDOT, these two funding sources have elevated our traffic records capability to contribute its most significant roles in traffic safety - problem identification and evaluation. The cost savings attributed to efficiency and effectiveness of timely, accurate and complete traffic records data has been of great benefit to our state. However, the 411 funds are being depleted. The new SAFETEA Re-authorization Act passed in August, 2005, will allocate new traffic records monies, although the logistics have not been put into place.

The State Traffic Records Committee (STRC) oversees all projects and activities funded by the 411 Data Improvement Grants. A traffic records assessment was conducted in September, 2002, to evaluate the capabilities of traffic records systems in Mississippi, both statewide and local. The assessment team made recommendations in a formal report that assisted with development of the revised strategic plan. The report consisted of examinations of the status of crash, roadway and EMS information, as well as management issues associated with traffic records.

STRC has been a vital component in the production of the initial assessment document, the development of the strategic plan and the implementation phase. Without coordination of traffic records efforts, the state systems would be so fragmented that linkage of files would be extremely cumbersome, if not impossible. Through the years, STRC has been the focal point for planning, design, evaluation and implementation of all improvements to traffic records systems in Mississippi.

During FY-2003, the Office of Highway Safety (OHS) gave the Mississippi Department of Transportation (MDOT) a 411 traffic records project to allow the purchase of GPS devices for all local law enforcement jurisdictions in the state. The traffic records coordinator produced statistics to assure the correct number of devices were allocated to each agency based on the volume of crash and DUI citation data generated. A survey of vehicle fleets by department, coupled with time series of historical crash and citation data, facilitated the acquisition and distribution of this equipment.

MDOT uses the latitude and longitude coordinates collected for all crashes and DUI citations on state and federal highways. Maps have been produced by the Mississippi Department of Transportation (MDOT) to identify fatal and severe injury crashes by location within counties or highway corridors to assist with trooper deployment. The new crash form implemented January, 2004, requires coordinates on all crashes including city streets and county roads.

The 411 project for local law enforcement set aside \$400,000 federal funds and \$200,000 state funds to purchase devices for each sheriff's department for use on county roads and for each local police department for city street locations. This project was managed and equipment acquired by MDOT. All of the digitized maps for the state are processed by MDOT. Their engineers can interface the crash and DUI citation data with MDOT roadway environment inventory maps.

There is a need to purchase additional GPS devices during FY-2005 for state and local agencies. Rookie M.P. troopers need to be equipped and a new trooper class is scheduled for late 2005. With implementation of the new uniform crash report January 1, 2004, it was predicted and discovered that some local agencies were not reporting all of their crashes to DPS as mandated by statute. These agencies need additional GPS units also.

One of the most important traffic records data is the DUI arrest and adjudication information. The DUI citation/conviction files constitute a very efficient tracking system for driver history actions of arrests, departmental orders, correspondence, suspensions, court orders, insurance documentation, and reinstatement. The recent zero-tolerance legislation has become a focus for youth traffic safety programs as well as other young driver initiatives. A significant increase in under 21 DUI arrests has been recorded the last five years. A contract with M.A.D.D. has been initiated to examine DUI cases involving minors, especially targeting the adjudication process. This requires extensive traffic records data and monitoring of courts statewide.

The Mississippi Alcohol Safety Education Program (MASEP) has utilized these driver records to conduct multi-faceted research on DUI offenders. A FY-2002 traffic records 411 project was implemented to evaluate two alcohol usage assessment instruments and ascertain if there is a predictability of recidivism in the minority population based upon scores and other outcomes. Additionally, the Department of Mental Health has expressed a desire to have studies of repeat DUI offenders be undertaken, especially since the new law effective September 1, 2000, requires mandatory diagnostic screening upon 2nd DUI arrest and mandatory treatment, if indicated, for alcohol dependency.

