

State of Mississippi FY–2015 Highway Safety Plan



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Phil Bryant, Governor of Mississippi

Albert Santa Cruz, Commissioner of Department of Public Safety

Captain Donald McCain, Executive Director of Public Safety Planning

Shirley Thomas, Director of MS Office of Highway Safety and MS Governor's
Representative for Highway Safety

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MISSION STATEMENT

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

The overall goal is to reduce traffic crashes which result in death, injury and economic loss in the State. In order to accomplish this goal, activities are carried out in the areas of; alcohol/drug countermeasures, police traffic services including speed, occupant protection, traffic records, driver education, funded through the National Highway Traffic Safety Administration (NHTSA).

EXECUTIVE SUMMARY

The MOHS is pleased to present the Fiscal Year 2015 Highway Safety Plan (HSP). This Highway Safety Plan (HSP) contains the targets, performance measures and strategies that the MOHS has set for fiscal year 2015 (October 1, 2014 – September 30, 2015). The HSP is required by the U.S. Department of Transportation (U.S. DOT), National Highway Traffic Safety Administration (NHTSA) regulations, in order to provide the State with Highway Safety Funds.

The MOHS program operates under the provisions of the Federal Highway Safety Act of 1966, 23 Chapter 4, Section 402, along with left over incentive grant program funds under the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). Section 402 funds can be used for a variety of highway traffic safety initiatives.

The MOHS also operates under the provisions of the national priority grant program codified in a single section of the United States Code (23 U.S.C. 405 (Section 405)), Moving Ahead for Progress in the 21st Century Act (MAP-21). Section 405 funds can be used for occupant protection, state traffic safety information systems, impaired driving countermeasures, motorcycle safety, distracted driving and state graduated drivers licensing.

The MOHS works closely with the Mississippi Department of Transportation (MDOT), Federal Highway Administration (FHWA), Mississippi Motor Carrier Safety Division (MCSD) and the Federal Motor Carrier Safety Administration (FMCSA) to create the Mississippi Strategic Highway Safety Plan (SHSP) that collaborates with all agencies and helps reduce fatalities in Mississippi.

The SHSP creates a blueprint for partners across the State to plan and implement common and joint goals for the State's highway safety plans to reduce crashes and fatalities.

The MOHS will utilize grant funds to reduce crashes, fatalities, injuries and property damage by addressing road user behavioral issues in police traffic services, motorcycle safety, traffic records improvements, impaired driving, adjudication, occupant protection, and public information and enforcement.

Consistent with the requirements for the application for these funds, the FY15 HSP consists of the following major sections:

1. Highway Safety Planning Process;
2. Performance Plan;
3. Highway Safety Strategies and Projects;
4. Performance Report;

5. Program Cost Summary and List of Projects;
6. Certifications and Assurances;
7. Teen Traffic Safety Program; and
8. Section 405 Grant Application.

The Highway Safety Planning Process describes the data sources and the processes used by the State. It also provides details on how the State identifies safety problems, describes performance measures, defines performance targets, incorporates evidence based countermeasures and projects to address the problems and achieve performance targets.

The Performance Plan contains measurable highway safety performance targets and performance measures that are data driven. The plan includes justification of each performance target and why the target is appropriate and data-driven.

The Highway Safety Strategies and Projects include the following elements:

- Description of each strategy and project that the State plans to implement for the fiscal year;
- Process for selecting strategies and projects;
- Data and analysis supporting the effectiveness of the countermeasures strategy;
- Evidence based traffic safety programs that provide analysis of crashes, fatalities and injuries in high risk areas, deployment of resources based on analysis; and
- Adjustments and follow ups to the enforcement plan.

The Performance Report describes the States success in meeting the performance targets and performance measures from the previous year's Highway Safety Plan.

The Program Cost Summary and List of Projects that meets the requirement of the HS Form 217 reflects the State's proposed allocation of funds (including carry-forward funds) minimally by program area, based on the targets identified in the Performance Plan and the projects identified in the HSP. The funding level used is an estimate of available funding for the upcoming fiscal year and anticipated carry forward funding from the current year.

The Teen Traffic Safety Program includes a description of projects that the State will conduct as part of the Teen program. The program follows the guidance provided by Map-21 and includes increasing seatbelt use, reducing speeding, impaired and distracted driving, reducing underage drinking and reducing other behaviors in teen drivers that lead to motor vehicle injuries and fatalities.

The Certifications and Assurances of the application include the applicable laws and regulations, financial and programmatic requirements, and in accordance with 23 CFR Part 1200.11, the special funding conditions of the Section 402 programs. The Governor's Representative for Highway Safety signs these certifications to provide assurances that the State will comply with the laws and statements mentioned above.

The Section 405 Application is also included with the HSP for the national priority safety program grants the State feels it qualifies for.

The HSP is a multi-year plan developed and updated annually by the Highway Safety Office to describe how Federal highway safety funds will be apportioned. The HSP is intergovernmental in nature and functions either directly or indirectly, through grant agreements, contracts, requisitions, purchase orders, and work orders. Projects can be activated only after the State HSP has received Federal funding approval. The ultimate goal is to

have all of the agreements negotiated and ready for implementation on October 1st, the beginning of the Federal fiscal year.

CHANGES TO HSP DEVELOPMENT PROCESS FROM FY14:

The MOHS has improved the HSP development process from the previous grant year in several ways.

- 1) Strategic Planning Meetings: Strategic planning meetings which began in the FY13 grant year were opened up to additional partners in FY14. More structured planning meetings were held with facilitators that specialize in the occupant protection and impaired driving.

LEL District Coordinator meetings were conducted, to enable the LEL coordinators to take part in the planning process and selecting target areas based on data for the upcoming FY15 grant year.

- 2) Grant Writing Sessions: Grant writing sessions were continued for the planning of the FY15 grant year. These sessions gave the MOHS a chance to go into the field, talk with potential sub-grantees about funding opportunities, areas of concern and provide data to the field.

The grant writing work sessions allowed the MOHS staff, LEL staff and LEL coordinators to work one on one with potential applicants and provide answers to questions and help with making the grant writing as simple as possible.

- 3) Project Performance Assessments: Each program manager of the MOHS prepared an assessment of the sub-grantee project from the previous three years, which gave the staff a picture of the sub-grantee performance during those years.

Program managers reviewed files for 2010, 2011 and 2012 for citation numbers; budget v. expended amounts; cost per citation; total fatalities; total crashes; total injury and total property damage data.

The information for each project was compiled into spreadsheets broken out into program areas which showed the top performing projects, projects with the highest crashes, fatalities, and gave performance information for each MOHS projects.

- 4) Year End Sub-grantee Grant Review: Each year, the MOHS program managers compile the yearly statistical information into a year-end grant review. For FY15, PM not only provided information on number of DUI, citation information on speed, seatbelt and child restraint citations, but this year the data was expanded to include additional data points, to gain more data and begin tracking more data elements for each project. (See pages 18-19 for data elements)

MOHS MAJOR PERFORMANCE TARGETS FOR FY15:

With the strategic planning meetings, grant writing sessions, data review and the project problem identification assessments, the MOHS identified the following areas for performance targets for FY15.

- Impaired Driving-Alcohol and Drug (See-405(d)-Pages 54-74);
- Occupant Protection-Increase in Seatbelt Usage, Nighttime Enforcement and Population of 10-15 Year Olds. (See-405(b)-Pages 2-41)
- Traffic Records Improvements(See-405(c)-Pages 42-53);
- Reducing Teen Fatalities; and

- Speed

MOHS AREAS OF CONCERN:

With the strategic planning meetings, grant writing sessions, project problem identification assessments and year end sub-grantee grant review, the MOHS identified several areas of concern for the upcoming year.

The MOHS also looked at concerns that occurred during the FY14 grant year that could be addressed in the FY15 grant year. The following are some of the areas of concern that the MOHS has identified and will be working on during FY15.

- High levels of youth fatalities. During 2010-2012, Mississippi had 152 teens killed. 107 of the 152 teens killed were unbelted, which represents 75% of those killed.
- Occupant Protection—State wide; focus in the Delta area. During the FY12 Mississippi State Seatbelt and Motorcycle Survey, four Delta counties were included in the survey. Three out of the four were well below the Mississippi average seatbelt rate of 74.4%. (See the FY2015 405(b) application for more details.) Out of the 16 counties in the survey, 8 of the 16 were below the 74.4%.
- Conviction Rate—The DUI breath test refusal rate for the last five years has been almost one in four with the 2012 rate at 23.5%. Historically, the conviction rate had remained above 90% for years 2000 through 2007. However, in 2008 the rate fell to 86.4%. In 2012, the conviction rate increased to 92.1%.

LEGISLATIVE ACHIEVEMENTS AND AREAS FOR IMPROVEMENT

During the 2014 Mississippi legislative session, there were **36** highway safety related bills that were presented to the legislative committees.

There were ten (10) DUI/Alcohol Related; seven (7) Speed Related; two (2) Seatbelt; twelve (12) Texting Related; one (1) Bicycle Related; three (3) Driver’s License Related and one (1) Motorcycle bills that were presented.

Out of the 36, only one (**1**) passed both the House of Representative and Senate and presented to the Governor for signature. Below is a listing of the bills presented and approved during the 2014 legislative session.

Area of Focus	Bill Number	Description of Bill	Status of Bill
DUI	HB 87	DUI; revise penalty for second or subsequent offense of driving with suspended license.	Died in Committee
DUI	HB 162	DUI; revise license suspension for test refusal if licensee pleads guilty.	Died in Committee
DUI	HB 182	DUI; repeal provision that refusal to take breath test is evidence of.	Died in Committee
DUI	HB 412	Implied consent; technical amendments to ignition interlock & non-adjudication.	Signed by Gov. 4/21/2014
DUI	HB 693	DUI; Revise law regarding testing of breath test equipment	Died in Committee
DUI	HB 957	Alcohol; Create civil offense for open container violations	Died in Committee
DUI	SB 2110	DUI; increase penalty for 4 th and 5 th offenses	Died in Committee
DUI	SB 2791	Breathalyzer; clarify officers authorized to perform test using	Died in Committee
DUI	SB2216	Suspended driver’s license violations; second time DUI offender	Died in Committee

		ineligible for driver's license for 5 years.	
DUI	SB 2801	Driving under Influence ; revise	Died in Committee
Speed	HB 335	Radar; prohibit use within 1,000 feet of posted point where speed limit is reduced.	
Speed	HB 596	Radar; authorize use by sheriffs	Died in Committee
Speed	HB 619	Counties; authorize to use radar equipment, in its discretion	Died in Committee
Speed	HB 642	Radar; authorize sheriff and deputies for enforcing speed limits within school zones	Died in Committee
Speed	HB 1009	Speed limit; increase maximum for interstate highways and certain controlled access highways from 70mph to 75 mph.	Died in Committee
Speed	HB 1171	Radar; authorize sheriffs and deputies to use after proper training.	Died in Committee
Speed	SB2181	Radar; authorize use by sheriffs	Died in Committee
Seatbelts	HB 20	Seat belt laws; revise penalties for violations of.	Died in Committee
Seatbelts	HB1114	Seat belts; require for all passengers of a motor vehicle.	Died in Committee
Texting	HB 364	Wireless interactive communication; prohibit use of by a person operating a motor vehicle.	Died in Committee
Texting	HB 484	Texting; prohibit any motor vehicle operator age 18 or younger from while driving.	Died on Calendar
Texting	HB 597	Wireless interactive communication; prohibit use of by a person operating a motor vehicle	Died in Committee
Texting	HB 856	Careless Driving; create rebuttable presumption that texting while driving is.	Died in Committee
Texting	HB 997	Wireless interactive communication; prohibit use of by motor vehicle operator and make secondary offense.	Died in Committee
Texting	HB 998	Wireless interactive communication; prohibit use of by a person operating a motor vehicle.	Died in Committee
Texting	HB 1175	Wireless interactive communication; prohibit use of by a person operating a motor vehicle.	Died in Committee
Texting	HB 1343	Motor vehicles; prohibit texting by operator of and make secondary offense until January 1, 2016.	Died in Committee
Texting	SB 2004	Texting; prohibit while driving.	Died in Committee
Texting	SB 2433	Texting; prohibit while driving for all Ages	Died in Committee
Texting	SB 2434	Texting while driving; constitutes careless driving	Died in Conf.
Texting	SB 2613	Texting; prohibit while driving	Died in Committee
Bicycle	HB 1238	Helmet; require persons under 18 years of age to wear when riding bicycle on public roadway or bike path.	
Driver's License	HB 350	Traffic Violator Course; require in-person class room instruction for certain minors	Died on Calendar
Driver's License	SB 2854	Driver's license; commissioner able to decline suspension.	Died in Committee
Driver's License	SB 2457	Driver's Education; require for drivers under 17	Died in Committee
Motorcycle	SB 2099	Motorcycles; children under 16 not allowed as passengers	Died in Committee

Legislative Achievements:

2013/2014:

Ignition Interlock-Effective 7/1/2014, the State Ignition Interlock law become mandatory. Currently there are no installation stations within the State to install the devices after sentencing. This will present a major problem if left unattended. The Bill creates additional penalties for impaired drivers with the ignition interlock system and fines. The bill strengthened existing fines and penalties. Amended 63-11-30 (HB481)

2014:

Ignition Interlock-(HB412)Effective 7/1/2014, the State amended Section 63-11-30 and 63-11-31, MS Code of 1972, to make technical revisions regarding the use of ignition interlock and non-adjudication of violations in implied consent violations; and for related purposes.

Legislative Areas of Improvement:

MOHS would like to see the following highway safety concerns addressed during the 2015 Legislative Session and will work with partners to provide information to support the legislation for highway safety areas of improvement:

DUI/Alcohol:

- Although HB 412 was passed by the legislation during the 2014 Legislative Session, the State and MOHS is very concerned with the language of the bill in its present state, which includes information on non-adjudication.
- Mandatory ignition interlock law for repeat offenders;
- No Refusal (On site blood draws) for BAC testing; and
- Strengthen Ignition Interlock Law.

Occupant Protection:

- Increase the age requirement for the booster seat law to include age 7;
- Increase fine amounts for booster seat;
- Increase fine amounts for child restraint violations; and
- Increase fine amounts for seat belt violations

Distracted Driving:

- There were twelve (12) texting related bills presented during the 2014 Legislative Session. One bill very close to passing, died in the final hours of the session.
- Primary enforcement of texting ban for all age groups and licensure statuses; and
- Minimum fines for offenses and repeat offenses for all age groups.

Graduated Driver's License:

- Strengthen graduated driver's license (GDL) laws for learner's permit stage; and
- Strengthen graduated intermediate license stage.

Motorcycle:

- State wide motorcycle training program; and
- Motor cycle safety administrator or motorcycle advisory council appointed by the Governor.

The MOHS will continue in its efforts to support the passage, revision and strengthening of these important legislative issues as it relates to highway traffic safety.

MISSISSIPPI OFFICE OF HIGHWAY SAFETY PLAN

The MOHS Highway Safety plan consists of the following elements:

1. Planning Process;
2. Data Sources and Processes;
3. Problem Identification Process;
4. Performance Measures;
5. Performance Target Setting;
6. Evidence Based Countermeasures; and
7. Coordination with the State Strategic Highway Safety Plan

1. HIGHWAY SAFETY PLANNING PROCESS:

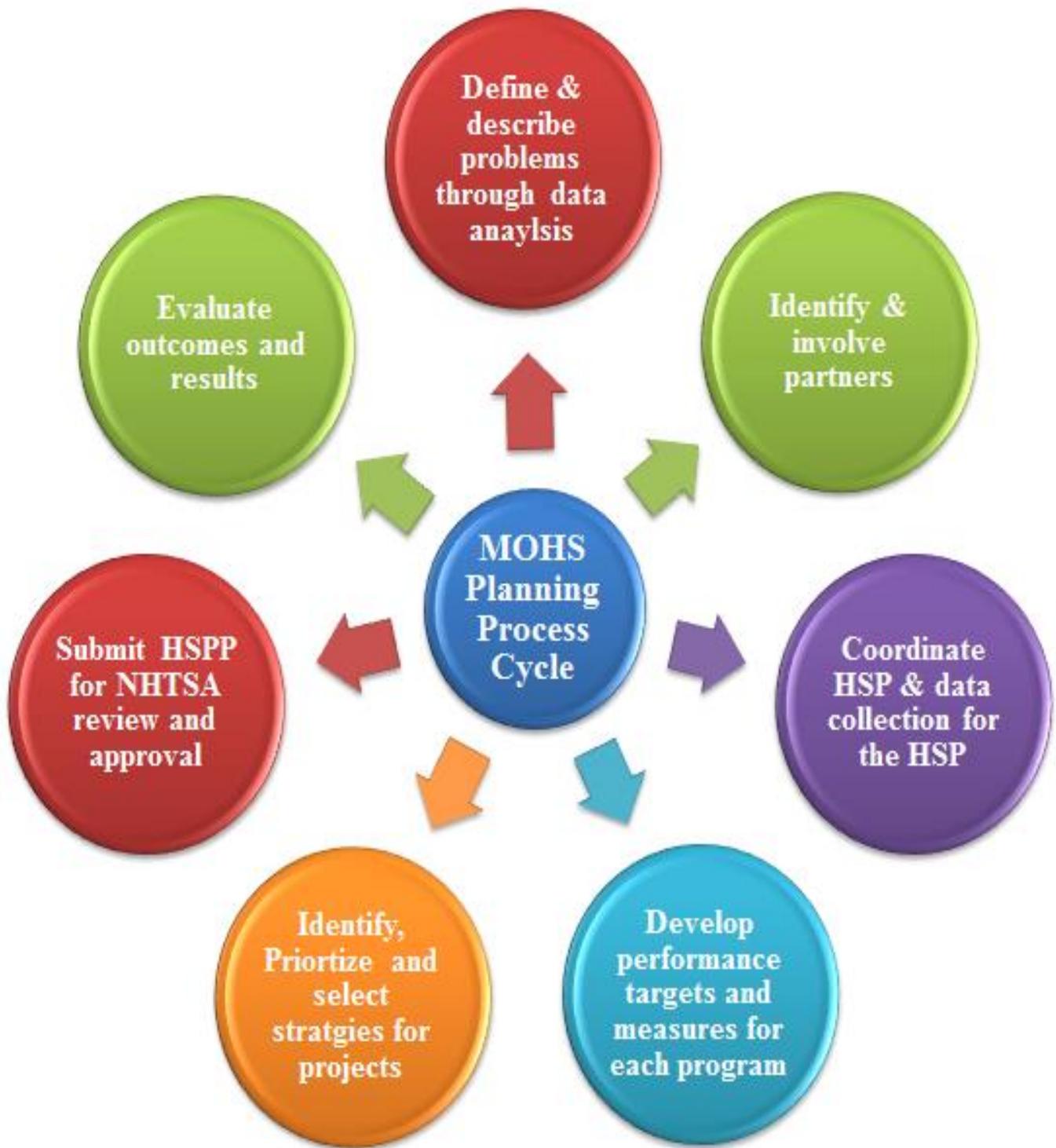
The MOHS planning process is a continuous process that involves numerous functions to make the program and projects run smoothly. The highway safety program (which is operated on the federal fiscal year) begins with an approved Highway Safety Plan as mandated by *23 CFR Part 1200.10*.

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

The steps listed below outlines the planning process broadly:

- Review of the Annual Report, priority memo and latest available data;
- Implement Planning Meetings with Sub-grantees from program areas (Traffic Records, Impaired Driving, Occupant Protection, Public Information and Education, Police Traffic Services, Media, LEL Coordination, Judicial and Youth);
- Planning Meetings with Task Forces, Coordinating Committees, Partners, Task Forces, Agency Leaders and Mississippi Association of Highway Safety Leaders (MAHSL);
- Develop the statewide Problem Identification;
- Prepare and Distribute the Request for Proposals (RFP);
- Implement Grant Writing workshops with key partners and stakeholders;
- Analyze data to be used in prioritizing and setting of Targets;
- Review, rate, rank and selection of evidenced based projects based on problem id analysis and performance measures to include in the HSP;
- Preparation of the HSP and 405 Applications; and
- Prepare Annual Report for submission to NHTSA of the States accomplishments for the grant year.

MOHS PLANNING CYCLE:



MOHS FY15 Planning Schedule-Tentative

October

October 1	New Grant Year Begins
October 1	Time Certifications Due MOHS Staff/ Full Time Officers (April 1-September 30) (Planner)
October 31	Agency Funded Citation Totals-Due for Annual Report (DUI/Speed/Seatbelt/Child Restraints)-Program Managers
October 31	Annual Report Information Due to Planner (All Staff)

November

November 1	Send Governor Certification-23 USC 159/23 CFR Chapter 1-192.5 to Governor's Office (Director)
November 15	1 st Draft Deadline to NHTSA-Annual Report (Planner)
November 17	Sub-Grantee Financial Closeouts Due (15 th on Saturday)
November 24	2 nd Draft Deadline to NHTSA-Annual Report (Planner)

December

December 1	Begin Work on FY15 Application (Planner)
December 1	Present MOHS Staff Problem Identification Assignment-Part 1 & 2 to Staff (Program Managers)
December 1	Grant Writing Session Planning (All Staff)
December 5	Final Draft to NHTSA for Recommendation and Changes-Annual Report (Planner)
December 12	Notice of Application Release and Grant Writing Meetings Released
December 15	MOHS Staff Problem Identification Assignment-Part 1 Due to Planner (Program Managers)
December 15	Final Annual Report to be Submitted to NHTSA (Planner)
December 16	Annual Report Media Contractor for Printing Booklets(Planner)
December 22	Grant Writing Preparations Completed
December 31	MOHS FY13 Financial Closeout
December 31	Annual Report Official Due Date to NHTSA(Planner)
December 31	MOHS Staff Problem Identification Assignment-Part 2 Due to Planner (Program Managers)

January

January 1	Governor Certification-23 USC 159/23 CFR Chapter 1-192.5-Due to NHTSA (Director)
January 2	Grant Applications Released {Email & Website}(Program Managers)
January 2-5	Legal Notice for Grant Application and Problem Identification Run (Planner)
January 5-9	Grant Writing Run Through for Grant Writing Sessions
January 15-26	Grant Writing Sessions

February

February	Strategic Planning Meetings and Performance Measure Target Selecting (All Staff)
February 27	Grant Applications Due from Sub-Grantees to MOHS Email. (All Staff)

March

March	Strategic Planning Meetings and Performance Measure Target Selecting (All Staff)
March	Seatbelt Survey to NHTSA (OP Division Director)
March-Ongoing	Debarment Process of Applications-(Office Manager)
March 2	Begin Preparation of FY15 Grant Agreement/Contract Documents (Planner)
March 2-20	MOHS-Staff: Grant Application Review (Program Managers)
March 16	Begin work on HSP and 405 (Planner)
March 23	Grant Application Assessment Document/Grant Rating Checklist Due (Program Managers)
March 23-31	MOHS-Staff: Grant Review Process with Director/Division Directors/Planner (Program Managers)

April

April	Strategic Planning Meetings and Performance Measure Target Selecting (All Staff)
April 1	Time Certifications Due-MOHS Staff/ Full Time Officers (Oct 1-March 31) (Planner)
April 1-17	MOHS-Staff: Grant Review Process with Director/Division Directors/Planner- Finish Up (Program Managers)
April 20	MOHS-Staff: Begin Preparation of Grant Agreements/Contracts to Sub-Grantees (Program Managers)
April 24	Project Descriptions Due to Planner (Program Managers)

May

May	MOHS-Staff: Continue Preparation of Grant Agreements/Contracts to Sub-Grantees (Program Managers)
May 15	1 st Draft of HSP and 405 Due to NHTSA (Planner)
May 15	Review of Assessment of the Impact of Proposed Projects and Strategies
May 29	MOHS-Staff: Grant Agreements/Contracts Completed for Sub-Grantees (Program Managers)

June

June 1	2 nd Draft of HSP and 405 Due to NHTSA (Planner)
June 15	Final Draft of HSP and 405 to NHTSA (Planner)
June 30	MOHS-Staff: Grant Agreements Released to Sub-Grantees (Program Managers)

July

July 1	HSP and 405 Application due to NHTSA (Planner)
July 1	Begin Implementation Planning (Planner)
July 1	Preparation of New FY15 Sub-Grantee Forms and Documents (Planner)
July 13	Implementation Forms Completed (Planner)
July 13	Begin Preparation Implementation Presentations (Program Managers)

August

August 12-26	Implementation Run Through (Planner)
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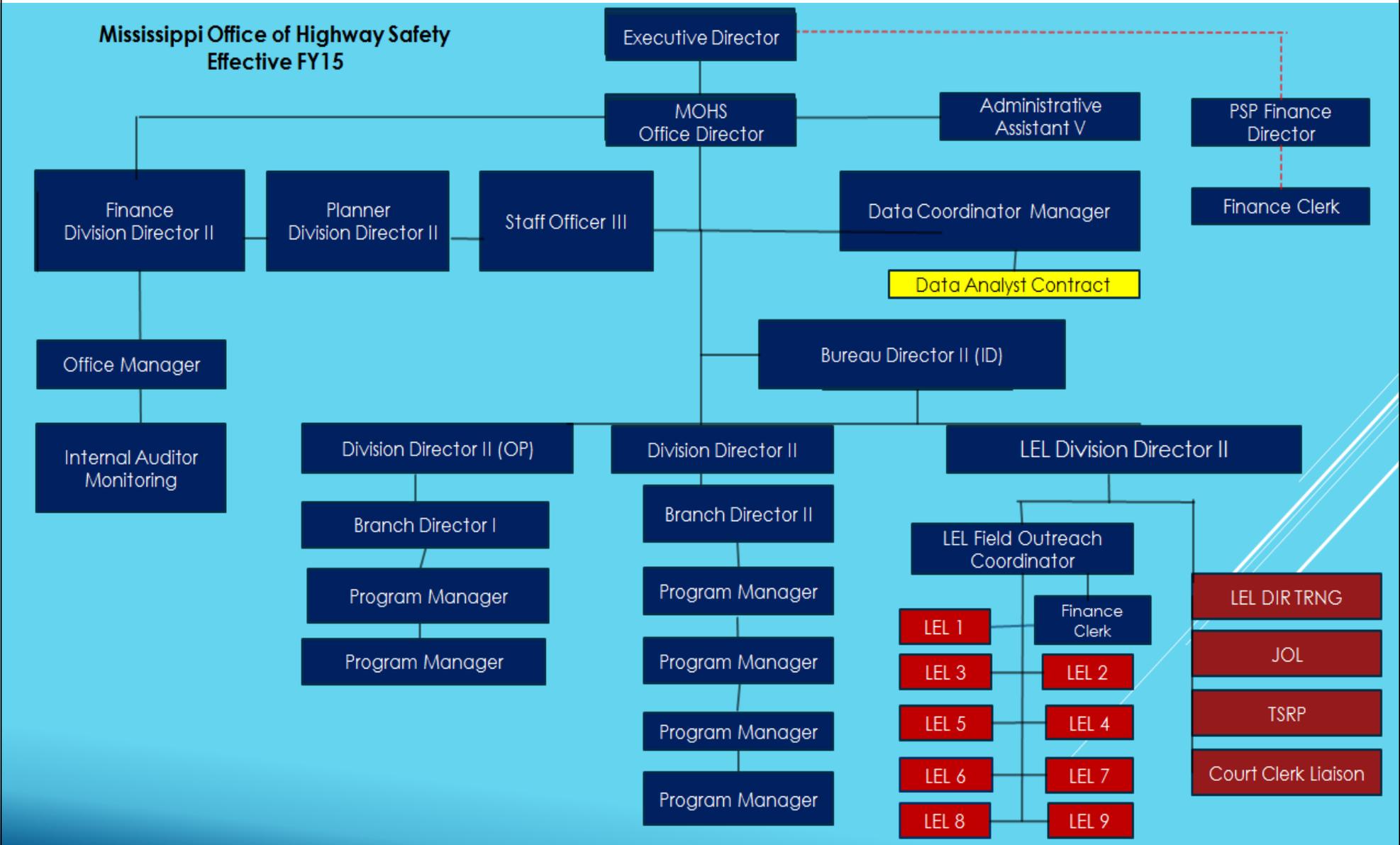
September

September	MOHS Stars Conference (All Staff)
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September 30	Grant Year Ends
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Above is a sample of the planning calendar that is used during each grant year by the staff of the MOHS. The schedule is given before the grant year and is updated throughout as dates are set and projects are completed.

FY15 MOHS Organization Chart



2. DATA SOURCES

The MOHS uses a variety of data sources for the identification of highway safety issues, trends, selection of performance measures and to define targets. The following are the data sources that are used:

Fatality Analysis Reporting System (FARS)	MS Highway Patrol
National Statistics (NHTSA)	NHTSA Region 6 Regional Data
Statewide Assessments	Annual Seat Belt Survey
Annual Motorcycle Survey	Annual Child Restraint Seat Survey
Annual Teen Seat Belt Survey	Annual Night Time Seatbelt Survey
State Wide Citation data	State Demographics
Local Police, Sheriff's Departments and Community Partners	State Wide Court data (conviction rates)
Federal Highway Administration	Mississippi State University-Social Science Research Center
Mississippi State University-Public Safety Data Lab	Mississippi Student Advisory Board
Mississippi-Strategic Highway Safety Plan	Mississippi Department of Transportation
Federal Motor Carrier Safety Administration	

MOHS COORDINATING COMMITTEES:

In addition to working collaborate on the HSP and SHSP; the MOHS also uses groups/organizations (task force groups) to help with specialized areas in problem identification such as the Mississippi Association of Highway Safety Leaders (MAHSL).

Operation of the MAHSL:

The MAHSL organization adopted its first by-laws on June 21, 1993 and was last amended on September 15, 1995. Copies of the current by-laws are attached (FY15 405-Impaired Driving Appendix B)

Schedule of Meetings:

The MAHSL meet every month on the 3rd Friday of the month, except for June and July. Copies of several of the meeting minutes are attached. (FY15 405(d)-Impaired Driving Appendix C) MAHSL discusses information on highway safety through reports from sub-committees.

Membership:

MAHSL is a collection of individuals that focus efforts on highway safety issues. The group has a membership of approximately 340 individuals from across the State in a variety of different service areas that include law enforcement and criminal justice, drivers licensing, treatment and rehabilitation, data and traffic records, public

health and communication. A copy of the current MAHSL membership is attached, (FY15 405(d)-Impaired Driving Appendix D)

MOHS TASK FORCES:

The MOHS uses the MAHSL group and two of the MAHSL sub-committees (Occupant Protection and Impaired Driving) as specialized task forces, to provide information and guidance as may be needed for these areas.

Impaired Driving Task Force:

The Impaired Driving sub-committee of MAHSL was established in September 1995 and has been active since then. The current alcohol committee has 31 standing committee members, along with a chairman that calls for meetings and reports from the committee members. (If a special Impaired Driving MAHSL meeting is scheduled, additional members of MAHSL may be invited to attend. A list of the impaired driving committee members can be found in the FY15 405(d) Application on pages 72 & 73).

The impaired driving task force also reviews and approves of the Impaired Driving Plan for the 405(d) NHTSA Application. (FY15 405(d)-Impaired Driving: Appendix A)

The voting for approval of the Impaired Driving Plan by the Impaired Driving Task Force committee was open for voting on May 12, 2014 and ended May 19, 2014. The Impaired Driving Task Force had the option of mailing, emailing or hand delivering the vote to the MOHS office.

Occupant Protection Task Force:

The occupant protection sub-committee of MAHSL was established in September 1995 and has been active since the beginning. The current occupant protection committee has standing committee members, along with a chairman that calls for meetings and reports from the committee members.

If a special Occupant Protection MAHSL meeting is scheduled additional members of MAHSL, may be invited to attend.

MOHS COMMITTEES:

The MOHS also uses the help of the State Traffic Records Coordinating Committee (STRCC). The STRCC workgroup meets after the monthly Mississippi Association of Highway Safety Leaders (MAHSL) meeting to address key issues with the current 405(c) projects. The committee is made of 59 members (State and Federal), each specializing in areas of traffic records such as licensing, data collection, EMS and more.

Two major improvements for traffic records involve crash and citation core systems. There is also an increase in agencies using the automated uniform crash report system, *Reportbeam*, showing that less than 5 local agencies reported on crashes on paper forms to DPS. 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 continues with most Justice Courts and some of the largest Municipal Courts.

2. PROBLEM IDENTIFICATION PROCESS:

The MOHS uses the following processes to develop its problem identification, in order to determine focus for the upcoming year and establish how projects are selected.

Strategic Planning Meetings:

In addition to regularly scheduled MAHSL meetings, the MOHS holds strategic planning meetings with individuals, partners and stakeholders to discuss the concerns, issues and achievements of the previous grant year and where the focus should be for the upcoming grant year.

There were 203 attendees that attended and participated in the strategic planning meetings for the FY15 grant year.

Notes were taken during each meeting and were compiled in a strategic planning meeting report book. The book contains agendas, sign-in sheets, handout and other pertinent information that was provided during the meetings, so that a complete record of the strategic planning meetings could be used through the grant year and for planning purposes.

During the FY15 strategic planning meetings, the following planning sessions were held:

- Youth;
- Alcohol/Impaired Driving;
- Partnership Meetings (FHWA, FMCSA, MDOT, MCSD)
- Traffic Safety Resource Prosecutor (TSRP);
- LEL & District Coordinators;
- Public Information and Education;
- Traffic Records; and
- Occupant Protection (Adult and Child Restraint)

Project Problem Identification Assessments:

The MOHS staff prepared problem identification assessments of the sub-grantee projects for the previous three years. This assessment provided a clear picture of how the sub-grantee projects had performed during those years.

Information contained in the assessments were citation numbers; budget v. expended amounts; cost per citation; total fatalities; total crashes; total injury and total property damage data.

The information for each project was then compiled into spreadsheets broken out into program areas, which showed the top performing projects and projects with the highest crashes and fatalities.

Year End Sub-grantee Grant Review:

As noted earlier, the MOHS program managers compile the yearly statistical information into a year-end grant review. The grant review provides information on the following areas of interest for the MOHS:

•Number of Safety Checkpoints

•Hours at Checkpoints

- Hours Spent Overtime
- DUI Arrest
- DUI Assists
- DUI Other Arrests
- Felony Arrests
- Child Restraint Citations
- Seatbelt Citations
- Number of DRE Evaluations
- No Driver's License

- Suspended Driver's License
- Speeding
- Reckless/Careless Driving
- Warnings
- Other Traffic Violations
- Drug Arrests
- Fugitive Arrests
- Stolen Vehicles
- No Insurance

This expanded review provides statistical information on each project and shows the direction, needs and issues in the areas that are serviced. The information for each project was then compiled into spreadsheets broken out into program areas that showed the top performing projects, projects with the highest numbers in the categories above and for the first time gave a more complete picture of MOHS projects.

Data:

Coordination:

The MOHS Traffic Records Coordinator (Robert Hancock) is responsible for collecting, managing and analyzing the collection of all data efforts for the MOHS.

Data Sources:

The data sources listed on Page 15 were used to help develop the Statewide Problem Identification, performance measures/targets, performance measures and strategies for FY15.

Results of Data Analysis:

The results of all data analyzed revealed the areas of need and focus. MOHS also identified growing trends in areas across the State, emerging problems that need addressing and also show progress that the current programs are making in reducing fatalities, injuries and crashes.

Challenges:

The challenges of the MOHS continue to be in the following areas:

- Staffing-Need for more staff position;
- Legislative support in all areas of highway safety issues;
- Capturing data;
- Low seatbelt usage rates; and
- High fatalities in youth and teen drivers.

Partners in Problem Identification Process:

The Mississippi HSP and problem identification process was developed through coordination with a variety of stakeholders and partners from public and private agencies across the State. The MOHS Partners and Stakeholder help develop countermeasures, performance measures, strategies, targets for the upcoming grant year.

Individuals representing the four E's (Engineering, Education, Enforcement, and Emergency Medical Services) and other modes of transportation (bicycle, pedestrian, commercial vehicles, motorcycles, etc.) are encouraged to participate. The following are a few of the partners and stakeholders that helped with the HSP and the problem identification process.

MOHS PARTNERS:

- Alcohol Service Center
- Alcorn State University
- American Academy of Pediatrics
- Office of the Attorney General
- AT&T
- C Spire
- DREAM Inc.
- Federal Highway Administration
- Federal Motor Carrier Safety Administration
- Jackson State University
- K & J Foundation
- Mississippi Association of Highway Safety Leaders (MAHSL)
- Mann Agency LLC
- Metro Jackson Community Development Coalition
- Ministers against Crime
- Mississippians Advocating Against Underage Drinking (MAAUD)
- Mississippi Association of Supervisors
- Mississippi Brain Injury Association
- Mississippi Center for Technology Transfer
- Mississippi Department of Education
- Mississippi Department of Health
- Mississippi Department of Mental Health
- Mississippi Department of Public Safety (including Planning and State Patrol)
- Mississippi Department of Transportation
- Mississippi Department of Vocational Rehabilitation
- Mississippi Judicial College
- Mississippi Municipal League
- Mississippi Motosteps
- Mississippi Office of State Aid Road Construction
- Mississippi Operation Lifesaver
- Mississippi Police Chiefs' Association
- Mississippi Railroad Association
- Safe Kids Mississippi
- Mississippi Sheriffs' Association
- Mississippi State University - Center for Advanced Vehicular Systems
- Mississippi State University- Health Education
- Mississippi State University – Social Science Research Center
- Mississippi Trucking Association
- Mississippi Valley State University
- (MADD) Mothers Against Drunk Driving
- Motorcycle Awareness Campaign
- National Highway Traffic Safety Administration
- Office of Justice Programs Enforcing Underage Drinking Laws
- Nissan
- Safe Communities
- SHSP Planning Committee
- State Legislators
- (S.T.O.R.M) Sobriety Trained Officers Representing Mississippi
- Tougaloo College
- Trustmark Park
- University of Southern Mississippi

**TRAFFIC SAFETY PROBLEM IDENTIFICATION SUMMARY/OVERVIEW:
Mississippi Traffic Safety Performance Target and Trends, 2008 – 2012**

	2008	2009	2010	2011	2012	5-Year Average	Short Term Target 2015	Long Term Target 2016
State Information								
Mississippi Population	2,938,618	2,951,996	2,967,297	2,978,512	2,986,450	2,964,575		
Registered Vehicles	2,608,525	2,660,398	2,650,247	2,676,758	2,050,495	2,529,285		
Licensed Drivers	2,676,493	2,516,899	2,545,707	2,628,389	2,628,389	2,591,872		
Vehicular Miles Traveled (Millions)	43,561	40,341	39,842	39,309	38,667	40,763		
Crash Data								
Total Crashes	74,122	69,809	68,437	67,435	69,936	69,951		
Fatal Crashes	711	631	581	567	507	599		
Fatalities	783	700	641	630	582	667	620	615
Fatalities/100M VMT	1.79	1.73	1.61	1.62	1.51	1.65	1.64	1.64
Rural Road Fatalities/100M VMT	2.35	2.1	2.16	2.20	1.76	2.10	1.96	1.86
Urban Road Fatalities/100M VMT	0.92	1.19	0.82	0.77	1.14	1.00	0.92	0.87
Injury Crashes	19,613	18,391	18,352	18,150	18,200	18,627		
Injuries (Driver-Passenger)	28,684	26,345	27,565	26,953	27,217	27,387		
Occupant Protection								
Child Restraint Use	77.50%	77.50%	79.90%	79.90%	82.70%	80%	80%	80%
Statewide Observed Seatbelt Use, Passenger Vehicles, Front Seat Outboard Occupants	71.30%	76%	81%	81.88%	83.20%	79%	80%	80% 81
Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions	432	380	340	309	302	353	317	301
Seat Belt Citations Issued During Grant Funded Activities		17,549	21,036	26,375	20,570	21,383	22,131	22,574
Alcohol Crashes								
Fatalities Involving Driver/ Motorcycle Operator with a BAC .08 and Above	251	233	174	159	179	199	179	170
Impaired Driving Arrests	32,530	32,099	33,153	29,552	30,577	31,582		
Impaired Driving Arrests During Grant Funded Activities	*	*	*	13,315	11,245	12,280	12,587	12,839
Impaired Driving Arrests Under 21	2,615	2,155	2,240	1,801	1,747	2,203		

	2008	2009	2010	2011	2012	5-Year Average	Short Term Target 2015	Long Term Target 2016
Speed Crashes								
Speeding-Related Fatalities	327	106	129	104	95	152	114	108
Speeding Citations Issued During Grant Funded Activities				17,855	18,057	17,956	18,584	18,956
Motorcycle Crashes								
Motorcycle Fatalities	40	47	42	58	39	45	42	40
Un-helmeted Motorcycle Fatalities	8	6	16	6	4	8	7	7
Alcohol Related Fatalities	10	1	10	11	8	8		
Youth								
Fatalities Involving Drivers Age 20 or Younger	106	119	86	84	64	92	78	74
Impaired Crashes involving Drivers under the Age of 20			249	208	196	218	201	191
Unrestrained Fatalities from 16-20			29	18	17	21	20	19
Speed Related Fatalities from 16-20			12	9	8	10	9	8
Unrestrained Fatalities 10-15			11	12	13	12	11	10.5
Pedestrian Fatalities	50	58	50	47	48	51	47	44
Bicycle Fatalities	4	10	4	7	4	5.80	5	5
Traffic Records								
Accessibility: Number of days crash data available electronically from event	5	4.5	4.1	3.5	3.0	4	3.2	3.0
Adjudication: Number of days citation data available electronically from event	25	12	11	10	9	13	12	11
Completeness: Percentage of agencies entering crash	90%	98%	99%	99%	97%	96%	100%	100%

Prior to 2011, activity measures were based on statewide numbers due to “grant-funded” citations not readily available. As of 2012 measures will be based on prior year grant funded citations, not state wide data.

The table on the previous page provides a historic account of traffic safety in Mississippi for the years 2008-2012. Growth can be seen in the areas of population and registered vehicles. However, the amount of vehicular miles traveled (VMT) has decreased due in part to economic conditions. One of the most important downward trends is the fatality rate per hundred million VMT. It declined to 1.79 in 2008, below 2.0 for the first time, with the rate reaching its lowest point of 1.51 for 2012.

Traffic fatalities decreased from 630 in 2011 to 582 in 2012, an 8.2% reduction. The vehicular miles traveled (VMT) for 2011 (38,851) decreased by 2.48% from 2010 (39,841). Another decrease of .47% for 2012 was the result of the VMT decline from 38,851 to 38,667.

In Mississippi for 2012, there were 507 fatal traffic crashes (481 motor vehicle), 18,200 injury crashes and 51,233 crashes involving only property damage. This equates to 69,936 total traffic crashes for the State in 2012. This latest year reveals a decrease in all categories from 2011.

For the last five years, Mississippi has reduced both fatal crashes and fatalities each year. Since 2008, fatal crashes have decreased by 28.69% from 711 to 507. For the same period, traffic fatalities have decreased 25.67% from 783 to 582. In 2000, Mississippi had 949 traffic fatalities with a 2.67 fatality rate per 100 million VMT. In 2012, Mississippi had 582 fatalities, the lowest number on record, with a 1.51 fatality rate per 100 million VMT, also the lowest rate ever recorded.

Baseline Data:

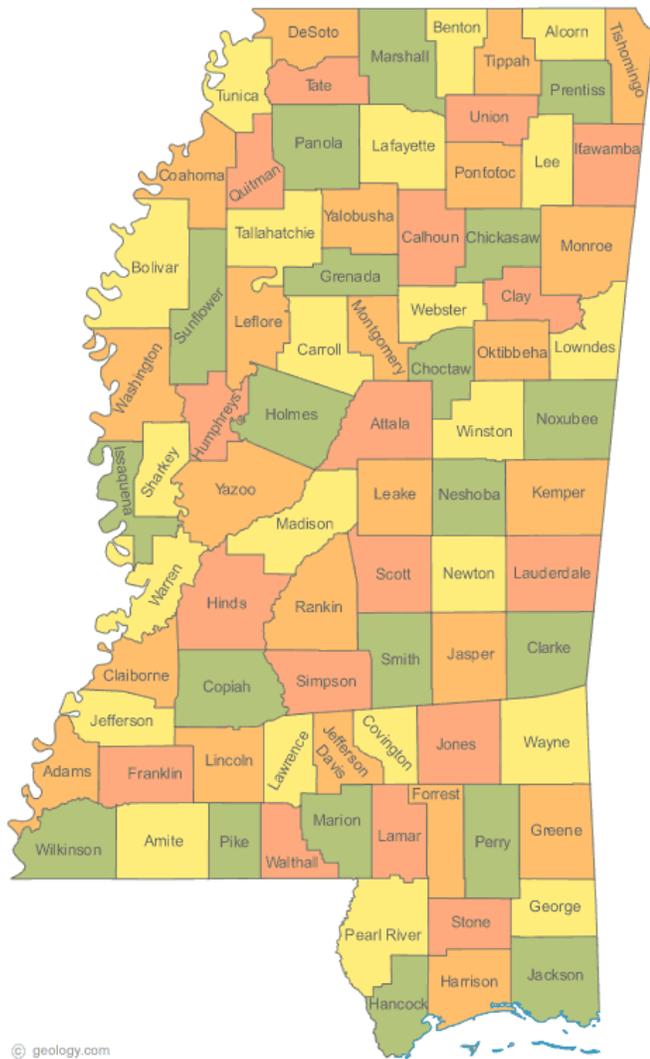
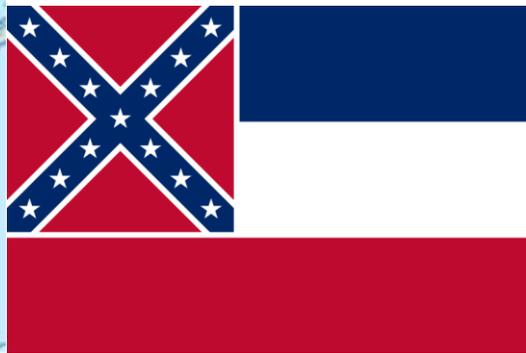
Establishing baseline data is a fundamental part of target setting. Baseline data is defined as the set of data representing the most current 12 months (or a comparable period) of complete data available prior to the start of the first year of the project.

For example, if the most recent data available for a first year project are through May, then the baseline year would be June through May for a grant starting October 1st. Once the baseline is established, that figure will be used to compare subsequent years. Prior to the start of the grant, these data will be the baseline for any subsequent year grants with the sub-grantee.

If good information has been collected through recent grants, then that information could be used in the problem identification section of the proposal. However, the baseline data in the performance targets must be the data prior to the first year grant.

The MOHS uses as its baseline, data from 2008-2012, if the data is available. In the cases that the data is not available, the MOHS uses a base line of the years of 2010-2012.

Mississippi Demographics Analysis



Population:

Based on the 2012 Census, Mississippi's current population is 2,986,450, which is a small increase from the 2010 census of 2,967,299. Male population is 1,441,240 (48.6%) and the female populations is 1,526,057 (51.4%)

Counties and Municipalities:

Mississippi has 82 counties and 289 cities and municipalities, which can be divided into the following regions: Gulf Coast, Piney Woods, Southwestern, Central, Delta, Northern Hills, and Northeastern

Roadways and Miles:

Mississippi is located in the southeastern region of the United States, with 48,430 square miles in land area, and 63.5 persons per square mile. According to the State Tax Commission in 2012, there were 2,628,389 licensed drivers and 2,050,495 regular registered vehicles and 659,298 special registered vehicles.

- Motorcycle: 49,603
- Passenger: 1, 287,345
- Pickup: 521,323
- Trailer: 192,224
- Special Tags: 659,298



Mississippi is served by nine interstate highways and fourteen main U.S. Routes:

 Interstate 10	 Interstate 220	 U.S. Route 72	 U.S. Route 278
 Interstate 20	 Interstate 269	 U.S. Route 78	 U.S. Route 425
 Interstate 22	 U.S. Route 11	 U.S. Route 80	
 Interstate 55	 U.S. Route 45	 U.S. Route 82	
 Interstate 59	 U.S. Route 49	 U.S. Route 84	
 Interstate 69	 U.S. Route 51	 U.S. Route 90	
 Interstate 110	 U.S. Route 61	 U.S. Route 98	

Age Distribution:

Age distributions within the State of Mississippi (2010 Census) are as follows:

Subject	Number	Percent
SEX AND AGE		
Total population	2,967,297	100
Under 5 years	210,956	7.1
5 to 9 years	205,672	6.9
10 to 14 years	208,248	7
15 to 19 years	224,619	7.6
20 to 24 years	210,894	7.1
25 to 29 years	199,082	6.7
30 to 34 years	188,171	6.3
35 to 39 years	187,368	6.3
40 to 44 years	187,579	6.3
45 to 49 years	208,369	7
50 to 54 years	208,607	7
55 to 59 years	186,569	6.3
60 to 64 years	160,756	5.4
65 to 69 years	120,523	4.1
70 to 74 years	93,946	3.2
75 to 79 years	69,876	2.4
80 to 84 years	51,703	1.7
85 years and over	44,359	1.5

Rural/Urban Distribution:

Most Americans live in urban areas with a small percentage living in rural areas. Mississippi has quite a different distribution with more than 50% of Mississippians live in rural areas. In 2010, more than 59 of the State's 82 counties had 50% or more rural people residing in those counties. Twenty one counties were considered 100% rural. The larger percentage of rural residency is due to large areas of farming land and large sections of the State without industries and businesses.

Race/Ethnic Composition:

Mississippi has a diverse population of difference race and ethnic backgrounds. Below is a list of race/ethnic composition, according to the 2010 Census.

RACE		
Total population	2,967,297	100
One Race	2,933,190	98.9
White	1,754,684	59.1
Black or African American	1,098,385	37
American Indian and Alaska Native	15,030	0.5
Asian	25,742	0.9
Asian Indian	5,494	0.2
Chinese	4,474	0.2
Filipino	3,562	0.1
Japanese	807	0
Korean	1,537	0.1
Vietnamese	7,025	0.2
Other Asian [1]	2,843	0.1
Native Hawaiian and Other Pacific Islander	1,187	0
Native Hawaiian	252	0
Guamanian or Chamorro	560	0
Samoan	135	0
Other Pacific Islander [2]	240	0
Some Other Race	38,162	1.3
Two or More Races	34,107	1.1
White; American Indian and Alaska Native [3]	6,714	0.2
White; Asian [3]	4,205	0.1
White; Black or African American [3]	11,088	0.4
White; Some Other Race [3]	3,715	0.1

Financial Distribution:



According to the 2010 Census, Mississippi median household income is \$38,882 per year, compared to the national average of \$53,046. Approximately 22.3% of Mississippians fall below the poverty level income, compared to the national average 14.9%.

The Mississippi's Delta region has long been classified as the poorest region in the Nation, with a population of over 70% African American, most of which fall below the poverty line in income.

Educational Background:

Mississippi has a high school graduation rate of 81.0%, compared to the national average of 85.7%. Only 20.0% of Mississippians hold a Bachelor's degree or higher degree, compared to the national average of 28.5%. Urban areas have a higher result of higher levels of education, compared to rural areas of the State.

Climate:

Mississippi has a humid subtropical climate with long summers and mild winters. Average temperature is 95 degrees.

Monthly Normal High and Low Temperatures (°F) For Various Mississippi Cities												
City	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Gulfport	61/43	64/46	70/52	77/59	84/66	89/72	91/74	91/74	87/70	79/60	70/51	63/45
Jackson	55/35	60/38	68/45	75/52	82/61	89/68	91/71	91/70	86/65	77/52	66/43	58/37
Meridian	58/35	63/38	70/44	77/50	84/60	90/67	93/70	93/70	88/64	78/51	68/43	60/37
Tupelo	50/30	56/34	65/41	74/48	81/58	88/66	91/70	91/68	85/62	75/49	63/40	54/33

[\[2\]](#)

The State has limited snowfall, but large amounts of rainfall throughout the year. Due to the large amount of precipitation, the State has potential for flooding in areas across the State.



Mississippi does have a seasonal period of risk of hurricanes in the coastal area of the State. The coast area has had significant damage in recent years with several large “named” storms, such as Hurricane Katrina that decimated the Gulf Coast and leveled most of the businesses and residences in the area.



Long Beach, MS- After Hurricane Katrina

Mississippi also has a high risk of tornados and has an average of 27 tornados per year. During 2012, the Hattiesburg area had a large tornado that did major damage to the town and the University of Southern Mississippi.



Hattiesburg, MS-Damage from Tornado in 2012

Tourism/Recreation:

In recent years, Mississippi has seen a revitalization of tourism and recreation across the State. The State is full of opportunities for golf, music, hunting, shopping and dining experiences.

Gaming: With the passage of legalized gaming in 1992, the Delta Region saw a resurrection of their economy with the development of nine casinos and hotels in Tunica County, which was once listed as the poorest county in the nation.

With the return of the casinos to the Mississippi Gulf Coast along the 26 mile stretch of white, sandy beaches, the tourists are returning to this area since Katrina.

Mississippi also has large casino resort areas in Choctaw and Sandersville, Mississippi, which are developments of the Mississippi Band of Choctaws. The resort areas include casinos, waters parks, golf, restaurants and entertainment that draw in a large tourist population year round.



Coastal Areas: Mississippi also has a large tourism along the Mississippi Gulf Coast with beaches, festivals and events, along a large stretch of the State. The area is also home to several casinos and entertainment areas and museums.

In addition, Mississippi has **26 State Parks** located throughout the State. Mississippi also has several National areas of interest which include:

- 1 National Cemetery-Vicksburg, MS
- 1 National Parkway-Natchez Trace Parkway
- National Gulf Island National Seashore-All coastal areas of the State
- National Historical Park-Natchez, MS
- National Military Park-Vicksburg, MS
- National Battlefield Site-Brice Cross Roads-Baldwyn, MS
- National Battlefield Site-Tupelo National Battlefield-Tupelo, MS



Vicksburg National Military Park

Industry and Human Services:

Mississippi's major industries include gaming, tourism, manufacturing, and agriculture. There are large industries located across the State that focus on everything from shipbuilding, military contracts, farming enterprises, musical equipment production and more.

In the year 2000, Mississippi ranked third in the nation in the production of cotton. Other important crops are rice and soybeans. In addition, industry related to the production of chickens, catfish, and dairying are becoming more important to the state economy. Industry has grown more rapidly with the development of oil resources, and in recent years, industrial products such as chemicals, plastics and wood products have become more profitable to the state than agriculture.



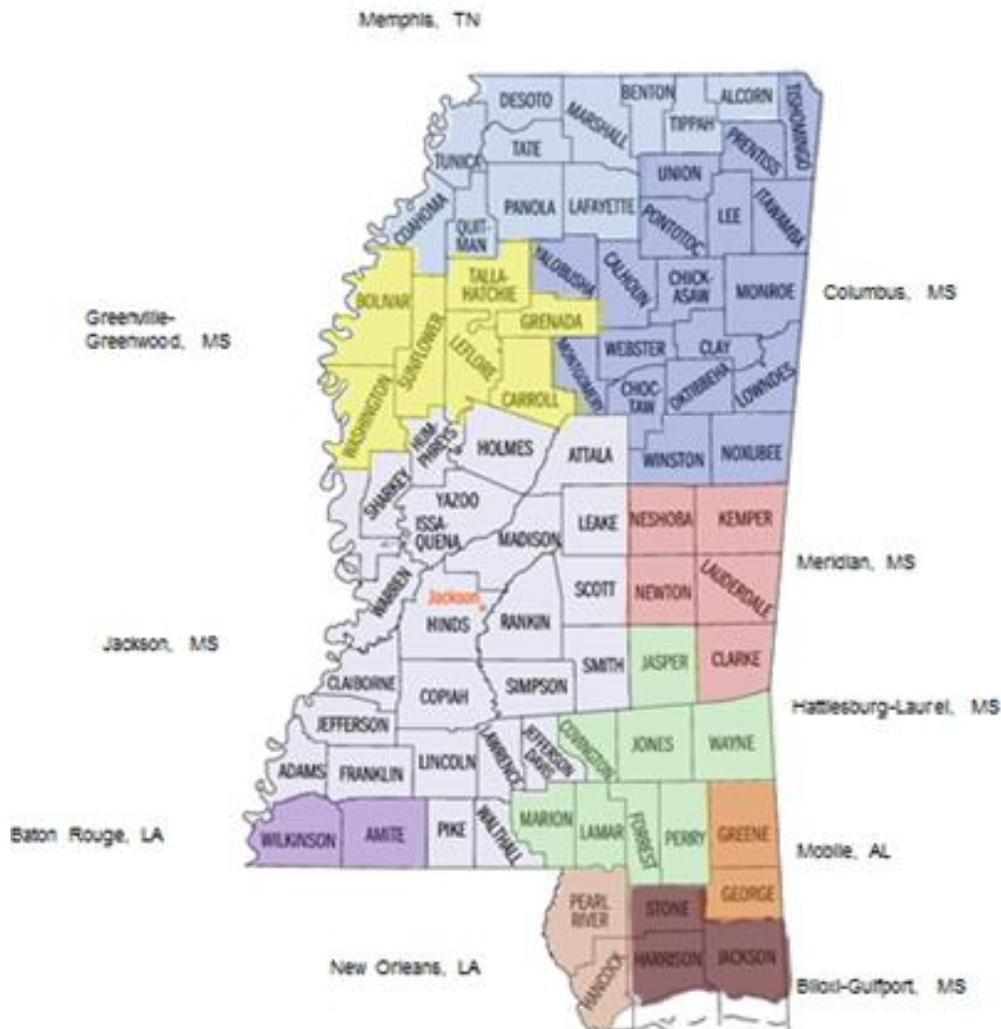
Medical Services/Law Enforcement:

Mississippi has eighty-five hospitals located around the State, but only one Level One Trauma Center, the University Medical Center, in Jackson, which is located in the Central region of the State. Mississippi also has health departments in all 82 counties in the State, which provide medical services.

Mississippi has 82 County Sheriff Offices (SO's), the Mississippi Highway Patrol, and approximately 262 Police Departments (PDs) in the State. Some of the PDs range in size from one part time officer to over 480 officers. Mississippi has a strong enforcement presence from local agencies, Sheriff's Departments in each county to a statewide program by the Mississippi Highway Patrol.

Media:

With markets becoming more segmented daily, media mixes must be diverse in order to maximize audience exposure. The MOHS planning process places major emphasis upon finding unique opportunities and negotiating rates to provide cost-effective media solutions. The target is to effect behavioral change by generating the message as frequently as possible.



Radio:



Mississippi has 104 radio stations across Mississippi that covers every music genre from gospel, rock, news, sports, to blues. There is also one statewide radio (Mississippi Public Radio) that covers the whole State, as well as parts of Tennessee, Arkansas, Louisiana and Alabama.

Radio is often chosen to increase frequency and to extend the reach of the base created by television. It serves as a reminder for listeners to drive safely, particularly during peak driving times in the morning, late afternoon, in the early or late evening and other potentially dangerous driving times. Radio can also target more specific audience groups: young white males with country,

rock and heavy metal music; African-American males with hip-hop and urban music; and college students with local college radio networks.

Newspapers:

Mississippi has 15 daily newspapers, 1 daily business newspaper, 58 weekly/monthly papers, 5 university newspapers, and 3 special interest agriculture newspapers. The largest newspaper in the State is the Clarion-Ledger.

Particularly at the beginning of the school year, the target audience checks the sports section of the local newspaper for football scores and the entertainment section to get ideas for last-minute fun. Ads were placed in the Mississippi section of the *Memphis Commercial Appeal* to target the hard-to reach northern counties bordering Tennessee; the *Jackson Free Press*, a magazine with entertainment and restaurant reviews in the central district; college newspapers; and the state's only Hispanic publication, *La Noticia*

Television:



Mississippi has 35 television stations that are affiliated with major networks such as ABC, FOX, NBC and CBS, along with a State television program, Mississippi Public Broadcasting. Network television is used as the primary medium in most MOHS campaigns to increase audience reach, and cable television is used for audience frequency. Network and cable TV programs are selected based upon current Neilson ratings. The highest-rated programs at the lowest cost per point are targeted to maximize the message's reach and

frequency and to increase its exposure to the greatest number of targeted viewers. The media buy concentrates on evening prime-time shows and places special emphasis on sports, news and crime-stopper shows. Not less than one bonus spot per paid spot is requested, and most stations comply with a strong PSA schedule.

When advertising to the entire state, cable is particularly helpful in reaching the northern counties bordering Tennessee, which cannot be reached through Mississippi network TV. Cable is also important in the southern counties where Mobile and New Orleans TV networks compete with the Mississippi networks. Broadcast ads are also placed in movie theaters throughout the state to reach youth and young adults.

Mississippi's total population is diversified, and the African-American population makes up more than 75 percent in some areas. To reach this demographic, highly-rated programming is selected, such as the Fox and BET networks, the Jackson State University cable TV station, and others.

Post-buy analyses of gross rating points are conducted on each broadcast television buy, and less than a 10 percent variance is consistently achieved. All paid media is monitored to confirm that ads run when and where specified and that ads are invoiced as negotiated.

Digital Strategies:

During national campaigns, MOHS takes full advantage of digital outdoor boards to quickly remind all viewers to use seat belts and to never operate a vehicle while impaired. Online ads are also placed on popular websites and Facebook to reach targeted audiences at both work and home

Online Strategies:

Research shows that social media, particularly Facebook, is one of the most favored media to reach teens and young adults. For campaigns to be successful, campaigns need to appeal to the identified target audiences with memorable, realistic interactive messages through the new media.

The MOHS maintains pages on Facebook for the following campaigns and information about the MOHS.

MS Office of Highway Safety: Helps promote the Mississippi Office of Highway Safety. The page provides information on grant opportunities, upcoming events and important information from the MOHS to reach the citizens of Mississippi, along with sub-grantees of the MOHS.



The image shows the Facebook profile for the MS Office of Highway Safety. The cover photo is a large, stylized blue graphic of the word "MISSISSIPPI" where the letters are interconnected. The profile picture is the official seal of the Mississippi Department of Public Safety, featuring a scale of justice and a torch. The page name is "MS Office of Highway Safety" with 30 likes. Navigation buttons include "Liked", "Following", "Message", and a settings icon. The category is "Government Organization". There are links for "About - Suggest an Edit", "Photos", and "Likes" (30).

MS Drive Sober: Helps promote the Drive Sober Get Pulled Over national campaign, along with DUI and Impaired Driving information throughout the year.



The image shows the Facebook profile for the MS Drive Sober campaign. The cover photo is a group of law enforcement officers and officials standing in a room, with a screen in the background displaying the "DRIVE SOBER OR GET PULLED OVER" logo. The profile picture is the same logo. The page name is "MS Drive Sober" with 1,358 likes and 3 people talking about this. Navigation buttons include "Liked", "Following", "Message", and a settings icon. The category is "Community". There are links for "About - Suggest an Edit", "Photos", and "Likes" (1,358).

MS Click It or Ticket: Facebook will also be utilized for social media in 2015, as was in FY14, by updating the MS Click It or Ticket campaign page. The page includes a “Seat Belt Saves Lives” highway traffic safety message and will allow viewers to not only post comments but also complete a seat belt survey.

In FY14, the Facebook page had over 3,999 “like status” over the course of the campaign. As press releases, radio spots, MOHS commercials, news stories, public interest spots become available to the MOHS, those items are also added to the MS Click It or Ticket Page for the viewing public to enjoy and share comments on.

Twitter: During the Click It Campaign of FY14, the MOHS created its first Twitter page on May 12, 2014. This page will include links to press releases, radio spots, MOHS commercials, news stories and public interest spots, as they become available, will be added to the Twitter feed.

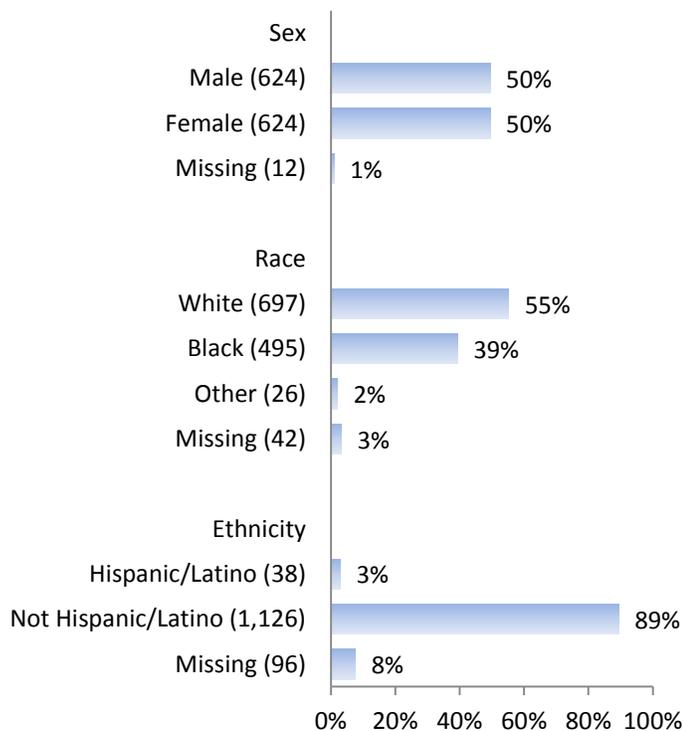
The MOHS Twitter page has 12 followers as of May 28, 2014, but the MOHS hope to increase that number throughout the remaining FY14 and the upcoming FY15 grant year to spread the message of highway safety to Mississippi. Below is a screen shot of the MOHS Twitter page.

Media Message Awareness Survey:

The State of Mississippi's Office of Highway Safety oversaw the completion of an annual driver awareness survey during the months of November and December 2013. Results from the survey provide the State of Mississippi with data to determine level of awareness of traffic safety messages, sources of information, self-reported behaviors and perceived risk of an enforcement consequence for not complying with important traffic laws.

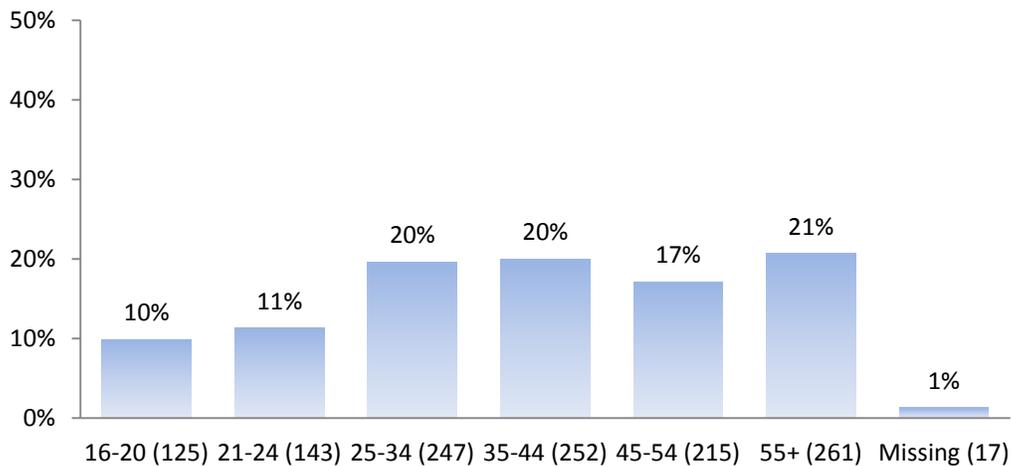
Mississippi's Office of Highway Safety worked with Preusser Research Group, Inc. (PRG) to develop a one-page questionnaire that included key questions recommended jointly by The National Highway Traffic Safety Administration and Governor's Highway Safety Association. Topical areas covered in the survey included demographic information, belt use, drinking and driving and speeding. Survey questions probed respondents' recent exposure to traffic safety messages and perceived risk of enforcement if not acting in compliance with traffic safety laws.

PRG collected surveys in five Designated Market Areas (DMA). A DMA is a collection of counties that receives television programming and radio primarily from a "hub" location. Overall, ten DMAs serve television and radio to the state of Mississippi. Figure 1 provides an outline of the ten DMAs. Red stars indicate the five DMAs included in the annual survey. Four of five DMAs included in the survey (Greenville-Greenwood, Jackson, Meridian, and Biloxi-Gulfport) receive television and radio from in-State broadcasters. A fifth DMA is served television and radio from Memphis, TN. In this DMA, the majority of news, advertisements, programming, etc. is focused more on the Memphis, TN area, but not to the exclusion of the entire DMA area.



Respondent characteristics are presented in the above chart and the next chart. Male and female respondents were equally represented in the survey sample. White and Black respondents were represented in proportions similar to the U.S. Census (2012) for Mississippi. Similarly, the proportion of respondents identifying themselves of Hispanic/Latin origin resembled that indicated by the U.S. Census.

The survey sample included respondents of all ages are shown in the next chart. More than half (57%) of the respondents were between 25-54 years of age. Compared to U.S. Census figures, the survey sample included a large proportion of young respondents (21% were < 25 years of age) and a small proportion of older respondents (21% were 55+ years of age). That is expected in these types of surveys due to patterns in licensing among different age groups; young people visit the driver licensing office more often than older people.



Seat Belt Awareness

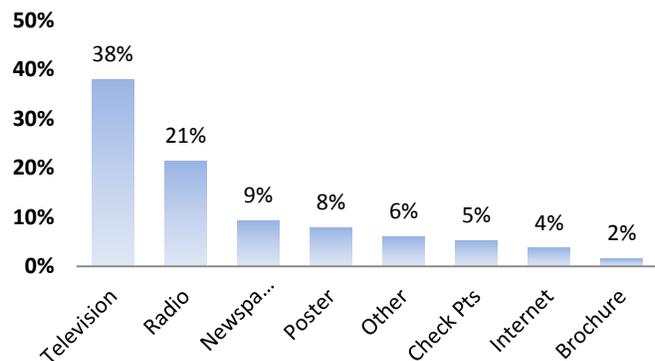
The survey included a series of questions regarding awareness of seat belt messages, source(s) of messages and perceived risk of a ticket for not complying with the State of Mississippi’s seat belt law.

Survey respondents, more often than not (61%), reported recent exposure to messages regarding seat belt enforcement (Figure 4). Respondents in

Greenwood reported the most exposure (77%). A majority of respondents in Jackson (66%), Meridian (61%), and Biloxi (60%) also reported exposure. Less than half of the respondents in Olive Branch (43%) reported recent exposure. Respondents everywhere were less aware of nighttime enforcement messages (61% vs 31%).

Television was the most common source for seat belt enforcement information (38%), followed by radio (21%) and then newspapers (9%). Posters, other sources, and police checkpoints also garnered some responses. Respondents indicated the internet and brochures least often as a source of information.

Sources of Seat Belt Enforcement Information



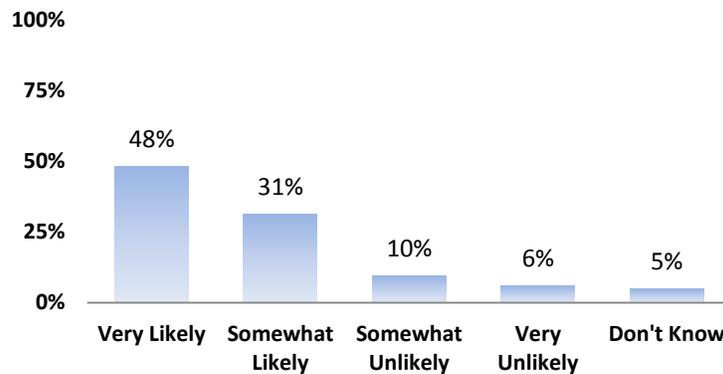
Most respondents perceived the risk of a ticket for not using a seat belt as “very likely” (48%) or “somewhat likely” (31%). Few respondents (6%) thought a seat belt ticket as “very unlikely”. Respondents expressed much higher perceived risk of an arrest for drunk driving (“very likely” 73%) and higher risk for a ticket if speeding (58%) compared to a “very likely” risk of a ticket if unbuckled (48%).

Seat Belts:

Sex and age of respondent made no appreciable difference in regards to exposure to seat belt enforcement messages. Race, however, did make a difference. A larger proportion of the Black respondents than White respondents (69% vs. 49%) reported recent exposure. A larger proportion of Black respondents also reported exposure to messages about seat belt enforcement at night compared to White respondents (47% vs. 20%).

Awareness of messages regarding seat belt enforcement *at night* also diminished with increasing age. As previously mentioned, respondents in Greenwood indicated the highest level of exposure and respondents in Olive Branch showed the lowest.

When asked about the risk of receiving a seat belt ticket for non-use, sex, race and age all made a difference and survey location did not. Black respondents were most likely to perceive the risk of a ticket as “*very likely*” (59%) followed by female respondents (53%). The youngest respondents (ages 16-18) were least likely to perceive the risk “*very likely*” (36%). Few respondents regardless of sex, age or race thought it “*very unlikely*” to receive a ticket for not obeying the law.

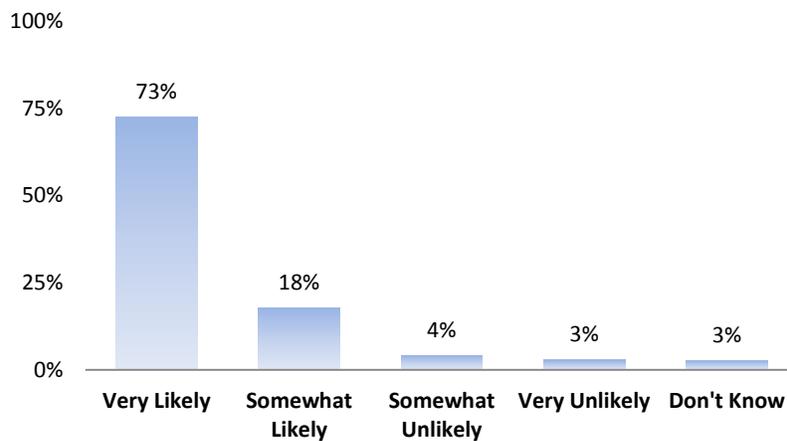


Alcohol Awareness:

The survey included a series of questions regarding awareness of alcohol messages, source(s) of messages and perceived risk of a getting arrested if driving drunk. The survey results indicate that a solid majority of the respondents (68%) recently saw or heard enforcement information regarding drunk-driving. Among the five cities included in the survey, awareness of drunk-driving enforcement efforts was higher in Jackson (75%), Greenwood (73%) and Biloxi (71%), and somewhat lower in Meridian (67%). Awareness of drunk driving enforcement efforts was noticeably lower in Olive Branch (52%) compared to the other DMAs.

Television (50%), by far, was the most common source of information among the respondents, followed by *radio* (22%), and then the *newspaper* (13%). *Other* sources of information like *posters*, *other sources*, *police checkpoints*, the *internet* and *brochures* were also reported by respondents but less often.

Most Mississippians appear to believe that an arrest is likely when someone drives drunk. The vast majority of respondents (91%) perceived a driver’s chance of arrest as “*very/somewhat likely*”. Nearly three-quarters (73%) of the respondents thought an arrest for drunk driving is “*very likely*” and that was much higher than the perceived risk of a ticket for speeding or a seat belt violation. Perceived risk of arrest for drunk driving was consistently high (above 90%) across all of the survey cities and few respondents perceived the chance of arrest as “*unlikely*.”



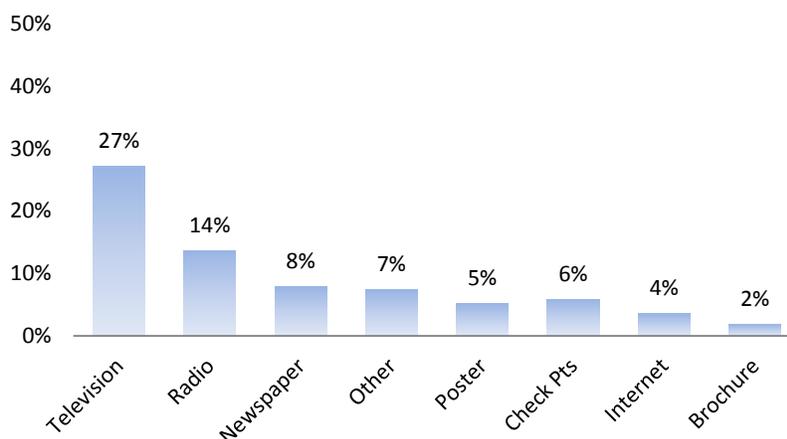
Drunk-Driving:

Sex and age of respondent made no appreciable difference in regards to exposure to drunk-driving enforcement messages. Exposure did, however, differ by race and survey location. More Black respondents than White respondents (73% vs. 65%) indicated recent exposure to drunk-driving enforcement messages. The survey indicated higher levels of exposure to drunk-driving messages in Jackson and Greenwood (75% and 73%, respectively) and the lowest level of exposure in Olive Branch (52%).

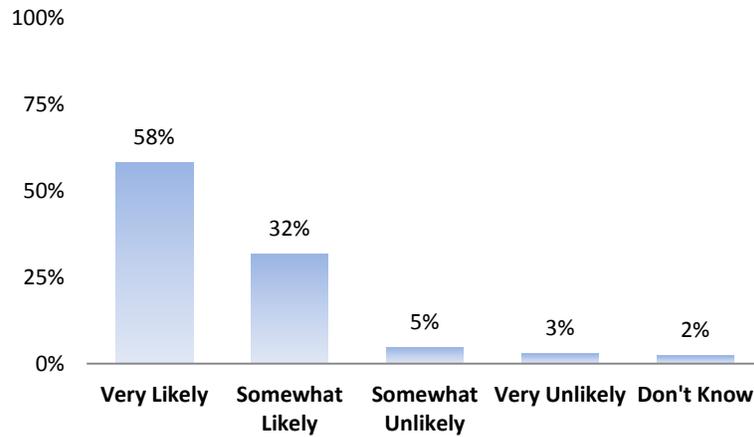
Sex, age and location did not make a difference on perception of arrest for drunk-driving. Perception did differ by race. More Black respondents than White (79% vs. 68%) perceived the risk of getting arrested for drunk-driving as “*very likely*.”

Speed Awareness:

The survey included a series of questions regarding awareness of speeding messages, source(s) of messages and perceived risk of a getting arrested if speeding. Forty-six percent of the survey respondents reported recent exposure to messages regarding speed enforcement. Respondents in Greenwood reported the most exposure (56%) followed by respondents in Jackson (50%). Respondents in Meridian (44%), Biloxi (43%) and Olive Branch (40%) reported similar levels of exposure.



A majority of respondents perceived the risk of receiving a ticket for speeding as “*very likely*” (58%) and close to a third (32%) thought it “*somewhat likely*”. That put perceived risk of a speeding ticket somewhere between the perceived risk of receiving a seat belt ticket (lower) and an arrest for drunk driving (higher). Less than ten percent of the respondents thought it “*unlikely*” to receive a ticket if speeding.



Speeding:

Race and survey location made a difference in regards to exposure to speed enforcement messages. More Black respondents than White (59% vs. 38%) indicated they had recently read, seen or heard a speed enforcement message. Respondents in Greenwood indicated the highest level of exposure and respondents in Olive Branch were least likely to have seen a message (56% vs. 40%).

When asked about the risk of receiving a ticket for speeding, only sex and race showed a difference. Female respondents, more so than male (60% vs. 56%), perceived the risk of a speeding ticket as “*very likely*.” More Black respondents than White (73% vs. 48%) perceived the risk of a speeding ticket as “*very likely*.”

Slogan Awareness:

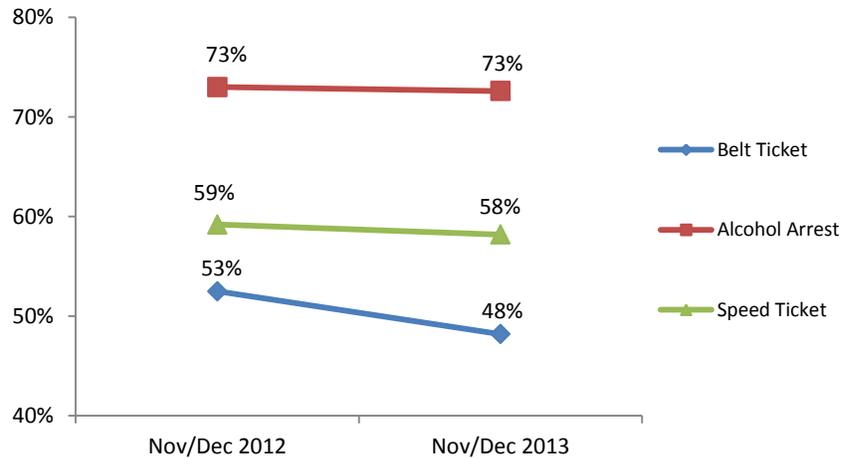
Mississippi drivers are well aware of the *Click It or Ticket* slogan. More than 90% know the slogan, regardless of where in the State they are located. The latest survey results indicated 92% recognition of the slogan (Figure 11). Recognition has remained above 90% since the survey question was first asked in 2011.

The *Drive Sober or Get Pulled Over* slogan has not been around as long as the *Click It or Ticket* slogan. Nevertheless, this alcohol enforcement slogan has quickly gained recognition. In just two years’ time since the introduction of the slogan, approximately half of those asked (51%) recognized the slogan.



Awareness of traffic enforcement messages decreased from 2012 to 2013. Reported exposure to messages concerning seat belt, drunk-driving and speed enforcement all decreased ($p < .02$).

