

**State of Mississippi
Division of Public Safety Planning
Office of Highway Safety**



**FY 2007 Highway Safety Plan
and
Performance Planning Document**

**Haley R. Barbour
Governor**

**Mr. Charlie Jackson
Executive Director
Division of Public Safety Planning**

**Kim Proctor
Director, Office of Highway Safety
Division of Public Safety Planning**

TABLE OF CONTENTS

Introduction. 1

Traffic Safety Data Table 1990 - 2005 & Statewide Crash Trends. 2

Fatalities vs. Fatal Traffic Crashes in Mississippi 1995 -2005. 5 ✓

Traffic Fatalities by Road System - 2005 6 ✓

Fatal Crashes Involving Young Drivers "Ms. Highway Safety Fact Sheet" 7 ✓

Fatal Crashes Involving Aggressive Drivers "Ms. Highway Safety Fact Sheet" 9 ✓

Fatal Crashes Involving Unbelted Vehicle Occupants "Ms. Highway Safety Fact Sheet" . . . 11 ✓

2005 Mississippi Traffic Fatalities by Person Type 13 ✓

Child Restraint and Safety Belt Use Rates 14 ✓

Fatal Crashes Involving Alcohol Impairment 15 ✓

Total Fatalities vs. Alcohol Related Fatalities 17 ✓

DUI Arrests in Mississippi 2000- 2005 18 ✓

Mississippi DUI Facts 19

Mississippi Traffic Fatalities and Alcohol Involvement. 20

Mississippi DUI Analysis by Rates 20-21

Alcohol Related Crashes by Counties representing top 65% 1997 - 2005. 22 ✓

DUI Arrests of Mississippi Drivers by County, Year and Type of Ticket. 23

Ranking of Top Twenty Counties in MS Traffic Safety Problem Identification 26

City Analysis - 2005 28 ✓

Mississippi Fatal Crash Rate per 10,000 Population - 2004 and 2005 29 ✓

2005 Fatalities by Road System, MHP Fatality Rate and MHP Total Crash by County. 31 ✓

Injuries by Road System per County (Rates per Population and VMT) MS 2005 34 ✓

Public Road Length and Annual Vehicle Miles of Travel by County - 2005 37

Traffic Injuries by County, Injury Severity & Occupant Protection - 2005. 38

Traffic Crashes in Mississippi County by Road, Type and Severity - 2005. 41

Goals and Objectives 44

State Certifications and Assurances. 46

Application for Federal Assistance Form 424 56

Highway Safety Program Cost Summary. 57

◆ Planning & Administration PA2007-01 59

◆ Alcohol/Drug Countermeasures AL2007-02 61

◆ Occupant Protection OP2007-03 63

◆ Traffic Records TR2007-04 66

◆ Police Traffic Services PTS2007-05 72

◆ Roadway Safety RS2007-06 75

◆ Safe Communities SC2007-07 78

◆ Section 154 Transfer Funds 81

◆ 410 Alcohol Incentive Grant 93

ye 5

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) Safety Communities, as well as various 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 "Drunk Driving, Over the Limit, Under Arrest", 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 - 2005

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
2005	840	931	19,220	25,872	58,528	78,588	2,507,298	2,519,328	2,921,088	39,899	2.33

The preceding table entitled Mississippi Traffic Safety Data, gives a historical account of traffic safety in Mississippi for the years 1990-2005. 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.

The rate for 2001 was 2.18 which represented the lowest fatality rate ever recorded in Mississippi. This was a banner year for highway safety with the nation's largest single-year fatality reduction at 17.4% (949 to 784). However, there was an increase in deaths for 2002 to 885 with a corresponding elevation in the fatality rate to 2.44. Both 2004 and 2005 had fatalities of 900 and 931 respectively, with the latest fatality rate at 2.33.

The national fatality rate is estimated to be 1.5. Mississippi remains well above the national rate (1.6 times as great). Fatal crashes had been in the seven hundreds since 2001 but rose to 840 in 2005 almost matching the most fatal crashes since 1990 (846 in 2000). The 2005 fatal crashes were a 6.9% increase over 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 about 50% of all deaths occur on MHP highways. These highways accounted for 47.5% of 2005 fatalities (442 out of 931). These road systems include interstates, state and federal routes where speeds are at least 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 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 235 for the years 2000 to 2002. However, in 2003 these rose to 281, dropped to 228 in year 2004, then rose again to 279 in 2005. The increase in county road fatalities from 2000 to 2005 is a staggering 21.8%. 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 have averaged about 200 per year. Since 2000, the lowest total has been 174 in 2001 and the highest total was 212 in 2000. City fatalities for 2005 were 210 or 22.6% of the total.

There were 25,872 persons injured in traffic crashes during 2005. Persons injured by type were: 16,474 drivers, 9,223 passengers, 102 pedestrians, 57 bicyclists and 16 unknown. About 3% of the injuries were life threatening, incapacitating trauma, sometimes resulting in permanent spinal cord or head injury. Many will be disabled for life. About 27% of the injuries were serious trauma resulting in costly needs for services such as ambulance, police, fire, emergency room treatment, or hospitalization. About 70% of these persons involved minor injury and/or complaint of pain.

On May 27, 2006, Mississippi became the 22nd state to implement a primary safety belt law. With its adoption, Mississippi qualified for \$ 8.7 million dollars in incentive funds for

traffic safety. The Office of Highway Safety received one million and MDOT received 7.7 million for safety infrastructure. We need to commend our legislature for enacting this bill and the governor for his support and signature.

These funds were greatly needed to address our traffic safety problems. However, these funds pale in comparison to the significant cost savings associated with the potential saved lives and reduced injuries that will happen because of the primary law. Mississippi's safety belt use rate in 2005 had fallen to 60.8%, the lowest in the country for states with belt laws. After debate on the primary law had raised awareness statewide, the baseline rate during April, 2006, had risen to 63.1%.

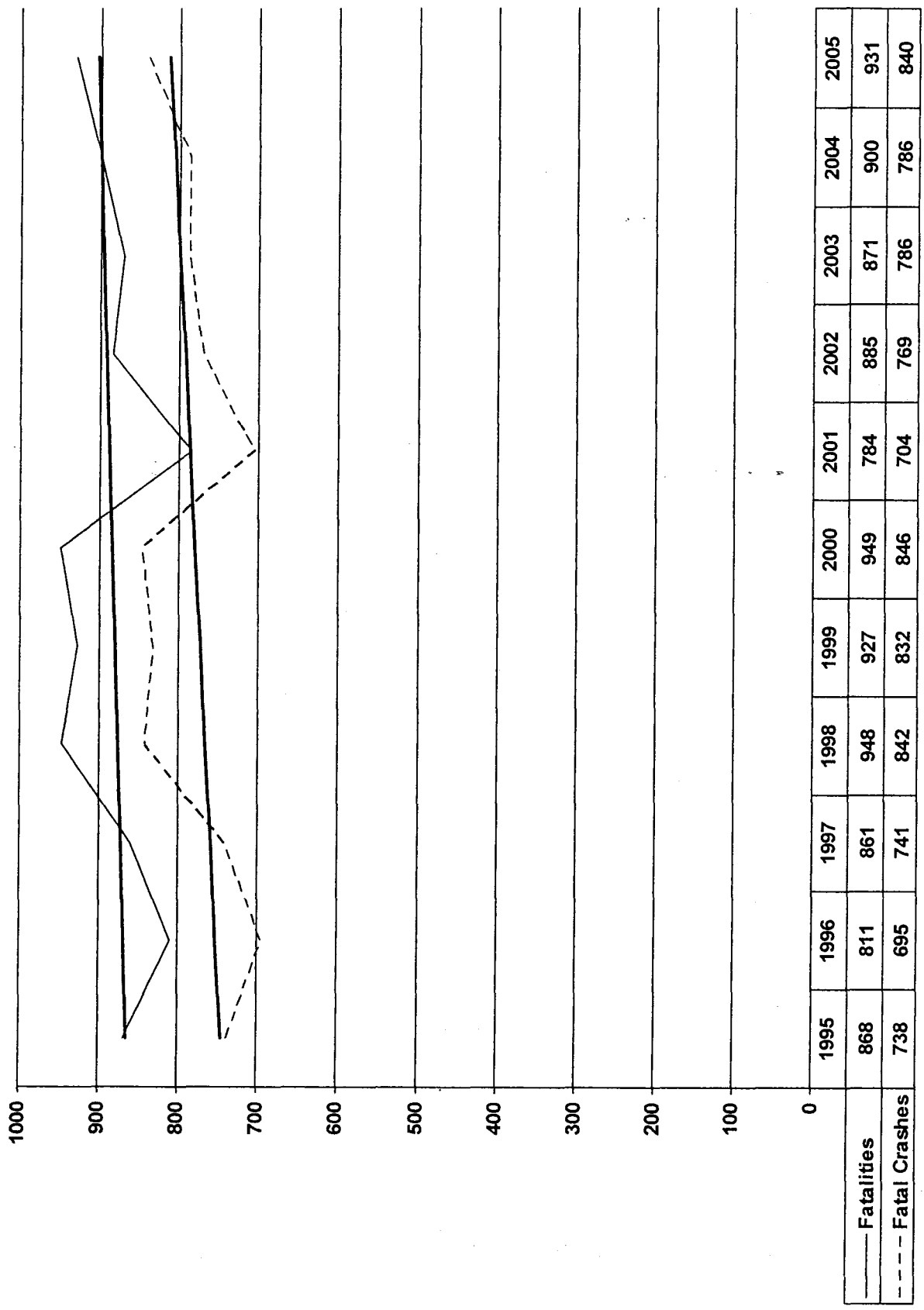
During May, 2006, DPS promoted the mobilization campaign, "Click It or Ticket" and stressed the law's effective date, May 27th, commencing with the Memorial Holiday weekend. It came as no surprise, but the July, 2006, scientific survey usage rate rose to 73.6%! This is obviously the highest rate Mississippi has ever recorded. Safety belt research estimates that passage and enforcement of primary laws will increase the usage rate 10 to 12 percentage points. Our rate has risen a phenomenal 12.8% from 2005 to 2006. With sustained enforcement by all law enforcement jurisdictions, there is reason to believe we can elevate this rate even higher.

In 2005, there were 931 total traffic fatalities as follows: 598 drivers, 217 passengers, 72 pedestrians, 39 motorcyclists and 5 bicyclists. Of the 815 occupants killed (drivers and passengers), 604 were not belted, representing 74.1% not protected. Occupant protection research shows that safety belts in conjunction with air bags are at least 50% effective in saving lives. Using this formula for last year's data, there might have been 300 fewer traffic fatalities if every occupant had been belted.

It is always interesting to study the safety belt usage of traffic injuries, in addition to fatalities, because the data proves that increased use of protection in crashes results in less injury. This is an example of the effectiveness of safety belts. Of the 689 persons with life threatening trauma in 2005, 54.6% were using safety belts, and were probably saved by them. There were 6,791 persons with serious injuries and 73.3% were belted, which corresponds closely with our observed use rate. Of the 18,003 minor injuries in 2005, 88.6% were using occupant protection systems such as safety belts, booster or child restraint devices.

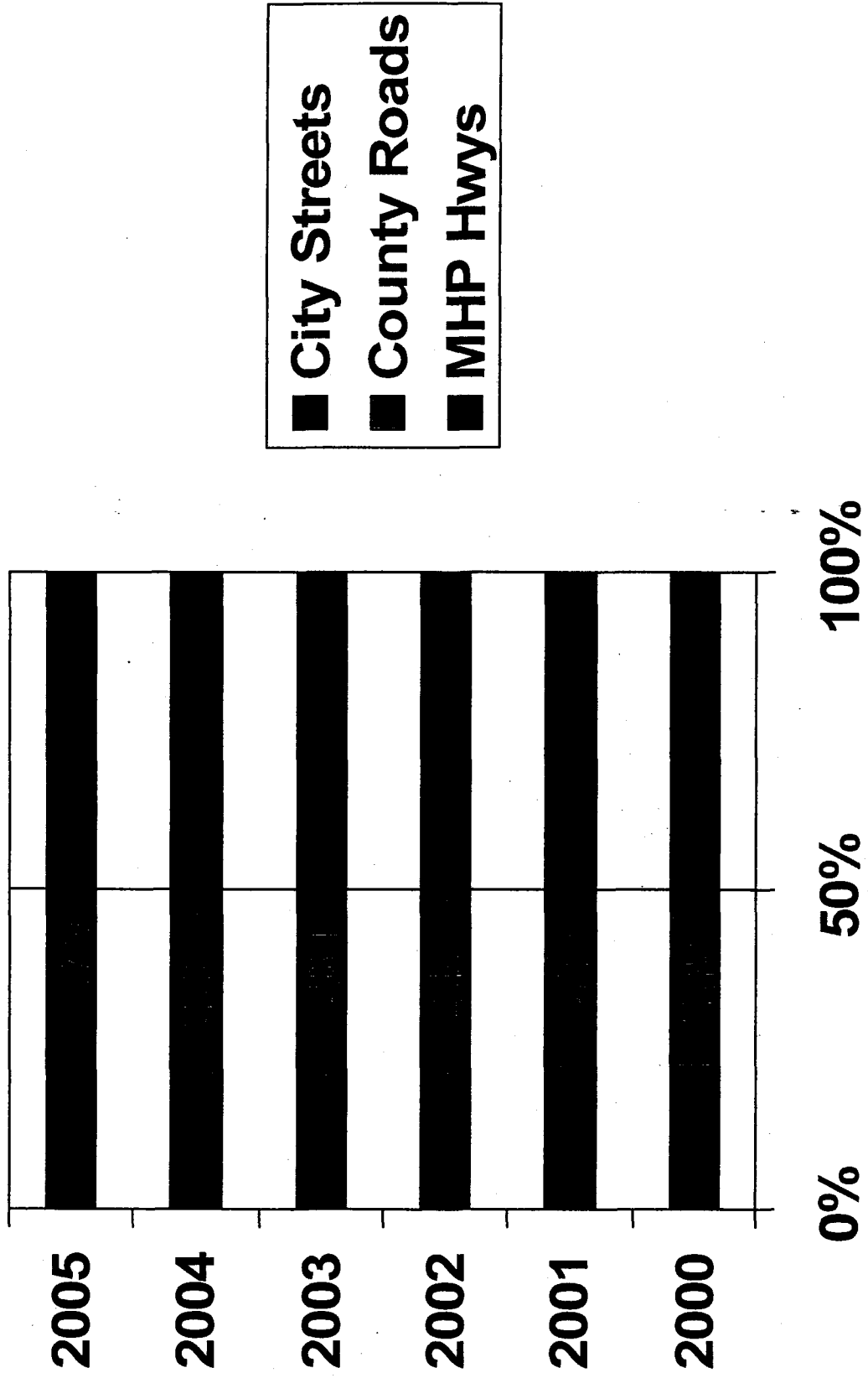
As one can plainly see, when the injury level decreases, the belt use increases. The highest level of non-use, 74.3%, were those persons who did not survive the crash. The highest rate of use, 88.6%, resulted in minor injuries or complaints of pain.

Fatalities vs Fatal Traffic Crashes in Mississippi 1995 -2005



— Fatalities - - - Fatal Crashes — Linear (Fatalities) — Linear (Fatal Crashes)

Traffic Fatalities by Road System



MISSISSIPPI HIGHWAY SAFETY FACT SHEET

Fatal Crashes Involving Young Drivers

How Significant is the Problem?

On Mississippi roadways, there were 781 fatal crashes between 2000 and 2004 in which a young driver (i.e., under the age of 21) was involved. These crashes resulted in a total of 899 fatalities, which is an average of 180 fatalities per year. This accounts for just over 20% of all traffic fatalities during the five year period.

What is the Mississippi Goal?

Mississippi's goal is to save 200 lives per year by reducing the number of traffic fatalities from approximately 900 per year (2004) to fewer than 700 per year by 2011. This is nearly a 25% reduction in the number of traffic fatalities. In order to achieve the goal, the annual number of fatalities involving young drivers needs to be reduced by approximately 40.

What are the Contributing Factors?

The Driver

- There were 819 young drivers involved in a fatal crash. Of these, approximately 70% were male (577 of 819).
- The percent of young drivers generally increases with age. There is a noticeable increase in the involvement on young drivers from 15 to 16 and again from 16 to 17.

Age Group	Male	Female	Total
10-13	1%	< 1%	< 1%
14	1%	2%	1%
15	6%	6%	6%
16	11%	18%	13%
17	18%	17%	18%
18	18%	19%	19%
19	23%	21%	23%
20	22%	17%	21%

- The top contributing factors for young drivers involved in a fatal crash were:

Top Contributing Factors	Number
--------------------------	--------

	of Drivers
Inattentive	282
Driving too Fast for Conditions or in Excess of Posted Maximum	164
Failure to Yield Right of Way	90
Failure to Obey Traffic Sign, Traffic Control Device, or Officer	82
Failure to Keep Proper Lane	74
Running off Road	55
Driving on Wrong Side of Road	37

- Of young drivers involved in a fatal crash, 13% (103 of 819) were tested and found to have been drinking or were drunk. Males made up 82% (84 of 103) of the young-drinking drivers.
- 63% (515 of 819) of young drivers involved in a fatal crash were not wearing seat belts. Of these, males represented 72% of the young-unbelted drivers. In comparison, 54% of drivers 21-years or older and involved in a fatal crash were not wearing seat belts. Further, seat belt non-use for all vehicle occupants had a range of 37% to 50% for the study period.
- Less than 10% of the young drivers had been in a previous accident, DWI conviction, or other harmful motor vehicle conviction. 11% of the drivers did not have a valid license at the time of the crash and 14% had a previous speeding conviction.

Location

- 25% (222 of 899) of young driver involved fatalities occurred at an intersection.
- Fatalities involving a young driver are widely distributed across the State; the top five counties [Hinds (7%), Jackson (4%), Rankin (4%), Harrison (4%), Lauderdale (3%)] accounted for only 22% of the fatalities.

Road and Area Type

- Fatalities where a young driver was involved occurred primarily in rural areas (78%).¹
- 77% (695 of 899) of fatalities occurred on 2-lane highways, with another 19% (167 of 899) on undivided 4-lane highways (without a median barrier).
- 370 fatalities (41%) were on roadways with a posted speed limit of 55 mph.
- Combining rural and urban roadways, local roads accounted for 45% of the fatalities. The jurisdiction with the second highest number of fatalities was State Highways with 32%. Only 8% of fatalities involving a young driver were on Interstate routes.

Jurisdiction Classification	Rural	Urban
Interstates	4%	4%
US Highway	12%	3%
State Highways	28%	4%
Local Roads	34%	11%
Total by Area Type	78%	22%

Crash Type

- A single vehicle run-off the road crash (398 of 899; 44%) accounted for the greatest number of fatalities. Overall, single vehicle crashes accounted for 51% (459 of 899) and lane departure crashes (i.e., ROR plus head-on) were 66% (600 of 899). Angle crashes accounted for 21% (187 of 899) of fatalities.

Crash Type	Fatalities	Percentage
Single Vehicle: Run-off Road	398	44%
Single Vehicle: Other	61	7%
Rear End and Sideswipe (Same)	48	5%
Head-On & Sideswipe (Opposite)	202	22%
Angle	187	21%
Unknown	3	1%

- Of the SVROR fatalities, most were a collision with a tree (39%), ditch (8%), utility pole (6%), or culvert (6%). 24% were an overturn crash.

Time-of-Day & Day of Week

- Almost 30% of young driver involved fatalities occurred between 9:00 PM - 3:00 AM (257 of 899). Overall, 46% (413 of 899) of fatalities where a young driver was involved happened during dark driving conditions.
- There were also noticeable peaks in the morning when many young drivers may be heading to school and also peaks in the early afternoon right after school is dismissed.

Time of Day	Fatalities	Percentage
Midnight to 2:59 AM	103	11%
3:00 AM to 5:59 AM	66	7%
6:00 AM to 8:59 AM	100	11%
9:00 AM to 11:59 AM	69	8%
12:00 PM to 2:59 PM	106	12%
3:00 PM to 5:59 PM	161	18%
6:00 PM to 8:59 PM	135	15%
9:00 PM to 11:59 PM	154	17%
Unknown	5	1%

- 54% (484 of 899) of young driver involved fatalities occurred on the weekend (Friday, Saturday and Sunday).