The State Traffic Records Committee (STRC) completed the task of revising the Uniform Traffic Crash Report during FY-2003. The last revision was made in 1989. Many data elements were added, deleted or modified. The NHTSA /NAGHSR Manual on Uniform Crash Criteria (MMUCC) was one of our guides as we sought to remain in synchronization with state-of-the-art traffic records. All facets of crash data collection, placement on driver files, linkage with EMS, and MDOT mapping were considered as the crash form was designed, pilot tested and evaluated. The new crash form is a document which automates the collection, editing and imaging of the officer's report.

The Mississippi legislature approved full funding of the Statewide Trauma System during the 1999 session. Not only is there complete ambulance run reporting data, but now there is emergency room data and trauma registry data far more complete than ever before. More hospitals are being added to the system each month. During FY-2003, EMS continued to collect all ambulance data via electronic submission after many years of scanning reports centrally.

This distributed system has performed extremely well and they are now testing small PDA, mobile data terminals, similar to palm-pilots.

The EMS Assessment was conducted by a NHTSA team in April, 2004, funded with 411 monies. The significant role EMS plays in the Safety Management System is through linking traffic records files. As stated, the state EMS agency has had an automated ambulance run reporting system for many years and now Emergency Department and Hospital Trauma Registries are also automated. The new crash form has a code for both the EMS provider and hospital collected by law enforcement at the crash site for each person transported. A pilot project with the Southeast Trauma Region was funded during FY-2005 to study the feasibility of linking the new police report with EMS, trauma and hospital discharge data. Evaluation of this project will open the door for Mississippi to apply for Crash Outcome Data Evaluation Studies (CODES) NHTSA funds and other health related foundation funds to conduct research studies.

Mississippi Highway Safety Patrol has incorporated a Computer Aided Dispatch system (CAD) that is now installed in all nine districts during FY-2004. This has assisted trooper deployment and has led to collection of trooper activity data electronically. Our new driver license system incorporates a magnetic stripe and bar code to allow for automation of identification elements. It also opens the door for rapid collection of crash and citation information. Our state is one of a few that now allows Internet renewal of driver licenses and printing of MVR and reinstatement documents.

A support project for activities of the STRC as it oversees all developments associated with the new crash report is an ongoing 411 funded effort. The first year was a study year with trips to four states to view their methodologies of crash data collection. Trips were made to Iowa, Kentucky, Louisiana and Tennessee. Our state also participated in the initial year development of the AASHTO project known as Transportation Safety Information Management System (TSIMS). This was part of a national effort for automation of best practices in data collection of crash, citation and other aspects of traffic records processing.

The 411 STRC support project will also cover costs for establishing statistical tables, charts and other analytical studies for placement on the Internet web-site for Public Safety Planning. Computer hardware and software will be purchased to accommodate this process. Publication of traffic records information remains a priority, but the costs can be significantly reduced by placing data on the Internet. This will also decrease the amount of time necessary for the traffic records coordinator to respond to the many requests for data. This will also allow more time for planning and evaluation activities which require more quality concentration and more effectiveness to OHS in the long-term.

All new projects to be funded out of the 411 award will build upon those improvement projects already implemented or under development. The State Traffic Records Committee will advise the coordinator on selection of new projects. The strategic plan remains the document that establishes the priority for new projects. The new traffic records assessment will lead to the revision of the strategic plan. Since the strategic plan itself is in its fifth and last year of implementation, STRC will take the results and recommendations from both the traffic records assessment and the EMS assessment to update the strategic plan. SAFETEA passed in August,

2005, has re-authorized transportation funds and there will be additional set-aside traffic records allocations in the future.

Estimates of costs to fully implement the strategic plan for statewide benefit are approximately \$2,000,000. The advent of 411 funds coincides with our additional need for traffic records funds. Traffic records expenditures have remained stable for many years in Mississippi. There will be no reduction in the level of effort for continuing activities in traffic records. The 411 funds will be used to implement the remaining components of the strategic plan.

The Office of Highway Safety (OHS) is a part of the Division of Public Safety Planning (DPSP) in the Department of Public Safety (DPS). State agency coordination is promoted with assistance from the Mississippi Department of Transportation (MDOT), the Department of Health (MSDH), State Tax Commission Department of Motor Vehicles (DMV) and Alcohol Beverage Control (ABC), the Department of Education (DOE), the Public Service Commission Motor Carrier Safety, Office of Attorney General, the Department of Mental Health (DMH) and Information Technology Services (ITS). State universities comprise technical assistance and research units at Jackson State University, The University of Southern Mississippi and Mississippi State University.