Decreases were evident in nearly all of the DMAs with only a handful of exceptions, none of these statistically significant; the lack of statistical significance among the individual DMA results was likely due to low sample size.



Survey Highlights:

- A majority of Mississippians reported recent exposure to *seat belt* and *drunk-driving* enforcement messages: Seat Belt Enforcement (61%); Drunk-Driving Enforcement (68%); Speeding Enforcement (46%).
- Respondents in Greenwood reported the highest level of exposure to *seat belt* and *speed enforcement* messages.
- Respondents in Jackson and Greenwood reported the highest level of exposure to *drunk-driving enforcement* messages.
- Black respondents across all survey locations reported greater exposure to traffic enforcement messages and they perceived a higher risk of a ticket/arrest if not complying with the traffic laws.
- Respondents in Olive Branch consistently showed lower exposure to traffic enforcement messages.
- The youngest survey respondents appeared most exposed to messages about *seat belt enforcement*, but they also perceived less of a risk of receiving a *seat belt* ticket if unbuckled.
- Awareness of seat belt, drunk-driving and speeding enforcement messages all decreased from 2012 to 2013.
- The perceived risk of a *seat belt ticket* decreased; the perceived risk of a speeding ticket and drunk-driving arrest did not change.
- More than 9 in 10 Mississippians (92%) recognized the *Click It or Ticket* slogan.
- Approximately half (51%) recognized the two-year old *Drive Sober or Get Pulled Over* slogan.

Awareness/Satisfaction Survey:

The National Highway Traffic Safety Administration (NHTSA) and the Governor’s Highway Safety Association (GHSA) have agreed on a set of performance measures to be used by the State and Federal agencies in the development and implementation of behavioral highway safety plans and programs.

The results which follow represent the State of Mississippi’s 2013 survey under Federal Regulation 23 CFR 1200.10(a) (1). The survey provides program managers data that are used to determine trends in awareness of traffic safety messages, sources of information, self-reported behaviors and perceived risk of an enforcement consequence for not complying with laws. Topical areas covered in the survey included seat belt use, drinking and driving, and speeding.

>>Slogan Recognition

Mississippian’s recognition of the “*Click it or Ticket*” slogan is very high. The 2013 survey results indicate that 92.0% of the respondents recognized the slogan. It was by far the most recognized slogan included in the

survey. “*Drive Sober or Get Pulled Over*” was the next most recognized slogan in the survey with 50.6% recognition.

Familiarity with this slogan increased nearly +10 percentage points compared to the previous year (40.8% in 2012). These two widely known slogans are key-components for Mississippi’s high visibility enforcement efforts.

>>Seat belt Awareness Message

More often than not (61.2%), survey respondents reported recent exposure to messages regarding seat belt enforcement. Television was the most common source for information (38.0%), followed by radio (21.3%) and then newspaper (9.3%). Most respondents (79.7%) perceived a “very/somewhat” likelihood of a ticket for not complying with the belt law. There was no appreciable gender difference regarding exposure to seat belt enforcement messages or the perceived risk of a ticket.

A larger proportion of the youngest survey respondents (ages 16-17) reported exposure to the seat belt enforcement messages, but they also perceived less likelihood of receiving a ticket for not complying with the law.

>>Speed Awareness Message

Nearly half of the survey respondents (46.4%) reported recent exposure to information regarding speed enforcement. Television was the most common source of information (27.1%), followed by radio (13.7%) and then the newspaper (7.9%). Ninety percent of the survey respondents perceived a “very/somewhat” likelihood of a ticket for not complying with speed limits.

Males and females reported the same level of exposure to speed enforcement messages and female respondents perceived a slightly higher risk of getting ticketed. Drivers < 21 years of age were more likely to report exposure to messages but there was no appreciable difference between age and the perceived risk of a speeding ticket.

>>Impaired Driving Message

The survey results indicate that a substantial majority of respondents (67.7%) were recently exposed to enforcement information regarding impaired driving. Television (47.9%) was again, by far, the most common source of information, followed by radio (22.2%), and then the newspaper (13.0%).

The vast majority of respondents (90.4%), regardless of age or gender, perceived a driver’s chance of arrest as “very/somewhat likely” if driving drunk.

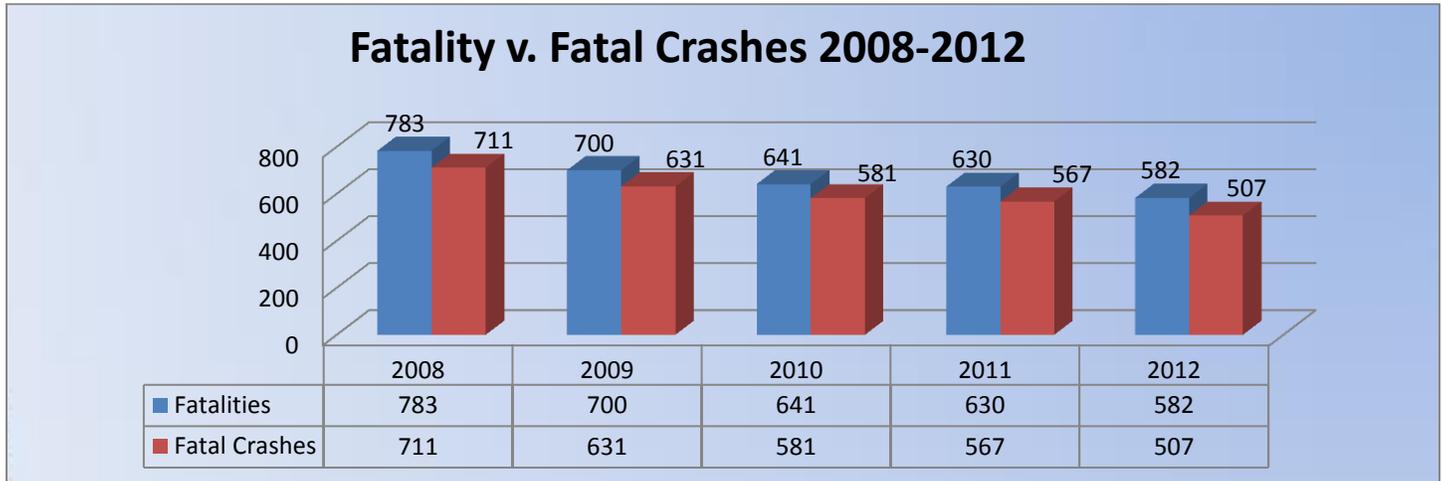
2013 Mississippi Survey Highlights

- 92% of survey respondents recognized the *Click It or Ticket* program slogan
- 51% recognized the *Driver Sober or Get Pulled Over* slogan (+10 point gain)
- A majority of respondents reported recent exposure to *seat belt* and *drunk driving* enforcement messages:
 - 61% for seat belt messages
 - 68% for drunk driving messages
 - 46% for speed messages
- A large majority of respondents perceived a “very/somewhat” likelihood of ticket/arrest if not complying with the law:
 - 80% for seat belt
 - 90% for drunk driving
 - 90% for speed

PROBLEM IDENTIFICATION: DATA ANALYSIS

One of the core steps that the MOHS uses for problem identification is data analysis. The MOHS looks at different forms of data to establish what the performance measures will be for upcoming grant year, along with where the data shows that the targets for the MOHS should be established. A listing of the sources that are used for the data analysis can be found on Page 16 of the HSP.

Mississippi Fatality and Injury Information



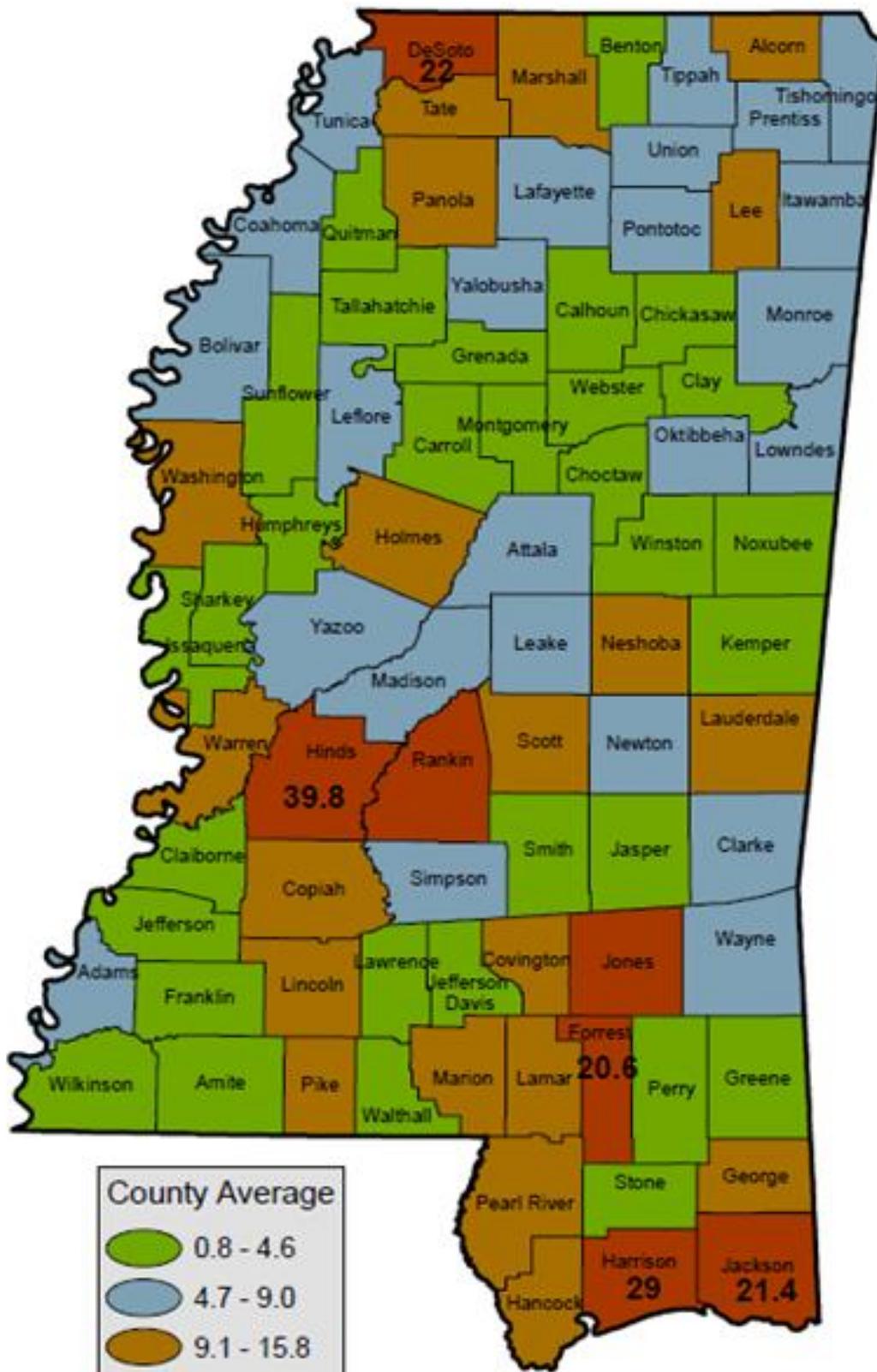
For the reporting period of 2008 through 2012, the number of fatalities has continued to decrease drastically from 783 in 2008 to 582 in 2012. Fatal crashes have also decreased from 711 in 2008 to 507 in 2012. As the chart below shows the economic impact of fatalities and injuries in Mississippi with an average of \$17,951 per event.

Economic Costs of Traffic Crashes in Mississippi - 2012

Injury A = Severe/ Life Threatening, Injury B = Moderate, Injury C = Minor

	Costs per	Number	Economic	Unbelted	Economic
	Severity		Costs	Percentage	Costs
Fatality	1,420,000	582	\$826,440,000	63.30%	\$523,136,520
Injury A	70,500	637	\$44,908,500	51.10%	\$22,948,244
Injury B	22,700	5,569	\$126,416,300	19.60%	\$24,777,595
Injury C	12,800	20,719	\$265,203,200	5.30%	\$14,055,770
No Injury	2,400	49,464	\$118,713,600	1.80%	\$2,136,845
Totals		76,971	\$1,381,681,600		\$587,054,973
Average Costs per Event	\$17,951				

2008-2012 MS Fatalities by County



*Average # of fatalities per year based on total

<u>County Name</u>	<u>08-12 Average Fatalities per year</u>	<u>County Name</u>	<u>08-12 Average Fatalities per year</u>
Hinds Co	39.8	Leflore Co	5.6
Harrison Co	29.0	Attala Co	5.4
Desoto Co	22.0	Prentiss Co	5.4
Jackson Co	21.4	Wayne Co	5.4
Forrest Co	20.6	Clarke Co	5.2
Rankin Co	20.4	Oktibbeha Co	5.2
Jones Co	20.0	Tunica Co	5.2
Pearl River Co	15.8	Yalobusha Co	5
Lee Co	15.0	Carroll Co	4.6
Panola Co	15.0	Tallahatchie Co	4.6
Hancock Co	14.4	Winston Co	4.6
Washington Co	14.4	Calhoun Co	4.4
Lauderdale Co	14.0	Greene Co	4.2
Marshall Co	12.8	Amite Co	4.0
Copiah Co	12.2	Grenada Co	4.0
Warren Co	11.6	Jasper Co	4.0
Scott Co	11.2	Montgomery Co	4.0
Neshoba Co	11.0	Perry Co	4.0
Tate Co	10.4	Sunflower Co	4.0
Lincoln Co	10.2	Benton Co	3.8
Pike Co	10.0	Jefferson Co	3.8
Covington Co	9.8	Lawrence Co	3.8
Alcorn Co	9.6	Stone Co	3.8
George Co	9.6	Jeff Davis Co	3.6
Marion Co	9.6	Chickasaw Co	3.6
Holmes Co	9.4	Smith Co	3.2
Lamar Co	9.4	Wilkinson Co	3.2
Itawamba Co	9.0	Walthall Co	3.0
Simpson Co	9.0	Claiborne Co	2.6
Bolivar Co	8.4	Humphreys Co	2.6
Lafayette Co	8.4	Quitman Co	2.2
Madison Co	8.0	Sharkey Co	2.2
Coahoma Co	7.6	Kemper Co	2.0
Leake Co	7.6	Noxubee Co	2.0
Lowndes Co	7.6	Clay Co	1.8
Monroe Co	7.6	Franklin Co	1.2
Pontotoc Co	7.2	Webster Co	1.2
Tippah Co	6.6	Choctaw Co	1.0
Tishomingo Co	6.6	Issaquena Co	0.8
Union Co	6.6		
Newton Co	6.4		
Yazoo Co	6.2		
Adams Co	5.6		

The four areas identified in the chart below lists county rankings by various rates and are used to determine where specific traffic safety problems need to be further studied and/or addressed.

Counties that appear in the top twenty ranking multiple times are a high safety concerns and become a target for the MOHS to look into additional ways to decrease fatalities and crashes. The higher the ranking of the location shows that the area is more prevalent to have crash problems. The use of both population and VMT normalization yields unbiased rates.

2012 Ranking of Top Twenty Counties in Mississippi for Crashes

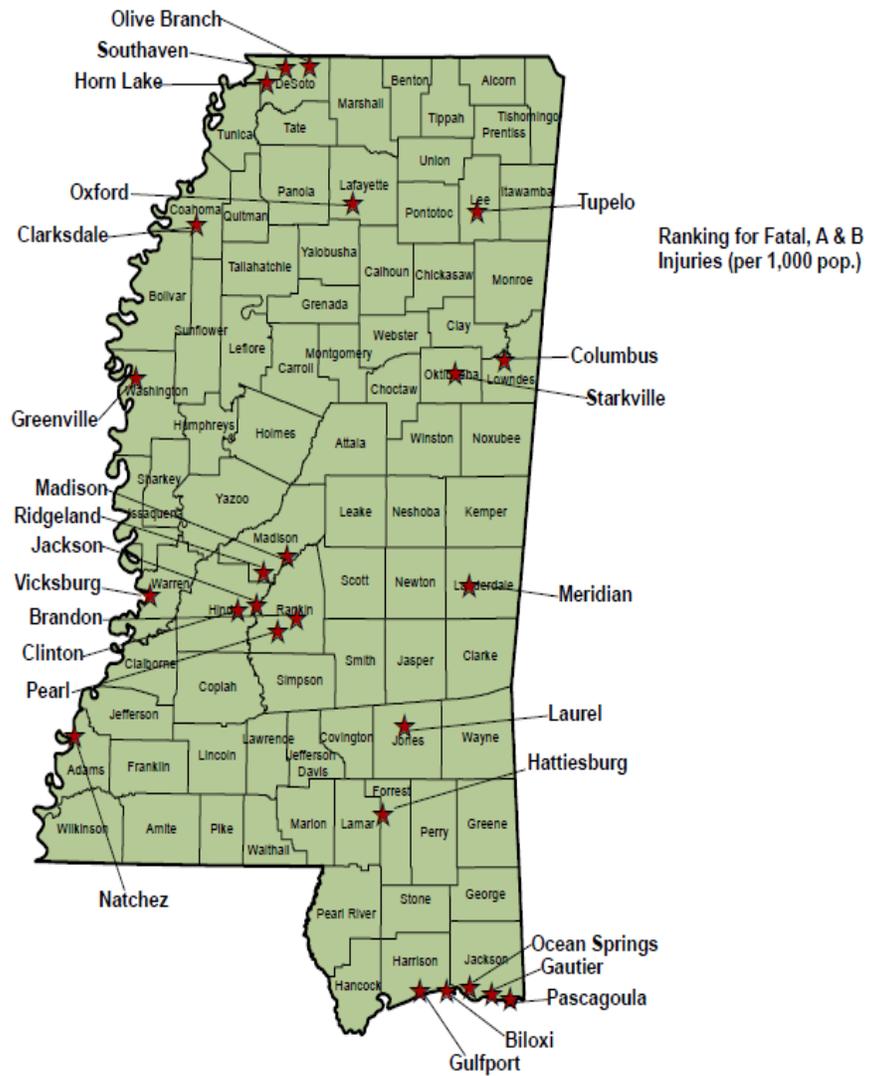
2012 Rank	Total Crash Rate Per 10,000 Population	MHP Crash Rate Per 100 Million VMT	Injury Rate Per 10,000 Population	Injuries Per Mile of County Road
1	Forrest	Neshoba	Forrest	Jackson
2	Tunica	Greene	Tunica	Lamar
3	Stone	Attala	Panola	Tunica
4	Tishomingo	Tishomingo	Adams	Harrison
5	Tate	Claiborne	Harrison	Adams
6	Lauderdale	Choctaw	Lauderdale	DeSoto
7	Harrison	Jeff Davis	Lowndes	Lauderdale
8	Grenada	Wilkinson	Grenada	Lee
9	Adams	Tippah	Lee	Pearl River
10	Jackson	George	Warren	Lowndes
11	Lowndes	Noxubee	Coahoma	Stone
12	Coahoma	Kemper	Covington	Warren
13	Marion	Walthall	Claiborne	Rankin
14	Lee	Marion	Alcorn	Oktibbeha
15	Hinds	Itawamba	Jackson	Panola
16	Warren	Lafayette	Pike	Hinds
17	Rankin	Bolivar	Hinds	Copiah
18	Lafayette	Tallahatchie	Scott	Madison
19	Pike	Pontotoc	Stone	Marion
20	Covington	Leake	Carroll	Jones

A ranking of Mississippi cities and counties was performed to illustrate serious injury crashes (Injury levels A and B) in the chart below. Injury level C (Minor) and property damage only crashes were removed from the data in order to reduce the reporting bias and, more significantly, to pinpoint the most hazardous crashes.

The table discloses the rankings by city police departments investigating crashes on municipal streets. The counties are ranked by all serious crashes reported by all law enforcement jurisdictions.

2012 Ranking of Top 25 Cities for Serious Injury Crashes

Rank	City	Population	2012 Crashes	2012 Rate
1	Hattiesburg	47,169	124	2.63
2	Natchez	15,590	37	2.37
3	Vicksburg	23,450	50	2.13
4	Ocean Springs	17,461	35	2
5	Columbus	23,452	47	2
6	Tupelo	35,490	68	1.92
7	Laurel	18,838	33	1.75
8	Starkville	24,360	40	1.64
9	Biloxi	44,578	73	1.64
10	Oxford	20,088	32	1.59
11	Brandon	22,160	35	1.58
12	Meridian	40,832	63	1.54
13	Pearl	26,154	40	1.53
14	Ridgeland	24,258	33	1.36
15	Southaven	50,374	68	1.35
16	Jackson	175,437	213	1.21
17	Madison	24,841	29	1.17
18	Gautier	18,554	21	1.13
19	Olive Branch	34,512	38	1.1
20	Clinton	25,752	28	1.09
21	Greenville	33,418	36	1.08
22	Horn Lake	26,529	27	1.02
23	Pascagoula	22,249	22	0.99
24	Clarksdale	17,648	17	0.96
25	Gulfport	70,113	64	0.91

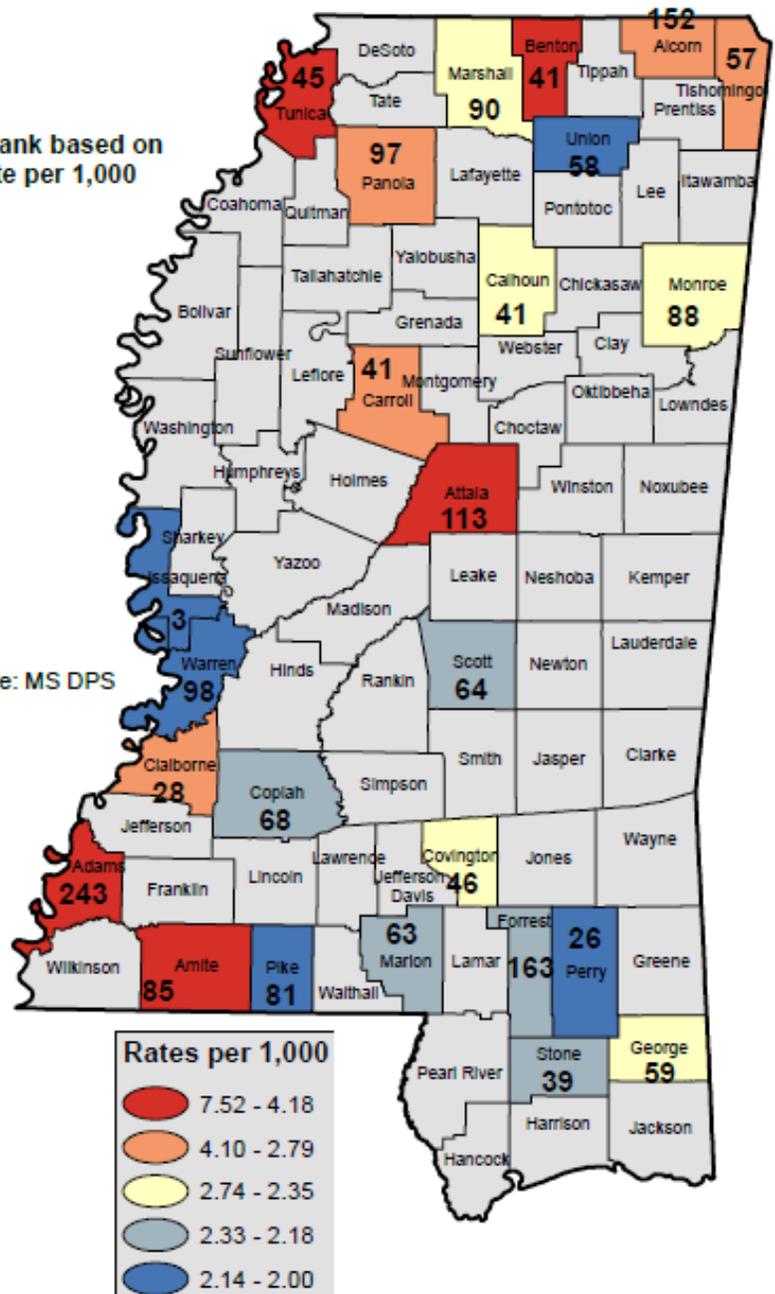


Top 25 Fatal A & B Injuries by County-2012

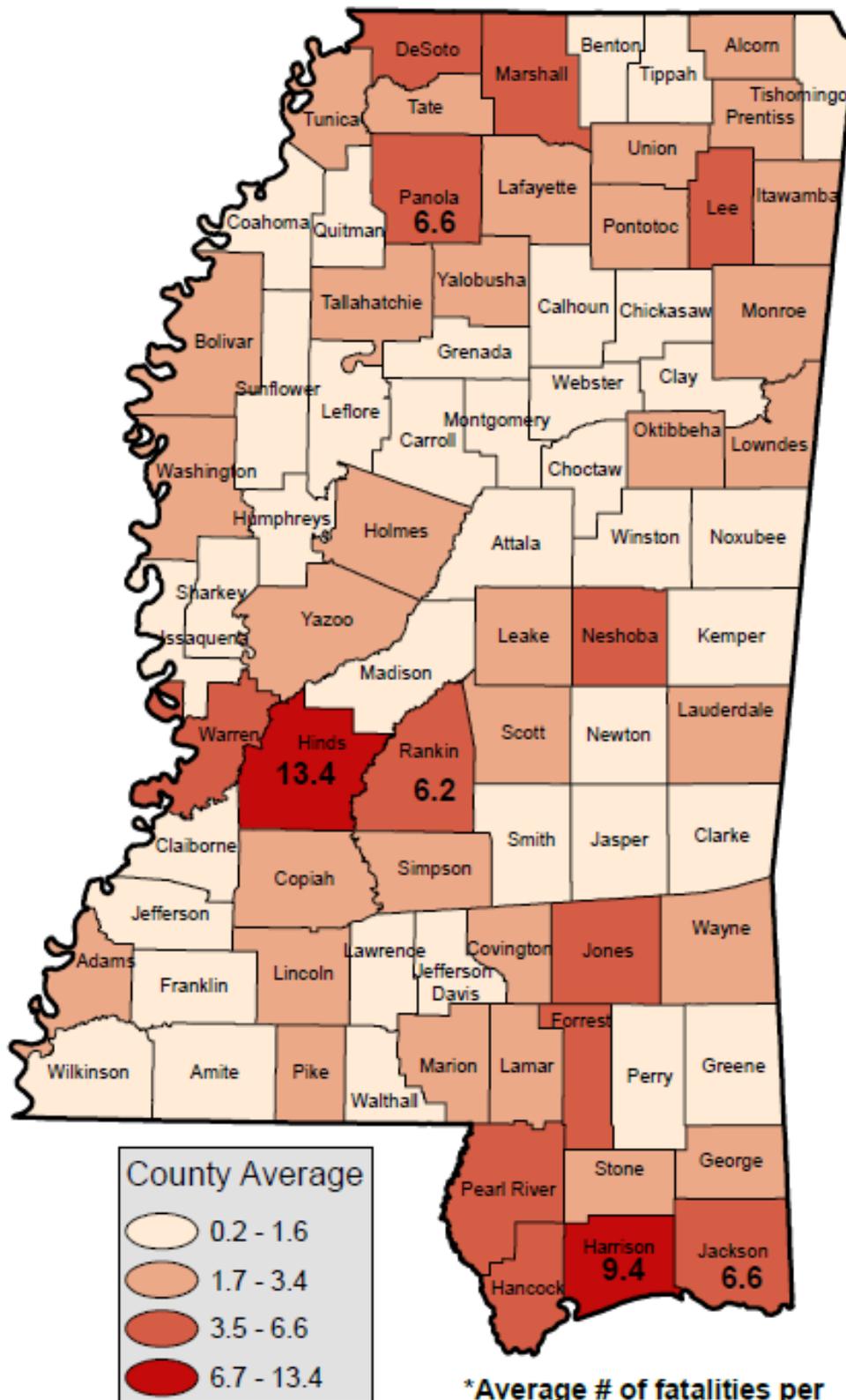
County	Population	2012 Crashes	2012 Rate/10K
Adams	32,297	243	7.52
Amite	13,131	85	6.47
Attala	19,564	113	5.78
Benton	8,729	41	4.70
Tunica	10,778	45	4.18
Alcorn	37,057	152	4.18
Carroll	10,597	41	3.87
Claiborne	9,604	28	2.92
Tishomingo	19,593	57	2.91
Panola	34,707	97	2.79
Calhoun	14,962	41	2.74
George	22,578	59	2.61
Marshall	37,144	90	2.42
Monroe	36,989	88	2.38
Covington	19,568	46	2.35
Marion	27,088	63	2.33
Copiah	29,449	68	2.31
Scott	28,264	64	2.26
Stone	17,786	39	2.19
Forrest	74,934	163	2.18
Union	27,134	58	2.14
Issaquena	1,406	3	2.13
Perry	12,250	26	2.12
Warren	48,773	98	2.01
Pike	40,404	81	2.00

*Rank based on rate per 1,000

Source: MS DPS



2008-2012 Alcohol Related Fatalities Involving-Alcohol Impaired Driver (BAC=.08+)

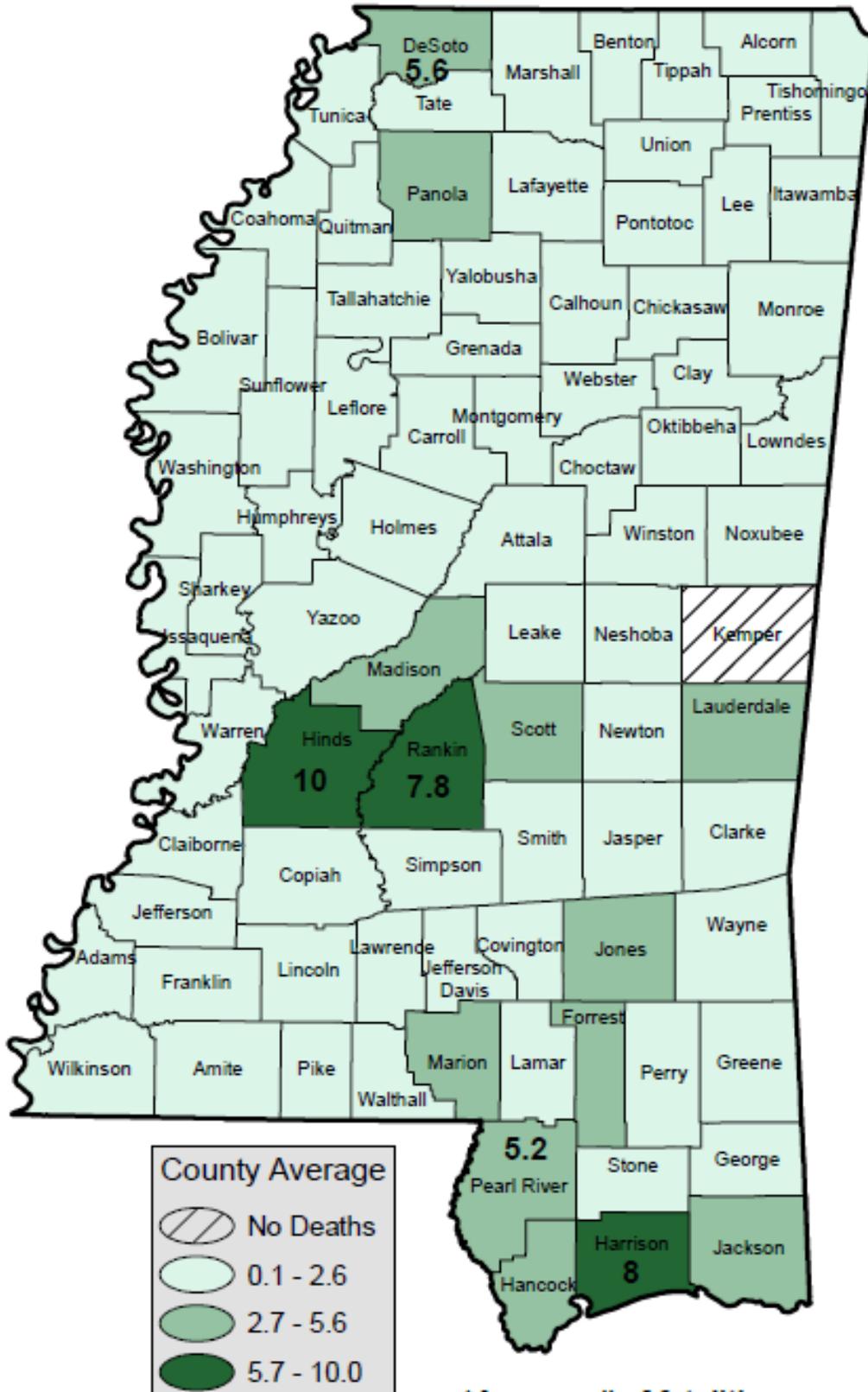


<u>County</u>	<u>2008-2012 Total Drivers with .08 > BAC</u>	<u>County</u>	<u>2008-2012 Total Drivers with .08 > BAC</u>
Hinds	13.4	Lamar	1.8
Harrison	9.4	Tallahatchie	1.8
Jackson	6.6	Tunica	1.8
Panola	6.6	Tishomingo	1.6
Rankin	6.2	Winston	1.6
Forrest	5.8	Coahoma	1.6
Desoto	5.8	Madison	1.6
Hancock	5.4	Sunflower	1.6
Lee	5.2	Calhoun	1.4
Marshall	5.2	Amite	1.4
Neshoba	4.6	Carroll	1.2
Warren	4.2	Humphreys	1.2
Jones	4.2	Jasper	1.2
Pearl River	4.2	Newton	1.2
Washington	3.4	Wilkinson	1.2
Tate	3.4	Attala	1.2
Alcorn	3.2	Clarke	1.2
Lincoln	3.2	Greene	1.2
Pike	3.2	Jefferson	1.2
George	2.8	Tippah	1.2
Copiah	2.8	Grenada	1.2
Yalobusha	2.8	Jefferson Davis	1.0
Lauderdale	2.6	Perry	1.0
Scott	2.6	Quitman	1.0
Bolivar	2.6	Walthall	1.0
Itawamba	2.6	Smith	0.8
Leake	2.4	Benton	0.8
Covington	2.4	Kemper	0.8
Holmes	2.4	Chickasaw	0.8
Pontotoc	2.4	Lawrence	0.8
Wayne	2.4	Leflore	0.8
Yazoo	2.2	Claiborne	0.6
Union	2.2	Montgomery	0.6
Monroe	2.0	Issaquena	0.4
Simpson	2.0	Clay	0.4
Stone	2.0	Noxubee	0.4
Adams	2.0	Sharkey	0.4
Lowndes	2.0	Franklin	0.2
Marion	2.0	Choctaw	0.2
Oktibbeha	2.0	Webster	0.2
Lafayette	1.8		
Prentiss	1.8		

2008-2012 MS Non-Seatbelt Use Fatalities

County	# Unbelted	% Unbelted	County	#Unbelted	% Unbelted
Rankin	16	5.30%	Scott	3	0.99%
Washington	14	4.64%	Simpson	3	0.99%
Hinds	13	4.30%	Smith	3	0.99%
Forrest	10	3.31%	Tate	3	0.99%
Lee	10	3.31%	Winston	3	0.99%
Harrison	9	2.98%	Yalobusha	3	0.99%
Jones	9	2.98%	Attala	2	0.66%
Monroe	9	2.98%	Benton	2	0.66%
Neshoba	9	2.98%	Calhoun	2	0.66%
Alcorn	8	2.65%	Humphreys	2	0.66%
Greene	8	2.65%	Itawamba	2	0.66%
Marion	8	2.65%	Jeff Davis	2	0.66%
Copiah	7	2.32%	Kemper	2	0.66%
George	6	1.99%	Pontotoc	2	0.66%
Jackson	6	1.99%	Tishomingo	2	0.66%
Lauderdale	6	1.99%	Wayne	2	0.66%
Tippah	6	1.99%	Wilkinson	2	0.66%
Covington	5	1.66%	Clarke	1	0.33%
Holmes	5	1.66%	Coahoma	1	0.33%
Madison	5	1.66%	Franklin	1	0.33%
Newton	5	1.66%	Jefferson	1	0.33%
Panola	5	1.66%	Lawrence	1	0.33%
Prentiss	5	1.66%	Leflore	1	0.33%
Warren	5	1.66%	Montgomery	1	0.33%
Yazoo	5	1.66%	Oktibbeha	1	0.33%
Carroll	4	1.32%	Quitman	1	0.33%
Hancock	4	1.32%	Sharkey	1	0.33%
Leake	4	1.32%	Stone	1	0.33%
Lincoln	4	1.32%	Union	1	0.33%
Pearl River	4	1.32%	Walthall	1	0.33%
Pike	4	1.32%	Adams	0	0.00%
Sunflower	4	1.32%	Amite	0	0.00%
Bolivar	3	0.99%	Choctaw	0	0.00%
Chickasaw	3	0.99%	Claiborne	0	0.00%
DeSoto	3	0.99%	Grenada	0	0.00%
Issaquena	3	0.99%	Lamar	0	0.00%
Jasper	3	0.99%	Noxubee	0	0.00%
Lafayette	3	0.99%	Tallahatchie	0	0.00%
Lowndes	3	0.99%	Tunica	0	0.00%
Marshall	3	0.99%	Webster	0	0.00%
Perry	3	0.99%	Clay	0	0.00%

2008-2012 Total Speed Fatalities by County

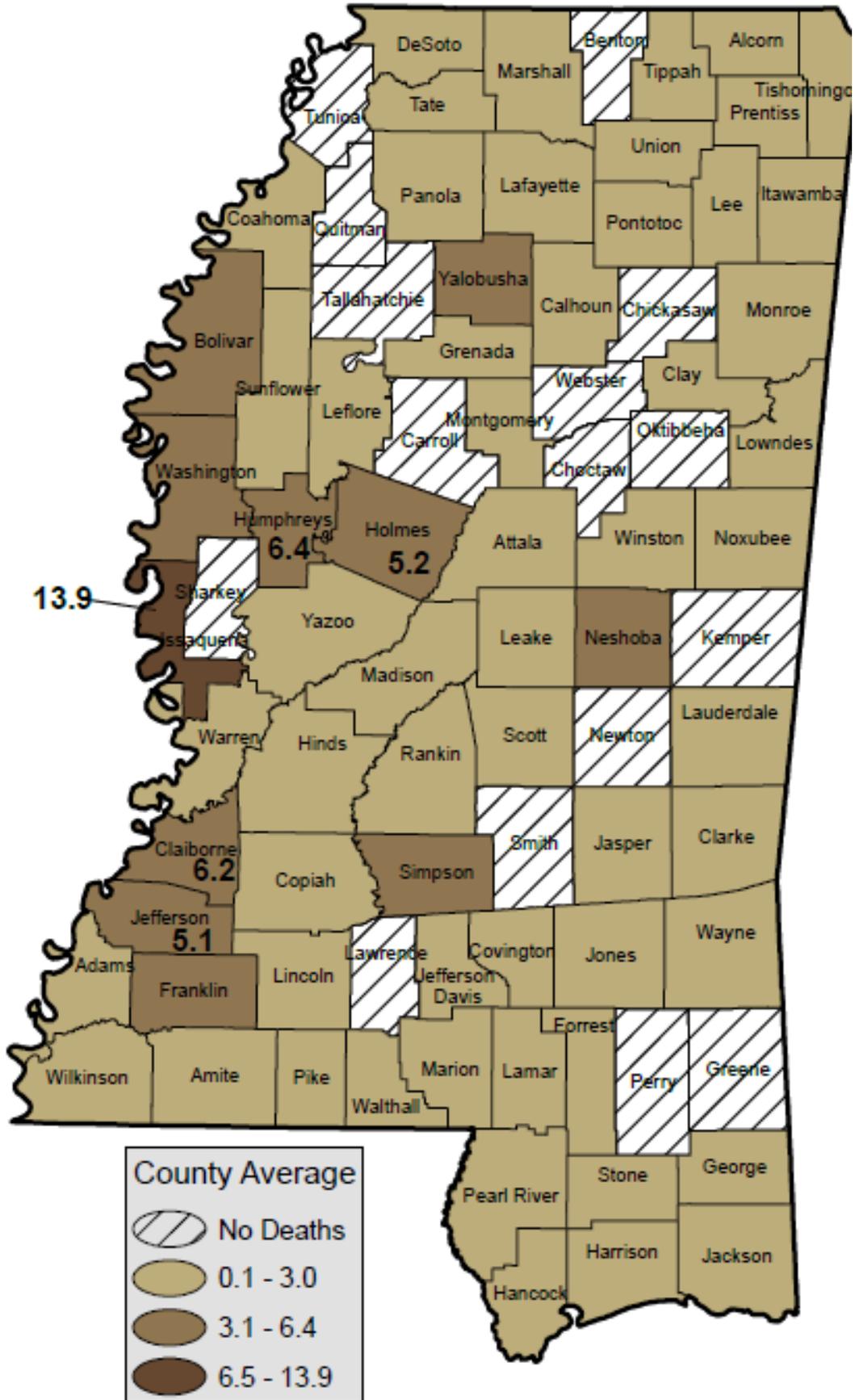


***Average # of fatalities per year based on speed**

2008-2012 Total Speed Related Fatalities by County

<u>County Name</u>	<u>08-12 Average Speed Related Fatalities per year</u>	<u>County Name</u>	<u>08-12 Average Speed Related Fatalities per year</u>
Hinds Co	10.0	Jeff Davis Co	1.2
Harrison Co	8.0	Oktibbeha Co	1.2
Rankin Co	7.8	Tippah Co	1.2
Desoto Co	5.6	Tishomingo Co	1.2
Pearl River Co	5.2	Tunica Co	1.2
Jones Co	4.8	Winston Co	1.2
Panola Co	4.8	Yazoo Co	1.2
Lauderdale Co	4.6	Amite Co	1.0
Hancock Co	4.0	Calhoun Co	1.0
Madison Co	4.0	Chickasaw Co	1.0
Marion Co	4.0	Covington Co	1.0
Jackson Co	3.4	Neshoba Co	1.0
Scott Co	3.4	Perry Co	1.0
Forrest Co	3.2	Walthall Co	1.0
Alcorn Co	2.6	Attala Co	0.8
Holmes Co	2.6	Jasper Co	0.8
Lee Co	2.4	Jefferson Co	0.8
Pike Co	2.4	Montgomery Co	0.8
Bolivar Co	2.2	Newton Co	0.8
Lafayette Co	2.2	Simpson Co	0.8
Lincoln Co	2.2	Stone Co	0.8
Tate Co	2.2	Benton Co	0.6
Wayne Co	2.2	Carroll Co	0.6
Adams Co	2.0	Clarke Co	0.6
George Co	2.0	Greene Co	0.6
Marshall Co	2.0	Quitman Co	0.6
Warren Co	2.0	Smith Co	0.6
Lamar Co	1.8	Sunflower Co	0.6
Lawrence Co	1.8	Grenada Co	0.4
Lowndes Co	1.8	Leake Co	0.4
Prentiss Co	1.8	Noxubee Co	0.4
Copiah Co	1.6	Pontotoc Co	0.4
Itawamba Co	1.6	Sharkey Co	0.4
Union Co	1.6	Webster Co	0.4
Yalobusha Co	1.6	Choctaw Co	0.2
Leflore Co	1.4	Clay Co	0.2
Monroe Co	1.4	Franklin Co	0.2
Tallahatchie Co	1.4	Humphreys Co	0.2
Washington Co	1.4	Issaquena Co	0.2
Claiborne Co	1.2	Wilkinson Co	0.2
Coahoma Co	1.2	Kemper Co	0.0

2008-2012 Average Pedestrian Fatalities (per 100,000)

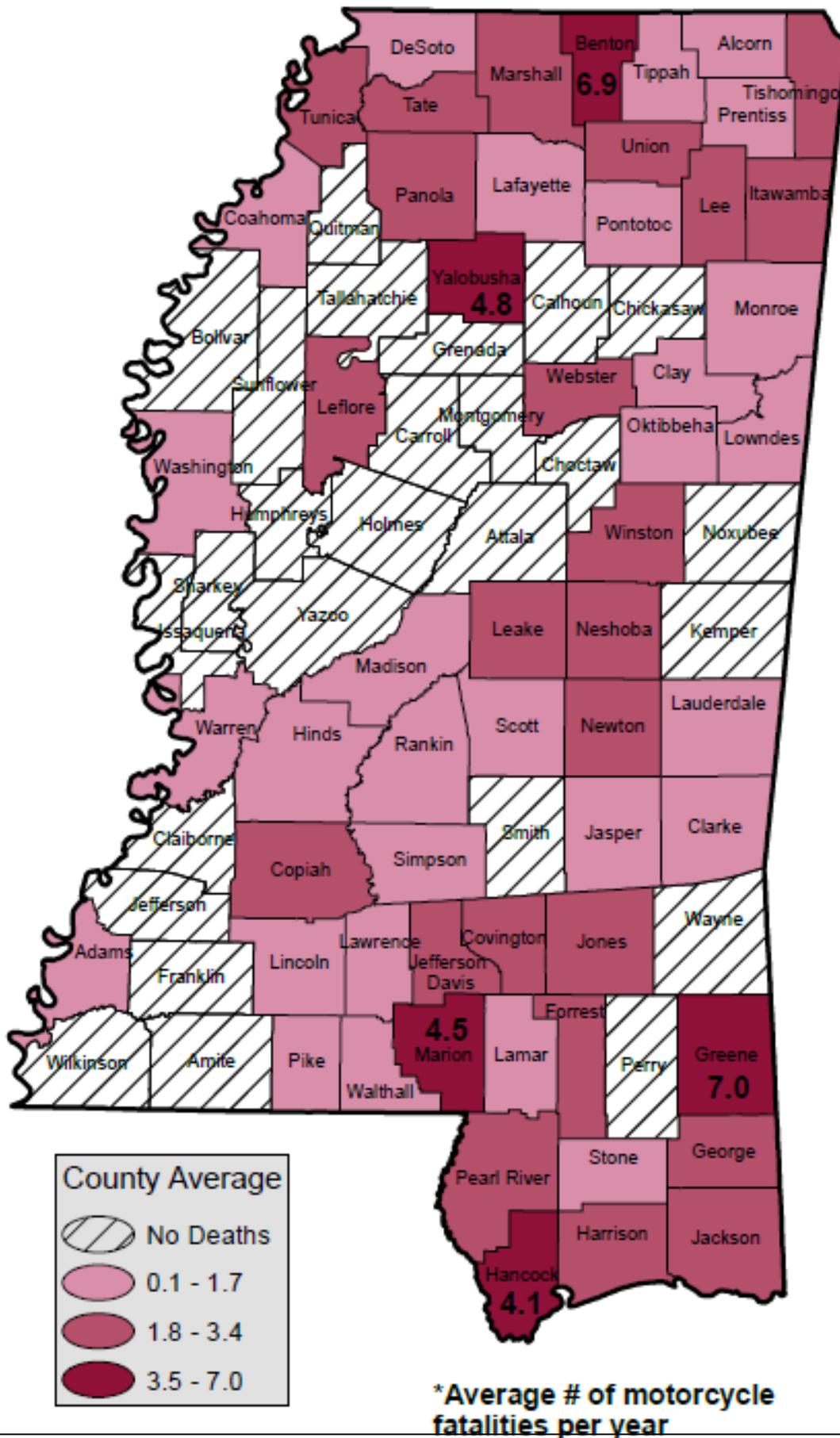


***Average # of pedestrian fatalities per year**

2008-2012 Average Pedestrian Fatalities (per 100,000)

<u>County Name</u>	<u>08-12 Average Pedestrian Fatalities</u>	<u>County Name</u>	<u>08-12 Average Pedestrian Fatalities</u>
Issaquena Co	13.9	Jeff Davis Co	1.6
Humphreys Co	6.4	Desoto Co	1.5
Claiborne Co	6.2	Jones Co	1.5
Holmes Co	5.2	Lamar Co	1.5
Jefferson Co	5.1	Scott Co	1.4
Franklin Co	5.0	Sunflower Co	1.3
Yalobusha Co	4.8	Walthall Co	1.3
Washington Co	4.3	Leflore Co	1.2
Neshoba Co	4.0	Jasper Co	1.1
Simpson Co	3.6	Monroe Co	1.1
Bolivar Co	3.5	Tishomingo Co	1.0
Amite Co	3.0	Attala Co	1.0
Union Co	2.9	Lauderdale Co	1.0
Panola Co	2.9	Clay Co	1.0
Grenada Co	2.7	Wayne Co	1.0
Calhoun Co	2.7	Prentiss Co	0.8
Itawamba Co	2.6	Marion Co	0.7
Harrison Co	2.5	Copiah Co	0.7
Pike Co	2.5	Lowndes Co	0.7
Warren Co	2.5	Pontotoc Co	0.7
Adams Co	2.5	Lincoln Co	0.6
Clarke Co	2.4	Rankin Co	0.6
Hinds Co	2.4	Alcorn Co	0.5
Stone Co	2.3	Lafayette Co	0.4
Coahoma Co	2.3	Madison Co	0.4
Marshall Co	2.2	Choctaw Co	0
Yazoo Co	2.1	Benton Co	0
Tate Co	2.1	Perry Co	0
Wilkinson Co	2.1	Chickasaw Co	0
Winston Co	2.1	Kemper Co	0
Covington Co	2.1	Carroll Co	0
Forrest Co	1.9	Greene Co	0
Montgomery Co	1.9	Lawrence Co	0
Hancock Co	1.8	Newton Co	0
Tippah Co	1.8	Oktibbeha Co	0
Pearl River	1.8	Quitman Co	0
George Co	1.8	Sharkey Co	0
Jackson Co	1.7	Smith Co	0
Leake Co	1.7	Tallahatchie Co	0
Noxubee Co	1.7	Tunica Co	0
Lee Co	1.7	Webster Co	0

2008-2012 Average Motorcycle Fatalities (per 100,000)



2008-2012 Average Motorcycle Fatalities (per 100,000)

<u>County Name</u>	<u>08-12 Average Motorcycle Fatalities</u>	<u>County Name</u>	<u>08-12 Average Motorcycle Fatalities</u>
Greene Co	7.0	Clarke Co	1.2
Benton Co	6.9	Jasper Co	1.2
Yalobusha Co	4.8	Stone Co	1.1
Marion Co	4.5	Pike Co	1.0
Hancock Co	4.1	Hinds Co	1.0
Itawamba Co	3.4	Clay Co	1.0
Leake Co	3.4	Tippah Co	0.9
Panola Co	2.9	Oktibbeha Co	0.8
Tate Co	2.8	Madison Co	0.8
Copiah Co	2.7	Prentiss Co	0.8
George Co	2.6	Washington Co	0.8
Pearl River Co	2.5	Scott Co	0.7
Forrest Co	2.4	Rankin Co	0.7
Jefferson Co	2.4	Lincoln Co	0.6
Jones Co	2.3	Lafayette Co	0.4
Jackson Co	2.2	Amite Co	0
Union Co	2.2	Attala Co	0
Marshall Co	2.2	Bolivar Co	0
Winston Co	2.1	Calhoun Co	0
Covington Co	2.1	Carroll Co	0
Tishomingo Co	2.0	Chickasaw Co	0
Neshoba Co	2.0	Choctaw Co	0
Webster Co	2.0	Claiborne Co	0
Lee Co	1.9	Franklin Co	0
Harrison Co	1.9	Grenada Co	0
Tunica Co	1.9	Holmes Co	0
Leflore Co	1.9	Humphreys Co	0
Newton Co	1.8	Issaquena Co	0
Lowndes Co	1.7	Jefferson Davis Co	0
Warren Co	1.7	Kemper Co	0
Monroe Co	1.6	Montgomery Co	0
Alcorn Co	1.6	Noxubee Co	0
Desoto Co	1.6	Perry Co	0
Lawrence Co	1.5	Quitman Co	0
Coahoma Co	1.5	Sharkey Co	0
Simpson Co	1.5	Smith Co	0
Lamar Co	1.4	Sunflower Co	0
Pontotoc Co	1.3	Tallahatchie Co	0
Walthall Co	1.3	Wayne Co	0
Lauderdale Co	1.2	Wilkinson Co	0
Adams Co	1.2	Yazoo Co	0

2012 Teen Fatality by County

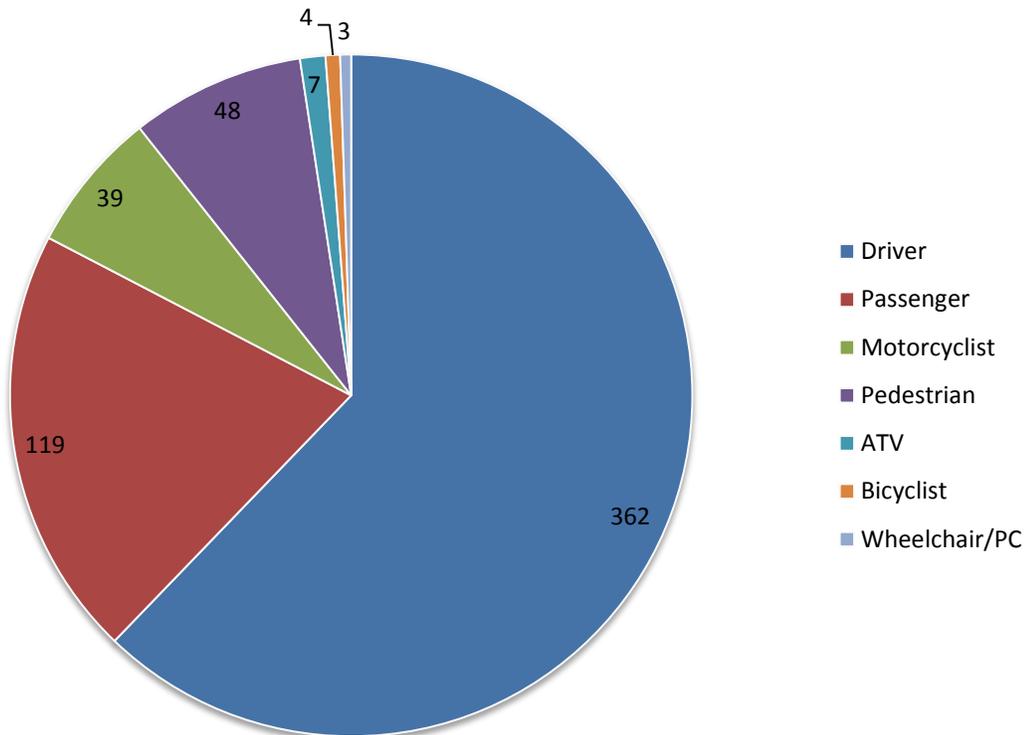
Teens Ages 15 to 20 Killed - 2012			
County	Driver	Passenger	Total
Alcorn	1	1	2
Benton		2	2
Clarke	1		1
Copiah	1		1
George	1	1	2
Greene		4	4
Harrison	2		2
Hinds	2	2	4
Jackson	3		3
Jones	1		1
Lafayette	2		2
Lauderdale	1	2	3
Leake	1		1
Lincoln	1		1
Madison		1	1
Marion	1	1	2
Marshall	2		2
Neshoba	1		1
Newton	1		1
Oktibbeha		1	1
Pearl River	1		1
Rankin	1	1	2
Scott	1		1
Simpson	1		1
Stone	1		1
Tate		1	1
Tishomingo	1		1
Union	1		1
Warren	3		3
Washington	1	1	2
Yazoo	1		1
Total	34	18	52

Population: Age of Fatalities Charts:

The following charts are provided to show a data snapshot of the State and Traffic Safety issues and concerns as it relates to the Mississippi population and male vs female relationship in the different traffic areas.

	Driver	Passenger	Motorcyclist	Pedestrian	ATV	Bicyclist	Wheelchair/PC	Total
Unbelted Rear of Veh			2					2
Lap Belt	1	4						5
Lap/Shoulder	136	27						163
Child Restraint		6						6
MC Helmet			32		2			34
Not Restrained	222	80						304
MC No Helmet			5		5			10
Not Reported	2							2
Unknown	1							1
Not Applicable		2		48		4	3	57
Grand Total	362	119	39	48	7	4	3	582

2012 Traffic Fatalities by Person Type



Mississippi Alcohol Fatalities by Age and Sex-2008-2012

	2008			2009			2010			2011			2012		
	Female	Male	Total	Female	Male	Total	Female	Male	Total	Female	Male	Total	Female	Male	Total
<15	6	4	10	0	1	1	2	2	4	1	2	3	2	4	6
16-20	6	19	25	4	7	11	4	11	15	5	7	12	1	4	5
21-24	6	21	27	5	9	14	2	13	15	3	18	21	1	10	11
25-29	5	21	26	2	9	11	4	24	28	5	13	18	4	20	24
30-34	3	13	16	2	8	10	6	9	15	5	12	17	1	7	8
35-39	1	16	17	1	10	11	3	15	18	2	9	11	2	6	8
40-44	2	15	17	4	8	12	3	12	15	0	12	12	2	8	10
45-49	6	9	15	4	7	11	4	12	16	0	12	12	1	5	6
50-54	3	16	19	4	3	7	2	11	13	2	17	19	0	11	11
55-59	1	3	4	0	2	2	2	5	7	1	9	10	2	17	19
60-64	1	4	5	1	3	4	0	4	4	0	6	6	0	2	2
65-69	1	0	1	1	3	4	3	0	3	0	0	0	1	1	2
70-74	1	2	3	0	0	0	0	2	2	1	1	2	0	0	0
75-79	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
80-84	0	0	0	0	1	1	0	0	0	1	0	1	0	1	1
85->	1	0	1	0	0	0	0	1	1	0	1	1	0	0	0
Total	43	143	186	28	71	99	35	121	156	26	119	145	17	96	113

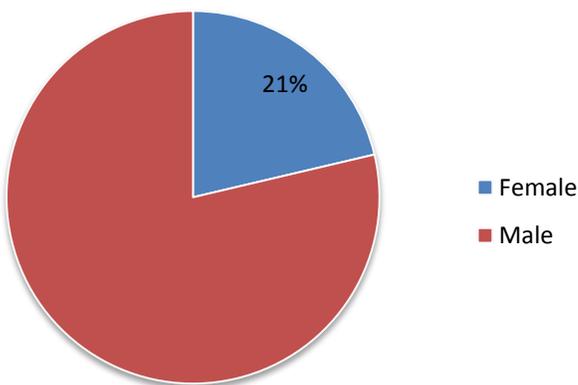
The above chart shows the alcohol fatalities during 2008-2012 by age and by sex. There was a large decrease in alcohol related fatalities from 2008 to 2009, but increased in 2010 with 155 alcohol related fatalities and small increases in 2011 and 2012. According to the data, males are higher in fatalities for all five years of data provided than females. The data also shows that 21-24 and 25-29 are the age groups that have the highest fatalities.

2008-2012 Population and Sex Comparison-Alcohol Related Fatalities

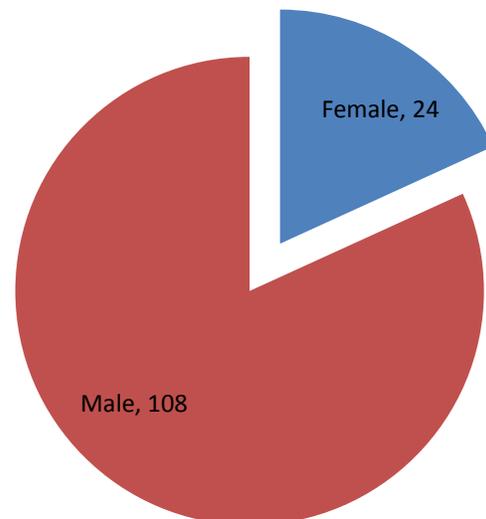
	2008-2012	2008-2012	2008-2012	2008-2012	2008-2012	2008-2012
	Total Female	Total Male	Total	Female Average	Male Average	Total Average
<15	11	13	24	2.2	2.6	4.8
16-20	20	48	68	4	9.6	13.6
21-24	17	71	88	3.4	14.2	17.6
25-29	20	87	107	4	17.4	21.4
30-34	17	49	66	3.4	9.8	13.2
35-39	9	56	65	1.8	11.2	13
40-44	11	55	66	2.2	11	13.2
45-49	15	45	60	3	9	12
50-54	11	58	69	2.2	11.6	13.8
55-59	6	36	42	1.2	7.2	8.4
60-64	2	19	21	0.4	3.8	4.2
65-69	6	4	10	1.2	0.8	2
70-74	2	5	7	0.4	1	1.4
75-79	0	0	0	0	0	0
80-84	1	2	3	0.2	0.4	0.6
85->	1	2	3	0.2	0.4	0.6
Total	149	550	699	29.8	110	139.8

The difference in Mississippi females to males is a 269% difference between the years of 2008-2012. For the Mississippi female population, the 16-20 and 25-29 age groups have the highest fatalities. For the Mississippi male population, the 21-24 and 25-29 age groups has the highest fatalities.

2008-2012 Males vs. Female Alcohol Related Fatalities



2012 Traffic Alcohol Related Fatality-All Traffic



Alcohol/Drug Impaired

Alcohol/Drug Impaired-Drivers			Alcohol/Drug Impaired-Passengers		
	Male	Female		Male	Female
0 to 4*	1	0	0 to 4	6	6
15 to 18	19	13	5 to 9	17	10
19 to 20	49	18	10 to 14	8	23
21 to 24	97	26	15 to 18	22	30
25 to 34	86	73	19 to 20	17	11
35 to 44	133	59	21 to 24	26	15
45 to 54	120	47	25 to 34	30	27
55 to 64	64	16	35 to 44	14	11
65 to 69	11	5	45 to 54	18	12
70 Plus	11	1	55 to 64	10	2
Total	591	258	65 to 69	2	1
* Wrong Category			70 Plus	2	2
			Total	172	150

The above chart shows the alcohol/drug impaired drivers and passengers for 2012 by all injuries (A, B and C). There were a total of 591 male and 258 female alcohol/drug impaired drivers, with the 35-44 and 45-54 age populations having the most injuries. There were 172 male and 150 alcohol/drug impaired passenger injuries for 2012, with most injuries occurring in the 15-18 and 25-34 year old populations.

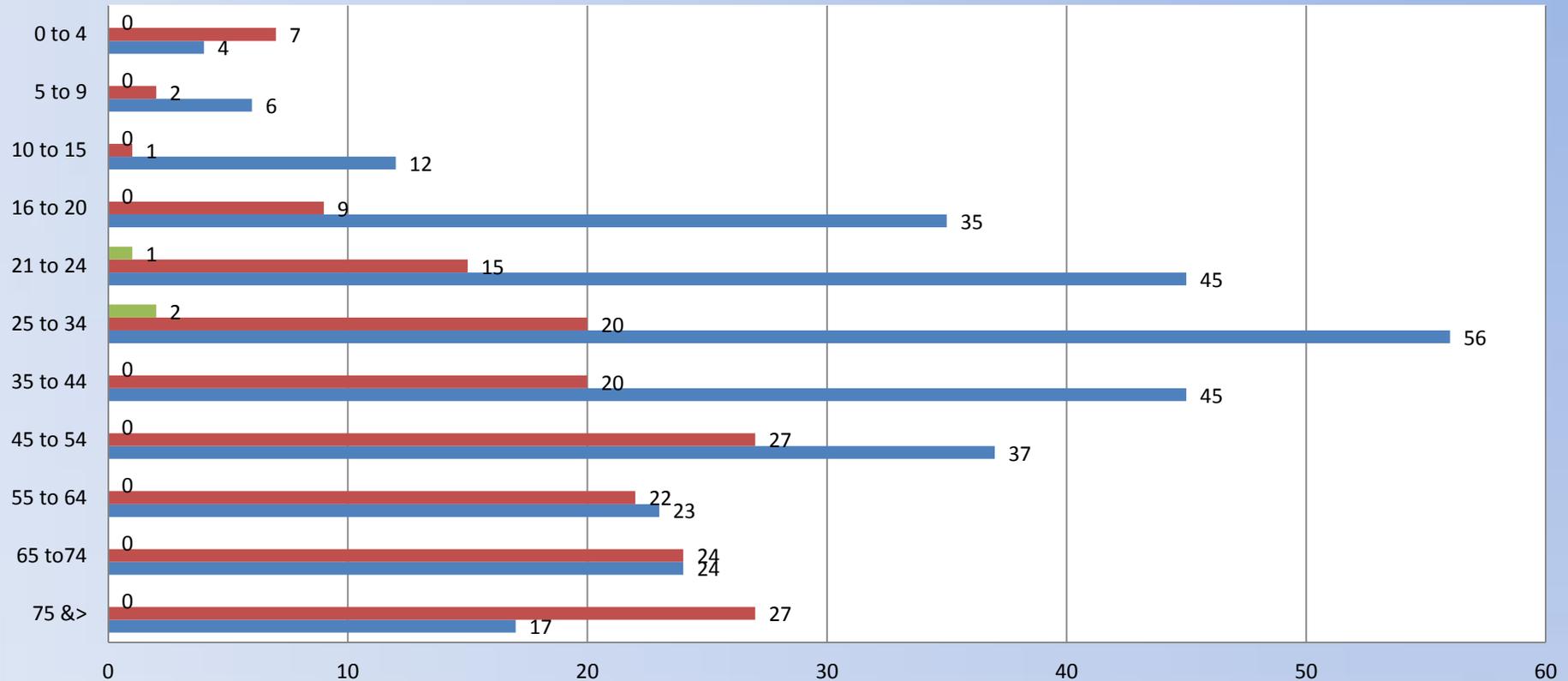
Drug Impaired

Drug Impaired Drivers-All Injuries			Drug Impaired Passengers-All Injuries		
	Male	Female		Male	Female
15 to 18	4	3	0 to 4	2	4
19 to 20	2	4	5 to 9	5	0
21 to 24	10	3	10 to 14	1	6
25 to 34	19	16	15 to 18	2	7
35 to 44	8	10	19 to 20	2	1
45 to 54	9	15	21 to 24	4	2
55 to 64	5	3	25 to 34	4	5
65 to 69	0	2	35 to 44	1	1
Total	57	56	45 to 54	1	3
			55 to 64	2	0
			Total	24	29

The above chart shows the drug impaired drivers and passengers for 2012 by all injuries (A, B and C). There were a total of 57 male drug impaired injuries and 56 female impaired injuries among drivers, with 25-34 year olds having the most injuries of all age groups. During 2012, there were 24 male drug impaired passengers and 29 female impaired passengers, with the 15-18 and 25-34 year olds having the most injuries.

Occupant Protection

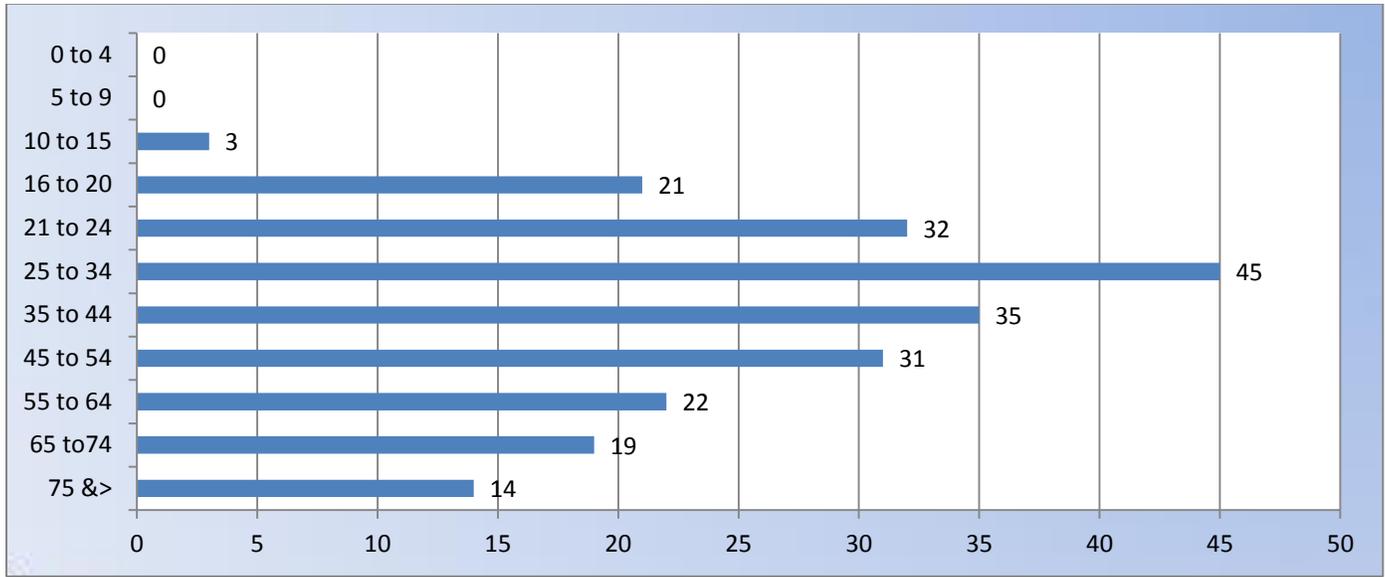
Total Mississippi Occupant Fatalities by Age-2012



	75 & >	65 to 74	55 to 64	45 to 54	35 to 44	25 to 34	21 to 24	16 to 20	10 to 15	5 to 9	0 to 4
unknown	0	0	0	0	0	2	1	0	0	0	0
Belted	27	24	22	27	20	20	15	9	1	2	7
Unbelted	17	24	23	37	45	56	45	35	12	6	4

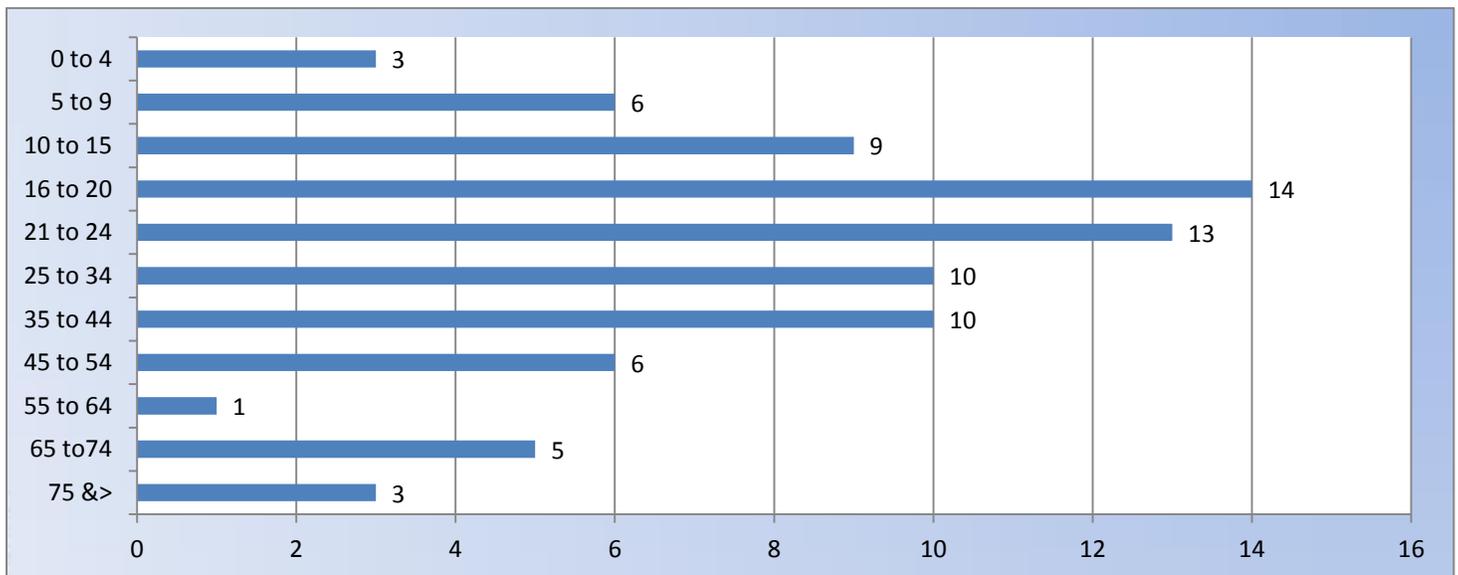
There were 481 driver and passenger fatalities which were 63.8% of the unbelted fatalities in 2012. The largest age group of unbelted fatalities was among the 25-34 age population group, which represented 16.22% of all fatalities. Out of the 481 fatalities 304 were unbelted, 174 were belted and three were unknown.

2012 Mississippi Driver Motor Vehicle Unbelted Fatalities by Age



There were 222 unbelted drivers and 3 unknown, which were treated as unbelted. The highest driver unbelted fatalities range was among the 25-34 year olds, which represented 62.2% unbelted.

2012 Mississippi Passenger Motor Vehicle-Unbelted Fatalities by Age



There were 119 Mississippi passenger fatalities in 2012. There were 80 unbelted passengers, 37 belted fatalities and 2 were listed as N/A (treated as unbelted). The highest fatality range was among 16-20 year olds. 68.9% were unbelted.

The charts above show occupant fatalities by age and occupant protection. There were 11 deaths of very young children, ages 0 to 4, with 4 out of 7 in child restraint devices (43% restrained). There were 8 fatalities ages 5 to 9 with 66% unrestrained. The ages 10 to 15 had 12 deaths with an overwhelming 92% unbelted. The legislature

has debated a measure to mandate all juveniles under 18 be restrained in all seating positions. Presently, the law only covers to age eight in the rear seats.

Mississippi teenagers and young adults under age 35 represent significant traffic safety problems concerning seat belts. Teenagers (ages 16 to 20 actually) were 11.51% of occupant deaths while being only 6.2% of the licensed drivers. They were unbelted 74% of the time when killed.

Young adults, ages 21 to 24, were 12.68% of occupant deaths with 67% unbelted, which is higher than the 73% in 2011. Of the occupant deaths ages 25 to 34, 78 young adults were killed and had an unbelted rate of 61%.

Deaths of the ages from 35 to 44 were unbelted 56% of the time. Senior adults killed (75 >) were belted 62% of the time, the highest belted rate of all adults.

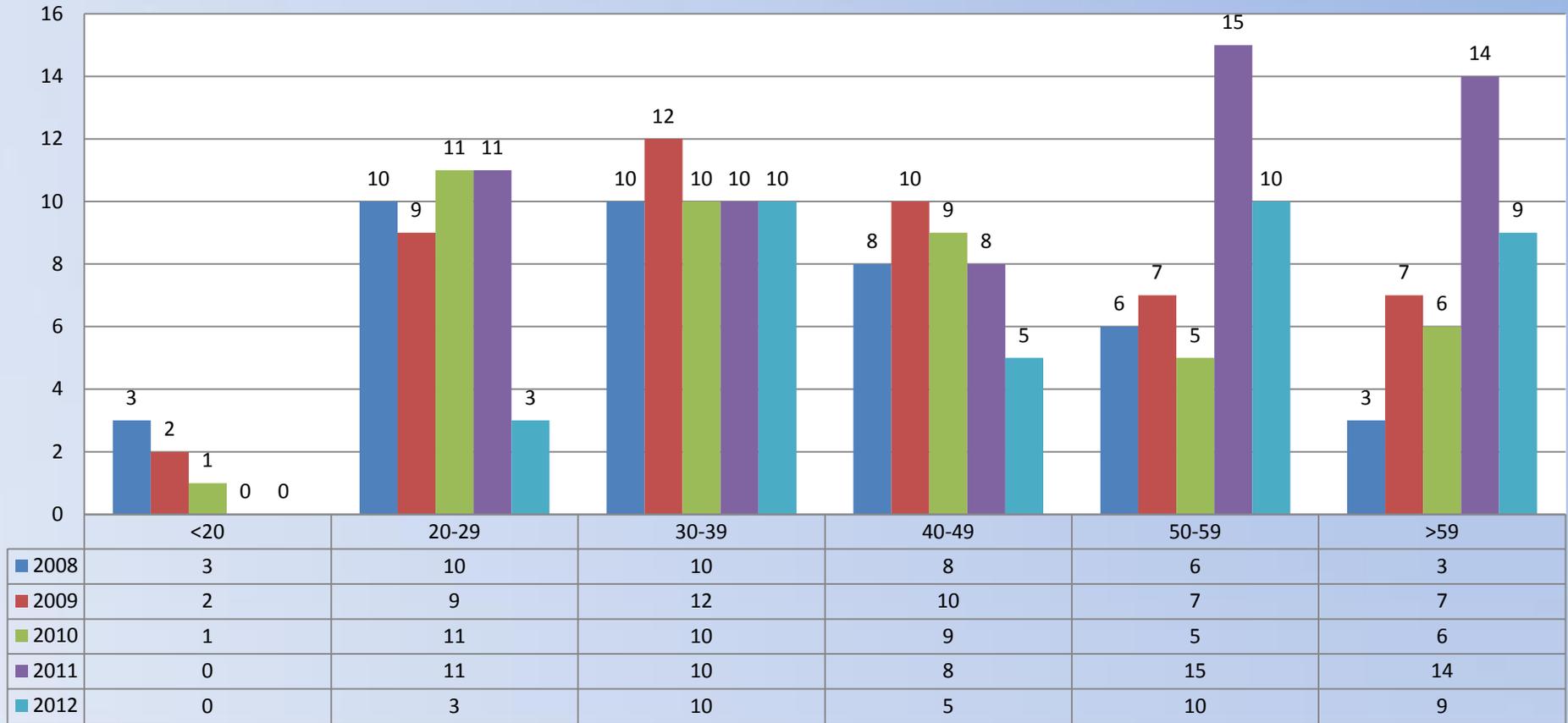
2012 Unbelted Fatalities-Driver		
Male	Female	Total
178	44	222
2012 Unbelted-Passenger		
Male	Female	Total
45	35	80

During 2012, there was a total of 222 unbelted driver fatalities. There were 178 male fatalities for unbelted drivers and 44 female fatalities for unbelted drivers, which is a difference of 73.03%.

In 2012 there was a total of 80 unbelted passenger fatalities. There were 45 male fatalities for unbelted passengers and 35 female fatalities for unbelted passengers, which is a difference of 22.22%.

Motorcycle

2008-2012 Motorcycle Fatalities by Age



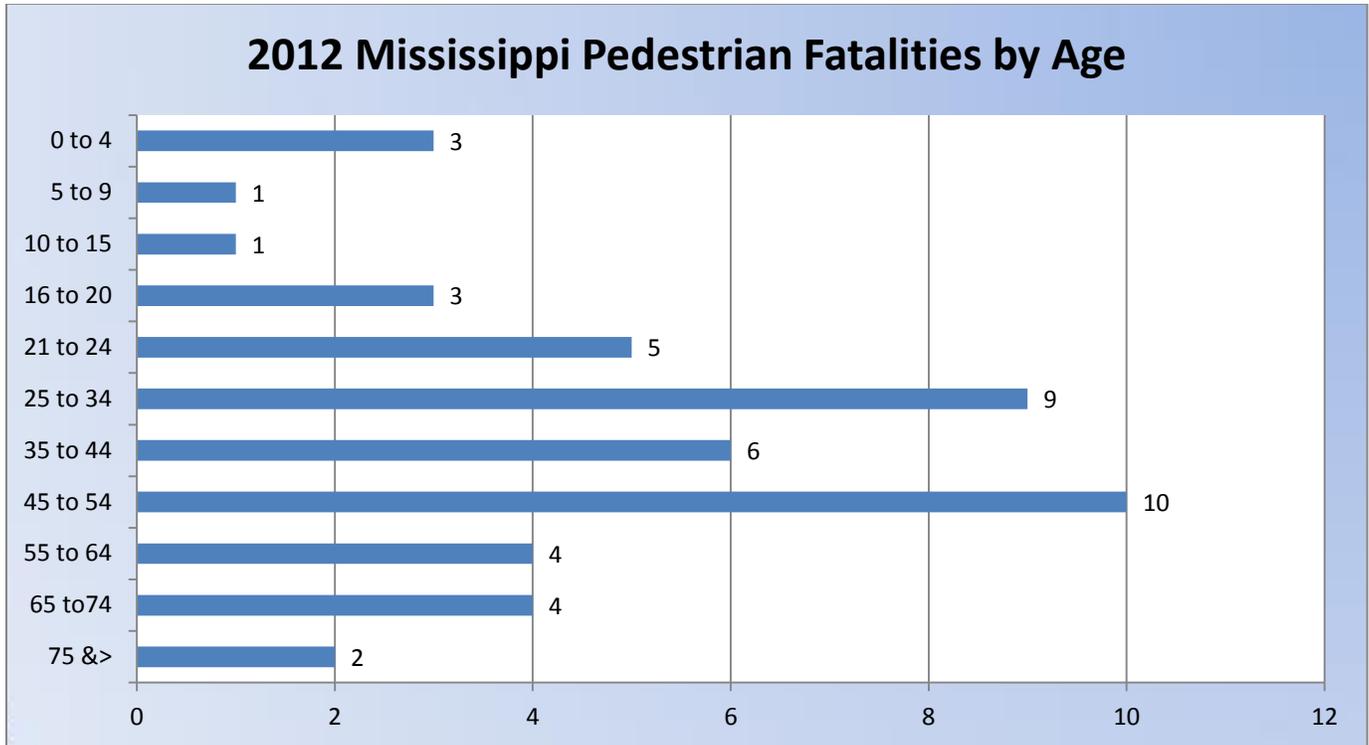
The chart above illustrates motorcycle fatalities by age the year range of 2007-2011. There was a decrease in motorcycle fatalities from 2007-2010, until the substantial increase from 42 to 58 fatalities in 2011. The chart above also shows the increase in fatalities in the older motorcycle rider from 2007 to 2011 from 2 to 15, which is a large increase.