Day of Week	Fatalities	Percentage
Sunday	155	17%
Monday	102	11%
Tuesday	110	12%
Wednesday	92	10%
Thursday	111	12%
Friday	161	18%
Saturday	168	19%

Some Existing Safety Activities

- GDL law and its enforcement
- SADD Chapters in schools
- MADD - Young Impaired Driver Project
- Underage Drinking Prevention JJ funding
- College/ University Community Projects

¹ Rural versus urban distribution based on 2003 and 2004 data.

MISSISSIPPI HIGHWAY SAFETY FACT SHEET

Fatal Crashes Involving Aggressive Drivers

How Significant is the Problem?

There are many different ways a driver can be "aggressive", but for the data included in this fact sheet the definition was kept to speeding drivers. On Mississippi roadways, there were 850 fatal crashes between 2000 and 2004 that involved an aggressive driver. These crashes resulted in a total of 945 fatalities, which is an average of almost 190 fatalities per year. This accounts for approximately 22% of all traffic fatalities during the five year period.

What is the Mississippi Goal?

Mississippi's goal is to save 200 lives per year by reducing the number of traffic fatalities from approximately 900 per year (2004) to fewer than 700 per year by 2011. This is nearly a 25% reduction in the number of traffic fatalities. In order to achieve the goal, the number of annual alcohol-related fatalities needs to be reduced by nearly 45.

What are the Contributing Factors?

The Driver

- There were 854 aggressive drivers involved in a fatal crash. Of these, approximately 76% were male (653 of 854).
- 59% (501 of 854) of aggressive drivers were under the age of 35. Young drivers are over represented based on the typical age distribution of drivers.

Age Group	Male	Female	Total
≤ 20	19%	19%	19%
21 - 25	17%	16%	17%
26 - 35	23%	23%	23%
36 - 45	19%	17%	18%
46 - 55	11%	13%	11%
56 - 65	7%	4%	6%
66+	5%	8%	6%

- Other than speeding, the top two contributing factors for aggressive drivers were failure to

keep in proper lane (55%) and running off road (36%).

- 32% (273 of 854) of aggressive drivers were tested and found to have been drinking or were drunk. Males made up 86% (235 of 273) of the aggressive-drinking drivers.
- 74% (631 of 854) of aggressive drivers were not wearing seat belts. Of these, males represented 81% of the unbelted drivers. In comparison, seat belt non-use for all vehicle occupants had a range of 37% to 50% for the study period.
- 19% (163 of 854) of the aggressive drivers had a previous speeding conviction. At the time of the crash, 9% (78 of 854) of the aggressive drivers had an invalid, suspended, or revoked driver's license.

Previous Record	No. Drivers	Percentage
Involved in a Crash	9	1%
DWI Conviction	54	6%
Suspended License	59	7%
Other Harmful Motor Vehicle Conviction	67	8%
Speeding Conviction	163	19%

Location

- 91% (860 of 945) of aggressive driver related fatalities did not occur at an intersection.
- Fatal crashes involving aggressive drivers are widely distributed across the State; 18% (180 of 945) of the fatalities were in the top 5 counties.

Top 5 Counties	Fatal Crashes	Fatalities
De Soto	33 (4%)	42 (4%)
Hinds	38 (4%)	41 (4%)
Rankin	30 (4%)	38 (4%)
Jackson	31 (4%)	32 (3%)
Harrison	25 (3%)	27 (3%)

Road and Area Type

- Fatalities where an aggressive driver was involved occurred mostly in rural areas (83%).¹
- 77% (725 of 945) of fatalities occurred on 2-lane highways, with another 21% (194 of 945) on undivided 4-lane highways (without a median barrier)
- All together, 79% (747 of 945) of fatalities occurred on roadways with a posted speed limit of 45 mph or greater. The top three are:

Posted Speed Limit	Fatalities	Percentage
45 mph	193	20%
55 mph	326	34%
70 mph	113	12%

- Combining rural and urban roadways, local roads accounted for 50% of the fatalities. The jurisdiction with the second highest number of fatalities was State Highways with 26%.

Jurisdiction Classification	Rural	Urban
Interstates	8%	4%
US Highway	11%	1%
State Highways	24%	2%
Local Roads	40%	10%
Total by Area Type	83%	17%

Crash Type

- A single vehicle run-off the road crash (840 of 945; 89%) accounted for an overwhelming majority of the fatalities. Lane departure crashes (i.e., ROR plus head-on) were 94% (886 of 945).

Crash Type	Fatalities	Percentage
Single Vehicle: Run-off Road	840	89%
Single Vehicle: Other	10	1%
Rear End and Sideswipe (Same)	16	2%
Head-On & Sideswipe (Opposite)	46	5%
Angle	33	3%

- Of the SVROR fatalities, most were a collision with a tree (38%), ditch (11%), culvert (7%), or utility pole (5%). 22% were an overturn crash.

Time-of-Day & Day of Week

- 30% fatalities involving aggressive drivers occurred between 9:00 PM – 3:00 AM (283 of 945). Overall, 50% (476 of 945) of fatalities where a young driver was involved happened during dark driving conditions.

Time of Day	Fatalities	Percentage
Midnight to 2:59 AM	136	14%
3:00 AM to 5:59 AM	95	10%
6:00 AM to 8:59 AM	108	11%
9:00 AM to 11:59 AM	72	8%
12:00 PM to 2:59 PM	108	11%
3:00 PM to 5:59 PM	135	14%
6:00 PM to 8:59 PM	138	15%
9:00 PM to 11:59 PM	147	16%
Unknown	6	1%

- 54% (511 of 945) of aggressive driver related fatalities occurred on the weekend (Friday, Saturday and Sunday).

Day of Week	Fatalities	Percentage
Sunday	177	19%
Monday	117	12%
Tuesday	104	11%
Wednesday	105	11%
Thursday	108	11%
Friday	142	15%
Saturday	192	20%

Weather & Road Surface Conditions

- A majority of aggressive driving fatalities occurred during clear weather conditions (784 of 945, 83%).
- The road surface condition was reported as dry for 79% (746 of 945) of the fatalities.

Some Existing Safety Activities

- MHP Trooper Call-Back Enforcement
- Local Traffic Safety Projects
- Drive Smart Mississippi P I & E
- MCSAP Share the Road Campaign
- Mississippi Highway Safety Leaders

¹ Rural versus urban distribution based on 2003 and 2004 data.

MISSISSIPPI HIGHWAY SAFETY FACT SHEET

Fatal Crashes Involving Unbelted Vehicle Occupants

How Significant is the Problem?

On Mississippi roadways, there were 2,712 unbelted vehicle occupant fatalities between 2000 and 2004, which is an average of 540 fatalities per year. This accounted for nearly 62% of all traffic fatalities during the five year period and approximately 71% of the all vehicle occupant fatalities (3,813) during the study period.

Between 2000 and 2004, reported safety belt usage in Mississippi ranged from a low of 50.4% in 2000 to a high of 63.2% in 2004. Mississippi's reported 2005 safety belt usage rate dropped to 60.8% and was the lowest usage rate in the Nation. The 2005 usage rate is more than 20 percentage points below the National average of 82% usage.

What is the Mississippi Goal?

Mississippi's goal is to save 200 lives per year by reducing the number of traffic fatalities from approximately 900 per year (2004) to fewer than 700 per year by 2011. This is nearly a 25% reduction in the number of traffic fatalities. In order to achieve the goal, the number of annual unbelted fatalities needs to be reduced by approximately 105.

What are the Contributing Factors?

Role of Seat Belt in Injury Severity

In the fatal crashes, unbelted vehicle occupants were found to account for 71% of all vehicle occupant fatalities. Vehicle occupants involved in the fatal crash but were NOT injured, only 35% were unbelted. Essentially, as the injury severity went down, the seat belt usage increased.

Vehicle Occupants in a Fatal Crash	Percent Unbelted
Fatal Injury	71%
Incapacitating Injury	57%
Evident Injury	47%
Possible Injury	38%
No Injury	35%

The Passenger

- Men were 70% (1,907 of 2,712) of unbelted fatalities.
- Alcohol was listed as a contributing factor in 29% (787 of 2,712) of unbelted fatalities.
- 151 (6%) of the unbelted fatalities were partially ejected from their vehicle and 596 (22%) were reported as being totally ejected.
- There were over 110 unbelted passengers under 13 killed in a crash. The 14-20 age range included the most unbelted fatalities (487 of 2,712; 18%). Unbelted fatalities dropped for the 56-65 age group and increased again for adults over 65.

Age Group	Male	Female
≤ 13	60 (3%)	52 (6%)
14 - 20	328 (17%)	159 (20%)
21 - 25	243 (13%)	78 (10%)
26 - 35	342 (18%)	124 (15%)
36 - 45	313 (16%)	139 (17%)
46 - 55	258 (14%)	96 (12%)
56 - 65	148 (8%)	53 (7%)
66+	209 (11%)	101 (13%)
Unknown	6 (<1%)	2 (<1%)
Totals by Gender	1,907	804

Location

- 19% (516 of 2,712) of unbelted vehicle occupant fatalities occurred at an intersection.
- The Top 6 counties represent approximately 21% (545 of 2,712) of unbelted vehicle occupant fatalities in Mississippi.

Top 6 Counties	Fatalities	Percentage
Hinds	153	6%
De Soto	87	3%
Rankin	85	3%
Jackson	80	3%
Harrison & Lauderdale	70	3%

Road and Area Type

- Unbelted vehicle occupant fatalities were more likely to occur in rural areas (78%).¹
- Of all jurisdictions, local roads accounted for the greatest number of unbelted fatalities (1,130 of 2,712; 43%). The roadways under State jurisdiction did account for just over half of the fatalities (1,554 of 2,712), and most of these were on the State Highways.

Jurisdiction Classification	Rural	Urban
Interstates	6%	5%
US Highway	12%	3%
State Highways	27%	2%
Local Roads	32%	11%
Total by Area Type	78%	21%
Unknown Area Type		1%
Total	100%	

Crash Type

- 58% (1,575 of 2,712) of unbelted fatalities occurred during a single vehicle run-off the road (SVROR) crash. Overall, single vehicle crashes accounted for 61% (1,660 of 2,712) and lane departure crashes (i.e., ROR plus head-on) were 76% (2,069 of 2,712). Angle crashes were the second most frequent crash type and accounted for 15% (410 of 2,712) of fatalities.

Crash Type	Fatalities	Percentage
Single Vehicle: Run-off Road	1,575	58%
Single Vehicle: Other	82	3%
Rear End and Sideswipe (Same)	143	5%
Head-On & Sideswipe (Opposite)	494	18%
Angle	410	15%

- Of the SVROR fatalities, most were a collision with a tree (35%), ditch (11%), culvert (7%), earth embankment (5%) or utility pole (5%). 26% were an overturn crash.

Time-of-Day & Day of Week

- Unbelted fatalities peaked between 3:00 and 6:00 PM. However, between 9:00 PM and 3:00 AM, the number of unbelted fatalities are over represented based on typical hourly variation of traffic volumes.

Time of Day	Fatalities	Percentage
Midnight to 2:59 AM	330	12%
3:00 AM to 5:59 AM	222	8%
6:00 AM to 8:59 AM	302	11%
9:00 AM to 11:59 AM	251	9%
12:00 PM to 2:59 PM	370	14%
3:00 PM to 5:59 PM	440	16%
6:00 PM to 8:59 PM	417	15%
9:00 PM to 11:59 PM	364	13%
Unknown	16	1%

- 37% (1,000 of 2,712) of unbelted fatalities occurred on Saturday or Sunday. Another 17% (451 of 2,712) of the unbelted fatalities were on Friday.

Day of Week	Fatalities	Percentage
Sunday	438	16%
Monday	317	12%
Tuesday	325	12%
Wednesday	294	11%
Thursday	325	12%
Friday	451	17%
Saturday	562	21%

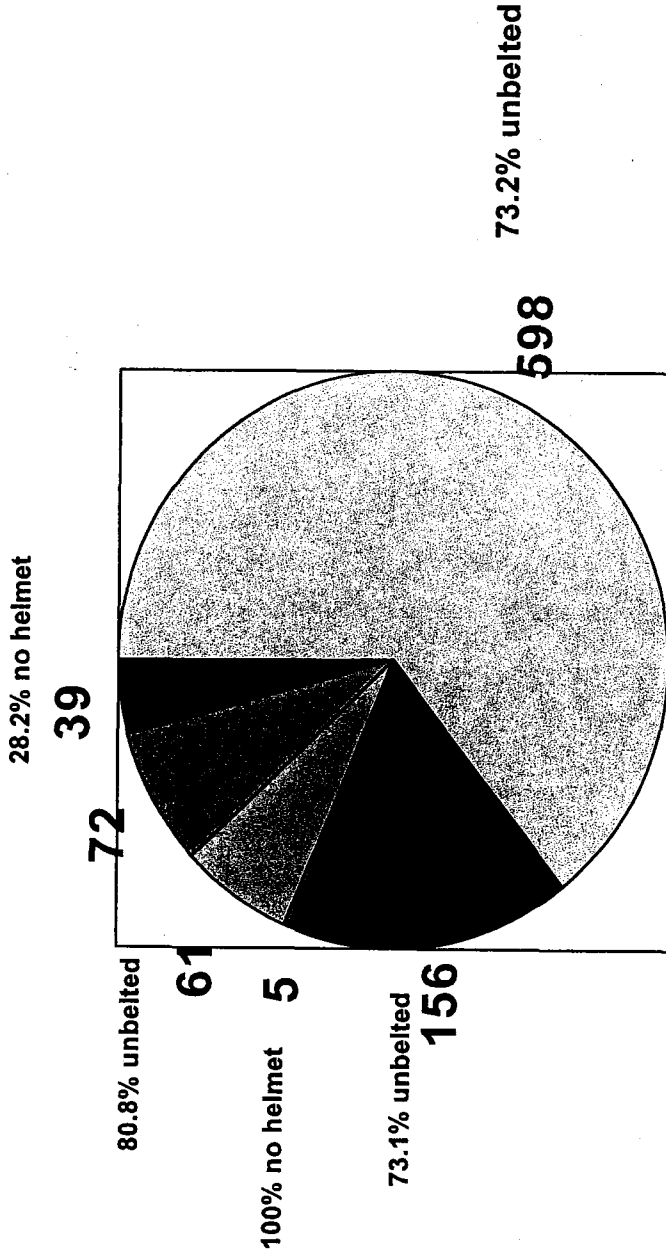
Some Existing Safety Activities

- Enacted a primary seat belt law May 27, 2006
- Click It or Ticket P I & E Campaign
- Safe Kids Coalition
- Mini-Grants to Local Law Enforcement
- Safety Checkpoints Statewide

¹ Rural versus urban distribution based on 2003 and 2004 data.

2005 Mississippi Traffic Fatalities by Person Type

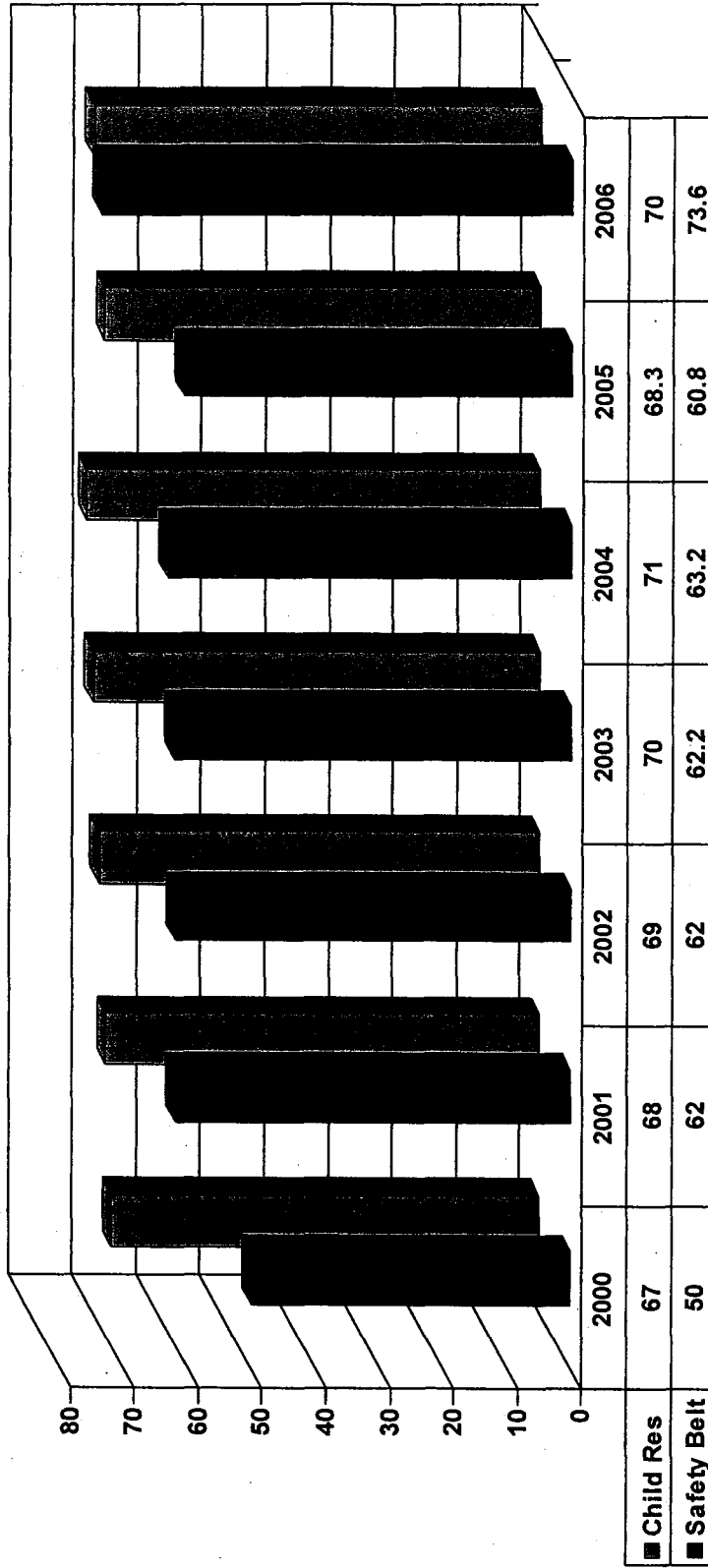
931 Total Fatalities



- Driver
- Front Pas
- Rear Pas
- Pedestrian
- Bicyclist
- Motorcyclist

Child Restraint and Safety Belt Use Rates

Percent



■ Child Res ■ Safety Belt

MISSISSIPPI HIGHWAY SAFETY FACT SHEET

Fatal Crashes Involving Alcohol Impairment

How Significant is the Problem?

On Mississippi roadways, NHTSA reports that there were 1,654 fatalities between 2000 and 2004 in which the crash was classified as "alcohol-related." This is an average of 330 fatalities per year and accounted for nearly 38% of all traffic fatalities during the five year period.

What is the Mississippi Goal?

Mississippi's goal is to save 200 lives per year by reducing the number of traffic fatalities from approximately 900 per year (2004) to fewer than 700 per year by 2011. This is nearly a 25% reduction in the number of traffic fatalities. In order to achieve the goal, the number of annual alcohol-related fatalities needs to be reduced by 75.

What are the Contributing Factors?

Road and Area Type

- Alcohol-related fatalities were primarily in rural areas (1,274 of 1,654; 77%).
- Combining rural and urban roadways, local roads accounted for almost half of all alcohol-related fatalities (727 of 1,654; 43%). The jurisdiction with the second highest number of fatalities was State Highways with 30% (492 of 1,654). Only 13% of alcohol-related fatalities were on Interstate routes with another 13% on US Highways.

Jurisdiction Classification	Rural	Urban
Interstates	103 (6%)	116 (7%)
US Highway	161 (10%)	45 (3%)
State Highways	465 (28%)	27(2%)
Local Roads	544 (33%)	183 (10%)
Total by Area Type	1274 (77%)	371 (22%)
Unknown	9 (1%)	
Total	1654 (100%)	

Location

- Only 15% (248 of 1,654) of alcohol-related fatalities occurred at an intersection.