The **Mississippi Highway Safety Patrol CRASH Team** accident reconstruction unit is requesting to purchase three forensic mapping stations at \$11,400 each. The purchase of these stations will enhance the unit’s ability to respond to fatal collision sites and document the physical evidence from these collisions in a more timely manner. There are many instances where a member of the unit will have to travel in excess of 150 miles one way in order to record the collision site with a forensic mapping station. Training is also requested for use of the mapping stations. These accurate reports will enhance the state’s traffic records capabilities as well.

SECTION 411

Subgrantee	Project Title	Federal	Match	411 to Local
Mississippi Highway Safety Patrol	1. M.P. C.R.A.S.H team	\$37,200.00	-0-	-0-
	Total	\$37,200.00	-0-	-0-

U.S. Department of Transportation
National Highway Traffic Safety
Administration
Federal Highway Administration

Highway

Safety

Program

Cost

Summary

State Mississippi

Number 2 of 2

Date 8/26/05

Program Area	Approved Program Costs	Basis for % Change	State/Local Funds	Federally Funded Programs				Federal Share to Local
				Previous Bal	Incre/(Decre)	% Chg	Current Bal	
Section 154 Transferred Funds (Alcohol)	\$2,106,776.81		-0-					\$1,152,481.81
MDOT Hazard Elimination	\$6,000,000.00		-0-					-0-
Section 157 Innovative	\$352,776.00		-0-					-0-
Section 410 Alcohol	\$260,000.00		\$361,174.00					\$100,500.00
Section 411 Traffic Records	\$37,200.00		-0-					-0-
Section 163 (alcohol)	\$248,000.00		-0-					-0-
SUBTOTAL	9,004,752.81		\$361,174.00					-0- 1,252,981.81
GRAND TOTAL	\$10,798,084.60		1,559,108.36					2,120,070.81



State Officials Authorized Signature,:

NHTSA

NAME _____

TITLE _____

DATE _____

Effective Date _____

Federal Official(s) Authorized Signature:

FHWA

NAME _____

TITLE _____

DATE _____

Effective Date _____

NAME _____

TITLE _____

DATE _____

Effective Date _____

U.S. Department of Transportation

National Highway Traffic Safety
Administration
Federal Highway Administration



Highway Safety Program Cost Summary

State Mississippi Number Page 1 of 2 Date 8/26/05

Program Area	Approved Program Costs	Basis for % Change	State/Local Funds	Federally Funded Programs				Federal Share to Local
				Previous Bal	Incre/(Decre)	% Chg	Current Bal	
402 Funds								
PA-01	\$182,877.79		\$182,877.79					-0-
AL-01	\$220,776.00		\$33,128.00					\$120,776.00
OP-01	\$380,000.00		\$100,497.72					-0-
TR-01	\$106,389.00		\$1,000.00					-0-
PT-01	\$400,000.00		\$565,814.00					\$300,000.00
RS-01	\$215,289.00		\$54,559.85					\$158,313.00
SC-01	\$278,000.00		\$257,557.00					\$278,000.00
Total (402)	\$1,783,331.79		\$1,195,434.36					\$857,089.00 (48% of 402 to local)
157 Incentive	\$10,000.00		\$2,500.00					\$10,000.00
SUBTOTAL	\$1,793,331.79		\$1,197,934.36					\$867,089.00

State Officials Authorized Signature:

Federal Official(s) Authorized Signature:

FHWA

NAME _____
 TITLE Gov. Rep for Highway Safety
 DATE 8/26/05
 Effective Date 10/1/05

NAME _____
 TITLE _____
 DATE _____
 Effective Date _____

NAME _____
 TITLE _____
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 Effective Date _____

HS Form 217 (Rev. 9-93) U.S. Department of Transportation
 National Highway Traffic Safety
 Administration Federal Highway Administration