Motorcycle Fatalities by Age and Sex Report						
	2011			2012		
	Female	Male	Total	Female	Male	Total
20-24	1	5	6	0	3	3
25-29	0	5	5	0	5	5
30-34	0	4	4	1	5	6
35-39	1	5	6	0	3	3
40-44	0	2	2	0	2	2
45-49	0	6	6	0	3	3
50-54	1	8	9	0	7	7
55-59	0	6	6	0	4	4
60-64	2	6	8	0	3	4
65-69	0	3	3	0	1	1
70-74	0	0	0	0	1	1
75-79	1	0	1	0	0	0
80-84	0	1	1	0	0	0
85-89	0	1	1	0	0	0
Total	6	52	58	1	37	39

The above chart breaks down fatalities for the years 2011 and 2012 by age and sex. The data for 2012 shows a large reduction in fatalities from 2011 to 2012. The number of fatalities in women has been greatly reduced from 2011 to 2012, with a reduction of 6 to 1 fatality. The chart below captures fatalities from 2009-2011 by age and sex that are speed related. There was a decrease in fatalities from 128 in 2010 to 99 in 2011. The data shows that males have more than double the speed fatalities than women. Most crash fatalities occur between ages 16-20 through 30-34 years of age.

Mississippi Speed Fatalities by Age 2009-2011									
	2009			2010			2011		
	Female	Male	Total	Female	Male	Total	Female	Male	Total
<15	5	2	7	1	3	4	1	3	4
16-20	6	13	19	3	12	15	7	9	16
21-24	2	7	9	3	11	15	4	10	15
25-29	3	12	15	3	16	19	2	10	12
30-34	3	13	16	8	5	13	2	10	12
35-39	4	6	10	0	11	11	2	5	7
40-44	5	5	10	1	8	9	3	3	6
45-49	6	5	11	7	13	20	3	5	8
50-54	4	2	6	1	6	7	1	8	9
55-59	2	2	4	5	3	8	2	2	4
60-64	0	4	4	1	0	1	2	2	4
65-69	0	1	1	0	1	1	1	1	2
70-74	1	1	2	0	3	3	0	0	0
75-79	0	1	1	0	1	1	0	1	1
80-84	0	0	0	0	0	0	0	0	0
85->	0	1	1	1	1	2	0	0	0
Total	41	75	116	34	94	128	30	69	99

Pedestrian



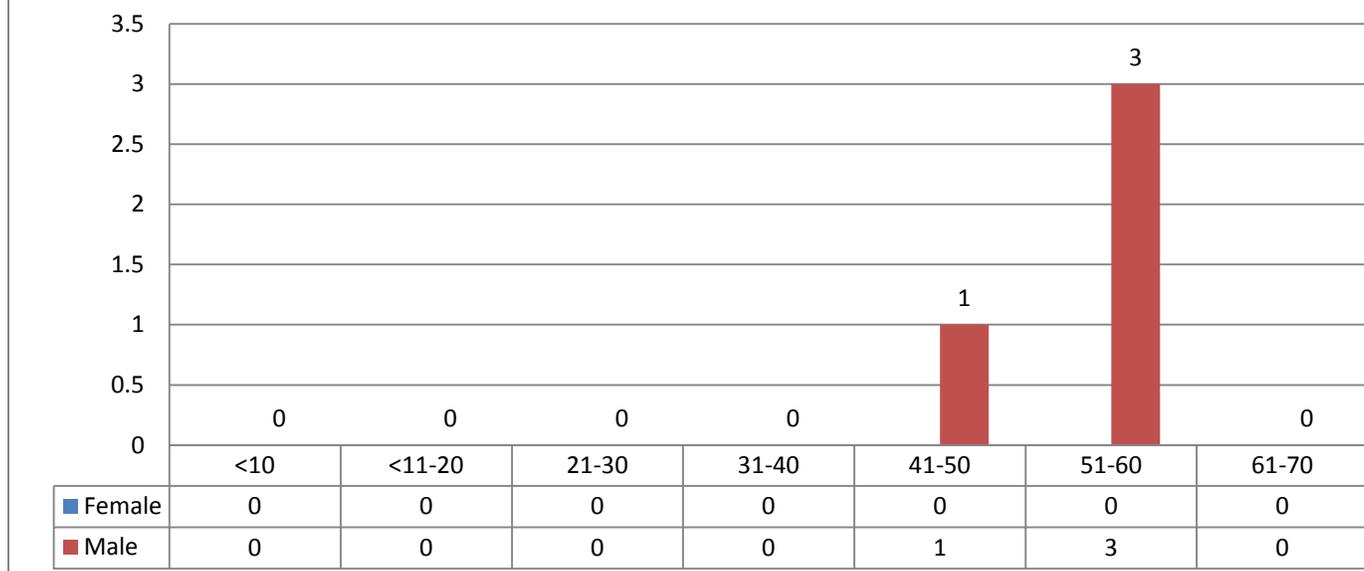
There were a total of 48 pedestrian fatalities in Mississippi during 2012. The highest fatalities for pedestrians fell in the age group of 25-34 years of age and 45-54 year of age.

Bicyclist

Mississippi Bicycle Fatalities by Age 2009-2012

	2009			2010			2011			2012	
	Male	Total	Female	Male	Total	Female	Male	Total	Female	Male	Total
<10	1	2	0	0	0	0	1	1	0	0	0
<11-20	2	2	0	1	1	0	2	2	0	0	0
21-30	1	1	0	0	0	1	1	2	0	0	0
31-40	1	1	1	2	3	0	1	1	0	0	0
41-50	2	2	0	0	0	0	0	0	0	1	1
51-60	1	1	0	0	0	0	1	1	0	3	3
61-70	1	1	0	0	0	0	0	0	0	0	0
Total	9	9	1	3	4	1	7	8	0	4	4

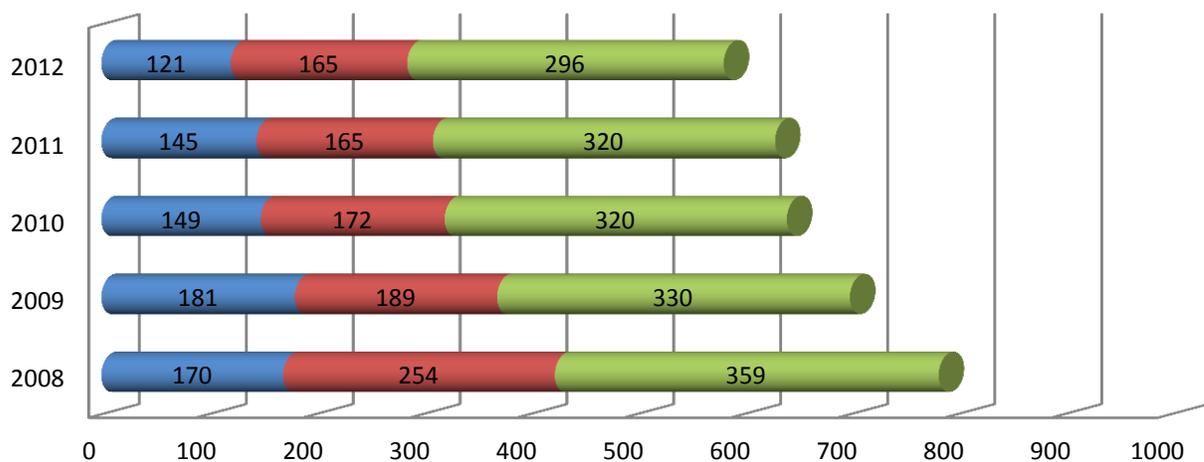
2012 Bicycle Fatalities



Location:

Location is important in data analysis process. The MOHS needs to know where the fatalities and cashes occur, so that enforcements and education programs can be targeted in those areas.

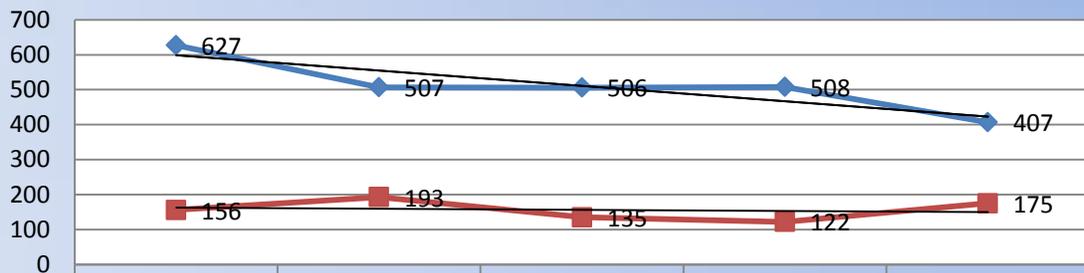
Types of Roadways 2008-2012



	2008	2009	2010	2011	2012
City Streets	170	181	149	145	121
County Roads	254	189	172	165	165
MHP Highways	359	330	320	320	296

The number of fatal crashes in city streets, county roads and highways/interstates have all decreased from 2008-2012, with 2012 having the fewest fatal crashes.

Rural v. Urban Fatalities



	2008	2009	2010	2011	2012
Rural Fatality Crashes	627	507	506	508	407
Urban Fatality Crashes	156	193	135	122	175

The chart above shows the comparison in rural and urban fatalities for the years of 2008-2012. As shown, the rural fatalities have declined from 2008-2012, with a 19.88% decrease from 508 in 2011 and 407 in 2012.

The data shows a large increase (43.44%) in urban fatalities from 122 in 2011 to 175 in 2012. The MOHS will look at this change and focus efforts in urban areas to decrease the numbers of fatalities.

Time/Date Charts:

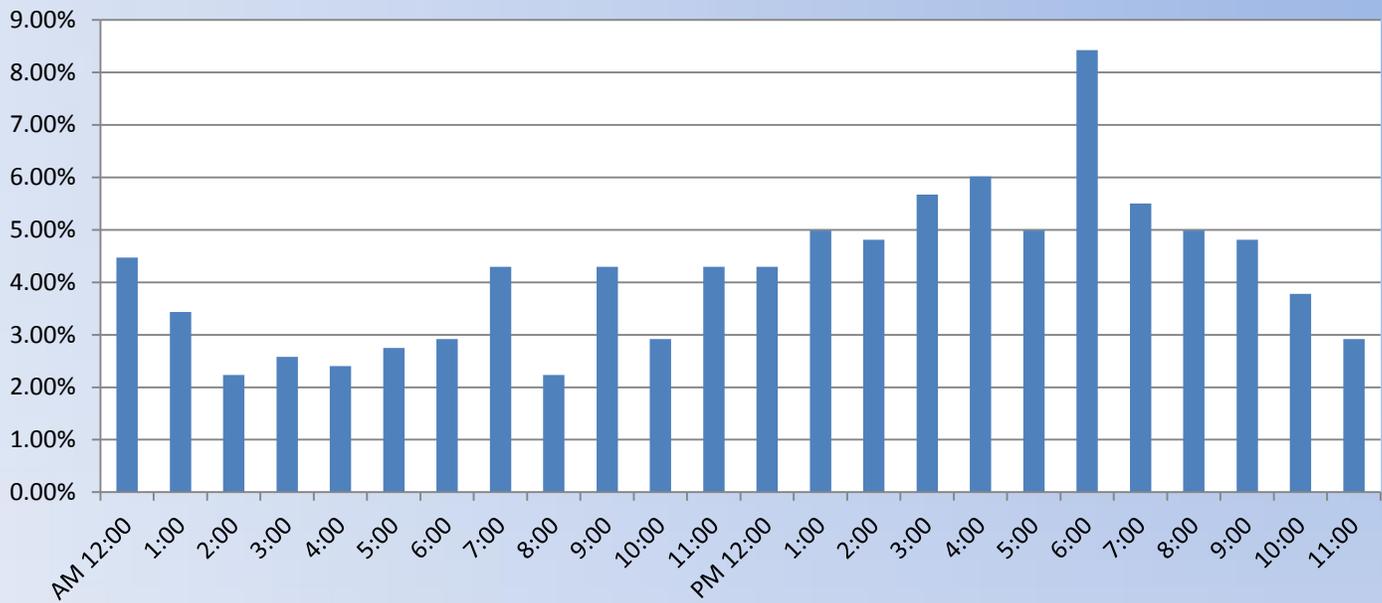
2012 FATALITIES BY MONTH & JURISDICTION

	MHP	CO	CITY	TOTAL	TOTAL
JAN	24	10	14	48	48
FEB	14	12	10	36	84
MAR	13	8	11	32	116
APR	20	10	9	39	155
MAY	30	25	10	65	220
JUN	29	16	12	57	277
JUL	31	16	2	49	326
AUG	19	18	6	43	369
SEP	28	13	12	53	422
OCT	27	11	14	52	474
NOV	31	10	12	53	527
DEC	30	16	9	55	582
TOTAL	296	165	121	582	

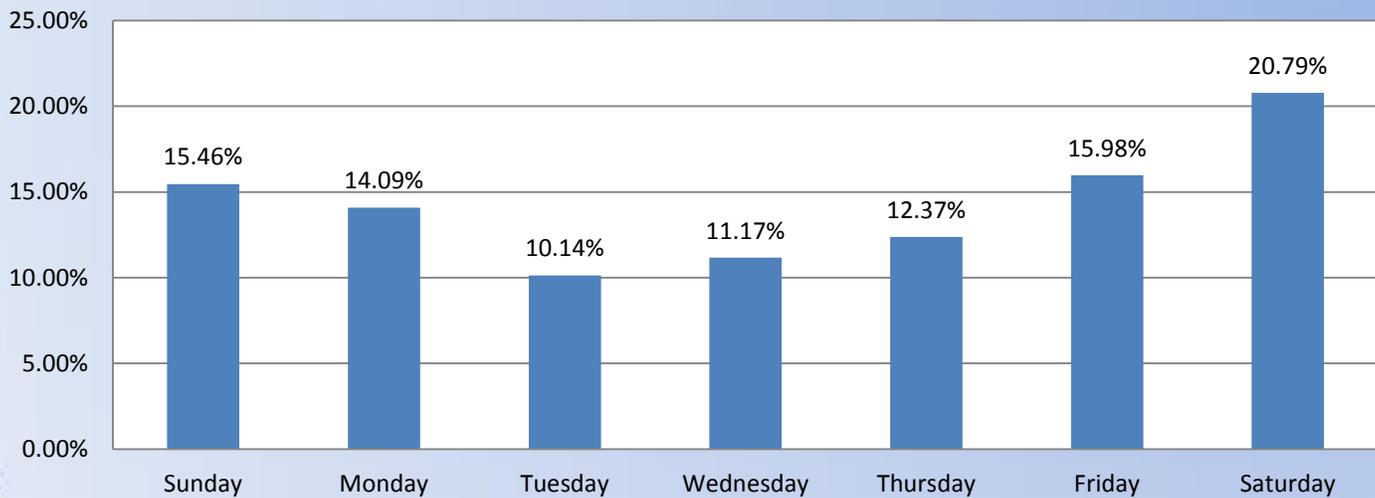
In 2012, most fatalities along Mississippi roadways occurred during May and June, which is due to increase in tourism to the State and activities that require travel. With problem identification through data that shows when most fatalities occur, the MOHS can provide law enforcement additional assistance through grant monies, media campaigns and other activities that can be provided during high fatality months, to reduce crashes, injuries and fatalities in Mississippi.

When looking at all the fatal crashes in Mississippi and the time of day that the fatalities occurred, the majority of crashes occurred during 3:00 p.m. to 9:00 p.m., with the most fatalities occurring during 6:00 p.m. This may be due to the end of the work day and traveling from work to home.

2012 Statewide Fatalities by Time of Day

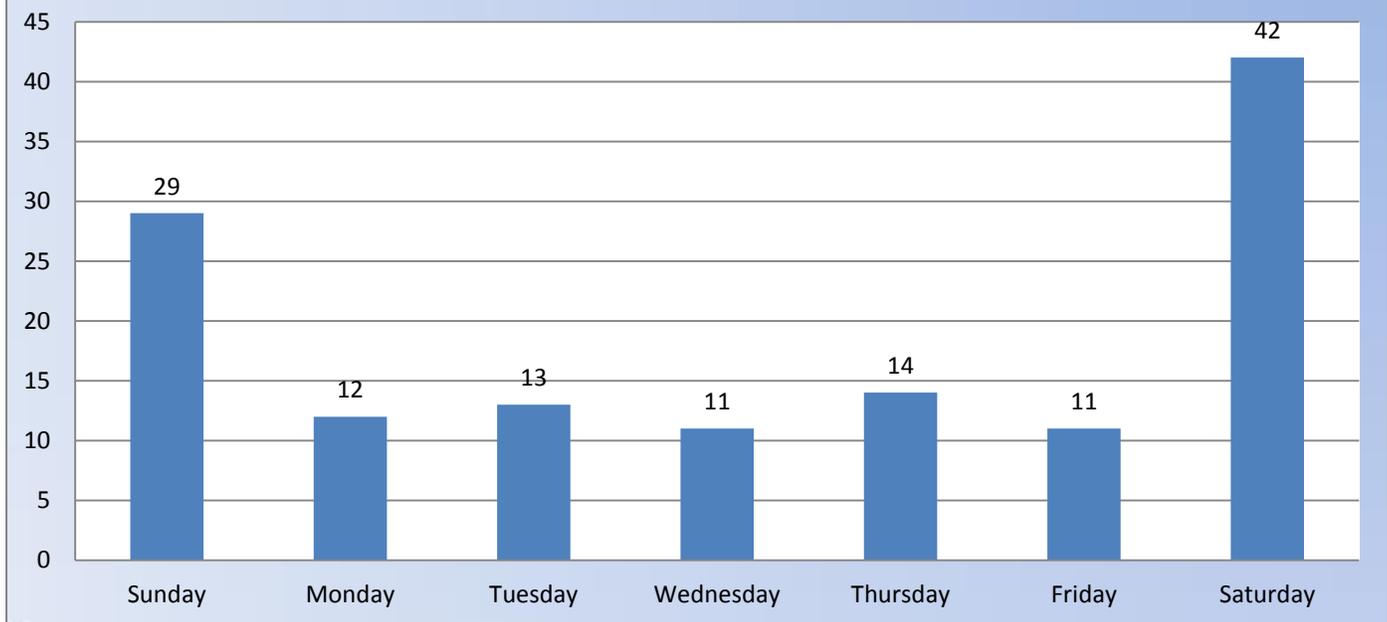


2012 Statewide Fatalities by Day of Week



The above chart shows the percentage of statewide fatal crashes comparing crashes and the days of the week that the crashes occurred. The chart shows that the days of Friday-Sunday are the most fatal days of the week, with Saturday having the most fatal crashes.

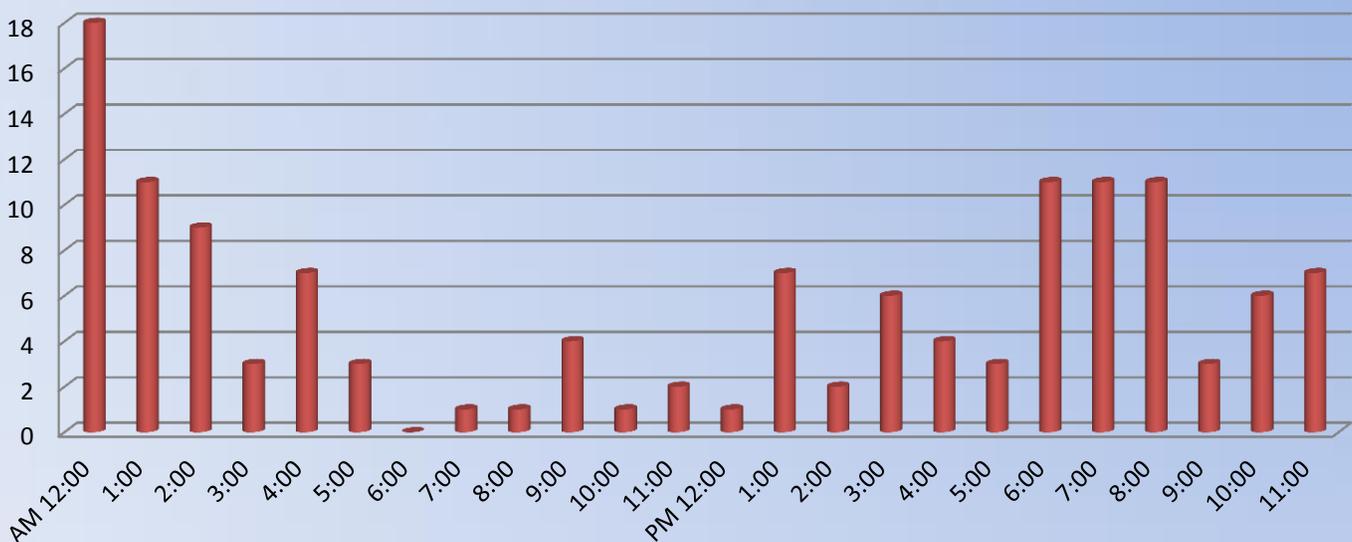
2012 Statewide Alcohol Related Days of the Week



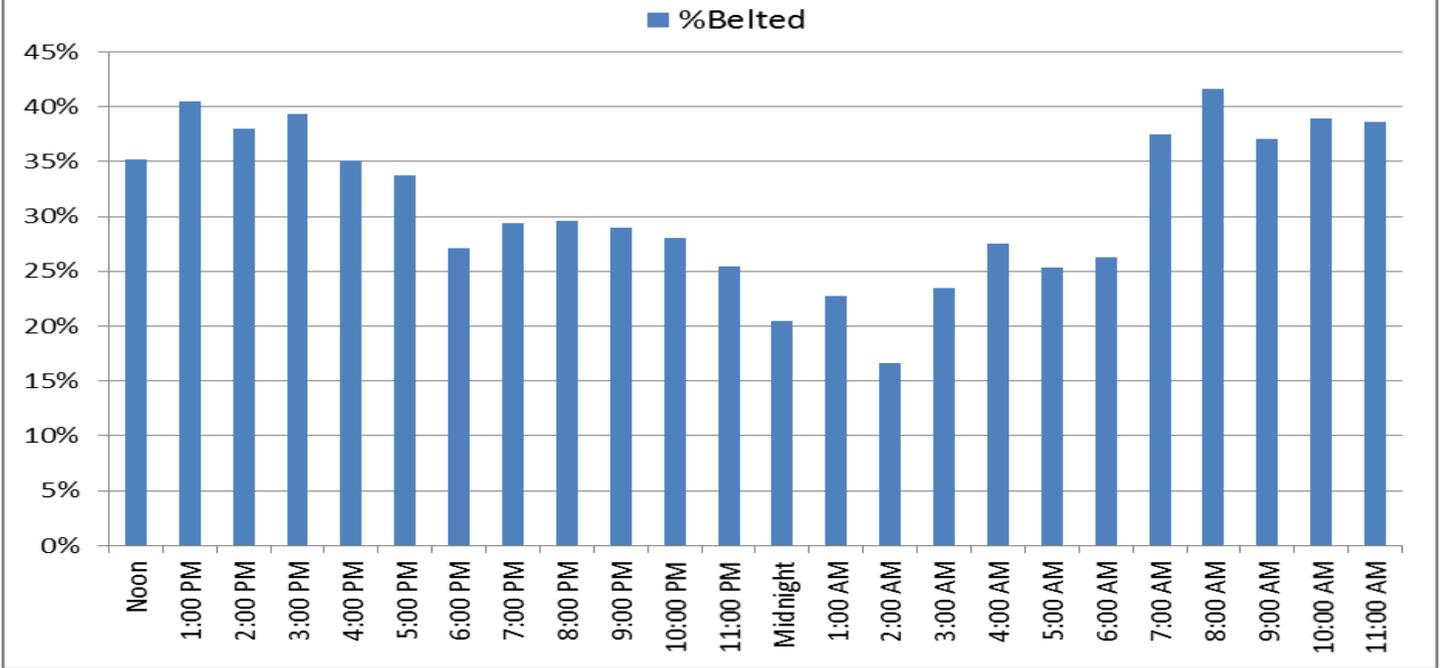
The above chart shows the number of alcohol fatalities and the days of the week that the fatalities occurred. The chart shows that the highest alcohol related fatalities occur on Saturday and Sunday.

This chart represents the 2012 statewide alcohol related fatalities with the time of day that the fatalities occurred. The largest number of alcohol related fatalities occurred between 12:00 a.m.-1:00 a.m. and 6:00 p.m.-8:00 p.m. *Data is from MS FARS data

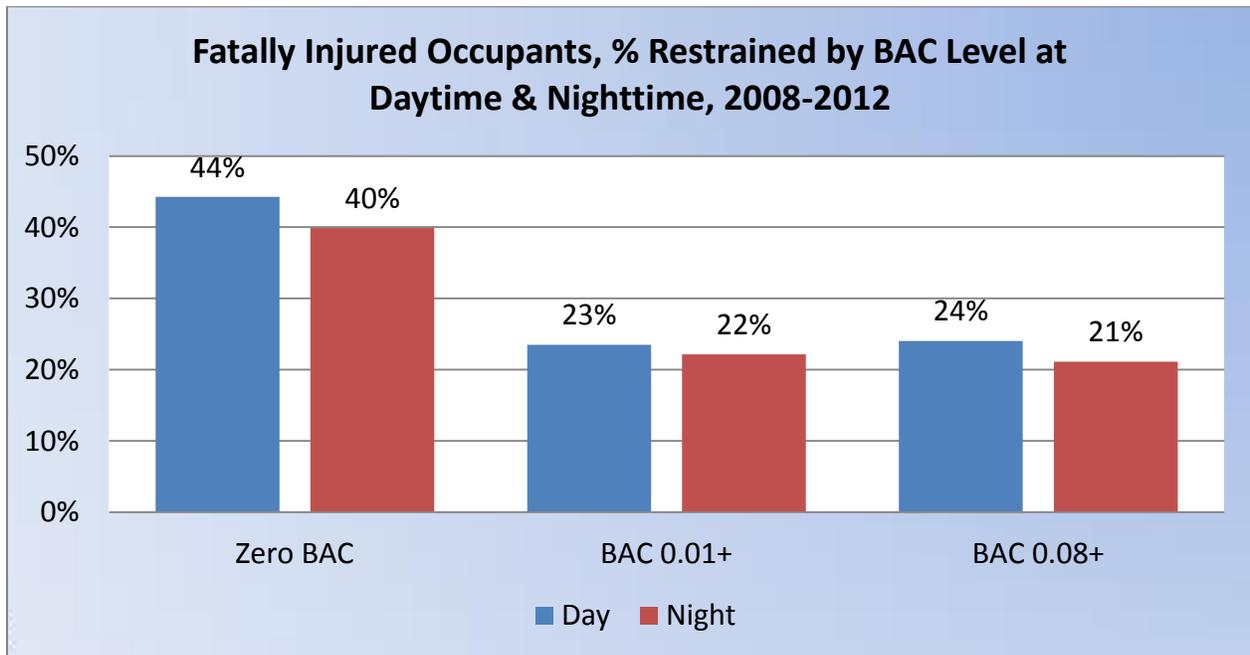
2012 Statewide Alcohol Related Fatalities Time of Day



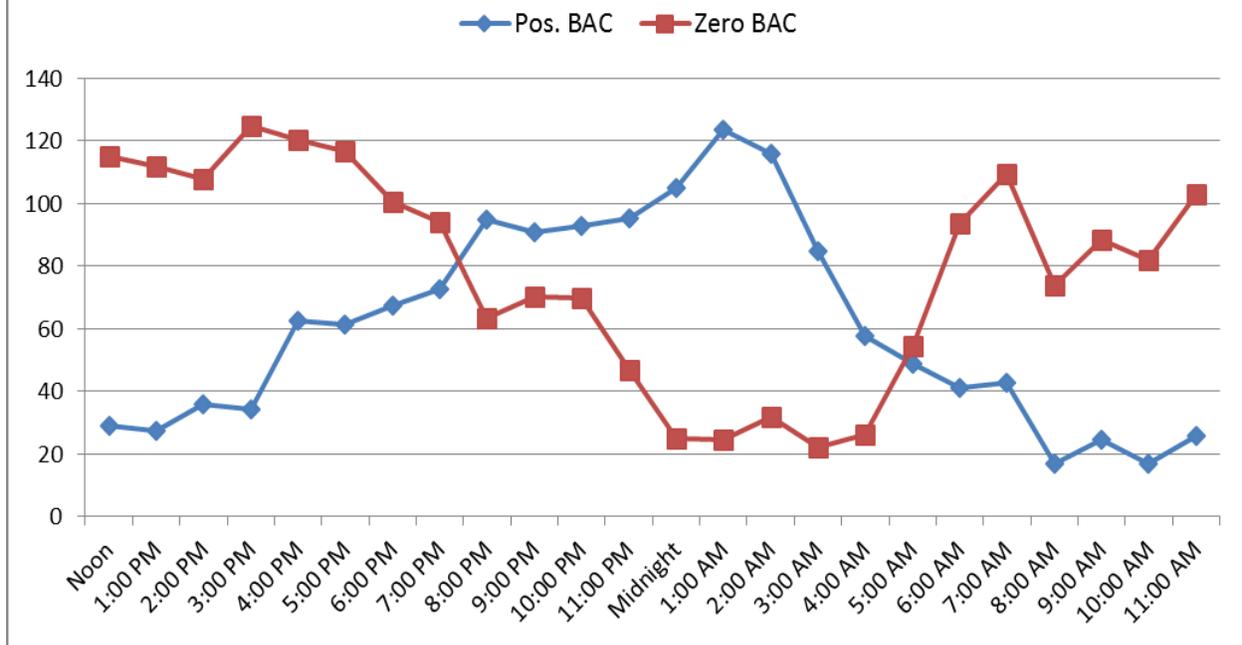
MS Belt Use by Fatally Injured Front Seat Outboard Occupant of Passenger Vehicle, by Time of Day, 2003-2012



The above chart shows the belt usage rate drop between the hours of 6:00 p.m. and 6:00 a.m., with the majority of those unbelted at 2:00 a.m. The following charts shows the correlation of fatally injured occupants and the use of alcohol, the higher the BAC level, the belt usage rate decreases, which increase the risk of a fatal injury.



MS Passenger Vehicle Driver Fatalities by Alcohol Involvement and Belt Use, by Time of Day, 2003-2012



Attributing Factors for Crashes:

There are many reasons that can attribute to fatalities and fatal crashes. Impaired Driving, lack of seatbelts, speed and motorcycles crashes are some of the State’s biggest attributing factors for crashes.

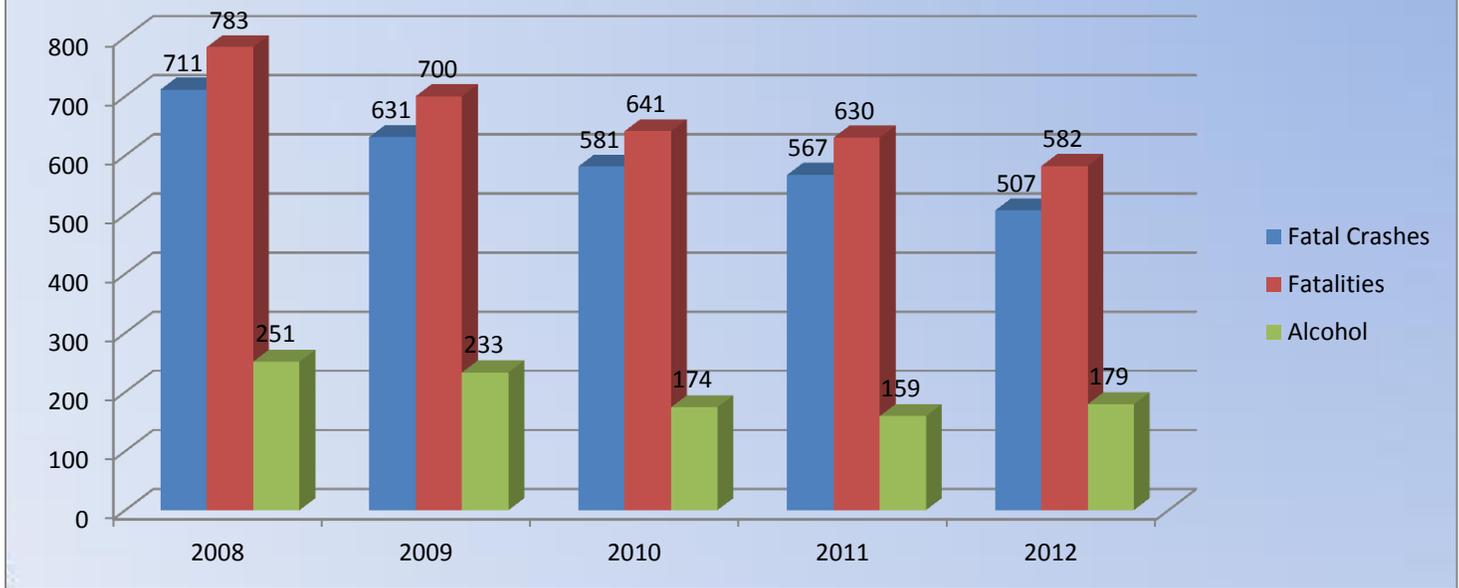
Impaired Driving:

Mississippi continues to see a decrease in fatal crashes and traffic fatalities. There was a 10.58% reduction in both fatal crashes and traffic fatalities in 2012 with 60 fewer fatal crashes and 48 fewer traffic fatalities. (See pages 44). Total fatal crashes decreased from 567 in 2011 to 507 in 2012. Fatalities went down from 630 in 2011 to 582 in 2012. Alcohol related fatalities increased from 159 in 2011 to 179 in 2012, with a BAC of .08 or greater.

The “Drive Sober or Get Pulled Over” public information and education campaign, coupled with strict traffic enforcement by State and local departments, documents that the State has made significant progress in reducing deaths on the roadways.

In Mississippi for 2012, 31% of all fatalities were alcohol related, while the national average was 41%. Currently (2012) alcohol related fatalities increased from 27% in 2011 to 34% in 2012 with a BAC of .08 or greater, putting the State near the national average of 34%. MOHS plans to continue in the efforts to reduce overall crashes, fatal crashes, injury and the economic losses caused by traffic crashes. Alcohol-related traffic crashes will continue to be a priority in program planning.

Fatal Crashes/Fatalities/Alcohol Related Fatalities



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

The number of alcohol deaths for this period decreased from 259 in 2008 to 179 and total traffic fatalities fell from 783 to 582.

In Mississippi for 2008, 38% of the fatalities were alcohol related, while the national average was 37%, and in 2009, 38% of the fatalities were alcohol related matching the national average, as can be seen in the next chart.

Mississippi Traffic Fatalities and Alcohol Involvement 2008 - 2012

Year	Fatal Crashes	Fatalities	Alcohol Related Fatalities	% of Alcohol Related Fatalities
2008	711	783	297	38 %
2009	631	700	264	38 %
2010	581	641	259	40 %
2011	567	630	163	26%
2012	507	582	179	31%

DUI Arrests and Citations:

The total number of DUI arrests decreased from 32,530 in 2008 to 29,552 in 2011 with a 3.47% increase in citations in 2012 to 30,577.

DUI Arrests In Mississippi 2008-2012



In 2012, there were 30,577 Mississippians arrested for DUI. Applying a 23.59% Out-of-State arrest rate, this produces an estimate of total arrests to be 37,790. A comparison chart is listed below.

Although, underage drinking and driving continues to be a major traffic safety problem, the number of underage DUI arrest is declining. In 2008, there were 2,615 under 21 DUI arrests, which was 8.0% of all DUI arrest for Mississippi. By 2012, the number has been reduced to 1,747 (5.93%) of all DUI arrests being with a person under the age of 21 years of age.

The chart below shows 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 underage Out-of-State arrests. Mississippi underage drivers accounted for 8% of the total Mississippi drivers arrested for DUI in 2012. The most alarming fact is that these young drivers are committing two serious offenses. First, drinking alcohol illegally and then driving under the influence!

2008 - 2012 DUI Arrests

Year	Total DUI Arrests	Underage 21 DUI	% Underage DUI
2008	32,530	2,615	8.0%
2009	32,099	2,145	6.7%
2010	33,153	2,240	6.7%
2011	29,552	1,801	6.1%
2012	30,577	1,747	5.7%

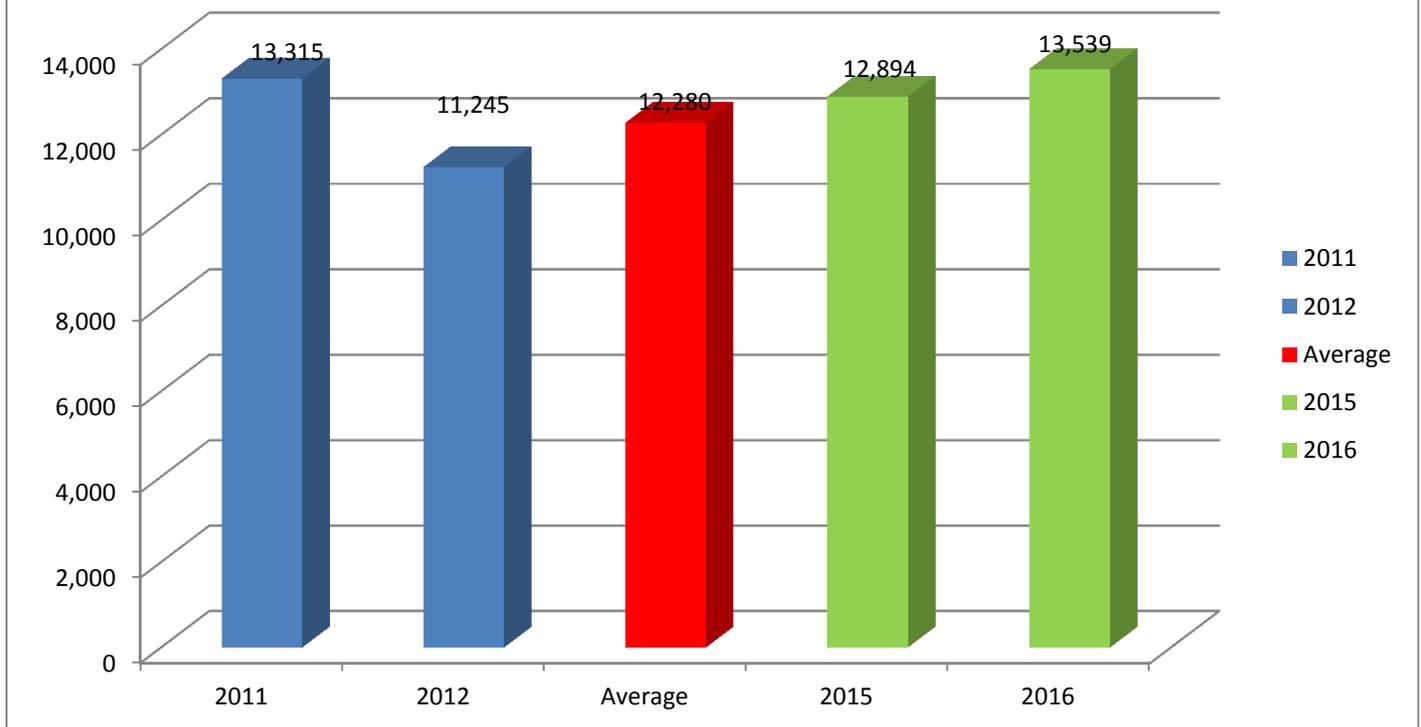
In the last six years DUI arrests have had up's and down's from a low of 24,851 in 2007 to a high of 33,153 in 2010 followed by a reduction to 29,476 in 2012. Grant funded citations decreased from 2011 from 13,315 to 11,245 in 2012, with an average of 12,280 for both years. The MOHS would like to set a target and emphasis on impaired driving citations for FY15 to reach 12,894 and start an upward trend toward a long term target of 13,539.

FY13 DUI ARREST BY MONTH & JURISDICTION

	MHP	CO	CITY	MISC	TOTAL
OCT	605	439	778	15	2,221
NOV	492	503	781	16	2,171
DEC	458	479	807	17	2,125
JAN	414	424	781	20	1,992
FEB	458	437	764	33	2,043
MAR	549	487	862	25	2,369
APR	446	476	809	25	2,193
MAY	463	517	741	9	2,173
JUN	482	442	676	19	1,939
JUL	491	396	708	13	1,887
AUG	431	393	761	12	1,859
SEP	205	331	586	20	1,342
TOTAL	5,494	5,324	9,054	224	24,314

The above chart shows the FY13 DUI arrest by Month and Jurisdiction for Mississippi, which includes the Mississippi Highway Patrol, county agencies, city municipalities and other law enforcement entities.

Grant Funded DUI Citations in Mississippi 2011-2012

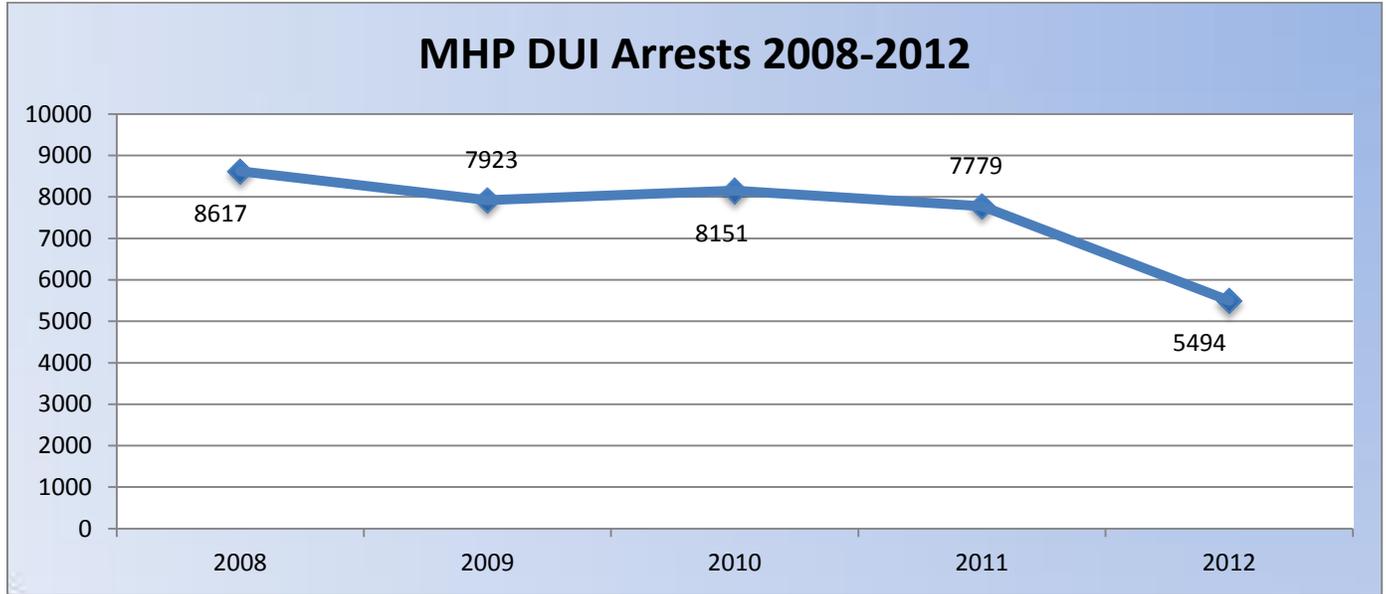


During 2011, the impaired driving enforcement programs funded by the MOHS issued 13,315 DUI citations and in 2012, 11,245 citations.

In 2008, MHP reached a high of 8,617, but the number for 2009 fell to 7,923. In 2010, MHP troopers made 8,151 DUI arrests and in 2011, MHP troopers issued 7,779 DUI citations. The numbers dropped to 5,494 in

2012 with the reduction of highway patrol on the state roadways. During FY15, the MHP plans to host a training academy for additional personnel and trained enforcement to become part of the MHP. With the increase in enforcement, the numbers of MHP arrest should increase in the coming years.

The sustained DUI enforcement projects initiated with MOHS funding has allowed the Mississippi Highway Patrol to maintain strict messages of zero tolerance for impaired driving.



BAC Testing and Results:

2012 Mississippi Fatalities by BAC Test Results and Person Type

BAC Test Result	Driver	Motorcycle Passenger	Motorcyclist	Passenger	Pedestrian	Wheelchair	ATV	Bicyclist	Grand Total
0.01	1								1
0.02	3				1				4
0.03	2								2
0.04	2		1						3
0.06	1								1
0.08			1	1					2
0.09	3								3
0.11	2			1					3
0.12	3								3
0.13	3								3
0.14	7		2	1					10
0.15	4			2					6
0.16	13		1		2				16
0.17	8		1						9
0.18	3			2	3				8

0.19	4		1		1				6
0.20	1		1				1		3
0.21	5				2				7
0.22	5		1	1	1				8
0.24	1		1						2
0.25	1				1				2
0.26								1	1
0.27	1								1
0.28	1								1
0.32					1				1
neg	48		8	4	5		1	1	67
no test	229	2	19	103	29	3	5	2	392
not stated	7			4	1				12
res unk	1								1
unknown	3				1				4
Grand Total	362	2	37	119	48	3	7	4	582

Conviction Rate:

The MOHS's primary goal is to assist State, local, non-profit organizations, community groups, institutions, colleges and universities in developing and implementing innovative highway safety programs which will in turn reduce the total number of fatal and serious injury crashes, including those that are alcohol related. The State is experiencing an increase in the overall conviction rate of DUI's in the State from 83.3% in 2011 to 92.1% in 2012.

Other analysis conducted by the MOHS Traffic Records Coordinator for Justice Courts throughout the State revealed a 92.1% conviction rate for 2012. Unfortunately, the State does not have a centralized electronic reporting system in which all dispositions for citations/arrests are instantly recorded, analyzed and evaluated on a routine basis.

During FY14, the MOHS hired a full time Judicial Outreach Liaison (JOL). The State anticipates continuing funding the JOL program in FY15, so that judicial training on traffic safety issues can be addressed. During FY15, the MOHS will also be piloting a court clerk liaison project, in an effort to determine the capabilities of the courts to comply with state laws regarding the receipt and timely documentation of DUI offenses in the system.

Ignition interlock is a sentencing option, but is not currently required for repeat offenders. As a result, ignition interlock is not being utilized in the sentencing of repeat offenders due to the lack of knowledge by judicial, lack of installation sites in the State and lack of monitoring process after sentencing. This is an issue that the JOL will help provide guidance and direction to the State judges. The passage of HB412 will increase the use of ignition interlock starting October 1, 2014.

As a part of the overall Highway Safety Impaired Driving Program, impaired motorcycle riders will be an in emphasis area the FY15 grant period. Officers will receive specialized training on the enforcement of impaired riders. MOHS will engage in an active public education and information campaign.

DUI arrests of Mississippi drivers are maintained on an automated driver history file, but Out-of-State driver arrests are not listed, due to the State having no jurisdiction over their driver licenses. Mississippi shares many border miles with Alabama, Tennessee, Arkansas and Louisiana. In addition, the gaming industry is located in some of these border areas and establishments offer free alcoholic drinks, thus raising Out-of-State DUI rates from 22% to almost 30% since gaming began.

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 the capability to compute estimates of total arrests for each year. The conviction rate for 2012 was at 92.1%. A special study has been conducted for Justice Courts that adjudicate MHP and sheriff DUI arrests.

The next chart shows that police/municipalities made 43.7% of the DUI arrest in 2012, with sheriff/county made up 26.3% and the Mississippi Highway Patrol made up 30.1% of all DUI arrests. The refusal rate continues to decrease during the previous three years from 24.2% in 2009 to 23.2% in 2012. There also seems to be a decline in 2nd and 3rd DUI's arrests. In 2010, 2nd DUI were at 10.1% and 2.4% for 3rd DUI's. Those have reduced to 9.7%.for 2nd DUI and 0.4% for 3rd DUI's in 2012.

Mississippi DUI Arrest Analysis by Rates 2007-2012

Year	Police %	Sheriff %	MHP %	Refusal Rate	Conviction Rate	DUI 1 st	DUI 2 nd	DUI 3 rd
2007	48.9%	24.0%	27.1%	24.5%	97.3%	87.6%	12.0%	0.4%
2008	46.4%	30.6%	23.0%	23.3%	86.4%	88.5%	11.1%	0.4%
2009	45.6%	27.6%	26.8%	24.2%	90.4%	88.0%	9.6%	2.4%
2010	44.7%	30.0%	25.3%	23.9%	88.9%	89.3%	10.1%	0.6%
2011	49.0%	24.5%	26.5%	23.5%	83.3%	89.5%	10.1%	0.4%
2012	43.7%	26.3%	30.1%	23.2%	92.1%	89.9%	9.7%	0.4%

Felony DUI's (3rd offense) are mandated to be reported by the Circuit Court where the conviction occurred to the Department of Public Safety. However, most DUI abstracts come from Justice or Municipal courts. Therefore, the reported felony rate is very low (less than 1%). Historically, first offense DUI's have been about 67% of the total DUI offenses, before third offenses became a felony. The first offense DUI statistics show that they are over 80% of arrests.

The following chart identifies statewide total DUI arrests, DUI refusal rate, BAC testing, and Conviction rate over the last 5 years:

Statewide DUI Arrests, BAC Data and Conviction Rate

Year	Total DUI Arrests	BAC Refusal Rate	DUI Refusals	BAC DUI's Tested	Conviction Rate
2007	24,851	24.5%	6,088	18,763	97.3%
2008	32,530	23.3%	7,579	24,951	86.4%
2009	32,099	24.2%	7,768	24,331	90.4%
2010	33,153	23.9%	7,924	25,229	88.9%
2011	29,552	23.5%	6,945	22,607	83.3%
2012	30,577	23.2%	7,094	23,483	92.1%

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 the roadways. Seat belts remain one of the best defenses against impaired drivers. Whether being a crime victim or crash victim, all citizens ultimately pay the societal costs for health care and public safety resources.

In summation, all the alcohol traffic safety indicators show a positive change from 2007 to 2012. The most recent "Drive Sober or Get Pulled Over" public information and education campaign, coupled with strict traffic enforcement by State and local departments, document that the State has made significant progress in reducing deaths and injuries on MS roadways.

Occupant Protection

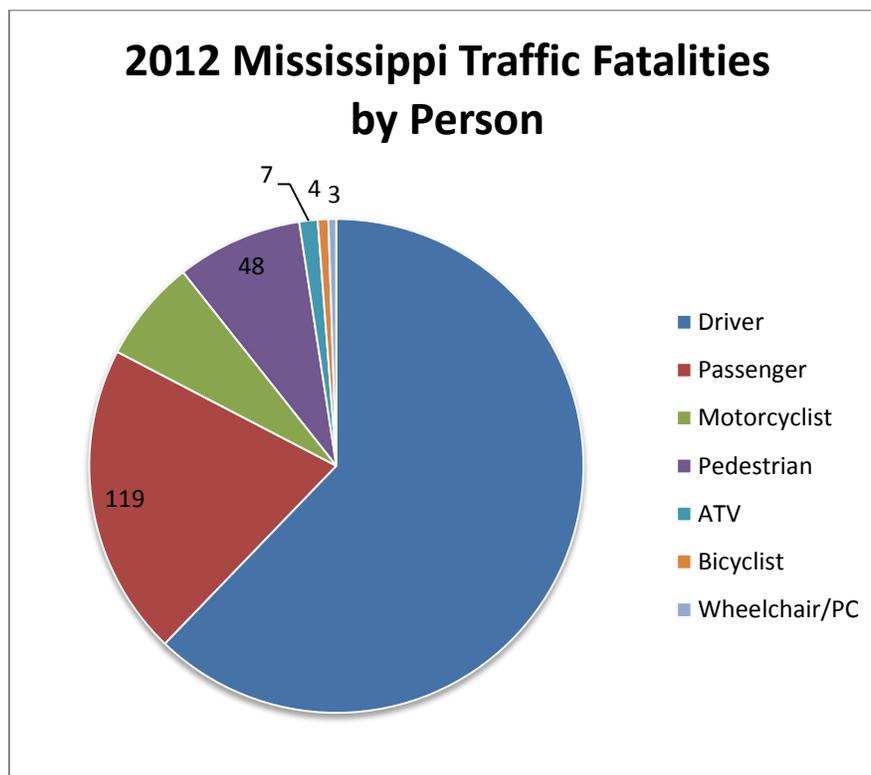
On May 27, 2006, Mississippi became the 22nd State to implement a primary safety belt law. With its adoption, Mississippi qualified for \$8.7 million dollars in incentive funds for traffic safety.

Historically, most of the drivers and passengers that die in traffic crashes are not belted. Although, safety belts cannot save all persons, it is estimated that fatalities are in fact reduced 50 to 65 percent when safety belts are used and becoming injured rather than killed. In 2012, there were 6,247 serious injuries and 77.6%, or more than 3 out of every 4, were wearing safety belts. This documented rate of usage in trauma data shows the effectiveness of seat belts. However, the 56 young drivers and passengers ages 16 to 20 that were killed were unbelted at an alarming rate of 77%. Many of these young motorists could have been saved by the seat belt.

There were 463 drivers sustaining life threatening injuries (A level) in 2012. These constituted those persons that would have died if not for EMS response within the “golden” hour after traumatic injury. Forty-three percent (43%) were belted and subsequently, did not become a fatality.

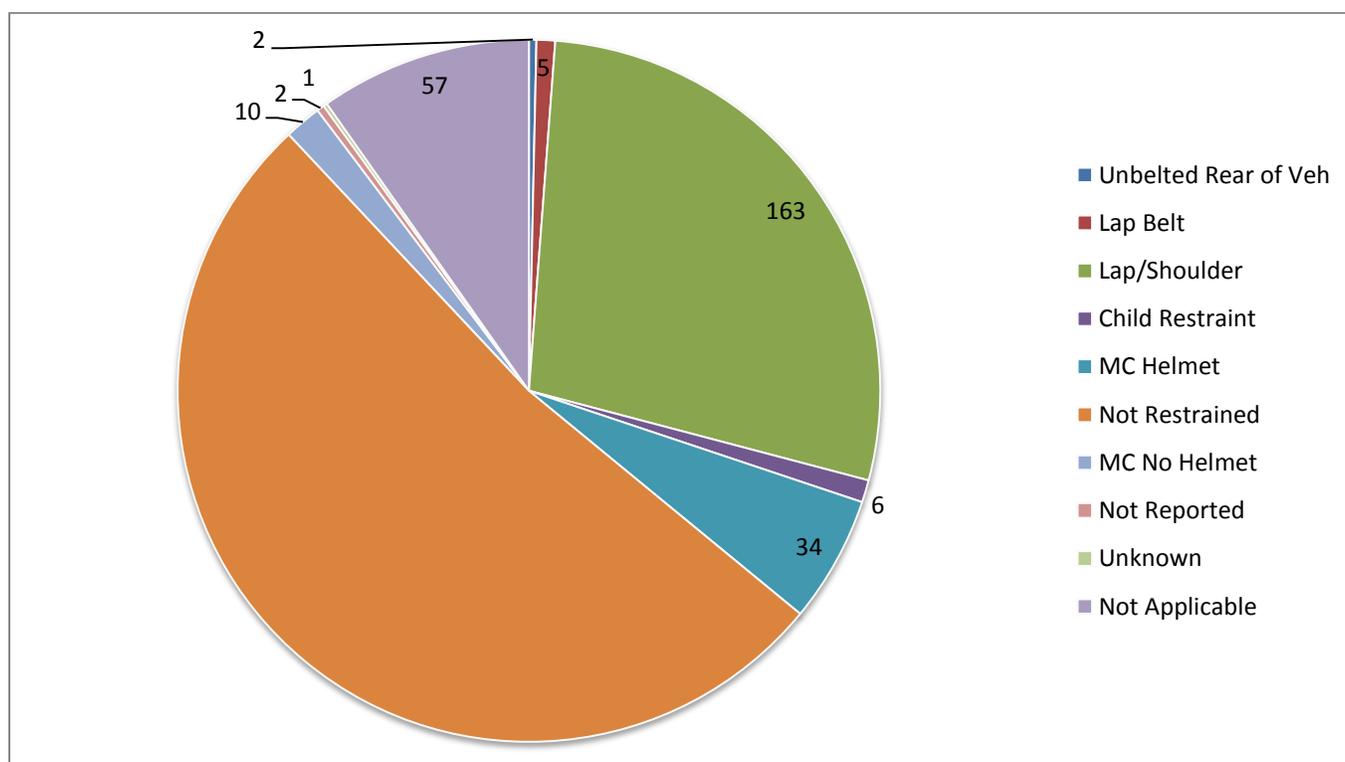
During 2012, there were 4,112 drivers with moderate injuries (B level) and over four out of five were belted (76.1%). Most of these were transported by EMS to medical centers for observation and/or emergency room care. Moreover, there were 13,840 drivers with minor injuries (C level), with a belt rate of 93%. These statistics document the fact that as belt use increases, the severity of injury decreases.

There is no doubt that seat belts save lives and/or reduce injury. With sustained statewide law enforcement, coupled with public information and education, Mississippi stands poised to save hundreds of lives and reduce thousands of injuries each year from increased safety belt usage by motorists.



Occupant Protection	Person Type							Total
	Driver	Passenger	Motorcyclist	Pedestrian	ATV	Bicyclist	Wheelchair/PC	
Unbelted Rear of Veh			2					2
Lap Belt	1	4						5
Lap/Shoulder	136	27						163
Child Restraint		6						6
MC Helmet			32		2			34
Not Restrained	222	80						304
MC No Helmet			5		5			10
Not Reported	2							2
Unknown	1							1
Not Applicable		2		48		4	3	57
Grand Total	362	119	39	48	7	4	3	582

2012 Mississippi Fatalities by Restraint Usage

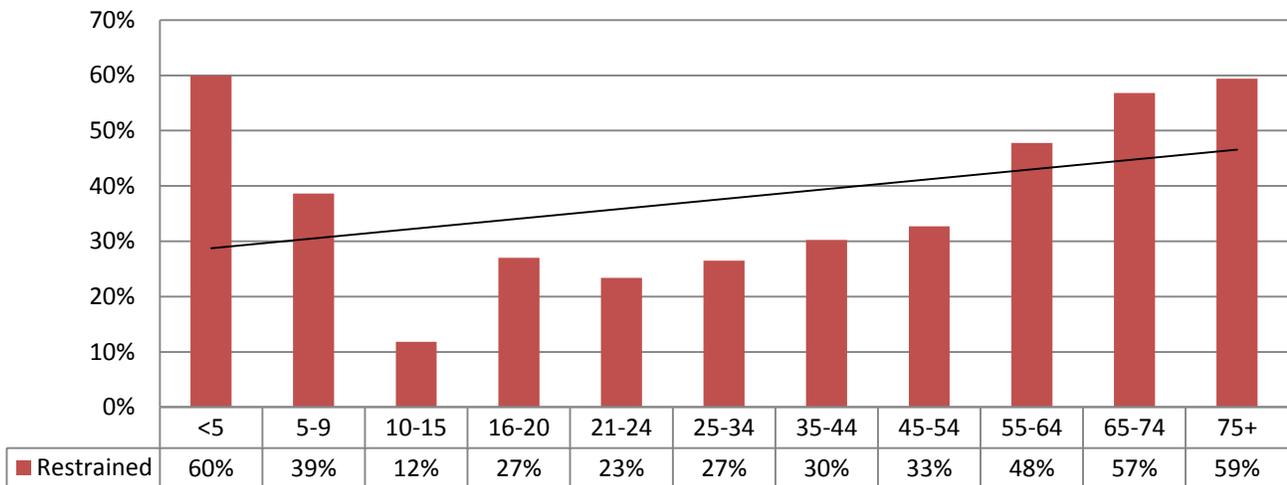


There were 481 motor vehicle fatalities, excluding motorcycles in 2012, with 307 total occupants not restrained (302 known and 5 unknown/not reported), which represents 63.8% unbelted. Of the 307 unrestrained occupants, there were 225 drivers (222 known and 3 unknown/no reported), which makes up 62.2% unbelted. There were 82 unrestrained passengers (80 known/ 2 unknown/no reported), which represents 68.9% unbelted.

Mississippi Occupant Protection Comparison Facts 2010 – 2012

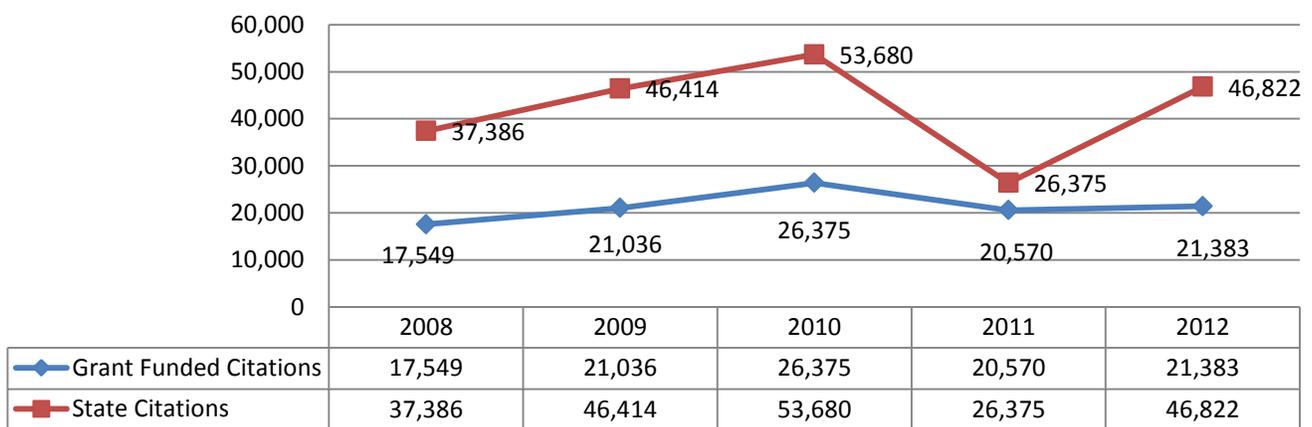
	2010	2011	Change	2012	Change
Fatal Crashes	582	567	-7.92%	507	-11%
Fatalities	641	630	-8.43%	582	-8
Seat Belt Citations	53,680	26,375	15.65%	46,822	78%
Child Restraint Citations	10,970	4,074	-2.38%	8,852	115%
Fatalities not Belted	62.40%	59.0%	-5.30%	62.8%	3.8%
Ages 16 – 20 Killed and not Belted	81.30%	59.3%	4.00%	80%	20.7%

Percent of Fatally Injured Passengers Restrained Five Year Total

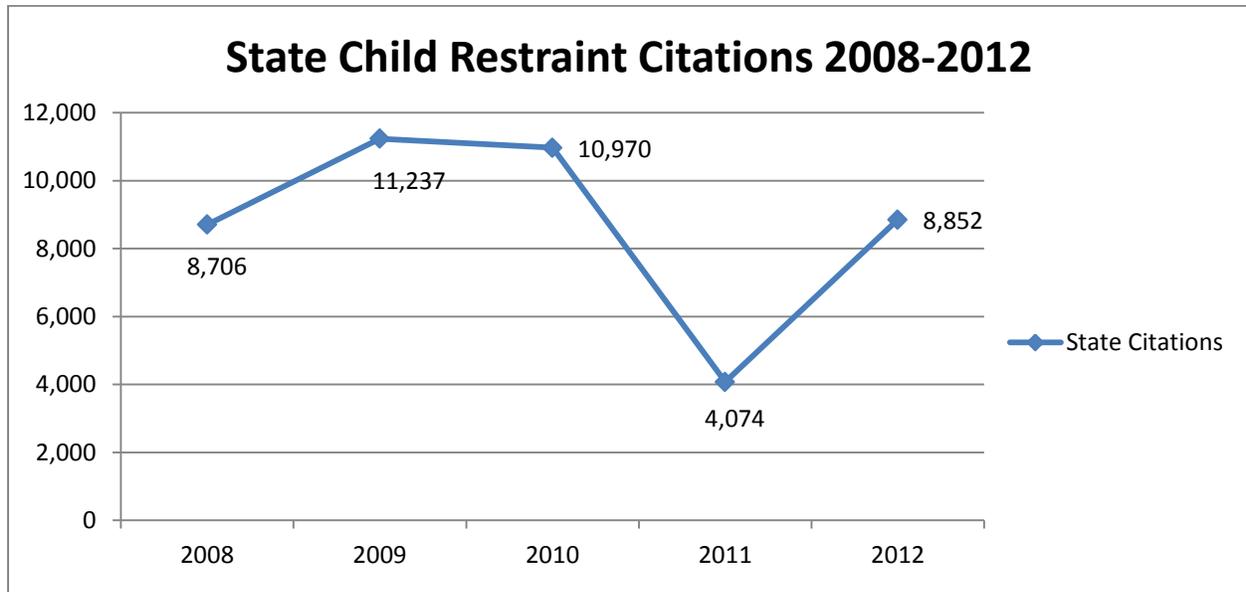


Occupant Protection Citations:

Grant Funded Seatbelt vs. Statewide Citations 2008-2012



The above chart shows the grant funded citations v. statewide citations for 2008-2012. The data shows a decrease in grant funded citations from the high of 26,375 in 2010 to 20,570 in 2011, but the number of grant funded citations rose in 2012 to 21,383. The numbers in 2011 also took a large decrease in state wide seatbelt citations from a high of 53,680 in 2010 to a low of 26,375 in 2011. Both statewide and grant funded citations were on the rise in 2012.



The chart above shows the statewide child restraint citations from 2008-2012. Just like the overall seatbelt citations, in 2011 the child restraint citations show a large decrease from 10,970 in 2010 to an all-time low of 4,074. The child restraint citations increased in 2012 to 8,852.

*The MOHS began tracking grant funded child restraint citations in 2012 for evaluation purposes. In 2012, the MOHS grant programs issued 3,427 child restraint citations.

Mississippi Usage Rate:

Occupant Protection continues to be a priority emphasis area for NHTSA and for the MOHS. The 2013 seat belt usage rate for Mississippi is 74.4%, which dropped from several years of higher seat belt usage rates and an all-time seat belt usage rate of 83.2% high in 2012.

The next chart shows the 2012 Mississippi Occupant Protection fatalities by age and belt usage. The areas of greatest concerns for the MOHS in occupant protection are the age groups of 10-15 year olds and 16-20 year olds.

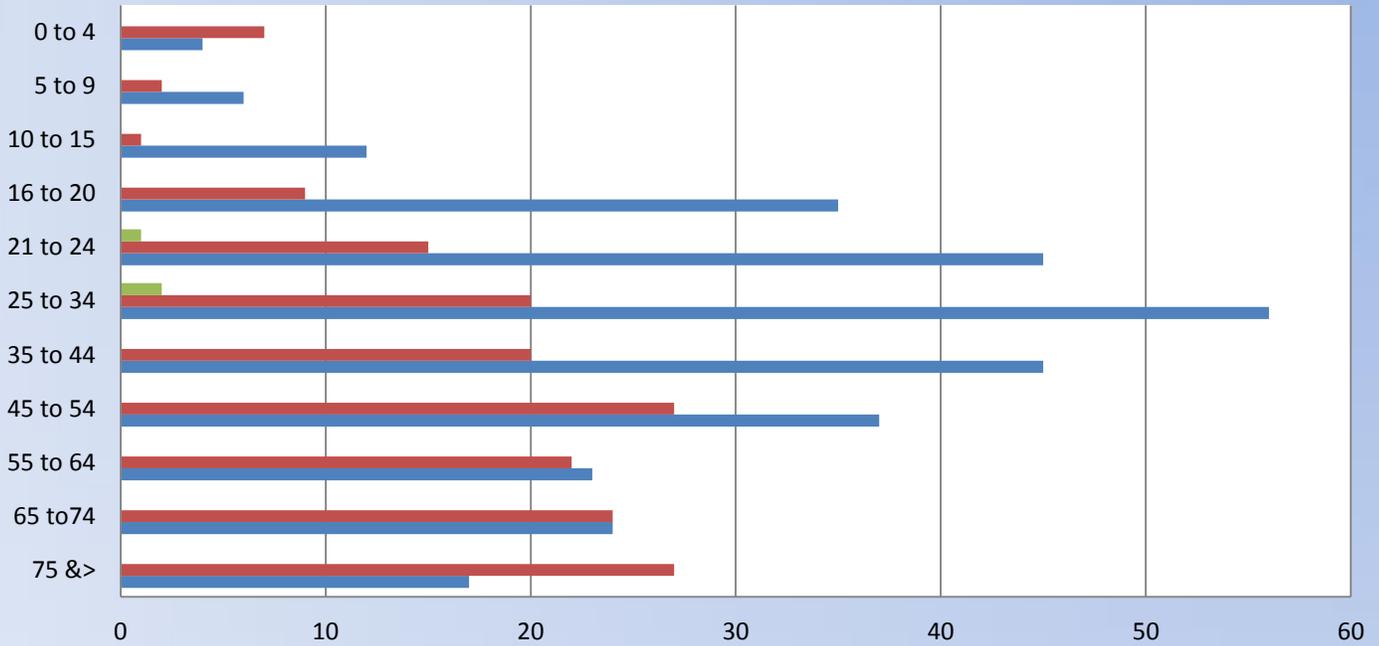
During FY15, the MOHS plans to create programs with major emphasis in these two age groups through a variety of projects, public information and education and media campaigns to help increase usage in these areas and reduce to deaths among these age populations.

The 10-15 year old population had 13 deaths in 2012, which is a relatively low number, but when looking at the belt usage rate among this age group, the unbelted rate was 85%. If this age group was belted, the number of fatalities may have been drastically decreased.

Teenagers (ages 16 to 20 actually) were 11.9% of occupant deaths, while being only 6.2% of the licensed drivers. There 44 fatalities in 2012 within the 16-20 population, with 80% of the fatalities being unbelted.

Young adults, ages 21 to 24, had 61 fatalities and were 9.7% of occupant deaths with 74% unbelted. The lowest unbelted rates were among the age groups of 0-4 years of age, with 20% being unbelted and 5-9 years old being unbelted 33% of the time. Mississippi's senior adults also had a lower rate of being unbelted, at 39% of the time.

Mississippi Occupant Fatalities by Age-2012



	75 &>	65 to 74	55 to 64	45 to 54	35 to 44	25 to 34	21 to 24	16 to 20	10 to 15	5 to 9	0 to 4
unknown	0	0	0	0	0	2	1	0	0	0	0
Belted	27	24	22	27	20	20	15	9	1	2	7
Unbelted	17	24	23	37	45	56	45	35	12	6	4

The legislature has debated a measure to mandate all juveniles under 18 be restrained in all seating positions. Presently, the law only covers to age eight in the rear seats.

Mississippi teenagers and young adults under age 35 represent significant traffic safety problems concerning seat belts. Of the occupant deaths ages 25 to 34, 98 young adults were killed and had an unbelted rate of 72%. Deaths of the ages from 35 to 44 were unbelted 69% of the time.

Youth/Teen High Risk Populations:

Restraint Use Among Fatally Injured Occupants 2008-2012				
Age Group	N	Used	Not Used	Unknown
<5	45	60%	40%	0%
5-9	44	39%	61%	0%
10-15	68	12%	88%	0%
16-20	319	27%	73%	<1%
21-24	252	23%	76%	1%
25-34	505	27%	73%	<1%
35-44	391	30%	70%	0%
45-54	416	33%	65%	2%
55-64	297	49%	52%	0%
65-74	192	57%	43%	0%
75+	187	59%	41%	0%
TOTAL	2,716	35%	65%	0%

The chart above shows the restraint use among injured occupants 2008-2012 by age. The age groups of 5-9, 10-15 and 16-20 are some of the highest non-usage rates among the fatalities. Based on data, the MOHS has selected the 10-15 year old and 16-20 year old populations for special focus during the FY15 grant year.

Mississippi will be focusing on the counties listed below during the FY15 year, as they represent the Top 25 counties with unbelted teen drivers. During 2010-2012, there were 152 teens killed. Out of 152 teens killed, 107 were unbelted, which represent 75% of all fatal crashes were unbelted.

Teens Ages 15 to 20 Killed - 2012							
County	Driver	Passenger	Total	County	Driver	Passenger	Total
Alcorn	1	1	2	Marshall	2		2
Benton		2	2	Neshoba	1		1
Clarke	1		1	Newton	1		1
Copiah	1		1	Oktibbeha		1	1
George	1	1	2	Pearl River	1		1
Greene		4	4	Rankin	1	1	2
Harrison	2		2	Scott	1		1
Hinds	2	2	4	Simpson	1		1
Jackson	3		3	Stone	1		1
Jones	1		1	Tate		1	1
Lafayette	2		2	Tishomingo	1		1
Lauderdale	1	2	3	Union	1		1
Leake	1		1	Warren	3		3
Lincoln	1		1	Washington	1	1	2
Madison		1	1	Yazoo	1		1
Marion	1	1	2	Total	34	18	52

Impoverished Areas-High Risk Population:

The Mississippi Delta is the distinctive northwest section of the state of Mississippi that lies between the Mississippi and Yazoo rivers. The region has been called “The Most Southern Place on Earth” (“Southern” in the sense of “characteristic of its region, the American South”) because of its unique racial, cultural, and economic history. It was once of the richest cotton-growing areas in the nation. Before the American Civil War (1861-1865), the region attracted many speculators who developed land for cotton plantations; they became wealth planters dependent for labor on black slaves.

The majority of residents in several counties across the region are African American, which is one reason that the Delta region was selected. The agricultural economy does not support much business, and the region has worked to diversify. The strong musical tradition of African Americans developed blues and jazz. At times the region has suffered heavy flooding from the Mississippi River, notably in 1927 and 2011.

It includes all or part of the following counties: Washington, Desoto, Humphreys, Carroll, Issaquena, Panola, Quitman, Bolivar, Coahoma, Leflore, Sunflower, Sharkey, Tunica, Tallahatchie, Holmes, Yazoo, and Warren. The area of the Delta is considered rural area of the State, due to the lack of major industry and jobs in the area. The citizens of the Delta rely heavily on agriculture and farming. The Delta is rich in farm land and resources, but has very few urbanized areas.

In recent years, due to the growth of the automobile industry in the South, many parts suppliers have opened facilities in the Delta (as well as on the Arkansas Delta side of the Mississippi River, another area of high poverty). The 1990s legalization of casino gambling in Mississippi has boosted the Delta’s economy, particularly in the areas of Tunica and Vicksburg.

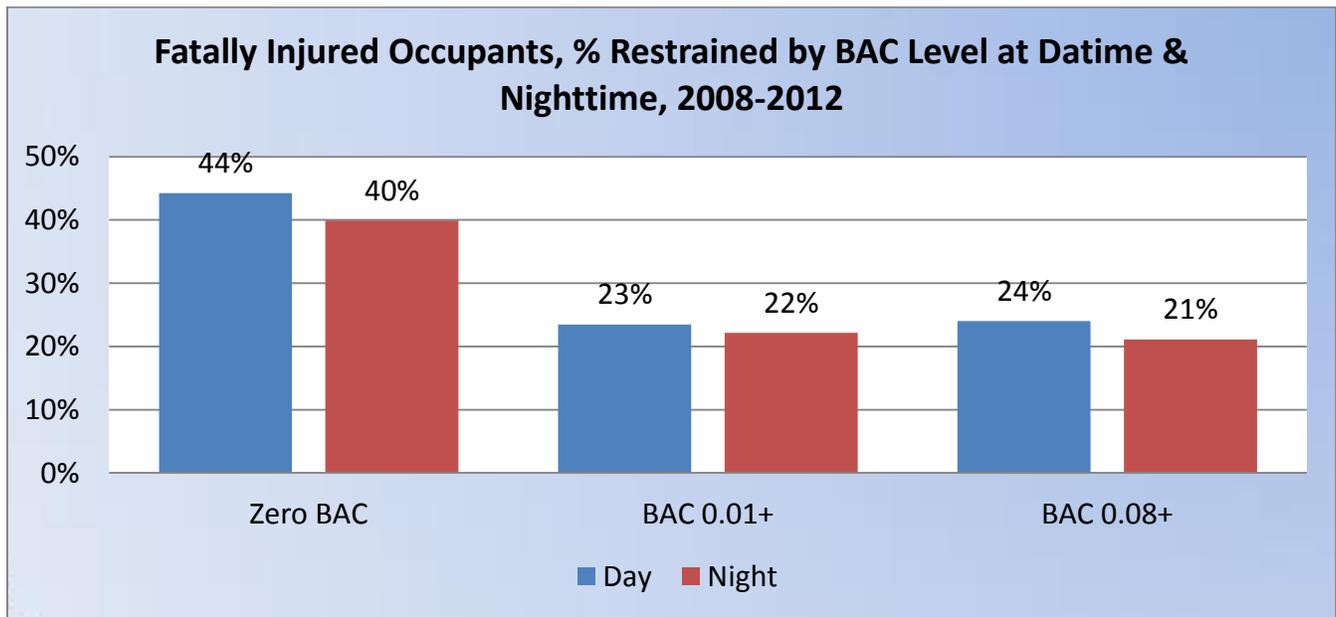
Survey County	Population	Per Capita Income	Median Household	Persons Below Poverty Level	Seatbelt County
Desoto County	168,240	\$25,073.00	\$58,851.00	10.2%	57.20%
Panola County	34,402	\$17,146.00	\$36,147.00	27.2%	54.30%
Prentiss County	25,388	\$17,546.00	\$33,294.00	24.3%	60.20%
Leflore County	31,607	\$12,972.00	\$23,659.00	39.3%	60.30%
Pontotoc County	30,897	\$17,745.00	\$40,260.00	15.6%	70.80%
Lee County	85,340	\$22,119.00	\$41,242.00	18.3%	71.70%
Chickasaw County	17,311	\$16,396.00	\$31,028.00	26.6%	68.60%
Holmes County	18,428	\$12,278.00	\$22,335.00	42.6%	71.70%
Madison County	100,412	\$32,637.00	\$60,195.00	13.6%	81.10%
Hinds County	244,899	\$20,589.00	\$38,152.00	24.2%	76.70%
Rankin County	146,767	\$27,051.00	\$57,593.00	11.4%	75.00%
Pike County	40,014	\$18,797.00	\$35,212.00	26.2%	84.00%
Perry County	12,131	\$17,366.00	\$35,942.00	20.5%	85.30%
Hancock County	45,566	\$22,898.00	\$43,727.00	19.7%	79.70%
Harrison County	196,500	\$23,378.00	\$43,593.00	18.2%	93.00%
Jackson County	146,450	\$24,158.00	\$49,750.00	15.4%	95.70%

In FY12, Mississippi had 3,794 crashes with injuries and 56,849 non-injured crashes in the Delta region. Of those crashes, 300 were unbelted, which represents 12% of the total of the crashes.

According to the 2013, Mississippi Seatbelt and Motorcycle Helmet Survey conducted by Mississippi State University, 3 counties within the seatbelt survey are located in the Delta region. All three were well below the Mississippi seatbelt percentage rate of 74.4% and below the national average of 85%.

Night Time Usage-High Risk Population:

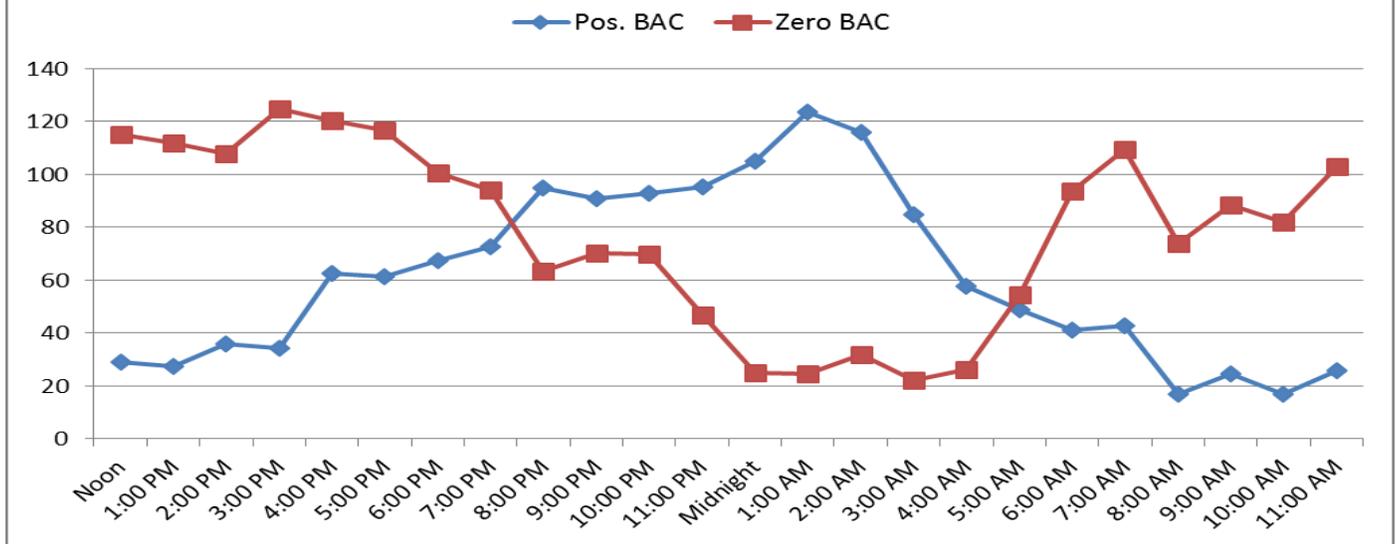
The graph below shows that belt use at nighttime is lower than daytime among Mississippi occupants, regardless if they are drinking or not. The data also shows in this graph that Mississippi drivers that are driving while drinking are far less likely to use a seat belt at night or day.