- The Top 5 counties represent 17% (288 of 1,654) of alcohol-related fatalities in Mississippi.

Top 5 Counties	Fatalities	Percentage
Hinds	101	6%
De Soto	50	3%
Forrest	48	3%
Jackson	45	2.5%
Hancock	44	2.5%

Crash Type

- Over half of alcohol related fatalities occurred during a single vehicle run-off the road crash (1,020 of 1,654; 62%). Overall, single vehicle crashes accounted for 71% (1,145 of 1,654) and lane departure crashes (i.e., ROR plus head-on) were 77% (1,274 of 1,654). Angle crashes accounted for 17% (86 of 501) of fatalities.

Crash Type	Fatalities	Percentage
Single Vehicle: Run-off Road	1,020	62%
Single Vehicle: Other	145	9%
Rear End and Sideswipe (Same)	56	3%
Head-On & Sideswipe (Opposite)	254	15%
Angle	177	11%

- The top five most harmful events for a alcohol-related, single-vehicle, run-off-road crash are:

Run-off Road Crashes	Fatalities	Percentage
Tree	320	31%
Overturn	248	24%
Ditch	104	10%
Culvert	86	8%
Embankment-Earth	51	5%

The Driver

- 85% of the drinking and drunk drivers identified were male.
- 11% of drinking or drunk drivers were under the age of 21.

Age Group	Male	Female	Total
≤ 20	11%	14%	11%
21 - 25	18%	17%	17%
26 - 35	26%	26%	26%
36 - 45	22%	24%	23%
46 - 55	14%	10%	13%
56 - 65	7%	6%	7%
66+	2%	3%	2%

- Other than alcohol use, the top contributing factors for drinking or drunk drivers involved in a fatal crash were:

Top Contributing Factors	Number of Drivers
Inattentive	385
Driving too Fast for Conditions or in Excess of Posted Maximum	273
Failure to Keep Proper Lane	159
Running off Road	91
Failure to Yield Right of Way	62
Failure to Obey Traffic Sign, Traffic Control Device, or Officer	53
Driving on Wrong Side of Road	36

- 77% of drinking or drunk drivers were not wearing a seat belt when involved in a fatal crash. Men represented 87% of the drivers that were unbelted and impaired when involved in a fatal crash.
- Nearly 10% of drinking & drunk drivers had a previous DWI conviction.
- Nearly 13% of drinking or drunk drivers were unlicensed or had a suspended, revoked, or expired driver's license.

Time-of-Day & Day of Week

- Most alcohol-related fatalities occurred between 6:00 PM - 3:00 AM (1,029 of 1,654; 61%). Overall, 69% (1,147 of 1,654) of alcohol-related fatalities occurred in "dark" driving conditions.

Time of Day	Fatalities	Percentage
Midnight to 02:59	428	25%
3:00 to 05:59	213	13%
6:00 to 08:59	88	5%
9:00 to 11:59	49	3%
12:00 to 14:59	93	6%
15:00 to 17:59	173	11%
18:00 to 20:59	280	17%
21:00 to 23:59	321	19%
Unknown	9	1%

- 48% (781 of 1,654) of the alcohol-related fatalities occurred on Saturday or Sunday. An additional 17% (284 of 1,654) of the alcohol-related fatalities were on Friday.

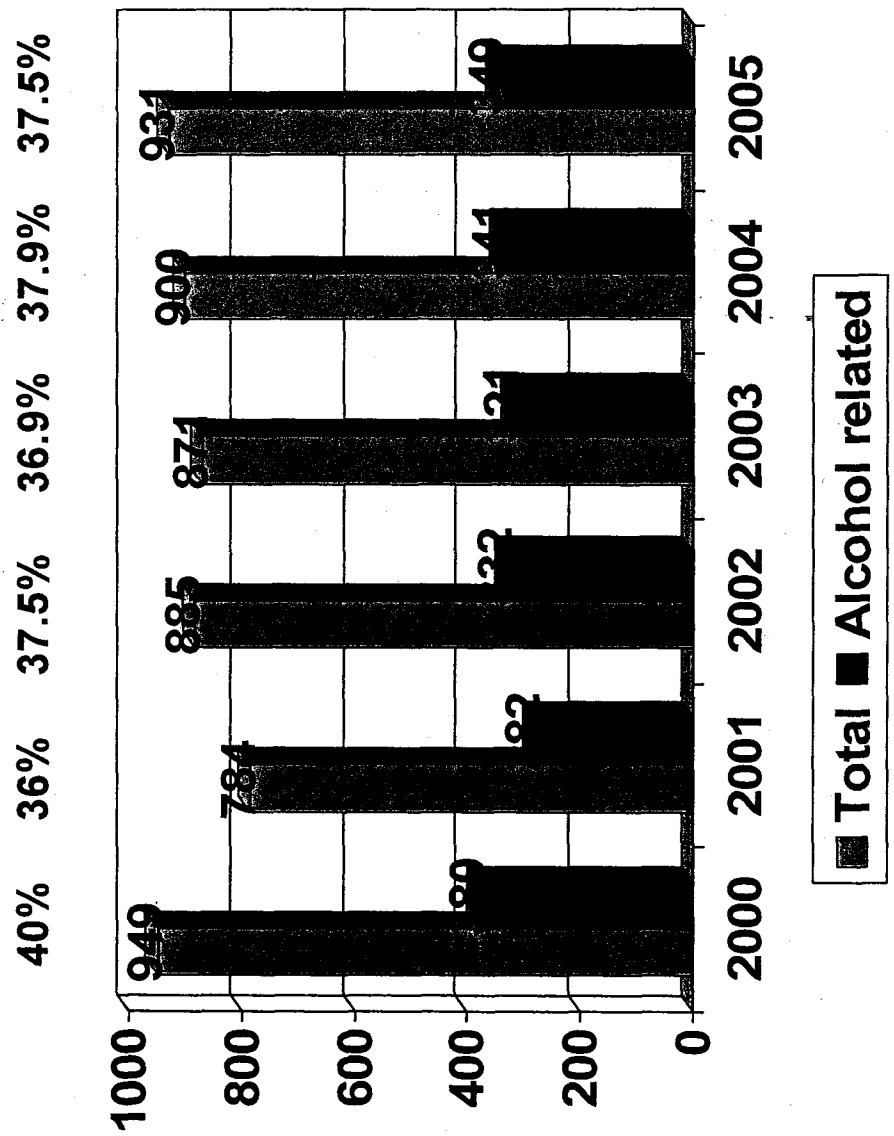
Day of Week	Fatalities	Percentage
Sunday	332	20%
Monday	106	6%
Tuesday	150	9%
Wednesday	165	10%
Thursday	168	10%
Friday	284	17%
Saturday	449	28%

Some Existing Safety Activities

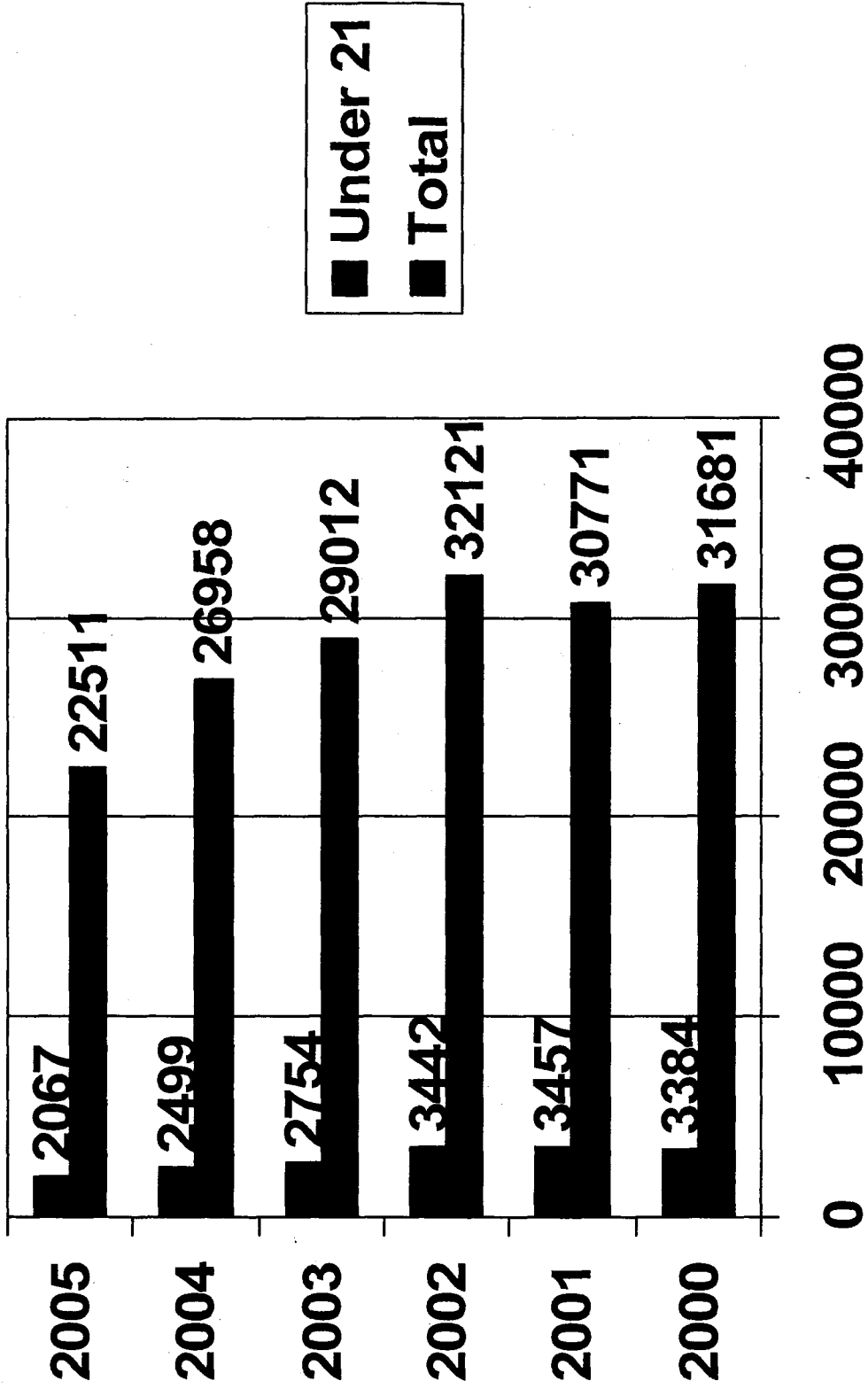
- Use of DUI checkpoints.
- Over the Limit. Under Arrest (NHTSA P I & E)
- DUI Enforcement Grants
- MADD Court Monitor Project
- MASEP Research and Development

¹ Total alcohol-related fatalities provided by NHTSA using FARS. Individual crash statistics were factored to be consistent with NHTSA analysis.

Total Fatalities vs Alcohol Related Fatalities



DUI Arrests in Mississippi 2000 - 2005



Mississippi DUI Facts

Year	Total DUI Arrests	Underage 21 DUI	% Underage DUI
2000	31,681	3,384	10.7 %
2001	30,771	3,457	11.2 %
2002	32,121	3,442	10.7 %
2003	29,012	2,754	9.5 %
2004	26,958	2,499	9.3 %
2005	22,511	2,067	9.2 %

DUI arrests of Mississippi drivers are maintained on our automated driver history file, but out-of-state driver arrests are not because we have no jurisdiction over their driver licenses. 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 rates from 18% to an estimated 25% since gaming began in our state during the last decade.

Projections are made for out-of-state DUI arrests from MHP trooper activity reports and selected major police departments in border cities and tourist areas. This gives us the capability to compute estimates of total arrests for each year. Recently, total DUI arrests have dropped from a high of 32,121 in 2002 to a low of 22,511 in 2005. This is a 30% decrease for this period. Many factors led to this situation. Law enforcement deployments for military service have greatly affected manpower. The year 2005 arrests were impacted by Katrina and its aftermath. The rate of decrease from 2002 to 2004 was 16.1% , a better indication of the diminishing DUI arrests.

The underage DUI arrests constitute major traffic safety problems. In fact, the teenage percentage of total DUI is really greater than the 9 to 11 % shown in the above table. This is true because the under 21 count stated is the actual number of young Mississippi drivers arrested, but the total, as noted, includes Mississippi and out-of-state drivers. We have no way of estimating the number of out-of-state underage arrests. The alarming fact is that these young drivers are committing two serious offenses - both drinking alcohol illegally and then driving under the influence!

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.

Traffic enforcement not only saves lives, 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 Traffic Fatalities and Alcohol Involvement

Year	Fatal Crashes	Fatalities	Alcohol Related Deaths	% Alcohol of Total
2000	846	949	380	40 %
2001	704	784	282	36 %
2002	769	885	332	37.5 %
2003	786	871	321	36.9 %
2004	786	900	341	37.9 %
2005	840	931	349	37.5 %

Traffic fatalities dropped significantly from 949 in 2000 to 784 in 2001. Another promising revelation in 2001 was that the alcohol related fatalities were 282 of the 784 total, which was 36% - the lowest percentage of alcohol involvement ever recorded in our state. 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), but again below the national rate of 42%. For the years 2003 through 2005, the rate of alcohol deaths has remained relatively stable (37.5% average), while the national rate has been 40%. However, the number of alcohol deaths for this period has increased from 321 to 349 because total traffic fatalities have risen from 871 to 931. These deaths in 2005 (349) reveal that almost one person each day is killed in a DUI crash on Mississippi roadways.

The average (mean) BAC for all DUI arrests has remained at .145 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 enforcement 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.

Mississippi DUI Analysis by Rates

Year	Police %	Sheriff %	MHP %	Refusal Rate	Conviction Rate	DUI 1 st	DUI 2 nd	DUI 3 rd
2000	54.1%	19.2%	26.7%	18.3%	91.7%	80.4%	18.2%	1.4%
2001	47.5%	21.2%	31.3%	17.3%	91.2%	82.7%	16.1%	1.2%
2002	48.5%	22.1%	29.4%	19.2%	90.7%	84.1%	14.7%	1.2%
2003	49.1%	23.2%	27.7%	20%	90.1%	84.5%	14.4%	1.2%
2004	49.5%	25.6%	24.9%	21%	90.5%	84.8%	14.3%	.9%
2005	51.7%	26.8%	21.5%	23.7%	90.5%	85.8%	13.3%	.9%

The DUI refusal rate recently has been increasing to almost one in four (23.7%) while the conviction rate remains above 90%. Felony DUI (3rd offense) is relatively rare while first offense DUI accounts for over 80% of arrests. Hopefully, the majority of those caught for the first time will learn a life lesson during the Mississippi Alcohol Safety Education Program (MASEP) and not become a repeat offender. The hard-core drinking driver, if not

rehabilitated, will end up killing or maiming themselves or worse yet - innocent victim(s) of impaired drivers.

Annually, crashes in Mississippi account for economic losses of \$ 600 for every licensed driver and over \$ 400 for every man, woman and child. In our state, over twice as many people are killed each year in traffic crashes than are murdered. Traffic crashes are the leading cause of injury and death to all persons from age 1 to 45. The teenage driver in Mississippi is a serious traffic safety problem that requires special attention and targeted countermeasures to reduce their involvement in traffic fatalities, injuries and economic loss.

The underage drinking driver is an alarming statistic. An average of 2,500 teenagers are arrested each year in Mississippi for DUI. They represent about 10% of DUI arrests while they are only 7% of the driving population. Theoretically, there should be no such arrests because we have a zero-tolerance law for under 21. These young drivers are actually committing two crimes - drinking alcohol and driving under the influence. Many parents have no knowledge of their teens alcohol abuse until a DUI arrest is made.

Through mid-year 2006, there have been over 8,000 Mississippi drivers and around 3,000 out of state drivers arrested for DUI statewide. As of June 30, 2006, there had been 440 traffic fatalities. Hopefully, we can end this year with less than 800 fatalities and over 25,000 DUI arrests.

The gaming industry in our state has increased vehicular traffic greatly since 1992. These tourism areas are mainly along the Mississippi river and on our Gulf coast. The largest gaming facility is a land based multi-property resort in East Central Mississippi owned by the Choctaw Indians. The gaming establishments give free alcoholic drinks to patrons that are participating in gaming. A vast majority of these visitors travel to and from the properties by car. Our gaming industry is continuing to grow with at least four new venues recently announced.

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.

Counties Representing Top 65%
Alcohol Related Crashes - Mississippi, 1997-2005
Severe Casualties - Fatal, Injury A & B
Rank by Rate per 10,000 Population

County	1997	1998	2000	2001	2002	2003	2005	Total	2000 Pop.	rate/10,000 pop.	2000 vmt	rate/100 mil vmt
Tunica	20	13	24	20	12	8	13	110	9,227	119.22	284.1	38.72
Neshoba	31	24	25	15	19	6	20	140	28,684	48.81	381.6	36.69
Grenada	31	20	11	16	14	7	11	110	23,263	47.29	312.8	35.17
Panola	23	16	26	18	20	14	37	154	34,274	44.93	550.3	27.98
Hancock	19	40	38	34	21	13	27	192	42,967	44.69	622	30.87
Leake	22	17	12	15	9	6	11	92	20,940	43.94	285.9	32.18
Lowndes	48	36	40	40	29	26	41	260	61,586	42.22	614.8	42.29
Jackson	121	87	107	75	67	43	51	551	131,420	41.93	1522.9	36.18
Marshall	25	24	24	20	22	6	16	137	34,993	39.15	607.1	22.57
Monroe	29	30	40	17	11	10	11	148	38,014	38.93	476.9	31.03
Harrison	115	119	139	113	99	91	56	732	189,601	38.61	1945.4	37.63
Pike	20	23	25	24	26	16	15	149	38,940	38.26	503.6	29.59
George	22	6	8	7	10	11	8	72	19,144	37.61	218.9	32.89
Warren	40	33	31	40	21	12	9	186	49,644	37.47	617.8	30.11
Desoto	54	60	66	56	55	40	62	393	107,199	36.66	1165.3	33.73
Adams	26	13	27	18	18	12	7	121	34,340	35.24	313.9	38.55
Alcorn	21	22	16	11	21	14	11	116	34,558	33.57	405.1	28.63
Jones	36	26	33	35	30	26	32	218	64,958	33.56	816.4	26.70
Lafayette	18	21	33	14	14	12	16	128	38,744	33.04	376.6	33.99
Forrest	50	36	20	45	26	23	28	228	72,604	31.40	851	26.79
Tate	12	8	10	7	12	21	8	78	25,370	30.74	306.6	25.44
Lauderdale	46	21	38	41	33	28	31	238	78,161	30.45	1090.8	21.82
Lee	45	44	43	21	30	10	37	230	75,755	30.36	1006.5	22.85
Yazoo	12	14	13	16	11	9	9	84	28,149	29.84	385.6	21.78
Hinds	154	102	116	115	108	75	48	718	250,800	28.63	2750.2	26.11
Pearl River	17	16	19	18	22	17	22	131	48,621	26.94	580.7	22.56
Rankin	63	40	67	32	32	35	35	304	115,327	26.36	1512.1	20.10
Washington	34	37	28	17	16	16	7	155	62,977	24.61	580.9	26.68
Lamar	12	15	15	14	10	14	8	88	39,070	22.52	484.4	18.17
Madison	21	18	20	26	21	20	26	152	74,674	20.36	812.7	18.70

MISSISSIPPI LICENSED DRIVERS
DUI ARRESTS BY COUNTY, YEAR AND TYPE TICKET

	YR												TOTAL				
	05						06										
	CITY TIK	COUNTY TIK	MHP TIK	OUT STATE TIK	MISC TIK	FEDER- AL TIK	CITY TIK	COUNTY TIK	MHP TIK	OUT STATE TIK	MISC TIK	FEDER- AL TIK					
CO																	
NON-OFFICER	0	0	0	0	0	69	0	0	0	0	0	0	0	0	0	21	90
ADAMS CO	68	3	36	0	0	0	27	1	20	0	0	0	0	0	0	0	155
ALCORN CO	231	43	119	0	1	0	93	23	54	0	0	0	0	0	0	0	564
AMITE CO	13	7	24	0	0	0	15	7	15	0	0	0	0	0	0	0	81
ATTALA CO	40	12	22	0	1	0	22	8	24	0	0	0	0	0	0	0	129
BENTON CO	1	7	15	0	0	0	1	5	7	0	0	0	0	0	0	0	36
BOLIVAR CO	146	6	71	0	0	0	60	2	40	0	0	0	0	0	0	0	325
CALHOUN CO	51	27	22	0	0	0	20	13	8	0	0	0	0	0	0	0	141
CARROLL CO	3	7	45	0	0	0	3	5	20	0	0	0	0	0	0	0	83
CHICKASAW CO	36	56	94	0	0	0	19	30	28	0	0	0	0	0	0	0	263
CHOCTAW CO	5	1	26	0	0	0	1	1	10	0	0	0	0	0	0	0	45
CLATBORNE CO	0	3	10	0	0	0	1	2	7	0	0	0	0	0	0	0	23
CLARKE CO	8	16	32	0	0	0	10	14	18	0	0	0	0	0	0	0	98
CLAY CO	30	73	37	0	0	0	36	46	25	0	0	0	0	0	0	0	247
COAHOMA CO	49	18	16	0	0	0	30	10	27	0	0	0	0	0	0	0	150
COPIAH CO	98	22	45	0	0	0	80	10	17	0	0	0	0	0	0	0	272
COVINGTON CO	19	76	40	0	0	0	2	39	17	0	0	0	0	0	0	0	193
DEOTO CO	447	163	213	0	0	0	248	68	88	0	0	0	0	0	0	0	1227
FORREST CO	416	146	30	0	15	0	206	45	9	0	0	0	0	0	0	0	883
FRANKLIN CO	1	8	19	0	0	0	2	11	8	0	0	0	0	0	0	0	49
GEORGE CO	30	34	22	0	0	0	9	31	9	0	0	0	0	0	0	0	135
GREENE CO	2	13	16	0	0	0	0	1	11	0	0	0	0	0	0	0	43
GRENADA CO	89	15	33	0	0	0	79	3	42	0	0	0	0	0	0	0	261
HANCOCK CO	169	45	94	0	0	0	43	34	24	0	0	0	0	0	0	0	409
HARRISON CO	940	495	41	0	0	0	442	256	23	0	0	0	0	0	0	0	2197
HINDS CO	447	90	66	0	0	0	167	35	40	0	0	0	0	0	0	0	845
HOLMES CO	25	3	76	0	0	0	10	2	17	0	0	0	0	0	0	0	133
HUMPHREYS CO	7	8	13	0	0	0	5	0	9	0	0	0	0	0	0	0	42
ISSAQUENA CO	0	3	1	0	0	0	1	0	0	0	0	0	0	0	0	0	5
ITAWAMBA CO	32	67	28	0	0	0	22	37	14	0	0	0	0	0	0	0	200

(CONTINUED)

MISSISSIPPI LICENSED DRIVERS
DUI ARRESTS BY COUNTY, YEAR AND TYPE TICKET

CO	05												06																	
	TYPTIK						TYPTIK						TYPTIK						TYPTIK											
	CITY TIK	COUNTY TIK	MHP TIK	OUT STATE TIK	MISC TIK	FEDER- AL TIK	CITY TIK	COUNTY TIK	MHP TIK	OUT STATE TIK	MISC TIK	FEDER- AL TIK	CITY TIK	COUNTY TIK	MHP TIK	OUT STATE TIK	MISC TIK	FEDER- AL TIK	CITY TIK	COUNTY TIK	MHP TIK	OUT STATE TIK	MISC TIK	FEDER- AL TIK	CITY TIK	COUNTY TIK	MHP TIK	OUT STATE TIK	MISC TIK	FEDER- AL TIK
JACKSON CO	397	193	69	0	0	0	284	154	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1118
JASPER CO	30	27	42	0	0	0	18	14	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	155
JEFFERSON CO	0	1	18	0	0	0	0	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25
JEFF DAVIS CO	19	4	10	0	0	0	4	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	49
JONES CO	161	195	52	0	0	0	135	110	71	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	724
KEMPER CO	12	16	13	0	0	0	6	8	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	69
LAFAYETTE CO	449	52	110	0	41	0	200	24	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	907
LAMAR CO	31	46	41	0	0	0	6	8	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	141
LAUDERDALE CO	443	411	50	0	0	0	237	266	41	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1448
LAWRENCE CO	25	12	4	0	0	0	9	6	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	82
LEAKE CO	63	36	23	0	0	0	39	22	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	197
LEE CO	670	142	65	0	0	0	307	62	55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1301
LEFLORE CO	147	23	106	0	0	0	91	1	36	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	404
LINCOLN CO	38	106	63	0	0	0	12	26	41	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	286
LOWNDES CO	74	94	31	0	2	0	56	45	35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	338
MADISON CO	202	541	60	0	0	0	170	660	42	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1675
MARION CO	64	47	27	0	0	0	78	18	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	247
MARSHALL CO	47	45	51	0	0	0	23	9	37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	212
MONROE CO	138	20	112	0	0	0	120	34	86	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	510
MONTGOMERY CO	63	11	18	0	0	0	31	7	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	140
NESHOBA CO	124	48	34	0	0	0	83	67	34	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	390
NEWTON CO	57	36	27	0	0	0	37	40	32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	229
NOXUBEE CO	2	3	6	0	0	0	1	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18
OKTIBBEHA CO	266	156	32	0	9	0	233	88	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	789
PANOLA CO	89	25	140	0	0	0	57	34	101	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	446
PEARL RIVER CO	46	22	38	0	0	0	24	15	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	160
PERRY CO	35	38	11	0	0	0	10	27	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	126
PIKE CO	133	68	98	0	0	0	58	43	53	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	453
PONTOTOC CO	142	104	110	0	0	0	63	83	39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	541
PRENTISS CO	67	43	58	0	0	0	49	21	36	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	274

(CONTINUED)

MISSISSIPPI LICENSED DRIVERS
DUI ARRESTS BY COUNTY, YEAR AND TYPE TICKET

CO	YR												
	05						06						
	CITY TIK	COUNTY TIK	MHP TIK	OUT STATE TIK	MISC TIK	FEDER- AL TIK	CITY TIK	COUNTY TIK	MHP TIK	OUT STATE TIK	MISC TIK	FEDER- AL TIK	
QUITMAN CO	5	1	14	0	0	0	2	0	20	0	0	0	42
RANKIN CO	590	54	106	0	0	0	452	19	49	0	0	0	1270
SCOTT CO	73	53	34	0	0	0	20	26	14	0	0	0	220
SHARKEY CO	0	6	1	0	0	0	0	3	4	0	1	0	15
SIMPSON CO	67	42	56	0	0	0	17	82	15	0	0	0	279
SMITH CO	22	16	29	0	0	0	10	6	18	0	0	0	101
STONE CO	34	12	26	0	0	0	6	6	10	0	0	0	94
SUNFLOWER CO	34	14	62	0	0	0	48	12	51	0	0	0	221
TALLAHATCHIE CO	16	6	12	0	0	0	9	0	2	0	0	0	45
TATE CO	25	8	82	0	0	0	8	18	60	0	0	0	201
TIPPAH CO	61	40	30	0	0	0	18	24	17	0	0	0	190
TISHOMINGO CO	44	53	81	0	0	0	31	35	33	0	0	0	277
TUNICA CO	3	83	38	0	0	0	2	47	34	0	0	0	208
UNION CO	102	63	32	0	0	0	42	36	22	0	0	0	297
WALTHALL CO	12	15	43	0	0	0	14	17	20	0	0	0	121
WARREN CO	129	38	36	0	0	0	53	38	38	0	0	0	332
WASHINGTON CO	56	17	7	0	0	0	21	13	17	0	0	0	131
WAYNE CO	47	20	28	0	0	0	5	5	16	0	0	0	121
WEBSTER CO	16	10	25	0	0	0	17	8	11	0	0	0	87
WILKINSON CO	9	15	5	0	0	0	4	0	7	0	0	0	40
WINSTON CO	39	3	29	0	0	0	17	5	23	0	0	0	116
YALOBUSHA CO	25	18	68	0	0	0	9	21	37	0	0	0	178
YAZOO CO	12	1	20	0	3	0	8	0	5	0	0	0	49
INVALID CODE	1	0	0	82	31	0	0	0	0	35	8	0	157
TOTAL	8859	4620	3690	82	103	69	4908	3042	2100	35	41	21	21570

RANKING OF TOP TWENTY COUNTIES IN MISSISSIPPI
TRAFFIC SAFETY PROBLEM IDENTIFICATION

RANK	2005 TOTAL CRASHES 100 mil VMT	2005 FTLY VMT RATE MHP HWY	2005 INJ VMT RATE MHP HWY	2005 TOTAL VMT RATE MHP HWY	2005 INJ PER MILE CO ROADS	2005 INJ RATE 10K POP
1	Forrest	Tallahatchie	Neshoba	Marion	Harrison	Tunica
2	Oktibbeha	Jeff Davis	Lawrence	Neshoba	Jackson	Forrest
3	Lowndes	Sharkey	Tunica	Lafayette	Lowndes	Neshoba
4	Marion	Humphreys	Kemper	Amite	Tunica	Panola
5	Leflore	Calhoun	Humphreys	Tunica	Hinds	Jones
6	Lafayette	Winston	Marion	Lawrence	Warren	DeSoto
7	Hinds	Issaquena	Amite	Winston	Lee	Covington
8	Harrison	Franklin	Wilkinson	Smith	Forrest	Lauderdale
9	Adams	Lawrence	Franklin	Attala	Jones	Marion
10	Rankin	Clarke	Attala	Wilkinson	Rankin	Lincoln
11	Neshoba	Marshall	Issaquena	Franklin	George	Leake
12	Jones	Panola	Smith	Jeff Davis	Lamar	Pike
13	DeSoto	Smith	Clarke	Lowndes	DeSoto	Lowndes
14	Alcorn	Montgomery	Panola	Clarke	Adams	Lee
15	Lauderdale	Amite	Quitman	Humphries	Lauderdale	George
16	Caly	Chickasaw	Leake	Lincoln	Pearl River	Madison
17	Pike	Noxubee	Jasper	Perry	Tate	Rankin
18	Lee	Jasper	Coahoma	Jefferson	Lincoln	Grenada
19	Jackson	Pontotoc	Calhoun	Pontotoc	Marion	Marshall
20	Grenada	Walthall	Winston	Claiborne	Madison	Alcorn

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 2003 to 2005.

CITY ANALYSIS - 2005

2005 RANK	CITY	2000 CENSUS	2005 CSH	2005 RATE/1000	2003 CSH	2003 RATE/1000	2002 RANK	2002 CSH	2002 RATE/1000	2001 RANK	2001 CSH	2001 RATE/1000
1	Hattiesburg	44779	153	3.42	I	243	4	225	5.02	2	240	5.36
2	Laurel	18393	61	3.32		103	2	96	5.22	1	111	6.03
3	McComb	13337	42	3.15	I	62	9	58	4.35	16	50	3.75
4	Oxford	11756	33	2.81		67	15	47	4.00	9	49	4.17
5	Corinth	14054	39	2.78	D	85	1	93	6.62	11	58	4.13
6	Southaven	28977	79	2.73		135	11	123	4.24	14	115	3.97
7	Natchez	18464	43	2.33	I	70	5	89	4.82	5	95	5.15
8	Meridian	39968	92	2.30		170	10	173	4.33	15	158	3.95
9	Starkville	21869	50	2.29	I	68	21	62	2.84	20	70	3.20
10	Ocean Springs	17225	39	2.26	I	62	18	64	3.72	18	58	3.37
11	Brandon	16436	33	2.01		64	13	68	4.14	6	84	5.11
12	Tupelo	34211	66	1.93	I	96	16	130	3.80	19	111	3.24
13	Gulfport	71127	117	1.64	D	310	12	298	4.19	13	283	3.98
14	Jackson	184256	268	1.45	D	727	8	802	4.35	7	810	4.40
15	Biloxi	50644	73	1.44		189	14	205	4.05	8	214	4.23
16	Pearl	21961	29	1.32	D	107	6	104	4.74	4	115	5.24
17	Greenwood	18425	24	1.30	I	51	17	70	3.80	21	56	3.04
18	Pascagoula	26200	31	1.18		76	20	87	3.32	10	109	4.16
19	Columbus	25944	28	1.08	D	87	19	93	3.58	17	90	3.47
20	Vicksburg	26407	20	0.76		81	3	135	5.11	12	108	4.09
21	Greenville	41633	31	0.74	I	99	22	114	2.74	24	87	2.09
22	Long Beach	17320	12	0.69		49	23	41	2.37	25	35	2.02
23	Moss Point	15851	10	0.63	D	69	7	71	4.48	3	84	5.30
24	Cleveland	13841	7	0.51		37	25	18	1.30	23	33	2.38
25	Clarksdale	20645	10	0.48		55	24	41	1.99	22	53	2.57
TOP 25 CITIES		813723	1390	1.71		3162		3307	4.06		3276	4.03

I = Increase of at least three rank positions from previous year

D = Decrease of at least three rank positions from previous year

Mississippi Fatal Crash Rate per 10,000 Population - 2004 and 2005

COUNTY	POPULATION	2004			2005		
		FATAL CRASHES	PEOPLE KILLED	FTL CRSH 10 K POP	FATAL CRASHES	PEOPLE KILLED	FTL CRSH 10 K POP
Adams	34,340	7	8	2.04	1	1	0.29
Alcorn	34,558	8	9	2.31	10	11	2.89
Amite	13,599	8	8	5.88	7	7	5.15
Attala	19,661	8	10	4.07	3	3	1.53
Benton	8,026	4	4	4.98	4	4	4.98
Bolivar	40,633	4	5	0.98	9	10	2.21
Calhoun	15,069	6	6	3.98	7	8	4.65
Carroll	10,769	5	5	4.64	4	5	3.71
Chickasaw	19,440	6	6	3.09	5	6	2.57
Choctaw	9,758	1	1	1.02	6	8	6.15
Claiborne	11,831	4	5	3.38	2	2	1.69
Clarke	17,955	9	11	5.01	13	15	7.24
Clay	21,979	12	16	5.46	6	7	2.73
Coahoma	30,622	9	14	2.94	11	11	3.59
Copiah	28,757	14	16	4.87	14	14	4.87
Covington	19,407	9	10	4.64	16	19	8.24
DeSoto	107,199	28	33	2.61	23	26	2.15
Forrest	72,604	21	23	2.89	31	35	4.27
Franklin	8,448	5	6	5.92	4	5	4.73
George	19,144	9	9	4.70	3	3	1.57
Greene	13,299	4	4	3.01	7	7	5.26
Grenada	23,263	12	15	5.16	7	12	3.01
Hancock	42,967	15	15	3.49	5	5	1.16
Harrison	189,601	29	33	1.53	36	39	1.90
Hinds	250,800	52	58	2.07	47	55	1.87
Holmes	21,609	12	14	5.55	13	15	6.02
Humphreys	11,206	3	3	2.68	4	4	3.57
Issaquena	2,274	2	4	8.80	2	2	8.80
Itawamba	22,770	10	11	4.39	11	11	4.83
Jackson	131,420	29	31	2.21	32	35	2.43
Jasper	18,149	8	9	4.41	8	9	4.41
Jeff Davis	13,962	3	3	2.15	9	9	6.45
Jefferson	9,740	5	5	5.13	4	5	4.11
Jones	64,958	18	18	2.77	22	22	3.39
Kemper	10,453	4	5	3.83	3	3	2.87
Lafayette	38,744	7	9	1.81	5	5	1.29
Lamar	39,070	7	7	1.79	12	13	3.07
Lauderdale	78,161	18	20	2.30	24	25	3.07
Lawrence	13,258	3	3	2.26	6	7	4.53
Leake	20,940	11	16	5.25	7	7	3.34
Lee	75,755	13	17	1.72	17	17	2.24
Leflore	37,947	8	10	2.11	7	8	1.84
Lincoln	33,166	13	15	3.92	10	11	3.02
Lowndes	61,586	6	7	0.97	7	8	1.14

Mississippi Fatal Crash Rate per 10,000 Population - 2004 and 2005

COUNTY	POPULATION	2004			2005		
		FATAL CRASHES	PEOPLE KILLED	FTL CRSH 10 K POP	FATAL CRASHES	PEOPLE KILLED	FTL CRSH 10 K POP
Madison	74,674	12	12	1.61	9	9	1.21
Marion	25,595	6	7	2.34	7	7	2.73
Marshall	34,993	17	23	4.86	16	21	4.57
Monroe	38,014	7	7	1.84	17	18	4.47
Montgomery	12,189	5	5	4.10	8	12	6.56
Neshoba	28,684	8	13	2.79	7	8	2.44
Newton	21,838	11	14	5.04	8	9	3.66
Noxubee	12,548	1	1	0.80	6	7	4.78
Oktibbeha	42,902	8	8	1.86	3	3	0.70
Panola	34,274	21	24	6.13	23	29	6.71
Pearl River	48,621	15	20	3.09	19	19	3.91
Perry	12,138	6	7	4.94	3	3	2.47
Pike	38,940	11	13	2.82	5	6	1.28
Pontotoc	26,726	8	9	2.99	14	14	5.24
Prentiss	25,556	9	10	3.52	10	11	3.91
Quitman	10,117	6	7	5.93	0	0	0.00
Rankin	115,327	25	30	2.17	41	46	3.56
Scott	28,423	15	15	5.28	9	11	3.17
Sharkey	6,580	1	1	1.52	2	2	3.04
Simpson	27,639	6	6	2.17	13	15	4.70
Smith	16,182	5	5	3.09	7	8	4.33
Stone	13,622	7	7	5.14	6	6	4.40
Sunflower	34,369	8	11	2.33	12	12	3.49
Tallahatchie	14,903	4	5	2.68	6	11	4.03
Tate	25,370	5	5	1.97	6	7	2.36
Tippah	20,826	4	4	1.92	6	6	2.88
Tishomingo	19,163	7	7	3.65	7	7	3.65
Tunica	9,227	4	5	4.34	9	9	9.75
Union	25,362	8	9	3.15	12	12	4.73
Walthall	15,156	10	10	6.60	5	6	3.30
Warren	49,644	9	10	1.81	15	17	3.02
Washington	62,977	14	15	2.22	14	14	2.22
Wayne	21,216	4	5	1.89	8	8	3.77
Webster	10,294	2	2	1.94	1	1	0.97
Wilkinson	10,312	1	1	0.97	3	3	2.91
Winston	20,160	8	8	3.97	10	11	4.96
Yalobusha	13,051	3	4	2.30	3	3	2.30
Yazoo	28,149	16	18	5.68	6	6	2.13
TOTALS	2,844,658	786	900	2.76	840	931	2.95

2005 Fatalities by Road System, MHP Data by Rate and MHP Total Crash Rate by County

COUNTY	POPULATION	FATALITIES BY ROAD SYSTEM			HWY VMT (MIL)	FTLY RATE 100 MIL. VMT	MHP TOT ACC.	MHP RATE 100 MIL. VMT
		CITY	COUNTY	MHP HWY				
Adams	34,340	0	0	1	167.2	0.60	70	41.86
Alcorn	34,558	3	2	6	246.5	2.43	130	52.74
Amite	13,599	0	3	4	99.0	4.04	110	111.14
Attala	19,661	0	1	1	141.3	0.71	136	96.28
Benton	8,026	0	1	3	139.5	2.15	83	59.50
Bolivar	40,633	1	2	6	215.0	2.79	134	62.34
Calhoun	15,069	0	2	6	95.4	6.29	78	81.74
Carroll	10,769	0	2	3	202.7	1.48	126	62.16
Chickasaw	19,440	1	3	6	151.8	3.95	87	57.32
Choctaw	9,758	3	3	0	60.9	0.00	40	65.71
Claiborne	11,831	0	1	2	69.8	2.86	58	83.05
Clarke	17,955	0	7	8	185.1	4.32	165	89.16
Clay	21,979	1	3	3	118.9	2.52	62	52.15
Coahoma	30,622	4	3	4	170.6	2.34	90	52.76
Copiah	28,757	0	5	10	332.3	3.01	220	66.21
Covington	19,407	6	5	8	279.1	2.87	221	79.19
DeSoto	107,199	4	11	10	966.1	1.04	333	34.47
Forrest	72,604	21	5	8	608.2	1.32	261	42.92
Franklin	8,448	0	0	4	88.3	4.53	83	93.98
George	19,144	0	1	2	164.0	1.22	96	58.55
Greene	13,299	0	5	2	98.1	2.04	68	69.34
Grenada	23,263	5	3	1	231.5	0.43	168	72.58
Hancock	42,967	0	3	2	462.2	0.43	240	51.92
Harrison	189,601	25	5	9	1,313.9	0.68	295	22.45
Hinds	250,800	39	7	6	1,590.7	0.38	523	32.88
Holmes	21,609	1	6	8	257.0	3.11	168	65.36
Humphreys	11,206	0	0	4	63.5	6.30	56	88.22
Issaquena	2,274	0	0	1	19.4	5.15	10	51.55