The red bar shows that unrestrained drivers that have not been drinking are mostly injured during daylight hours. These drivers are the usual target of our *daytime* CIOT efforts.

The blue bar shows that unrestrained drivers who have been drinking are killed, by-and-large, in the evening hours and they peak around midnight to about 3 AM. The blue bar in the figure below indicates that a substantial portion of unbelted fatalities in Mississippi are both unrestrained and BAC+. In other words, nighttime seat belt enforcement efforts must be ready to encounter BAC+ drivers.

MS Passenger Vehicle Driver Fatalities by Alcohol Involvement and Belt Use, by Time of Day, 2003-2012



Mississippi Seatbelt Surveys:

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

Overall Seatbelt Survey:

In the following charts, the 2013 usage surveys charts are provided for overall seatbelt usage rate, teen and child restraint usage. In the overall seatbelt usage rate, the rate dropped to 74.4% in 2013, with the northern part of the State still being a major focus area with most of the survey areas being less than 60.3% usage. The southern part of the State remains to have some of the highest rates for seatbelt usage, with most above 80% usage rates and some above the national average.

Child Restraint Survey:

For the 2013 Child Restraint Survey, the forty municipalities were selected to be surveyed where the observed rate was 83.9% with 8,517 children observed and 7,153 belted.

Teen Seatbelt Survey:

For the 2013 Teen Seatbelt Usage Rate Survey, the observed rate for the teen population was 60.5% with 3,702 vehicles and 5,019 occupants observed. These counties were based on the top teen fatalities areas in 2008-2011.

Night Time Seatbelt Survey:

In May 2014, the MOHS surveyed for the first time the night time belt usage. The MOHS used a dual observation approach, which included a day and night survey to determine the difference in the day vs. night in the same locations, with the same surveyors. The observed rate for day belt usage rate was 79.9% and the night time belt usage was 76.7% for May 2014.



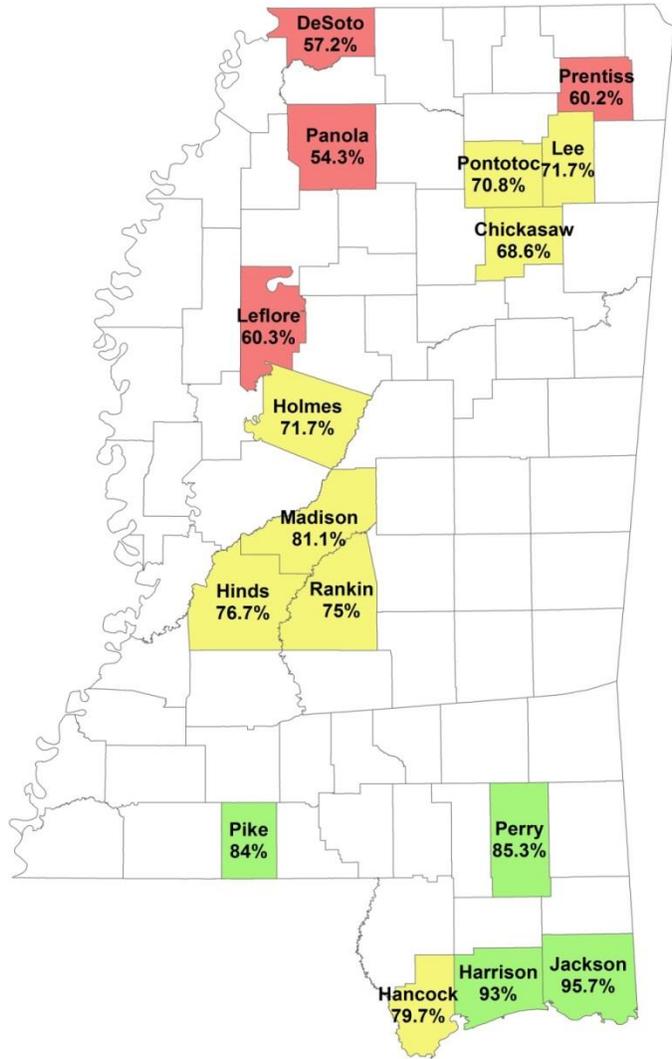
**2013 Mississippi Occupant Protection
Survey Map**

**State Average
74.4%**

**Percentage of Belted
Occupants Observed**

- 54.3% – 60.3%
- 60.4% – 81.1%
- 81.2% – 95.7%

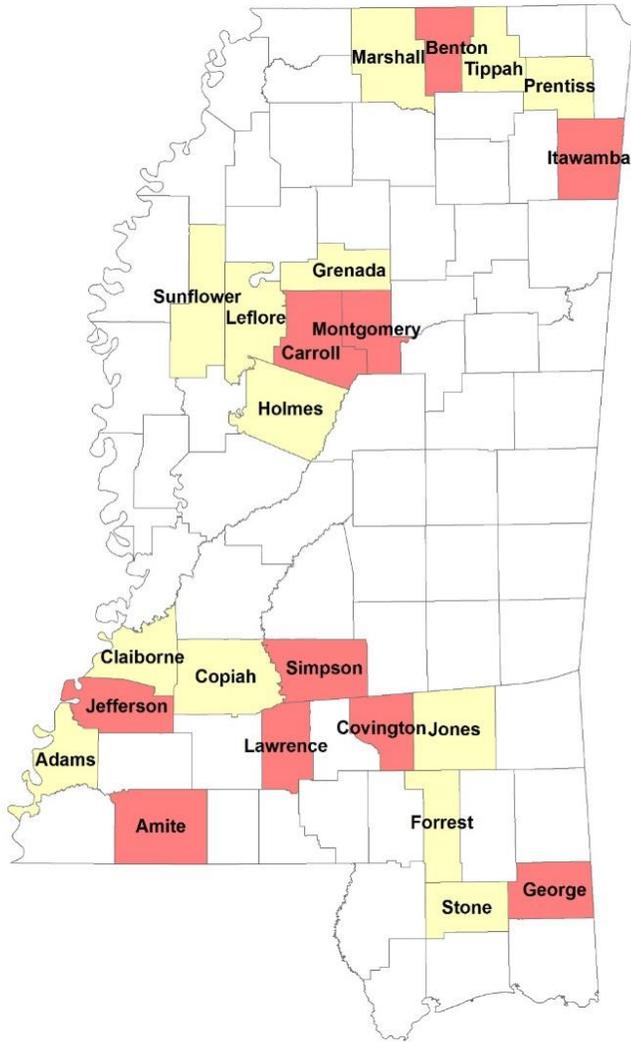
Vehicle Type	Vehicles Observed	Occupants Observed	Percent Belted
Passenger Car	6,704	8,112	76.4%
Pickup	4,062	4,912	68.3%
SUV	3,398	4,233	80.2%
Van	1,072	1,413	80.1%
Total	15,236	1,8670	74.4%



County	Percent	n	County	Percent	n
Chickasaw	68.6%	793	Leflore	60.3%	539
DeSoto	57.2%	1,983	Madison	81.1%	1,192
Hancock	79.7%	942	Panola	54.3%	1,370
Harrison	93.0%	1,593	Perry	85.3%	637
Hinds	76.7%	1,695	Pike	84.0%	830
Holmes	71.7%	989	Pontotoc	70.8%	768
Jackson	95.7%	1,347	Prentiss	60.2%	556
Lee	71.7%	1,496	Rankin	75.0%	1,940

2013 Teen Seatbelt Usage Rate Survey

Areas selected for the Teen Seatbelt survey were based on the top counties for teen fatalities in 2008-2011.



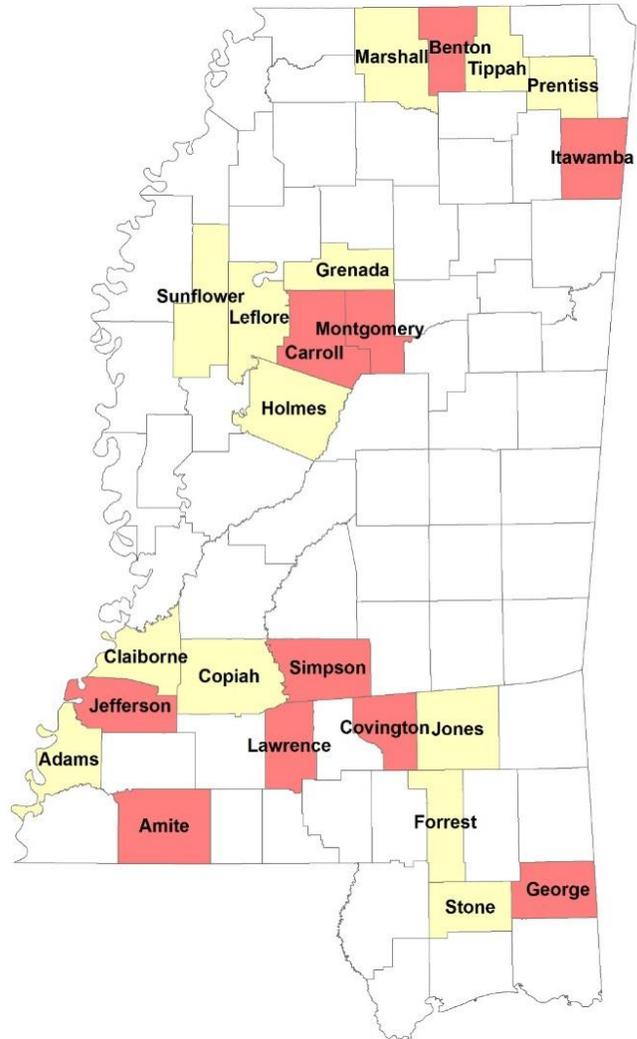
Vehicle Type	Vehicles Observed	Occupants Observed	Percent Belted
Passenger Car	1,939	2,578	59.8%
Pickup	841	1,134	50.7%
SUV	798	1,129	70.5%
Van	124	178	68.5%
Total	3,702	5,019	60.5%

Age	Belted Drivers		Belted Passengers		Belted Totals		
	Male	Female	Male	Female	Driver	Pass.	Totals
16 to 20	48.3%	65.2%	45.5%	63.4%	57.5%	55.8%	57.1%
n =	921	1,082	231	315	2,005	545	2,550
Over 20	56.0%	68.3%	62.4%	65.6%	63.9%	64.0%	64.0%
n =	596	1,086	378	389	1,686	769	2,455

2013 Teen Seatbelt Usage Rate Survey-Wave 2 (Spring 2014)

Areas selected for the Teen Seatbelt survey were based on the top counties for teen fatalities in 2008-2011.

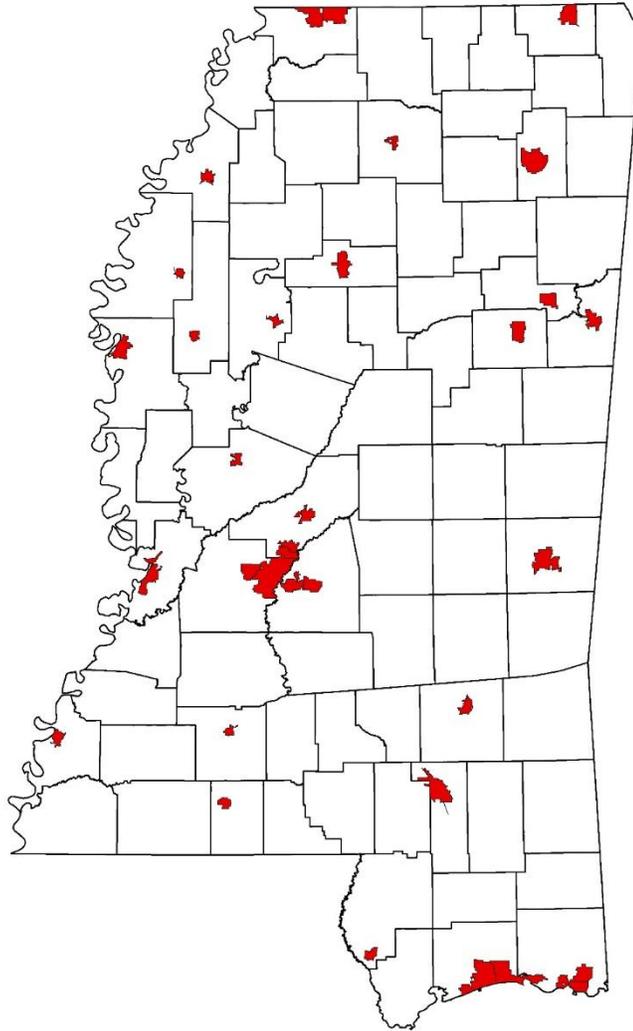
Vehicle Type	Vehicles Observed	Occupants Observed*	Percent Belted*
Passenger Car	1,856	2,382	58.6%
Pickup	817	1,072	46.2%
SUV	835	1,162	67.0%
Van	105	161	64.6%
Total	3,613	4,777	58.1%



Age	Belted Drivers		Belted Passengers		Belted Totals		
	Male	Female	Male	Female	Driver	Pass.	Totals
16 to 20	48.3%	65.2%	53.7%	62.5%	57.5%	58.5%	57.8%
n =	921	1,082	367	469	2,005	837	2,842
Over 20	56.0%	68.3%	44.4%	64.7%	63.9%	57.7%	63.5%
n =	596	1,086	45	85	1,686	130	1,816

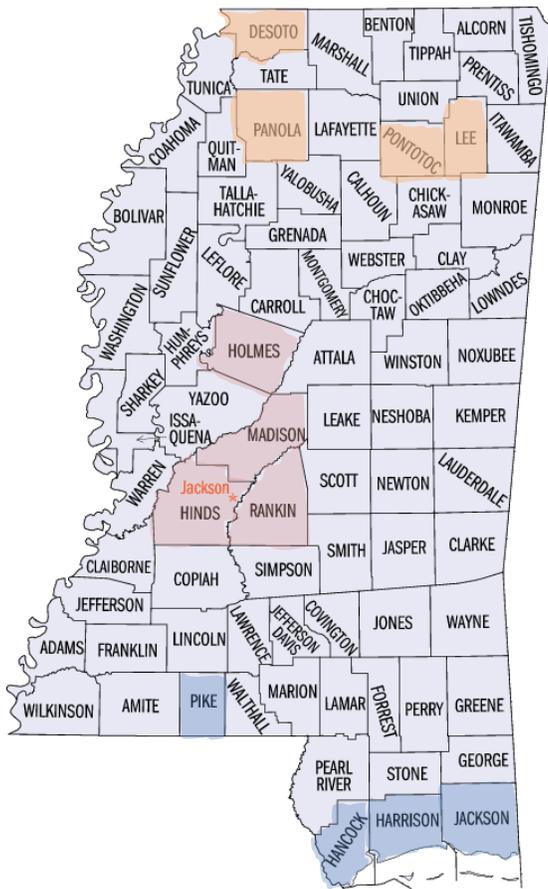
2013 Child Restraint Survey

Forty municipalities with populations of 10,000 and above were selected for the 2013 Child Restraint Survey.



Seating Position of Child	Children Observed		Children Restrained	
Front Seat	1,796	21.1%	1,233	68.7%
Back Seat	6,721	78.9%	5,910	87.9%
Totals	8,517	100%	7,153	83.9%

Mini Sample Counties and Number of Occupants Observed at Day and Night



	AT NIGHT	AT DAY
County (Number of Observation Sites)	Number of Occupants Observed	Number of Occupants Observed
Northern Region (8 sites)	607	2,291
Desoto (3 sites)	387	900
Panola (1 site)	94	460
Pontotoc (2 sites)	27	426
Lee (2 sites)	99	505
Middle Region (12 sites)	557	2,515
Holmes (1 site)	39	114
Madison (3 sites)	109	592
Hinds (5 sites)	305	1,306
Rankin (3 sites)	104	503
Southern Region (10 sites)	1,272	3,578
Pike (1 site)	40	284
Hancock (1 site)	49	109
Harrison (5 sites)	815	2,064
Jackson (3 sites)	368	1,121
Total (30 sites)	2,436	8,384

Overall

Raw Average (raw)
Sites Weighted (1:1)

Nighttime Usage Daytime Usage

76.7% 79.9%
74.6% 79.2%

4.6 point
difference

Front Seat Occupant Type Nighttime Usage Daytime Usage

Drivers (raw) 75.4% 80.2%
Passenger (raw) 81.4% 79.0%

Road Type Nighttime Usage Daytime Usage

Interstate Ramps (raw) 81.2% 88.1%
Principal Arterials (raw) 75.2% 76.1%
Minor Arterials (raw) 78.0% 79.3%

Speed:

NHTSA defines speeding as driving too fast for conditions or exceeding the posted speed limit. The MOHS Police Traffic Services Program plans to increase enforcement, education, and training in traffic enforcement and effective adjudication, thereby reducing the incidence of aggressive and improper driving, including speed.

Traffic enforcement has been a long mainstay of the police profession. Increasing community demands on law enforcement agencies, rising crime rates, and shifting priorities have begun to direct resources away from traffic enforcement. MOHS, along with all awarded agencies, will implement activities in support of national highway safety targets to reduce motor vehicle related fatalities.

The requirements include: national law enforcement mobilizations and sustained enforcement of statutes addressing impaired driving, occupant protection and driving in excess of posted speed limits activities dependent upon the funding source of the contract. All awarded contracts are required to complete the HVE Compliance which defines the mobilizations and sustained enforcement activities.

In addition to solving crimes, traffic enforcement works to reduce the huge human and financial cost of automobile crashes. With an average cost of \$150 billion per year, more people are killed each year in traffic crashes (a fatality every 13 minutes) than by murder (one every 21 minutes).

Seatbelts, air bags, other restraint systems and anti-lock brakes have significantly contributed to reducing injuries and deaths from traffic crashes, but these technological advances are only a step in the process. Continued improvements in vehicle design are necessary to protect occupants, along with education and behavior modification.

Effective and ongoing traffic enforcement is a key factor in improving or maintaining a community's quality of life. As crime increases and more demands are placed on law enforcement agencies, the importance of effective traffic enforcement rises. Among the problem are funding issues, shifting demands for police services and projected increases in registered drivers and traffic fatalities. Law Enforcement organizations will have to refocus traffic enforcement to respond to the coming changes and improve traffic services.

The public's lack of compliance with traffic laws and the view that driving beyond the speed limit is acceptable must be changed. It is imperative that the motoring public understand that driving under the influence of alcohol, driving too fast and not wearing their seatbelt is dangerous and unacceptable behavior.

Speed Related Crashes 2008-2012

Crash Year	Total Fatalities	VMT (Millions)	Speed-Related Fatalities	Speed-Related Fatality Rate by Vehicle Miles Traveled (VMT)
2008	783	43,561	327	.75
2009	700	40,341	106	.26
2010	641	39,842	129	.32
2011	630	39,309	104	.25
2012	582	38,561	95	.25

Although much of the public concern about speeding has been focused on high-speed Interstates, they actually have the best safety record of all roads and the lowest speeding fatality rate.

- Almost 50% of Speed-related fatalities occur on lower speed collector and local roads with limits of 50 mph or less.
- For drivers involved in fatal crashes, young males are the most likely to be speeding.
- Law enforcement officials consistently report that speeding is the number 1 or 2 traffic complaint from citizens to their agencies.
- Speeding is responsible for 27% of all contacts between drivers 16 and older and law enforcement.

Engineering, enforcement, and education must be integrated and coordinate for speed management programs to be successful and sustainable. The MOHS is proposing to conduct a series of projects on setting and enforcing rational speed limits to demonstrate this approach.

- Set speed limits between the 50th and 85th percentile speed based on crash history, pedestrian activity and other factors.
- Implementation of strict enforcement with a low tolerance for speeds exceeding the limit.
- Integrate with PI & E explaining the purpose of the revised limits and the consequences for violators.

Motorcycle Safety:

In 2012, motorcycle registrations in Mississippi were 49,603 which increased from 48,831 in 2011. The increase in registrations can be attributed to the economy and motorcycles are considered more of a recreational vehicle vs. a primary source of transportation. For the breakdown of motorcycle fatalities, please see page (69-70).

In the last three (3) years, there has been a large number of motorcycle crashes in the State. The chart below identifies the total number of motorcycle crashes broken out by roadway systems for the past 5 years.

In 2008, there were a total of 983 motorcycle crashes, 793 crashes. That number has decreased steadily to 840 in 2012. There was an increase in crashes in 2012 in city streets and misc. roadways, but a reduction on county roads and MHP highways.

2008 – 2012 Motorcycle Crashes by Road System

Year	City Streets	County Roads	MHP Highways	Misc. Roads	Total Crashes
2008	547	224	206	6	983
2009	442	203	152	6	793
2010	547	224	88	6	865
2011	466	225	192	7	890
2012	476	185	169	10	840

The next chart shows the 2008-2012 motorcycle crashes by severity. The numbers continue to decrease from year to year. Of the 840 crashes in 2012, there were 39 fatal with 603 injury crashes, which is a reduction from the 2011 fatalities of 58 and 642 injuries.

2008 – 2012 Motorcycle Crashes by Severity

Year	Fatal Crashes	Injury Crashes	Property Damage Only	Total Crashes
2008	40	676	267	983
2009	47	550	196	793
2010	42	622	201	865
2011	58	642	190	890
2012	39	603	198	840

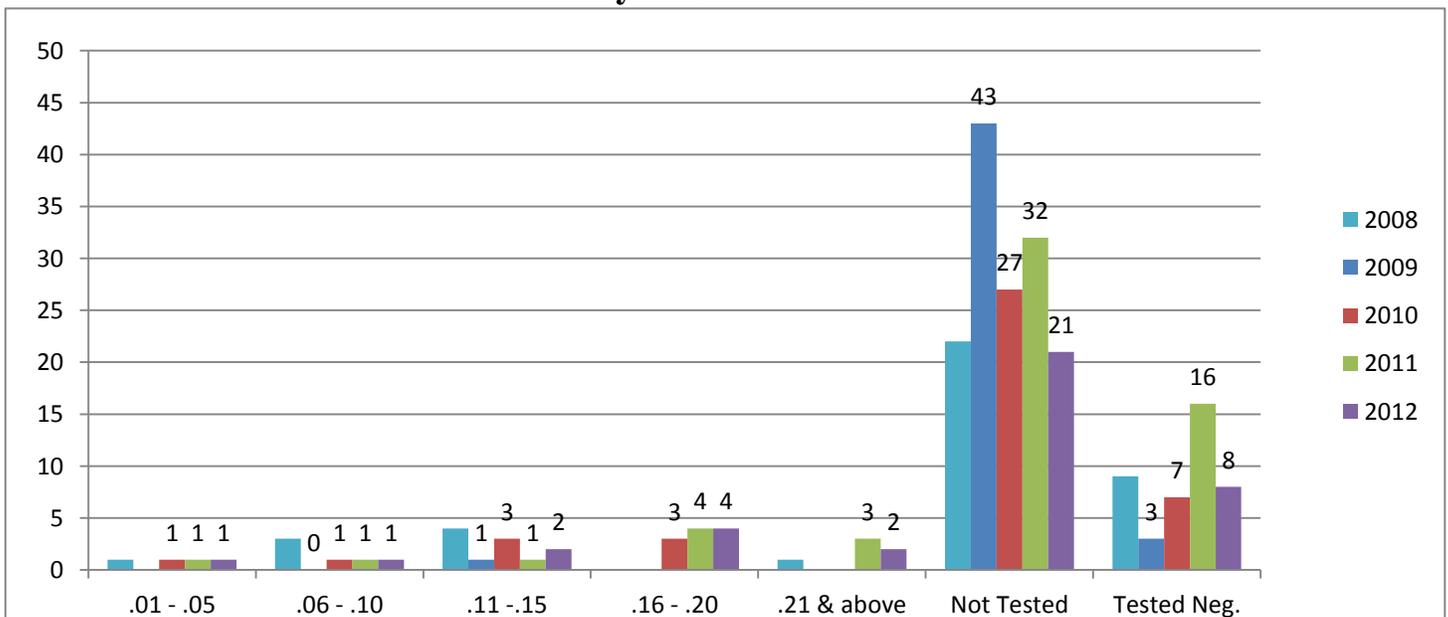
Of the 39 fatalities in 2012, 21% were alcohol involved crashes which is a significant reduction over previous year of 19% alcohol related fatalities.

2008 – 2012 Motorcycle Fatalities by Alcohol Involvement

Year	No Alcohol	Alcohol Involved	Total Fatalities	Percent of Fatalities Alcohol Involved
2008	30	10	40	25.0%
2009	46	1	47	2.2%
2010	32	10	42	23.8%
2011	47	11	58	19.0%
2012	31	8	39	21%

The average BAC for all alcohol impaired driving crashes in the State is .153 which is well above 0.08 and 0.02 for persons under 21.

Fatal Motorcycle Crash BAC Results 2008-2012



From the chart above, the data shows that the majority of fatal motorcycle crashes are not tested. In 2012, 21 out of the 39 fatalities were not tested for alcohol. The largest BAC results for the fatal motorcycle crashes fell into the .16-.20 range for the three year in a row.

Citations:

The MOHS is unable to determine the number of citations written specifically for motorcycle riders due to the specific vehicle type not being recorded in the State data base for convicted citations per MOHS Traffic Records. The current citations utilized throughout the State contain a section specific for vehicle identification; however, this information is not recorded during the entry process of convicted citations by the State.

The State is currently working with an electronic citation system (eCite) which allows the vehicle information to be recorded automatically upon entry of a citation by an officer. Currently the eCite system is being used by the Mississippi Highway Patrol and the Reservoir Patrol and will be implemented into additional agencies in FY15.

The eCite system will be available to begin implementation to law enforcement agencies across the State in 2015. The vehicle identification issue will be addressed through the eCite Project and the project director will work to ensure query capabilities for all fields recorded on the electronic citation for statistical purposes in the future for identifying highway safety problem throughout the State.

Helmet Use:

Mississippi has a primary motorcycle helmet law. With high fuel costs, more and more Mississippians are riding motorcycles. In 2010, 38% of the motorcyclists killed were not wearing helmets. In 2011, registrations fell to 48,831, yet fatalities increased to 58. Six of the motorcycle riders (10.9%) were not using helmets when killed. Mississippi consistently maintains a 99% motorcycle helmet usage in the annual Motorcycle Survey conducted by Mississippi State University.

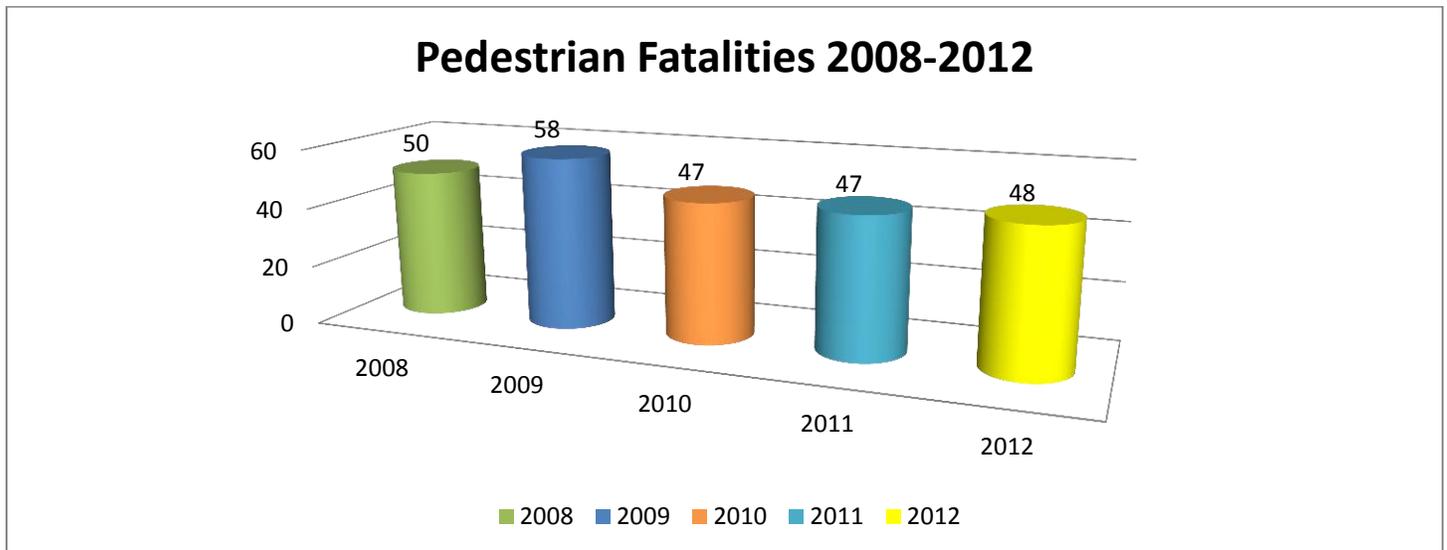
2008 – 2012 Motorcycle Fatalities by Helmet Usage

Year	No Helmet Used	Helmet Used	Helmet Used Improperly	Percent of Fatalities with no Helmet Use	Total Fatalities	Registered Motorcycles
2008	8	32	0	20%	40	55,951
2009	6	41	0	12	47	55,418
2010	16	26	0	38%	42	56,406
2011	6	52	0	10%	58	48,831
2012	4	35	0	12%	39	49,603

Due to the increase in fatal and injury crashes for motorcycles, MOHS will be making motorcycle safety programs one of the State’s primary focuses during the FY15 grant period. Programs will be implemented to include training, public awareness and community outreach throughout the State. Programs not yet developed or implemented for motorcycle safety will be sought after throughout 2015 in an effort to reduce the number of motorcycle crashes in the State.

Pedestrian Safety:

In the below chart, the data shows the pedestrian fatalities for 2008-2012, a map of the pedestrian fatalities can be found on page 56-57 in the above problem identification data section.



The greatest number of pedestrian fatalities occurred in 2009, with 58 fatalities. The State maintained 47 pedestrian fatalities for 2010 and 2011 and increase by 1 fatality in 2012.

Bicyclist Safety:



The above chart shows the bicycle fatalities for 2008-2012. There was a decrease in fatalities from 2011 with 7 fatalities to 4 fatalities in 2012.

3. PERFORMANCE MEASURES

Setting of Performance Measures:

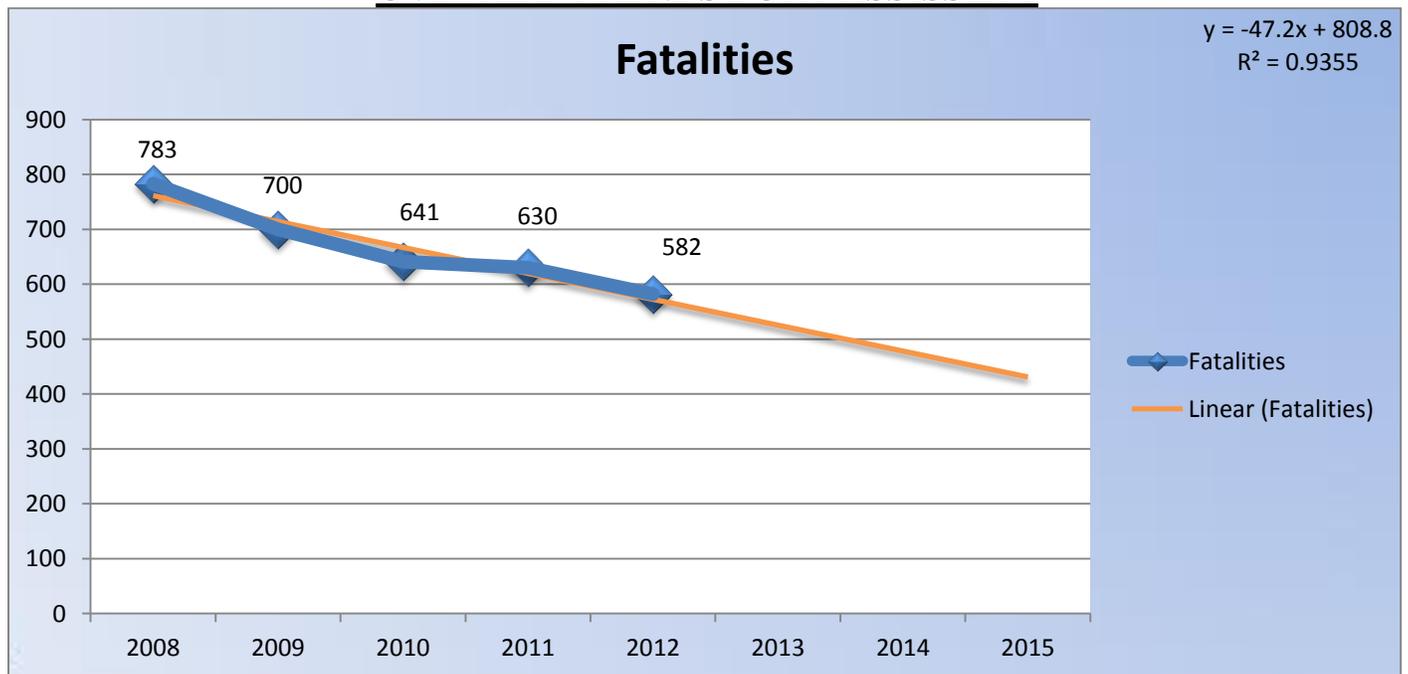
Projects and activities are developed based on the highway safety problems identified through research and review of traffic safety data. (Data sources used are listed on page 16). Additionally, partners providing input into the performance measures for FY15 are included on Page 19-20. Data sources involved in the selection of performance measures can be found on Page 16.

Targets and performance measures are developed after reviewing the problem identification. Comparisons are made of rates and trends over time (3 to 5 years) and targets are set and performance measures are derived with input from each of the program coordinators, the traffic records coordinator, and the MOHS Director. The reduction of traffic fatalities and injuries iterates the mission and the priorities are set by selecting activities that address the State problems.

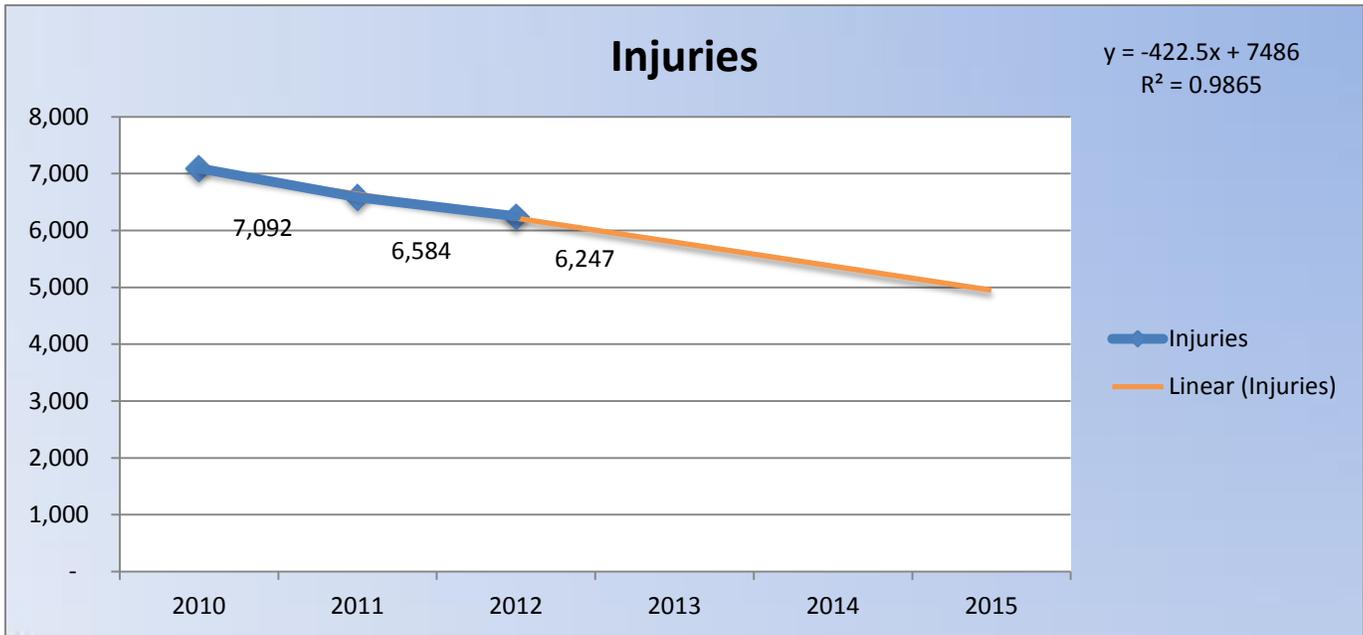
All projects must incorporate at least one of the following targets: decrease impaired driving, increase belt use, attack aggressive driving including speeding, or focus on demographic populations that are over-represented for traffic safety issues.

Setting Performance Targets are also based on trends that are shown in the data. Below are trends that were used to help select performance measures for each program area. The R² value in the equation represents the reliability of the trend line. The trend line is most reliable when the equation is closest to the number 1.

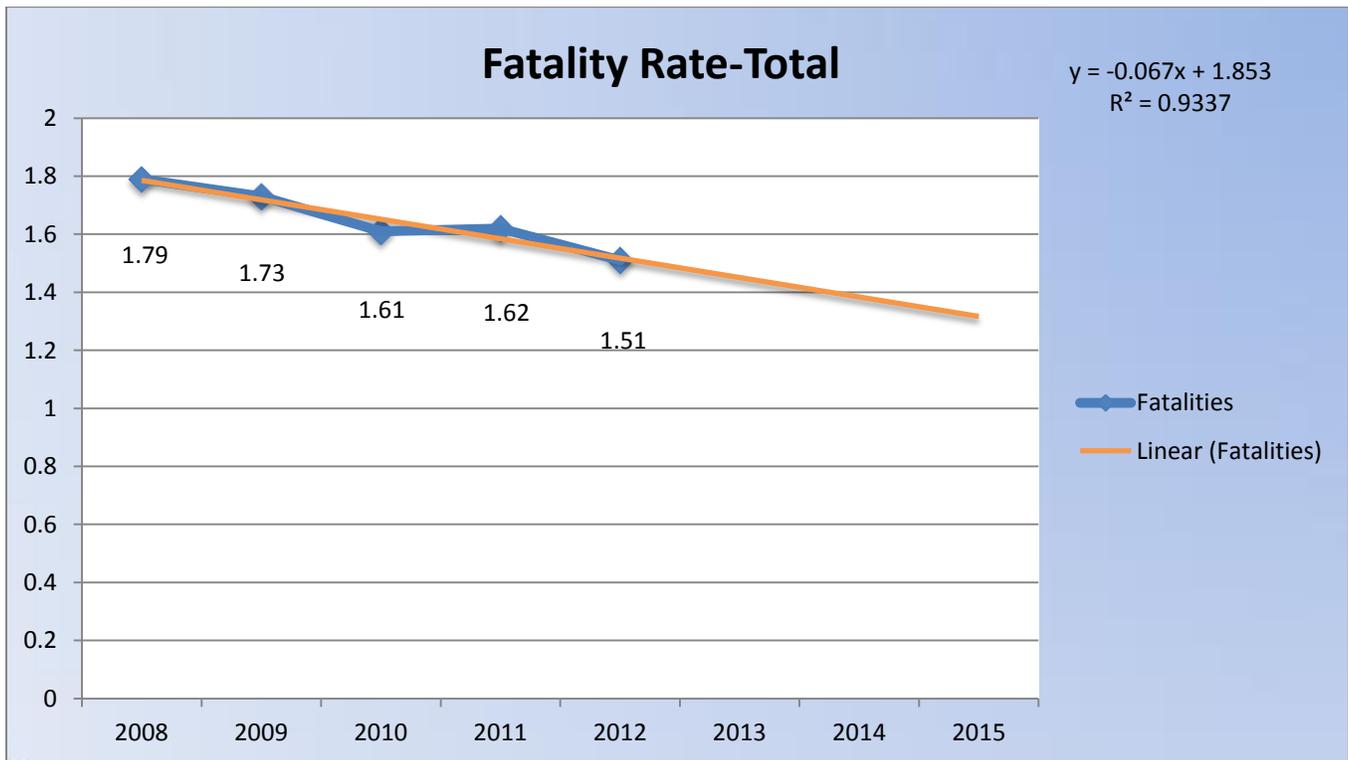
OVERALL TRENDS FOR MISSISSIPPI



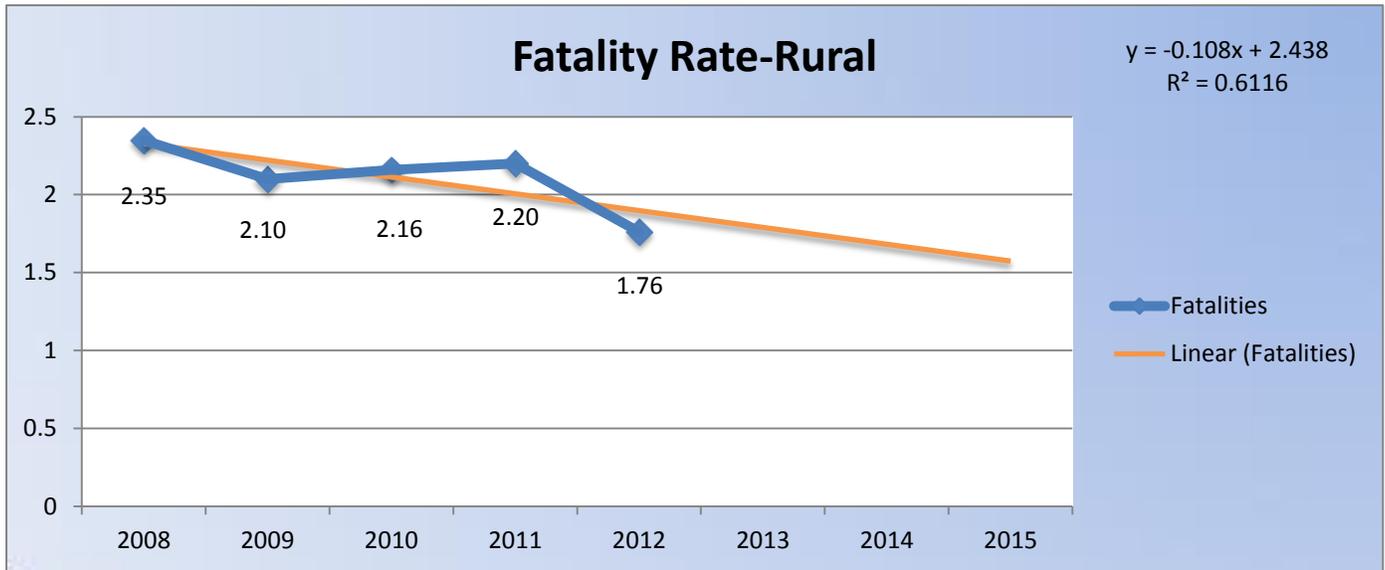
The trends for fatalities are shown above with data from 2008-2012. Although the linear trend line shows a continued downward trend with a stable R² value of 0.9355, the MOHS saw a large reduction in fatalities from 630 in 2011 to 582 in 2012. If the trend continues, the State will see fewer fatalities in the years to come.



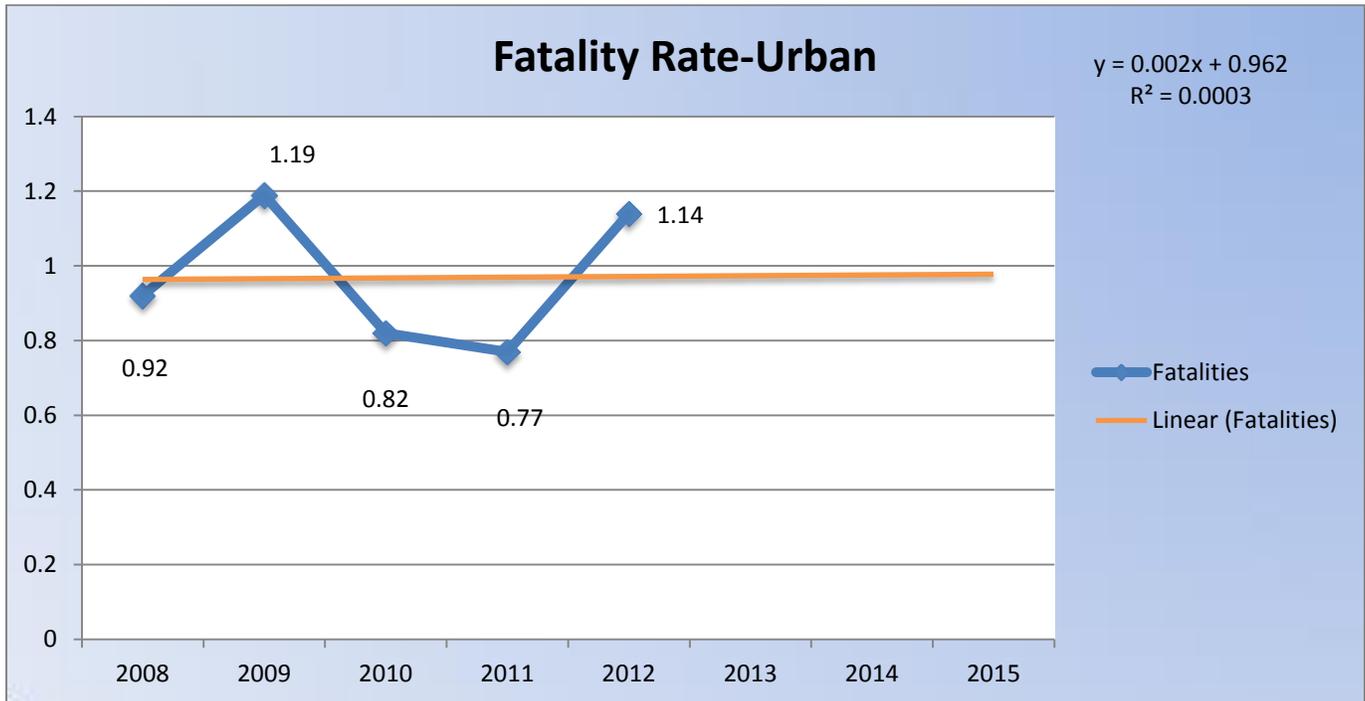
The trends for overall injuries are shown above with data from 2010-2012. The linear trend line shows a continued downward trend with a stable R^2 value of 0.9865. The number of injuries decreased from 6,584 in 2011 to 6,247 in 2012. If the injuries trend continues, the MOHS will see fewer injuries in the years to come.



The trends for overall fatality rates are shown above with data from 2008-2012. The linear trend line shows a continued downward trend with a stable R^2 value of 0.9337. The data shows that four out of the five years, the fatality rate has decreased and in 2011, the rate increased by only .01. MOHS saw a large decrease in 2012 by .09. If the trend continues, the State will see a fatality rate lower in the years to come.

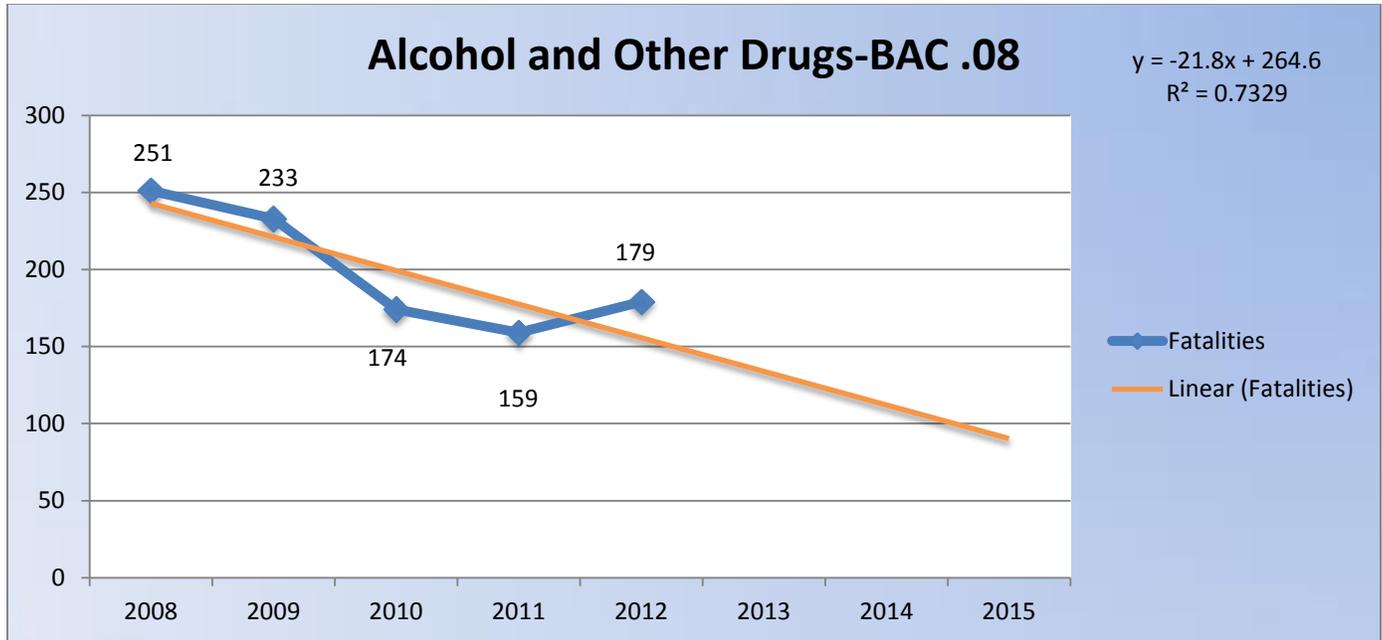


The trends for fatality rate-rural are shown above with data from 2008-2012. The linear trend line shows a continued downward trend with an unstable R^2 value of 0.6116. Due to the 0.6116 value, the trend shows a downward trend, but shows that is not as stable as some of the previous charts. The numbers show several ups and downs in the data, which makes the trend line less stable. The MOHS saw a large decrease in the rural fatality rate from 2.20 in 2011 to 1.76 in 2012. If the trend continues, the MOHS will see a fatality rate-rural lower in the years to come.

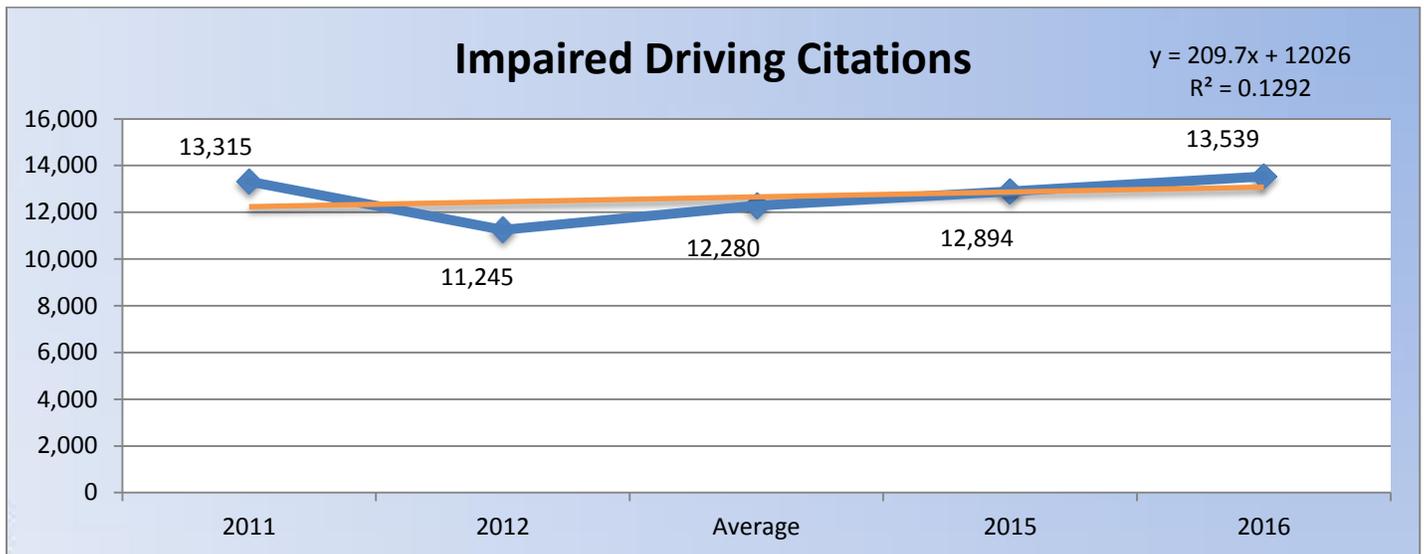


The trends for fatality rate-urban are shown above with data from 2008-2012. The linear trend line shows a level trend with a very unstable R^2 value of 0.0003. Due to the 0.0003 value, the trend shows a very inconsistent trend and very unpredictable on where the numbers will be when projected for the future. The MOHS saw a large increase from .77 in 2011 to 1.14 in 2012, which was the largest increase in five (5) years. The numbers show several ups and downs in the data, which makes the trend line very unstable.

ALCOHOL/IMPAIRED TRENDS

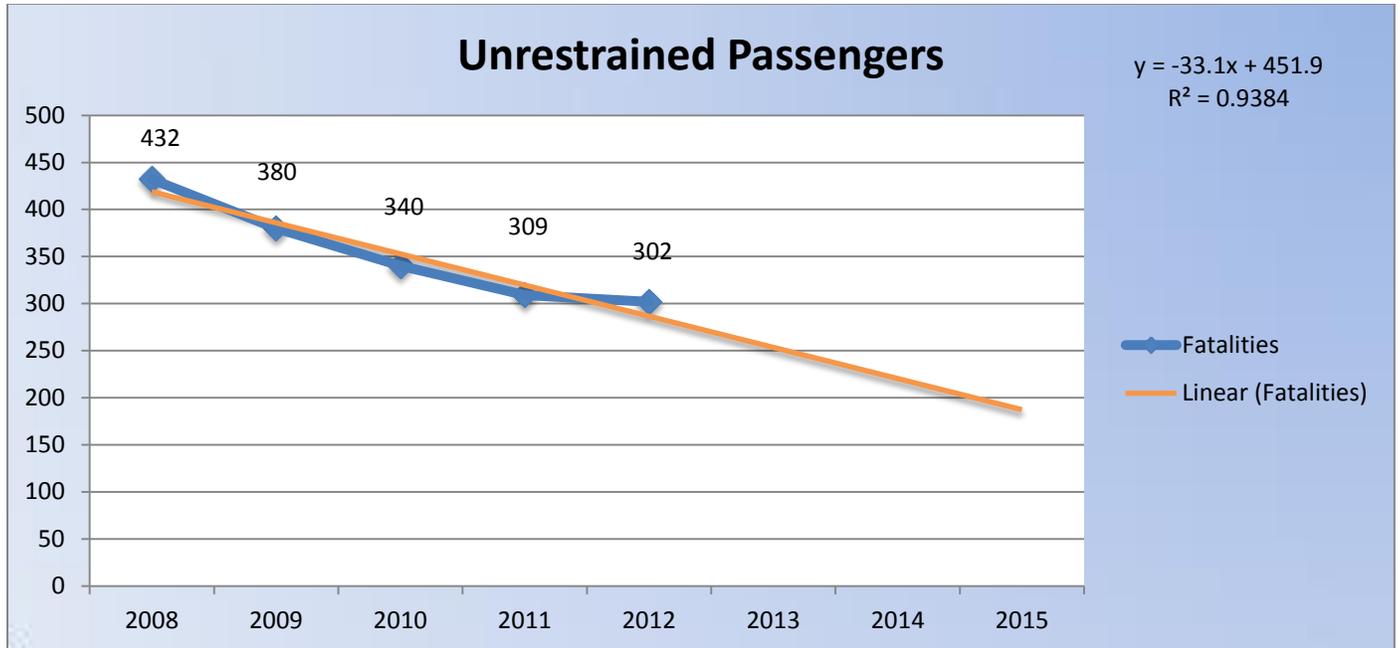


The trend for overall fatalities with alcohol/ other drugs with a BAC of .08 or above is shown above with data from 2008-2012. The linear trend line shows a continued downward trend with a stable R^2 value of 0.7329. If the trend continues, the MOHS should see the unrestrained passenger fatality rate decrease in the future. This area increased in 2012 by twenty (20) fatalities, which is the first increase in five (5) years. The MOHS will continue to closely monitor this area to help reduce these numbers.

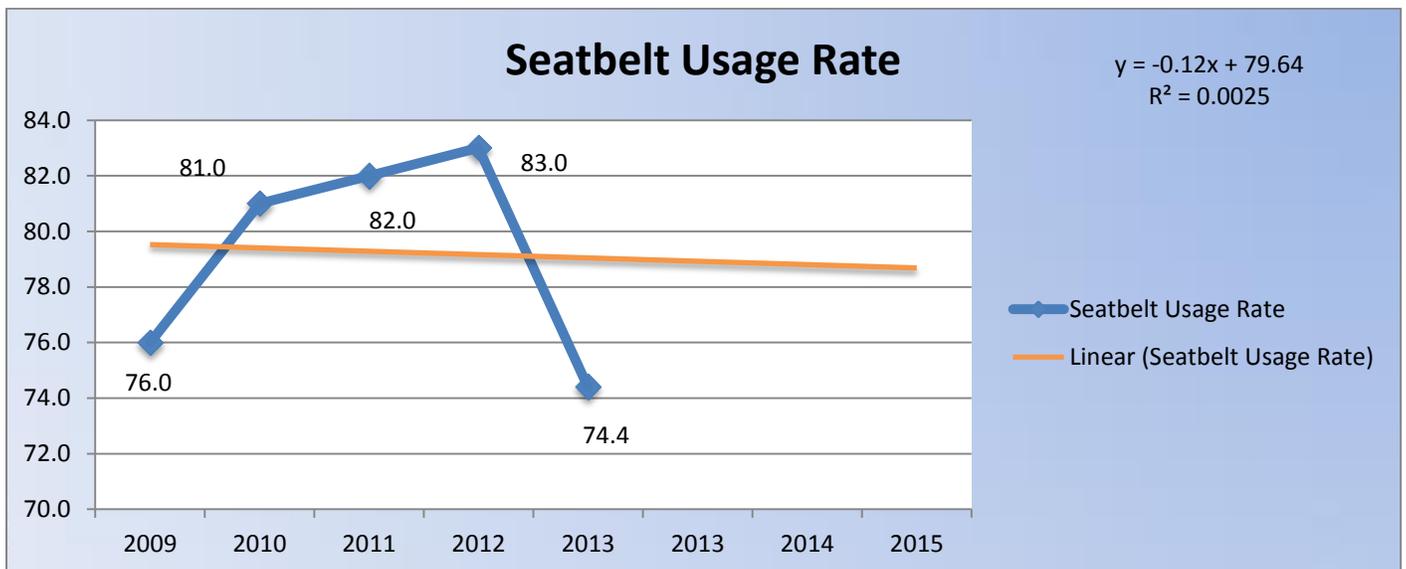


The trend for impaired driving citations is shown above with data from 2011-2012. The MOHS began tracking the grant funded speed citations in 2011, there is no grant funded impaired citation data for previous years. The linear trend line shows an upward trend, with an unstable R^2 value of 0.1292. If the trend continues, the State will likely see continued increases in impaired citations. Since there is only two years of data, it is difficult to make an analysis to determine the trend line for the next few years.

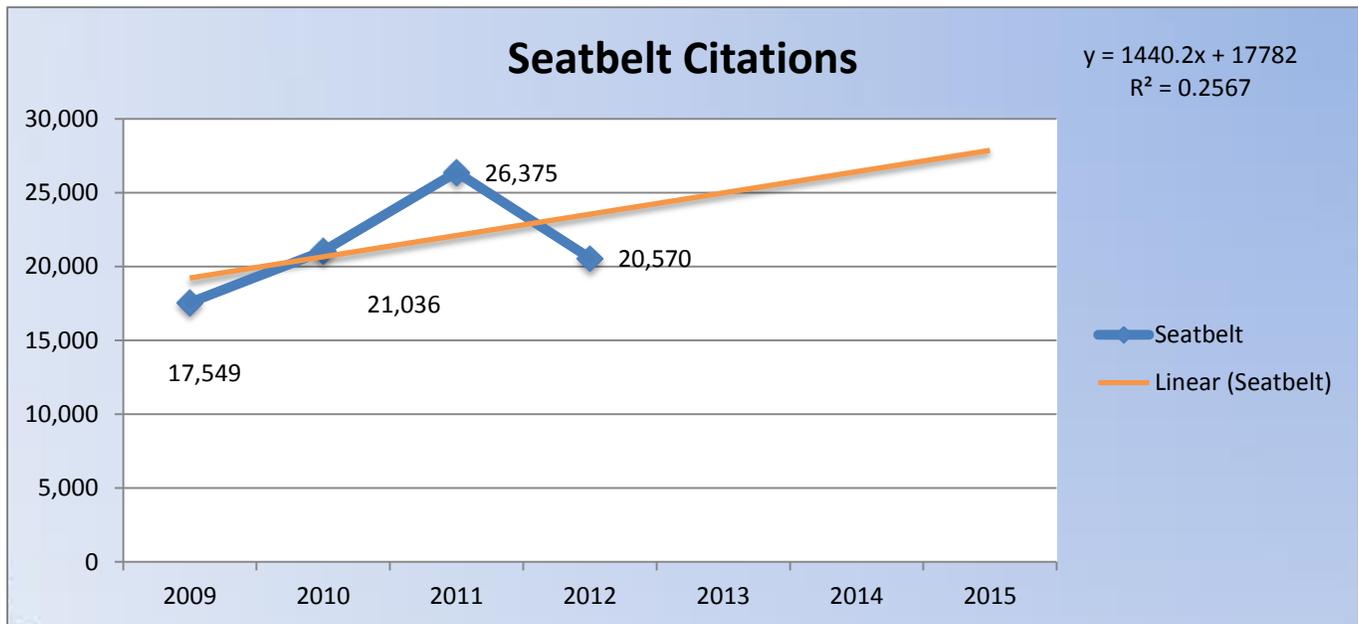
OCCUPANT PROTECTION TRENDS



The trends for overall unrestrained passengers are shown above with data from 2008-2012. The linear trend line shows a continued downward trend with a very stable R^2 value of 0.9384. The MOHS continues to see a reduction in unrestrained fatalities for the past five years. If the trend continues, the State will see an unrestrained passenger fatality rate lower in the years to come.

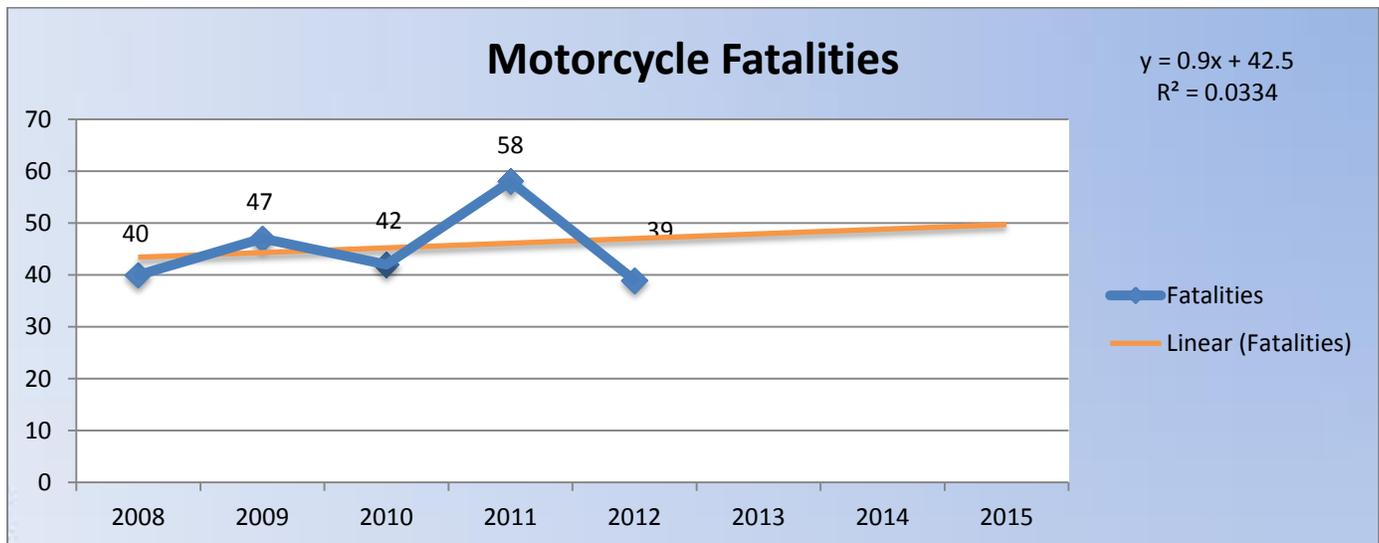


The trends for seatbelt usage are shown above with data from 2009-2013. The linear trend line shows a slight downward trend with a very unstable R^2 value of 0.0025. The MOHS saw a huge decrease in the usage rate from 2012 of 83.0 to 74.4 in 2013. In 2013, the MOHS began using the NHTSA redesign seatbelt survey format and saw the numbers change drastically. Although there was a significant drop of the usage rate, the State will continue to make efforts to raise the seatbelt usage in upcoming years.

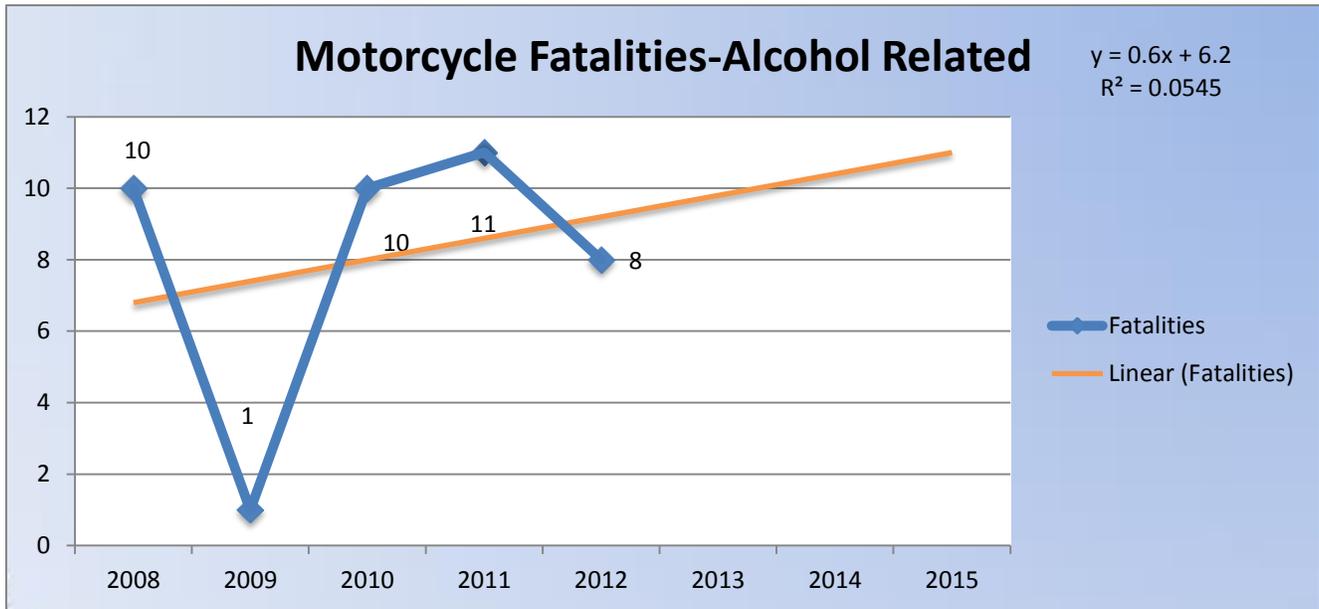


The trend for seatbelt citations is shown above with data from 2009-2012. The linear trend line shows an upward trend, with an unstable R^2 value of 0.2567. There was a large drop in seatbelt citations from 26,375 in 2011 to 20,570 in 2012. If the trend continues, the MOHS will likely see continued increases in seatbelt citation.

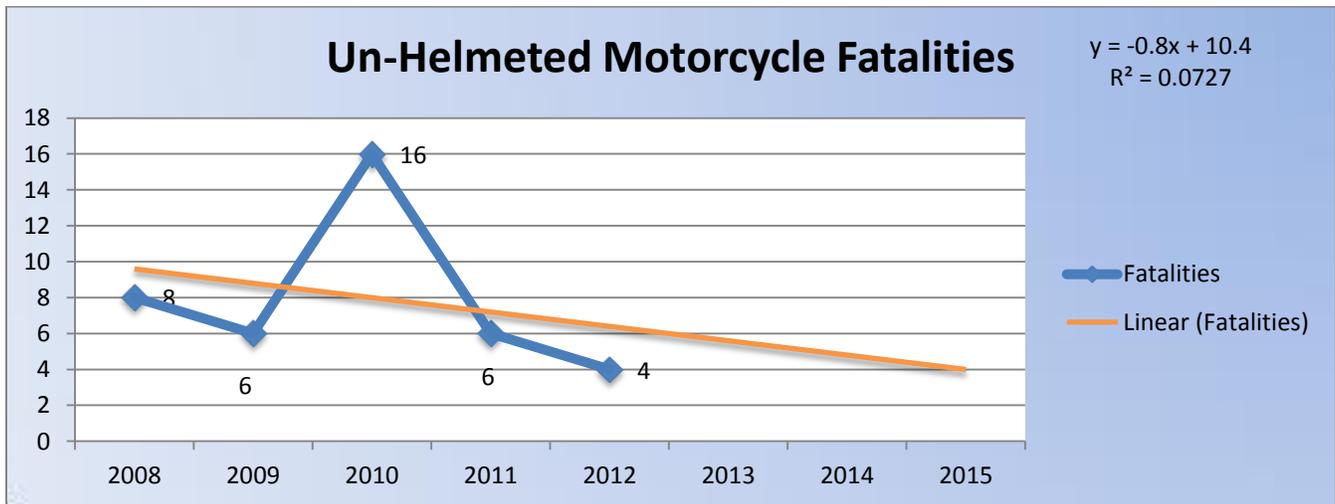
MOTORCYCLE TRENDS



The trend for motorcycle fatalities is shown above with data from 2008-2012. The linear trend line shows a small upward trend with a very unstable R^2 value of 0.0334. If the trend continues, the State will likely see continued motorcycles fatalities increase in the years to come. The MOHS saw a large decrease from (58) in 2011 to (39) in 2012, which was the largest decrease in five (5) years. The numbers show several ups and downs in the data, which makes the trend line very unstable. The MOHS will continue to monitor the motorcycle fatalities in an effort to continue the downward trend.



The trend for motorcycle fatalities involving alcohol is shown above with data from 2008-2012. The linear trend line shows an upward trend with a very unstable R^2 value of 0.0545. If the trend continues, the State will likely see continued alcohol related motorcycles fatalities increase in the years to come. The MOHS saw a decrease from (11) in 2011 to (8) in 2012, which was the largest decrease in three (3) years. The numbers show several ups and downs in the data, which makes the trend line very unstable. The MOHS will continue to monitor the alcohol related motorcycle fatalities, in an effort to continue the downward trend.

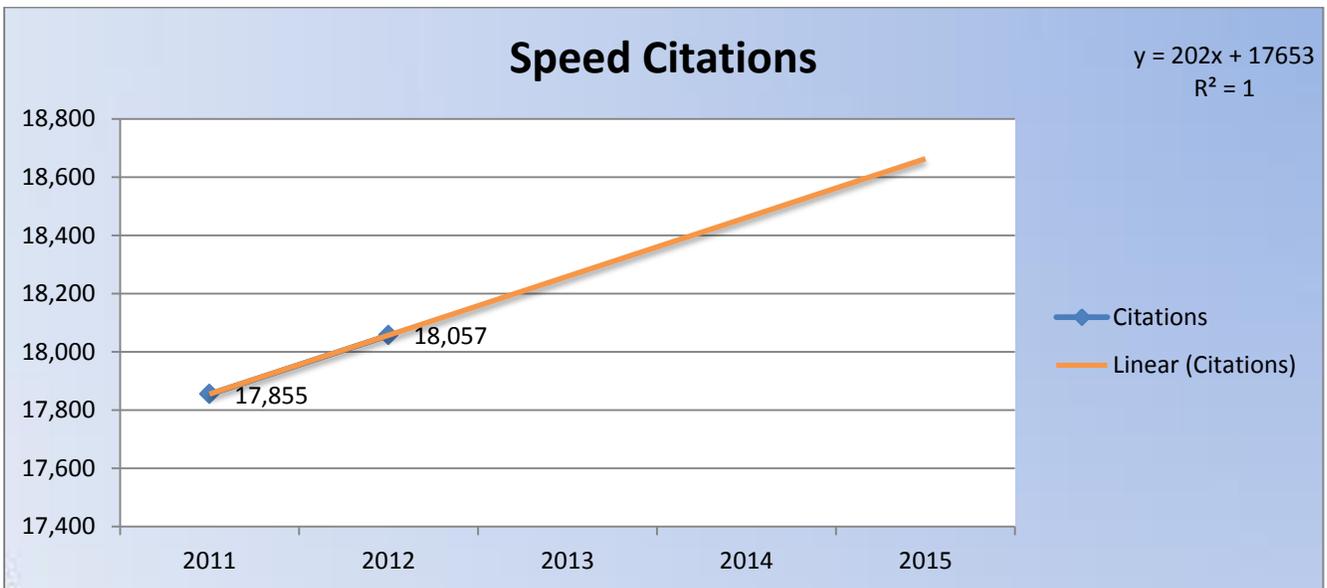


The trend for un-helmeted motorcycle fatalities is shown above with data from 2008-2012. The linear trend line shows a small downward trend with an unstable R^2 value of 0.0727. The numbers show several ups and downs in the data, which makes the trend line very unstable. The State will continue to monitor the un-helmeted motorcycle fatalities in an effort to continue the downward trend. The State saw a large decrease from 16 in 2010 to 6 in 2011, which was the largest increase in the five (5) years of data. If the trend continues, the MOHS will likely see continued decreases in un-helmeted motorcycles fatalities in the years to come.

SPEED TRENDS

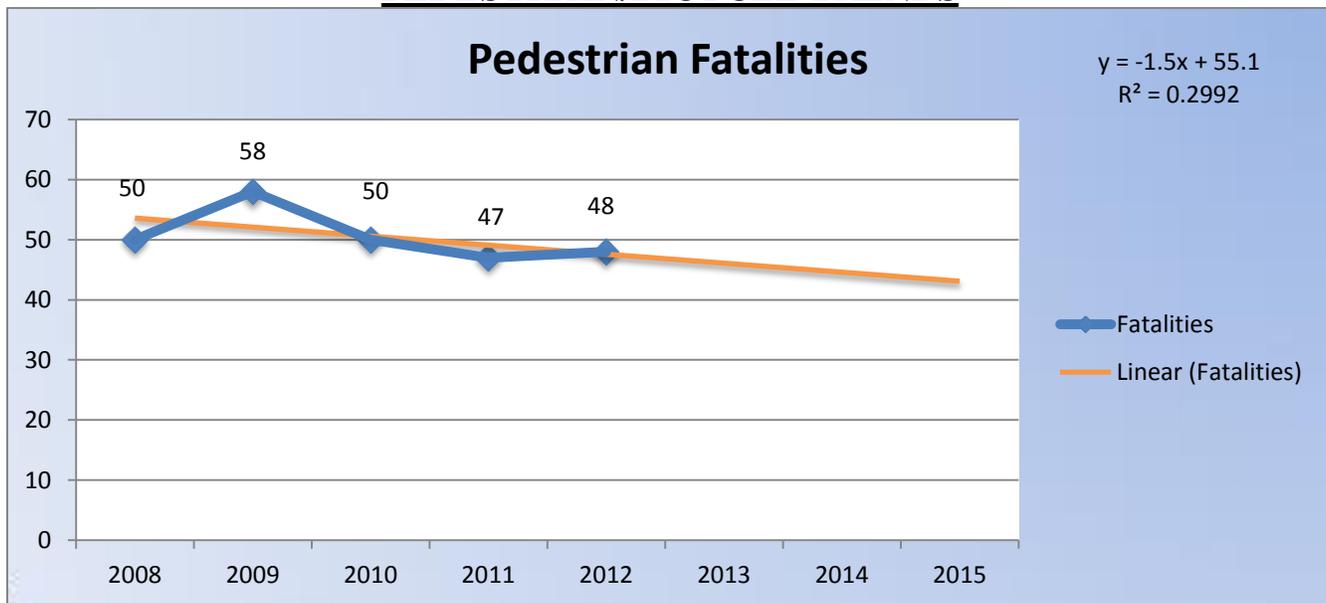


The trend for speed related fatalities is shown above with data from 2008-2012. The linear trend line shows a downward trend, the trend line has a somewhat unstable R^2 value of 0.5594. If the trend continues, the MOHS will likely see continued decrease in the speed related fatalities in the years to come. The MOHS saw a large decrease from 327 in 2008 to 106 in 2009. Because of the large decrease, the trend line is unstable. The numbers from 2010-2012 are more stable and show more consistence, with smaller decreases, which are more predictable for years to come.

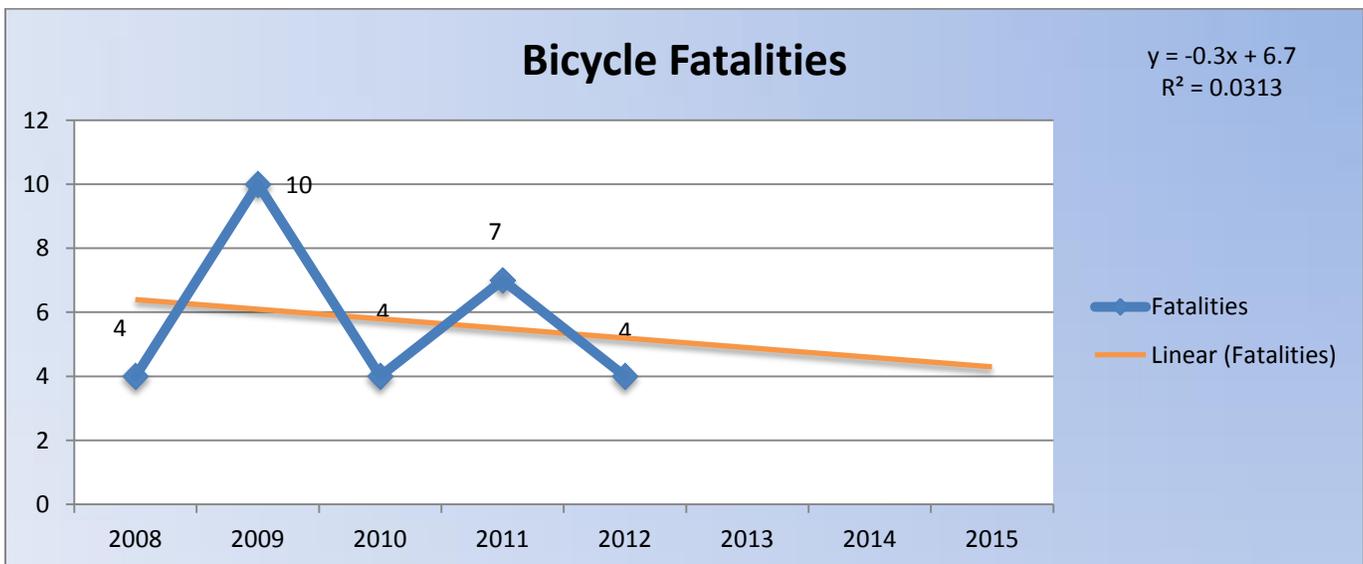


The trend for speed citations is shown above with data from 2011-2012. The MOHS began tracking the grant funded speed citations in 2011; there is no grant funded speed citation data for previous years. The linear trend line shows an upward trend, with a stable R^2 value of 1. If the trend continues, the MOHS will likely see continued increases in speed citation.