2005 Fatalities by Road System, MHP Data. City Rate and MHP Total Crash Rate by County

COUNTY	POPULATION	FATALITIES BY ROAD SYSTEM			HWY VMT (MIL)	FTLY RATE 100 MIL. VMT	MHP TOT ACC.	MHP RATE 100 MIL. VMT
		CITY	COUNTY	MHP HWY				
Itawamba	22,770	2	6	3	208.4	1.44	131	62.87
Jackson	131,420	11	10	14	1,121.9	1.25	486	43.32
Jasper	18,149	0	3	7	198.5	3.53	155	78.07
Jeff Davis	13,962	0	5	5	74.5	6.71	68	91.23
Jefferson	9,740	0	3	1	89.5	1.12	75	83.79
Jones	64,958	3	6	13	594.5	2.19	444	74.68
Kemper	10,453	0	0	3	100.8	2.98	63	62.48
Lafayette	38,744	0	1	4	244.1	1.64	283	115.96
Lamar	39,070	0	5	8	380.0	2.11	262	68.94
Lauderdale	78,161	6	6	13	731.9	1.78	508	69.41
Lawrence	13,258	1	3	3	69.3	4.33	73	105.31
Leake	20,940	1	2	4	194.8	2.05	133	68.29
Lee	75,755	8	8	1	668.8	0.15	166	24.82
Leflore	37,947	3	3	2	189.6	1.05	122	64.35
Lincoln	33,166	0	7	4	327.4	1.22	279	85.21
Lowndes	61,586	0	3	5	404.3	1.24	366	90.52
Madison	74,674	3	1	5	632.5	0.79	392	61.97
Marion	25,595	0	3	4	184.4	2.17	237	128.50
Marshall	34,993	0	2	20	462.7	4.32	309	66.78
Monroe	38,014	1	8	7	334.3	2.09	195	58.33
Montgomery	12,189	3	2	7	172.8	4.05	108	62.49
Neshoba	28,684	0	0	6	253.2	2.37	312	123.23
Newton	21,838	0	4	6	299.9	2.00	167	55.68
Noxubee	12,548	1	2	4	102.9	3.89	49	47.60
Oktibbeha	42,902	0	2	2	227.9	0.88	153	67.14
Panola	34,274	1	13	18	418.0	4.31	315	75.36
Pearl River	48,621	2	2	15	472.1	3.18	247	52.32
Perry	12,138	0	2	0	130.4	0.00	111	85.14

2005 Fatalities by Road System, MHP Data y Rate and MHP Total Crash Rate by County

COUNTY	POPULATION	FATALITIES BY ROAD SYSTEM			HWY VMT (MIL)	FTLY RATE 100 MIL. VMT	MHP TOT ACC.	MHP RATE 100 MIL. VMT
		CITY	COUNTY	MHP HWY				
Pike	38,940	1	2	4	328.4	1.22	244	74.29
Pontotoc	26,726	2	4	8	247.0	3.24	206	83.40
Prentiss	25,556	2	6	1	189.3	0.53	88	46.49
Quitman	10,117	0	0	0	57.7	0.00	42	72.75
Rankin	115,327	19	9	18	1,236.9	1.46	680	54.97
Scott	28,423	0	1	10	358.2	2.79	198	55.27
Sharkey	6,580	0	0	3	46.5	6.45	25	53.79
Simpson	27,639	4	5	6	307.1	1.95	163	53.08
Smith	16,182	0	2	5	120.1	4.16	117	97.45
Stone	13,622	1	3	2	126.5	1.58	38	30.04
Sunflower	34,369	1	6	5	196.7	2.54	110	55.91
Tallahatchie	14,903	0	3	8	71.6	11.17	54	75.38
Tate	25,370	0	3	4	228.8	1.75	125	54.62
Tippah	20,826	0	4	2	149.9	1.33	92	61.37
Tishomingo	19,163	1	2	4	155.5	2.57	95	61.10
Tunica	9,227	0	6	3	167.9	1.79	180	107.18
Union	25,362	2	1	9	282.1	3.19	150	53.18
Walthall	15,156	1	2	3	93.8	3.20	59	62.93
Warren	49,644	6	2	8	382.9	2.09	295	77.04
Washington	62,977	4	6	4	299.1	1.34	117	39.12
Wayne	21,216	1	3	4	180.9	2.21	105	58.05
Webster	10,294	1	1	0	86.5	0.00	48	55.52
Wilkinson	10,312	0	1	2	83.5	2.40	79	94.67
Winston	20,160	1	2	8	127.3	6.28	129	101.31
Yalobusha	13,051	0	2	1	190.1	0.53	110	57.88
Yazoo	28,149	3	2	8	260.2	3.07	165	63.41
TOTALS	2,844,658	210	279	442	23,802	1.86	14,034	58.96

Injuries by Road System per County (Rates per Population and VMT) - MISSISSIPPI - 2005

COUNTY	POPULATION	CITY STREET			CO ROAD		MHP HWY		TOTAL		INJ RATE 10 K POP	HWY VMT (MIL) 100 MIL VMT	MHP INJ 100 MIL VMT	MILES CO ROAD PER MILE	CO INJ PER MILE	TOTAL CRASHES	TOTAL VMT (MIL)	TOT RATE 100 MIL VMT
		INJURIES	INJURIES	INJURIES	INJURIES	INJURIES	INJURIES	INJURIES	INJURIES									
Adams	34,340	247	54	25	326	94.93	167.2	14.95	348.9	0.15	883	342.5	257.84					
Alcorn	34,558	200	51	85	336	97.23	246.5	34.48	609	0.08	1,181	485.7	243.17					
Amite	13,599	8	18	71	97	71.33	99.0	71.74	749.3	0.02	225	168.8	133.30					
Attala	19,661	25	14	88	127	64.59	141.3	62.30	845.8	0.02	399	231.4	172.45					
Benton	8,026	0	18	48	66	82.23	139.5	34.41	401.6	0.04	132	166.8	79.13					
Bolivar	40,633	81	23	110	214	52.67	215.0	51.17	1071.3	0.02	597	541.5	110.25					
Calhoun	15,069	12	22	51	85	56.41	95.4	53.45	553.7	0.04	200	174.4	114.69					
Carroll	10,769	6	17	71	94	87.29	202.7	35.03	639	0.03	201	266.8	75.35					
Chickasaw	19,440	16	24	35	75	38.58	151.8	23.06	509.4	0.05	194	222.1	87.36					
Choctaw	9,758	0	5	26	31	31.77	60.9	42.71	559.3	0.01	72	95.4	75.51					
Claiborne	11,831	1	39	31	71	60.01	69.8	44.39	349.9	0.11	183	109.6	166.91					
Clarke	17,955	25	15	107	147	81.87	185.1	57.82	648.9	0.02	282	288.7	97.69					
Clay	21,979	78	33	51	162	73.71	118.9	42.90	432.7	0.08	447	196.4	227.55					
Coahoma	30,622	136	49	93	278	90.78	170.6	54.52	659.7	0.07	623	326.9	190.57					
Copiah	28,757	42	70	154	266	92.50	332.3	46.35	748.4	0.09	711	502.2	141.57					
Covington	19,407	80	46	117	243	125.21	279.1	41.93	637.6	0.07	515	369.4	139.42					
DeSoto	107,199	1096	113	192	1401	130.69	966.1	19.87	714.3	0.16	4,432	1,786.2	248.13					
Forrest	72,604	977	116	211	1304	179.60	608.2	34.70	636.9	0.18	5,443	895.0	608.16					
Franklin	8,448	2	13	57	72	85.23	88.3	64.54	559.6	0.02	126	160.2	78.63					
George	19,144	30	81	83	194	101.34	164.0	50.63	482.3	0.17	452	435.2	103.86					
Greene	13,299	0	21	42	63	47.37	98.1	42.83	553.6	0.04	123	212.6	57.87					
Grenada	23,263	115	26	89	230	98.87	231.5	38.45	430.7	0.06	678	321.1	211.13					
Hancock	42,967	113	75	170	358	83.32	462.2	36.78	627.6	0.12	843	897.5	93.93					
Harrison	189,601	1394	254	166	1814	95.67	1,313.9	12.63	880.7	0.29	6,145	2,331.9	263.52					
Hinds	250,800	1699	204	267	2170	86.52	1,590.7	16.79	944.2	0.22	8,755	3,211.3	272.63					
Holmes	21,609	33	0	98	131	60.62	257.0	38.13	804.1	0.00	231	413.6	55.85					
Humphreys	11,206	8	23	50	81	72.28	63.5	78.76	477.5	0.05	143	186.2	76.80					
Issaquena	2,274	0	0	12	12	52.77	19.4	61.86	200.1	0.00	11	25.1	43.84					

Injuries by Road System per County (Rates p. Population and VMT) - MISSISSIPPI - 2005

COUNTY	POPULATION	CITY STREET			CO ROAD			MHP HWY		TOTAL		INJ RATE 10 K POP	HWY VMT (MIL) 100 MIL VMT	MHP INJ 100 MIL VMT	MILES CO ROAD PER MILE	CO INJ PER MILE	TOTAL CRASHES	TOTAL VMT (MIL)	TOT RATE 100 MIL. VMT
		INJURIES	INJURIES	INJURIES	INJURIES	INJURIES	INJURIES	INJURIES	INJURIES	INJURIES	INJURIES								
Itawamba	22,770	55	79	57	191	83.88	208.4	27.36	716.2	0.11	416	359.1	115.84						
Jackson	131,420	525	249	279	1053	80.12	1,121.9	24.87	873.8	0.28	3,728	1,750.6	212.95						
Jasper	18,149	30	3	109	142	78.24	198.5	54.90	656.2	0.00	306	279.6	109.43						
Jeff Davis	13,962	21	4	36	61	43.69	74.5	48.30	641.5	0.01	163	150.9	108.04						
Jefferson	9,740	0	22	25	47	48.25	89.5	27.93	389.4	0.06	115	136.9	84.03						
Jones	64,958	442	190	249	881	135.63	594.5	41.88	1120.7	0.17	2,141	861.2	248.60						
Kemper	10,453	1	0	80	81	77.49	100.8	79.33	697	0.00	66	215.4	30.63						
Lafayette	38,744	182	17	84	283	73.04	244.1	34.42	648.3	0.03	1,311	475.6	275.68						
Lamar	39,070	24	115	155	294	75.25	380.0	40.79	720.2	0.16	857	600.1	142.82						
Lauderdale	78,161	545	123	240	908	116.17	731.9	32.79	869.8	0.14	2,821	1,199.9	235.10						
Lawrence	13,258	17	10	64	91	68.64	69.3	92.33	511.5	0.02	127	125.6	101.09						
Leake	20,940	56	68	107	231	110.32	194.8	54.94	734.4	0.09	467	276.8	168.73						
Lee	75,755	562	133	82	777	102.57	668.8	12.26	728.2	0.18	2,428	1,131.8	214.53						
Leflore	37,947	121	62	100	283	74.58	189.6	52.75	672.1	0.09	945	336.8	280.56						
Lincoln	33,166	105	130	141	376	113.37	327.4	43.06	986.9	0.13	926	492.6	187.97						
Lowndes	61,586	325	154	179	658	106.84	404.3	44.27	695.7	0.22	2,208	705.0	313.18						
Madison	74,674	488	92	173	753	100.84	632.5	27.35	727.6	0.13	2,734	1,377.9	198.42						
Marion	25,595	70	90	134	294	114.87	184.4	72.65	689	0.13	866	283.6	305.38						
Marshall	34,993	57	49	237	343	98.02	462.7	51.22	681.7	0.07	579	607.7	95.28						
Monroe	38,014	139	56	110	305	80.23	334.3	32.90	852.8	0.07	609	526.4	115.70						
Montgomery	12,189	26	0	50	76	62.35	172.8	28.93	421.4	0.00	244	263.1	92.75						
Neshoba	28,684	128	54	266	448	156.18	253.2	105.06	799.5	0.07	858	343.2	249.99						
Newton	21,838	57	16	119	192	87.92	299.9	39.68	729.2	0.02	431	417.1	103.33						
Noxubee	12,548	29	19	23	71	56.58	102.9	22.34	558.2	0.03	127	208.4	60.93						
Oktibbeha	42,902	227	68	81	376	87.64	227.9	35.55	554.5	0.12	1,335	414.1	322.39						
Panola	34,274	140	89	241	470	137.13	418.0	57.66	889.1	0.10	868	545.9	159.01						
Pearl River	48,621	125	126	148	399	82.06	472.1	31.35	904.9	0.14	1,281	663.9	192.96						
Perry	12,138	12	12	58	82	67.56	130.4	44.49	523.4	0.02	212	289.5	73.22						

Injuries by Road System per County (Rates per Population and VMT) - MISSISSIPPI - 2005

COUNTY	POPULATION	CITY STREET		CO ROAD		MHP HWY		TOTAL		INJ RATE 10 K POP	HWY VMT (MIL) 100 MIL VMT	MHP INJ 100 MIL VMT	MILES CO ROAD PER MILE	CO INJ PER MILE	TOTAL CRASHES	TOTAL VMT (MIL)	TOT RATE 100 MIL. VMT
		INJURIES	INJURIES	INJURIES	INJURIES	INJURIES	INJURIES	INJURIES	INJURIES								
Pike	38,940	211	70	138	419	107.60	328.4	42.02	720	0.10	1,011	463.4	218.17				
Pontotoc	26,726	42	43	104	189	70.72	247.0	42.11	572	0.08	523	363.6	143.84				
Prentiss	25,556	65	54	47	166	64.96	189.3	24.83	585	0.09	480	359.3	133.58				
Quitman	10,117	5	11	33	49	48.43	57.7	57.16	572.9	0.02	87	99.7	87.24				
Rankin	115,327	730	149	282	1161	100.67	1,236.9	22.80	885.5	0.17	4,912	1,949.1	252.01				
Scott	28,423	29	54	138	221	77.75	358.2	38.52	655.6	0.08	502	466.7	107.58				
Sharkey	6,580	0	7	19	26	39.51	46.5	40.88	394.1	0.02	42	74.4	56.47				
Simpson	27,639	66	53	120	239	86.47	307.1	39.07	769.6	0.07	534	447.9	119.21				
Smith	16,182	4	2	72	78	48.20	120.1	59.97	668.3	0.00	169	167.7	100.81				
Stone	13,622	45	19	18	82	60.20	126.5	14.23	439.1	0.04	294	185.1	158.86				
Sunflower	34,369	52	30	93	175	50.92	196.7	47.27	875.2	0.03	395	330.9	119.37				
Tallahatchie	14,903	7	21	31	59	39.59	71.6	43.27	652.3	0.03	166	130.8	126.96				
Tate	25,370	61	65	74	200	78.83	228.8	32.34	492.6	0.13	481	317.0	151.72				
Tippah	20,826	28	30	64	122	58.58	149.9	42.70	626.2	0.05	199	228.6	87.05				
Tishomingo	19,163	37	39	59	135	70.45	155.5	37.94	630.2	0.06	316	431.7	73.21				
Tunica	9,227	13	111	155	279	302.37	167.9	92.29	510.9	0.22	504	291.6	172.87				
Union	25,362	41	42	76	159	62.69	282.1	26.94	544.4	0.08	529	362.4	145.96				
Walthall	15,156	21	69	28	118	77.86	93.8	29.86	693.6	0.10	221	135.6	162.96				
Warren	49,644	0	103	116	219	44.11	382.9	30.29	529.5	0.19	563	660.3	85.27				
Washington	62,977	255	63	87	405	64.31	299.1	29.09	867.8	0.07	1,265	605.5	208.91				
Wayne	21,216	54	36	67	157	74.00	180.9	37.04	812.3	0.04	349	297.0	117.51				
Webster	10,294	10	7	17	34	33.03	86.5	19.66	496.3	0.01	115	137.1	83.88				
Wilkinson	10,312	0	5	55	60	58.18	83.5	65.91	417.6	0.01	97	140.4	69.07				
Winston	20,160	45	17	68	130	64.48	127.3	53.40	698.1	0.02	355	212.6	166.98				
Yalobusha	13,051	27	10	73	110	84.28	190.1	38.41	511.2	0.02	273	276.6	98.72				
Yazoo	28,149	28	55	115	198	70.34	260.2	44.20	845.3	0.07	543	361.2	150.34				
TOTALS	2,844,658	12,809	4,619	8,376	25,804	90.71	23,801.7	35.19	53,535	0.09	78,321	39,899.2	196.30				

Public Road Length and Annual Vehicle Miles of Travel By County - 2005

COUNTY	MDOT MAINTAINED		TOTAL MAINTAINED		COUNTY	MDOT MAINTAINED		TOTAL MAINTAINED	
	LENGTH	AVMT	LENGTH	AVMT		LENGTH	AVMT	LENGTH	AVMT
Adams	51,826	167.2	556,073	342.5	Leflore	112,585	189.6	906,367	336.8
Alcorn	92,314	246.5	838,649	485.7	Lincoln	125,007	327.4	1,183,538	492.6
Amite	155,774	99.0	936,351	168.8	Lowndes	161,554	404.3	1,041,272	705.0
Attala	191,273	141.3	1,115,912	231.4	Madison	183,125	632.5	1,285,978	1,377.9
Benton	100,557	139.5	531,197	166.8	Marion	136,390	184.4	877,769	283.6
Bolivar	194,738	215.0	1,433,356	541.5	Marshall	193,238	462.7	990,744	607.7
Calhoun	128,167	95.4	755,337	174.4	Monroe	175,851	334.3	1,177,107	526.4
Carroll	144,563	202.7	794,242	266.8	Montgomery	110,356	172.8	609,662	263.1
Chickasaw	128,799	151.8	726,610	222.1	Neshoba	189,539	253.2	1,055,431	343.2
Choctaw	84,385	60.9	670,501	95.4	Newton	156,281	299.9	970,064	417.1
Claiborne	73,976	69.8	447,326	109.6	Noxubee	111,284	102.9	684,899	208.4
Clarke	170,473	185.1	881,066	288.7	Oktibbeha	96,807	227.9	760,757	414.1
Clay	86,949	118.9	582,184	196.4	Panola	175,770	418.0	1,151,505	545.9
Coahoma	120,277	170.6	888,631	326.9	Pearl River	190,229	472.1	1,204,369	663.9
Copiah	142,259	332.3	1,039,455	502.2	Perry	108,440	130.4	705,331	289.5
Covington	130,556	279.1	814,350	369.4	Pike	139,715	328.4	1,005,293	463.4
Desoto	153,328	966.1	1,177,742	1,786.2	Pontotoc	175,558	247.0	849,237	363.6
Forrest	115,455	608.2	1,042,403	895.0	Prentiss	128,420	189.3	848,611	359.3
Franklin	79,676	88.3	670,499	160.2	Quitman	71,453	57.7	649,014	99.7
George	117,729	164.0	665,455	435.2	Rankin	253,005	1,236.9	1,595,796	1,949.1
Greene	129,367	98.1	714,780	212.6	Scott	168,251	358.2	909,238	466.7
Grenada	98,690	231.5	624,093	321.1	Sharkey	64,864	46.5	437,217	74.4
Hancock	103,523	462.2	866,963	897.5	Simpson	187,533	307.1	1,036,479	447.9
Harrison	148,791	1,313.9	1,631,440	2,331.9	Smith	161,556	120.1	887,594	167.7
Hinds	263,787	1,590.7	2,316,262	3,211.3	Stone	71,265	126.5	557,497	185.1
Holmes	159,269	257.0	1,015,204	413.6	Sunflower	139,503	196.7	1,132,075	330.9
Humphreys	65,860	63.5	579,080	186.2	Tallahatchie	105,852	71.6	792,507	130.8
Issaquena	60,955	19.4	262,034	25.1	Tate	85,500	228.8	637,099	317.0
Itawamba	143,763	208.4	930,251	359.1	Tippah	106,955	149.9	822,195	228.6
Jackson	172,867	1,121.9	1,449,215	1,750.6	Tishomingo	117,167	155.5	848,537	431.7
Jasper	154,594	198.5	877,861	279.6	Tunica	67,267	167.9	602,429	291.6
Jefferson	101,443	74.5	512,758	150.9	Union	148,218	282.1	756,719	362.4
Jeff. Davis	92,851	89.5	756,625	136.9	Walthall	106,179	93.8	819,221	135.6
Jones	205,839	594.5	1,547,850	861.2	Warren	106,332	382.9	788,373	660.3
Kemper	150,800	100.8	866,889	215.4	Washington	158,911	299.1	1,314,203	605.5
Lafayette	144,915	244.1	888,072	475.6	Wayne	104,777	180.9	982,509	297.0
Lamar	116,038	380.0	905,663	600.1	Webster	77,330	86.5	615,198	137.1
Lauderdale	218,389	731.9	1,453,156	1,199.9	Wilkinson	89,060	83.5	533,551	140.4
Lawrence	96,587	69.3	640,619	125.6	Winston	141,525	127.3	900,471	212.6
Leake	171,297	194.8	961,492	276.8	Yalobusha	136,700	190.1	704,723	276.6
Lee	163,374	668.8	1,142,185	1,131.8	Yazoo	184,489	260.2	1,129,708	361.2
Total					Total	10,949,914	23,801.7	74,270,118	39,899.2

BY COUNTY, INJURY SEVERITY & OCCUPANT PROTECTION
 A = LIFE THREAT, B = SERIOUS, C = MINOR

YEAR=2005

CO	SEV											
	A				B				C			
	OP		NONE		OP		NONE		OP		NONE	
BELT INJ	HLMT INJ	BELT INJ	HLMT INJ	BELT INJ	HLMT INJ	BELT INJ	HLMT INJ	BELT INJ	HLMT INJ	BELT INJ	HLMT INJ	TOTAL INJ
ADAMS CO	1	1	45	1	21	239	18	326				
ALCORN CO	8	4	54	3	31	215	1	336				
AMITE CO	3	2	24	1	8	58	1	97				
ATTALA CO	2	1	40	1	15	55	13	127				
BENTON CO	2	2	19	9	9	33	1	66				
BOLIVAR CO	3	4	53	1	16	123	1	214				
CALHOUN CO	1	2	10	2	22	33	15	85				
CARROLL CO	4	4	30	1	16	32	11	94				
CHICKASAW CO	3	2	18	10	30	30	12	75				
CHOCTAW CO			5	6	18	2	31					
CLAIBORNE CO			8	3	56	3	71					
CLARKE CO	3	2	40	9	82	1	147					
CLAY CO	1	3	35	10	103	9	162					
COAHOMA CO	5	10	33	1	10	203	14	278				
COPIAH CO	3	3	71	2	19	153	15	266				
COVINGTON CO	4	3	55	2	22	129	28	243				
DEOTO CO	22	13	248	13	69	950	71	1401				
FORREST CO	12	10	251	14	60	866	90	1310				
FRANKLIN CO	2	1	27	1	2	37	2	72				
GEORGE CO	3		63	11	101	16	194					
GREENE CO	1		16	2	38	5	63					
GRENADA CO	5	4	74	3	11	122	10	230				
HANCOCK CO	9	9	69	4	18	224	23	358				
HARRISON CO	3	5	240	37	98	1279	120	1814				
HINDS CO	17	3	367	11	104	1458	183	2171				
HOLMES CO	6		35	1	11	74	4	131				
HUMPHREYS CO	1	1	17	3	7	46	5	81				
ISSAQUENA CO			4	4	3	5	12					
ITAWAMBA CO	4	7	26	4	28	91	31	191				

(CONTINUED)

BY COUNTY, INJURY SEVERITY & OCCUPANT PROTECTION
 A = LIFE THREAT., B = SERIOUS, C = MINOR

YEAR=2005

CO	SEV											
	A				B				C			
	BELT INJ	HLMT INJ	NONE INJ	BELT INJ	HLMT INJ	NONE INJ	BELT INJ	HLMT INJ	NONE INJ	BELT INJ	HLMT INJ	NONE INJ
JACKSON CO	30	1	16	204	12	76	635	8	71	1053		
JASPER CO	2			39		13	78	1	9	142		
JEFFERSON CO	3			7	1	5	27	2	2	47		
JEFF DAVIS CO	1			11	1	2	36		8	61		
JONES CO	4			180	3	80	552	2	56	881		
KEMPER CO				18		11	15		37	81		
LAFAYETTE CO				41	2	23	198	2	23	293		
LAMAR CO	3			75	3	26	152		29	294		
LAUDERDALE CO	10			174	12	49	593	3	51	908		
LAWRENCE CO	1			17		11	45		15	91		
LEAKE CO	3			40	1	26	145		14	231		
LEE CO	6			99	4	46	513	5	90	777		
LEFLORE CO	2			32	3	38	166	1	38	283		
LINCOLN CO	2			59	2	36	205	3	67	376		
LOWNDES CO	8			90	4	43	431	4	66	658		
MADISON CO	7			138	4	40	505	3	52	753		
MARION CO	3			80	3	36	144	1	25	294		
MARSHALL CO	7			49	5	22	232	1	19	343		
MONROE CO	2			82	2	32	162	1	21	305		
MONTGOMERY CO	1			23		7	43		1	76		
NESHOMA CO	5			125	2	48	205	3	52	448		
NEWTON CO				26	1	3	128	1	32	192		
NOXUBEE CO	1			13		6	47		3	71		
OKTIBBEHA CO				91	5	25	225	2	36	387		
PANOLA CO	12			93	4	33	279		38	470		
PEARL RIVER CO	10			79	3	20	259	7	17	399		
PERRY CO	1			25		8	40		6	82		
PIKE CO	7			80	4	31	248	3	41	419		
PONTOTOC CO	3			36	1	32	95		20	189		

(CONTINUED)

TRAFFIC INJURIES
 BY COUNTY, INJURY SEVERITY & OCCUPANT PROTECTION
 A = LIFE THREAT, B = SERIOUS, C = MINOR

YEAR=2005

CO	SEV											
	A				B				C			
	BELT INJ	HLMT INJ	NONE INJ	BELT INJ	HLMT INJ	NONE INJ	BELT INJ	HLMT INJ	NONE INJ	BELT INJ	HLMT INJ	NONE INJ
PRENTISS CO	3	1	8	30	4	15	81				24	166
QUITMAN CO		1		11		1	31				5	49
RANKIN CO	11	1	14	251	9	80	720	8			67	1161
SCOTT CO	12		4	56		19	119	1			10	221
SHARKEY CO	1			7	1	4	13					26
SIMPSON CO	9		4	56	1	11	135	3			20	239
SMITH CO	13		4	28		7	24				2	78
STONE CO			1	22		2	54				3	82
SUNFLOWER CO	3		4	34	1	13	98				22	175
TALLAHATCHIE CO	3		1	10		2	28				15	59
TATE CO	13	1	2	36	2	22	101				23	200
TIPPAAH CO	1		2	32	2	12	65				8	122
TISHOMINGO CO	5		5	29		12	70				14	135
TUNICA CO	8		1	67	2	15	176	1			9	279
UNION CO	4		3	28	1	21	75	1			26	159
WALTHALL CO	7	1	5	15		11	74				5	118
WARREN CO	5	1	2	49	3	16	133				10	219
WASHINGTON CO	4		4	53		18	285	1			40	405
WAYNE CO	4		2	45	1	5	92				8	157
WEBSTER CO	1			10	1	1	16				5	34
WILKINSON CO		1		9		3	46				1	60
WINSTON CO	4		7	32	1	16	54				16	130
YALOBUSHA CO	4			23		6	64				13	110
YAZOO CO	4		2	43		19	116				14	198
INVALID CODE				1	1	1	33				4	40
TOTAL	376	35	313	4980	220	1811	15959	134	2044		25872	

TRAFFIC CRASHES IN MISSISSIPPI COUNTY BY ROAD TYPE AND SEVERITY
 I = INJURY CRASH, K = FATAL CRASH, O = PROPERTY DAMAGE ONLY

YR=2005

CO	CITY			CO			ROADTYPE			MHP			MISC			TOTAL		
	KIO			KIO			KIO			KIO			KIO			KIO		
	I	N	O	I	N	O	I	N	O	I	N	O	I	N	O	I	N	O
ADAMS CO	215		482	47		1	68	23		1	46							883
ALCORN CO	155	3	748	38		2	105	64		5	61							1181
AMITE CO	6		39	15		3	52	47		2	61							225
ATTALA CO	17	1	202	11			32	59		1	76						3	399
BENTON CO				15		1	30	36		3	44							132
BOLIVAR CO	59		332	20		2	50	75		6	53							597
CALHOUN CO	19		57	14		2	30	28		5	45							200
CARROLL CO	3		4	15		2	51	49		2	75							201
CHICKASAW CO	15		52	22		1	17	26		3	58							194
CHOCTAW CO			5	5		2	16	19		1	20						4	72
CLAIBORNE CO	1		7	26		1	90	32		1	25							183
CLARKE CO	14		62	10		1	30	62		6	97							282
CLAY CO	61		252	22		4	46	28		2	32							447
COAHOMA CO	92	3	349	34		2	49	54		4	32						4	623
COPIAH CO	29		262	57		3	127	98		9	113						13	711
COVINGTON CO	46	1	110	34		4	99	83		8	130							515
DESOTO CO	809	6	2873	91		4	316	131		10	192							4432
FORREST CO	718	14	4088	74		3	159	119		6	136						7	5443
FRANKLIN CO	1			13			29	34		4	45							126
GEORGE CO	15		194	66		1	80	53			43							452
GREENE CO			3	11		4	37	35		1	32							123
GRENADA CO	84	4	364	19		1	38	58			110							678
HANCOCK CO	80		273	57		2	191	113		3	124							843
HARRISON CO	1089	16	4012	211		2	520	125		3	167							6145
HINDS CO	1305	32	6170	153		5	506	214		6	303						2	8755
HOLMES CO	21		38				3	65		6	97						1	231
HUMPHREYS CO	4		40	18			25	33		3	20							143
ISSAQUENA CO			1					5		2	3							11
ITAWAMBA CO	43	1	100	51		6	82	41		3	87						2	416

(CONTINUED)

TRAFFIC CRASHES IN MISSISSIPPI COUNTY BY ROAD TYPE AND SEVERITY

I = INJURY CRASH, K = FATAL CRASH, O = PROPERTY DAMAGE ONLY

YR=2005

CO	CITY												ROADTYPE												TOTAL		
	I				K				O				I				K				O				I	K	O
	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N				
JACKSON CO	402	8	2062	203	8	559	174	6	306	3728																	
JASPER CO	19		118	3	1	10	73	4	78	306																	
JEFFERSON CO				13	2	25	24	2	49	115																	
JEFF DAVIS CO	14		59	3		19	29	4	35	163																	
JONES CO	309	5	931	155	6	264	213	13	218	2141																	
KEMPER CO	1		2			32		4	27	66																	
LAFAYETTE CO	147	1	548	21	1	89	76	4	203	1311																	
LAMAR CO	20		115	92	3	365	104	8	150	857																	
LAUDERDALE CO	392	4	1491	115	5	306	158	14	336	2821																	
LAWRENCE CO	7		12	7		28	44	3	26	127																	
LEAKE CO	58	1	116	53	2	104	56	4	73	467																	
LEE CO	448	7	1505	106	4	192	63	1	102	2428																	
LEFLORE CO	93	2	575	37	2	92	60	2	60	945																	
LINCOLN CO	87		243	127	4	186	113	4	162	926																	
LOWNDES CO	242	1	1261	115	1	220	121	4	241	2208																	
MADISON CO	376	2	1684	79	1	200	130	8	254	2734																	
MARION CO	54		315	82	2	176	100	3	134	866																	
MARSHALL CO	51		112	45	1	61	148	15	146	579																	
MONROE CO	89		188	42	7	88	65	8	122	609																	
MONTGOMERY CO	21		107	1	2	5	40	6	62	244																	
MESHOBA CO	90		357	38		61	149	5	158	858																	
NEWTON CO	44		161	16	2	41	75	6	86	431																	
NOXUBEE CO	19		30	12	1	16	16	4	29	127																	
OKTIBBEHA CO	160		661	61	2	153	51	1	101	1335																	
PANOLA CO	85		280	82	8	98	156	14	145	868																	
PEARL RIVER CO	94	1	577	109	1	252	94	6	147	1281																	
PERRY CO	15		58	9		19	52		59	212																	
PIKE CO	161	1	395	65	2	143	107	3	134	1011																	
PONTOTOC CO	31	1	211	34	2	38	78	8	120	523																	

(CONTINUED)

TRAFFIC CRASHES IN MISSISSIPPI COUNTY BY ROAD TYPE AND SEVERITY
 I = INJURY CRASH, K = FATAL CRASH, O = PROPERTY DAMAGE ONLY

YR=2005

CO	CITY												ROADTYPE												TOTAL
	KIO				I				O				MHP				MISC								
	I	K	N	O	I	N	O	O	I	N	O	O	I	K	N	O	I	K	N	O					
PRETISS CO	51	1	257	38	6	39	39	2	47	480	51	1	257	38	6	39	39	2	47	480					
QUITMAN CO	5	7	22	7	11	23	19	87	5	7	22	7	11	23	19	87									
RANKIN CO	610	14	3106	111	5	386	223	15	442	4912	610	14	3106	111	5	386	223	15	442	4912					
SCOTT CO	24	144	37	6	9	108	502	24	144	37	6	9	108	502											
SHARKEY CO	54	2	162	44	2	107	76	4	83	534	54	2	162	44	2	107	76	4	83	534					
SIMPSON CO	4	44	2	43	5	69	169	4	44	2	43	5	69	169											
SMITH CO	29	1	127	18	3	75	12	1	25	294	29	1	127	18	3	75	12	1	25	294					
STONE CO	35	1	165	22	5	57	60	5	45	395	35	1	165	22	5	57	60	5	45	395					
SUNFLOWER CO	5	53	176	44	1	67	52	1	72	166	5	53	176	44	1	67	52	1	72	166					
TALLAHATCHIE CO	23	24	44	18	2	20	51	2	39	199	23	24	44	18	2	20	51	2	39	199					
TATE CO	24	9	98	31	1	67	46	4	45	316	24	9	98	31	1	67	46	4	45	316					
TIPPACH CO	9	45	37	75	6	197	82	2	96	504	9	45	37	75	6	197	82	2	96	504					
TISHOMINGO CO	45	2	232	34	1	65	64	7	79	529	45	2	232	34	1	65	64	7	79	529					
TUNICA CO	23	24	43	41	2	53	29	2	28	221	23	24	43	41	2	53	29	2	28	221					
UNION CO	186	2	775	49	4	132	61	4	52	1265	186	2	775	49	4	132	61	4	52	1265					
WALTHALL CO	37	1	78	46	3	79	47	3	55	349	37	1	78	46	3	79	47	3	55	349					
WARREN CO	7	30	30	8	22	12	36	115	7	30	30	8	22	12	36	115									
WASHINGTON CO	186	2	775	49	4	132	61	4	52	1265	186	2	775	49	4	132	61	4	52	1265					
WAYNE CO	37	1	78	46	3	79	47	3	55	349	37	1	78	46	3	79	47	3	55	349					
WEBSTER CO	7	30	30	8	22	12	36	115	7	30	30	8	22	12	36	115									
WILKINSON CO	37	1	78	46	3	79	47	3	55	349	37	1	78	46	3	79	47	3	55	349					
WINSTON CO	20	23	255	41	2	57	78	3	84	543	20	23	255	41	2	57	78	3	84	543					
YALOBUSHA CO	20	23	255	41	2	57	78	3	84	543	20	23	255	41	2	57	78	3	84	543					
YAZOO CO	20	23	255	41	2	57	78	3	84	543	20	23	255	41	2	57	78	3	84	543					
INVALID CODE	9734	139	41381	3655	179	8550	5771	361	7902	78588	9734	139	41381	3655	179	8550	5771	361	7902	78588					
TOTAL	9734	139	41381	3655	179	8550	5771	361	7902	78588	9734	139	41381	3655	179	8550	5771	361	7902	78588					

Goals and Objectives

Overall Goal: *Decrease the number of fatalities in Mississippi to 700 by 2011.*

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 2007.*

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 2007.*

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 2007.*

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 2007. 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 73.6% in 2006 to 77% by the end of 2007.*

Long Range: *Increase safety belt usage among all motorists from 73.6% in 2006 to 80% by the year 2009.*

Child Restraint:

Short Range: *Increase child restraint usage from 71% in 2004 to 73% by the end of 2007.*

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 three sites. Implement three 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.*

STATE CERTIFICATIONS AND ASSURANCES

Failure to comply with applicable Federal statutes, regulations and directives may subject State officials to civil or criminal penalties and/or place the State in a high risk grantee status in accordance with 49 CFR §18.12.

Each fiscal year the State will sign these Certifications and Assurances that the State complies with all applicable Federal statutes, regulations, and directives in effect with respect to the periods for which it receives grant funding. Applicable provisions include, but not limited to, the following:

- 23 U.S.C. Chapter 4 - Highway Safety Act of 1966, as amended;
- 49 CFR Part 18 - Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments
- 49 CFR Part 19 - Uniform Administrative Requirements for Grants and Agreements with Institutions of Higher Education, Hospitals and Other Nonprofit Organizations
- 23 CFR Chapter II - (§§1200, 1205, 1206, 1250, 1251, & 1252) Regulations governing highway safety programs
- NHTSA Order 462-6C - Matching Rates for State and Community Highway Safety Programs
- Highway Safety Grant Funding Policy for Field-Administered Grants

Certifications and Assurances

The Governor is responsible for the administration of the State highway safety program through a State highway safety agency which has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight

procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program (23 USC 402(b) (1) (A));

The political subdivisions of this State are authorized, as part of the State highway safety program, to carry out within their jurisdictions local highway safety programs which have been approved by the Governor and are in accordance with the uniform guidelines promulgated by the Secretary of Transportation (23 USC 402(b) (1) (B));

At least 40 per cent of all Federal funds apportioned to this State under 23 USC 402 for this fiscal year will be expended by or for the benefit of the political subdivision of the State in carrying out local highway safety programs (23 USC 402(b) (1) (C)), unless this requirement is waived in writing;

The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State as identified by the State highway safety planning process, including:

- **National law enforcement mobilizations,**
- **Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits,**
- **An annual statewide safety belt use survey in accordance with criteria established by the Secretary for the measurement of State safety belt use rates to ensure that the measurements are accurate and representative,**
- **Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources.**

The State shall actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect.