PEDESTRAIN/BICYCLE TRENDS

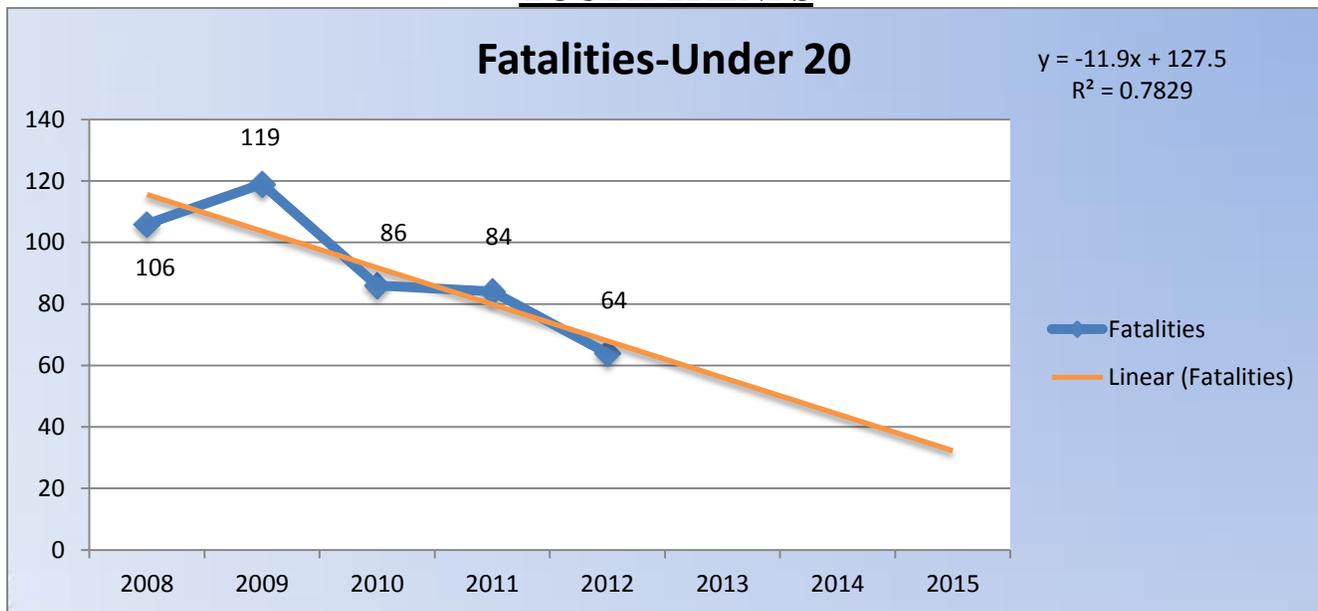


The trend for pedestrian fatalities is shown above with data from 2008-2012. The linear trend line shows a small downward trend with a very unstable R^2 value of 0.2992. If the trend continues, the MOHS will likely see continued decreases in pedestrian fatalities in the years to come. The MOHS saw an increase of one (1) pedestrian fatality from 2011 to 2012. The numbers show a few ups and downs in the data, which makes the trend line very unstable.

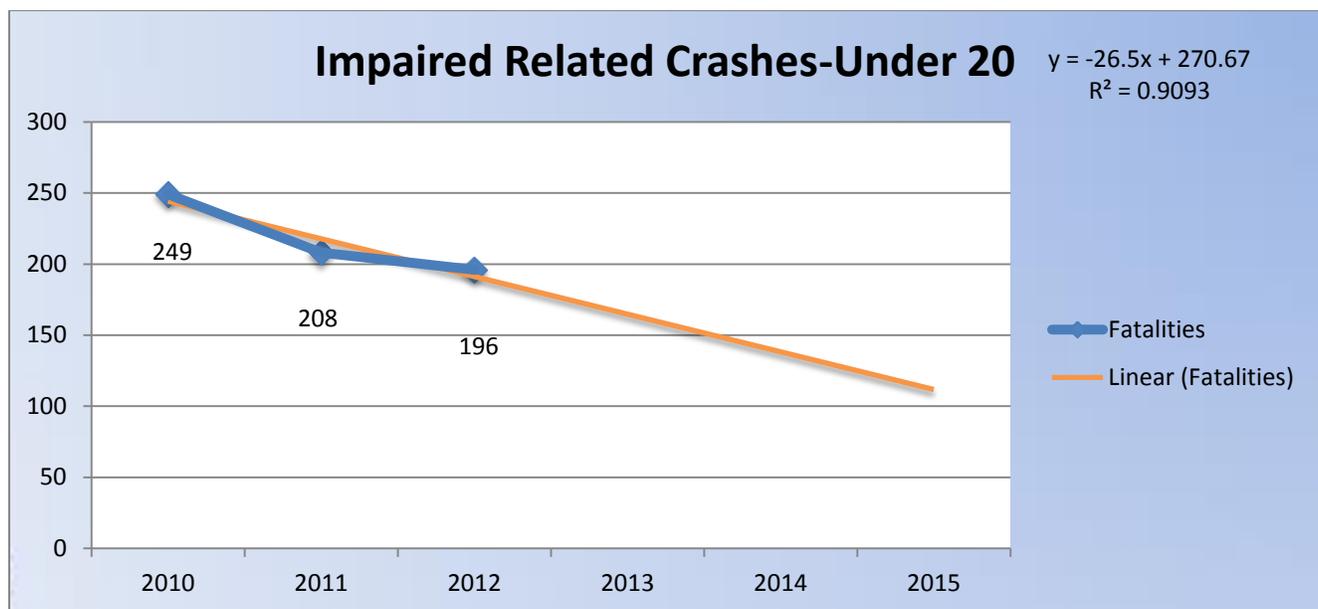


The trend for bicycle fatalities is shown above with data from 2008-2012. The linear trend line shows a small downward trend with a very unstable R^2 value of 0.0313. If the trend continues, the MOHS will likely see continued decreases in bicycle fatalities in the years to come. The MOHS saw a large decrease in 2009 with (10) to (4) in 2011. The MOHS also saw another large decrease in the data from (7) in 2011 to 4 in 2012. The numbers show a few ups and downs in the data, which makes the trend line very unstable.

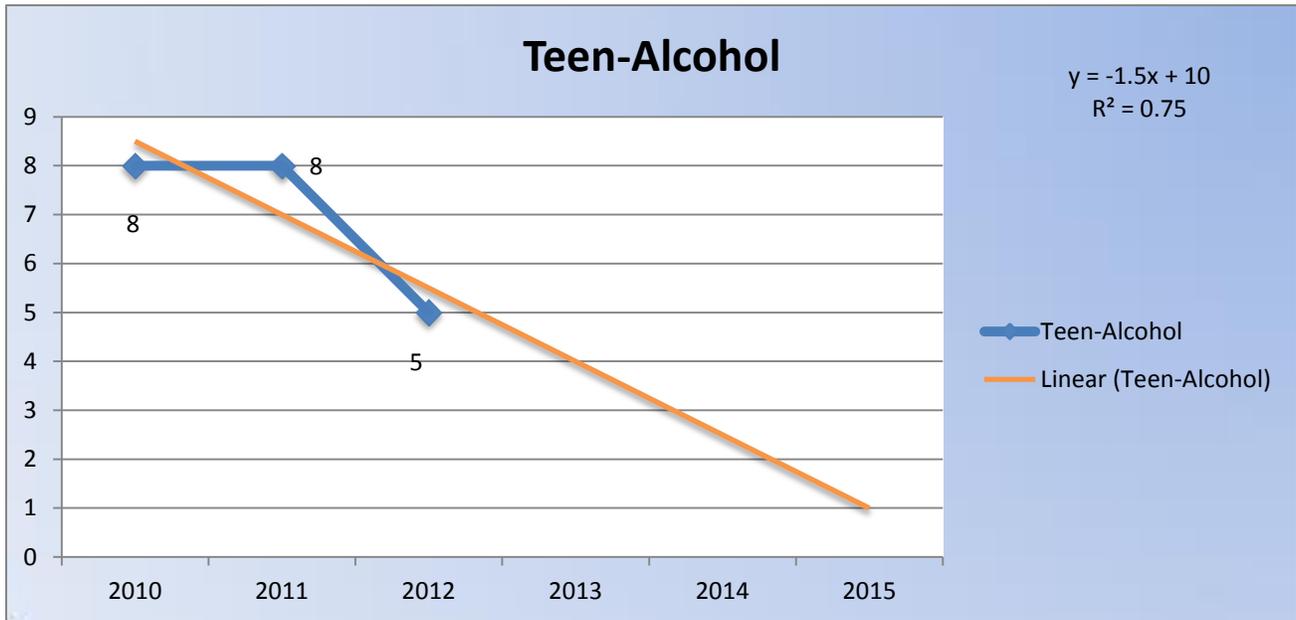
YOUTH TRENDS



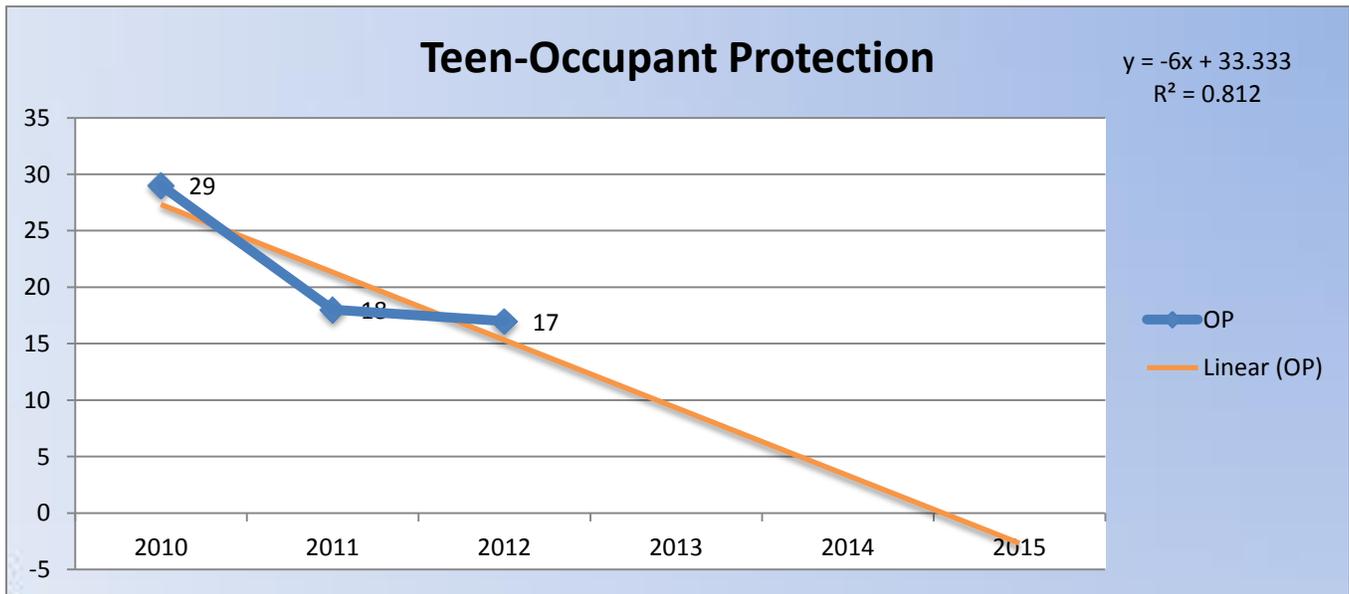
The trend for fatalities for the age group of under the age of 20 is shown above with data from 2008-2012. The linear trend line shows a downward trend with a stable R^2 value of 0.7829. If the trend continues, the MOHS should see a continued decrease in fatalities for individuals age 20 and under. The MOHS saw a large decrease from 84 in 2011 to 64 in 2012.



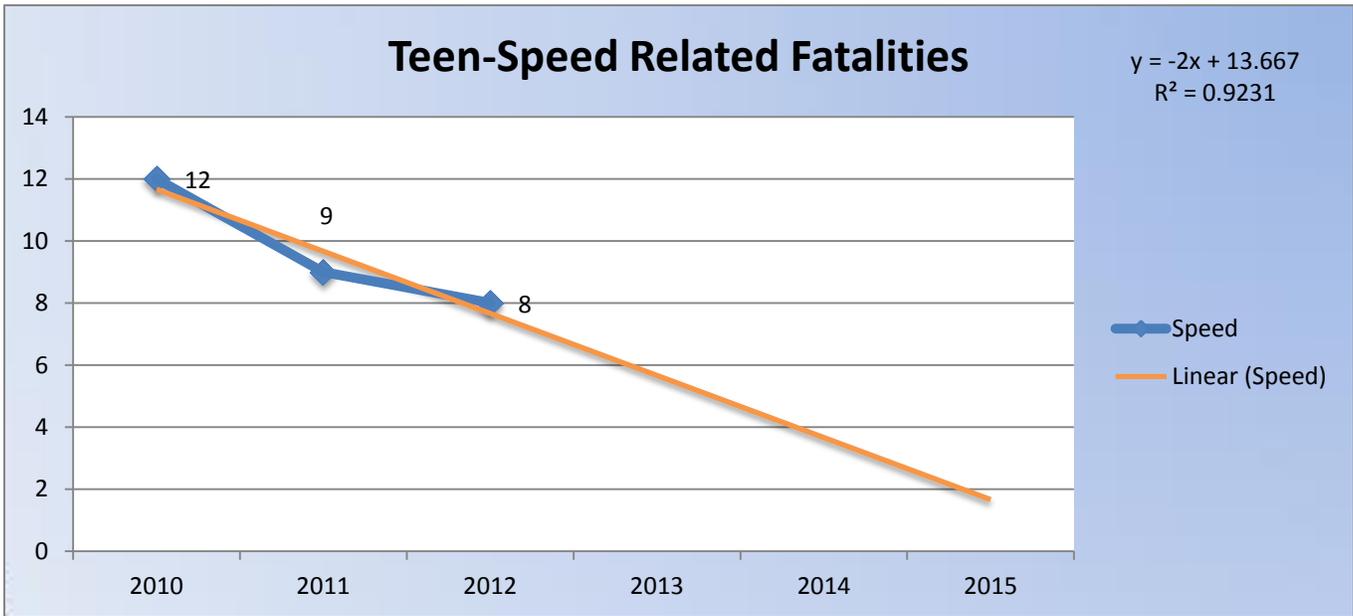
The trend for impaired related crashes for individuals under the age of 20 is shown above with data from 2010-2012. The linear trend line shows a downward trend with a stable R^2 value of 0.9093. If the trend continues, the MOHS will likely see decrease in impaired crashes with individuals under the age of 20, in the years to come. The MOHS saw a decrease from 208 in 2011 to 196 in 2012.



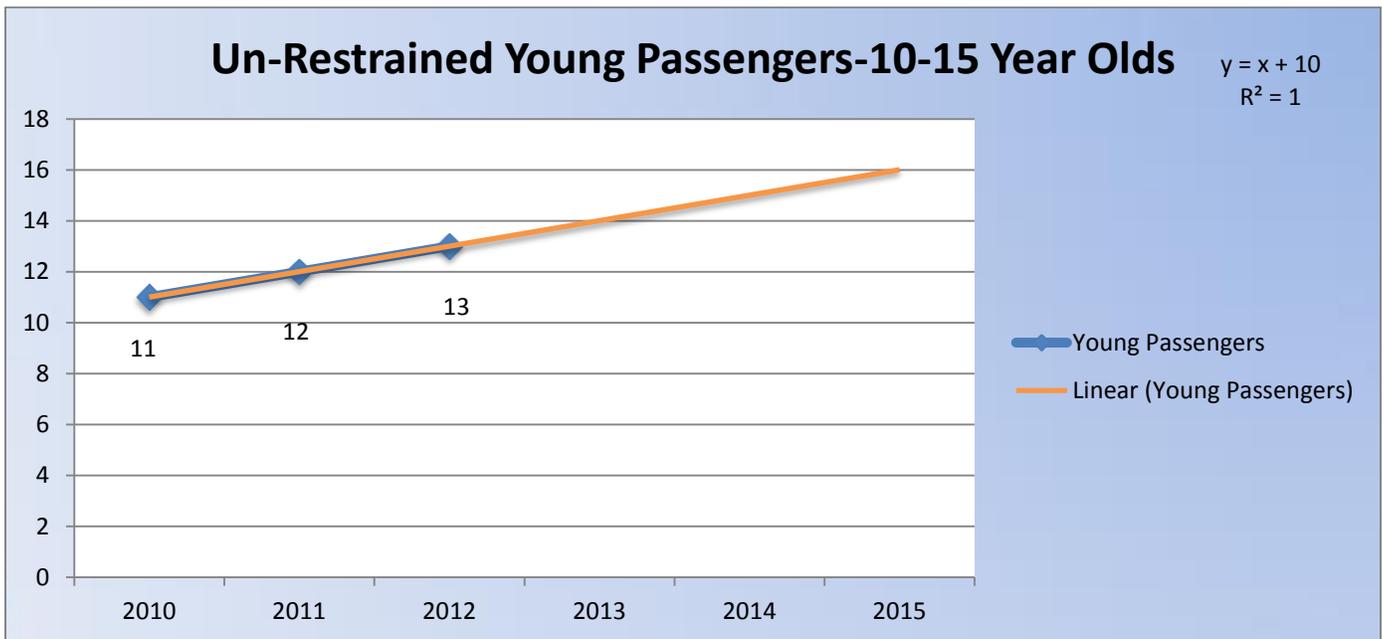
The trend for teen alcohol related fatalities is shown above with data from 2010-2012. The linear trend line shows a downward trend with a stable R^2 value of 0.75. If the trend continues, the MOHS will likely see decreases in teen alcohol related fatalities in the years to come. Although the numbers are small, the MOHS saw a large decrease from (8) in 2011 to (5) in 2012.



The trend for teen occupant protection related fatalities is shown above with data from 2010-2012. The linear trend line shows a downward trend with a fairly stable R^2 value of 0.812. If the trend continues, the MOHS will likely see decreases in teen occupant protection fatalities in the years to come. The MOHS saw a small decrease from (18) in 2011 to (17) in 2012.



The trend for teen speed related fatalities is shown above with data from 2010-2012. The linear trend line shows a downward trend with a stable R^2 value of 0.9231. If the trend continues, the MOHS will likely see decreases in teen speed related fatalities in the next few years, the numbers are small, but the MOHS saw a small decrease from (9) in 2011 to (8) in 2012.



The trend for unrestrained young passengers aged 10-15 years of age is shown above with data from 2010-2012. The linear trend line shows an upward trend with a stable R^2 value of 1.0. If the trend continues, the MOHS will likely see increases in young passengers that are unrestrained in the years to come. The MOHS saw an increase from (12) in 2011 to (13) in 2012 and have increased every year by (1) fatality from 2010-2012.

Development of Program Area Performance Measures/Targets and Strategies:

The Mississippi Office of Highway Safety (MOHS) utilizes the performance measures agreed upon between the National Highway Traffic Safety Administration (NHTSA) and the Governors Highway Safety Association (GHSA). The MOHS also has additional performance measures based on problem identification and attitudinal survey data, that are not included as the core group.

The NHTSA and GHSA publication, *Traffic Safety Performance Measures for States and Federal Agencies*, identified 15 measures that States should use. These include 11 core outcome measures, 1 core behavioral measure and three activity measures.

Performance Outcome Measures:

1. Number of traffic fatalities (FARS);
2. Number of serious injuries in traffic crashes (State crash data files);
3. Fatalities/VMT (FARS, FHWA);
4. Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS);
5. Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS);
6. Number of speed-related fatalities (FARS);
7. Number of motorcyclist fatalities (FARS);
8. Number of un-helmeted motorcyclist fatalities (FARS);
9. Number of drivers age 20 or younger involved in fatal crashes (FARS);
10. Number of pedestrian fatalities (FARS); and
11. Number of bicycle fatalities (FARS)

Core Behavior Measure:

12. Observed seat belt use rate for passenger vehicles, front outboard occupants (State survey).

Activity Performance Measures:

13. Number of seat belt citations issues during grant funded enforcement activities (grant activity reports);
14. Number of impaired driving arrests made during grant funded enforcement activities (grant activity reports); and
15. Number of speeding citations issued during grant funded activities (grant activity reports).

MOHS Performance Measures:

1. MOHS Outcome Measure: Crash/Accessibility;
2. MOHS Outcome Measure: Crash/Completeness;
3. MOHS Outcome Measure: Traffic Records/Citation/Adjudication/Accessibility
4. MOHS Outcome Measure: Teen-Alcohol (FARS);
5. MOHS Outcome Measure: Teen-Occupant Protection (FARS);
6. MOHS Outcome Measure: Teen-Speed (FARS); and
7. MOHS Outcome Measure: Teen-Occupant Protection 10-15 Year Olds (FARS)

4. PERFORMANCE TARGET SETTING

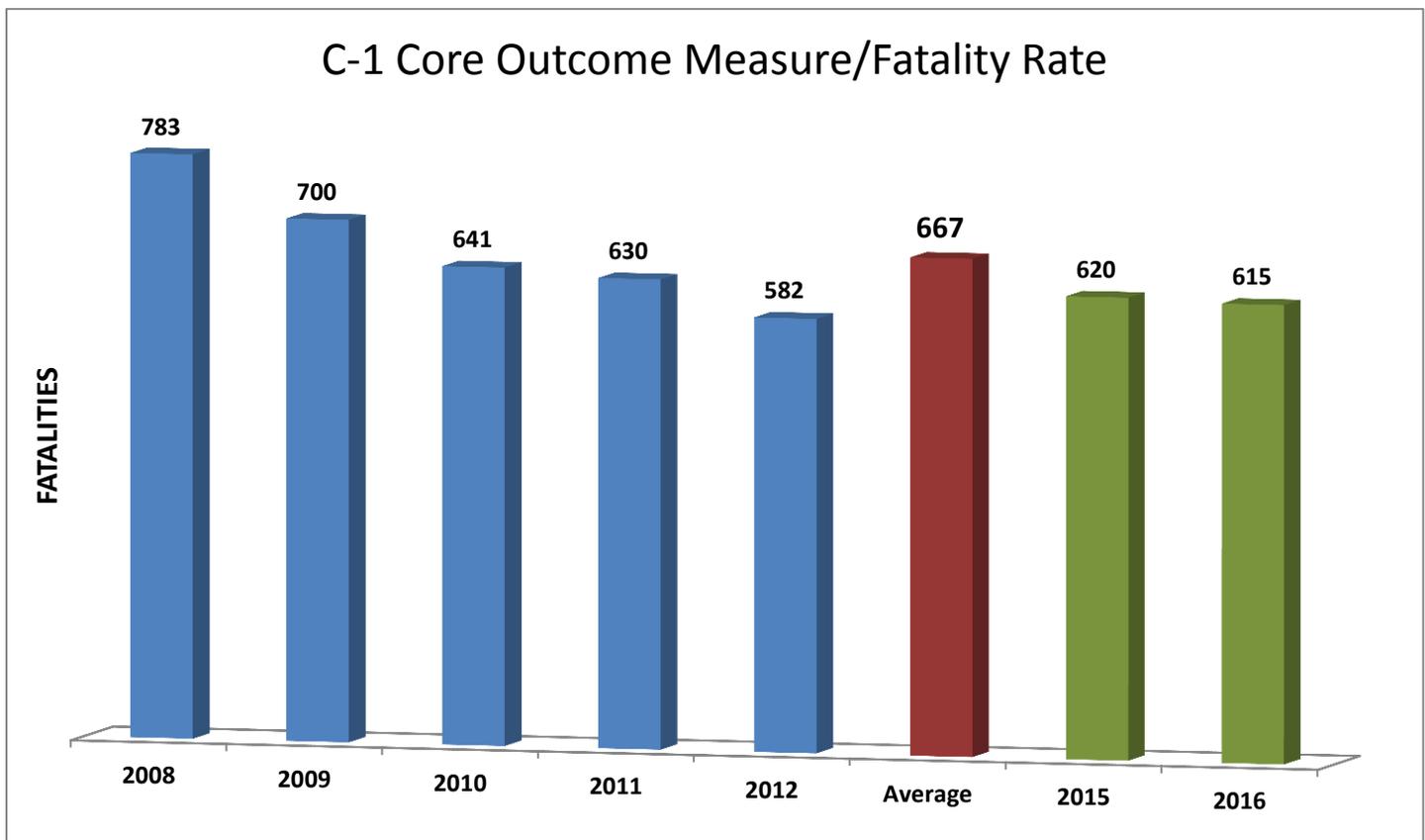
Below are the performance targets proposed by the MOHS for the FY15 grant year. Performance targets are based on a moving average of 5 years of data.

HIGHWAY SAFETY PLAN 2015 Targets and Performance Measures

Target: To reduce traffic fatalities to 620 and serious injuries to 5,956 or below by 2015.

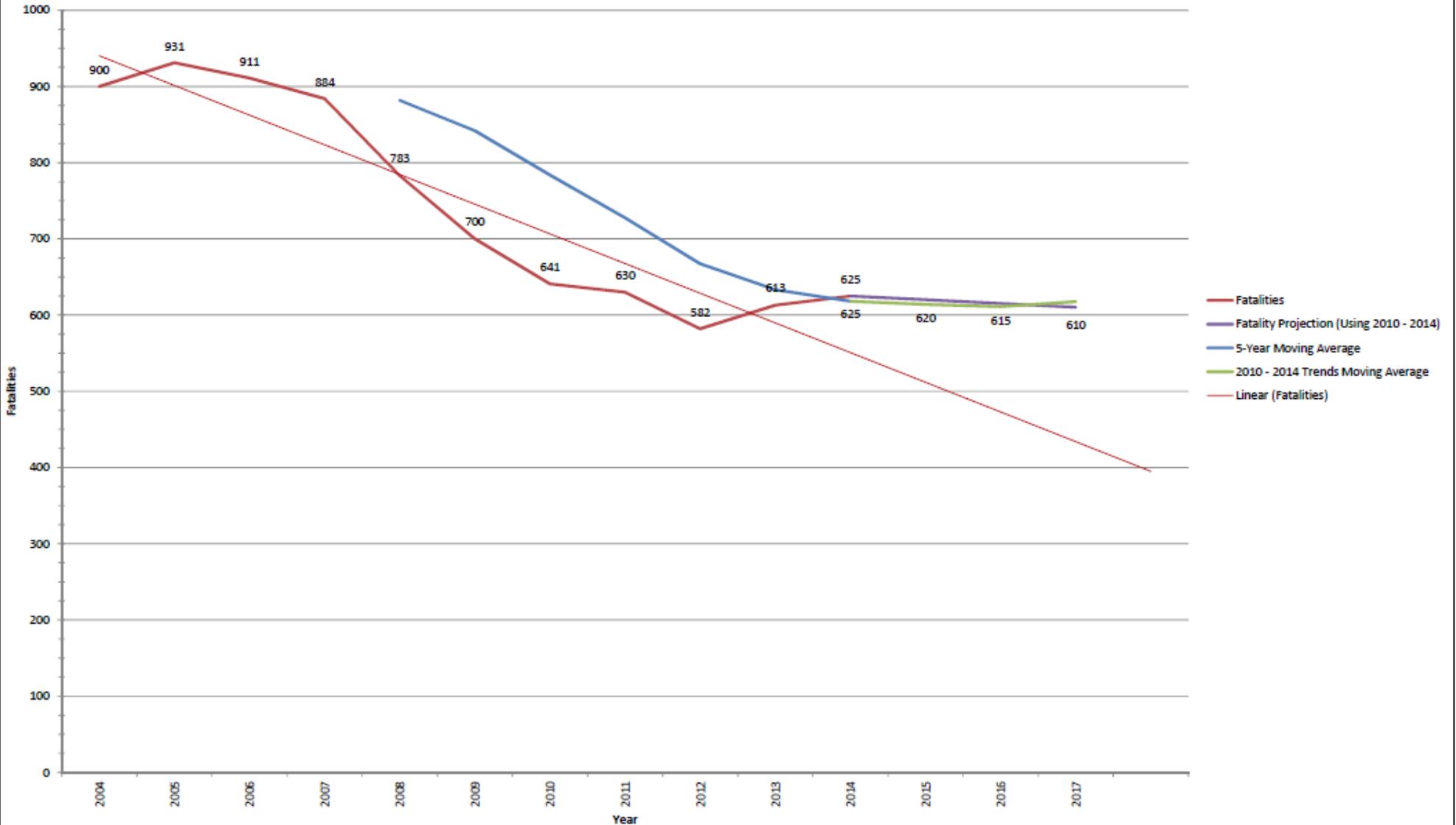
C-1 Core Outcome Measure/Fatality Rate:

To decrease traffic fatalities by 7.0% from a five year average (2008- 2012) of (667) to (620) by the end of 2015. To decrease the number of traffic fatalities by an additional .09% for a long term Target of (615) fatalities by the end of 2016.



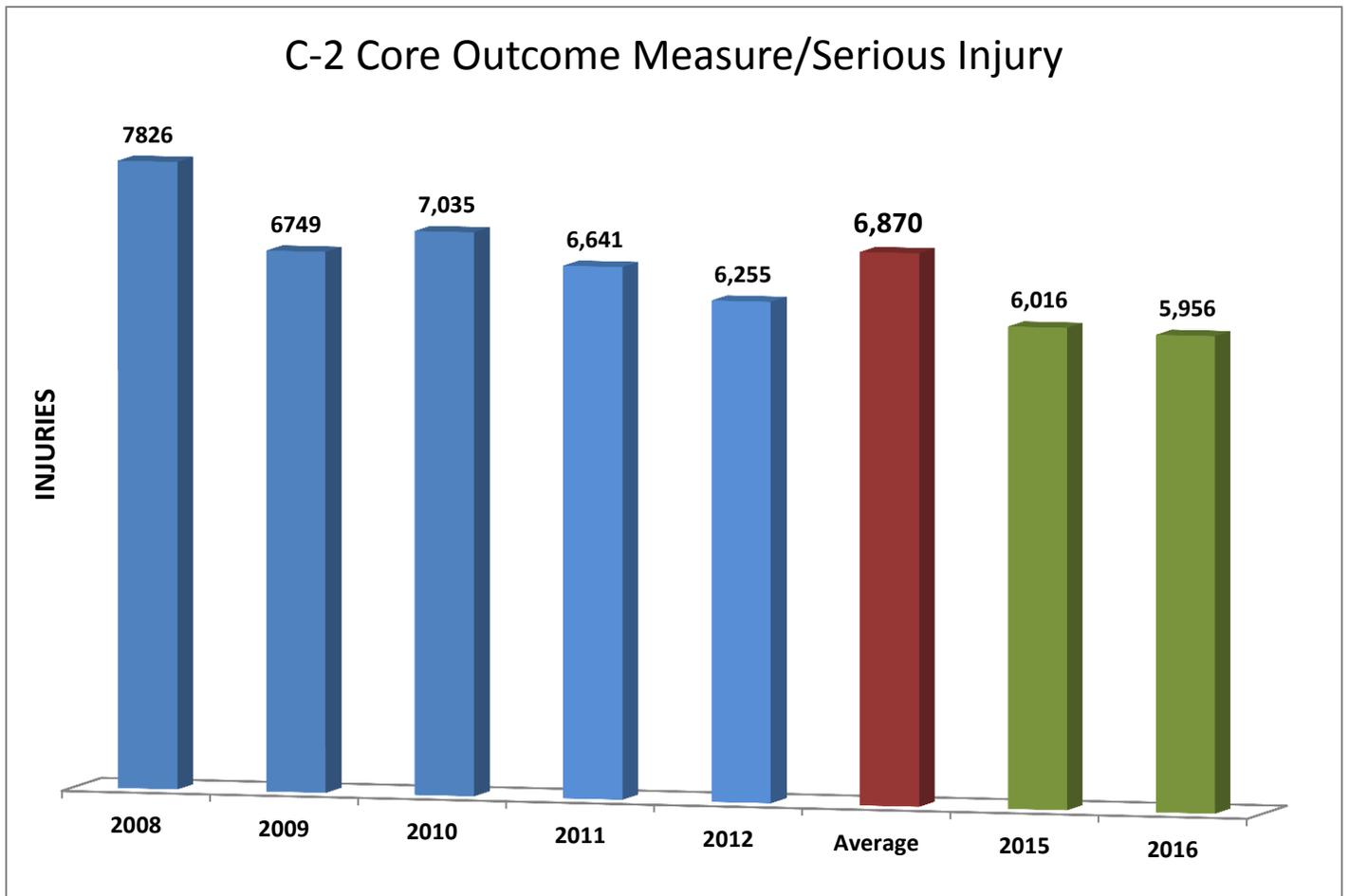
This target also falls in line with the Mississippi Strategic Highway Safety Plan collaborative joint target of (610) by the end of 2017. The fatality target was set during the FY15 joint strategic planning meetings with FHWA, MDOT, MOHS, FMCSA and MCSD.

Mississippi Historic and Projected Fatalities



C-2 Core Outcome Measure/Serious Injury:

To decrease the number of serious traffic injuries by 12.84% from a five year average (2008-2012) of (6,870) to (6,016) by the end of FY15. To decrease the number of serious injuries by an additional 1% for a long term target of (5,956) by the end of 2016.



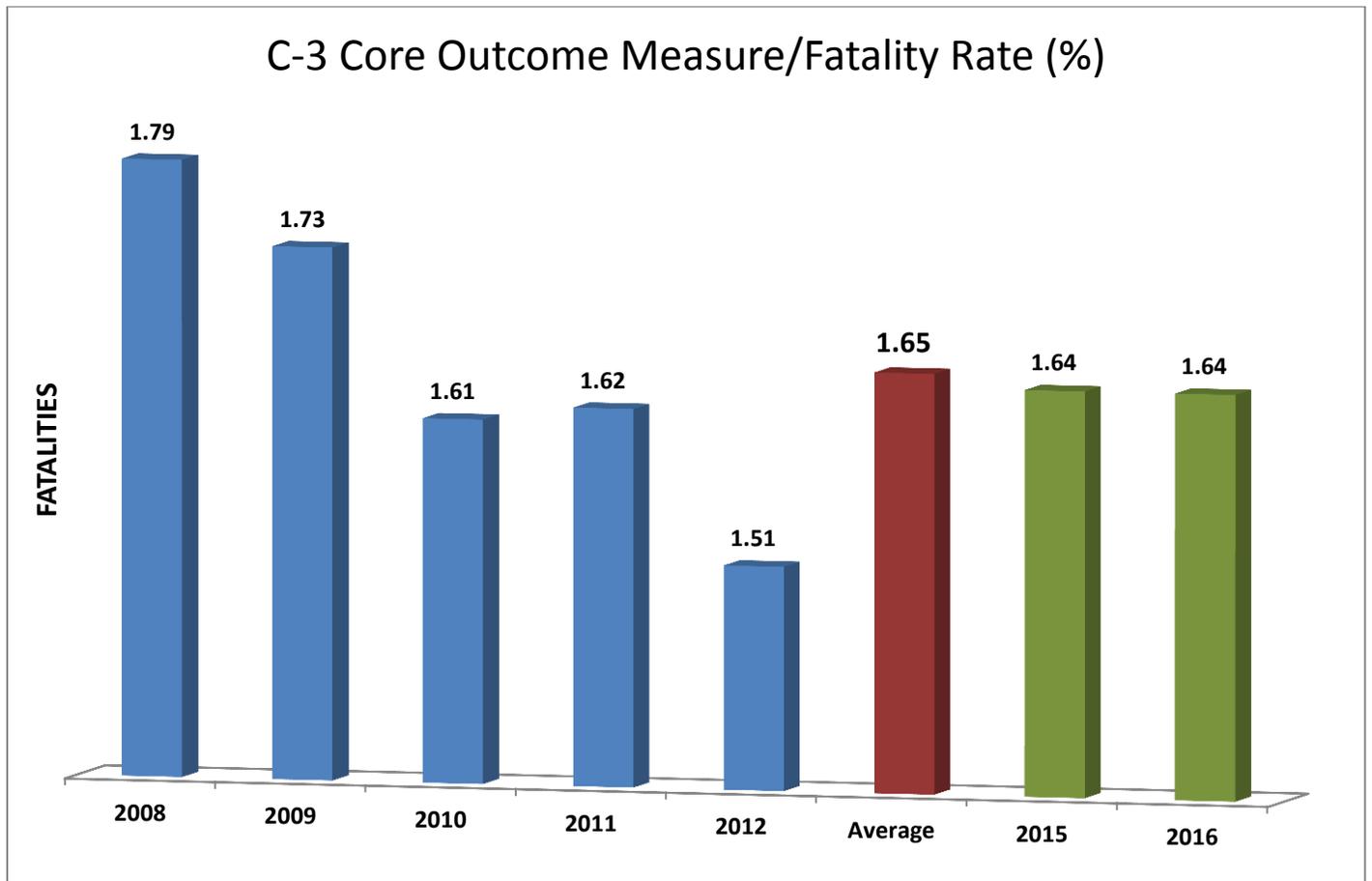
This target also falls in line with the Mississippi Strategic Highway Safety Plan collaborative joint target of (5956) by the end of 2017. The fatality target was set during the FY15 joint strategic planning meetings with FHWA, MDOT, MOHS, FMCSA and MCSD.

Mississippi Historical Injuries (Level A and B)



C-3 Core Outcome Measure/Fatality Rate:

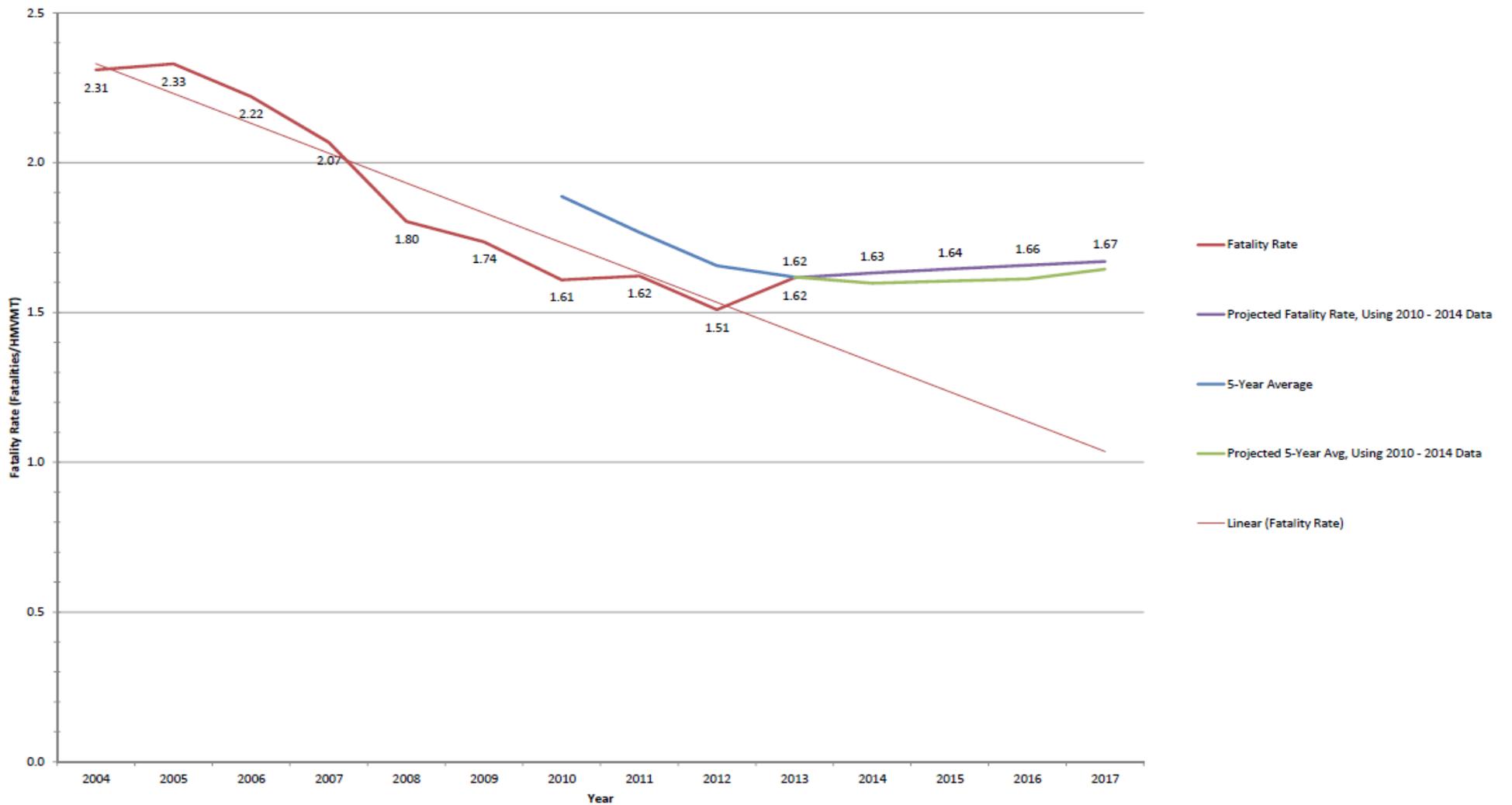
To decrease the number of fatalities by VMT by 1.0% from a five year average (2008-2012) of (1.65) to (1.64) by the end of FY14. To maintain the fatality rate of (1.64) for a long term target of (1.64) by the end of 2016.



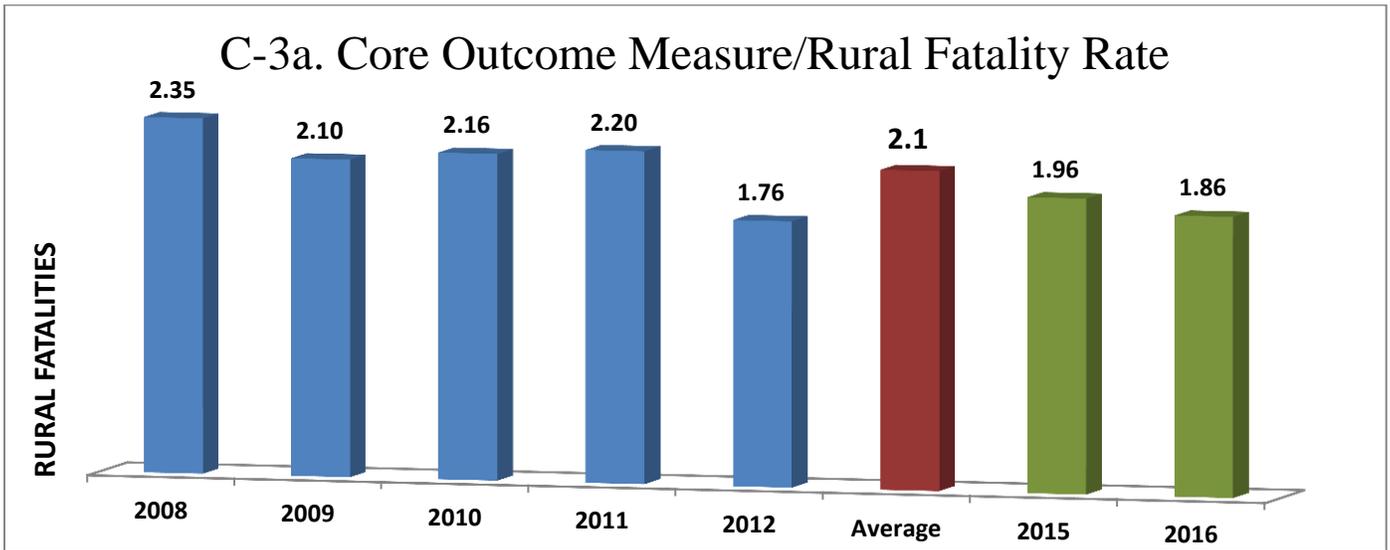
This target also falls in line with the Mississippi Strategic Highway Safety Plan collaborative joint target of (1.67) by the end of 2017. The data that was reviewed for the joint target took into consideration data from 2013, which has not been finalized in FARS and preliminary State data from 2014.

With the review of the 2013 and 2014 data, the fatality rate shows an increase, so the target was increased to show the data. The fatality target was set during the FY15 joint strategic planning meetings with FHWA, MDOT, MOHS, FMCSA and MCSD.

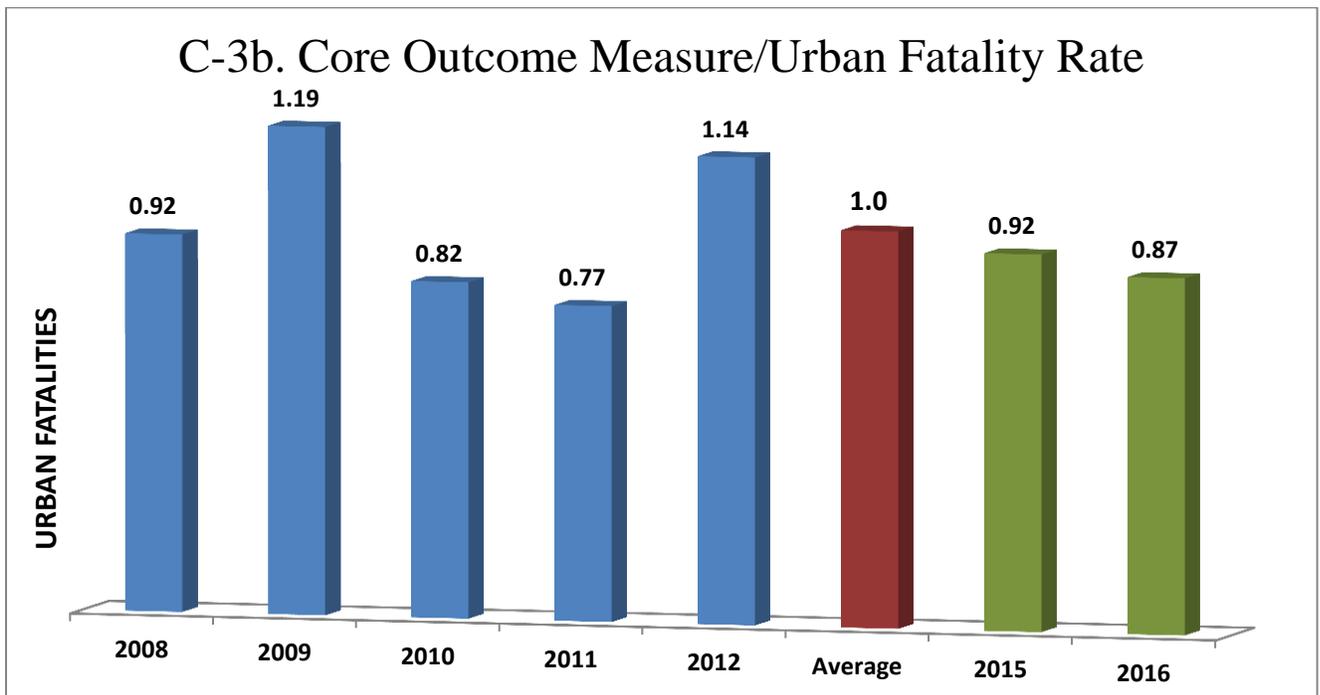
Mississippi Historic and Projected Fatality Rate



- To decrease the number of rural fatalities by VMT 7.5% from the five year average (2008-2012) of (2.11) to (1.96) by the end of FY15. To decrease the number of fatalities by an additional 5% for a long term target of (1.86) by the end of 2016.

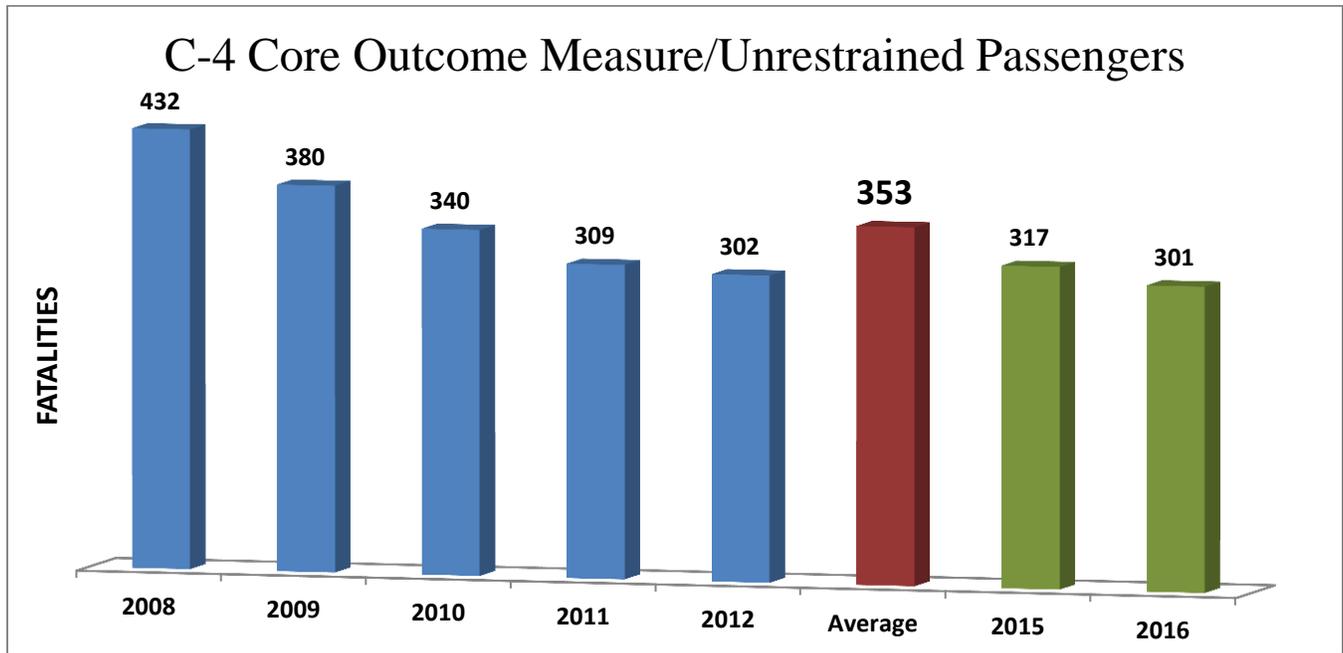


- To decrease the number of urban fatalities by VMT by 5% from the five year average (2008-2012) of (0.97) to (0.92) by the end of FY15. To decrease the number of fatalities by an additional 5% for a long term target of (0.87) by the end of 2016.



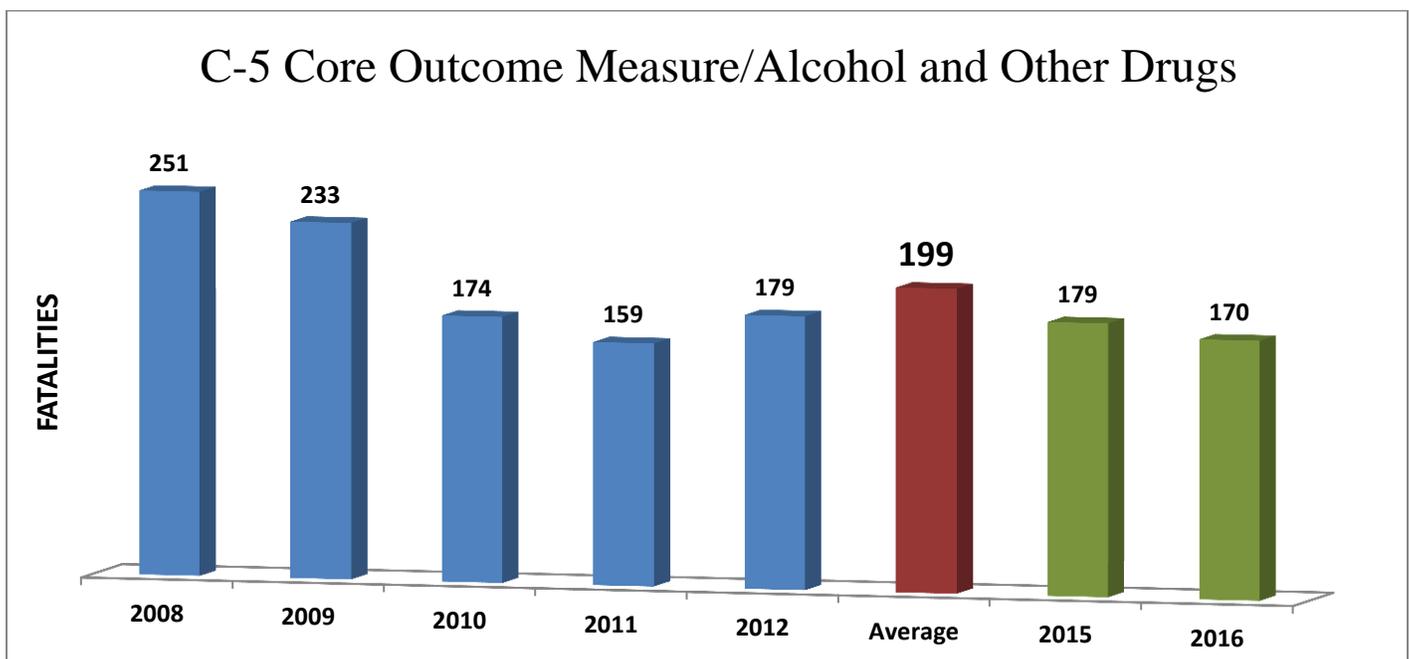
C-4 Core Outcome Measure/Unrestrained Passengers:

To decrease the number of unrestrained passenger vehicle occupant fatalities in all seating positions by 10% from the five year average (2008-2012) of (353) to (317) by the end of FY15. To decrease the number of unrestrained passenger vehicle occupant fatalities by an additional 5% for a long term target of (301) by the end of 2016.

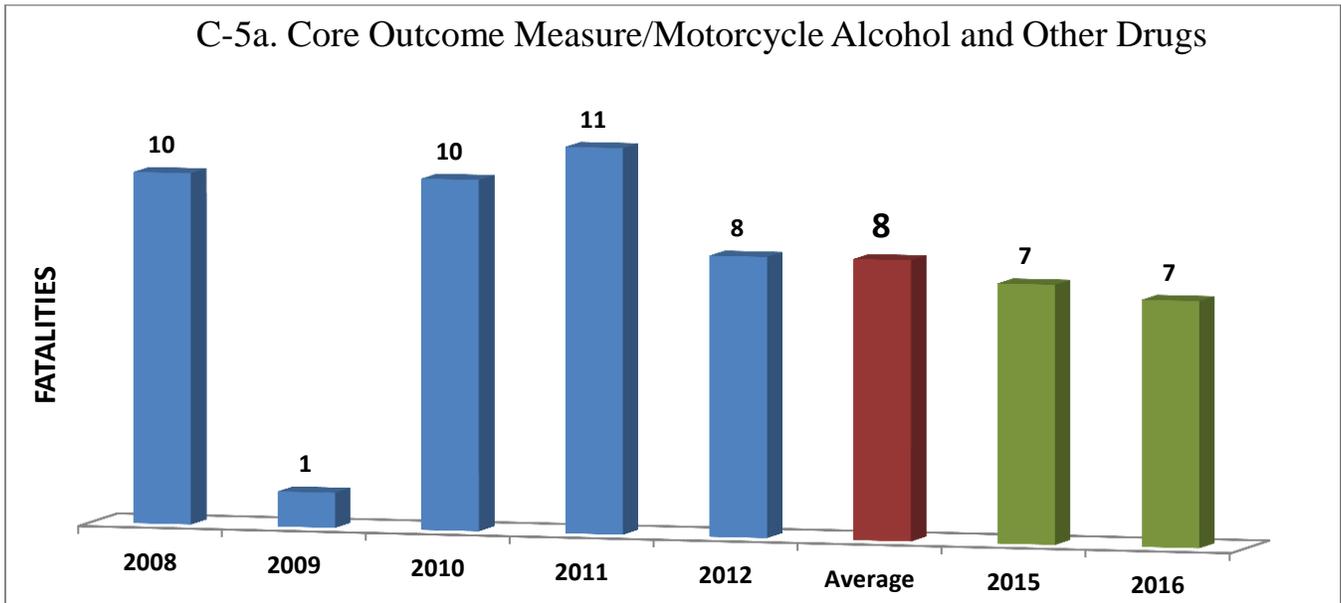


C-5 Core Outcome Measure/Alcohol and Other Drugs:

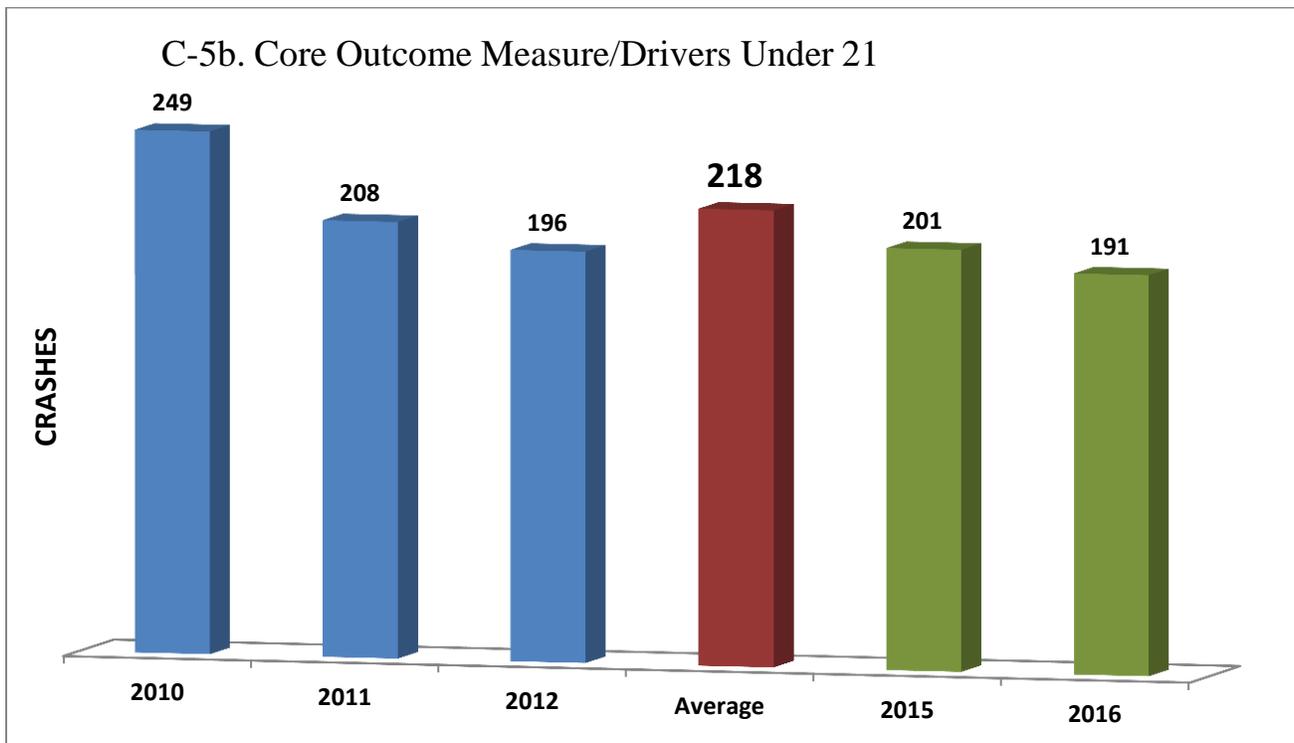
To decrease the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above from 10% from the five year average (2008-2012) of (199) to (179) by the end of FY15. To decrease the number of fatalities by an additional 5% for a long term target of (170) by the end of 2016.



- To decrease the number of alcohol related motorcyclist fatalities from 8 in 2012 to 7 by the end of FY15. To maintain the number of alcohol related motorcyclist for a long term target of 7 by the end of 2016.

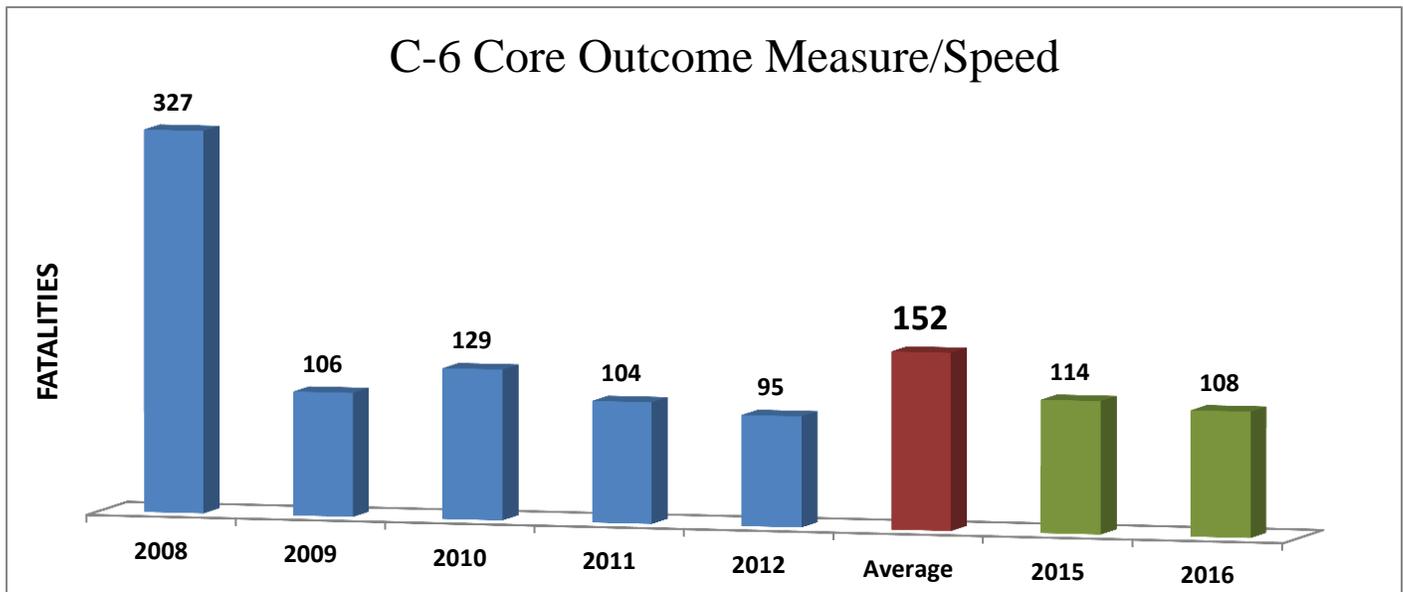


- To decrease the number of impaired related crashes involving drivers under the age of 20 from a three year average (2010-2012) from 218 in 2012 to 201 by the end of FY15. To decrease the number of impaired related crashes involving drivers under the age of 20 to 191 by the end of 2016.



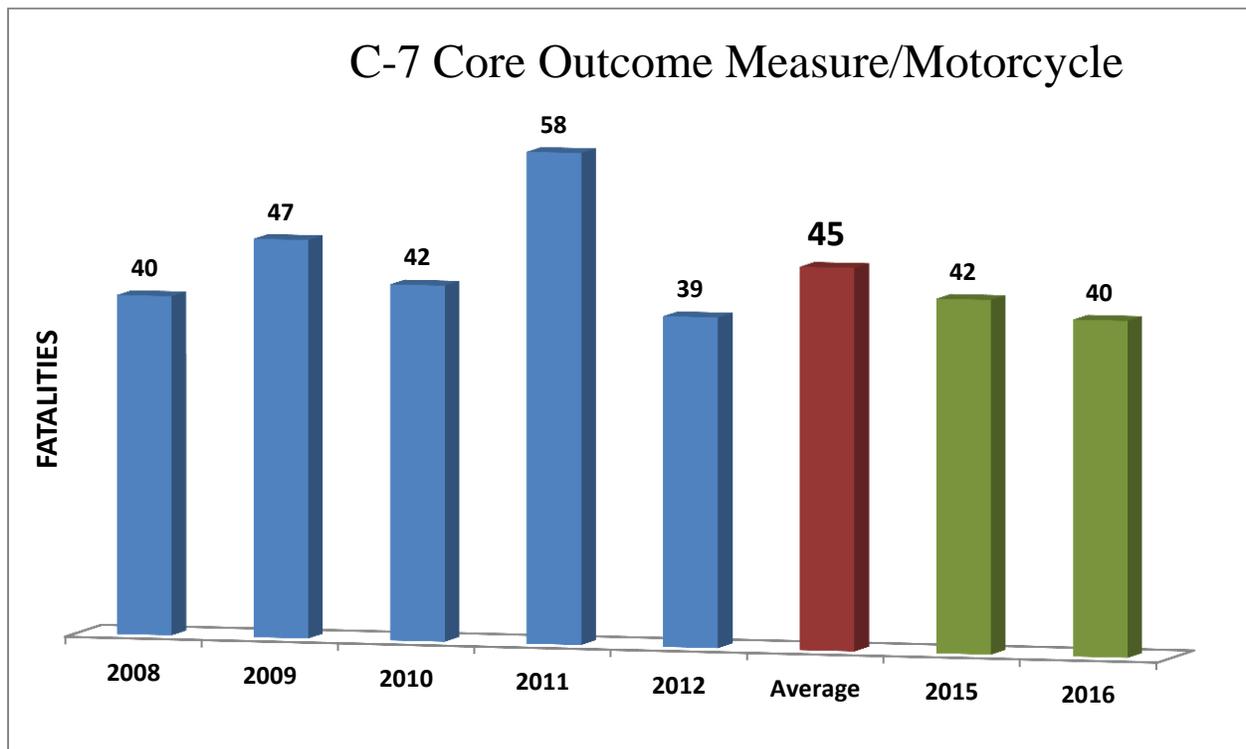
C-6 Core Outcome Measure/ Speed:

To decrease the number of speeding-related fatalities by 25% from a five year average (2008-2012) from (152) to (114) by the end of FY15. To decrease the number of speeding related fatalities by an additional 5% for a long term target of (108) by the end of 2016.



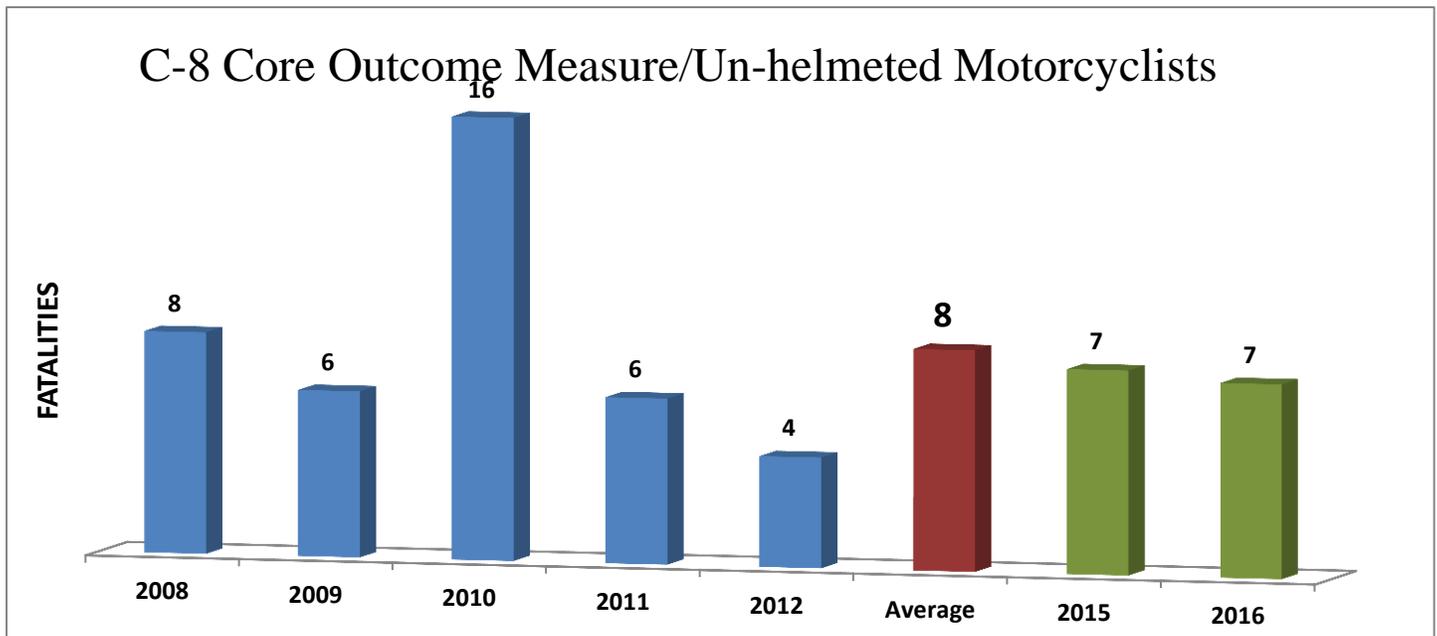
C-7 Core Outcome Measure/Motorcycles:

To decrease the number of motorcyclist fatalities by 7.5% from the 5 year average (2008-2012) from (45) to (42) by the end of FY15. To decrease the number of motorcyclist fatalities by an additional 5% for a long term target of (40) by the end of 2015.



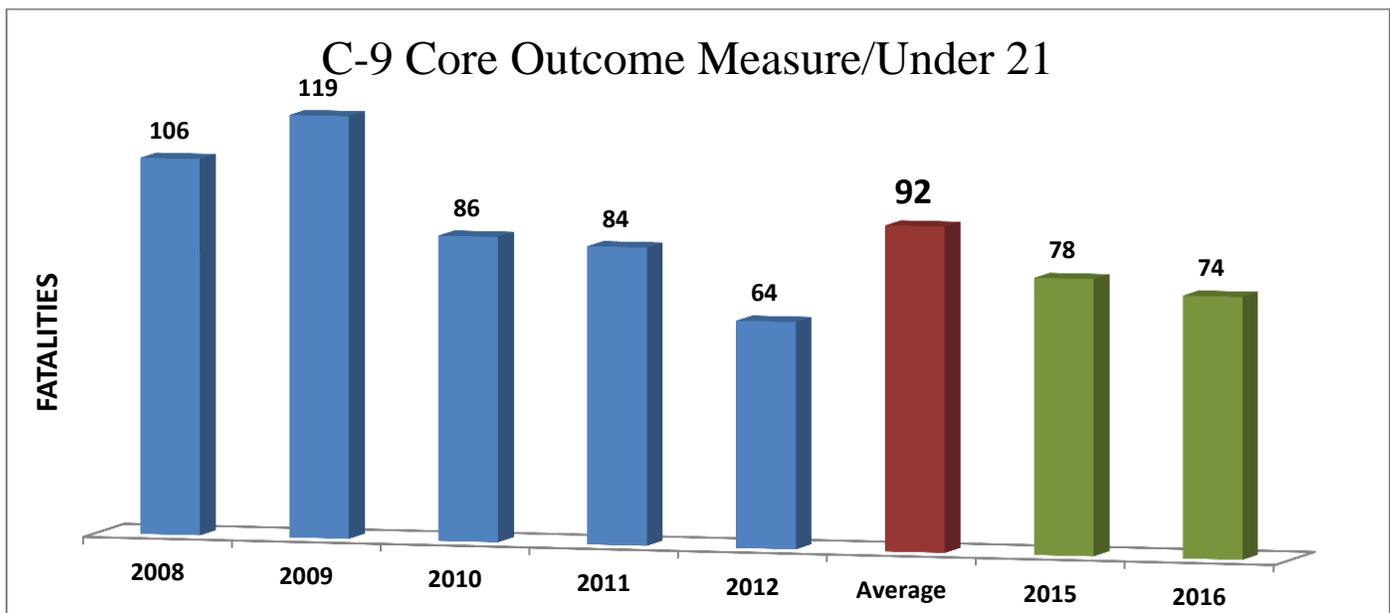
C-8 Core Outcome Measure/Un-helmeted Motorcyclists:

To decrease the number of un-helmeted motorcyclist fatalities from the five year average (2008-2012) of (8) to (7) by the end of FY15. To decrease the number of un-helmeted motorcyclist fatalities for a long term target of (7) by the end of 2016.



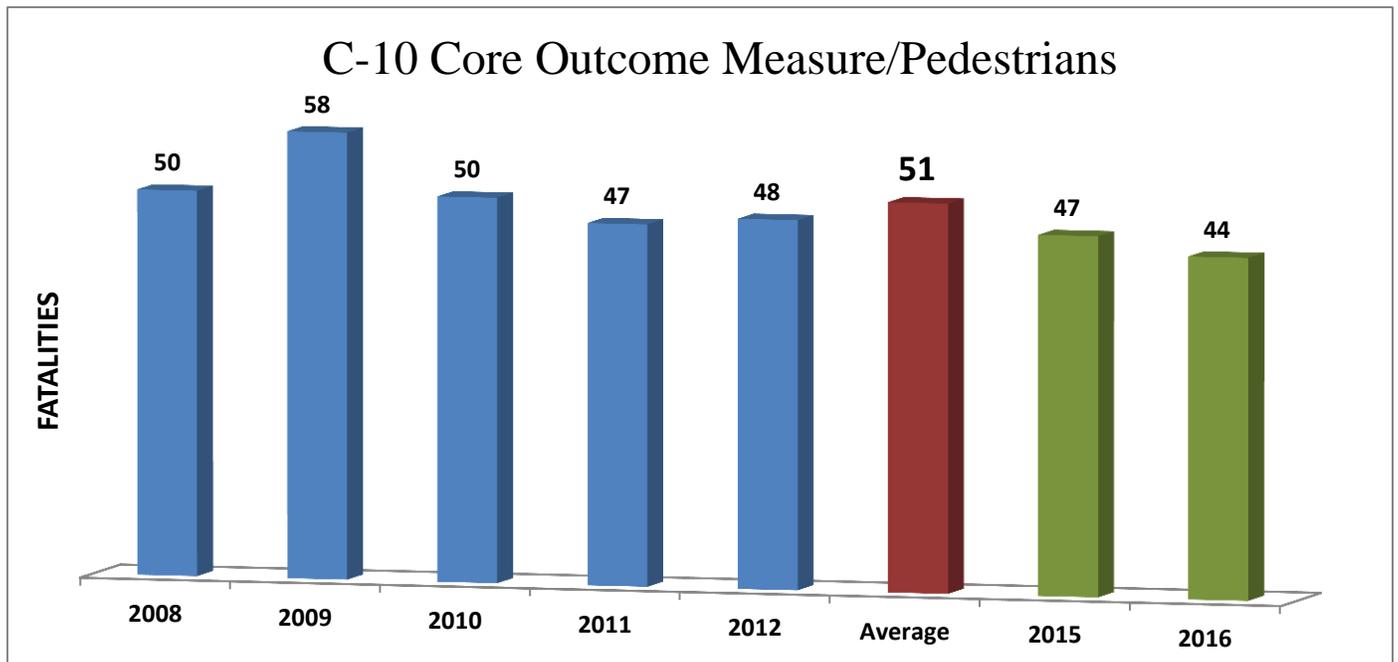
C-9 Core Outcome Measure/Under 21:

To decrease the number of drivers aged 20 or younger involved in fatal crashes by 15% from the average (2008-2012) of (92) to (78) by the end of FY15. To decrease the number of drivers aged 20 or younger by an additional 5% for a long term target of (74) by the end of 2016.



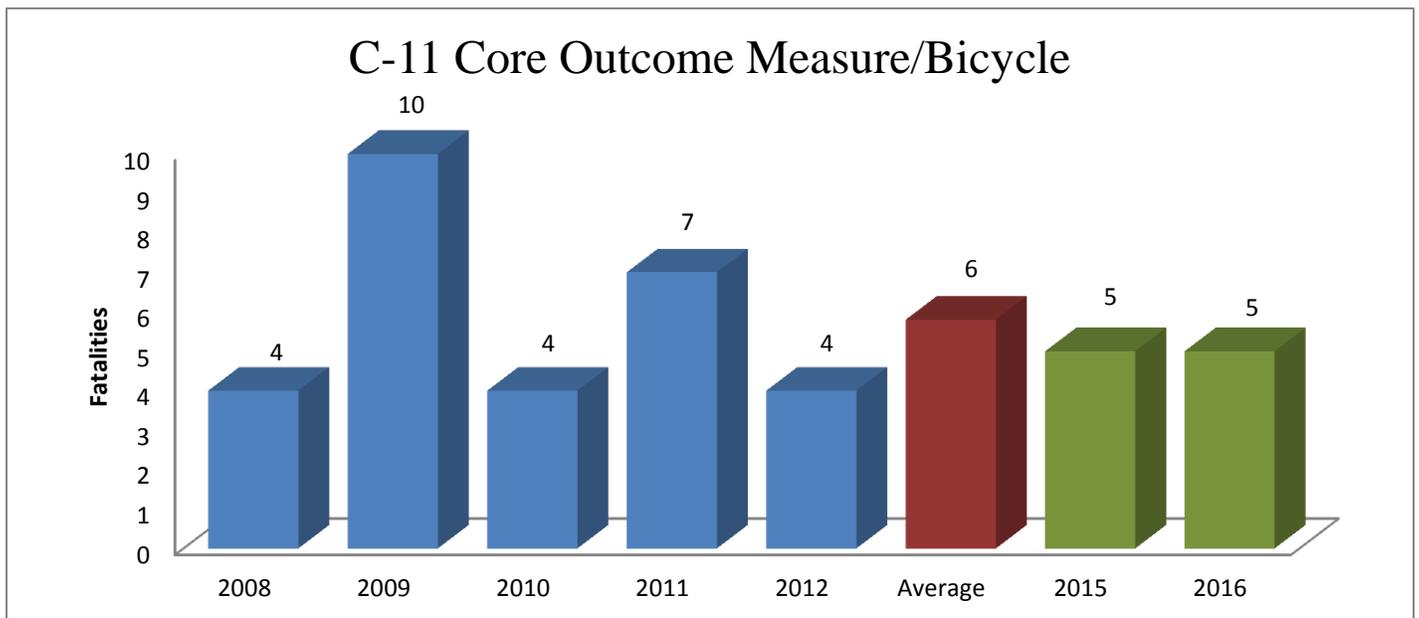
C-10 Core Outcome Measures/Pedestrians:

To decrease the number of pedestrian fatalities by 7.5% from the five year average (2008-2012) of (51) to (47) by the end of FY15. To decrease the number of pedestrian fatalities by an additional 5% for a long term target of (44) by the end of 2016.



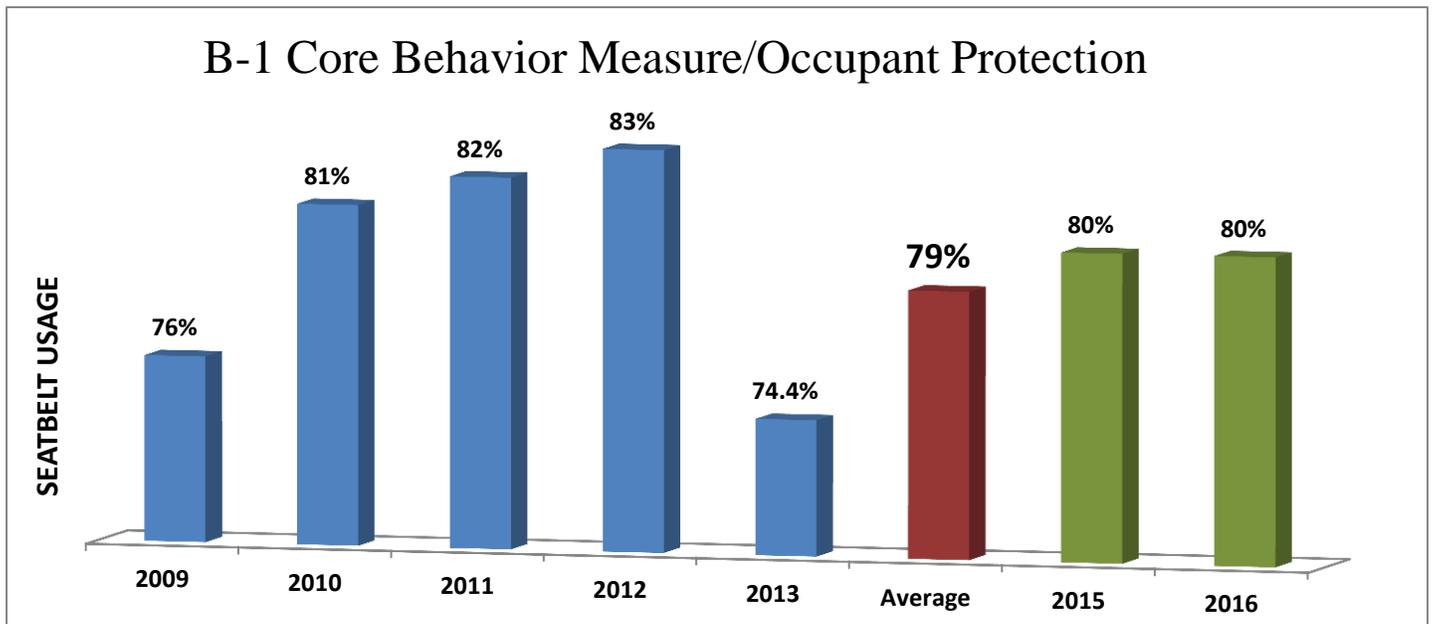
C-11 Core Outcome Measure: Bicycle:

To decrease the number of bicycle fatalities by 7.5% from the five year average (2008-2012) of (6) to (5) by the end of FY15. To maintain the number of pedestrian fatalities for a long term target of (5) by the end of 2016.



B-1 Core Behavior Measure/Occupant Protection:

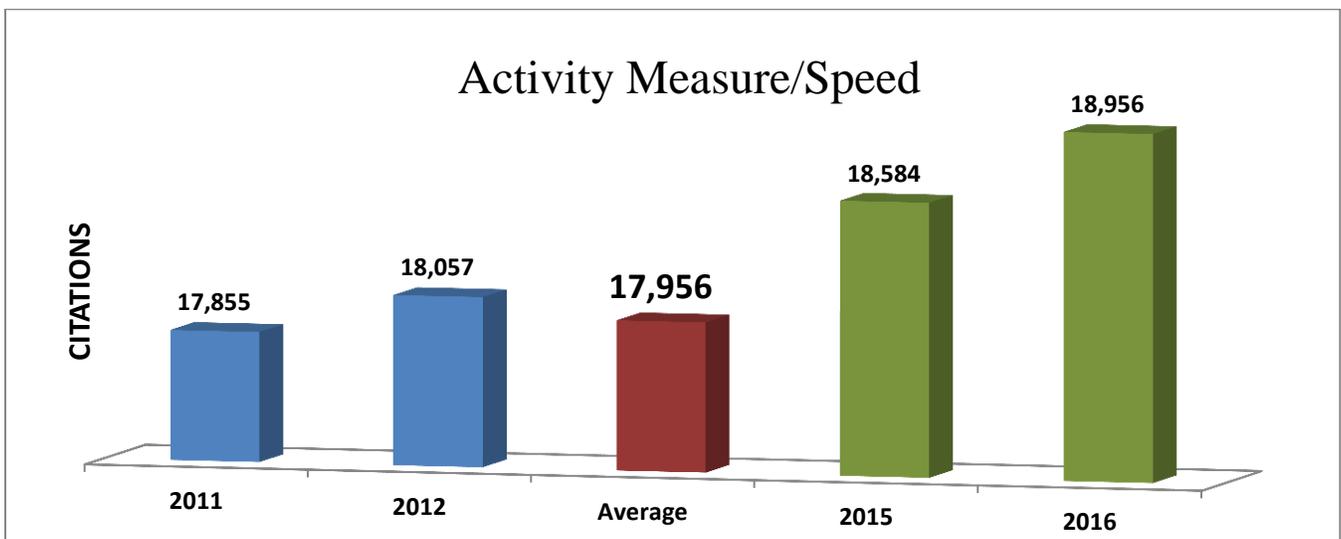
To increase statewide observed seatbelt use of front seat outboard occupants in passenger vehicles from the five year average (2009-2013) of (79%) to (80%) by the end of FY15. To maintain the statewide observed seatbelt use rate of (80%) for a long term target by the end of 2016.