This State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks (23 USC 402(b) (1) (D));

Cash drawdowns will be initiated only when actually needed for disbursement, cash disbursements and balances will be reported in a timely manner as required by NHTSA, and the same standards of timing and amount, including the reporting of cash disbursement and balances, will be imposed upon any secondary recipient organizations (49 CFR 18.20, 18.21, and 18.41). Failure to adhere to these provisions may result in the termination of drawdown privileges);

The State has submitted appropriate documentation for review to the single point of contact designated by the Governor to review Federal programs, as required by Executive Order 12372 (Intergovernmental Review of Federal Programs);

Equipment acquired under this agreement for use in highway safety program areas shall be used and kept in operation for highway safety purposes by the State; or the State, by formal agreement with appropriate officials of a political subdivision or State agency, shall cause such equipment to be used and kept in operation for highway safety purposes (23 CFR 1200.21);

The State will comply with all applicable State procurement procedures and will maintain a financial management system that complies with the minimum requirements of 49 CFR 18.20;

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21); (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§ 1681-1683, and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. §794), which prohibits discrimination on the basis of handicaps (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42U.S.C. §§ 6101-6107), which prohibits discrimination on the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (f) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970(P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse of alcoholism; (g) §§ 523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§ 290 dd-3 and 290 ee-3), as amended, relating to confidentiality of alcohol and drug abuse patient records; (h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§ 3601 et seq.), as amended, relating to nondiscrimination in the sale, rental or financing of housing; (i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and, (j) the requirements of any other nondiscrimination statute(s) which may apply to the application.

The Drug-free Workplace Act of 1988(49 CFR Part 29 Sub-part F):

The State will provide a drug-free workplace by:

- a) Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;

- b) Establishing a drug-free awareness program to inform employees about:
 - 1) The dangers of drug abuse in the workplace.
 - 2) The grantee's policy of maintaining a drug-free workplace.
 - 3) Any available drug counseling, rehabilitation, and employee assistance programs.
 - 4) The penalties that may be imposed upon employees for drug violations occurring in the workplace.
- c) Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a).
- d) Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will --
 - 1) Abide by the terms of the statement.
 - 2) Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
- e) Notifying the agency within ten days after receiving notice under subparagraph (d) (2) from an employee or otherwise receiving actual notice of such conviction.
- f) Taking one of the following actions, within 30 days of receiving notice under subparagraph (d) (2), with respect to any employee who is so convicted -
 - 1) Taking appropriate personnel action against such an employee, up to and including termination.
 - 2) Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.

- g) Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (a), (b), (c), (d), (e), and (f) above.

BUY AMERICA ACT

The State will comply with the provisions of the Buy America Act (23 USC 101 Note) which contains the following requirements:

Only steel, iron and manufactured products produced in the United States may be purchased with Federal funds unless the Secretary of Transportation determines that such domestic purchases would be inconsistent with the public interest; that such materials are not reasonably available and of a satisfactory quality; or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. Clear justification for the purchase of non-domestic items must be in the form of a waiver request submitted to and approved by the Secretary of Transportation.

POLITICAL ACTIVITY (HATCH ACT).

The State will comply with the provisions of 5 U.S.C. §§ 1501-1508 and implementing regulations of 5 CFR Part 151, concerning "Political Activity of State or Local Offices, or Employees".

CERTIFICATION REGARDING FEDERAL LOBBYING

Certification for Contracts, Grants, Loans, and Cooperative Agreements

The undersigned certifies, to the best of his or her knowledge and belief, that:

(1) No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

(2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of

Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

(3) The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

RESTRICTION ON STATE LOBBYING

None of the funds under this program will be used for any activity specifically designed to urge or influence a State or local legislator to favor or oppose the adoption of any specific legislative proposal pending before any State or local legislative body. Such activities include both direct and indirect (e.g., "grassroots") lobbying activities, with one exception. This does not preclude a State official whose salary is supported with NHTSA funds from engaging in direct communications with State or local legislative officials, in accordance with customary State practice, even if such communications urge legislative officials to favor or oppose the adoption of a specific pending legislative proposal.

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION

Instructions for Primary Certification

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into

this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.

3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

5. The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.

6. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.

7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.

8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the list of Parties Excluded from Federal Procurement and Non-procurement Programs.

9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

Certification Regarding Debarment, Suspension, and Other Responsibility Matters-Primary Covered Transactions

(1) The prospective primary participant certifies to the best of its knowledge and belief, that its principals:

(a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal department or agency;

(b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of record, making false statements, or receiving stolen property;

(c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and

(d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.

(2) Where the prospective primary participant is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this proposal.

Instructions for Lower Tier Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.
2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.
5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See below)
7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.

8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

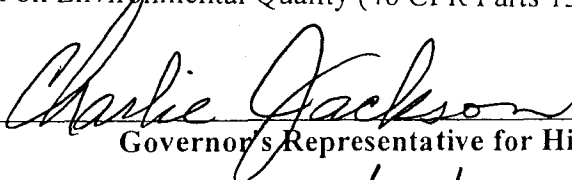
Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transactions:

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

ENVIRONMENTAL IMPACT

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year '07 highway safety planning document and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If, under a future revision, this Plan will be modified in such a manner that a project would be instituted that could affect environmental quality to the extent that a review and statement would be necessary, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 USC 4321 et seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).



Governor's Representative for Highway Safety

8/31/06
Date

**APPLICATION FOR
FEDERAL ASSISTANCE**

Version 7/03

1. TYPE OF SUBMISSION: Application		2. DATE SUBMITTED August 28, 2006	Applicant Identifier
<input type="checkbox"/> Construction	Pre-application	3. DATE RECEIVED BY STATE	State Application Identifier
<input checked="" type="checkbox"/> Non-Construction	Construction	4. DATE RECEIVED BY FEDERAL AGENCY	Federal Identifier
	Non-Construction		

5. APPLICANT INFORMATION

Legal Name: Division of Public Safety Planning	Organizational Unit: Department:
Organizational DUNS:	Division:
Address: Street: 3750 I-55 North Frontage Road	Name and telephone number of person to be contacted on matters involving this application (give area code) Prefix: Ms. First Name: Kim
City: Jackson	Middle Name
County: Hinds	Last Name Proctor
State: Mississippi Zip Code 39211	Suffix:
Country:	Email: kproctor@mdps.state.ms.us

6. EMPLOYER IDENTIFICATION NUMBER (EIN): 64-6007777	Phone Number (give area code) 601-987-4990	Fax Number (give area code) 601-987-3792
---	--	--

8. TYPE OF APPLICATION: <input checked="" type="checkbox"/> New <input type="checkbox"/> Continuation <input type="checkbox"/> Revision If Revision, enter appropriate letter(s) in box(es) (See back of form for description of letters.) Other (specify) <input type="checkbox"/> <input type="checkbox"/>	7. TYPE OF APPLICANT: (See back of form for Application Types) State Other (specify)
--	---

10. CATALOG OF FEDERAL DOMESTIC ASSISTANCE NUMBER: 20-600 Title (Name of Program):	9. NAME OF FEDERAL AGENCY: National Highway Traffic Safety Admin.
12. AREAS AFFECTED BY PROJECT (Cities, Counties, States, etc.):	11. DESCRIPTIVE TITLE OF APPLICANT'S PROJECT: 2007 Highway Safety Plan and Performance Plan for the State of Mississippi

13. PROPOSED PROJECT Start Date: 10/1/06 Ending Date: 9/30/07	14. CONGRESSIONAL DISTRICTS OF: a. Applicant b. Project
--	--

15. ESTIMATED FUNDING:	16. IS APPLICATION SUBJECT TO REVIEW BY STATE EXECUTIVE ORDER 12372 PROCESS?
a. Federal \$ 9,877,713.93	a. Yes. <input type="checkbox"/> THIS PREAPPLICATION/APPLICATION WAS MADE AVAILABLE TO THE STATE EXECUTIVE ORDER 12372 PROCESS FOR REVIEW ON DATE:
b. Applicant \$	b. No. <input checked="" type="checkbox"/> PROGRAM IS NOT COVERED BY E. O. 12372
c. State \$	<input type="checkbox"/> OR PROGRAM HAS NOT BEEN SELECTED BY STATE FOR REVIEW
d. Local \$	17. IS THE APPLICANT DELINQUENT ON ANY FEDERAL DEBT?
e. Other \$	<input type="checkbox"/> Yes If "Yes" attach an explanation. <input type="checkbox"/> No
f. Program Income \$	
g. TOTAL \$ 9,877,713.33	

18. TO THE BEST OF MY KNOWLEDGE AND BELIEF, ALL DATA IN THIS APPLICATION/PREAPPLICATION ARE TRUE AND CORRECT. THE DOCUMENT HAS BEEN DULY AUTHORIZED BY THE GOVERNING BODY OF THE APPLICANT AND THE APPLICANT WILL COMPLY WITH THE ATTACHED ASSURANCES IF THE ASSISTANCE IS AWARDED.

a. Authorized Representative		
Prefix MR.	First Name CHARLIE	Middle Name W.
Last Name JACKSON		Suffix
b. Title EXECUTIVE DIRECTOR	c. Telephone Number (give area code) 601-987-4990	
d. Signature of Authorized Representative <i>Charlie Jackson</i>	e. Date Signed 8/31/06	



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

Highway Safety Program Cost Summary

State Mississippi Number Page 2 of 2 Date August 28, 2006

Program Area	Approved Program Costs	Basis for % Change	State/Local Funds	Federally Funded Programs			Federal Share to Local
				Previous Bal	Incre/(Decre)	% Chg	
Section 154 Transferred Funds (Alcohol)	\$ 3,454,655.87		-0-				\$1,490,372.87
MDOT Hazard Elimination	\$2,000,000.00		-0-				-0-
Section 410 Alcohol	\$2,138,125.00		\$1,958,324.00				\$488,125.00
GRAND TOTAL	\$9,877,713.93		\$3,160,535.11				\$2,926,189.19

State Officials Authorized Signature:

NAME Charles J. Spivey
 TITLE Supervisor
 DATE 8/31/06
 Effective Date _____

Federal Official(s) Authorized Signature:

NHTSA NAME _____
 FHWA NAME _____
 TITLE _____
 DATE _____
 Effective Date _____

PLANNING DOCUMENT

PA 2007-01

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 (60%). 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 by the Division Director. Programs under the Division 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 2007 consists of the following:

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

**PA 2007-01
PLANNING AND ADMINISTRATION**

MATCH(50%)	TOTAL (100%)	FEDERAL (50%)	FEDERAL (50%)
PERSONAL SERVICES			
Salaries & Wages: (Division Director; Executive Director (50.0%) Attorney (50.0%) Program Analyst (2) Secretaries Fiscal Officer (60%)	\$206,920.32	\$103,460.16	\$103,460.16
Fringe Benefits (24.9% of Salaries which consist of: Social Security, State Retirement, Group Insurance, Unemployment Insurance, and Workman's Compensation)	\$ 51,523.16	\$ 25,761.58	\$ 25,761.58
Travel	\$ 15,000.00	\$ 7,500.00	\$ 7,500.00
Total Personal Services	\$273,443.48	\$136,721.74	\$136,721.74
CONTRACTUAL SERVICES			
Utilities	\$ 8,200.00	\$ 4,100.00	\$ 4,100.00
Telephone	12,000.00	6,000.00	6,000.00
Office Rent	95,000.00	47,500.00	47,500.00
Accounting Services	45,000.00	22,500.00	22,500.00
Other Fees	<u>10,000.00</u>	<u>5,000.00</u>	<u>5,000.00</u>
Total Contractual Services	\$ 170,200.00	\$85,100.00	\$85,100.00
GRAND TOTAL PLANNING AND ADMINISTRATION	\$443,643.48	\$221,821.74	\$221,821.74

2007-02

ALCOHOL/DRUG COUNTERMEASURES

Mississippi's fatalities increased from 900 in 2004 to 931 in 2005. 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 2007, 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 "Drunk Driving, Over the Limit, Under Arrest".

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 2007. These trainings meet the criteria of initiation, development and implementation specified in Title 23 CFR, Chapter 11, Part 1250, enabling consideration for local benefit

2007-02
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	\$151,499.00	\$16,467.00	\$151,499.00
	TOTAL	\$251,499.00	\$36,467.00	\$151,499.00

FY 2007-03
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 2007 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 2007. 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.

Four mini-grants will be awarded to target low usage rate areas which include **Greenwood Police Department, Leflore County Sheriff's Office, Tupelo Police Department** and **Lee County Sheriff's Office**. These grants will include overtime pay for officers to work during the two week enforcement period in Thanksgiving 2006.

The **Mississippi State University, Social Science Research Center**, will conduct a post mobilization observation and survey of seatbelt 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-2007. This project is responsible for all aspects of the sampling methodology, training of all surveyors, and reporting the results of the completed survey.

The **“Grab-it and Click-it” Program** is a 4th year program being taught by officers of the **Waynesboro Police Department** to implement proper seatbelt usage among young children. The program targets children in pre-school, kindergarten and elementary students up to the age of eleven. At the present time, over 300 children in the Wayne County School System including city and county schools have successfully completed the program. The “Grab-it and Click-it” program, in conjunction with our safety check points, have increased seatbelt usage in our area. The **Waynesboro Police Department** utilizing grant funding provided by the Mississippi Office of Highway Safety initiated the “Grab-it and Click-it” pilot program in public schools through the years of 2002-2006. The **Waynesboro Police Department** would like to apply for additional funding for the fiscal year 2007, in order to continue our “Grab-it and Click-it” program. Pencils, pens, certificates and junior police badges with the “Grab-it and Click-it” logo were presented to each child that completed the program.

The Special Projects coordinator and the SAB will plan and host a statewide conference. The conference, “Teens on the Move” will be a continuation of a 17 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 2007-03
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-
OHS	4. 2006 CIOT Campaign Paid Media (\$150,000) Commodities Equipment (Incentives)	\$200,000.00	-0-	-0-
Lee County Sheriff's Office	5. Safety Belt Mini-grant Enforcement Overtime	\$10,000.00	-0-	\$10,000.00
Tupelo	6. Safety Belt Mini-grant Enforcement Overtime	\$10,000.00	-0-	\$10,000.00
Greenwood Police Dept.	7. Safety Belt Mini-grant Enforcement Overtime	\$10,000.00	-0-	\$10,000.00
Leflore County Sheriff's Dept.	8. Safety Belt Mini-grant Enforcement Overtime	\$10,000.00		\$10,000.00
Mississippi State University	9. Safety Belt Survey	\$160,459.00	-0-	-0-
	TOTAL	\$780,459.00	\$100,497.72	\$40,000.00

2007-04 TRAFFIC RECORDS

During FY-2006, traffic records management was focused on the development of the revised Strategic Plan for Traffic Records Systems and the formal application for Federal 408 Traffic Records Funds. The State Traffic Records Committee (STRC) met numerous times to refine the plan and set priorities for automation projects over the next three years. The increase in agencies using the new uniform crash report system, Reportbeam, shows that over 80% of local agencies are entering their own crash data. The second phase of the MDOT Safety Analysis Management System (SAMS) uses this crash database to attach the roadway environment data using GIS methodologies. Electronic transfer of citation data will begin in early FY-2007 with all Justice Courts and the ten largest Municipal Courts. This will produce timely updates of the Driver History file.

The new uniform crash report was implemented January 1, 2004, which encompassed a totally new process for data collection, as well as new data elements. During the spring and summer of 2004, the Reportbeam project designed an automated crash software application to be given free to all law enforcement jurisdictions. During this same time period, 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). During FY-2007, another traffic records assessment is due under the SAFETY-LU guidelines. Our agency will be contacting NHTSA about conducting the review after the 2007 legislative session ends in March.

As mentioned previously, with re-authorization of the Federal Transportation Act in August, 2005, the traffic records community are 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 have representatives on STRC and provide inputs to traffic records activities and plans. Participation at mandatory court training workshops has promoted traffic records use in documenting weaknesses in the adjudication of traffic offenses, particularly DUI.

The following is a synopsis of State Traffic Records Committee involvement over the last six years. This also includes a current status of traffic records activities in the Strategic Plan.

- ▶ A redesign of the former uniform crash file (1989) was accomplished by STRC during 2002 and 2003. It was implemented January 1, 2004, after pilot testing and training of all state and local law enforcement departments.
- ▶ The design, programming, testing and implementation of the automated Reportbeam software for crash data collection was done during 2004. Mississippi has now expanded state and local law enforcement capabilities to capture crash data through electronic technology for all reportable crashes.
- ▶ Identify and reduce the incidence of habitual offenders of the state's traffic laws by revising the driver license history file.
- ▶ Improve the tracking system for Driving Under the Influence (DUI) offenses, especially underage offenders (< 21).
- ▶ Conduct more research in the area of occupant restraint systems on the occurrences of deaths and severe injuries away from major highways to emphasize death rates in rural areas as well.
- ▶ Create a statewide crash report to reflect the MMUCC criteria as closely as possible. The STRC used the MMUCC guidelines to incorporate them into the revised crash report. Many data elements were expanded, such as, contributing factors, crash type, sequence of events, vehicle damage, violations charged and personal identifiers for linkage to EMS and hospital data.
- ▶ Utilize Global Positioning Systems (G.P.S.) technology for crash location.
- ▶ Design the Safety Analysis Management System (SAMS) to provide information on all public roads.
- ▶ Modify the graduated licensing program for novice drivers to identify the levels of driving restriction and incorporate the department actions and violations on the driver history file.
- ▶ Increase the number highway safety grant communities by targeting the jurisdictions through crash frequencies and crash trend analysis.

With the advent of Reportbeam, 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 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. During FY-2006, another round of GPS units were acquired for two trooper classes.

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. The Traffic Records Coordinator testified in January, 2006, at legislative hearings on the primary safety belt bill. Analyses of Mississippi crash data and EMS data were used to document the enormity of the problem with low belt use. Our Primary law was passed, the Governor signed it and it was effective May, 27, 2006.

As one can see, 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. The concept of integrating innovative and emerging technologies to build our new state crash system has produced 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. is funded 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. DUI arrests are entered within 24 hours with an affidavit record sent by the officer. This is followed by the adjudication record and disposition information. If no court record is found within 60 days, a list of outstanding DUI affidavits is given to the court monitor for review.

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 traffic records 411 project was implemented with MASEP to evaluate a DUI screening instrument to assist prediction of recidivism in the minority population. DUI arrests decreased significantly during 2005 due to manpower deployments for military duty coupled with the aftermath of hurricane Katrina. During, FY-2006 many DUI studies have been produced by geographic distributions to define the effect and consequences of this natural disaster.

The Mississippi legislature funds the Statewide Trauma System with assessments from traffic fines. As of 2006, there are complete ambulance run reporting data, emergency room data and trauma registry data for participating hospitals across the state. The EMS Division of the State Department of Health 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 have opened 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.

A pilot project was implemented with 411 funds for the Southeast Trauma region. Two counties, Jones and Forrest, have been selected to track crash victims from the police record, the EMS record, to the hospital and subsequent trauma registry. Specialized software has been acquired to link all the pertinent data for compilation of outcome studies concentrating on both medical and cost information. The leader of this trauma region is the former state Director of EMS programs and was a pioneer in the funding of statewide EMS programs.

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 traffic records projects and activities as authorized for continued implementation of the

strategic plan. 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. An extensive study of our compulsory liability law is planned for FY-2007. The Performance and Expenditure Review Committee (PEER) of the legislature has contacted the traffic records coordinator for data analyses about crashes, driver history actions, insurance status and citations issued for failure to comply with this law.

The strategic plan for a Mississippi Highway Safety Information System is part of a larger process to prepare the highway safety community in Mississippi to deal with changes in the highway safety environment. The plan will integrate current highway safety functions and future program plans through state and local highway safety partners and stakeholders (in particular, the Mississippi Association of Highway Safety Leaders (MAHSL), a major resource). This approach will position Mississippi safety leaders to meet or exceed performance expectations in achieving their mission in a way that:

- ▶ Aligns information technology (IT) with the goals of all the highway safety stakeholders,
- ▶ Develops an enterprise-wide strategic plan for highway safety information technology. (The enterprise includes the Mississippi Departments of Public Safety, Transportation, Health and Tax, Local Government/Enforcement and MAHSL partners.)
- ▶ Identifies key technological improvements within this enterprise that support Mississippi's vision to improve highway safety, and
- ▶ Deals realistically with budgetary, regulatory and organizational limitations, within state and local government, to implement new or enhance existing IT configurations.

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).

TR 2007-04
TRAFFIC RECORDS COORDINATION

Subgrantee	Project	Federal	Match	402 to Local
OHS	1. Traffic Records Coordination Personnel: Traffic Records Coordinator Fringe Travel Contractual Services Commodities	\$106,389.00	\$1,000.00	-0-
	TOTAL	\$106,389.00	\$1,000.00	-0-

2007-05

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, T.O.P.S., 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, T.O.P.S., 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 C.R.A.S.H. (Collision Reconstruction Analysis on State Highways). This project will expand in depth MHP's collision investigation and reconstruction techniques. This grant will fund equipment and travel for further training for the C.R.A.S.H. 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 **MHSP Uniformed Division of Public Affairs officers** within the Department of Public safety have requested support for purchasing commodities for the MHP 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.

2007-05
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	\$350,000.00	\$50,339.00	\$350,000.00
MHSP	2. Uniformed Public Affairs Project Travel Commodities	\$30,000.00	\$505,475.00	-0-
OHS	3. Police Traffic Services Coordination Personnel: Salary Fringe Travel Commodities	\$80,000.00	\$10,000.00	\$-0-
TOTAL		\$460,000.00	\$565,814.00	\$350,000.00

RS 2007-06

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 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 six (6) 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 six (6) 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.

In order to increase the State's compliance with the MUTCD Manual and assure continued proper signing and identification of traffic problem areas, four (4) 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-2007 funding are:

LOCALITIES

PROJECT ACTIVITY

- | | |
|---|--|
| <ol style="list-style-type: none"> 1. JSU (T² Center) 2. Natchez, MS 3. Crystal Springs, MS 4. McComb, MS 5. Stone County, MS | <p>Traffic Safety Training
 Traffic Sign Installation
 Traffic Safety Study
 Traffic Safety Study
 Traffic Safety Study</p> |
|---|--|

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 2007-06
ROADWAY SAFETY**

Subgrantee	Project Title	Federal	Match	402 to Local
JSU T ²	1. Traffic Safety Training Personnel Contractual Services Commodities	\$21,933.00	\$7,928.00	\$21,933.00
McComb	2. Traffic Safety Study Contractual Services	\$30,375.00	\$3,375.00	\$30,375.00
Crystal Springs	3. Traffic Safety Study Contractual Services	\$18,000.00	\$2,000.00	18,000.00
OHS	4. Roadway Safety Coordination Personnel: Salary Fringe Travel Commodities	\$58,572.00	\$10,000.00	-0-
Natchez	5. Traffic Sign Installation Contractual Services Commodities	\$72,000.00	\$24,000.00	\$72,000.00
Stone County	6. Traffic Safety Study Contractual Services	\$41,040.00	\$4,560.00	\$41,040.00
	TOTAL	\$241,920.00	\$47,303.00	\$183,348.00

SC 2007-07

SAFE COMMUNITIES

In FY 2007, the cities of **Picayune, Leland, and Pearl** and **Jones County** will continue their safe communities programs. The safe communities grants are coordinated in the Office of Highway Safety. The **City of Pearl, Mississippi** will add a DUI officer in its funding proposal.

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.

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 continue with their traffic unit safe communities grant and will add one DUI enforcement officer. 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 semi-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.

Each project site will participate in coordinated statewide public information and education campaigns in addition to supporting and cooperating in the STEP Initiatives, 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 2007-07
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	\$100,000.00	\$31,125.49	\$100,000.00
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:	\$38,856.25	\$113,487.20	\$38,856.25
City of Picayune	4. Safe Communities Personnel: LEL (50% federal) Grant Coordinator Overtime (Federal) Fringe Travel Commodities Contractual Services	\$50,000.00	\$50,000.00	\$50,000.00
City of Leland	5. Safe Communities Personnel: 1 DUI Officer Overtime	\$33,988.07	\$34,695.00	\$33,988.07
TOTAL		\$222,844.32	\$229,307.65	\$222,844.32

2007

SECTION 154 TRANSFERRED FUNDS

The Mississippi Department of Transportation received 40% of the 154 alcohol Transfer funds for FY 2007. These funds will be utilized in **MDOT's High Hazard Elimination Program**, designed to reduce road hazards as defined by FHWA, and to enhance and develop the Safety Analysis Management System (SAMS) for the state.

Local DUI Enforcement Projects will be targeted in areas within the 30 counties totaling 65% of the state's alcohol-related fatalities, and 67% of the state's population. These projects include the continuation grants of **Pearl River Reservoir Patrol, City of Greenwood, City of Gulfport, City of Meridian, City of Philadelphia, City of Columbia, Flowood, Ocean Springs, Pontotoc, Saltillo, Brandon, Bay St. Louis, Lumberton, Pelahatchie, Grenada, Winona, Senatobia, Waveland, Indianola, and the Counties of Forrest, Harrison, Hinds, Madison, Simpson, Tippah, Neshoba, Simpson, Leake, Newton, and Lauderdale.**

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 **Cities of Greenwood and Grenada** continue to rank in the top thirty 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..

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 **City 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 DUI officer.

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.

Newton County will implement a new DUI enforcement project plans to address the extensive amount of "downtime" required to process a DUI arrest with the use of federal dollars to provide one DUI officer to work additional manpower hours in order to focus specifically on DUI related incidents.

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.

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.

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 **Cities of Bay St. Louis and Pass Christian** were devastated during Hurricane Katrina. Both of these police departments lost all patrol vehicles. While FEMA and insurance is assisting with the replacement, the timing is slow. The DUI units previously funded with OHS funds had been continuing up to that point, and now are at a standstill. These two cities have now reestablished their DUI units.

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, 2006 and run continuously through September 30, 2007, 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).

The enforcement period for the "Drunk Driving, Over the Limit, Under Arrest" Initiative will run from August 18 to September 4, 2006. Other proposed high visibility DUI enforcement initiatives are planned for the Christmas/New Year's holiday period in 2006, July 4th holiday 2007, and Labor Day holiday 2007. Specific dates will be announced later. These enforcement periods will include checkpoints and saturation patrols by the state and local law enforcement agencies to reduce the number of alcohol-related fatalities in Mississippi.

Mississippi Highway Safety Patrol - Enforcement efforts will be concentrated in the thirty counties which have been identified as having 65% of the total impaired driving fatalities and severe injuries in Mississippi. The Mississippi Highway Safety Patrol will coordinate with the local jurisdictions, in conducting two checkpoints per day during the "Drunk Driving, Over the Limit, Under Arrest" campaign. The two checkpoints per day will be conducted in the thirty counties that have been identified as having the top 65% of alcohol related crashes in the

State of Mississippi. These counties were ranked by the total number crashes from 1997 thru 2005.

The MHP will continue the sustained DUI enforcement efforts beginning July 1, 2006 to September 30, 2007, with special emphasis during the 4th of July, Christmas/New Year's, and the Labor Day Initiatives. These call back details will be conducted throughout the state of Mississippi. This added manpower on the busy highways should help to reduce fatal and injury crashes during this busy season. The sustained DUI enforcement efforts with the MHP will consist of at least two checkpoints or saturation patrols per month per each of the high ranking fatalities. The MHP will receive at least \$1 million in 154 alcohol funds to ensure that the Sustained DUI enforcement program is maintained.

High Fatality Rate updates and initiatives will be discussed at the monthly Mississippi Association of Highway Safety Leaders meetings, at STORM conferences, SFST training sessions, and prosecutor/judges training.

Enforcement Strategies

- Each local OHS DUI project agency will conduct at least one special impaired driving enforcement operation per month in a high impaired driving related crash/fatality location and/or corridor.
- During the July 4th and August mobilizations, each local OHS DUI project agency identified in the HFR counties will conduct at least two special impaired driving enforcement operations during each mobilization.
- During the sustained period MHP, in conjunction with the local jurisdictions, will conduct at least two safety checkpoints per month in each of the high fatality ranked thirty counties.
- Each local OHS DUI project will continue to do monthly multi-jurisdictional sobriety checkpoints, giving priority to locations identified in the SES counties.

To further strengthen the link between local law enforcement and the **Office of Highway Safety**, three full-time regional alcohol law enforcement liaison will continue, with one funded with 402 and two with 154. The Regional LELs work with the Statewide Law Enforcement Liaison Office and the Office Of Highway Safety. Their duties will include quarterly meetings with the network coordinators, local 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 mobilizations, as well as to promote S.T.O.R.M. and OHS activities. The nine network coordinators will be taken from each of the nine MHP districts.

The Office of the Attorney General will receive a grant for a **Traffic Safety Resource Prosecutor**, which will assist STORM, and train DUI prosecutors throughout the state. OHS will collaborate with the Mississippi Prosecutor's Association and the Prosecutor's Training Division of the Mississippi Attorney General's Office to increase DUI conviction rates. The OHS currently funds a grant through the Prosecutor's Training Division of the Mississippi

Attorney General's Office for a Traffic Safety Resource Prosecutor (TSRP). The TSRP will act as a liaison to increase the conviction rates in Impaired Driving cases.

To assist OHS in obtaining its goal of increasing DUI conviction rates, the TSRP will communicate program plans to local prosecutors *prior* to implementation. This will ensure that the prosecutors are prepared to handle large influxes of cases following blitz periods and that they are constantly aware of the plan of action. Such awareness will ensure that the impaired driving cases are being diligently pursued not only by law enforcement officers, but also by the prosecutors until successful dispositions of the cases are achieved.

The TSRP will also assist prosecutors and law enforcement officers across the state in identifying areas where training is needed. This collaboration will result in the training of a minimum of 1000 prosecutors and law enforcement officers on topics including but not limited to: prosecuting basic DUI cases ("Practical DUI Course: Nuts & Bolts"); crash reconstruction; vehicular homicide ("Lethal Weapon"); search and seizure; Officer Testimony Training ("Cops in Court"); Legal Updates; Basic DUI prosecution Course with a SFST primer; PowerPoint for Prosecutors; and Trial Advocacy for DUI cases.

Moreover, the OHS and TSRP will collaborate with the LEL Office and STORM to provide joint, cross-training for law enforcement officers and prosecutors. STORM and the LEL office already provide numerous trainings statewide for officers who handle impaired driving cases. By collaborating with these groups, the TSRP and OHS can reach more participants. The TSRP will also assist the LEL office in developing a Drug Recognition Expert (DRE) program in Mississippi. This program will teach officers how to detect drivers impaired by substances other than alcohol. Additionally, once the DRE program is established, the TSRP will conduct training to teach the prosecutor how to handle these types of cases. (e.g. The TSRP will coordinate a "Prosecuting the Drugged Driver Course".)

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.

2007
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	\$4,000,000.00	-0-	-0-
	Total 154 H.E.funds	\$4,000,000.00	-0-	-0-

2007 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	\$1,000,000.00	-0-	-0-
Pearl River Valley Water Supply	2. DUI Enforcement Program Personnel: Overtime, Fringe Equipment, 3 digital In-car cameras	\$45,796.00	-0-	\$45,796.00
Leake County Sheriff's Department	3. DUI Enforcement Program Personnel: Overtime, Fringe Travel Commodities Equipment: LED Traffic bar	\$25,136.37	-0-	\$25,136.37
Lauderdale County Sheriff's Department	4. DUI Enforcement Program Personnel: 2 DUI Officers Fringe Overtime Travel Commodities Equipment 5PBTS	\$87,242.84	-0-	\$87,242.84
Columbia Police Department	5. DUI Enforcement Program Personnel: 1DUI Officers Overtime Fringe	\$42,328.00	-0-	\$42,328.00
Flowood Police Department	6. DUI Enforcement Program Personnel: Overtime, Fringe, Travel Commodities Equipment: 4 PBTS 2 digital cameras, 2 Stop sticks	\$22,500.00	-0-	\$22,500.00
City of Pelahatchie	7. DUI Mini-Grant Personnel: Overtime, Commodities Equipment: in car video	\$10,000.00	-0-	\$10,000.00

2007 SECTION 154 TRANSFER FUNDS

Subgrantee	Project Title	Federal	Match	154 to Local
Meridian Police Department	9. DUI Enforcement Program Personnel: Overtime Fringe Benefits Travel Contractual Services Commodities Equipment: 1 radar unit 1 in car camera; 2 PBT's 1 typewriter; 1VCR, 1 TV/DVD Player	\$100,000.00	-0-	\$100,000.00
City of Gulfport	10. DUI Enforcement Program Personnel: Overtime Fringe Travel Contractual Equipment:	\$100,000.00	-0-	\$100,000.00
Hinds County Sheriff's Department	11. DUI Enforcement Program Personnel: 1 DUI Officer Contractual Services: Overtime Commodities Equipment:	\$100,000.00	-0-	\$100,000.00
City of Philadelphia	12. DUI Enforcement Program Personnel: 1 DUI officer Fringe Commodities	\$36,781.98	-0-	\$36,781.98
Ocean Springs Police Department	13. DUI Enforcement Program Personnel: Overtime Commodities Equipment: 1 DUI van	\$50,000.00	-0-	\$50,000.00
Pontotoc Police	14. DUI Enforcement Program Personnel: Overtime Travel Contractual Commodities Equipment: 3 PBT'S; 4 Radar Units; 8 Mag Lights; 1 Stopstick	\$50,000.00	-0-	\$50,000.00
Tippah County	15. DUI Enforcement Program Personnel: Overtime Fringe Commodities	\$36,695.52	-0-	\$36,695.52

2007 SECTION 154 TRANSFER FUNDS

Subgrantee	Project Title	Federal	Match	154 to Local
Forrest County Sheriff's Office	16. 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
Brandon Police Department	17. DUI Enforcement Program Personnel: 2 DUI Officers	\$55,873.55	-0-	\$55,873.55
Town of Saltillo	18. DUI Enforcement Program Personnel: 1 DUI Officer Fringe, Travel Contractual Services Commodities Equipment: 1 Mobile Video 1 radar 2 PBT'S 1 flashlight	\$30,000.00	-0-	\$30,000.00
Office of Highway Safety	19. Impaired Driving Project Management 2 Program Managers Communication, Freight Utilities Commodities	\$250,000.00	-0-	-0-
Office of the Attorney General	20. Traffic Safety Resource Prosecutor Personnel: 1 Staff attorney Fringe Travel Contractual Services Commodities	\$129,988.00	-0-	-0-
Madison County Sheriff's Department	21. DUI Enforcement Program Personnel: Overtime	\$50,000.00	-0-	\$50,000.00
Bay St. Louis Police Department	22. DUI Enforcement Program Salaries: Overtime for DUI enforcement Equipment: 8 PBTs	\$40,000.00	-0-	\$40,000.00

2007 SECTION 154 TRANSFER FUNDS

Subgrantee	Project Title	Federal	Match	154 to Local
Simpson County Sheriff's Department	23. DUI Program 1 Officer Fringe Travel Overtime Commodities Equipment: 1 Desktop Computer 1 LED Arrow Bar 1 PBT	\$50,000.00	-0-	\$50,000.00
Neshoba County Sheriff's Department	24. DUI Program 1 DUI Officer Fringe Overtime Commodities Equipment: 1 TV/VCR	\$39,581.00	-0-	\$39,581.00
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 Equipment: 1 digital video 1 PBT 1 digital camera	\$50,000.00	-0-	\$50,000.00
Newton County Sheriff's Department	27. DUI Enforcement 1 DUI officer Fringe Equipment: 4 PBTs 2 mobile cameras	\$35,000.00	-0-	\$35,000.00
Harrison County Sheriff's Department	28. DUI Enforcement 2 DUI Officers Fringe Travel	\$150,000.00	-0-	\$150,000.00
City of Winona	29. DUI Enforcement 1 DUI Officer Fringe Travel	\$37,557.66	-0-	\$37,557.66
City of Senatobia	30. DUI Enforcement 1 DUI Officer Fringe Travel	\$37,754.30	-0-	\$37,754.30

FY 2007 SECTION 154 TRANSFER FUNDS

Subgrantee	Project Title	Federal	Match	154 to Local
City of Indianola	31. DUI Enforcement Project 1 DUI Officer Fringe Travel Equipment: 1 PBT 1 Video Camera	\$40,272.65	-0-	\$40,272.65
City of Grenada	32. DUI Enforcement Project 1 DUI Officer Overtime Fringe	\$50,000.00	-0-	\$50,000.00
City of Waveland	33. DUI Enforcement Grant Overtime Commodities Equipment: 1 DUI SUV 4 PBT's Emergency Lights & Siren	\$50,000.00	-0-	\$50,000.00
Office of Highway Safety	34. Drunk Driving, Over the Limit, Under Arrest, Labor Day Paid Media Campaign	\$500,000.00	-0-	-0-
	TOTAL	\$3,454,655.87	-0-	\$1,490,372.87

2007

410 ALCOHOL INCENTIVE GRANT

While progress has been made in reducing alcohol related traffic crashes in Mississippi in 2005, alcohol was a contributing factor in 37.5% or 349 of fatal crashes. For 2005, there were 840 fatal crashes resulting in 931 fatalities. According to the Mississippi Department of Public Safety, there were 22,511 DUI arrests in 2005. The casinos offer free drinks to customers, who then drive home to the neighboring states of Louisiana, Tennessee, Alabama and Arkansas

The conviction rate remained steady at 90% in 2005. Training on the recent changes in the Implied Consent Law for justice court, prosecutors, and municipal judges should improve the DUI conviction rate for the state. Special attention is being given to training justice court judges since this position does not require a law degree. **Judicial DUI Training** will be conducted to justice court judges in an effort to assist them in increasing their knowledge of the laws and statues governing driving under the influence.

To expend 410 carryover funds and to strengthen conviction rates for state troopers, the **Mississippi Highway Patrol** will be purchasing \$500,000 worth of mobile DVD cameras for the troopers targeting DUI enforcement. DVDs of arrests are vital to present in court for all DUI arrests. The Mississippi Highway Patrol will also receive 410 funding to maintain the sustained DUI enforcement statewide, with concentration during the Labor Day, Christmas holidays, and July 4th time periods.

Paid media in support of the sustained DUI enforcement efforts and the **“Drunk Driving, Over the Limit, Under Arrest”** campaign has been included in 410 as well. These funds will be used for sustained radio ads in December and July, with the remaining funds to be spent around Labor Day 2007.

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. 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 radar units, spike systems and 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.

The Law Enforcement Liaison Office will be expanding this year by hiring three full time regional law enforcement liaisons to replace the part -time positions from last year. These regional LELs will establish a network consisting of nine network coordinators, one for each Mississippi Highway Patrol District. Each of the nine network coordinators will be charged with enlisting a county coordinator each of the counties in their districts. The network

coordinators will set up quarterly meetings, with the county coordinators, police chiefs, sheriffs, and MHP Troop Captains and public affairs officers, to discuss and maintain monthly and blitz reporting as required by NHTSA, provide in-service training, and take the incentives to the local level for giveaways and drawings for those agencies reporting in a timely and accurate manner. Incentives will be purchased with 410 funds, which include mobile DVD cameras, PBTs, Stop sticks, radar units, and other smaller incentives. For the first time, OHS and the LEL office would like to purchase a police package vehicle to be given away after the Labor Day 2007 campaign. Only agencies that completely reported would be eligible for the patrol vehicle. OHS is also requesting to purchase two additional vehicles for the LEL regional staff.

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-
University of Southern Mississippi	2. NETS	\$50,000.00	-0-	-0-
Hattiesburg Police Department	3. DUI Enforcement Project Personnel: Overtime Travel Equipment	\$61,100.00	\$107,249.00	\$61,100.00
Smith County Sheriff's Department	4. DUI Enforcement Project Personnel: 1 DUI Officer (24%) Overtime Fringe	\$27,025.00	\$81,075.00	\$27,025.00
Mississippi Highway Safety Patrol	5. DUI Mobile DVD Camera Project Mobile DVD cameras (Carryover)	\$500,000.00	\$1,500,000.00	-0-
Office of Highway Safety	6. "Drunk Driving, Over the Limit, Under Arrest " Sustained paid Media Campaign	\$500,000.00	-0-	-0-
Mississippi Highway Safety Patrol	7. Sustained DUI enforcement Project Overtime for sustained DUI Enforcement	\$500,000.00	\$250,000.00	-0-
University of Mississippi	8. DUI Judicial Training	\$40,000.00	\$10,000.00	-0-
Office of Highway Safety	9. Regional LEL Network Project 2 LEL coordinators Commodities Equipment for Incentives: 18 Mobile DVD cameras 3 police pkg. vehicles	\$400,000.00	-0-	\$400,000.00
Ridgeland Police Department	10. DUI Enforcement Project	\$2,138,125.00	\$,1958,324.00	\$488,125.00