Activity Measures

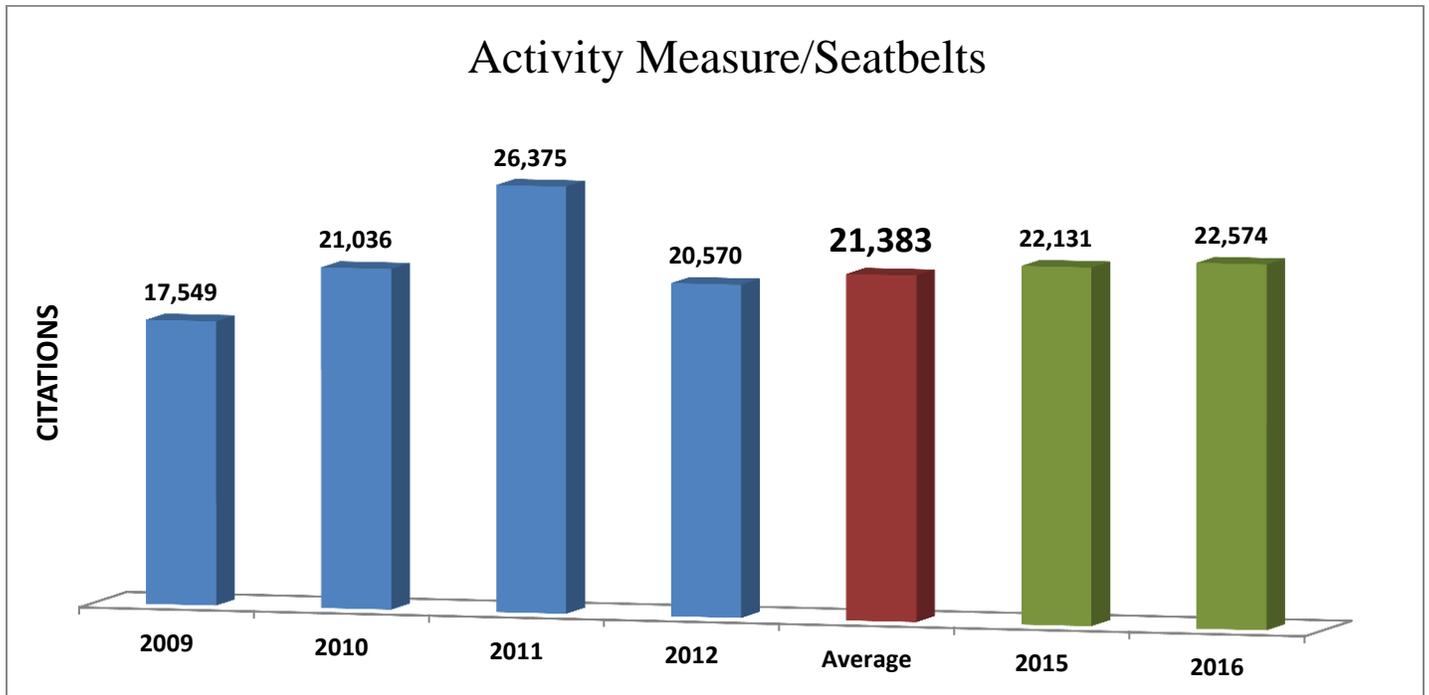
Activity Measure/Speed:

To increase the number of speeding citations issued during grant funded enforcement activities by 3.50% from the two year average (2011-2012) of (17,956) in 2012 to an increase Target of (18,584) by the end of FY15. To increase the number of speeding citations issued during grant funded enforcement activities by an additional 2% for a long term target of (18,956) by the end of 2016.



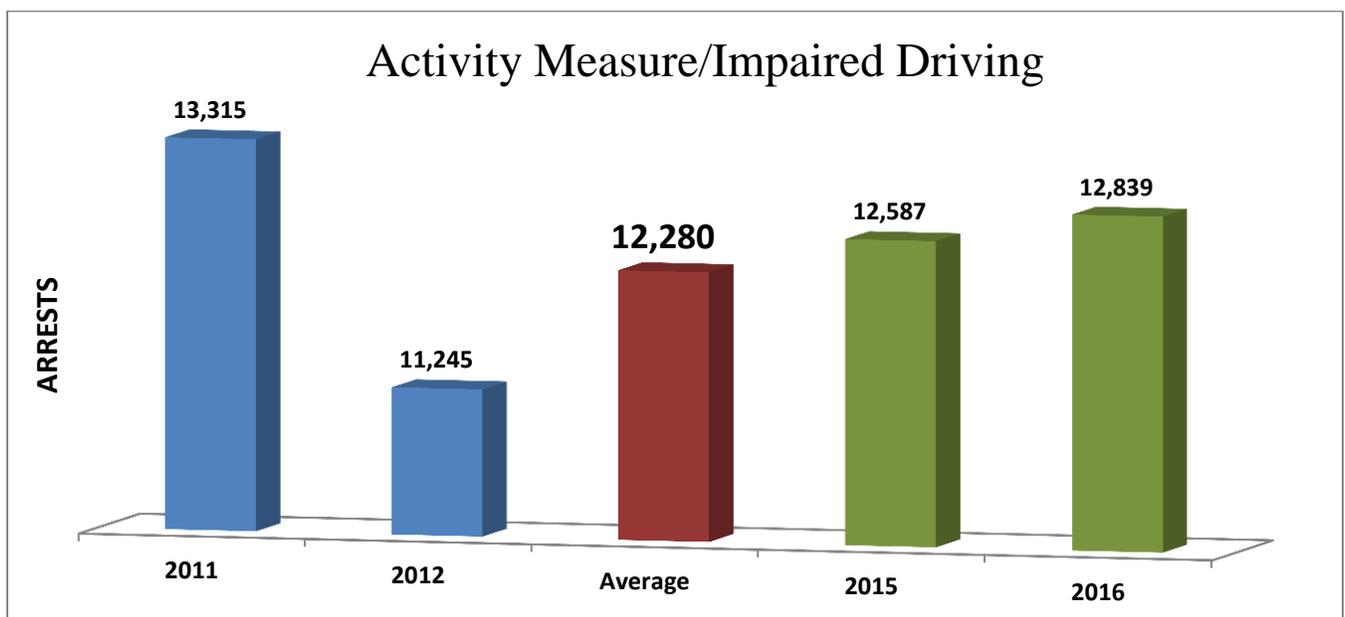
Activity Measure/Seat Belts:

To increase the number of seatbelt citations during grant funded enforcement activities by 3.50% from the five year average (2009-2012) of (21,383) in 2012 to (22,131) by the end of FY15. To increase the number of seatbelt citations issued during grant funded activities by an additional 2% for a long term target of 22,574 by the end of 2016.



Activity Measure/Impaired Driving:

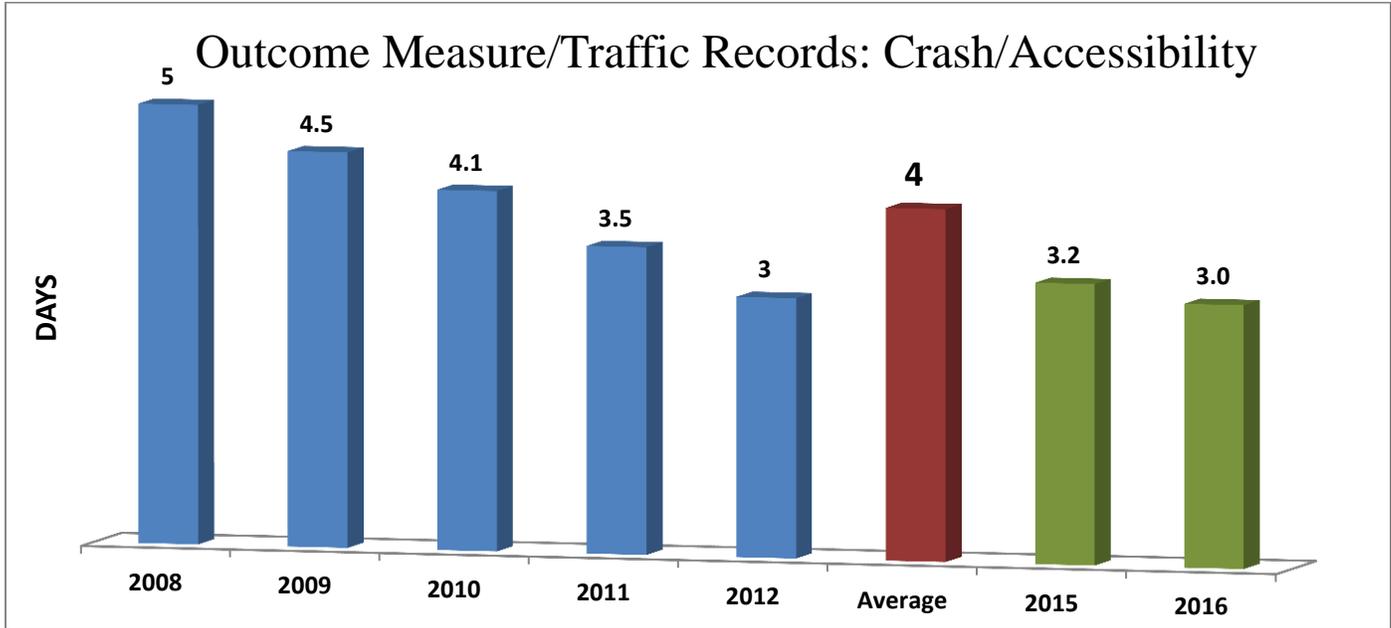
To increase the number of impaired driving arrests made during grant funded activities by 2.50% from the two year average (2011-2012) of (12,280) in 2012 to (12,587) by the end of FY15. To increase the number of impaired driving arrests issued during grant funded activities by an additional 2% for a long term target of (12,839) by the end of 2016.



ADDITIONAL MOHS TARGETS AND PERFORMANCE MEASURES:

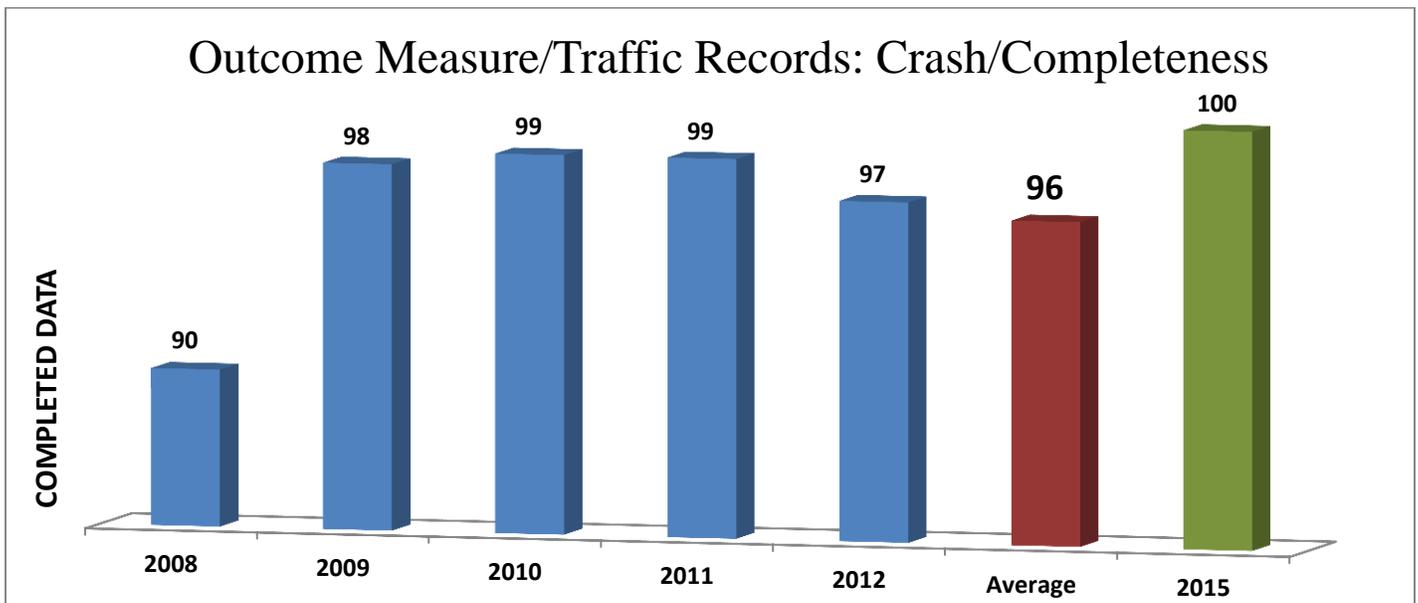
MOHS Outcome Measure/Crash/Accessibility:

To decrease the average number of day's crash data is accessible electronically from the crash event to DPS by 20% from a five year average (2008-2012) of (4) days to (3.2) days by the end of FY15. To decrease the number of day's availability by an additional 5% for a long term target of (3.0) by the end of 2016.



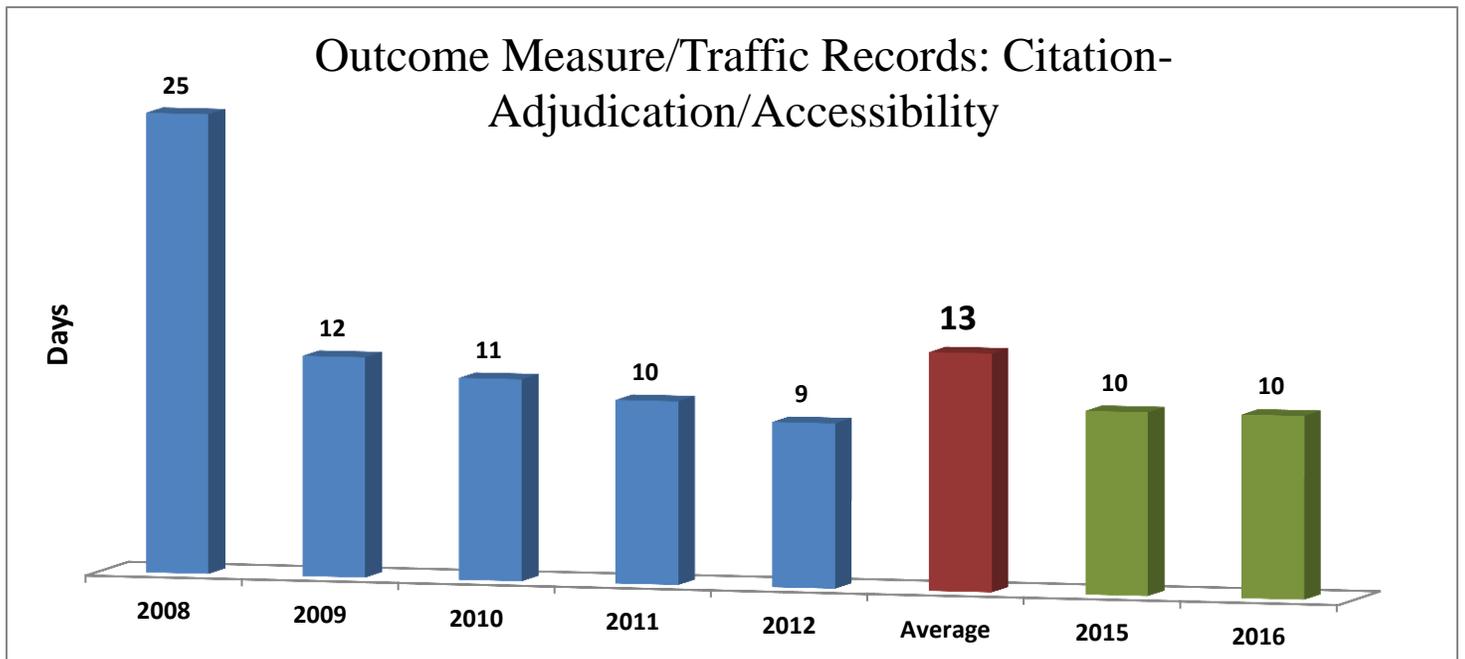
MOHS Outcome Measure/Crash/Completeness:

To increase the percentage of completed crash report data submitted electronically to DPS by 4.2% from a five year average (2008-2012) of (96%) to (100%) by the end of FY15. Maintain from 2016 and beyond.



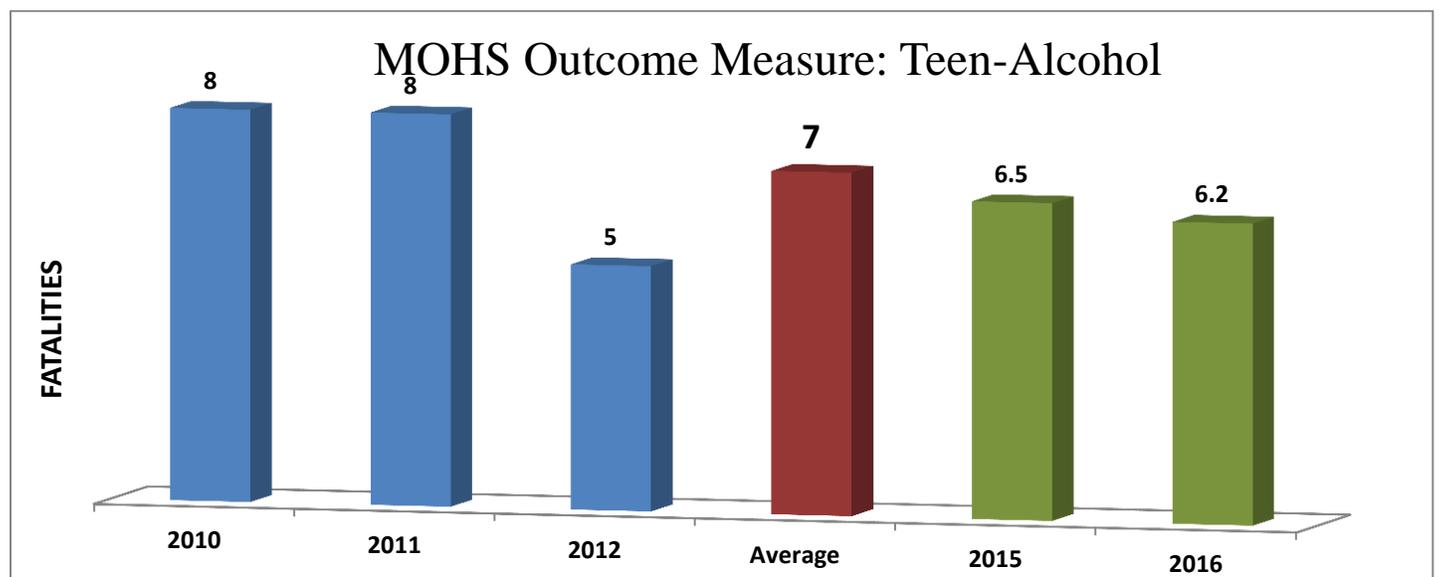
MOHS Outcome Measure/Traffic Records:

To decrease the number of day's citation data is accessible to the court from the citation date by 20% from an average of (13) days from 2008- 2012 to (10) days by the end of FY15. To decrease the number of days citation data by an additional 5% for a long term target of (10) by the end of 2016.



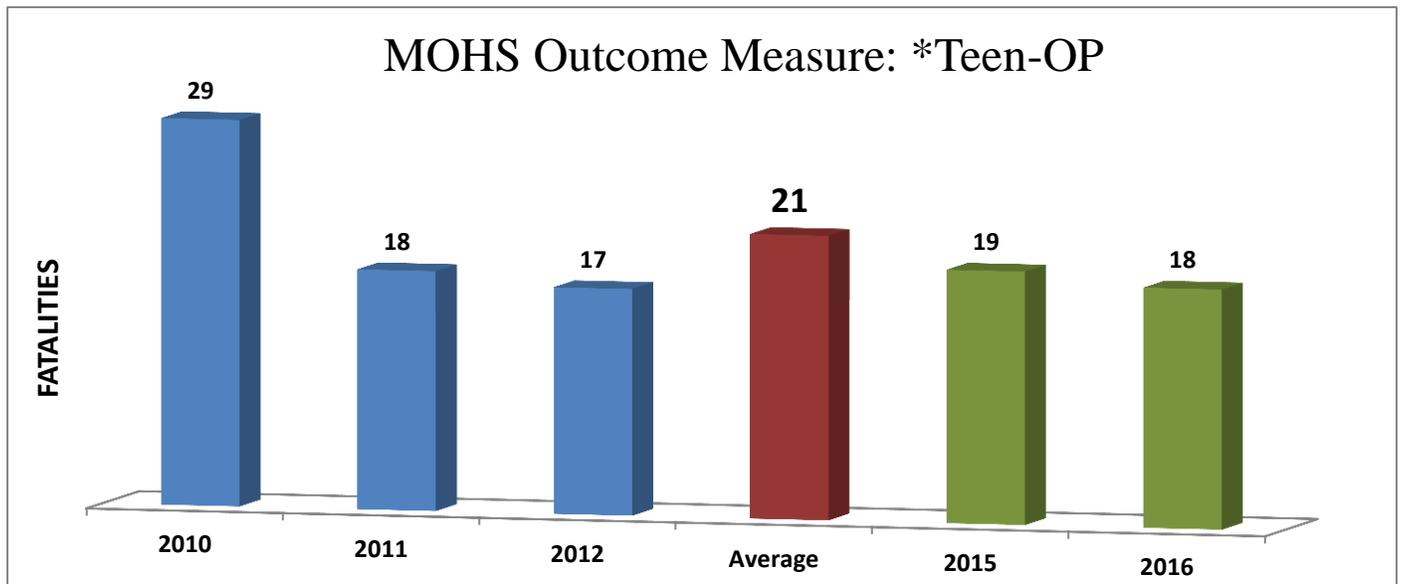
MOHS Outcome Measure: Teen-Alcohol:

Reduce alcohol related fatalities from 16-20 year old drivers by 7.5% from the three year average (2010-2012) of (7) in 2012 to (6.5) in FY15. Decrease alcohol related fatalities from 16-20 year old drivers by an additional 5% for a long term target of (6.2) by the end of 2016.



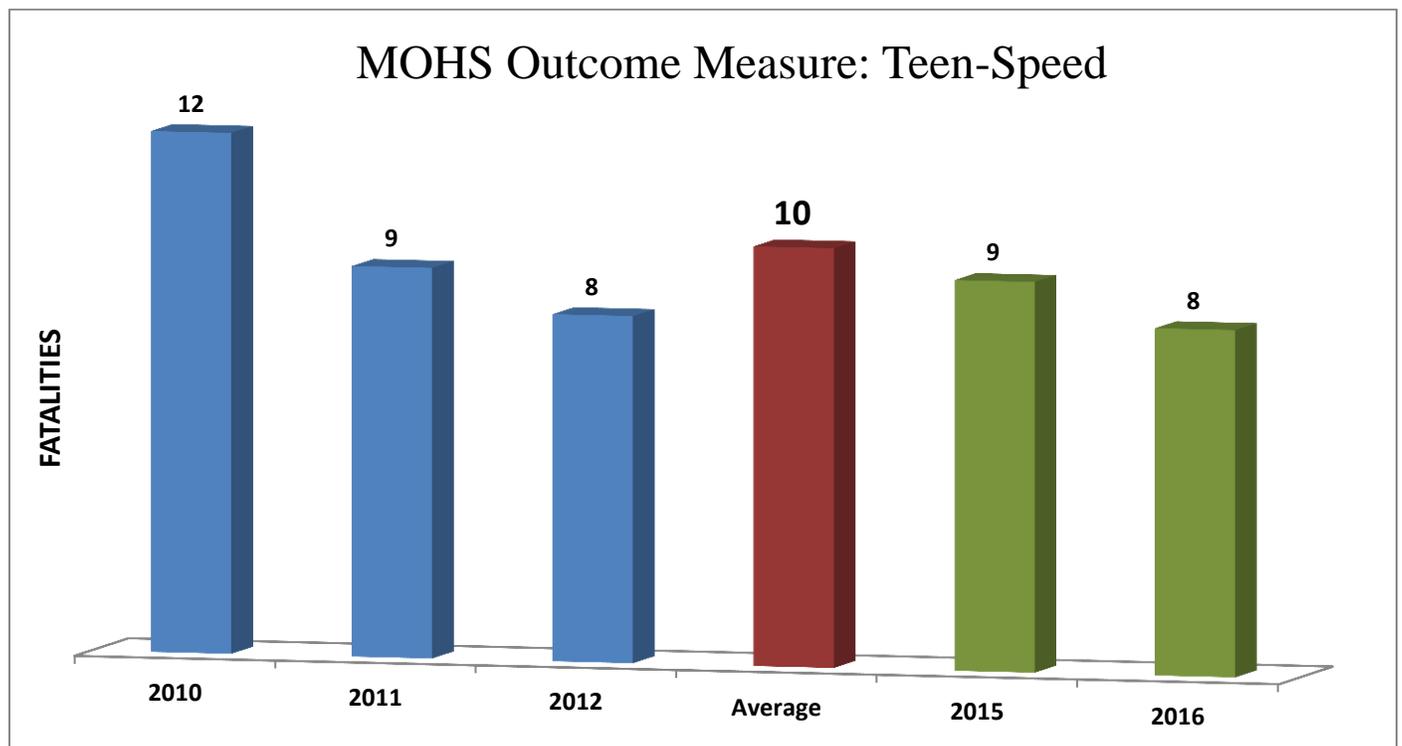
MOHS Outcome Measure: Teen-OP:

Reduce unrestrained fatalities from 16-20 year old drivers by 10% from the three year average (2010-2012) of (21) in 2012 to (19) in FY15. To decrease unrestrained fatalities from 16-20 year old drivers by an additional 5% for a long term target of (18) by the end of 2016.



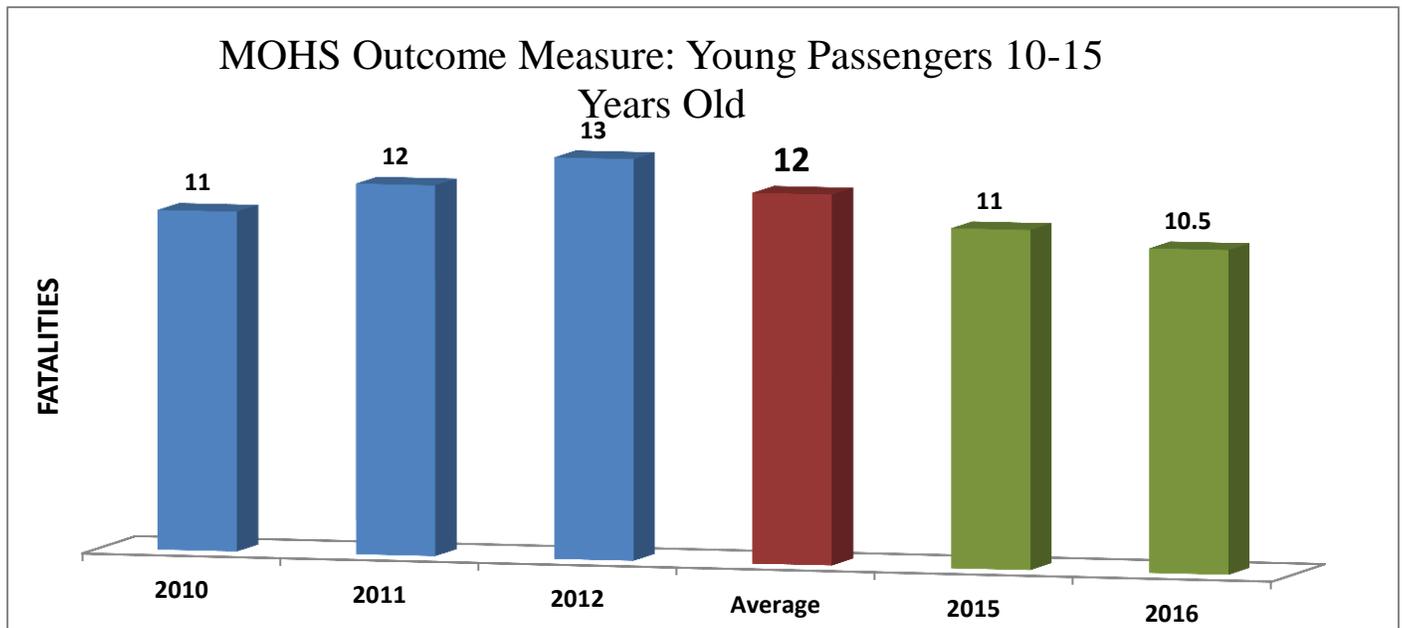
MOHS Outcome Measure: Teen-Speed:

Reduce speed related fatalities from 16-20 year old drivers by 7.5% from the three year average (2010-2012) of (10) in 2012 to (9) in FY15. To decrease speed related fatalities from 16-20 year old drivers by an additional 5% for a long term target of (8) by the end of 2016.



MOHS Outcome Measure: Youth-Unrestrained 10-15 Year Olds:

Reduce unrestrained fatalities from 10-15 year old passengers by 7.5% from the three year average (2010-2012) of (12) in 2012 to (11) in FY15. To decrease unrestrained fatalities from 10-15 year old drivers by an additional 5% for a long term target of (10.5) by the end of 2016.



5. EVIDENCE BASED STRATEGIES AND PROJECT SELECTION PROCESS

The MOHS uses Countermeasures that Work: A Highway Safety Countermeasures Guide for State Highway Safety Offices, Seventh Edition, 2013, published by NHTSA to select strategies that will be used for the upcoming grant year. During the review of the Countermeasures that Work, the State takes notice of measures that are rated with three stars or above for effectiveness and tries to include the most effective measures into funded projects and programs. The higher the effectiveness of the measure, the more likely the success of the program will be for the State. All the strategies selected for inclusion in the HSP for FY15, are selected from proven countermeasures and strategies. These countermeasures and strategies will have the highest potential to impact the HSP.

The MOHS takes into consideration all data that is available (See Problem Identification section, pages 16, 19-20, 32-53), target areas and the countermeasures to begin the selection process for applications and to determine what the MOHS hopes to accomplish during the grant year. Below are the countermeasures for each program areas that the MOHS will be requesting funding for implementation of projects.

Impaired Driving Countermeasures:

FY15 Impaired Driving Proposed Strategies:

The MOHS uses the 2013 Countermeasures that Work: A Highway Safety Countermeasures Guide for State Highway Safety Offices, published by the NHTSA to select strategies that will be used for the upcoming grant year. The MOHS will use the following countermeasures as strategies to accomplish the targets that have been set for the grant year:

- Alcohol/Impaired/Drugged Countermeasure: 1.5 Alcohol-Impaired Driving Law Review;
- Alcohol/Impaired/Drugged Countermeasure: 2.1 Publicized Sobriety Checkpoints;

- Alcohol/Impaired/Drugged Countermeasure: 2.2 Publicized Saturation Patrols;
- Alcohol/Impaired/Drugged Countermeasure: 2.3: Preliminary Breath Test Devices (PBT);
- Alcohol/Impaired/Drugged Countermeasure: 2.4: Passive Alcohol Sensors: (PAS);
- Alcohol/Impaired/Drugged Countermeasure: 2.5: Integrated Enforcement;
- Alcohol/Impaired/Drugged Countermeasure: 3.1: DWI Courts;
- Alcohol/Impaired/Drugged Countermeasure: 3.3: Court Monitoring;
- Alcohol/Impaired/Drugged Countermeasure: 4.1: Alcohol Problem Assessment and Treatment;
- Alcohol/Impaired/Drugged Countermeasure: 4.2: Ignition Interlock;
- Alcohol/Impaired/Drugged Countermeasure: 5.2: Mass Media Campaign;
- Alcohol/Impaired/Drugged Countermeasure: 5.3: Responsible Beverage Service;
- Alcohol/Impaired/Drugged Countermeasure: 5.4: Alternative Transportation;
- Alcohol/Impaired/Drugged Countermeasure: 5.5: Designated Drivers;
- Alcohol/Impaired/Drugged Countermeasure: 6.1: Minimum Drinking Age 21 Laws;
- Alcohol/Impaired/Drugged Countermeasure: 6.2: Zero Tolerance;
- Alcohol/Impaired/Drugged Countermeasure: 6.3: Alcohol Vendor Compliance Checks;
- Alcohol/Impaired/Drugged Countermeasure: 6.5: Youth Programs;
- Alcohol/Impaired/Drugged Countermeasure: 7.1: Enforcement Drugged Driving; and
- Alcohol/Impaired/Drugged Countermeasure: 7.2: Drugged Driving Law

All projects selected for inclusion into the FY15 HSP, utilize strategies based on the *2013 Countermeasures That Work*, as listed above. Based on the data pertinent to the impaired driving problem, the MOHS feels these projects, if implemented and successfully completed, will positively impact the overall impaired driving targets in FY15.

MOHS Impaired Driving Strategies:

Impaired Driving Task Force:

The Impaired Driving sub-committee of MAHSL, established in September 1995, has been active since then. The current alcohol committee has 31 standing committee members, along with a chairman that calls for meetings and reports from the committee members.

The impaired driving task force also reviews and approves of the Impaired Driving Plan for the 405(d) NHTSA Application. (FY15 405(d)-Impaired Driving: Appendix A)

Impaired Driving Coordinated Program:

- Provide a comprehensive statewide ID coordinated program;
- Fund law enforcement programs for Impaired Driving enforcement;
- Assign MOHS staff to manage Impaired Driving enforcement and PI & E grants;
- Provide for earned and paid media to discourage impaired driving; and
- Provide technical assistance when needed for the Impaired Driving Program.

Selective Traffic Enforcement Programs:

The Selective Traffic Enforcement Program (STEP) - include projects which pay for traffic enforcement overtime activities (above and beyond agency's current enforcement activities). All STEP programs must either have established written STEP operating policies and procedures, or will develop written policies and procedures before STEP grants can be executed.

- Fund impaired driving checkpoints and/or saturation patrol training;

- Impaired project agencies within a high risk location will conduct at least one special impaired driving enforcement operation per month;
- Distribute National Impaired Driving Campaign Blitz information/reporting packets;
- MHP will conduct at least two safety checkpoints per month within each of the areas ranked highest for alcohol related fatalities in the State;
- Each local project will generate earned media and shall utilize the earned media before, during and after planned high visibility enforcement efforts conducted during the National Impaired Driving Blitz Campaigns and State holiday campaigns

Selective Traffic Enforcement Program Periods:

Law Enforcement agencies must participate in the following required State and national campaigns for impaired driving campaigns during the grant period as follows:

National Campaigns: Must conduct minimum of four (4) checkpoints and/or saturation patrols during these campaigns/blitz periods.

- Christmas/New Year’s Impaired Driving Campaign; and
- Labor Day Impaired Driving Campaign

State Holiday Campaigns: Must conduct minimum of two (2) checkpoints and/or saturation patrols during these holiday campaigns/blitz periods.

- Thanksgiving Holiday period;
- Super Bowl Sunday (at least one checkpoint/saturation for one day event);
- Memorial Day Holiday period; and
- 4th of July weekend

High Visibility Enforcement:

State police and local law enforcement will be involved in conducting high visibility enforcement blitz efforts which will include checkpoints, saturation patrols and other detailed activities in a joint effort to reduce the numbers of alcohol-related fatalities in Mississippi.

MOHS, along with all awarded agencies, will implement activities in support of national highway safety targets to reduce fatalities (according to their specific funding source). All awarded contract are required to complete the HVE Compliance form at implementation which defines the mobilizations and sustained enforcement activities.

Enforcement agencies will be strongly advised to ensure the site itself has maximum visibility from each direction and has sufficient illumination to ensure safety during night inspection along with the use of reflective vest (use of vest outlined by MDOT).

Enforcement efforts from county, local law enforcement and the Mississippi Highway Patrol will be concentrated in areas that have been identified as high driving fatality and severe injury crash locations in Mississippi.

The MOHS will continuously seek to expand in the areas of enforcement, training, public awareness and community outreach, etc. in an effort to address impaired highway safety issues identified in FY15. The implementation of these programs will assist the State in meeting the impaired driving highway safety targets and performance measures for FY15.

Fund special wave grants for law enforcement.

National Blitz:

Participate in the National Impaired Driving Crackdowns.

- Distribute education and public information and education materials;
- Fund enforcement to multiple agencies(checkpoints/saturation patrols);
- Fund full time DUI Officers;
- Fund STEP high visibility enforcement activities;
- Issue press releases and participate in earned media; and
- Fund paid media.

Training:

Provide statewide training for Standardized Field Sobriety Training, Advanced Roadside Impaired Driving Enforcement, Drug Recognition Expert, Mobile Video Courses, Complete Traffic Stops and Phlebotomy.

- Continue funding the Mississippi Law Enforcement (LE) Training Program;
- Provide classes free of cost for law enforcement; and
- Provide technical support for law enforcement agencies thru statewide LEL and LEL coordinators.

Survey:

Conduct an attitudinal survey based on the NHTSA/GHSA agreed upon questions to track driver attitude and awareness related to impaired driving.

- Contract with a Research Group to perform Behavioral Measures Survey;
- Participate in statewide Behavioral Measures Survey for Youth (Smart Track);
- Conduct Survey within final quarter of grant period; and
- Generate final analysis report to include in the Annual Report.

Evaluation:

- Evaluate grant funded impaired driving activities;
- Review monthly cost report;
- Review monthly activity reports;
- Review quarterly progress reports;
- Conduct in-house monitoring;
- Conduct on-site monitoring visits; and
- Review all surveys and analysis of data collected.

DUI-(Judicial Outreach. TSRP, CCL)

- Continue funding a Judicial Outreach Liaison to address the decline in DUI convictions throughout the State;
- Increase Judicial training;
- Continue funding a TSRP to assist with training for prosecutors and law enforcement;
- Fund a Court Clerk Liaison to assist in training court clerks;
- Work in conjunction with other impaired driving programs; and
- Address the decline in impaired driving (DUI) conviction rate throughout the State.

Public Information and Enforcement:

- Implement educational alcohol/drug programs aimed at reducing the number of impaired drivers under the age of 21, to include parent education;

- Continue funding the MADD youth program across the State;
- Continue funding DREAM youth programs to reach youth through peer to peer education, conferences and programs across the State;
- Continue funding Metro Jackson to reach target areas across the State through education, conference, law enforcement meetings and programs across target areas;
- Continue to fund NCAAD youth programs to reach youth through peer to peer education, conferences and programs across the State;
- Continue to fund Jackson State University youth programs to reach youth through peer to peer education, conferences and programs across the State;
- Fund Mississippi State University youth programs to reach youth through peer to peer education, conferences and programs across the State;
- Continue funding the MOHS Safety Training and Recognition Symposium, which provides training to law enforcement, partners and other groups through a 3 day educational conference on highway safety issues, including alcohol and drug programs;
- Fund and conduct internal and external public information and enforcement programs; and
- Provide driver education materials and information.

Education:

- Improve education on new and/or updated laws related to alcohol/drug impaired driving;
- Supply services through the LEL Program and TSRP Program;
- Provide information through MAHSL Meetings and special MOHS Task Forces;
- Enforce Underage Drinking Laws (EUDL) thru enforcement and education;
- Provide education information on alcohol and impaired driving to law enforcement, community providers through the Mississippi Office of Highway Safety Resource Center.
- Work in conjunction with Alcoholic Beverage Control (ABC) on underage drinking and server training programs beginning in 2015;
- Provide Prosecutorial and Judicial Training through the following programs:
 - JOL;
 - TSRP;
 - Proposed Alcoholic Beverage Control Server Training (ABC);
 - Conferences; and
 - Judicial College; and MASEP.

FY15 OCCUPANT PROTECTION COUNTERMEASURES:

The MOHS uses Countermeasures that Work: A Highway Safety Countermeasures Guide for State Highway Safety Offices, Seventh Edition, 2013, published by NHTSA to select strategies that will be used for the upcoming grant year. During the review of the Countermeasures that Work, the State takes notice of measures that are rated with three stars or above for effectiveness and tries to include the most effective measures into funded projects and programs. The higher the effectiveness of the measure, the more likely the success of the program for the State.

The MOHS takes into consideration all data that is available (See Problem Identification section), target areas and the countermeasures to begin the selection process for applications and to determine what the MOHS hopes to accomplish during the grant year. Listed next are the countermeasures for each program areas that the MOHS will be requesting funding for implementation of projects.

- Seatbelt/Child Restraint Countermeasure 1.1: State Primary Enforcement Belt Use Laws;
- Seatbelt/Child Restraint Countermeasure 2.1: Short-Term, High Visibility Belt Enforcement;
- Seatbelt/Child Restraint Countermeasure 2.2: Combined Enforcement, Nighttime;
- Seatbelt/Child Restraint Countermeasure 2.3: Sustained Enforcement;
- Seatbelt/Child Restraint Countermeasure 3.1: Communications and Outreach Supporting Enforcement;
- Seatbelt/Child Restraint Countermeasure 3.2: Communication and Outreach Strategies for Low-Belt Use Groups;
- Seatbelt/Child Restraint Countermeasure 4.1: Strengthening Child/Youth Occupant Restraint Laws;
- Seatbelt/Child Restraint Countermeasure 5.1: Short-Term High Visibility Child Restraint/Booster Law enforcement;
- Seatbelt/Child Restraint Countermeasure 6.1: Communications and Outreach Strategies for Older Children;
- Seatbelt/Child Restraint Countermeasure 6.2: Communication and Outreach Strategies for Booster Seat Use;
- Seatbelt/Child Restraint Countermeasure 7.1 School Programs;
- Seatbelt/Child Restraint Countermeasure 7.2: Child Restraint Distribution Programs; and
- Seatbelt/Child Restraint Countermeasure 7.3 Inspection Stations

All projects selected for inclusion into the FY15 HSP, utilize strategies based on the *2013 Countermeasures That Work*, as listed above. Based on the data pertinent to the impaired driving problem, the MOHS feels these projects, if implemented and successfully completed, will positively impact the overall occupant protection targets in FY15.

MOHS Occupant Protection Strategies:

Occupant Protection Coordinated Program:

- Provide a comprehensive statewide Occupant Protection Coordinated Program.
- Conduct pre and post seatbelt surveys for FY2015;
- Fund law enforcement programs for day and night enforcement;
- Assign MOHS staff to manage Occupant Protection enforcement and outreach grants;
- Promote seatbelt safety through earned and paid media; and
- Provide technical assistance when needed for the Occupant Protection Program.

Statewide Child Passenger Safety Coordination program:

- Provide a comprehensive Statewide Child Passenger Safety Coordination program;
- Conduct Child Passenger Seat Safety Surveys for FY2015;
- Fund the Mississippi Department of Health, to provide child passenger seats;
- Provide funding for law enforcement programs to conduct specific high visibility seat belt and child passenger seat enforcement checkpoints and saturation patrols; and
- Assign MOHS staff to manage enforcement and outreach grants, promote seatbelt safety and provide assistance where needed for the Occupant Protection Program.

Child Passenger Seat Technician Training:

- Increase training opportunities and retention of child passenger safety (CPS) technicians and instructors;
- Continue to provide assistance to Safe Kids Mississippi, to provide training opportunities to individuals and agencies, to obtain Child Passenger Safety Seat Technician certification;
- Provide the NHTSA approved CPS training for local law enforcement and the Mississippi Highway Patrol in an effort to build the base for Child Passenger Safety Seat Technicians in the State;
- Increase the number of Emergency Medical service and Fire Department that are CPS fitting stations; and

- Increase number of CPS checkpoint locations across Mississippi and in target areas identified with low usage rates.

Child Passenger Seat Enforcement:

- Increase proper use of CPS in motor vehicles;
- Increase CPS checkpoint locations throughout the State;
- Conduct pre and post seatbelt surveys for FY2015;
- Fund law enforcement programs for day and night enforcement;
- Assign MOHS staff to manage Occupant Protection enforcement and outreach grants;
- Promote seatbelt safety through earned and paid media; and
- Provide technical assistance when needed for the Occupant Protection Program.

Impoverished Seat Belt Program:

- Provide seatbelt focus on impoverished areas across the State. (Based on the State plan, see 405(b) page 39-41);
- Provide funds to law enforcement to focus on impoverished areas across the State, with a focus in the Delta region; and
- Assign MOHS staff to manage enforcement and outreach grants, promoting seatbelt safety and provide assistance where needed for the Occupant Protection Program.

High Visibility Enforcement:

Support sustained high visibility enforcement of occupant protection laws which includes supporting the National Occupant Protection Enforcement Campaign, *Click It or Ticket*.

- Fund law enforcement programs;
- Fund special wave grants for law enforcement;
- Fund law enforcement program with emphasis in night time enforcement;
- Provide public information and education programs with an emphasis in occupant protection;
- Develop and promote a comprehensive media campaign for the *Click It or Ticket It* mobilization; and
- Develop and promote a comprehensive media campaign for a night time enforcement mobilization.

Public Information and Enforcement:

- Improve education on new and/or updated laws related to Occupant Protection and Child Restraints;
- Supply services through the LEL Program;
- Provide information through MAHSL Meetings and special MOHS Task Forces; and
- Provide education information on occupant protection and child restraints to law enforcement, community providers through the Mississippi Office of Highway Safety Resource Center.

Teen Driver Seatbelt Program:

- Develop and promote a statewide education campaign that will focus on teen seatbelt use and increasing seatbelt usage rates among teens;
- Develop and promote a statewide media campaign that will focus on teen seatbelt use and increasing seatbelt usage rates among teens;
- Provide public information and education programs with an emphasis in teen occupant protection; and
- Fund law enforcement programs to focus on teen seatbelt use.

Surveys:

- MOHS will utilize the NHTSA/GHSA questions to track driver attitude and awareness related to seat belt issues by conducting surveys during the fourth quarter of FY 2015.
- Conduct Seatbelt and Child Restraint Survey to track seatbelt usage across the State.
- Conduct a Teen Seatbelt Usage Survey for FY2015.
- Conduct a Night Time Seatbelt Usage Survey for FY2015; and
- Participate in statewide Behavioral Measures Survey for Youth (Smart Track).

FY15 POLICE TRAFFIC SERVICES COUNTERMEASURES

The MOHS uses Countermeasures that Work: A Highway Safety Countermeasures Guide for State Highway Safety Offices, Seventh Edition, 2013, published by NHTSA to select strategies that will be used for the upcoming grant year. During the review of the Countermeasures that Work, the State takes notice of measures that are rated with three stars or above for effectiveness and tries to include the most effective measures into funded projects and programs. The higher the effectiveness of the measure, the more likely the success of the program will be for the State.

The MOHS takes into consideration all data that is available (See Problem Identification section), target areas and the countermeasures to begin the selection process for applications and to determine what the MOHS hopes to accomplish during the grant year. Below are the countermeasures for each program areas that the MOHS will be requesting funding for implementation of projects.

- Aggressive Driving/Speed Countermeasure 1.1: Speed Limits;
- Aggressive Driving/Speed Countermeasure 2.2 High Visibility Enforcement;
- Aggressive Driving/Speed Countermeasure 4.1: Communication and Outreach Support Enforcement;
- Motorcycle Safety Countermeasure 1.1: Universal Coverage State Motorcycle Helmet Use Laws
- Motorcycle Safety Countermeasure 1.2: Helmet use Promotion Programs;
- Motorcycle Safety Countermeasure 1.3: Helmet Law Enforcement;
- Motorcycle Safety Countermeasure 2.1: Alcohol-Impaired Motorcyclist;
- Motorcycle Safety Countermeasure 2.2: Alcohol-Impaired Motorcyclist Communication and Outreach;
- Motorcycle Safety Countermeasure 4.2: Communication and Outreach
- Pedestrian Countermeasure 4.2: Reduce and Enforce Speed Limits;
- Bicycle Countermeasure 1.1: Bike Helmet Laws for Children; and
- Bicycle Countermeasure 2.1: Bike Helmet Laws for Adults;

All projects selected for inclusion into the FY15 HSP, utilize strategies based on the *2013 Countermeasures That Work*, as listed above. Based on the data pertinent to the impaired driving problem, the MOHS feels these projects, if implemented and successfully completed, will positively impact the overall Police Traffic Service targets in FY15.

MOHS Police Traffic Services Strategies:

Police Traffic Services Coordination Program:

- Assign MOHS staff to manage enforcement and public information and education grants;
- Fund law enforcement programs to focus on speeding and enforcing speed limits;
- Provide training for law enforcement by conducting Complete Traffic Stops; and

- Enhance the CRASH reconstruction unit for the Mississippi Highway Patrol.

Public Information and Education:

- Provide public information, education and outreach for all traffic safety related issues and campaigns.
- Provide funding to public information and education programs;
- Provide education information on speed, motorcycle safety, pedestrian and bicycle to law enforcement, community providers through the Mississippi Office of Highway Safety Resource Center.

Enforcement:

Increase and sustain high visibility enforcement for speed and other moving violation.

- Fund law enforcement programs to focus on speeding and enforcing speed limits;
- Provide local law enforcement training; and
- Utilize the NHTSA/GHSA questions to track driver attitude awareness related to speeding issues.

FY15 TRAFFIC RECORDS COUNTERMEASURES:

The MOHS uses the 2013 Countermeasures that Work: A Highway Safety Countermeasures Guide for State Highway Safety Offices, published by the NHTSA to select strategies that will be used for the upcoming grant year. There are however, no countermeasures listed for the Traffic Records in the 2013 version of the Countermeasures that Work.

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

All projects selected for inclusion into the FY15 HSP, utilize strategies based on the *2013 Countermeasures That Work*, as listed above. Based on the data pertinent to the impaired driving problem, the MOHS feels these projects, if implemented and successfully completed, will positively impact the overall traffic records targets in FY15.

MOHS Traffic Records Strategies:

Traffic Records Coordinated Program:

- Provide a comprehensive statewide Traffic Records Coordinated Program.
- Fund traffic records programs;
- Assign MOHS staff to manage Traffic Records grants; and
- Provide technical assistance when needed for the Traffic Records Program.

FY15 DRIVER’S EDUCATION COUNTERMEASURES:

The MOHS uses the 2013 Countermeasures that Work: A Highway Safety Countermeasures Guide for State Highway Safety Offices, published by the NHTSA to select strategies that will be used for the upcoming grant year. There are however, no countermeasures listed for the Traffic Records in the 2013 version of the Countermeasures that Work.

- Alcohol/Impaired/Drugged Countermeasure 6.5: Youth Programs.

- Seatbelt/Child Restraint Countermeasure 3.1: Communications and Outreach Supporting Enforcement;
- Seatbelt/Child Restraint Countermeasure 3.2: Communication and Outreach Strategies for Low-Belt Use Groups;
- Aggressive Driving/Speed Countermeasure 4.1: Communication and Outreach Support Enforcement;
- Motorcycle Safety Countermeasure 4.2: Communication and Outreach

All projects selected for inclusion into the FY15 HSP, utilize strategies based on the *2013 Countermeasures That Work*, as listed above. Based on the data pertinent to the impaired driving problem, the MOHS feels these projects, if implemented and successfully completed, will positively impact the overall driver's education targets in FY15.

MOHS Driver's Education Strategies:

Public Information and Enforcement:

- Provide public information, education and outreach for all traffic safety related issues and campaigns.
- Provide funding to public information and education programs;
- Develop and promote a media comprehensive campaign.
- Provide education information on alcohol, occupant protection, speed, motorcycle safety, pedestrian and bicycle to law enforcement, community providers through the Mississippi Office of Highway Safety Resource Center.

FY15 MOTORCYCLE COUNTERMEASURES:

The MOHS uses Countermeasures that Work: A Highway Safety Countermeasures Guide for State Highway Safety Offices, Seventh Edition, 2013, published by NHTSA to select strategies that will be used for the upcoming grant year. During the review of the Countermeasures that Work, the State takes notice of measures that are rated with three stars or above for effectiveness and tries to include the most effective measures into funded projects and programs. The higher the effectiveness of the measure, the more likely the success of the program will be for the State.

The MOHS takes into consideration all data that is available (See Problem Identification section), target areas and the countermeasures to begin the selection process for applications and to determine what the MOHS hopes to accomplish during the grant year. Below are the countermeasures for each program areas that the MOHS will be requesting funding for implementation of projects.

- Motorcycle Safety Countermeasure 1.1: Universal Coverage State Motorcycle Helmet Use Laws
- Motorcycle Safety Countermeasure 1.2: Helmet use Promotion Programs;
- Motorcycle Safety Countermeasure 1.3: Helmet Law Enforcement;
- Motorcycle Safety Countermeasure 2.1: Alcohol-Impaired Motorcyclist;
- Motorcycle Safety Countermeasure 2.2: Alcohol-Impaired Motorcyclist Communication and Outreach;
- Motorcycle Safety Countermeasure 4.2: Communication and Outreach

All projects selected for inclusion into the FY15 HSP, utilize strategies based on the *2013 Countermeasures That Work*, as listed above. Based on the data pertinent to the impaired driving problem, the MOHS feels these projects, if implemented and successfully completed, will positively impact the overall motorcycle targets in FY15.

MOHS Motorcycle Strategies:

Motorcycle Coordination Program:

- Assign MOHS staff to manage enforcement and public information and education grants;
- Fund law enforcement programs to focus on speeding and enforcing speed limits;
- Enhance the CRASH reconstruction unit for the Mississippi Highway Patrol.

Public Information and Education:

- Provide public information, education and outreach for all traffic safety related issues and campaigns.
- Provide funding to public information and education programs;
- Provide education information on speed, motorcycle safety to law enforcement, community providers through the Mississippi Office of Highway Safety Resource Center.

Enforcement:

Increase and sustain high visibility enforcement for speed and other moving violations.

- Fund law enforcement programs to focus on speeding and enforcing speed limits;
- Provide local law enforcement training; and
- Utilize the NHTSA/GHSA questions to track driver attitude awareness related to speeding and motorcycle issues.

TEEN DRIVERS COUNTERMEASURES:

The MOHS uses Countermeasures that Work: A Highway Safety Countermeasures Guide for State Highway Safety Offices, Seventh Edition, 2013, published by NHTSA to select strategies that will be used for the upcoming grant year. During the review of the Countermeasures that Work, the State takes notice of measures that are rated with three stars or above for effectiveness and tries to include the most effective measures into funded projects and programs. The higher the effectiveness of the measure, the more likely the success of the program will be for the State.

The MOHS takes into consideration all data that is available (See Problem Identification section), target areas and the countermeasures to begin the selection process for applications and to determine what the MOHS hopes to accomplish during the grant year. Below are the countermeasures for each program areas that the MOHS will be requesting funding for implementation of projects.

Alcohol:

- Alcohol/Impaired/Drugged Countermeasure 6.1: Minimum Drinking Age 21 Laws;
- Alcohol/Impaired/Drugged Countermeasure 6.2: Zero Tolerance; and
- Alcohol/Impaired/Drugged Countermeasure 6.5: Youth Programs.

Occupant Protection:

- Seatbelt/Child Restraint Countermeasure 1.1: Occupant Protection Enforcement
- Seatbelt/Child Restraint Countermeasures 2.1; 2.2; 2.3-Occupant Protection Coordinated Program:
- Seatbelt/Child Restraint Countermeasure 4.1; 6.1:Teen Seatbelt Focus Program
- Seatbelt/Child Restraint Countermeasure 2.1; 2.2; 2.3:Impoverished Seat Belt Program
- Seatbelt/Child Restraint Countermeasure 2.1; 2.2; 2.3: High Visibility Enforcement:
- Surveys: Although conducting an attitudinal survey is not listed as a countermeasure that work, it is an agreed upon activity between NHTSA and GHSA.

All projects selected for inclusion into the FY15 HSP, utilize strategies based on the *2013 Countermeasures That Work*, as listed above. Based on the data pertinent to the impaired driving problem, the MOHS feels these projects, if implemented and successfully completed, will positively impact the overall teen program targets in FY15.

MOHS Teen Driver Strategies:

Teen Focus Program:

Provide a statewide Teen Focus Program.

- Provide funds to DREAM and other outreach providers to focus on peer to peer education and programs to encourage youth to buckle up;
- Provide funds to law enforcement programs to focus on teens;
- Assign MOHS staff to manage the teen program;
- Promote the teen program in safety fairs, communities and schools across Mississippi, to promote seatbelt usage among students and adults;
- Promote GDL licensing at teen conferences, schools, meetings and safety fairs as well as other events planned by MOHS and sub-grantees; and
- Strengthen Student Advisory Boards around the State.

Public Information and Enforcement:

Provide public information, education and outreach for all traffic safety related issues and campaigns.

- Provide funding to public information and education programs;
- Develop and promote a media comprehensive campaign.
- Promote the teen program in program in safety fairs, community and in schools across Mississippi, to promote seatbelt usage among students and adults; and
- Promote reduction of distracted driving at teen conferences, schools, meetings and safety fairs as well as other events planned by MOHS and sub-grantees; and
- Strengthen Student Advisory Boards around the State

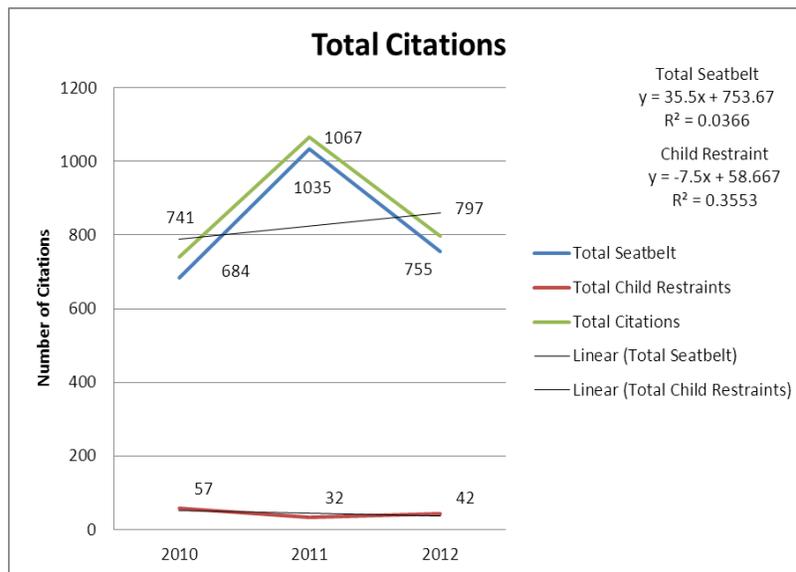
PRIORTIZE AND SELECT PROGRAM AND PROJECTS:

The following are the steps that the MOHS uses for prioritizing and selecting programs and projects for grant funding.

Identification, Prioritization and Defining Problems:

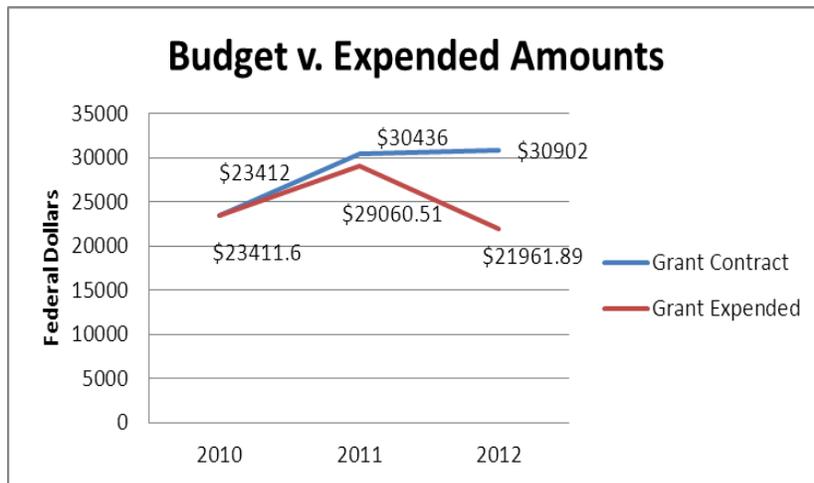
As part of its problem identification, prioritization and defining areas to target, the MOHS conducts an assessment of previous programs and projects to determine the effectiveness and challenges to identify for the upcoming grant year. This assessment includes the following:

- FARS Data: Data is reviewed for the three year previous grant years, which includes fatal crashes, injuries, and other relevant FARS data.
- Sub-Grantee Assessments: MOHS Program managers analyze the sub-grantees files for the prior three years period to review and report on progress from the sub-grantees. Program managers look at crash information, citations, cost per citation, amounts award, amount expended. The program managers create trend lines to show what the sub-grantees data shows, along with where the trends show that the program will go in the future. (See examples below)

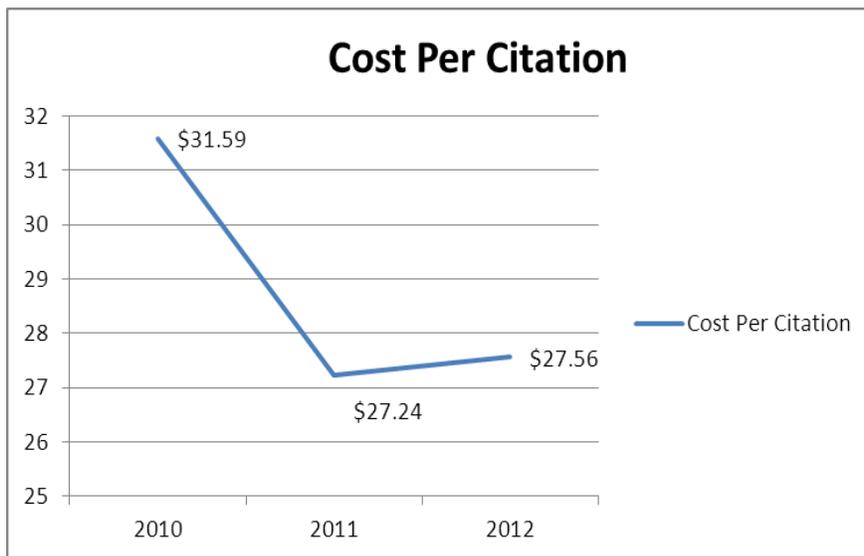


Program Managers review files for sub-grantee Individual Officer's Report and STEP forms for the citation information from the agency. The example to the left shows the comparison of three years of data on citations.

Program managers then review budgetary information for three years on the amounts that were granted with the applications at the beginning of the year and the amounts that the program expended through the year and closed out.



Program managers then take the total citation data and the final expended amounts for the three years and create a “cost per citation” for the agency to compare the effectiveness of the program.



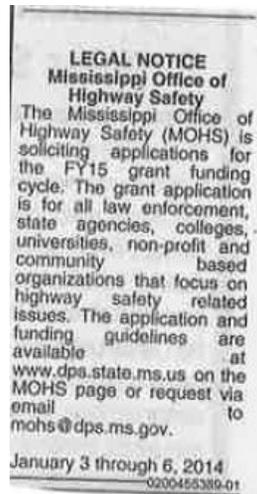
Request for Proposals

A release date for the FY15 grant application was set for January 2, 2014. This date was set much earlier due to the accelerated date of submission of the HSP pursuant to Map-21. MOHS also set the due date for the application to be February 14, 2014 giving the applicants approximately 45 days to have the application completed and turned in for review.

MOHS released the application through several ways, so that anyone interested in applying for the grant funding would have an opportunity for applying.

1. Newspaper:-For the second year, MOHS released information regarding the application through a legal notice in a state-wide newspaper. The legal notice was run in the Clarion Ledger newspaper January 3-6. The Clarion Ledger is a wide known and state wide paper with a large circulation. A copy of the notice is listed below.

LEGAL NOTICE



2. Email: The application was emailed to all current and known potential applicants through email. Each program manager was asked to email a copy of the application and funding guidelines to each sub-grantee that they were assigned to for FY14. Approximately 180 sub-grantees and potential applicants were emailed with this information.
3. Website: The application was released on January 2, 2014, through the Department of Public Safety website at: <http://www.dps.state.ms.us>. The website is easily accessible and viewed State-wide for anyone interested in applying. It was listed under the MOHS section, along with being listed on the front page of the web-site under “New Announcements”.
4. Website: The application was also released through the Mississippi State University Public Safety Data Lab that is funded through a grant with the MOHS at: <http://psdl.ssrc.msstate.edu/wp/>
5. MAHSL: Information regarding the application was provided at the Mississippi Association of Highway Safety Leaders (MAHSL) meeting that was scheduled on December 20, 2013 and January 17. MAHSL is a group of individuals, law enforcement, non-profit, government employees that come together to discuss highway safety issues. The MOHS staff was able to take a few minutes during the meeting to discuss the FY15 Application and the process for applying. A copy of the Memo of Application was provided for the attendees, so that they would know about the upcoming application process and the grant writing courses.

Project Selection:

Projects are selected through the below application and review process:

Applications for funding submitted for traffic safety activities are not restricted to any dollar value, but must provide evidence of being cost effective. An application must state in detail the targets of the project, the problem to be addressed, and the associated implementation activities.

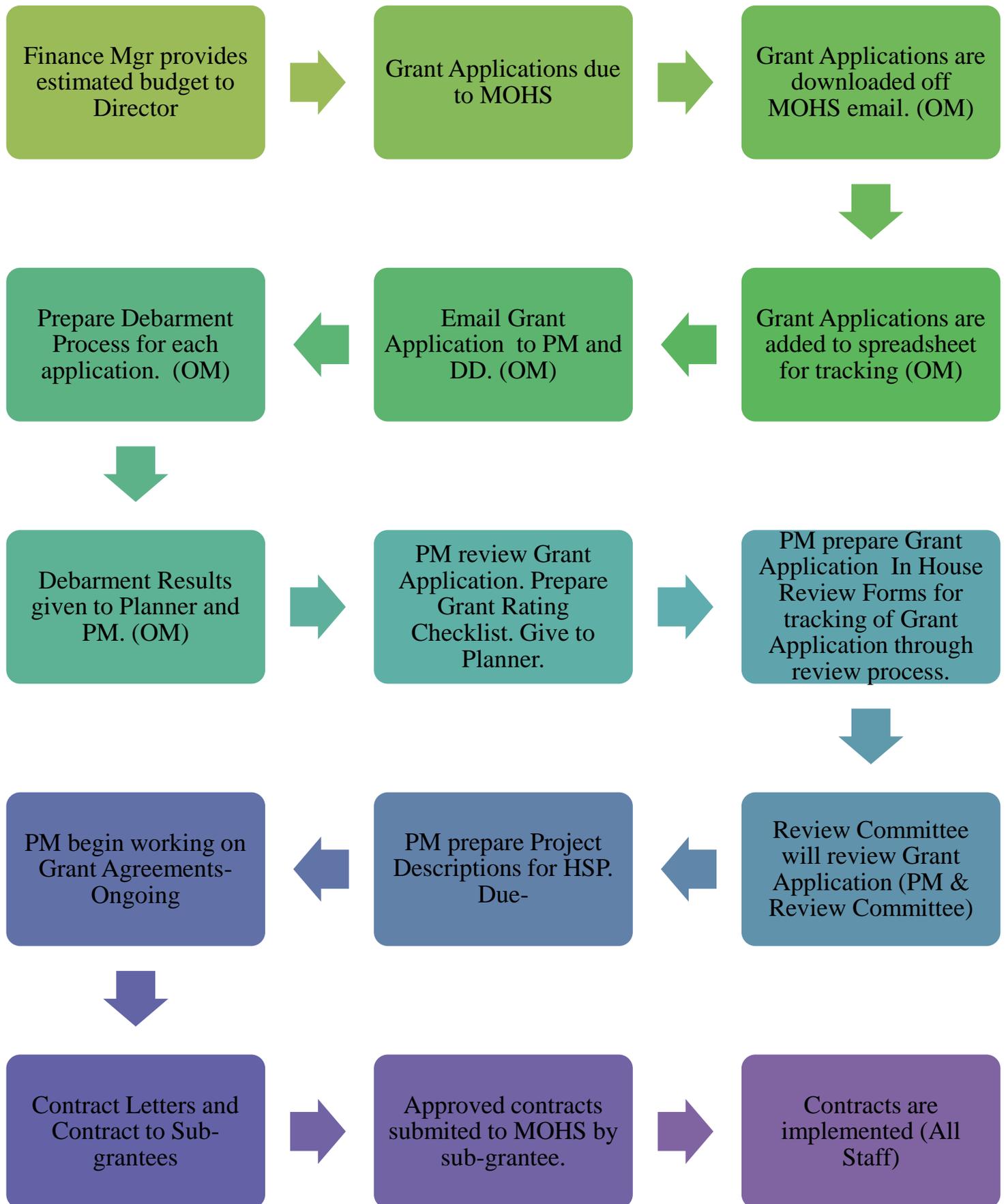
Applications for proposed highway safety activities received from state agencies and political subdivisions will be reviewed by the MS Office of Highway Safety staff in accordance with review criteria listed below.

Applications selected for funding will be incorporated into designated Program Area Plans (PAPs) for review and approval. Upon approval, the PAPs and an executive summary of the highway safety activities will be combined to produce the State Highway Safety Plan (HSP) portion of the HSP for each fiscal year. This HSP becomes the basis for federal funding support and is submitted as a single document for federal program approval.

The MOHS adheres to the following process for Project Selection:

1. Applications received in the MOHS will be logged in and checked daily by the Office Manager, to ensure they have all pertinent information and supporting documentation.
2. Applicants will be checked on System for Award Management (debarment list) for exclusion of grant funds by the Office Manager. <https://www.sam.gov/portal/public/SAM/>
3. OM emails applications to DD and assigned PM.
4. Debarment results are given to Planner and PM's. Planner will keep an annual Debarment Results notebook. PM will add debarment results to each RFP.
5. PM review application, rate application using the MOHS Grant Rating Checklist. PM will maintain checklist and assessments for planning purposes and reviews. A copy of assessments is given to Planner for review notebooks.
6. Planner creates review notebooks for Review Committee. Review Committee represents Director, DD, Planner, Finance Manager and Traffic Records Coordinator.
7. After assessment, the PM will meet with Review Committee to make recommendations for funding.
8. Grant budgets and detail are determined by PM and Review Committee.
9. Once approved by the Review Committee, information is provided to the Planner for inclusion in the HSP.
10. PM prepares project description of the approved applications and provide to the Planner for inclusion into the HSP.
11. PM will draft contract documents to sub-grantees and give to DD for review.
12. DD will provide approved and completed applications to PMs for them to obtain final signatures.
13. PMs will contact sub-grantees, obtain signatures and route to GR/Director for signature.
14. Approved contracts received at MOHS and preparations for Implementation begin. All Staff.
15. Approved contracts are implemented at annual Implementation Meetings. All Staff.

The flowchart that is used during the review process is listed on the next page.



Review of Proposals:

During the initial review of the proposals, the program manager rates proposal on completeness, proposal detail, data, finance and program content. Proposals are scored with a ranking from 0-100. If the proposal is from an existing sub-grantee, the program manager will also prepare a continuation assessment report. This assessment as indicated earlier is a complete look at as well as the sub-grantee from the previous year, including financial information, timeliness, budget information, costs per citation and more. This assessment information is important for the planning committee to look at the program manager's review of the whole program, and not just the proposal. Both the grant rating information and the grant assessment are brought to the planning committee as part of the review.

The next step in the review process of the proposals is the review meetings. The proposals, grant assessment and the rating information is brought to the planning committee for discussion. The program managers report out on the proposal from financials, data provided, program details, targets and performance measures and more. The program manager with the planning committee, look at all aspects of the proposal. Once the proposals have been thoroughly reviewed, decisions are made by the MOHS planning committee to fund the projects or not and what the funding amount and source will be.

Preference is given to projects that represent target areas of the State, and/or projects that will have the largest impact on state-wide issues. These projects are reviewed to ensure they contain countermeasures that work and will have the greatest opportunity for success.

Prepare grant agreements with performance targets and measures.

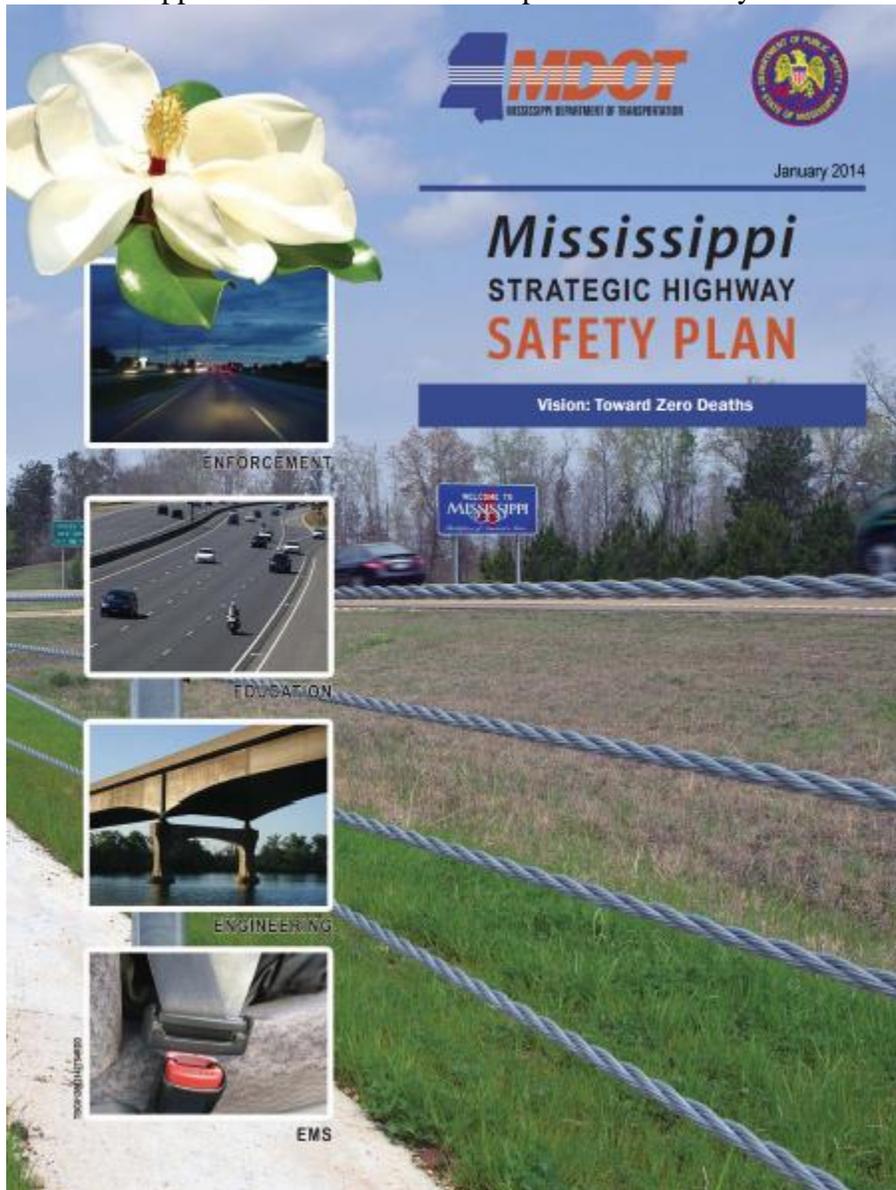
Once a grant proposal has been approved for inclusion into the HSP, the program managers prepare the grant agreement for the sub-grantees. The agreements will include all approved financial information, equipment and targets, performance measures and strategies for the upcoming grant year.

6. STRATEGIC HIGHWAY SAFETY PLAN

The MOHS worked with the Mississippi Department of Transportation (MDOT) and additional partners to create the statewide Strategic Highway Safety Plan (SHSP) for the State of Mississippi. The SHSP was developed and is continuously reviewed and revised (if needed) in partnership with state agencies, law enforcement, medical services, commercial driving, railroad services and more. The partnership is diverse and widespread with expertise from over 60 partners working together. Additional information about the SHSP can be found at the MDOT website <http://mdottrafficsafety.com/Programs/strategicHighwaySafety/default.aspx> and <http://sp.gomdot.com/Traffic%20Engineering/Traffic%20Safety/Pages/MS-Strategic-Highway-Safety-Plan.aspx>

Strategic Highway Safety Plan:

The latest version of the Mississippi SHSP was for 2013 and published January 2014.



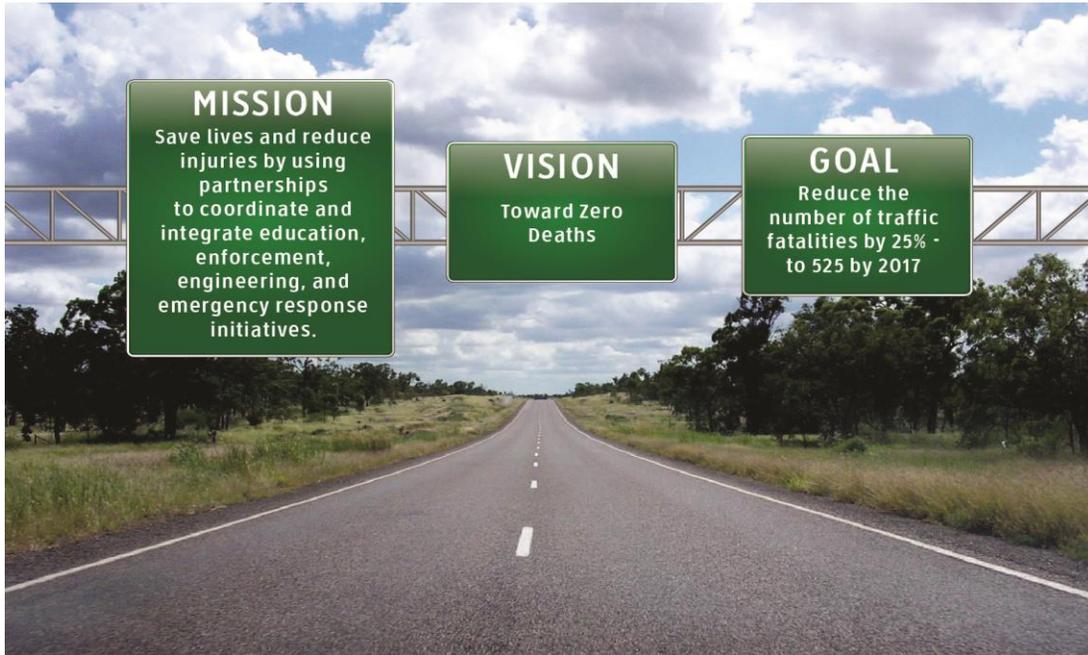
The 2013 SHSP builds on the original SHSP that was completed by the MDOT and MS Department of Public Safety in 2007. The result was a two-part SHSP: Volume I (January 2007, which identified joint critical emphasis areas and Volume II (June 2008), which identified 16 critical strategies.

The SHSP is a plan of common goals for the State's highway safety issues and efforts to reduce crashes and fatalities. The SHSP plan uses State data as well as FARS for problem identification development. (See data sources, page 15) The SHSP has 5 focus areas; each focus area has a set of strategies and objectives.

The SHSP focuses on the following areas:

- Engineering;
- Enforcement;
- Education;
- Emergency Medical Services; and
- Data

The SHSP also includes a statewide mission, vision statement and Safety Goals for the State.



The SHSP partners also selected critical emphasis areas for Mississippi that have been designated by the SHSP to work on in the coming year. These are listed below.

- Unbelted Drivers;
- Impaired Drivers;
- Unlicensed Drivers;
- Road Departure Crashes; and
- Intersection Crashes

Development of the SHSP:

Below is the Development process of the SHSP for the MDOT and MDPS/MOHS.



FIGURE 1-1
Mississippi SHSP Update Development Process

The MDOT and MDPS/MOHS in collaboration for the SHSP use the national focused AASHTO, which gives 22 emphasis areas and “best practices” for programs in highway safety. Below are the 22 emphasis areas:

TABLE 1-2
AASHTO Strategic Highway Safety Plan's 22 Emphasis Areas

<p>Part 1: Drivers</p> <ol style="list-style-type: none"> 1. Instituting Graduated Licensing for Young Drivers 2. Ensuring Drivers are Licensed and Fully Competent 3. Sustaining Proficiency in Older Drivers 4. Curbing Aggressive Driving 5. Reducing Impaired Driving 6. Keeping Drivers Alert 7. Increasing Driver Safety Awareness 8. Increasing Seat Belt Usage and Improving Airbag Effectiveness 	<p>Part 4: Highways</p> <ol style="list-style-type: none"> 14. Reducing Vehicle-Train Crashes 15. Keeping Vehicles on the Roadway 16. Minimizing the Consequences of Leaving the Road 17. Improving the Design and Operation of Highway Intersections 18. Reducing Head-On and Across-Median Crashes 19. Designing Safer Work Zones
<p>Part 2: Special Users</p> <ol style="list-style-type: none"> 9. Make Walking and Street Crossing Safe 10. Ensuring Safer Bicycle Travel 	<p>Part 5: Emergency Medical Services</p> <ol style="list-style-type: none"> 20. Enhancing Emergency Medical Capabilities to Increase Survivability
<p>Part 3: Vehicles</p> <ol style="list-style-type: none"> 11. Improving Motorcycle Safety and Increasing Motorcycle Awareness 12. Making Truck Travel Safer 13. Increasing Safety Enhancements in Vehicles 	<p>Part 6: Management</p> <ol style="list-style-type: none"> 21. Improving Information and Decision Support Systems 22. Creating More Effective Processes and Safety Management Systems

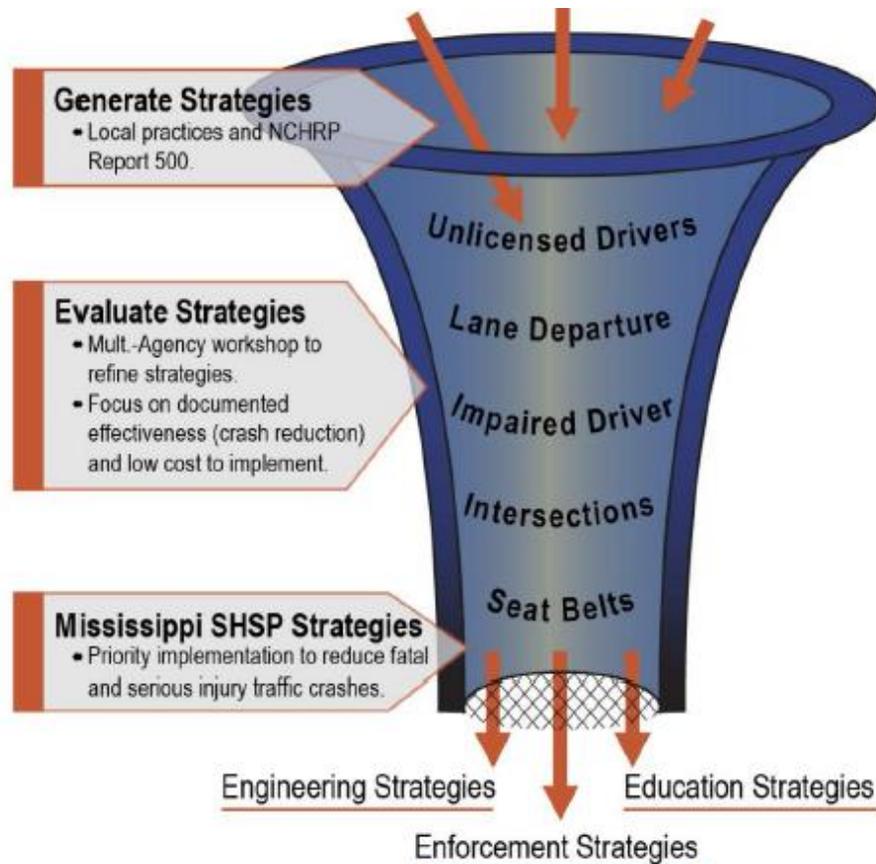
Source: AASHTO Strategic Highway Safety Plan, 1997 and 2004

Collaboration:

The SHSP is developed in partnership with state agencies, law enforcement, medical services, commercial driving, railroad services and more. The partnership is diverse and widespread with expertise from over 60 partners working together. To create the SHSP several meetings are scheduled with the partners to share idea, strategies and plans to make Mississippi Safer.

Safety Strategies Workshop:

The last Safety Strategies Workshop was held in 2010 to work on two primary objectives which were sharing updated crash trends and engaging participants in discussion on safety strategies. Out of the Safety Strategies workshop, the partners created the following joint strategies for the SHSP.



Task Forces and Committees:

MDOT/FHWA and others also work with the MOHS through serving on several of the MOHS task forces with includes the occupant protection, impaired driving and the State Traffic Records Coordinating Committee (STRCC)

Regional Meetings:

During FY14, the Mississippi FHWA Traffic Engineer attended the NHTSA Regional Winter Meeting, along with several MOHS staff to discuss the trends and strategies that are being worked on in Region 6. NHTSA, FHWA and Federal Motor Carrier Safety Administration (FMCSA) attended the Regional Map-21 briefing meeting that was held in April 2014.

In collaboration of the SHSP, all parties are taking part in each agencies meeting, serving on committees and taking part to create a joint SHSP and make the State safer through partnerships of all agencies.

Strategic Planning Meetings:

During the planning of FY15, the MOHS, MDOT, FHWA and FMCSA met to discuss joint strategies for the Mississippi Highway Safety Plan and the Mississippi Strategic Highway Safety Plan. The group met on April 24, 2014, May 9, 2014 and May 16, 2014 at the MOHS offices to set the joint goals for the upcoming HSP and SHSP.

The three common goals/targets for each program are fatalities, injuries and the number of fatalities by VMT. Each agency brought data, strategies and proposed goals/targets for the upcoming year and for the future. The following goals/targets were set during the May 9 and May 16, 2014 meetings as joint targets from the agencies for the upcoming SHSP. (See Pages 118-122 for charts with the Joint Goals)

- **Fatality Joint Goal:** Reduce fatalities and reach 615 fatalities by 2016.
- **Fatality Rate Joint Goal:** Reach the fatality rate of 1.64 by 2016.
- **Injury Joint Goal:** Reduce injuries across Mississippi roadways to reach 5,956 by 2016.

Webinars:

During FY14, the MDOT, FHWA and the MOHS participated in several webinars from both NHTSA and the Department of Transportation, so that members of all agencies would be up to date on the most recent information from all federal agencies. A few of the webinars include: MAP-21 Safety Target Setting Methodologies Informational Webinar; SHSP Evaluation and SHSP Development. All agencies have agreed to participate in the webinars and keep all agencies involved on upcoming training, webinars and information that relate to the joint efforts of the HSP and the HSIP.

Joint Efforts in SHSP:

Below is the plan, for all agencies, that was laid out in the 2013 SHSP. It followed along with the goals and efforts of the MOHS and will continue to work and put emphasis on key highway issues in the FY15 HSP.

Going forward, the 2013 Strategic Highway Safety Plan builds on the prior success and establishes a new goal – to reduce the number of traffic fatalities by 25 percent, to 615 traffic fatalities by 2016. The efforts to achieve this goal will require focusing future safety investments on the following:

- Implementing the 4Es – in recognition of the fact that driver behavior, education, and the delivery of emergency services also contribute to the severity of crashes and that solutions that include multiple approaches tend to be more effective.
- Implementing improvements to all roads – in recognition of the fact that approximately 40 percent of severe (fatal and life-changing-injury) crashes occur on local systems and that meeting the crash reduction goal would be far more difficult to achieve if safety investment is exclusively dedicated to state facilities.
- Implementing identified high-priority strategies associated with the adopted critical emphasis areas (Unbelted Drivers, Impaired Driving, Unlicensed Drivers, Road Departure Crashes, and Intersection Crashes) and targeted crash types because it has been determined that these categories of crashes represent the greatest opportunity to reduce the number of fatalities and life-changing (Type A) injuries.
- Deploying the adopted high-priority strategies that have been proven effective at reducing the target crash types and that have relatively low implementation costs. The use of proven-effective strategies will provide safety program managers a high level of confidence that their investments will in fact produce crash reductions (because these same strategies have demonstrated a crash reduction in other applications) and the use of low-cost strategies allows for a wider deployment across Mississippi's system of roadways.

- Developing a comprehensive approach to address safety that finds the right balance for Mississippi between the traditional reactive approach of limiting implementation to a few high-crash locations and a proactive approach that widely deploys low-cost strategies across the system. This approach should more effectively deal with the goal crash types (lane-departure and angle crashes at intersections) that tend to be widely scattered across rural areas in the state.

Specific actions that will be key components of Mississippi's Strategic Highway Safety program going forward to include the following:

- Crash Data:

- Implementing the recommended measures to improve overall quality of the crash data reporting system as documented in *Crash Data Improvement Program – Final Report* (February 4, 2011) prepared by the Federal Highway Administration's Crash Data Improvement Program Technical Assistance Team. This report addresses the nine key elements of the crash data reporting system: Data Processing, Crash Location, Quality, Timeliness, Accuracy, Completeness, Consistency, Integration, and Accessibility. Examples of improvement strategies include adopting and institutionalizing performance measures for quality; providing law enforcement with additional training and feedback about their performance; improving location information by using "smart map" technology; better integrating crash and roadway data in SAMS; and producing a data user's guide to inform potential users of availability and how to request data.

- Driver Behavior:

- Conducting additional DUI and seat belt enforcement campaigns and saturation patrols in order to support the continued decline in these types of crashes.
- Investigating new strategies and the use of new technologies to address the number of speed related and red-light-running crashes.
- Addressing distracted driving by improving data quality with respect to law enforcement identifying and reporting distracted driving and adding an emphasis on distracted driving to the ongoing enforcement campaigns.

- Highway Related:

- Increasing the level of investment in the systemic/proactive deployment of low-cost strategies to address severe road departure crashes – in particular, more investment on road edges, including; more edge rumble strips, enhanced edge lines, Safety Edge,² and enhanced curve delineation.
- Increasing the level of investment in the systemic/proactive deployment of low cost strategies to address severe intersection crashes – in particular, more investment on upgrading signs and markings, installing street lights and conflict reduction techniques (roundabouts, J-turns, etc.)
- Moving away from significant investments in installing and upgrading traffic signals, except for a few high-priority strategies such as offset left-turn lanes, flashing yellow arrow, and red-light confirmation lights (where partnerships with local law enforcement agencies can be executed) can reduce the occurrence of right angle crashes.
- Providing more educational opportunities for local agencies to learn about the statewide safety planning efforts; opening the safety planning process to create more opportunities for local agencies to participate; and dedicating a fraction of the safety program for projects on the local system.

In an effort to address safety issues on locally maintained roads, MDOT, in partnership with the Local Technical Assistance Program (LTAP) Center, Office of State Aid Road Construction (OSARC), and the Federal Highway Administration (FHWA) will implement a Circuit Rider Program with the goal of decreasing the number of fatalities and serious injuries that occur on Mississippi's roads. This effort will primarily focus on the locally maintained roads within the municipalities and counties. The Circuit Rider program will provide

technical assistance and support to the local agencies to help identify and address highway safety concerns. The ultimate goal is to create a sustained safety effort at the local level to reduce fatalities.

During the review and selection of projects and during the planning for the grant year, the SHSP is reviewed, so that the MOHS behavioral programs fit into the strategies set forth in the SHSP. All program and projects of the MOHS compliment the SHSP and the emphasis areas that have been set out in the plan, such as enforcement, participation with the Courts, belt use and more.

Performance Plan



PERFORMANCE PLAN

The Performance Plan describes the projects and activities that the State plans to implement in the coming year.

1. Elements of the Performance Plan;
2. Highway Safety Strategies and Projects;
3. Section 405 Application and Information;
4. Performance Report;
5. Highway Safety Program Cost Summary-Appendix B;
6. State Certifications and Assurances-Appendix A;
7. Teen Safety Program-Appendix C; and
8. Section 405 Application-Appendix D

1. ELEMENTS OF THE PERFORMANCE PLAN

With the planning meetings, grant writing sessions, data review and the project problem identification assessments, the MOHS identified the following areas as performance targets for FY15.

- Impaired Driving-Alcohol and Drug; (See 405(d) Application pages 54-74)
- Young Drivers; (See 405(b) Application pages 30-39);
- Occupant Protection-(See 405(b) Application pages 3-42);
- Police Traffic Services;
- Driver's Education;
- Pedestrians/Bicycle; and
- Traffic Records- (See 405© Application pages 42-53)

2. HIGHWAY SAFETY STRATEGIES AND PROJECTS

Selections of Countermeasures/Strategies:

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

Selection of Projects:

The selection process that the steps that the MOHS uses for prioritizing and selecting programs and projects for grant funding is outlined on pages 146-147.

Planning and Administration:

The Mississippi Office of Highway Safety (MOHS) is responsible for the development and implementation of the annual Highway Safety Plan based on an evaluation of highway safety problems within the State. The State must also consider 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 at the State and local levels. Equally as important is the collection and analysis of statistics and other data relevant to highway safety in the State of MS.

The day-to-day internal management of the Highway Safety Program is coordinated by the MOHS Office Director. Programs under the Division Directors are Alcohol Countermeasures, Occupant Protection, Traffic Records, Teen programs, Motorcycle, Community Outreach, Judicial, and Police Traffic Services. (Please refer to the appropriate sections in the Planning Document for a description of program area staffing and coordination. All Section 402 P&A costs are matched 50/50 with State funds). Through the planning and administration, continuous efforts will be made to provide the resources necessary for planning, administration and coordination of the statewide Highway Safety Program.

The P&A covers costs associated with operating the Highway Safety Program to include contractual services, commodities, and indirect costs for administrative support. The administrative assistant provides support to the MOHS staff via the following duties: collecting and maintaining time and attendance records, receive and distribute incoming/outgoing correspondence, records minutes for staff and other meetings, answers phone, orders office supplies and other clerical duties as needed and requested.

The MOHS staff for State fiscal year 2014/2015 consists of the following: (See Organizational Chart)

1 Office Director	100% 402 PA: Shirley Thomas
1 Policy Advisor	20% 402 PA, 80% 154 AL: Vacant
1 Division Director /Planner	50% 402 PTS, 50% 154 AL: Beth Loflin
1 Traffic Records Coordinator	100% 405C: Robert Hancock
1 Finance Division Director	50% 402PA, 50% 154 PA: Alicia Lynn
1 Office Manager	20% 402 PA, 80% 154 AL: Brenda Gaye
1 Internal Auditor	20% 402 PA, 80% 154 PA: Epps
1 OP/PTS Division Director	50% 402 OP, 50% 402 PTS: Twyla Jennings
1 PTS Branch Director	100% 402 PTS: Ginny Stubbs
1 OP Program Manager	100% 402 OP: Vacant
1 OP Program Manager	100% 402 OP: Vacant
1 ID/Outreach Bureau Director	40% 154 PA, 60% 405D: Vacant
1 ID/Outreach Division Director	40% 154 AL, 60% 405D: Sandra Moffett
1 Impaired Driving Division Director	100% 154 AL: Robin Layton
1 Field Outreach Coord Division Director	100% 154 AL: Vacant
Accountant/Auditor III	50% 154 AL; 50% 154 PA: Vacant
1 Impaired Driving Branch Director	100% 154 AL: Vacant
1 Impaired Driving Program Manager	86% 154 AL; 14% 405D: Mary Lukens
1 Impaired Driving Program Manager	100% 154 AL: Agnes Willis
1 Impaired Driving Program Manager	100% 154 AL: Catrina Stamps
1 Impaired Driving Program Manager	100% 154 AL: Vacant
1 Executive Director	0%
1 Administrative Assistant	15% 402 PA; 60% 154 AL: Lacey McKee
1 Accounting Director	10% 402 PA; 15% 154 PA: Verneshia Cody
1 Accounting Clerk	24% 402 PA; 36% 154 PA: Sharon McCain
Contract staff providing support to MOHS are:	
1 Highway Safety LEL Training Unit Coordinator:	Vacant
1 Finance/Accounting:	Vacant

1 Training Coordination Certification: Vacant

1 Logistics and Instructor Coordination/Certification:
Vacant

FY 2015

PLANNING AND ADMINISTRATION 402 (P&A)

TOTAL (100%) FEDERAL (50%) MATCH (50%)

PERSONAL SERVICES

Salaries & Wages \$139,988.09 \$69,994.05 \$69,994.05

Office Director (100%); Policy Advisor (20%); Finance Division Director (50%);

Office Manager (20%); Internal Auditor (20%); Administrative Asst (15%);

Accounting Director (10%); Accounting Clerk (24%); and Executive Director (0%)

Fringe Benefits

(31.46% of Salaries which consist of: Social Security, State Retirement, Group Insurance,

Unemployment insurance, and Workman's compensation)

Travel \$50,000.00 \$25,000.00 \$25,000.00

Total Personal Services \$234,028.34 \$117,014.17 \$117,014.17

CONTRACTUAL SERVICES

Utilities \$9,840.00 \$4,920.00 \$4,920.00

Telephone \$14,400.00 \$7,200.00 \$7,200.00

Office Rent \$114,000.00 \$57,000.00 \$57,000.00

Accounting Services \$54,000.00 \$27,000.00 \$27,000.00

Other Fees \$12,000.00 \$6,000.00 \$6,000.00

Total Contractual \$204,240.00 \$102,120.00 \$102,120.00

Services

GRAND TOTAL P&A \$438,268.34 \$219,134.17 \$219,134.17

***Accounting Services include:**

1. State Personnel Board

2. SAAS

3. Tann Brown & Russ (GAAP & Single Audits)

4. Audit Fees

FY15 MOHS JOB POSITIONS AND DESCRIPTIONS:

Job position and descriptions are listed for each program area that is funded with federal funds below:

Executive Personnel:

Executive Director: The position serves as executive director of the Division of Public Safety Planning, a large state agency consisting of a number of multi-faceted units. The agency in which the Executive Director is employed has programs of statewide impact. The work performed involves formulating, directing, and controlling the operations of the PSP and the MOHS through subordinate personnel. The Executive Director exercises authority in establishing objectives, standards, and control measures for various programs. The Executive Director also assists with policy in accordance with state and federal regulations. A close working relationship is maintained with other divisions and offices within the agency in order to coordinate activities and provide assistance and guidance. Work is subject to review through conferences and reports to the Commissioner.

Administrative Assistant: Clerical work position involving various clerical or other operations of the Division of Public Safety Planning. The Administrative Assistant is responsible for the processing and maintenance of office records, determining the procedures of work, coordination of the work with various units and maintaining harmony among Project Office and District Office. The work involves responsibility for interpreting and carrying out the rules, regulations, and policies of the PSP. The Administrative Assistant is generally given considerable latitude within the framework of their responsibility for making independent decisions as to office procedures and functions. Supervision is received from the Executive Director and MOHS Office Director.

Accounting Personnel:

The accounting personnel over sees all financial operations for the Division of Public Safety Planning.

Accounting Bureau Director: The position is supervisory and administrative involving responsibility for a program (Public Safety Planning) within the Department of Public Safety. The Director is responsible for planning, organizing, promoting, coordinating and directing the activities of the finance division and regions over which they have supervision. The work includes giving general and specific directions to employees through division, region, or branch directors and performing general administrative functions relating to preparation of budgets, allocations of administrative funds, maintenance of records and control of expenditures, purchasing of supplies and equipment, maintenance of time and cost and other statistical records; maintaining proper relationships between divisions; establishing and maintaining uniform procedures and standards of operation; approving correspondence and reports; and making recommendations for improving efficiency. The work is generally performed within the framework of federal and/or state law and/or regulations, with considerable latitude of independence in making decisions as to organization and operating procedures. This position will handle planning and administrative duties for the alcohol program, which makes up 80% of the total MOHS budget.

Accounting Auditor: The position is technical work in directing or assisting in directing and coordinating the activities of a business office staff at the Division of Public Safety Planning within the Department of Public Safety. The Fiscal Officer is responsible for the installation of accounting systems and procedures; processing all financial data including statements, reports, and other fiscal documents as deemed necessary; and the processing and execution of governmental transactions. The work is performed under the general direction of a fiscal officer in a higher classification. Supervision may be exercised over accountants, cashiers, or other clerical workers in the department. This position will handle planning and administrative duties for the alcohol program, which makes up 80% of the total MOHS budget.

MOHS Personnel:

The National Highway Safety Act of 1966 provides for a coordinated national highway safety program through financial assistance to the states to accelerate highway traffic safety programs. In Mississippi, the Office of Highway Safety (MOHS) is responsible for administering the federal highway safety grants and serves as a valuable resource to the Legislature on highway safety issues.

Governor's Representative/Office Director: The position serves as director of the MOHS, a large state agency consisting of a number of multi-faceted units. The agency in which the Director is employed has programs of statewide impact. The work performed involves formulating, directing, and controlling the operations of the MOHS through subordinate personnel. The Director exercises final authority in establishing objectives, standards, and control measures for various programs. The Director also determines policy in accordance with state and federal regulations. A close working relationship is maintained with other divisions and offices within the agency in order to coordinate activities and provide assistance and guidance. Work is subject to review through conferences and reports to the Director.

Policy Advisor/Staff Officer: This is administrative work in which the incumbent serves as Advisor to the Director of the Mississippi Office of Highway Safety by maintaining responsibility for the efficient operations of MOHS and serves as Chief Executive Officer of MOHS in the absence of the Director. At the discretion of the Director, duties include formulating rules and regulations consistent with board directives, assisting with direction of fiscal year budgeting activities, including grant application and monitoring of sub-agencies, and ensuring compliance with federal and state rehabilitation service regulations.

Bureau Director II: The position is an administrative work position in which the incumbent serves as director of a division within the MOHS. Work involves formulating, directing, and managing the operations of a division through subordinate personnel. The Bureau Director exercises authority in establishing objectives, standards, and control measures for programs which are moderate in scope and in impact. The Bureau Director also oversees policy in their area of authority and provides input into other phases of operation; coordinates activities; and provides assistance and guidance. Work is subject to infrequent review through conferences and reports to the Director/GR. This position will handle planning and administrative duties for the alcohol program, which makes up 80% of the total MOHS budget.

Division Director II: The position is an administrative work position in which the incumbent serves as director of a division within the MOHS. Work involves formulating, directing, and managing the operations of a division through subordinate personnel. The Division Director exercises authority in establishing objectives, standards, and control measures for programs which are moderate in scope and in impact. The Division Director also oversees policy in their area of authority and provides input into other phases of operation; coordinates activities; and provides assistance and guidance. Work is subject to infrequent review through conferences and reports to the Director/GR Director/GR.

Planner/Division Director II: This position is a professional administrative work position in which the Planner serves as a director of the MOHS. Work involves formulating, directing, and controlling the operations of a division (planning) through section heads and other subordinate personnel. The Planner establishes objectives, standards, and control measures for programs which are limited in scope and in impact. The Planner also determines policy in their area of expertise and provides input into other phases of agency operations. Internal and external contacts are made to provide and exchange information, coordinate activities, and provide assistance and guidance. Work is subject to infrequent review through conferences and reports by the Officer Director/GR to whom the Planner reports. This position will handle planning and administrative duties for the alcohol program, which makes up 80% of the total MOHS budget.

Financial/Division Director II: This position is a professional administrative work position in which the incumbent serves as the director of the MOHS finance division. Work involves formulating, directing, and controlling the operations the finance office through section heads and other subordinate personnel. The Branch Director establishes objectives, standards, and control measures for programs which are limited in scope and in impact. The Branch Director also determines policy in their area of expertise and provides input into other phases of agency operations. Internal and external contacts are made to provide and exchange information, coordinate activities, and provide assistance and guidance. Work is subject to infrequent review through conferences and reports to the division directors and the Director/GR to whom the Branch Director reports. This position will handle planning and administrative duties for the alcohol program, which makes up 80% of the total MOHS budget.

Internal Auditor: This position is primarily an administrative work position characterized by directing or assisting in the direction of the MOHS finance division through all the various operating divisions of the agency or department; by obtaining fiscal information in the correct form; by directing or assisting in directing the disbursement of agency funds in accordance with approved policies and procedures; by acting as fiscal advisor to agency administrators; by representing the agency at various fiscal meetings with considerable authority to act for the agency carrying out important personnel responsibilities involved in directing small accounting divisions; or by combination of the aforementioned activities. Supervision is exercised over subordinate accountants or auditors, accounting clerks, and other clerical personnel. Work of Internal Auditor is reviewed through reports to and conferences with administrative officials. The Auditor may function as the administrative head of fiscal activities within a small accounting division or as the assistant to the Division Director of a moderate-sized accounting division. This position will handle planning and administrative duties for the alcohol program, which makes up 80% of the total MOHS budget.

Office Manager: Clerical work position involving various clerical or other operations of the MOHS. The Office Manager is responsible for the processing and maintenance of office records, determining the procedures of work, coordination of the work with various units and maintaining harmony among Project Office and District Office. The work involves responsibility for interpreting and carrying out the rules, regulations, and policies of the MOHS. The Office Manager is generally given considerable latitude within the framework of their responsibility for making independent decisions as to office procedures and functions. Supervision is received from a Division Director.

Branch Director I & II: These positions are administrative work positions in which the incumbents serve as directors of a small branch within an agency. Work involves formulating, directing, and controlling the operations of a branch through section heads and other subordinate personnel. Incumbent establishes objectives, standards, and control measures for programs which are limited in scope and in impact. Incumbent also determines policy in own area of expertise and provides input into other phases of agency operations. Internal and external contacts are made to provide and exchange information, coordinate activities, and provide assistance and guidance. Work is subject to infrequent review through conferences and reports by the division director to whom the Branch Director reports.

Program Manager: Journeyman-level professional work position involved in the planning, implementation, management, and monitoring of contracts with sub-grantees. The Program Managers are responsible for assisting potential sub-grantees in making application; monitoring and making recommendations on assigned contracts; providing technical assistance to sub-recipients; and ensuring compliance of implementation criteria, and federal rules and regulations. Program Managers exercise discretion under general guidelines in setting schedules, goals, and follow-up details. Work is subject to review by a Division Director and or Bureau Director.

Traffic Records Coordinator: Professional work position that involves planning, organizing, and implementing a special phase of a statewide program in the field of traffic records. The work involves utilizing technical knowledge of several specialties which are necessary adjuncts to the traffic records system. The Traffic Coordinator must possess the expertise to work without close supervision in performing duties which require utilization of good analytical, reading and communication skills including the examination of data. General supervision is received from the Director/GR Director and other designated supervisory staff.

Traffic Records Consultant: This is professional work position involving planning, organizing, and implementing a special phase of a statewide program in the field of traffic records. The work involves utilizing technical knowledge of several specialties which are necessary adjuncts to the traffic records system. General supervision is received from the Director/GR, Traffic Records Coordinator and other designated supervisory staff.

MOHS EVIDENCE BASED ENFORCEMENT PLAN

The MOHS recognizes that a strong enforcement plan is a key to reducing fatalities, injuries and crashes in the State of Mississippi. In order to bring down fatalities, injuries and crashes, the State focuses on data and problem identification (pages 44-103), trend analysis (pages 104-115) and crash location data (pages 70-72). All factors are considered when trying to reach the Targets of the State.

Based on the Top 20 Counties for Crashes (Page 47-48), Top 25 Cities and Counties for Serious Injury Crashes (page 48-49) and the Top Alcohol related Fatality Locations (page 50-51), the State is able to look at the whole State and determine the need projects, increase in enforcement and the needs of the community.

The State can also use location data to determine specific areas, such as the Delta area for Occupant Protection that may need additional programs and enforcement to increase occupant protection usage in that area (pages 52-53). The State looks at data and location for all core program area that the State funds.

Based on data collected, the State can also determine at risk populations, such as teens (page 49), to determine the need for more emphasis teen programs and enforcement in areas that are high in teen fatalities, injuries and crashes. Age and population data (Page 63-70) is reviewed for all core program areas that the State funds, so that the State can include emphasis on at risk age and populations.

In order to reduce fatalities, injuries and crashes, the MOHS focuses its enforcement program around the following core programs:

- Impaired Driving;
- Occupant Protection, Including Child Restraints; and
- Speed

Selection of Projects:

The MOHS reviews data from FARS and other data source (see pages 16-Data Sources) to look for fatality and crash trends in areas around the State, which helps create target areas that the MOHS will work to assist in the upcoming grant year. For further information on the selection of projects for the enforcement program, (see pages 143-148).

After the review of the data and target areas are selected, grant applications are distributed throughout the State for the solicitation of grants. Once grants have been received within the MOHS, if target areas have not

submitted a grant application, then the MOHS uses the help from the LEL program to go and solicit applications from those target areas. For further information on the solicitation of grants, (see page 145-146).

Adjustments to the Projects:

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

In addition, program assessments are given to each sub-grantee during the grant writing sessions, to help show the agencies, cost per citation information; trend analysis and budget comparisons, so they are able to see costs of the program and cost of the citations for effectiveness and direct enforcement as needed for their projects. Projects that are added to the enforcement program after the submission of the HSP will be included in any HSP modifications.

Areas of Enforcement Covered:

The MOHS enforcement plan covers all areas of enforcement from high visibility, sustained and STEP enforcement programs. Each enforcement program that is funded through the MOHS participated in the National Blitz Campaigns, such as Drive Sober, Get Pulled Over and Click It or Ticket.

Each enforcement project participates in earned media in their areas, during the Blitz campaigns and throughout the year. The enforcement grants also provide presentations to the community and schools concerning traffic safety issues such as impaired driving, occupant protection, speed and child restraint information.

Enforcement Programs:

Each enforcement program that is proposed for funding during FY15 is identified in the following pages of the Performance Plan. Each program has provided the following information on location, problem identification, data, Targets, strategies and the use of funds for each program.

Impaired Driving/Alcohol:

Mississippi Statewide Impaired Driving Plan for FY 2015

Problem Identification

The MOHS's primary Target is to assist State, local, non-profit organizations, community groups, institutions, colleges and universities in developing and implementing innovative highway safety programs which will in turn reduce the total number of fatal and serious injury crashes, including those that are alcohol related.

The following information highlights the Impaired Driving program issues for the State of Mississippi. (Full Impaired Driving Program Plan is contained in the 405(b) application pages 54-72)

- DUI arrest decreased from 32,530 in 2008 to 30,577 in 2012.
- There were 30,577 Mississippians arrested for DUI in 2012 (apply a 23.59% out of state rate, brings the estimate of total arrest to 37,790).
- 1,747 youth (under 21) were arrested in 2012. (5.93% of all DI arrests)
- The overall conviction rate for the State is 92.1% in 2012. (up from 83.3% in 2011)
- Effective 10/1/2014 HB412 will go into effect which will increase the use of ignition interlock devices.
- Municipal police accounted for 43.7% of DUI arrest in 2012.
- Sheriff/County accounted for 26.7% of DUI arrest in 2012.

- MHP accounted for 301.1% of DUI arrest for 2012.
- Refusal rate for DUI is 23.2% in 2012 (down from 24.2% in 2009)
- 2nd and 3rd offense DUI were down in 2012.

DUI Crash Info

During 2012, there were 69,936 crashes in Mississippi, with 507 fatal crashes and 582 fatalities. Of those 582 fatalities, 179 were alcohol related, which is 31% of those fatalities.

Programs and Projects:

- State will fund 88 impaired driving projects in F15.
- Approximately 64 full time DUI officers are being funded
- LEL funding will continue for outreach and support by the Impaired Driving Program.
- No cost training in ARIDE, SFST and DRE will continue in FY15.
- JOL, TSRP and CCL will be funded to enhance the Impaired Driving Program for FY15.

Targets & Strategies for FY15:

C-5 Core Outcome Measure/Alcohol and Other Drugs:

To decrease the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above from 10% from the five year average (2008-2012) of (199) to (179) by the end of FY15. To decrease the number of fatalities by an additional 5% for a long term target of (170) by the end of 2016.

- To decrease the number of alcohol related motorcyclist fatalities from (8) in 2012 to (7.4) by the end of FY15. To maintain the number of alcohol related motorcyclist for a long term target of (7) by the end of 2016.
- To decrease the number of impaired related crashes involving drivers under the age of 20 from a three year weighted average (2010-2012) from (218) in 2012 to (201) by the end of FY15. To decrease the number of impaired related crashes involving drivers under the age of 20 to (191) by the end of 2016.

Performance Measure/Impaired Driving:

To increase the number of impaired driving arrests made during grant funded activities by 2.50% from the two year average (2011-2012) of (12,280) in 2012 to (12,587) by the end of FY15. To increase the number of impaired driving arrests issued during grant funded activities by an additional 2% for a long term target of (12,839) by the end of 2016.

MOHS Outcome Measure: Teen-Alcohol:

Reduce alcohol related fatalities from 16-20 year old drivers by 7.5% from the three year average (2010-2012) of (7) in 2012 to (6.5) in FY15. Decrease alcohol related fatalities from 16-20 year old drivers by an additional 5% for a long term Target of (6.2) by the end of 2016.

FY15 Impaired Driving Proposed Strategies:

Alcohol countermeasures projects proposed for this fiscal year include designated DUI enforcement units in problem localities. As a part of impaired driving funded programs, applicants are required to establish and implement seat belt use policies for their individual agencies, attend and participate in the Mississippi Association of Highway Safety Leaders (MAHSL) meetings, and the National Impaired Driving Blitz initiatives including statewide campaigns utilizing the national message ***“Drive Sober or Get Pulled Over”***. Sub-grantees awarded under alcohol countermeasure programs are encouraged to attend impaired driving related training

conferences along with utilization of resources and training offered by the LE Training Program as it relates to the impaired driver.

As noted on pages 134-135, the MOHS uses the *Countermeasures that Work: A Highway Safety Countermeasures Guide for State Highway Safety Offices*, to select strategies that will be used for the upcoming grant year. The strategies to be used to accomplish the targets that have been set for the grant year are listed here as reference, but detailed on pages 135-138.

- STEP Programs: (Countermeasure 2.1, 2.2 and 7.1);
- STEP Enforcement Period- (Countermeasure 2.1, 2.2 and 7.1);
- High Visibility Enforcement: (Countermeasure 2.1, 2.2 and 7.1);
- National Blitz: (Countermeasure 2.1 and 2.2);
- Training: (Countermeasure 2.3 and 2.4);
- Survey: Although conducting an attitudinal survey is not listed as a countermeasure that work, it is an agreed upon activity between NHTSA and GHSA;
- Evaluation: Although evaluation does not fit into one of the countermeasures that work categories, it is imperative that the MOHS continually evaluate its programs to ensure projects that are funded are having the desired effect on the Statewide Impaired Driving program;
- DUI Outreach/Court Monitoring (Countermeasure 3.3);
- Strategic Meetings and Monthly Information Meetings: (Countermeasure 2.1 and 2.2) Attend monthly MAHSL Meetings at least (1) per quarter to stay up to date on the latest information. Attend quarterly meetings to strategic plan enforcement efforts through data trends, performance measures and strategies.
- Public Information and Education: PI & E is not specifically listed as a countermeasure that works, however media campaigns are. The PI & E components will compliment paid media campaigns by keeping the Traffic Safety messages fresh throughout the funding year; and
- Judicial Training: (Countermeasure 1.5, 3.3 and 7.2) Training for Judges is not listed as a countermeasure that works, but NHTSA established the Judicial Outreach Liaison program several years ago to help provide peer to peer training and education on Traffic Safety issues. This JOL program continues to be a mainstay program supported by NHTSA and the training is a component of the program.

During FY14, the MOHS hired a full time Judicial Outreach Liaison (JOL). The State anticipates continuing funding the JOL program in FY15, so that judicial training on traffic safety issues can be addressed.

Within the State of Mississippi, impaired driving fatalities represent 30% of the overall State fatalities. The State is budgeting in FY15, 80% of its funds to combat its impaired driving problems. 100% of the State's population will be covered by impaired driving enforcement efforts utilizing the MHP, city and county law enforcement agencies within the top impaired driving fatality and crash locations.

The amount of funds being utilized is commiserate with the State-wide impaired driving problem, and thus the State feels that the projects selected and if fully implemented and successful, will contribute to the overall goal of reducing impaired driving fatalities, reducing crashes and injuries.

Additional Funding Sources:

All funding sources in the Mississippi Highway Safety Plan are federal funded monies, unless otherwise noted in the additional funding section in each project description. The State of Mississippi also utilizes Mississippi Highway Patrol activities and State funds as match for projects that need additional match monies.

2015 Impaired Driving Program Area Project Descriptions:

Project Number: 15-ST-238-1

Project Title: City of Aberdeen DUI Enforcement

Location: The City of Aberdeen is located in Monroe County in North East Mississippi. According to the U.S. Census, the estimated population for 2012 is 5,502. The jurisdiction consists of approximately 12 square miles. There are three major highways, 45, 25 and 285, that run through the area. Highway 45 allows travelers to travel from the southern region of the state all the way to the northeast region carrying over into the state of Tennessee.

Problem Identification: Aberdeen is a “wet” city which allows liquor sells six days a week and beer sells seven days a week. The City of Aberdeen is the only city that currently sells alcoholic beverages in Monroe County. This creates a lot of traffic to Aberdeen from out of town people who come here to purchase their alcohol beverages. The city holds an annual Pilgrimage and Car Show each year and also an outdoor Blues Festival which is prevalent to alcohol consumption which leads to potential drinking and driving.

Data: The City of Aberdeen had (68) crashes in FY13. Of these crashes, (3) were alcohol related.

Target: The City of Aberdeen will reduce alcohol related crashes from (3) to (2) during the FY15 grant period.

Performance Measure: Increase the number of grant funded DUI citations from (0) in FY13 to (41) during the FY15 grant period.

Strategy:

- Utilize overtime funds to conduct enhanced DUI STEP enforcement.
- Enhance check points/saturation patrols

Use of Funds: Utilize the grant funds for overtime; fringe; and travel for approved training to conduct described program activities above and beyond the agency’s daily activities and responsibilities.

Budget: \$7,120.00 Federal Funding Source 154AL

Project Number: 15-ST-255-1

Project Title: City of Carthage DUI Enforcement

Location: The City of Carthage is located in Leake County. Carthage is also the county seat for Leake County. The County is located north of Attala County; east of Neshoba County; south of Scott County; and west of Madison County.

Problem Identification: Carthage has the Pearl River Resort area nearby in neighboring county of Neshoba. The Pearl River Resort area is home to 2 casinos, golfing, entertainment and a water park. Many of the entertainment venues in the area serve alcohol 24/7, which increases alcohol consumption and the potential for impaired drivers. The City of Carthage also allows beer sales within restaurants and bars and also allows alcoholic beverages to be sold in convenience stores.

Three major state highways cross Carthage – Highway 16, Highway 35, and Highway 25. All three of these are conduits for persons traveling to the 30,000-acre Pearl River Resort in Choctaw, Mississippi, which is also “wet”. Pearl River is home to the State’s only two land-based casinos, as well as two golf courses and a large

water park. Pearl River is approximately 20 miles east of Carthage on Highway 16. Highways 16 and 25 connect Carthage to the Jackson metropolitan area, so Jackson-area residents traveling to Pearl River Resort often come through Carthage. Highway 35 brings people in from the south (where it connects with Interstate 20) and the north (where it connects with Interstate 55) to Carthage, where they then use Highway 16 to reach Pearl River.

Due to the popularity of the rapidly expanding Pearl River Resort, which is State's highest-grossing gambling operation, the City of Carthage has much heavier traffic flow than other cities of the same size. Unfortunately, gambling for recreation is often accompanied by alcohol consumption. Alcohol consumption at the Pearl River Resort then becomes a problem for the Carthage Police Department as people commute back to their homes via the streets and highways through Carthage.

The increased amount of traffic, as well as these popular tourist attractions, has resulted in increased numbers of traffic-related violations and increased numbers of accidents to which the Carthage Police Department must respond. The City of Carthage is located in Leake County, which ranks #27 in alcohol related fatalities.

Data: The City of Carthage had (95) total crashes in 2013. Of the total, (3) involved alcohol.

Target: Maintain alcohol related fatalities of (0) in FY15 and to reduce alcohol related crashes from (3) in 2013 to (2) in FY15.

Performance Measure: Increase DUI arrests from (107) in 2013 to (124) during FY15.

Strategy:

- Utilize (1) Full Time DUI officer
- Overtime enforcement
- Checkpoints
- Saturation patrols
- Publicize patrol activities

Use of Funds: The Agency will utilize the grant funds for the salary for (1) full time DUI officer; overtime; fringe; and training/travel.

Budget: \$53,830.00 Federal Funding Source 154AL

Additional funding: \$5,000.00 Federal Funding Source 402OP

Project Number: 15-ST-113-1

Project Description: Clay County Sheriff's Department DUI Enforcement

Location: Located approximately 15 miles from Columbus and Starkville, and less than 10 miles from ports on the Tennessee-Tombigbee Waterway, Clay County is a gateway to much of the area. Highway 45A is a north/south four lane which has seen a tremendous increase in tractor-trailer traffic with the growth in the area. There are no other incorporated towns in Clay County; however, there are several smaller towns and communities such as Cedar Bluff, Pheba, Montpelier, Abbott, Griffith, and Siloam. With the Tombigbee River bordering the eastern side of the county and its railways and major highways, the county offers excellent transportation arteries to industry. With its centralized location being in the heart of the Tupelo, Columbus, and Starkville area, the people of Clay County have easy access to numerous universities, airports, industries, and leisure activities. The county has a total area of 416 square miles and a population of approximately 21,979. Clay County is bordered by the counties of Chickasaw, Monroe, Lowndes, Oktibbeha, and Webster.

Problem Identification: Traffic for events at Mississippi State, Mississippi University for Women, the Tennessee-Tombigbee Waterway and manufacturers in the Golden Triangle all navigate Highway 45A and Highway 50 which is right down the center of West Point and Clay County.

Clay County has eight (8) bars in the area and hosts at least 10 major community events, which brings large crowds each year. Clay County's traffic increases with events, especially sports competitions that draw thousands into this area whether it is youth age or college age. The Bulldog Bash and Super Bulldog Weekend hosted at MSU bring in 30 to 40 thousand festive participants for 3 to 4 day time spans. With these events there are legal and non-legal individuals consuming alcohol which makes a deadly combination for drinking and driving.

Alcohol and beer are sold in the Golden Triangle Area with three dry counties, Webster, Monroe and Chickasaw bordering Clay County to the north. Data suggests that residents of dry counties have to drive further from their homes to consume alcohol, thus increasing the potential for impaired driving.

Data: There was one reported alcohol related crash in 2012; while there were (4) reported alcohol related crashes in 2013.

Target: The overall target is to reduce alcohol related fatalities from (1) in 2013 to (0) in FY15 and reduce alcohol related crashes from (4) in FY13 to (3) in FY15.

Performance Measure: The Clay County Sheriff's Office will increase DUI arrests from (21) in FY 2013 to (80) in FY15.

Strategy:

- Over time enforcement
- Checkpoints
- Saturation patrols
- Publicize patrol activities

Use of Funds: The agency will utilize the grant funds for overtime; fringe; and travel for training.

Budget: \$40,695.00 Federal Funding Source 154AL

Project Number: 15-ST-206-1

Project Title: Clinton Police Department DUI Enforcement

Location: Clinton is located in Hinds County, has a population of 26,258, encompasses 41.82 square miles and is in District 1 located in the Western Central portion of the State. Major roadways in the area are Interstate 20 and U.S. Highway 80. Clinton is the 2nd largest City in Hinds County, Mississippi and is located in the Central portion of the State.

Problem Identification: The City of Clinton contains 2 major highways that include I-20 and US Highway 80, and numerous streets and roadways. The high levels of traffic traveling these interstates, highways, city streets and county roadways, has contributed to the large number of motor vehicle crashes that occur within the City of Clinton. Some of the crashes are alcohol related.

The City of Clinton borders Jackson, the largest city in Hinds County. The ease of access to I-20 and Highway 80 creates an influx of traffic for the City. Insurmountable traffic flow parallels with the likelihood of many

motorists driving impaired particularly considering in recent years Clinton lifted restrictions upon 8 local restaurants which are now allowed to serve alcoholic beverages.

Following recent annexation Clinton currently has a bar which also increases the incidence of impaired driving within the city limits. Increased impaired driving is further linked to the City being home to the generally 3,000 students at MS College and where driving under the influence is prevalent on and off campus and to motorists traveling through Clinton to the neighboring City of Vicksburg where thousands of motorists annually patronize local casinos that serve free alcohol. Clinton is located in Hinds County which is ranked number one in alcohol fatalities.

Data: There were (675) total crashes of which (14) reportedly were alcohol related.

Target: Reduce alcohol related crashes from (14) in FY13 to (10) by the end of FY15 and maintain (0) alcohol related fatality crashes in FY15.

Performance Measure: Increase DUI citations from (78) in 2013 to (120) during FY15.

Strategy:

- Utilize 1 full time DUI officers for enforcement
- Over time enforcement
- Check points
- Saturation Patrols
- Publicize patrol activities

Use of Funds: The Clinton Police Department will utilize the funds for (1) full time DUI Officer; overtime; fringe; training and travel; contractual services; equipment: (1) In-car camera, (1) laptop, and (1) PBT to conduct described program activities above and beyond the agency's daily activities and responsibilities.

Budget: \$59,701.00 Federal Funding Source 154AL

Additional funding: \$57,765.50 Federal Funding Source 402PTS

Project Number: 15-ST-115-1

Project Title: Coahoma County Sheriff's Department DUI Enforcement

Location: Coahoma County is located in Delta Mississippi, north of Tunica; east of Quitman County and west of Phillips County, Arkansas which is in the northern portion of the State. The County encompasses 559 square miles and is situated approximately one hour south of Memphis, TN. It is connected by a four-lane thoroughfare, via US highway 61.

Problem Identification: The County is home to 13 nightclubs and two casinos. To further complicate this serious traffic issue, neighboring Tunica County harbors eight casinos and many drivers travel through Coahoma County to and from the casinos where alcohol is freely served making the County problematic for impaired driving behavior. Blues festivals, including the Delta Jubilee, Juke Joint Festival, and the Sunflower River Festival each draw an estimated 10,000 people, including world travelers to these high alcohol consuming events. Traveling from these establishments poses potential traffic safety hazards which carry strong implications necessary for DUI enforcement. Coahoma County is served by (2) U.S. Highways Interstate 40, and Interstate 55 and 20. Coahoma County ranks #48 in alcohol related fatalities.

Data: Coahoma County had (48) total crashes in FY13, (3) of the crashes alcohol was involved in the crash.

Target: To maintain alcohol related fatalities at (0) and to reduce alcohol related crashes from (3) in 2013 from to (2) during FY15.

Performance Measure: The Coahoma County Sheriff's Office will maintain its current status of alcohol/drug arrest at (120) for FY15.

Strategy:

- Utilize 1 full time DUI officer for enforcement
- Over time enforcement
- Check points
- Saturation patrols
- Publicize patrol activities

Use of Funds: The Agency will utilize the grant funds for the salary for (1) full time DUI officer; overtime; fringe; training and travel.

Budget: \$54,912.00 Federal Funding Source 154AL

Project Number: 15-ST-262-1

Project Title: Columbia Police Department DUI Enforcement

Location: The City of Columbia is the county seat of Marion County. Marion County is located in the south central part of the State. Marion County is bordered by Walthall County to the West, Lawrence and Jefferson Davis Counties to the North, Lamar County to the East and the State of Louisiana to the South.

Problem Identification: Although the city of Columbia only consists of 6 square miles, there are 3 State highways that pass through it; Hwy 13, 44 and 35 and one US Hwy, 98. The city of Columbia is 'wet' in terms of the ability to purchase liquor. With the City of there are 4 major establishments serving liquor. As a result, DUI arrest in the City is on the rise.

The city is host to rodeos and other social events at the Columbia Expo Center. Alcohol is not sold or allowed within these events; however, patrons either drink on their way to the event or following the event. Additionally, Columbia is home to two annual 3-day motorcycle rider parties. These parties alone bring more than 2,000 visitors into the city. In addition, the city is a thoroughfare for traffic to and from the casinos and the beach resort areas of Gulfport and Biloxi.

Additionally, located within Columbia are 2 high schools. Weekend high school games bring crowds to the stadium and although liquor is not allowed, again patrons drink either on their way to the game or after the games and then get on the roads. Marion County, of which Columbia is the seat, ranked #39 in the State for alcohol related fatalities (based on the 5 year average of fatalities during 2008-2012).

Data: The City of Columbia had (322) total crashes during 2013. Of the total, (6) involved alcohol. Zero alcohol fatal crashes were recorded in 2013.

Target: To reduce alcohol related crashes by 40% from (6) in 2013 to (4) and maintain zero alcohol fatal crashes during FY15.

Performance Measure: Increase the number of grant funded DUI citations by 2% from (247) in FY13 to (250) in FY15.

Strategy:

- Utilize 1 full time DUI officer for enforcement
- STEP enforcement
- Checkpoints and saturation patrols
- High visibility enforcement
- Provide educational outreach/activities
- Generate earned media

Use of Funds: The agency will utilize the grant funds for the salary for (1) DUI enforcement officer; overtime; fringe; training; travel, contractual services; and equipment: (40) traffic cones; (1) in car camera and (3) PBTs to conduct described program activities above and beyond the agency's daily activities and responsibilities.

Budget: \$62,768.62 Federal Funding Source 154AL

Additional Funding: \$16,000.00 Federal Funding Source 402OP

Project Number: 15-ST-116-1

Project Title: Covington County Sheriff's Department DUI Enforcement

Location: Covington County encompasses 814 county miles with 415 square miles. Covington County has a population of about 21,000. Covington County has 9 highways being highway 84, Highway 590, Highway 589, Highway 535, Highway 37, Highway 532, and Highway 35 highway 49. The county is less than 30 miles north of the University of Southern Mississippi, in Forrest County.

Problem Identification: Covington County experiences high volumes of traffic traveling through the area on U.S. Highway 49 heading to and from the MS Gulf Coast to the casinos as well as to the University of Southern Mississippi. Although Covington County is a "dry" county, surrounding counties, such as Forrest, along with municipalities within the county are "wet". This poses problems with college students and other motorist traveling to these areas to purchase and consume alcoholic beverages in restaurants, bars, convenience stores, liquor stores and casinos, then driving within Covington County under the influence.

Data: Covington County had (86) crashes in 2013 which consisted of (4) alcohol related crashes.

Target: Reduce alcohol related crashes from (4) in FY13 to (3) in FY15 and maintain zero alcohol related crashes in 2015.

Performance Measure: Maintain DUI arrests of (248) in 2013 during the FY15 grant period.

Strategy:

- Utilize full Time DUI enforcement and STEP enforcement
- Conduct check points and saturation patrols
- Participate in educational activities
- Work with media to generate earned media

Use of funds: Utilize the grant funds for the salary for (1) full time DUI officer; overtime; fringe; travel for program related training and Equipment: (1) laptop to be utilized by the full time DUI officer to conduct described program activities above and beyond the agency's daily activities and responsibilities.

Budget: \$56,483.00 Federal Funding Source 154AL

Project Number: 15-ST-269-1

Project Title: D'Iberville Police Department DUI Enforcement

Location: City of D'Iberville has a population of 9,486. D'Iberville recently annexed north of the city, which increased the land mass from 7.5 to 10.7 square miles and is located in District 8, Troop K in the Southern/Coastal region of the State.

The City of D'Iberville is located in Harrison County which is "wet". Interstate I-110 is the main thoroughfare to gain access to the numerous casinos located in neighboring counties/cities as well as within the City of D'Iberville that serve alcoholic beverages 24/7. The Promenade Shopping Center is also located within the city which is a 700,000 square foot retail development. D'Iberville is centrally located between New Orleans, LA and Mobile, AL overlooking the back Bays of Biloxi.

Problem Identification: There are numerous casinos located in neighboring counties/cities as well as within the City of D'Iberville that serve alcoholic beverages 24/7 along with the Promenade Shopping Center, a 700,000 square foot retail development. D'Iberville is located on the MS Gulf Coast. MS Gulf Coast is one of Mississippi's primary tourist areas, having an influx of thousands that attend the numerous festivals, parades, rallies, fairs, spring break, etc. at various times throughout the year. The City of D'Iberville is located in Harrison County which was ranked #2 in 2008 -2012 for total drivers with BAC .08 or greater and 22nd for fatalities involving alcohol.

Data: The City of D'Iberville had (725) crashes in 2013 which consisted (24) alcohol related crashes, and (2) alcohol related fatal crashes.

Target: Decrease the alcohol related crashes from (24) in FY13 to (20) or less in FY15, and reduce alcohol related fatal crashes from (2) in FY13 to (0) in FY15.

Performance Measure: Maintain DUI arrests in 2013 at (190) in FY15.

Strategy:

- Utilize full time DUI officer for enforcement
- Conduct Special Traffic Enforcement Program (STEP) HVE/Deterrence
- Conduct public outreach/educational campaign on the dangers of drinking and driving
- Generate and implement earned media

Use of Funds: Utilize these funds to fund the salary for (1) full time DUI officer; overtime; fringe; travel for training; contractual services; and other supplies/commodities.

Budget: \$65,864.00 Federal Funding Source 154AL

Additional funding: \$26,179.00 Federal Funding Source 402PTS

Project Number: 15-ST-117-1

Project Title: Desoto County Sheriff's Department DUI Enforcement

Supplemental to 15-MD-117-1

Location: DeSoto County is part of the Mississippi Delta. Its county seat is Hernando. Desoto County is north of Shelby County, Tennessee; west of Crittenden County, Arkansas; south of Tunica County; south of Tate County; and east of Marshall County.

Problem Identification: DeSoto County is one of the last counties approaching the Tennessee/ Mississippi State line where most north bound traffic along I-55 must to Memphis. Problem areas for the county include the casinos to our west, Memphis, TN tourist scene to the north, and the large amount of restaurants/bars located in the cities of Southaven, Olive Branch, Hernando and Horn Lake.

DeSoto County also has several major highway systems that intersect inside the corporate limits. Interstates 69 and 78 and US Highways 304 and 302 are east-west highways while Interstate 55, MS Highway 51, 61, 305 and 301 are north-south.

DeSoto County, MS is host to thousands of visitors for various reasons including sporting events, concerts, festivals and conferences. Art and music festivals have been known to bring an estimated 130,000 people. During the past year, more bars and clubs were established; the sale of beer was approved and bar hours was extended on weekends. As a result, problems with drivers being impaired have grown intensely for the county. DeSoto County ranks #7 for alcohol related fatalities.

Data: DeSoto County had (595) total crashes. Of the total, (32) involved alcohol.

Target: Reduce alcohol related crashes from (32) in 2013 to (29) by the end of FY15 and to reduce alcohol related fatal crashes by 100% from (1) in FY13 to (0) in FY15.

Performance Measure: Increase the number of DUI arrest by 25% from (333) in FY13 to (416) in FY15.

Strategy:

- Utilize 3 full time DUI officers for enforcement
- Over time enforcement
- Check points
- Saturation patrols
- Publicize patrol activities

Use of Funds: The agency will utilize the grant funds for the salary of (3) full time DUI officers; fringe; travel; contractual services; equipment.

Budget: \$159,583.00 Federal Funding Source 154AL

Additional Funding \$50,000.00 Federal Funding Source 405(d)
\$29,500.00 Federal Funding Source 402OP

Project Number: 15-ST-277-1

Project Title: Florence Police Department DUI Enforcement

Location: The City of Florence is located within Rankin County. Rankin County is border by Madison County to the North, Simpson County to the South, Scott County to the East and Hinds County to the West.

Problem Identification: Rankin County is considered a dry county. The City of Florence has a high volume of traffic from several “wet” surrounding counties making liquor readily available and easy to obtain. The City of Florence has six convenience stores that sale beer as well as two restaurants. The Cities of Pearl, Flowood and Brandon (all located in Rankin County) have areas declared “Resort Areas” allowing the sale of alcoholic beverages.

Several major traffic arteries run through the City of Florence including U.S. Highway 49 South, Highway 469 North and Highway 469 South. U.S. 49 South Highway runs through the center of the City of Florence. This highway system connects to I-20 (easy access to Jackson, Vicksburg, Pearl, Flowood and Brandon) and leads to the MS Gulf Coast, which is easy access to Hattiesburg, Gulfport, and Biloxi. U.S. Highway 49 runs through the center of the City of Florence and traveled by thousands of motorist each day many to and from Hattiesburg, home to The University of Southern Mississippi and the Mississippi Gulf Coast where many casinos and tourist attractions are located.

Rankin County had 30 alcohol related fatalities with a .08 BAC or greater, which ranked the county #8 in the Top fatalities in the State.

Data: City of Florence had (5) alcohol related crashes and (2) alcohol related crashes for those drivers aged 16-20 and zero alcohol related fatalities during 2013.

Target: Reduce the number of alcohol related crashes from (5) in 2013 to (3) and maintain a zero alcohol related fatalities in FY15.

Performance Measure: Increase the number of DUI citations by 10% from (80) in FY13 to (88) DUI citations during FY15.

Strategy:

- Utilize one full time DUI officer
- STEP enforcement
- Conduct checkpoints and saturation patrols
- Implement educational activities
- Generate earned media

Use of Funds: The agency will utilize the grant funds for the salary for (1) full time DUI officer; overtime; fringe; training and travel to conduct described program activities above and beyond the agency's daily activities and responsibilities.

Budget: \$47,711.00 Federal Funding Source 154AL

Additional Funding: \$7,775.00 Federal Funding Source 402OP

Project Number: 15-ST-278-1

Project Title: Flowood Police Department DUI Enforcement

Location: The City of Flowood, Mississippi is located east of Jackson, Mississippi, the capital city of Mississippi. The largest airport in Mississippi, Jackson-Evers International is adjacent to Flowood. Flowood has several main roadways such as I-55, Highway 25 (Lakeland Drive), Highway 475 (Airport Road), Highway 468 and Highway 471.

Problem Identification: The City of Flowood, Mississippi is located east of Jackson, Mississippi, the capital city of Mississippi. In fact, Flowood shares a common border with Jackson and therefore shares common crime, traffic and emergency issues. Often crime suspects, traffic violators and DUI problems overflow into the City of Flowood. Flowood's residential population is only 7,823 households, but Flowood's daytime population expands to approximately 50,000 people. The reason for this is that Flowood has a fast growing business/retail sector. A few years ago the City of Flowood made legal the sale of liquor in restaurants. This has contributed to an increase in DUI related traffic issues

The Mississippi Department of Transportation estimates that approximately 111,000 vehicles travel thru Flowood on a daily basis. Some of those drivers are impaired due to alcohol. The City of Flowood is located in Rankin County, where they are ranked #5 in alcohol related fatalities by county.

Data: The City of Flowood had (1,052) crashes in FY13. Of the total, (13) involved alcohol. The City of Flowood had (1) fatal crash. Of the total, (1) involved alcohol.

Target: To reduce alcohol related crashes from (13) in 2013 to (11) by the end of FY15 and to reduce alcohol related fatal crashes from (1) in 2013 to (0) by the end of FY15.

Performance Measure: Flowood Police Department will increase DUI arrests from (75) in 2013 to (82) during FY15.

Strategy:

- Over time enforcement
- Check points
- Saturation patrols
- Publicize patrol activities

Use of Funds: The Agency will utilize the grant funds for the salary for DUI overtime enforcement; fringe; training and travel.

Budget: \$51,705.00 Federal Funding Source 154AL

Project Number: 15-ST-210-1

Project Title: Gautier Police Department DUI Enforcement

Location: The City of Gautier is centrally located between the cities of Biloxi and Pascagoula in the southern portion of the state. Gautier is located in Jackson County, Mississippi on the Gulf Coast. It has a population of 18,572 and encompasses 132 city miles.

Problem Identification: Over 100,000 vehicles travel through the city daily from the casino and tourist attractions in the Biloxi/Gulfport area and to and from the major industries in Pascagoula, including Ingalls Shipbuilding and Chevron Refinery. The neighboring city of Ocean Springs is also a tourist destination with many restaurants, bars, and special events where alcohol is served, such as the Peter Anderson Festival.

The City of Gautier hosts numerous parades and festivals that attract people from all counties and cities statewide. These events include the Annual Mullet & Music Festival, Christmas Parade, Mardi Gras Parade, Blessing of the Bike event and Cruisin' the Coast. These events significantly increase the traffic volume and alcohol related incidents.

While the City experienced only four fatal crashes over the last three years, two were alcohol related. One of the fatal alcohol related crashes resulted in five fatalities.

Data: In calendar year 2013, (398) total crashes occurred in the city. Twenty (20) of these crashes were alcohol related crashes.

Target: Reduce alcohol related crashes by 10% from (20) in FY13 to (18) in FY15.

Performance Measure: Increase the number of DUI citations BY 10% from (118) in FY13 to (129) in FY15.

Strategy:

- Utilize overtime DUI enforcement
- Conduct high visibility enforcement checkpoints
- Saturation patrols
- Promote and implement outreach activities

Use of Funds: Fund enforcement overtime and fringe; training/travel; contractual services; commodities; and equipment (5) PBT and (1) in-car camera system to conduct described program activities above and beyond the agency's daily activities and responsibilities.

Budget: \$54,182.00.00 Federal Funding Source 154AL

Project Number: 15-ST-213-1

Project Title: Greenwood Police Department DUI Enforcement

Location: The City of Greenwood is located in Leflore County. Greenwood has a population of 16,000 located in the North West Central Mississippi.

Problem Identification: The City of Greenwood is home to 15 bars which can sale and service all types of alcoholic beverages. The county is wet with multiple bars that local patrons drive thru the city limits to access. Greenwood has seen an increasing problem of teens being arrested for DUIs. The increase can be contributed to an increase in population within the city due to a surge in enrollment at Valley State University and Moore Head Community College. Greenwood is also the home to 7 public schools, 1 private school and 3 additional schools in the county.

Greenwood has four major highway systems that intersect inside the corporate limits. These highways are Hwy 82, Hwy 7, Hwy 49 N and Hwy 49 all of which are heavily traveled throughout the night hours.

Greenwood is host to thousands of visitors for various reasons including 300 Oaks Race, River to the Rails, Concerts, festivals and business events. The wide variety of the types of clubs has grown the nightlife. Greenwood is located in Leflore County, which is ranked #32 in the State with (12) Alcohol related fatalities with a .08 BAC or greater during 2007-2011.

Data: The City of Greenwood had (585) total crashes in 2013. Of the total, (11) were alcohol related crashes. Zero alcohol fatal crashes in 2013.

Target: To reduce alcohol related crashes by 10% from (11) in 2013 to (10) and maintain zero alcohol fatal crashes during FY15.

Performance Measure: Increase the number of impaired driving arrests by 10% from (130) in FY13 to (143) during FY15.

Strategy:

- Utilizing (1) one full time officer
- STEP enforcement
- Conduct checkpoints and saturation patrols

- Schedule and conduct educational activities

Use of Funds: The agency will utilize the grant funds for the salary for (1) full time DUI officer; overtime; fringe; training; travel, contractual services; and equipment: (1) Digital Two-Sided Display Board to be used during the blitz periods and other events during the year to raise awareness on driving under the influence; to conduct described program activities above and beyond the agency's daily activities and responsibilities.

Budget: \$67,602.00 Federal Funding Source 154AL

Additional funding: \$16,505.00 Federal Funding Source 402OP

Project Number: 15-ST-284-1

Project Title: City of Grenada DUI Enforcement

Location: City of Grenada is located in Grenada County. The County is north of Yalobusha County; east of Calhoun County and west of Leflore County. There are approximately 13,000 registered citizens living in Grenada City Limits, swelling to an estimated number of 26,000 during the day time. There are three major arteries running through the city limits: Mississippi Highway 8, Highway 51, and Interstate 55.

Problem Identification: There are three main arteries running through the city limits: Highway 8, US Highway 51, and Interstate 55. The traffic on these roadways increases greatly during the day, as many people travel here from rural areas and even other counties for work. Grenada has a large industrial complex, including three Luvata manufacturing plants, Advance Distributors Corporation, Grenada Stamping, Abitibi Bowater (papermill), Sealed Air Corporation, and several trucking companies. The City of Grenada is host to several events, including Thunder on Water, the Downtown Jubilee, and fishing tournaments, namely, Crappie Masters and Bass Masters. The City of Grenada is classified as a Resort Town and receives an increased tax rate. It is also classified as a Retirement Town. There are several hotels, restaurants and bars, along with nightclubs located in the city limits and in the county.

During the warmer months, the Grenada Lake attracts large volumes of people for recreational purposes, many of which consume alcoholic beverages. In addition to the major thoroughfares, there are many avenues into and out of the City, locally known as "back roads." It is local trend for people to "ride the back roads" and consume alcohol. Grenada is also home to Holmes Community College which has added a branch of the University of Mississippi. The Grenada community has a problem with underage drinkers driving throughout various communities. Grenada is located in Grenada County, which is ranked #63 in alcohol fatalities.

Data: There were (13) alcohol related crashes and (1) alcohol related fatality.

Target: Decrease alcohol related fatalities of (1) in 2013 to (0) in FY15 and to reduce alcohol related crashes from (13) in 2013 to (10) in FY15.

Performance Measure: Increase the number of DUI arrests from (115) in 2013 to (126) for 2015.

Strategy:

- Utilize 1 full time DUI officer for enforcement
- Over time enforcement
- Check points
- Saturation patrols
- Publicize patrol activities

Use of Funds: Salary for (1) full time DUI officer; overtime; fringe; training and travel; (1) part time grant coordinator; equipment: (1) in-car camera; 1 internal hard disk to conduct described program activities above and beyond the agency's daily activities and responsibilities.

Budget: \$68,996.00 Federal Funding Source 154AL

Project Number: 15-ST-214-1

Project Title: Gulfport Police Department DUI Enforcement

Location: Gulfport is the second largest city in the State of Mississippi located in Harrison County and has a population of 70,113. Gulfport is the geographic center of the Mississippi Gulf Coast. Its southern border is the Gulf of Mexico. Its sister cities are also its borders - Long Beach to the west and Biloxi to the east.

Problem Identification: Gulfport is in a resort area and tourist area, according to the Harrison County Tourism Commission data of 4 ½ to 5 million tourists visiting the Gulf Coast in a twelve month period. The northern border is located on a line that divides the intersection of Highways 49 and 53, extending east to the Biloxi River and west to a point just east of Canal Road. Gulfport's neighbor to the east has seven casinos and much of the tourist traffic to those come through Gulfport via I-10, Highway 49, or Highway 90. The area also has casino, bars and restaurants that serve alcohol, which increases the number of impaired drivers along the roadways. Many of local businesses host events on weekends and the City of Gulfport host the Gulfport Music Fest. The Gulfport Music Fest draws thousands to the Jones Park venue and downtown area where beer and other alcoholic beverages are readily available. Crusin the Coast, Spring Break, Mardi Gras and 4th of July events draw thousands of tourists including the community to celebrate often involving alcohol and the increase probability of impaired driving in the City of Gulfport.

The Port of Gulfport estimates that 200 vessels, 219 tug boats, 500 barges, 75,000 commercial trucks, 70,000 vehicles and 8,150 railcars enter the Port of Gulfport each calendar year. Vessels stay an average of 12-36 hours each time they dock and have an average crew of 13-27 members per ship. People driving commercial trucks and vehicles in and out of the port, however, have their own transportation and many of these truck drivers and employees who travel into our jurisdiction also visit the local casino, local bars and restaurants along the Mississippi Gulf Coast area after working hours.

Gulfport is located within Harrison County, which is ranked #2 in the State with 47 Alcohol related fatalities with a BAC of .08 or greater during 2008-2012. Harrison County is also ranked #1 for serious injuries with 159 (including 9 fatalities) in the State. Gulfport also ranked #2 in serious injuries with 52 (including 2 fatalities) in the State. Harrison County also ranked #2 in total crashes and total injuries.

Data: The City of Gulfport had (2,885) crashes during 2013. Of those (91) involved alcohol. Also in 2013, there were (43) motorcycle crashes which involved (3) impaired motorcyclists and a total of (584) crashes involving drivers aged 16-20 and of those (4) were alcohol related.

Target: To reduce the number of impaired motorcyclists from (3) in FY13 by 33% to (2); reduce alcohol related crashes in drivers 16-20 from (4) in FY13 by 25% to (3) during the grant year; to maintain alcohol fatal crashes at zero and maintain alcohol related crashes at (91) in FY15.

Performance Measure: To increase the number of impaired driving citations (509) in FY13 by 3% to (524) in FY15.

Strategy:

- Utilizing 2 full time officers for DUI enforcement
- STEP enforcement
- Conduct checkpoints and saturation patrols
- Schedule and conduct educational activities
- Generate earned media

Use of Funds: The agency will utilize the grant funds for the salary for (2) DUI officers; overtime; fringe; training; travel, contractual services; and equipment: (12) PBTs to conduct described program activities above and beyond the agency's daily activities and responsibilities.

Budget: \$138,266.16 Federal Funding Source 154AL

Additional funding: \$68,362.00 Federal Funding Source 402PTS

Project Number: 15-ST-123-1

Project Title: Hancock County Sheriff's Department DUI Enforcement (Conditional)

Location: Hancock County is located on the Mississippi Gulf Coast, bordering the Louisiana line. Hancock County also consists of the city of Diamondhead which is located north of Bay St. Louis, on the Harrison County line and is accessible by Interstate 10. Hancock County has a population of 43,929 according to the 2010 census.

Problem Identification: Two (2) casinos are located in Hancock County, which bring thousands of visitors each week. One of the largest casino/entertainment complexes is set to open soon on the Mississippi Gulf Coast adding more opportunities for citizens and tourists to indulge in alcohol.

Hancock County has three (3) major highways: Interstate 10; Highway 90 (run east and west); and U.S. Highway 43 which runs from Highway 90 to the Pearl River County line in Picayune, Mississippi. All three of these roadways are considered a gateway to the Mississippi Gulf Coast. State Highways 603 and 607 are also heavily traveled to and from Stennis Space Center, the largest employer in the area.

Within the past year more bars and restaurants have been opened. With the wide variety of bars, casinos and events, the impaired problems have grown and multiplied. The increased number of residents and visitors has increased the number of tickets and DUI citations over the years.

Hancock County ranks #17 in the Top 20 Counties in Mississippi for crashes; #18 in the Top 25 Counties for serious injuries; #11 in fatalities by Count; and #8 in alcohol fatalities.

Data: Hancock County had (237) crashes in 2013. Of the total, (23) involved alcohol.

Target: The Hancock County's target is to reduce alcohol related crashes from (23) in FY13 to (19) in FY15.

Performance Measure: Increase the number of impaired driving citations from (319) in FY13 to (351) in FY15.

Strategy:

- Utilize full time officers for DUI enforcement
- STEP enforcement
- Conduct checkpoints and saturation patrols

- Schedule and conduct educational activities
- Generate earned media

Use of Funds: The Agency will utilize the grant funds for the salary for (2) full time DUI officer; (1) part time grant coordinator; overtime for DUI enforcement; fringe and travel to conduct described program activities above and beyond the agency's daily activities and responsibilities.

Budget: \$111,422.00 Federal Funding Source 154AL

Additional funding: \$10,000.00 Federal Funding Source 402OP

Project Number: 15-ST-215-1

Project Title: Hattiesburg Police Department DUI Enforcement

Location: The City of Hattiesburg is located in both Lamar and Forrest Counties. Hattiesburg (4th largest) has a population of 45,989 and is located in the South part of the state.

Problem Identification: The City of Hattiesburg has 5 major highways which run through our jurisdiction. They are Interstate 59, U.S. Highway 49, U.S. Highway 98, U.S. Highway 11 and U.S. Highway 42. These highways serve as traffic arteries to the surrounding cities and are used by intoxicated drivers to travel from their party location to home.

The City of Hattiesburg has a large number of restaurants, most of which serve alcohol and hosts approximately 20 night clubs. Hattiesburg is also home to two universities, the University of Southern Mississippi and William Carey University. College students play a large part in the night life of the city. During the year, these universities also draw thousands of visitors for sporting events. Camp Shelby Military base is also located here. Since September 11, 2001 this base has housed thousands of military personnel.

The City of Hattiesburg host several special events during the year. Hubfest, Mardi Gras Parade, Live at Five and Eagle Palooza are just a few events hosted which bring thousands of visitors. All of these events allow consumption of alcohol. Hattiesburg is traditionally the host city for "Q Delta Week" occurring in the spring of each year. This event includes a concert along with many establishments are rented out for parties. This is in addition to the usual night life which occurs every weekend. There is a large influx of members from all over the U.S. and consumption of alcohol is prevalent during the week. This increases the number of intoxicated drivers as well as traffic.

"Spring Party Week" or "Pledge Week" is held on USM Campus during the spring of each year. This week consists of nightly parties both on and off campus. Naturally alcohol is consumed at these events and intoxicated drivers are increased. Members from all over the U.S. also attend this event.

The annual "Juneteenth" celebration is a large event for our city. It's celebrated as a festival in Vernon Dahmer Park during the day and at night there are numerous night clubs which open specifically to celebrate the event. Hattiesburg is #3 in the State with alcohol related crashes with (223) alcohol related crashes during 2011-2013. Forrest County ranked #6 with a .08 BAC or greater fatalities and had (29) alcohol related fatalities during 2011-2013. Lamar County ranked #43 with a .08 BAC or greater fatalities and had (9) alcohol related fatalities during 2011-2013. Hattiesburg also ranked #6 for serious injury.

Data: The City of Hattiesburg had (3,798) total crashes in 2013. Of that total, (63) involved alcohol. Hattiesburg had (43) motorcycle crashes and (2) involved alcohol during 2013.

Target: To reduce alcohol related crashes by 5% from (63) in 2013 to (60); reduce impaired motorcycle crashes by 50% from (2) in 2013 to (1) and maintain zero alcohol related fatalities during FY15.

Performance Measure: Increase the number of citations by 5% from (316) in 2013 to (331) in FY15.

Strategy:

- Utilize (1) full time officer
- STEP enforcement
- Conduct checkpoints and saturation patrols
- High visibility DUI enforcement
- Educational outreach activities
- Generate earned media

Use of Funds: The agency will utilize the grant funds for the salary for (1) full time DUI officer; overtime; fringe; training; travel, contractual services; and equipment: (2) Nikon cameras to conduct described program activities above and beyond the agency's daily activities and responsibilities.

Budget: \$95,262.00 Federal Funding Source 154AL

Project Number: 15-ST-286-1

Project Title: Hernando Police Department DUI Enforcement

Location: The City of Hernando (29th largest city) is located in DeSoto County. The census in 2000 showed a population increase from 9,600 to 14,763. DeSoto County borders Tunica County, the State of Tennessee.

Problem Identification: The City of Hernando includes Interstate 55 and 69 as well as Highway 51 and Highway 304. The Mississippi Department of Transportation estimates that approximately 50,000 vehicles travel through our city each day. Interstate 55 has significant private and commercial traffic into and out of the Memphis metro Area. Interstate 69 connects Interstate 55 to highway 61 where substantial amount of casino traffic comes into and out of Tunica County.

Motorist travelling to the casino, other than going southbound on Highway 61, will go through the City of Hernando. Therefore, due to this and the casino's serving free alcohol, a significant amount of intoxicated drivers traveling through the city. The Hernando Police Department has also seen the number of motor vehicle crashes involving fatalities and serious injuries involving alcohol and DUIs. Hernando has twelve bars in the city and holds numerous festivals, including the Water Tower Festival which will bring thousands of visitors over the course of the two day event. Most of these festivals allow for alcohol consumption.

Hernando PD is located in Desoto Co, which ranked #7 in the State with (29) Alcohol related fatalities with a .08% during 2008-2012. Hernando is ranked #25 in Top 25 Cities with Serious Injuries.

Data: The City of Hernando had (19) alcohol related crashes within the (424) total crashes during 2013. During 2013, Drivers Aged 16-20 had (124) total crashes and (3) of those were alcohol related.

Target: Reduce alcohol related crashes by 10% from (19) in 2013 to (17); to decrease alcohol related crashes for Drivers 16-20 by 33% from (3) in 2013 to (2) in FY15.

Performance Measure: Increase the number of DUI-related arrests by 67% from (148) in FY13 to (248) during FY15.

Strategy:

- 2 full time DUI officers for enforcement
- STEP enforcement
- Conduct checkpoints and saturation patrols
- Schedule and conduct educational activities with a focus on drivers aged 16-20
- Generate earned media

Use of Funds: The agency will utilize the grant funds for the salary for (2) DUI officers for enforcement; overtime; fringe; training; travel, equipment (2) in car cameras and (2) PBT to conduct described program activities above and beyond the agency's daily activities and responsibilities.

Budget: \$127,293.00 Federal Funding Source 154AL

Project Number: 15-ST-125-1

Project Title: Hinds County Sheriff's Department DUI Enforcement

Location: Hinds County is the largest county in Mississippi and is located in the Central portion of the State. The 2010 Census Bureau statistics indicate Hinds County's population at 245,285. The City of Jackson (State Capitol) is the largest City in the State located in Hinds County.

Problem Identification: Due to the large population of Hinds County, the high levels of traffic traveling these interstates, highways, city streets and county roadways, has contributed to the large number of motor vehicle crashes that occur within the Jackson/Hinds County area.

The Hinds County Sheriff's Office is responsible for patrolling and the protection of persons and property contained within its area of approximately 877 square miles. Hinds County contains approximately 2,334 miles of public roadways. Hinds County has three major interstates; I-20, I-220, and I-55 which intersect in the eastern part of the county, as well as State highways 18, 22, 27, 467, and 473 along with U.S. highways 49, 51, and 80 and numerous city streets and county roadways. Hinds County is home to eight (8) incorporated municipalities and numerous unincorporated communities.

Byram is the newest incorporated municipality and residential community located in the southeastern part of Hinds County. This community has proven to be the most rapidly developing area, both commercially and residentially. The City of Byram is located just ten (10) miles south of Jackson, MS in Hinds County and is home to approximately 27,000 residents. Three Hinds County schools are within a one (1) mile radius. These three (3) schools enroll three-thousand two hundred (3,200) of the six-thousand (6,000) registered students within the Hinds County School District, which includes four (4) Colleges (Hinds Community College, Jackson State University, Mississippi College and Belhaven). This does not include a Head Start Center and five (5) privately operated child care/daycare centers located within this same one (1) mile radius. The size of the county and its rapid growth population, along with the immense amount of out of town motorist increases the number of impaired drivers travelling through and around Hinds County.

Hinds County is also home to (3) three major events every year: Mississippi State Fair, Dixie National Rodeo, and Hal and Mal's St. Paddy's Day Parade. All three of these events draw more than ten thousand visitors, and have access to alcohol which increases the impaired driver's during this time. Numerous other events held in Jackson during the year which Hinds County Sheriff's Office participates in.

The Hinds County Sheriff's Department had an average of 381 DUI Arrest during 2011-2013, with (24) Alcohol related Crashes. Hinds County is ranked 1st in the State with (67) Alcohol related fatalities with a

BAC of .08 or greater during 2008-2012. Hinds County also is ranked #1 for highest death rate per miles travelled.

Data: Hinds County had (274) crashes during 2013. Of those, (10) involved alcohol.

Target: To reduce the number of alcohol related crashes by 25% from (10) in 2013 to (8) in FY15.

Performance Measure: Increase the number of impaired driving citations by 10% from (384) in FY13 to (422) during FY15.

Strategy:

- DUI enforcement utilizing 3 full time officers
- STEP enforcement
- Conduct checkpoints and saturation patrols
- Increase Certified officers in SFST
- Schedule and conduct educational activities
- Generate earned media
- Increase SFST trained officers

Use of Funds: The agency will utilize the grant funds for the salary for (3) DUI officers; (1) part time DUI Coordinator; overtime; fringe; training; travel, contractual services; and equipment: (3) In Car Cameras; (1) Software package for In Car Cameras and (1) Lap Top to conduct described program activities above and beyond the agency's daily activities and responsibilities.

Budget: \$199,594.47 Federal Funding Source 154AL
Additional funding: \$12,590.00 Federal Funding Source 402OP

Project Number: 15-ST-218-1

Project Title: Horn Lake Police Department DUI Enforcement

Location: The City of Horn Lake (10th largest) is located in Desoto County (3rd largest county). Desoto County borders the state of Tennessee to the North and Tunica County to the West.

Problem Identification: The City of Horn Lake is within a few miles of Tunica, which is home to over eight major casinos. These establishments are in operation 24 hours a day and offer a wide variety of entertainment and convention activity. This close proximity contributes to the daily traffic volume through the City of Horn Lake. The Mid-South Fair is held in the Desoto Civic Center located in Southaven, and is held within 1 mile from the corporate limits of the City of Horn Lake. The fair venue has averaged about 75,000 visitors during the 10-day event over the past two years. U.S. Highway 51, which runs through Horn Lake, is a major transportation artery to the fair. The Desoto Civic Center also is home to the Memphis River Kings and the activities held at this venue continue to increase the traffic on these routes that run through the city.

The explosive growth has born more establishments that sell alcoholic beverages, increased the traffic volume on the roadways and added more distracted and impatient drivers. Memphis, TN is within 5 miles of the City of Horn Lake and it has entertainment venues that sell alcoholic beverages until the early hours of the morning. These venues are attractive to some residents and many other people who travel through Horn Lake thus contributing to the number of people who make the poor decision to drive under the influence after consuming

alcoholic beverages. Many traffic arteries in Horn Lake and Desoto County are congested as a result of the explosive growth of the entertainment, dining, and shopping attractions in Horn Lake and Desoto County.

Major transportation arteries running through the city are; U.S. Highway 51, Highway 302, Highway 301, Nail Road, Horn Lake Road and Church Road. Highway 302 has a “high” traffic volume of over 34,000 vehicles daily and U.S. Highway 51 has a “high” traffic volume of 22,000 vehicles daily. Desoto County is ranked #4 in the State with (36) Alcohol related fatalities with a .08> during 2007-2011.

Data: The City of Horn Lake had (17) alcohol related crashes within the (592) total crashes. Drivers aged 16-20 in Horn Lake had (142) total crashes and (3) of that total were alcohol related and zero alcohol fatal crashes in 2013.

Target: To reduce alcohol related crashes by 6% from (17) in 2013 to (16); reduce alcohol related crashes for drivers aged 16-20 by 35% from (3) in 2013 to (2) and maintain zero alcohol fatal crashes during FY15.

Performance Measure: Increase the number of DUI-related arrests by 3%, from (240) in 2013 to (248) in FY15.

Strategy:

- Utilize 2 full time DUI officers for enforcement
- STEP enforcement
- Conduct checkpoints and saturation patrols
- Increase the # of SFST trained officers
- Schedule and conduct educational activities with a focus on drivers 16-20
- Generate earned media

Use of Funds: The agency will utilize the grant funds for the salary for (2) DUI officers for enforcement; portion of a grant coordinator; overtime; fringe; training; travel, and contractual services to conduct described program activities above and beyond the agency’s daily activities and responsibilities.

Budget: \$149,619.95 Federal Funding Source 154AL

Additional funding: \$30,496.00 Federal Funding Source 402 PTS

Project Number: 15-ST-288-1

Project Title: Indianola Police Department DUI Enforcement

Location: The City of Indianola is located in Sunflower County. Sunflower County is part of an area in the State of Mississippi considered as the Delta. Indianola has a population of 10,683.

Problem Identification: Motorists driving under the influence of alcohol is a major problem in the City of Indianola. The city has US Highways 82 and 49, and MS Highway 448 which run through the City limits. Indianola has many restaurants, seven night clubs and bars plus 21 other establishments which sell liquor and/or beer from which impaired drivers immerge. There are also several industries in our area which contribute to the high volume of traffic.

The City of Indianola is home to the BB King Museum and Delta Interpretative Center which hosts annual large concerts and numerous other mini-concerts/private parties which allow the consumption of alcoholic beverages. The Indianola PD had (337) DUI’s during 2011-2013. Sunflower County had (3) alcohol related fatalities with a BAC of .08 or greater during 2011-2013. Sunflower County ranked #52 during for total crashes.

Data: The City of Indianola had (264) total crashes during 2013. Of that total, (9) involved alcohol.

Target: Reduce the number of alcohol related crashes by 15% from (9) in 2013 to (8) and maintain (0) alcohol related fatalities during FY15.

Performance Measure: Increase the number of DUI citations by 30% from (42) in 2013 to (54) by the end of FY15.

Strategy:

- Conduct checkpoints.
- Conduct saturation patrols.
- Schedule and conduct educational activities each quarter.
- Generate earned media.

Use of Funds: The agency will utilize the grant funds overtime; fringe; training and travel to conduct described program activities above and beyond the agency's daily activities and responsibilities.

Budget: \$26,393.00 Federal Funding Source 154AL

Project Number: 15-ST-130-1

Project Title: Jackson County Sheriff's Office DUI Enforcement

Location: The Jackson County Sheriff's Office has several major Highways and Interstates that run through the county. Interstate 10, Highway 609, Highway 90, Highway 63, and Highway 57 are major roadways that pass through Jackson County.

Problem Identification: Jackson County is the largest county in Mississippi with a total of 1,043 square miles and Pascagoula serves as its county seat. Jackson County Sheriff's Office is responsible for 674 unincorporated square miles. Since 2000, there has been a population increase of about 20.8 percent, according to the 2010 census. In 2010, the population was 139,668.

The county has several major evacuation highways and a major pipeline Interstate that connects the West and East Coast of the United States and runs through the center. Roadways flowing through Jackson County handle not only local citizens, but support tourists and commuters on a daily basis.

Jackson County has a high volume of Mississippi Gulf Coast Community College students, commuting tourist, military personnel, and shipyard contactors/employees continuously traveling the major highways and roadways.

To the West of Jackson County are the major tourist areas of the Mississippi Gulf Coast. These include the numerous casinos along the Biloxi and Gulfport beaches as well as all the restaurants and tourist destinations that these highways support. Keesler Air Force Base has hundreds of Airmen stationed there accompanied by their families and also attracts numerous visitors to our area. Jackson County is known for its diverse industry. Ingalls Shipbuilding, Chevron Refinery, and First Chemical and others attract workers from around the world. Jackson County ranks #3 in alcohol related fatalities throughout the Counties in Mississippi.

Data: Jackson County had a total of (650) crashes in FY13. Of the total, (39) involved alcohol. Jackson County had (6) fatal crashes. Of the total, (2) involved alcohol.

Target: Reduce alcohol related crashes from (39) in 2013 to (29) by the end of 2015. To reduce alcohol related fatalities from (2) in 2013 to (1) by the end of 2015.

Performance Measure: Write (99) DUI citations per quarter to reach a target of (396) for FY2015.

Strategy:

- Over time DUI enforcement
- Check points
- Saturation patrols
- Publicize patrol activities

Use of Funds: The Agency will utilize the grant funds for overtime; fringe; training; and travel.

Budget: \$31,701.00 Federal Funding Source 154AL

Additional Funding: \$10,000.00 Federal Funding Source 402OP

Project Number: 15-ST-219-1

Project Title: Jackson Police Department DUI Enforcement

Supplemental to 15-MD-XXX-1

Location: Jackson is the capital of Mississippi. It's considered to be at the southern border of the Mississippi Delta and is one of two county seats of Hinds County, with the city of Raymond being the other. Hinds County is northeast of Madison County; east of Rankin County; south of Copiah County; southwest of Claiborne County; west of Warren County; and northwest of Yazoo County. All major Federal, State, County & Municipal government buildings are located within its' corporate limits.

Problem Identification: In an effort to enhance the Impaired Driving program in place with the Jackson Police Department, the agency will acquire a DUI Breath Alcohol Testing (BAT) unit. The BAT unit will aid officers as they conduct checkpoints and saturation patrols.

The BAT will aid the agency by reducing time delays associated with officers having to transport DUI suspects to offsite locations for BAC testing.

Additionally, the BAT will provide a safe and secure location for no refusal weekend participation. Having the ability to test onsite and retain suspects in a secure facility will aid in reducing the office time away from enforcement operations.

Data: Jackson PD had (5,972) total crashes in 2013. Of the total, (126) involved alcohol in which one alcohol related fatality occurred.

Target: The City of Jackson's target is to reduce the alcohol related crashes from (126) in 2013 to (113) in FY15 and to reduce alcohol related fatalities from (1) in 2013 to (0) in FY15.

Performance Measure: Jackson Police Department will increase the number of DUI arrest by 11% from (901) in FY13 to (1,000) FY15.

Strategy:

- Utilize Mobile Breath Alcohol Test vehicle several times weekly

- Schedule setup of BAT during DUI checkpoints and saturation patrol details
- Utilize during joint DUI operations with surrounding agencies
- Employ use of for DUI prevention and educational presentations with schools and MOHS PI&E partners.

Use of Funds: Breath Alcohol Testing Mobile Command Unit (BAT).

Budget: \$301,654.00 Federal Funding Source 154AL

Additional Funding: \$97,371.00 Federal Funding Source 405(d)

Project Number: 15-ST-131-1

Project Title: Jasper County Sheriff's Department DUI Enforcement

Location: Jasper County is located in Troop H in the east central region of the state. It has 656.17 square county miles. Jasper County borders Jones and Wayne Counties on the south side, Clark County on the east side, Smith County on the west side and Scott, Newton and Lauderdale Counties to the north. The county experiences high traffic volumes on all of its major roadways, especially on Interstate 59.

Problem Identification: Jasper County is located in the east central portion of the state of Mississippi. Boho-Ma Casino is located in Jones County and the casino is only 10 miles southeast of the Jasper County line. Jasper County hosts numerous events throughout the year. One of the events is Bay Fest, where an estimated 3,000 people travel to attend annually and alcohol is consumed. Other events are Juneteenth – Day in the park held in Heidelberg, and Rosehill and Montrose Relay for Life.

Though the county is not full dry, two county seats both Heidelberg and Bay Springs are wet for beer sells (including other cities and / or towns are wet for beer, namely, Pauldin, RoseHill, Stringer, Louin Montrose and Garlandville and Vossburg). Jasper County also has a couple of restaurants that serve beer. Jasper county ranks #55 in total alcohol fatalities by county among the counties in Mississippi.

Data: Jasper County had (85) total crashes in FY13. Of the total, (3) were alcohol involved. Jasper County had (0) alcohol related fatalities.

Target: To reduce alcohol related crashes from (3) in 2013 to (2) by the end of FY15 and maintain zero alcohol related fatality crashes in FY15.

Performance Measure: Increase DUI arrests from (24) in 2013 to (48) in the FY15 grant year.

Strategy:

- Over time enforcement
- Check points
- Saturation patrols
- Publicize patrol activities

Use of Funds: The Agency will utilize the grant funds for DUI HV overtime enforcement; fringe; training and travel; and equipment.

Budget: \$18,576.00 Federal Funding Source 154AL

Additional Funding: \$7,500.00 Federal Funding Source 402OP

Project Number: 15-ST-936-1

Project Title: 2015 Judicial Liaison Initiative

Supplemental to 15-MD-936-1

Location: Mississippi has a population of 2,978,512, according to the 2010 census. Mississippi consists of 46,923 square miles. The Mississippi Highway Patrol (MHP) has of nine (9) Troop districts throughout the State, that are divided into three (3) Troop Districts in the Northern, Central and South.

Project Identification: The State Judicial Outreach Liaison position provides a foundation for the Mississippi Office of Highway Safety (MOHS) to focus outreach efforts to educate the judicial community and mobilize support for the National Highway Traffic Safety Administration's impaired driving efforts. Unfortunately several judicial courts have a significantly low conviction rate across the state. In some cases, conviction rates are lower than 50% regarding DUI arrests.

Target: Help reduce the number of alcohol related driving crashes within the State of Mississippi from (2,564) in FY13 by 5% to (2,436) in FY15.

Performance Measures: Improve conviction rates by providing education and outreach to 10% (55) of county, magistrate and district court judges (555) in the state during FY15.

Strategy:

- Advise and assist in the creation of resource materials on the latest developments in traffic safety laws.
- Identify and assist in efforts to promote, strategize and help formulate new ideas involving the criminal justice system, as it pertains to DUI driving.
- Schedule, attend and conduct presentations at conferences, workshops, media events focusing on DUI.
- Promote use of ignition interlocks and improvements to the ignition interlock programs.
- Promote other evidence-based and promising court, sentencing and supervision practices.
- Participate in the State Traffic Records Coordinating Committee (STRCC).
- Participate as a member of the Impaired Driving Task Force.
- Serve as a resource to the Mississippi Judicial Community.

Use of Funds: Salary, travel, training, materials and equipment: (1) printer.

Budget: \$83,092.00.00 Federal Funding Source 154AL

Additional Funding: \$86,706.00 Federal Funding Source 405(d)

Project Number: 15-ST-400-1

Project Title: JSU-Interdisciplinary Alcohol and Drug Studies Center DUI Program

Location: Jackson State University is located in Jackson, the largest city in the state. Jackson is the state capital and is also located in Hinds County. The campus is 245-acres (0.99 km²) campus. The main campus is located on JR Lynch St between Prentiss and Dalton Streets.

Problem Identification: The main campus is located five minutes from downtown Jackson, one of the busiest districts in the city. The geographic boundaries of the University are spread slightly within a 50 mile radius to include satellite campuses in Hinds and Madison, MS. These campuses are connected by three major highways I-20, HWY 80 West and I-55, which are frequented by students traveling to and from campus.

Being centered in the busy district of down town the JSU campus is close to busy highways and high risk traffic areas and is accessible to establishments that serve and sale alcohol. The accessibility of alcohol increases the possibility that students will drink and drive. Being a University community, the target site is home to highly visual events which involve the sale or use of alcohol. Over ninety percent of these events are located off campus which involves students having to drive to and from these activities traveling daily on some of the most busiest and dangerous highways.

Each year Jackson State University host several events, some of which that bring in as many as an estimated 30,000 students, alumni and other individuals from across both the state and other parts of the country which includes: Greek events, Capital City Classic, football games, Battle of the Bands, Lynch Street Festival, Fairish Street Festival as well as other ongoing campus/community activities. A number of these events, especially football games, involve tail gaiting where alcohol consumption is common practice. The increase in traffic during these times, specifically during sporting events, consists of those spectators who engage in drinking, thereby increasing the likelihood of impaired drivers on the roadways.

Data: (13) alcohol related crashes, (32) students disciplined for impaired driving.

Target: To decrease campus alcohol related crashes from (13) in FY13 to (10) in FY15.

Performance Measure: To increase the number of impaired driving presentations given in FY13 from (48) to (60) on FY15. To increase the number of safety fair participation from (4) in FY13 to (6) in FY15.

Strategy:

- Conduct Impaired Driving Presentations
- Work with the campus police to support the national and state campaigns (Driver Sober Get Pulled Over)
- Conduct education outreach/activities
- Conduct DUI crash simulation
- “Drive to Stay Alive” press conference on impaired driving.
- Use peer educators to deliver impaired driving message.
- Generate earned media

Use of Funds: Utilize grant funds for the following: portion of salary for (1) Project Director; salary for (1) full time Prevention Specialist; portion of salary (1) Graduate Student; fringe; travel; training; contractual service; commodities to conduct described program activities above and beyond the agency’s daily activities and responsibilities.

Budget: \$98,637.00 Federal Funding Source 154AL

Project Number: 15-ST-137-1

Project Title: Lamar County Sheriff’s Department DUI Enforcement

Location: Lamar County is located in the southern region of the state in the MHP district 7, Troop J. It encompasses 856 county miles and 500 square municipal miles including Purvis, Lumberton, Sumrall, and West Hattiesburg. County thoroughfares include major US Highway 98 which runs east to west where an extremely a high volume of traffic. The northern part of the county has Highway 42 running from Forrest County into Jeff Davis County and Interstate 59.

Problem Identification: The County experiences an influx of motorist heading to and from the MS Gulf Coast, along with travelers traveling to the New Orleans area. The county is located near Hattiesburg, MS, which is home to University of Southern Mississippi and William Carey University. Students play a large part in the night life of the city, where the consumption of alcohol is prevalent in the many clubs and bars in the area. Other events such as spring break, homecoming and prom increase the need for alcohol detection on the county roadways. Lamar County is a “dry” county along with two other bordering dry counties to the north and south. The western and eastern counties allow alcohol.

Data: Lamar County had (394) total crashes in 2013, of which, (16) were alcohol related.

Target: Reduce the number of alcohol related crashes from (16) in FY13 to (12) by the end of FY15.

Performance Measure: Maintain alcohol related DUI arrests of (137) in FY13.

Strategy:

- Utilize one full time DUI officer for enforcement
- Enhance checkpoints/saturation patrols
- Conduct public outreach/enforcement campaign on the dangers of drinking and driving.
- Implement earned media campaigns

Use of Funds: Salary for (1) full time DUI officer, (1) part time coordinator; overtime; fringe; travel for training; contractual services for installation and freight; supplies; and equipment: (1) laptop/mount to be utilized by the FT DUI officer, In-car camera, and (2) PBTs to conduct described program activities above and beyond the agency’s daily activities and responsibilities.

Budget: \$84,150.00 Federal Funding Source 154AL

Additional Funding: \$10,000.00 Federal Funding Source 402OP

Project Number: 15-ST-138-1

Project Title: Lauderdale County Sheriff’s Department DUI Enforcement

Supplemental to 15-MD-138-1

Location: Lauderdale County is located in District 6, Troop H in the center of the East MS/West Alabama population area which encompasses 715 square miles and 1,453 miles of public roadways. The county has numerous thoroughfares which includes Interstates I-59 travel North and South, I-20 which travels East and West from Louisiana to Alabama, and Federal, State and U.S. Highways 45, 11, 80, 19. Lauderdale County has the following townships, municipalities located within the county: City of Meridian, Town of Marion, Collinsville, Bailey, Daleyville, Lauderdale, Toomsaba, and Russell.

Problem Identification: Lauderdale County is the home of NAS Meridian, a training base for the United States Naval and Marine pilots as well as international military pilot trainees. The Okatibbee Reservoir, a U.S. Army Corp of Engineers project, is a major attraction for recreation for residents as well as adjacent counties. While the Corp of Engineers banned alcoholic beverages from the beaches, they do allow it in the camping area, as well as the camping area under the direction of the Pat Harrison Waterway District. This is arguably the single most concentrated area in the county for impaired drivers.

With the military facilities, recreational areas, neighboring “dry” counties, major thoroughfares traveling through the county from Louisiana to Alabama with millions of motorist/travelers driving across the county

impaired driving is inevitable within the county. Lauderdale County ranked # 23 during 2008 – 2012 total drivers with BAC .08 or greater.

Data: Of the (443) crashes that occurred in 2013, (30) were alcohol related.

Target: Reduce alcohol related crashes from (30) in 2013 to (25) in FY15.

Performance Measure: Increase DUI arrests from (455) to (480) in FY15.

Strategy:

- Utilize two full time deputies for enforcement
- Conduct checkpoints and saturation patrols
- Provide educational outreach activities
- Generate earned media

Use of Funds: The Agency will utilize the grant funds for the salary of (2) Full Time DUI Enforcement Officers; fringe; and training; and travel to conduct described program activities above and beyond the agency's daily activities and responsibilities.

Budget: \$100,000.00 Federal Funding Source 154AL

Additional funding: \$29,748.00 Federal Funding Source 405(d)
\$40,000.00 Federal Funding Source 402OP

Project Number: 15-ST-203-1

Project Title: Long Beach Police Department DUI Enforcement

Location: The City of Long Beach is located on the MS Gulf Coast encompasses 10 square miles, 74 city miles and is located within Harrison in MHP District 8, Troop K, in the Southern region of the state. The City has a population of 15,110.

Problem Identification: Long Beach shares a unique quality of a small town, punctuated by the increasing traffic and residential development which is the result of casino gaming in the surrounding cities. The casinos operate 24 hours a day and also serve alcohol 24 hours a day.

The University of Southern Mississippi Gulf Coast, with an enrollment of 3044 students, recently reopened the Long Beach campus which had been closed since Hurricane Katrina. This led to an increase in traffic in Long Beach, especially during peak travel hours of the day. US Hwy 90 is an area of concern due to it being a major east/west route along the coast

There are several events that are held in and around the City of Long Beach that cause an influx in traffic and visitors, including the Long Beach Mardi Gras Parade, Crusin the Coast - Long Beach, various festivals and fishing rodeos. During these events a high volume of alcohol is consumed.

Data: Over the last 3 years the City of Long Beach experienced (11) alcohol related crashes and (1) alcohol related fatality. In 2013 the City of Long Beach had (4) alcohol related crash, including (1) fatal motorcycle crash.

Target: Reduce the number of alcohol related crashes from (4) in 2013 to 2 during FY13 and reduce the number of alcohol related fatal motorcycle crashes from (1) to (0).

Performance Measures: Maintain the (168) DUI arrests made in FY13 for FY15.

Strategy:

- Utilize one full time DUI officer
- Overtime enforcement and STEP enforcement
- Saturation patrols and checkpoints Increase public awareness
- Increase public awareness

Use of Funds: Utilize the grant funds for the salary for (1) full time DUI officer; overtime; fringe; commodities/supplies; travel for training; and equipment-(3) PBTs and (1) LED Roadway Flare kit to conduct described program activities above and beyond the agency's daily activities and responsibilities.

Budget: \$57,158.00 Federal Funding Source 154AL

Project Number: 15-ST-299-1

Project Title: Lucedale Police Department DUI Enforcement

Location: The City of Lucedale is located in George County, with a population of 2,923. Lucedale is located in the hub between Mobile County, Alabama; Pascagoula and Hattiesburg, Mississippi. The city is 11 miles from the Alabama state line; 33 miles north of Pascagoula, Jackson County Mississippi; and 50 miles east of Hattiesburg, Forest County, Mississippi.

Problem Identification: The City limits of Lucedale encompass portions of U.S. Highway 98 and three other major highway systems are MS highway 613, 63 and 26. Highways 613 and 63 provide access the MS Gulf Coastal area which is home to various gambling casinos. These establishments are known for serving "free" alcohol 24/7 to the patrons who frequent these establishments. The consumption of alcohol and then operating a motor vehicle is a lethal combination thus making the roadways unsafe for other drivers. Although the city and county are both "Dry", people travel to surrounding "Wet" jurisdiction to buy and/or consume alcoholic beverages.

There are 4 major events each year which draw large crowds from surrounding areas (which are all wet counties). Two of these events increase the population by 27 thousand people. Alcohol is not permitted but finds its way in these events and individuals drive away under the influence. George County had (14) alcohol related fatalities during 2008-2012 with a BAC greater than .08. Ranked #20 in alcohol related fatalities.

Data: The City of Lucedale had (183) total crashes. Of the total, (3) involved alcohol.

Target: Reduce alcohol related crashes by 33% from (3) in FY13 to (2) and maintain zero alcohol fatal crashes during FY15.

Performance Measure: Increase the number of citations by 61% from (62) 2013 to (100) grant funded citations in FY15.

Strategy:

- Utilizing 1 full time officer, conduct DUI enforcement
- Conduct checkpoints and saturation patrols
- Schedule and conduct educational activities
- Generate earned media

Use of Funds: The agency will utilize the grant funds for the salary for (1) full time DUI officer; overtime; fringe; training; travel; and equipment: (2) PBTs; and (1) Personal Video Recorder, to conduct described program activities above and beyond the agency's daily activities and responsibilities.

Budget: \$58,277.00 Federal Funding Source 154AL

Project Number: 15-ST-302-1

Project Title: Madison Police Department DUI Enforcement

Location: The City of Madison is located between the County Seat of Madison County, Canton and the state capitol and Hinds County Seat, Jackson. These two (2) municipalities have a combined population of approximately two hundred seventy thousand (270,000) compared to an estimated twenty five thousand (25,000) in the Madison suburb. There are five (5) major connections from Jackson to Canton that pass through Madison. They are: a four (4) lane interstate (I-55), a local parkway, a state highway (Hwy 51), Old Canton Road and Rice Road. According to the 2010 U.S. Census, the population is 24,149 this represents a 64.4% increase from the 2000 census.

Problem Identification: Madison, Mississippi is located in Madison County approximately twelve (12) miles north of the capitol city of Jackson. It is primarily a bedroom community with a larger than average retail community and heavy commuter traffic via Interstate 55 (I-55), state highways and surface roads.

Hinds and Madison Counties have legal alcohol sales seven (7) days a week from liquor stores, beer sellers, late night establishments and restaurants with fully stocked bars. Immediately to the southeast of Madison is the Ross Barnett Reservoir, a popular recreation area for fishermen and boaters. That area enjoys "resort" status from the state government for the purpose of alcohol sales. The City of Madison is located in Madison County where they rank #32 for fatalities throughout the counties in Mississippi.

Data: The City of Madison had (818) total crashes in FY13. Of the total, (10) involved alcohol.

Target: To reduce alcohol related crashes from (10) in FY13 to (8) by the end of FY15.

Performance Measure: Increase the number of DUI citations 15% from (110) in FY13 to (126) during FY15.

Strategy:

- Utilize 1 full time DUI officer for enforcement
- Over time enforcement
- Check points
- Saturation patrols
- Publicize patrol activities

Use of Funds: The Agency will utilize the grant funds for the salary for (1) fulltime DUI Officer; overtime; fringe; contractual services; training and travel; commodities: PBT mouthpieces; and equipment: road flares to conduct described program activities above and beyond the agency's daily activities and responsibilities.

Budget: \$65,768.00 Federal Funding Source 154AL

Project Number: 15-ST-303-1

Project Title: Magee Police Department DUI Enforcement

Location: The City of Magee is located in Simpson County. Simpson County borders just south of the Rankin County line, north of the Lawrence, Jefferson Davis and Covington County lines, east of Copiah County and west of the Smith County. The City of Magee is the largest municipality within the county has a population of 5,019.

Problem Identification: The City of Magee has four (4) highways - Hwy 28, Hwy 149, Hwy 541 and U. S. Hwy 49 that pass through its city limits. The City of Magee has recently incorporated approximately two additional miles on US Highway 49. Magee is a major thoroughfare between several large cities such as Jackson, Hattiesburg, Laurel and the Mississippi Gulf Coast where many casinos are located. These large cities are well known for its late night entertainment (i.e. night clubs, parties, concerts, etc.). As a result of these contributing factors, the City of Magee often experiences an overload of traffic on its highways with a greater potential of DUI fatalities, an estimated 23,000 vehicles passes through the city on a daily basis. Magee is ideally located on the main corridor of highway 49 from Jackson to the Gulf Coast where travelers visit its many attractions.

Four (4) schools are located in the city with many bus-stops. Magee also draws individuals from outside Magee city limits of daily visitors that come to the many businesses including nine of the top 25 fast food chains and Wal-Mart. Magee is host to 60,000 people per year for baseball events where teams from all over the state come to participate in tournaments with an additional 15,000 people that come to play soccer and football events at the Magee Sport Plex (second largest in the state). In addition Magee city schools participate in football and basketball programs where various schools come to participate in games each season.

Crazy Day is an annual event hosted in Magee where 4-5 thousand people come to visit for numerous entertainment events and vendors which line the city streets of Magee. Relay For life another annual event bringing in more than a thousand people into Magee.

Magee has a number of convenience stores and grocery stores that sell alcoholic beverages. Due to a city ordinance restaurants can now serve alcoholic beverages by the glass. The above population increase causes an increase in the amount of alcoholic beverages sold within the city increasing the incidence of impaired drivers. Magee is ranked 29th in the State for fatal crashes. Simpson County had (10) alcohol related fatalities with BAC .08 or greater during 2008-2012.

Data: There were a total of (162) crashes during 2013. Of the total (2) were alcohol related. The City also had (2) motorcycle crashes and of those, (1) was alcohol related.

Target: Reduce alcohol related crashes by 50% from (2) in 2013 to (1); reduce alcohol related motorcycle crashes by 50% from (1) in 2013 to (0) and maintain zero alcohol fatal crashes during FY15.

Performance Measure: Increase the number of DUI citations by 5% from (382) in FY13 to (401) during FY15.

Strategy:

- Utilize one full time DUI enforcement officer
- STEP enforcement engaging in checkpoints and saturation patrols
- Engage in high visibility DUI enforcement
- Educational outreach activities
- Generate earned media

Use of Funds: The agency will utilize the grant funds for the salary of (1) full time DUI officer; overtime; fringe; training; travel; and equipment: (3) micro lapel cameras, (1) In Car Camera, (4) PBT's, to conduct described program activities above and beyond the agency's daily activities and responsibilities.

Budget: \$92,192.00 Federal Funding Source 154AL

Project Number: 15-ST-146-1

Project Title: Marion County Sheriff's Department DUI Enforcement

Supplemental to 15-MD-146-1

Location: Marion County is located in District 7, Troop J and is centered in the Southern region bordering the Louisiana state line. In 2012, Marion County's population was 26,442. The county is 542 square miles, with 737 county miles.

Problem Identification: Marion County is highly traveled by motorists heading to the MS Gulf Coast via Hwy 43, Hwy 13S and/or Hwy 98E. Hwy 98 travels East to West in our county, which allows motorist direct travel east to Hattiesburg, which is home of the University of Southern Mississippi, with a population of 16,000+ college students and West to Pike County, which is the home of Southwest MS Community College. Then to our South is Pearl River County, which is home of the Pearl River Community College (PRCC). Also, two counties to our east is Jones County, which is the home of Jones Junior College. Each of these College campuses is comprised of numerous students who travel highways and county roads in and through Marion County oftentimes consuming alcohol while driving.

Marion County is "wet" and surrounded by 4 "dry" counties: Walthall, Lawrence, Lamar and Pearl River. With neighboring counties being "dry" and with being within the proximity of a major University, Marion County experiences an influx of motoring workers and students traveling through the county some of which purchase and consume alcoholic beverages thereby increasing the risk of those driving under the influence within the county.

Data: The Marion County Sheriff's Department reported (186) crashes in 2013 which consisted of (6) alcohol related crashes.

Target: Reduce alcohol related crashes from (6) in FY13 to (4) in FY15.

Performance Measure: Increase DUI arrests from (241) in 2013 to (273) in 2015.

Strategy:

- Utilize (2) full time DUI Officers in high visibility enforcement
- Conduct STEP enforcement
- Engage in high visibility with checkpoints and saturation patrols
- Provide educational outreach activities
- Generate earned media

Use of Funds: The agency will utilize the grant funds for the salaries for (2) full time DUI officers; overtime for high visibility enforcement activities; fringe; travel for training; commodities; contractual services; and equipment: (2) PBTs, (1) In-car Camera, (2) Laptops, (2) LED Safety Wands and (4) flashlights to conduct described program activities above and beyond the agency's daily activities and responsibilities.

Budget: \$80,000.00 Federal Funding Source 154AL

Additional Funding: \$29,435.00 Federal Funding Source 405(d)

Project Number: 15-ST-300-1

Project Title: McComb Police Department DUI Enforcement (Conditional)

Location: The City of McComb is in Pike County, with a population of 13,337. McComb is located in the Southwest region of the State of Mississippi.

Problem Identification: The City of McComb is the intersection of three (3) major highway systems: Interstate 55 U.S. Hwy. 51 and U.S. Hwy. 98. McComb has approximately 500 motor vehicle crashes each year for the past three years, to include crashes that involved 67 drivers that were under the influence of intoxicating beverages at the time of the crash.

The City of McComb and Pike County have been deemed as “Wet” locations by many of the area restaurants, food stores, and convenience stores that sell alcoholic beverages, along with the several liquor stores, night clubs, and bars that are located throughout the City of McComb.

McComb has a large tourist population with a recently opened multi-purpose sports complex to attract various sporting events and other related activities. McComb is also home to Percy Quinn State Park which includes Quail Hollow Championship Golf Course is located within four (4) miles of McComb and is one of the busiest State Parks in Mississippi. The Southwest Mississippi Community College is also located just north of the City of McComb, with a portion of the Student Body being under the age of 21. Pike County is ranked 19th in alcohol related fatalities where the driver’s BAC is greater than .08 during 2008-2013. Pike County ranks #16 in Top counties for crashes.

Data: (486) total crashes occurred in the City of McComb during 2013, (25) involved alcohol.

Target: Reduce alcohol related crashes by 25% from (25) in 2013 to (19) and maintain zero alcohol fatal crashes during FY15.

Performance Measure: Increase grant funded DUI citations by 25% from (16) in FY13 to (20) in FY15.

Strategy:

- STEP enforcement
- Conduct checkpoints and saturation patrols
- Schedule and conduct educational activities
- Generate earned media

Use of Funds: The agency will utilize the grant funds for the overtime; fringe; training; travel and contractual services to conduct described program activities above and beyond the agency’s daily activities and responsibilities.

Budget: \$8,988.00 Federal Funding Source 154AL

Additional funding: \$19,052.00 Federal Funding Source 402OP

Project Number: 15-ST-222-1

Project Title: Meridian Police Department DUI Enforcement (Conditional)

Location: The City of Meridian is located in Lauderdale County in east central Mississippi. The City of Meridian, with a population of just over 41,000 residents, serves as a regional hub for an additional 80,000 people in East Central Mississippi, and is one of the 10 largest cities in Mississippi. Lauderdale County boards the State of Alabama.

Problem Identification: The City of Meridian serves as a regional transportation, shopping, medical, and educational hub for East Mississippi and West Alabama. Two military installations and the building of a lignite plant just to our north, Meridian also serves as a temporary home to a large population that live here less than 4 years, many only 18 months. This increase in temporary population has resulted in an increase in driving related crimes, including driving under the influence. Many of these temporary residents do not have sufficient friends and family network to ensure they have designated drivers, leading to an increase in DUI citations being issued by the Meridian Police Department.

Meridian is major transportation hub with: US Hwy 45, US Hwy. 11, US Hwy 80, MS Hwy 39, MS Hwy 19, Interstate 20, and Interstate 59 bring over 240 thousand motorists through Meridian every year. Meridian has seen a large number of vehicles exiting the interstate on to Highway 19 north in Meridian heading to and from the casino in Philadelphia, Mississippi.

Meridian has an established Arts and Entertainment district that brings in entertainment. Throughout the year, the Main Street Association plays host to multiple events that allow for alcohol to be consumed in public spaces. These events include a spring Art in the Park event, Juneteenth celebration, Little Mardi Gras, July 4th Celebration at Bonita Park, and the State Games of Mississippi. All of these venues bring additional traffic to Meridian, often unfamiliar with Meridian traffic patterns, and an increase in the potential number of people in Meridian consuming alcohol and operating vehicles impaired.

Lauderdale County was ranked #23 in the State with (13) Alcohol related fatalities with a BAC.08 or greater during 2008-2012. Lauderdale County is ranked #11 in Serious Injuries and the City of Meridian is ranked #24 in the ranking for cities with serious injuries.

Data: The City of Meridian had (1,847) total crashes during 2013. Of those crashes, (51) were alcohol related crashes and (1) alcohol fatal crashes. Meridian also had (1) impaired motorcyclist crash.

Target: The City of Meridian's targets are to reduce alcohol related crashes by 5% from (51) in 2013 to (46) and reduce both impaired motorcyclist and fatal alcohol crashes by 100% from (1) in 2013 to (0) during FY15.

Performance Measure: Increase the number of impaired driving citations 6% from (443) in FY13 to (469) in FY15.

Strategy:

- 1 full time DUI officer for enforcement
- STEP enforcement
- Conduct checkpoints and saturation patrols
- Schedule and conduct educational activities
- Generate earned media

Use of Funds: The agency will utilize the grant funds for the salary for (1) DUI enforcement officer; overtime; fringe; training; travel, and contractual services to conduct described program activities above and beyond the agency's daily activities and responsibilities.

Budget: \$74,354.87 Federal Funding Source 154AL

Additional Funding: \$25,750.00 Federal Funding Source 402PTS

Project Number: 15-ST-400-2

Project Title: Metro Jackson Community Prevention Coalition

Location: The Mississippi Delta is located in the northwest section of the state of Mississippi that lies between the Mississippi and Yazoo Rivers. The Delta region includes Bolivar, Carroll, Coahoma, Desoto, Holmes, Humphreys, Issaquena, Leflore, Panola, Quitman, Sharkey, Sunflower, Tallahatchie, Tate, Tunica, Warren, Washington and Yazoo counties. Major towns include Batesville, Belzoni, Clarksdale, Cleveland, Greenville, Greenwood, Indianola, Marks, Rosedale, Tunica, Vicksburg, and Yazoo City. Additionally, at the request of the Mississippi Office of Highway Safety, MJCPC will also work with communities in Marshall and Yalobusha Counties.

The entire Mississippi Delta is rural, with a population of 414,534 according to the 2010 Census. The Mississippi Delta encompasses 285 city miles and 10,974 square miles. Major Roadways in the Area are Interstate 55 and U.S. Highways 20, 49 and 82.

Problem Identification: There are high volumes of traffic traveling I-55 and U.S. Highways 20, 49 and 82 as measured by the Mississippi Department of Transportation (MDOT Traffic County). The high volume of vehicles traveling in the Mississippi Delta Region can be attributed to the close proximity of Memphis, TN; Casinos, and universities (Mississippi State University, Mississippi Valley State University and the University of Mississippi). These local attractions include activities that promote alcohol consumption thereby increasing the likelihood of impaired drivers.

Data: The Mississippi Delta had (446) alcohol related crashes; and (4) alcohol related fatalities.

Target: Reduce the number of alcohol related crashes by 15% from (446) in 2013 to (379) and decrease the number of alcohol fatality crashes by 25% from (4) in 2013 to (3) by the end of the FY15.

Performance Measure:

- Partner with not less than (1) police department in each county to support LE efforts to reduce impaired driving crashes and fatalities.

Strategy:

- Coordinate with law enforcement agencies to promote impaired driving prevention.
- Provide impaired driving prevention education/information to support and enhance law enforcement efforts during (4) National Blitz campaigns: July 4th, Labor Day, Christmas/New Years and the Superbowl by facilitating Cup Coaster initiatives and or press conferences.
- Assist law enforcement agencies with the dissemination of educational information and materials during checkpoint efforts.
- Conduct impaired driving prevention awareness presentations.
- Generate earned media.

Use of Funds: MJPCPC will utilize the grant funds for the continued salary for (1) .50 FTE (1) Director and (3) 1.0 FTE staff members; fringe; travel and training, commodities; contractual services; and office supplies to conduct described program activities above and beyond the agency's daily activities and responsibilities.

Budget: \$301,216.00 Federal Funding Source 154AL

Project Number: 15-ST-MD-XX

Project Title: Mississippi Highway Safety Resource Center-Traffic Safety Material Distribution

Printed materials and other promotional items are essential to a well-rounded traffic safety outreach program. Prior to 2014, each project funded by the MOHS requested and received funding for these types of items. There was no accountability or consistency in terms of the types of material and collateral items purchased and distributed. Also, there was no accountability in terms of the types and amounts of material purchased to support programs.

In 2014, the MOHS piloted the Highway Safety Resource Center (In an effort to reduce the amounts of funding being used as well as to establish accountability). More attention was given to the types of materials and promotional items needed to support the statewide traffic safety programs pursuant to federal and state guidelines.

Research is being done continually in an effort to provide the most accurate materials needed to support the overall traffic safety programs.

The MOHS has established an online, centralized system that grantees and other traffic safety advocates can utilize to order materials that will enhance enforcement and outreach programs implemented with funding from the MOHS.

Printed materials are specific to the program areas and promotional items are the types associated with specific programs (Teens, LE, mobilizations)

Budget: \$250,000.00 Federal Funding Source 154AL

Additional Funding Source: \$30,000.00 402OP

Project Number: 15-ST-521-2

Project Title: Mississippi Highway Safety Resource Center-Operations (MHSRC)/DREAM

Supplemental to 15-DE-521-1

The MHSRC is managed by DREAM. DREAM oversees and manages the on-line ordering system ensuring that the applicable materials are ordered and shipped for the participants throughout the state. As a result of the Resource Center, the cost of materials and collaterals to support programs and projects, which were the highway safety materials previously purchased by individual projects has been lowered by 20%.

Data: MS Law Enforcement Agencies as well as Community Enthusiasts have requested 116,931 different types of items and or materials for use to service over 125 different events.

Performance Measure: The MHSRC program tracks all outgoing materials, the agencies that are using them, the events and the types and numbers of items being requested and shipped to Law Enforcement agencies and other grant-awarded agencies.

Strategy:

- Manage a material ordering website
- Update website with new materials as needed
- Tracks materials, promotional items, & equipment
- Timely filled orders

Use of Funds: The agency will use funds for (1) Full Time Resource Center Manager; portions of time for personnel and administrative staff; Contractual Services; and Supplies needed to ship materials statewide.

Budget: \$75,489.00 Federal Funding Source 154AL

Additional Funding: \$48,705.00 Federal Funding Source 402DE

Project Number: 15-ST-401-1

Project Title: Mississippi State University-Social Science Research Center-DUI Electronic Citation/Tracking System

Supplemental to 15-MC-401-1

Location: The MSU SSRC is located in Starkville, MS, at Mississippi State University. The SSRC provides information to Statewide Law Enforcement agencies and courts.

Problem Identification: Mississippi does not have a statewide, automated citation/conviction system for DUI tickets. The DUI ECitation system will permit electronic issuance and management of DUI tickets for the State of Mississippi.

Data: In FY13, (2,458) DUI Citations were electronically written (MHP).

Target: The overall target is to improve the timeliness of DUI arrest/Adjudication systems by reducing the time between issuance, availability in the database and disposition.

Performance Measure: To increase the number of Law Enforcement Agencies submitting DUI citation arrest electronically from (1) agency in FY13 to (10) agencies by the end of FY15.

To decrease the average number of days participating agencies issuance of a DUI citation and the date the citation is entered into the first available repository from (7) days in FY13 to 24 hours by the end of FY15.

To increase the percentage of DUI citations from participating agencies that can be mapped on the Dashboard and compared to DUI Crash data for preplanning from (0%) in FY13 to (100%) in FY15.

Strategy:

- Adding additional agencies to the statewide DUI eCitation/Tracking System;
- Adding an additional DUI-relevant form-the Impaired Driver Arrest Report;
- Adding a tool that will allow eCite users to search the eCite database for previous DUI Tickets;
- eCite enhancements to meet Daily Activity Reporting (DAR) system needs to enhance the validity of DUI data;
- Continued development of paper ticket entry system for DUI citations (for courts not on eCite ready to pilot test by end of FY15);
- Maintenance and support of eCite for DUI section;

- Monitoring the changes in the DUI law and the eCite-generated DUI ticket;
- Ensure all DUI ticket data being received and processed by the courts;
- Provide data files that contain MapClick-generated location data for DUI tickets;
- Maintain a 40 hour per week help desk;
- Provide System Training;
- Maintenance and support for the DAS system (bug fixes, minor enhancements);
- Maintenance and support for the Callback system (bug fixes, minor enhancements); and
- Produce all necessary manuals and data dictionary.

Use of Funds: The funds will be used for the following: (1) full time Project Director; (1) full time Alcohol Field Specialist; (1) part time Research Associate; fringe; travel/training; contractual services; printing and indirect costs.

Budget: \$560,440.00 Federal Funding Source 154AL

Additional Funding: \$192,944.00 Federal Funding Source 405(c)

Project Number: 15-ST-401-2

Project Title: Mississippi State University-Department of Health and Wellness, University Health Services

Location: Mississippi State University, with a student population of approximately 20,000, is the state's largest university and is located in the city of Starkville. The campus of Mississippi State University is located adjacent to the east of Starkville. Starkville is located in Oktibbeha County, MS.

Problem Identification: Starkville has 39 restaurants and bars in the area that serve alcohol. Additionally, Starkville holds 2 outdoor concert festivals each year, which bring several thousand festival attendees into the area. The festivals do allow alcoholic beverages.

The city of Starkville includes a large population of residents and continuous visitors. When sporting events are held on campus thousands of visitors from outside the city attend. Alcohol is often consumed during these events, potentially placing impaired drivers on the roadways.

Data: There were (10) impaired related crashes on the campus during 2011-2013.

Target: Reduce the average number of impaired driving crashes from (10) during 2011-2013 to (8) for FY15.

Performance Measure: Increase presentations from (34) in FY13 to (40) in FY15.

Strategy:

- Implement mass media campaign using the "Drive Sober, or Get Pulled Over" message.
- Conduct public outreach/educational campaigns.
- Partner with campus police to support the impaired driving mobilizations.
- Support state impaired driving presentations blitz campaign periods.
- Evaluate program and produce a written evaluation.

Use of Funds: Utilize grant funds for salaries of: (1) Principal Investigator, (1) Evaluator, (1) Graduate Assistant; fringe; travel for training; commodities; contractual services; and Indirect Costs, to conduct described program activities above and beyond the agency's daily activities and responsibilities.

Budget: \$27,775.00 Federal Funding Source 154AL

Project Number: 15-ST-410-1

Project Title: MOHS Alcohol Countermeasures Coordination & Program Management

Project Description: Provide program management in the alcohol/impaired driving program area to coordinate statewide and local law enforcement efforts related to DUI operations, national impaired driving blitz campaigns and other projects related to impaired driving efforts. Program oversees funding to state and local law enforcement agencies, and assist in developing strategies for inter-jurisdictional enforcement efforts. Collaborate with the State's law enforcement liaisons, TSRP, and others alcohol related programs to increase effectiveness and efficiency of law enforcement efforts to reduce DUI.

Provide program management for the planned MOHS alcohol impaired driving outreach projects, surveys and the "Drive Sober or Get Pulled Over" National Mobilization. Assist with impaired driving media campaign during National DSOGPO blitz period as needed and/or requested. Personnel services will include salaries and benefits for a Bureau Director (40% 154 P&A); Division Director (40% 154 P&A); Division Director (100% 154 P&A) Division Director- Planner (50% AL); Field Outreach Coordinator (100% AL) Division Director-Finance (50% P&A); Internal Auditor (80% 154 P&A); (3) Program Manager (100% 154); Program Manager (86%); Branch Director (100% AL); Accountant/Auditor (50% P&A/50% 154) Administrative Assistant (60% P&A); Accounting Director (15% P&A); Accounting Clerk (36%P&A);); Policy Advisor (80% 154P&A-Vacant). Travel, supplies, and training will also be included in the project for monitoring, workshops, seminars and program management at the same percentage.

Budget: \$680,000.00 Federal Funding Source 154 AL

Project Number: 15-ST-BAC-X

Project Title: MOHS BAC Symposium

Project Description: The Mississippi Office of Highway Safety BAC Symposium for FY15 will be implemented during 2015.

Target: Address issues of under reporting and non-reporting of BAC to the appropriate State agencies to increase the timeliness of the BAC reporting statewide. The BAC Symposium will also provide the latest information on alcohol advances in highway safety, highlight successful programs and address emerging safety issues.

This project will bring together non-profit organizations, TSRP, JOL, MOHS Staff, educational leaders, community leaders, law enforcement, and other groups benefitting from and using BAC data.

Use of Funds: Funds will be used for participant and planning costs, to include airfare, baggage fees, hotel accommodation, transportation, per diem for meals, tips and additional travel costs for speakers as needed for the BAC Symposium.

Budget: \$25,000.00 Federal Funding Source 154AL

Project Number: 15-ST-CT-XX

Project Title: MOHS Constituent Travel

Project Description: The MOHS will provide financial support for approved constituent travel for agency partners requesting in and out of State travel expenses to meetings, conferences and trainings benefitting the highway safety programs.

Target: Non-funded state and local agencies and non-profit organization partners representing the MOHS at meetings, trainings and other approved conferences travel expenses will be provided support.

Use of Funds: Honorariums for speakers at highway safety conferences, meetings and training to enhance MOHS programs. Financial support can include airfare, baggage fees, hotel accommodation and transportation, per diem for meals, tips and additional travel fees approved by the MOHS.

Budget: \$20,000.00 Federal Funding Source 154AL

Project Number: 15-ST-410-X

Project Title: MOHS Law Enforcement Challenge

Supplemental to 15-PT-410-X

The Mississippi Office of Highway Safety will host the first Mississippi Law Enforcement Challenge program. The Challenge Program will be used as a statewide program to help increase law enforcement agencies productivity in the state of Mississippi which will support and enhance the nation's federal campaigns such as "Click It or Ticket" and "Drive Sober or Get Pulled Over" and any other state enforcement activities. The program will create a friendly competition in three major areas of concern; Seatbelt Safety, Impaired Driving, Speeding, and other special enforcement efforts. Prizes will be awarded in three (3) categories (1st - 2nd - 3rd) place to be determined by increases in productivity data rated by a select law enforcement committee and the Ms. Office of Highway Safety.

Problem Identification: Mississippi is identified as a mid-range state and is below the national average in seat belt and impaired driving rating as compared to other states nationally. To stimulate increased enforcement efforts statewide, the MOHS will use the "MS Law Enforcement Challenge Program" as an incentive to state, local law enforcement agencies to increased focus on enforcement efforts and activities especially pertaining to seatbelt use, impaired driving decreases, and accelerated speed enforcement.

Impaired Driving: The impaired driver is an important factor in fatal traffic crashes every year in Mississippi. Although speeding and other aggressive driving behaviors also cause deadly traffic crashes, alcohol remains the predominant enemy of traffic safety. When DUI arrests decrease, traffic fatalities usually increase. Decrease Impaired Driving fatalities 5-year moving average rate from 199 (2008-2012) to 179 in 2015.

It is an award program that recognizes law enforcement agencies for their efforts to improve traffic safety enforcement in their communities. The program forces the law enforcement agencies to look at what they are doing to address traffic safety issues and in many ways it gives them the opportunity to focus on what their agency is not doing.

Strategy:

- Recruit Participation in the MS Law Enforcement Challenge Program
- Establish Enforcement Goals
- Establish program operational policies
- Establish enforcement strategies

- Provide training opportunities
- Increase public information and education activities
- Increase multi-jurisdictional partnerships
- Partner with other Law Enforcement agencies in all National “Drive Sober or Get Pulled Over” impaired driving blitz campaigns to help enhanced enforcement during state holiday periods and other events.

Use of funds: Funds will be used for prizes (Vehicle, Segway and a Portable Message Board, Supplies to perform the Law Enforcement Challenge.

Budget: \$160,000.00 Federal Funding Source 154AL

Additional Funding: \$40,000.00 Federal Funding Source 402PTS

Project Number: See Projects Below

Project Title: MOHS Law Enforcement Liaison Network Program

Location: The Mississippi Law Enforcement Network is a statewide program under the directive of the Mississippi Office of Highway Safety. Mississippi has a total of 9 Mississippi Highway Patrol districts which cover all 82 eighty-two counties in the state. With these counties are a total of 250 local law enforcement agencies in addition to the Mississippi Highway Safety Patrol. The state is divided into 3 three regions: Northern, Central, and Southern.

Problem Identification: Numerous local law enforcement agencies in Mississippi conduct traffic enforcement initiatives within their own jurisdictions. Partnerships in cooperative statewide efforts would bring a greater impact on the overall problem of traffic fatalities. Multi-agency partnerships, cooperation, and improving the networking needs will achieve a difference on a statewide basis.

The MS (LEL) will coordinate with agencies in each of the respective Troop Districts, with primary support given to MOHS law enforcement and public information and enforcement sub-grantees that specifically support the objectives of the NHTSA/MOHS mobilizations and campaigns and other NHTSA/MOHS traffic safety programs. Each LEL will share highway safety countermeasures, training and outreach information regarding identified traffic safety issues.

Data: Campaign participation and enforcement activity during the December Impaired Driving Crackdown decreased from FY12 to FY13 with only (104) agencies reporting compared to (182) agencies participating and the number of total hours worked decreased by 61.59% from (20,361) hours in FY12 to (7,821) hours in FY13. Labor Day Impaired Driving Crackdown in FY13 reported only (184) participating agencies out of (256) law enforcement agencies and of those (184) participating only (129) reported.

Target: Increase and strengthen grant participation and grant activities of 82 law enforcement agencies’ efforts in FY13 by 10% (90) in FY15 through the Mississippi LEL Network regarding highway traffic safety.

Performance Measure: Increase the number of law enforcement agencies reporting (129) in FY13 by 10% to (141) in FY15 and participating (184) in FY13 by 10% to (202) in FY15 during the National Campaigns. Recruit not less than 60% participation of law enforcement agencies in each troop district to attend LEL Network Luncheons each quarter.

Strategy:

- Meet quarterly with the Mississippi Office of Highway Safety to receive information to disseminate among all law enforcement agencies and community partners in the assigned troop district.
- Support the Mississippi Office of Highway Safety in organizing and conducting law enforcement-related events related to crackdowns and mobilizations at the State or local level and other events as needed.
- Meet with agencies to improve their ability to plan and execute enforcement based on a data-driven approach of knowing where and when motor vehicles crashes and fatalities occur.
- Schedule and coordinate LEL network meeting each quarter and disseminate current trending information and updates to attending officers and community partners.
- Generate earn media.
- Increase the participation in respective troop district.
- Assist law enforcement agencies as needed to insure their participating and reporting of enforcement results and activities.
- Conduct at least one site visit per quarter with assigned sub-grantees in their troop district to assist with applications, grant documentation, mini grants and/or planning grant activities.
- Attend national, state, and regional LEL and other traffic safety program meetings, as directed by MOHS.
- Support additional assigned activities, tasks or directives initiated by MOHS and NHTSA.
- Participate and promote MAHSL among state, federal safety partners and other law enforcement personnel.
- Support the MS Law Enforcement Challenge,

Use of Funds: The agencies where the LEL's are assigned will use the funds for salaries, fringe, training, travel and contractual services.

Participating LEL agencies are:

Hinds County	15-ST-125-2	\$16,480.53(154AL)
	15-OP-125-2	\$1,550.00 (402OP)
City of Greenwood	15-ST-213-2	\$10,640.00 (154AL)
	15-OP-213-2	\$600.00 (402OP)
City of Meridian	15-ST-222-2	\$9,950.13 (154AL)
	15-PT-222-2	\$540.00 (402OP)
City of Columbia	15-ST-262-2	\$12,055.38 (154AL)
	15-OP-262-2	\$600.00 (402OP)
City of Gulfport	15-ST-214-2	\$12,686.00 (154AL)
	15-PT-214-2	\$600.00 (402OP)
City of Horn Lake	15-MD-218-2	\$15,451.00 (405d)
	15-PT-218-2	\$650.00 (402OP)
Town of Sherman	15-MD-881-2	\$10,595.00 (405d)
	15-OP-881-2	\$800.00 (402OP)
City of Starkville	15-MD-231-	\$4,220.00 (405d)
	15-PT-231-2	\$850.00 (402OP)
District 9-Unavailable	15-ST-XXX-X	\$10,345.00 (154AL)
	15-OP-XXX-2	\$500.00 (402OP)

Budget: \$72,157.88 Federal Funding Source – 154AL

Additional Funds: \$30,266.05 Federal Funding Source – 405(d)
\$4,050.00 Federal Funding Source – 402 OP

Project Number: 15-ST-41X-X

Project Title: MOHS LEL Field Outreach Coordination

Location: The MS Law Enforcement Field Outreach Coordination assists in managing the MS LEL Network program as directed by the Mississippi Office of Highway Safety. Mississippi has a total of 9 established Mississippi Highway Patrol districts covering 82 eighty-two counties with 250 local law enforcement agencies in addition to the Mississippi Highway Safety Patrol. For the purpose of coordination on many levels, the state has been divided into 3 three regions: Northern, Central, and Southern.

The LEL Field Network currently operated independently without continuity and structure. Each LEL is currently free to structure his/her program outreach and program as they see fit. The need to bring unity to the program so that every LEL is utilizing the same information and disseminating the same educational information and outreach is essential to providing state law enforcement agencies with the technical expertise the may need. The MOHS Law Enforcement Field Coordination will streamline and bring organization to the (9) Law Enforcement Liaisons.

Problem Identification: Numerous local law enforcement agencies in Mississippi conduct traffic enforcement initiatives within their own jurisdictions. Partnerships in cooperative statewide efforts would bring a greater impact on the overall problem of traffic fatalities. Multi-agency partnerships, cooperation, and improving the networking needs will achieve a difference on a statewide basis.

The MOHS Law Enforcement Field Outreach Coordination will streamline and bring organization to the 9 Law Enforcement Liaisons.

Data: Campaign participation and enforcement activity during the December Impaired Driving Crackdown decreased from FY12 to FY13 with only (104) agencies reporting compared to (182) agencies participating and the number of total hours worked decreased by 61.59% from (20,361) hours in FY12 to (7,821) hours in FY13. Labor Day Impaired Driving Crackdown in FY13 reported only (184) participating agencies out of (256) law enforcement agencies and of those (184) participating only (129) reported. A decrease of 10.96% in the total number of reporting agencies was seen in FY13 (146 FY12/130 FY13).

Target: Increase and strengthen MOHS grant participation and MOHS grant activities of 82 grant funded law enforcement agencies' efforts in FY13 by 10% to (90) MOHS grant funded agencies in FY15 through the Mississippi Traffic Enforcement Network (MSTEN) regarding highway traffic safety.

Performance Measure: Increase the number of law enforcement agencies reporting (129) in FY13 by 10% to (141) in FY15 and participating (184) in FY13 by 10% to (202) in FY15 during the Labor Day National Campaign. Recruit (8) new agencies to participate in MOHS grant efforts and activities for traffic safety initiatives.

Strategy:

- Meet weekly with the MOHS.
- Develop a work plan.
- Provide in service training for LEL's
- Organize and conduce LE related events
- Support crackdowns, mobilizations and statewide blitz periods
- Assist LEL with work plans

- Communicate effectively with LELs
- Participate in quarterly LEL field meetings

Use of Funds: The agency will utilize the grant funds for the salary for (1) MOHS Field Outreach Coordinator, Fringe; training; travel and contractual services.

Budget: \$83,200.00 Federal Funding Source 154AL

Additional Funding: \$20,800.00 Federal Funding Source 402OP

Project Number: 15-ST-410-0

Project Title: MOHS LE Training Coordination

Location: The MOHS Law Enforcement training coordination is a statewide program to provide DUI, impaired driving training to all law enforcement officers.

Problem Identification: Injuries and fatalities to drivers and passengers including teens, motorcycle drivers and rider as a result of DUI have been identified as a continuing traffic safety issues that need to be addressed through continued training for law enforcement officers throughout Mississippi. Mississippi has also identified a declining conviction rate in DUI cases which may be improved with the implementation of law enforcement phlebotomy and no refusal training.

The MOHS Law Enforcement Training coordination program will construct a plan based on the evaluation of Mississippi's current and trending traffic safety issues and collaborate to identify appropriate countermeasures to apply to the issues. Effective training courses to address MS Highway Safety issues include Standardized Field Sobriety Testing, Complete Traffic Stops, Advanced Roadside Impaired Driving Enforcement and Drug Recognition Expert training.

Data: Crash Data Reports from MS DPS and Report Beam in FY11- FY13 there were (7,805) alcohol related crashes, (127) alcohol fatal crashes, (113) impaired motorcyclist. While those numbers are astonishing, Drivers aged 16-20 accounted for (199) fatal crashes and (578) alcohol related crashes in MS during that same time period. Underage drinking and driving continues to be a major traffic safety problem. Alcohol is the most commonly used and abused drug among youth in the U.S., more than tobacco and illicit drugs. In Mississippi, the percentage of total minors with DUI's is greater than 6.1%. Mississippi underage drivers accounted for 8% of the total Mississippi drivers arrested for DUI in 2011.

Training law enforcement officers to recognize emerging trends in traffic safety, certifying officers in courses needed for safety and enforcement will increase enforcement of MS traffic safety laws and assist in increasing the conviction rate.

Target: The overall target of the MOHS Law Enforcement Training Coordination program is to advance or expand training of the (9,904) State and local law enforcement officers within the State of MS; which includes 540 new officers annually. Recertification to 111 officers will be conducted for advanced training and 5% (495) of law enforcement officers statewide in FY15.

Performance Measure: The MOHS Law Enforcement Training Coordination proposes to provide technical assistance and training to law enforcement agencies throughout the State which will assist in the increase of DUI arrest by 2% for local agencies from (18,477) in FY13 to (19,401) in FY15. *Overall Citation Info

Strategy:

- Conduct a training needs assessment

- Develop a strategy of providing training to those law enforcement agencies based on cities and counties that have a high impaired driving fatality rate.
- Develop training programs utilizing NHTSA approved courses and certified through the Mississippi Office of Standards and Training. Coordinate with Mississippi Office of Highway Safety
- Establish a training budget
- Develop a yearly calendar detailing the training type, location, etc.
- Meet with agencies to set up training.
- Meet quarterly with the MOHS, TSRP, JOL and CCL.
- Disseminate and assist law enforcement agencies in promoting and extending all National Highway Traffic Safety Administration (NHTSA) National Campaign messages.
- Assist, as need (upon request) with setting up, staffing and implementing, check points and saturation patrols and/or no refusal enforcement efforts.
- Provide evaluations on effectiveness of each program.

Use of Funds: The agency will utilize the grant funds for the salary for staff salaries, travel and meeting logistics to conduct described program activities above.

Budget: \$220,000.00 Federal Funding Source 154AL
 Additional Funding: \$55,000.00 Federal Funding Source 402OP

Project Number: 15-ST-4X-XX
Project Title: MOHS LEL High Visibility Light Signals

Project Description: The Mississippi Office of Highway Safety will purchase high visibility light signals for the LEL coordinators and the MHSRC to be checked out and used for checkpoint safety, night time enforcement and during blitz campaigns. The light signals will help increase law enforcement agencies productivity in the state of Mississippi, which will support and enhance the nation’s federal campaigns such as “Drive Sober or Get Pulled Over”.

Location: The population of Mississippi is 2,978,512, according to the 2010 census. The State covers square miles 46,923, and county miles 10,958.

Performance Measure: Encourage increased evening/night time checkpoints with funded & non funded law enforcement agencies by providing proper lighting for safety purposes.

Use of Funds: Funds will be for purchase of (16) light signals, freight and handling.

Budget: \$32,000.00 Federal Funding Source 154AL
 Additional Funding: \$8,000.00 Federal Funding Source 402OP

Project Number: 15-ST-ST-BZ
Project Title: MOHS National Blitz-Drive Sober Get Pulled Over-High Visibility-Mini-Grants

Location: The population of Mississippi is 2,978,512, according to the 2010 census. The State covers square miles 46,923, and county miles 10,958.

Problem Identification: Mississippi continues to see a decrease in fatal crashes and traffic fatalities. The alcohol related fatalities went up slightly up from 159 in 2011 to 179 in 2011.

In the last six years DUI arrests have had up's and down's from a low of 24,851 in 2007 a high of 33,153 in 2010 and a reduction to 29,476 in 2012. Grant funded citations decreased from 2011 from 13,315 to 11,245 in 2012, with an average of 12,280 for both years.

In an effort to decrease impaired driving crashes and fatalities, law enforcement across the State propose strong enforcement events surrounding the already established Drive Sober Get Pulled Over blitz periods and sustained enforcement throughout the blitz periods. The Drive Sober Get Pulled Over blitz periods are set to run December 12, 2014-January 1, 2015 and August 21-September 7, 2015.

Target: To contribute to the statewide goal of decreasing the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above from 15% from the 2012 calendar year of (179) to (152) by end of FY15.

Performance Measure: Increase number of agencies participating by 10% from (130) in FY13 to (143) in FY15 during the National DUI Blitz period. Increase the number of agencies that report by 10% during the National DUI Blitz periods from (84) agencies in FY13 to (92) agencies in FY15.

Strategy: The agencies will use the funds to provide overtime to non-funded agencies for officers to work overtime in conducting impaired driving enforcement during the national blitz periods of Drive Sober Get Pulled Over.

The agencies will conduct a minimum of (2) Special Traffic Enforcement Program (STEP) HVE/Deterrence checkpoints and a minimum of (2) Special Traffic Enforcement Program (STEP) HVE/Deterrence saturation patrols during each national "Drive Sober Get Pulled Over" (Christmas/New Year & Labor Day), for a total of (4) Checkpoints and (4) Saturation Patrols.

The agency will generate at least (1) earned media campaigns during the "Drive Sober Get Pulled Over" campaigns.

Use of Funds: Funds will be used for law enforcement in strategically targeted areas, based on problem identification during blitz periods to reduce fatalities and injuries. Funds will be used for: Overtime and Fringe benefits over and beyond regular duties and responsibilities.

Budget: \$300,000.00 Federal Funding Source 154AL

Project Number: 15-PM-00-00

Project Title: MOHS Sustained DUI Enforcement Paid Media Campaign

Project Description: A comprehensive and sustained paid media campaign in support of the continual DUI enforcement efforts for the "Drive Sober or Get Pulled Over" campaigns utilizing Section 410 alcohol funding will be implemented in the FY15 grant period. These funds will be used for sustained radio and television ads, print, and outdoor space in December 2014, January 2015, February 2015, and Labor Day 2015.

The Mississippi Highway Patrol, along with local agencies statewide, will receive impaired driving specialty funds to maintain the sustained DUI enforcement statewide and ensure concentration of DUI enforcement during the Labor Day, Christmas/New Year's and Super Bowl Sunday. A media contractor will be hired for placement and purchase of all media for the MOHS. The "Drive Sober or Get Pulled Over" messages will be approved by NHTSA before airing. The number of holiday alcohol-related vehicle crash fatalities will be used to evaluate the media messaging. The measures that will be used to assess message recognition are as follows: number of television and radio spots, ads and GPAs for paid media, earned media messages for print and

television, alcohol-related vehicle crash fatalities and the results obtained from the *behavioral measures awareness survey* will be used to evaluate the effectiveness of the messaging.

This project will address the following items:

- a. What program/policy the advertising is supporting-This advertising will be in support of the national Impaired Driving Campaigns for the **“Drive Sober or Get Pulled Over” blitz campaign**
- b. How the advertising will be implemented-thru media buys throughout the state.
- c. The amount allocated for paid advertising total amount
- d. The measures that will be used to assess message recognition.

The blitz numbers recorded and returned from agency participants to include total number of agency participation, citations written, earned media and the like; paid media reports; behavioral awareness survey; and crash fatality data during specified time period for each blitz campaign.

Budget: \$1,500,000.00 Federal Funding Source 154AL

Project Number: 15-ST-SF-ST

Project Title: MOHS-Standard Field Sobriety Training Assessment

Project Description: At the request of the State, a Standard Field Sobriety Training Assessment performed by NHTSA to evaluate the training program, strategies and efforts of the program offered statewide through funding by MOHS. The MOHS has requested an assessment of its Standard Field Sobriety Training Program (SFST) to take place for the FY15 grant year.

A team of impaired driving experts will conduct an on-site assessment by conducting interviews, file review and preparing reports. The State will use the final report and recommendations of the Impaired Driving assessment team for improvements to the Standard Field Sobriety Training program.

Budget: \$15,000.00 Federal Funding Source 154AL

Project Number: 15-ST-410-4

Project Title: MOHS Program Initiatives- DUI/Alcohol

Location: Statewide.

Problem Identification :In 2012 and 2013, there were 582 and 613 deaths respectively, that were related to Impaired Driving, Seatbelt Safety, Speeding and Distracting Driving in the state of Mississippi.

Historically, most of the drivers and passengers that die in traffic crashes are not belted. Although, safety belts cannot save all persons, it is estimated that fatalities are in fact reduced 50 to 65 percent when safety belts are used and becoming injured rather than killed. In 2012, there were 6,247 serious injuries (77.6%), or more than 3 out of every 4, were wearing safety belts.

The MOHS will, as a part of its total statewide traffic safety program fund special initiatives designed at reaching youth and other at risk groups, as identified by the data.

*SKOOLADS – This is a message center advertisement design to capture the attention of K12 students by posting 17” X 22” Highway Safety Posters in targeted area schools around the state.

***HUDDLE** – This is a High School Ticket Program that will attract parents and students alike in delivering the MOHS message. This program uses sport ticket campaigns to drive our message. Each ticket will be printed with the MS Highway Safety message designed by and for our NHTSA and MOHS Blitz initiatives.

***BOOMERANG** – This program works by use of an easily identifiable sticker that, when attached to a car, will allow anyone to report unsafe driving activities and then provide the parents with immediate updates of incident reports via text messaging and email.

***THE PARENTS SUPERVISED DRIVING PROGRAM** – This program is designed to focus on teens and parents driving abilities. This program is fun, interactive way to provide teens and parents advanced real world training and education about hazard recognition, vehicle handling, speed and space management, and distractions.

***ALLIANCE** – Alliance uses a sport marketing approach designed to reach this high risk targeted audience through regional motorsports venues located throughout the state of Mississippi. This program provides a different approach to reaching the rural area drivers of pick-up trucks. The targeted audiences are males 18 – 34 year’s age group by using high visibility signs and surveys to measure behavioral and attitudinal mindsets. This group has the highest risk of not wearing their seatbelt and/or drinking while driving.

*All projects support the statewide Teen Programs.

Use of Funds: Funds will be used to fund program operating cost of the various initiatives, which could include supplies, contractual services and commodities.

Budget: \$395,596.00.00 Federal Funding Source 154AL

Additional Funding: \$140,764.00.00 Federal Funding Source 402DE

Project Number: 15-ST-ST-AR

Project Title: MOHS/MS Safety Training and Recognition Symposium (MS/STARS)

Supplemental to 15-DE-410-1/15-MD-410-1

Project Description: The Mississippi Office of Highway Safety/Safety Training and Recognition Symposium (MS/STARS) for FY15 will be implemented during September, 2015.

Target: The Target of the MS/Stars program is to address a wide range of safety topics from impaired driving, traffic records, occupant protection to an emphasis on youth. It will offer the latest information on advances in highway safety, highlights from successful programs and address emerging safety issues. The conference will offer a variety of workshops on priority topics in highway safety. This project will bring together non-profit organizations, educational leaders, community leaders, leaders of the Native American Tribal communities, law enforcement, and other groups not yet identified together.

The MS/Stars program will also include the DUI 100 Club event for officers with outstanding work in issuing DUI violations to impaired drivers as dictated by Mississippi’s DUI laws.

The MS/Stars program will also include the Buckle for Life Recognition event for officers with outstanding work in issuing safety belt violations to unrestrained drivers, front seat passengers as dictated by Mississippi’s primary safety belt law, and to drivers operating vehicles in which children less than 8 years of age are

unrestrained. The implementation of the three (3) day conference will assist in bringing the highway safety message to the State of Mississippi.

Funds will be used to for law enforcement, support staff, judicial support to participate in the MS Stars Conference through: Contractual Services for location, award luncheon, speakers/presenters; Travel; Training; Supplies; Awards for Luncheons; Conference Expenses; Lodging, etc.

Budget: \$100,000.00 Federal Funding Source 154AL

Additional Funding Source: \$25,000.00 Federal Funding Source: 405(d)
\$25,000.00 Federal Funding Source 402DE

Project Number: 15-ST-NO-RF

Project Title: MOHS No-Refusal Weekend Mini-Grants

Location: Statewide.

In the last six years DUI arrests have had up's and down's from a low of 24,851 in 2007 a high of 33,153 in 2010 and a reduction to 29,476 in 2012. Grant funded citations decreased from 2011 from 13,315 to 11,245 in 2012, with an average of 12,280 for both years. During 2012, there were 25,297 alcohol arrest and 3,878 drug arrest with BAC testing. During 2012, there were 2,254 alcohol arrests and 1,085 drug arrest with BAC testing. During 2012, there were 5,297 alcohol refusals among adult drivers and 214 refusals among drivers under the age of 21.

In an effort to decrease impaired driving, law enforcement and the Mississippi Highway Patrol across the State propose to hold multiple no refusal weekends during FY15. Data and FARS reports will target the time periods and no refusal weekends will be established in communities in select areas within the nine (9) MHP districts.

Target: To contribute to the statewide target of decreasing the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above from 15% from the 2012 calendar year of (179) to (152) by end of FY15 and decreasing the number of fatalities by an additional 5% for a long term goal of (144) by the end of 2015.

Performance Measure: Decrease the number of DUI drivers who refuse to test by 10% from (5,297) in 2012 to (4,767) in FY15. Decrease the number of DUI drivers under the age of 21 who refuse to test by 10% from (214) in 2012 to (193) in FY15.

Strategy: The agencies will conduct Special Traffic Enforcement Program (STEP) HVE/Deterrence checkpoints and patrols during the no refusal weekend. The agencies will implement at least (1) earned media campaigns during the "No Refusal" Blitz Campaigns.

Use of Funds: Funds will be used for law enforcement, support staff, judicial support, phlebotomist, dispatchers, etc. in target areas to participate in the State No Refusal Weekends through: Overtime and Fringe benefits that is over and beyond regular duties and responsibilities.

Budget: \$250,000.00 Federal Funding Source 154AL

Project Number: 15-ST-149-1

Project Title: Montgomery County Sheriff's Office DUI Enforcement

Location: Montgomery County is located in District 2, Troop D in the center of the Northern region of the State. A large portion of the county is rural, with a population of 12,388, according to the 2010 census. Montgomery County encompasses 604 county miles, with 407 square miles. Major roadways in the area are Interstate 55, which runs north to south, U.S. Highway 51 and U.S. Highway 82.

Problem Identification: Montgomery County experiences high volumes of traffic traveling on I-55 and U.S. Highways 51 and 82. Many vehicles travel in the area to reach both the University of Mississippi and Mississippi State University campuses to attend classes, sport events and other activities. The increase in traffic during these times, specifically the sporting events, consists of those spectators who have been involved in the consumption of alcohol, thereby increasing impaired drivers on the roadways on game days.

Data: Montgomery County experienced (4) alcohol related crashes in 2013.

Target: Reduce alcohol related crashes by 50% from (4) to (2) in FY15.

Performance Measure: Increase DUI arrests from (60) in 2014 to (65) in FY15.

Strategy:

- Utilize 1 FT DUI Officer for enforcement
- Enhanced checkpoint and saturation patrols
- Work DUI enforcement in conjunction with state and other local agencies
- Earned media/public information campaigns

Use of Funds: Utilize the grant funds for the continued salary for (1) full time DUI officer; overtime; fringe; travel for training; commodities; contractual services; and equipment: (1) micro lapel camera, (1) Laptop, (2) PBT's, to conduct described program activities above and beyond the agency's daily activities and responsibilities.

Budget: \$55,737.00 Federal Funding Source 154AL

Project Number: 15-ST-312-1

Project Title: City of Moss Point DUI Enforcement

Location: The City of Moss Point is a city within Jackson County. It is located on the Mississippi Gulf Coast and is surrounded by Interstate 10, Highway 90, Highway 63 and Highway 613, with all except Highway 90 being inside the city limits. Moss Point is approximately thirty (30) miles west of Mobile, Alabama, approximately twenty-five (25) miles east of Biloxi, Mississippi and approximately thirty (30) miles east of Gulfport, Mississippi. Moss Point's neighboring cities include: Pascagoula, Gautier and Ocean Springs.

Problem Identification: The city's roadways are some of the busiest in Jackson County, providing a safe route for commuters to industries in Moss Point, Pascagoula, and southern Jackson County. Moss Point on any given day can generate heavy traffic flow in and around the city. Moss Point is classified as a resort area. The City of Moss Point has a lot of DUI traffic that comes in from the casinos located in Harrison County making their way through I10. Moss Point is in a wet county and is home to as many of 12 bars. There are also many festivities that attract people from all over the state two major festivities being Mardi Gras and River Front Festival. Jackson County ranked #3 in alcohol fatalities per county.

Data: The City of Moss Point had (533) total crashes in 2013. Of the total, (6) involved alcohol.

Target: To reduce alcohol related crashes from (6) in 2013 to (3) in FY15.

Performance Measure: Ascertain (144) DUI arrests for FY15 (Note: 274 arrests were made during FY13 based off of 2 fulltime DUI Officers. Only 1 DUI Officer approved for FY15)

Strategy:

- Utilize 1 full time DUI officers for enforcement
- Over time enforcement
- Check points
- Saturation patrols
- Publicize patrol activities

Use of Funds: The Agency will utilize the grant funds for the salary for 1 Full Time DUI Officer; overtime; fringe; training and travel.

Budget: \$49,555.00 Federal Funding Source 154AL

Project Number: 15-ST-402-1

Project Title: MS Office of Attorney General - Traffic Safety Resource Prosecution Program –DUI Program

Supplemental to 15-MD-402-1

Location: The TSRP program is statewide program covering the whole State. Mississippi has a population of 2,978,512, according to the 2010 census. Mississippi consists of 46,923 square miles. The Mississippi Highway Patrol (MHP) has of nine (9) Troop districts throughout the State, that are divided into three (3) Troop Districts in the Northern, Central and South.

Problem Identification: As the impaired driver continues to be a factor in fatal crashes every year and with the recent decrease in DUI arrests, the resources necessary to effectively combat these crimes have remained minimal. For example, in Mississippi, the majority of DUI cases are prosecuted by either by part-time municipal and county prosecutors and/or the less-experienced ADAs. Another concern is the constant turn-over rate of prosecutors. Furthermore, the litigious complexity and scientific nature of these cases have increased exponentially.

Lack of information reported on the criminal records of misdemeanor offenders is also a recurring impediment to successful prosecutions. This results in many habitual drunk drivers repeatedly facing improper misdemeanor charges instead of a more serious charge. Currently, there is no state-wide clearing house for this type of information. Improved interstate coordination and cooperation regarding DUI offender criminal records would improve the successful prosecution of DUI cases in our state.

In order to continue to decrease the number of deaths on the State roadways it is imperative to we continue to educate and train the state and local law enforcement officers, prosecutors, and judges to effectively enforce the traffic laws, and hold offenders accountable for violating Mississippi's DUI laws.

Data: All alcohol traffic safety indicators show an overall positive change from the past few years. Mississippi has made significant progress in reducing deaths on our roadways—over the past five years, fatal crashes have decreased by 29.5% and traffic fatalities have decreased by 28.7%.

According to state data, fatal crashes were 565 in 2011, 463 in 2012, and 503 in 2013*. In 2012, there was a 32% reduction in fatal drivers with a BAC.08% or more from 2011. Between 2011 and 2012, fatal crashes decreased by 18%. Alcohol-related fatalities were 44 in 2011, 37 in 2012, and 46 in 2013.

In Mississippi, among drivers aged 16-20, alcohol-related crashes were 208 for 2011, 196 for 2012, and 174 for 2013. Despite declines in the number of young people involved in drunken driving fatalities, on average, more than 3 people under the age of 21 die each day in alcohol impaired driving crashes.

Mississippi's DUI arrests have also increased according to the latest data. There were 29,552 arrests in 2011 which increased to 30,577 arrests in 2012. Conviction rates have also drastically increased over the past 5 years. In 2011, there were 29,552 DUI arrests with an 83.3% conviction rate --- the lowest rate of those reported. Out of the 30,577 DUI arrests made in 2012, 92.1% of those were convicted, resulting in an 8.8% increase in conviction rates. Compared to conviction rates of 86.4% in 2008, the latest data presents a strong indication that high conviction rates will continue in the future.

Target: The overall target for the Attorney General's Office (TSRP) is to help reduce the number of alcohol related driving crashes within the State of Mississippi from (2,564) in FY13 by 5% to (2,436) in FY15.

Performance Measure: The Attorney General's Office (TSRP) will contribute to maintaining the state impaired driving conviction rate of 92% in FY15 by training of prosecutors and law enforcement officers.

Strategy:

- Provide one to three day educational courses for prosecutors, officers, and judges.
- Provide courses on Basic DUI Course
- Legal Updates on recent DUI and traffic-related case law
- Search & Seizure Legal Update
- SFST legal sections
- Trial Advocacy Training for Prosecutors (& Officers when appropriate)
- Act as a resource to Mississippi's Law Enforcement Liaison Office and impaired enforcement officers on DUI and traffic-related/impaired driving issues.
- The TSRP will provide training for prosecutors, officers, and judges, including joint training for prosecutors and officers when possible.
- Provide training to assist with the increase the reporting of BAC in all fatal crashes.
- Provide a minimum of ten Cops in Court Trainings at each SFST classes.
- SFST/Cops in Court Training
- Continue to recruit local prosecutors and pair those prosecutors with their local officers who are participants in the SFST class.
- Provide for and assist with in-service training programs to assist law enforcement officers and prosecutors at their request.
- Encourage District Attorneys, City, and County Prosecutors continued involvement in DUI & traffic-related projects by providing information and/or training to allow them to handle DUI & traffic-related cases appropriately.
- Provide legal support and resources for prosecutors, officers, and judges by distributing and updating, as needed, the MS DUI Benchbook.

Use of Funds: The agency will utilize the grant funds for the salary for (1) Traffic Safety Resource Officer, (1) Administrative Assistance, (2) Part Time Law Clerks; fringe; training; contractual services; travel; and equipment; (3) desktop computers to conduct described program activities above and beyond the project's daily activities and responsibilities.

Budget: \$164,814.00 Federal Funding Source 154AL

Additional Funding: \$17,324.00 Federal Funding Source 405(d)

Project Number: 15-ST-408-1

Project Title: MS Highway Patrol – DUI Enforcement Program

Location: Mississippi has a population of 2,978,512, according to the 2010 census. Mississippi consists of 46,923 square miles. The Mississippi Highway Patrol (MHP) has nine (9) Troop districts throughout the State that are divided into three (3) Regions in the Northern, Central and South.

The MHP is responsible for patrolling all highways with the exception of those which travel within a city jurisdiction.

Problem Identification: Mississippi has a large amount of crashes and many of those crashes were alcohol related. In 2013 MHP made (3,489) DUI arrests utilizing federal funds to conduct special traffic enforcement program (STEP) and high visibility enforcement (HVE) activities. The MHP made (7,898) DUI arrests in FY13.

The MHP has seen an increase in crashes on State highways which can be contributed to the shortage of State Troopers on the roadways. Currently the Department is down approximately (150) Troopers and set to lose approximately 100 more to retirement within the next year. The MS Legislature did approve to fund a Trooper school in 2014 which will assist greatly in addressing this problem and provide the much needed Troopers patrolling the roadways throughout the State.

Data: The Mississippi Highway Patrol reported (12,673) total crashes; of (729) were alcohol- related crashes and that resulted in (60) alcohol related fatalities during FY13.

Target: To reduce alcohol related crashes throughout the state from (729) in FY13 to (700) FY15; reduce injury crashes from (4,025) FY13 to (3,824) FY15; and alcohol related fatalities from (60) in FY13 to (61) in FY15.

Performance Measure: Increase the number of grant funded DUI citations by 5% from (7,898) to (8,292) during FY15.

Strategy:

- Conduct a statewide alcohol/impaired driving enforcement program focus on areas of need and with highest alcohol related crashes and fatalities
- DUI enforcement
- STEP enforcement
- Conduct HVE Alcohol Impaired Driving Enforcement checkpoints/saturations patrols
- Mississippi Highway Patrol DUI Task Force used for special DUI enforcement details locations identified as problem areas
- Utilize 3 BAT vehicles assigned to each of the 3 regions when conducting checkpoints and multi-jurisdictional enforcement activities

PI&E:

- Create a comprehensive statewide effort to educate the general public about the impaired driving laws while operating a motor vehicle.
- Generate earned
- Implement the “Stop the Knock” symposium in nine districts during prom season.
- Attend (2) Strategic Planning Meetings.

Use of Funds: The agency will utilize the grant funds for overtime salary (above and beyond regular schedule duties); fringe; training; and travel to conduct described program activities above and beyond the agency’s daily activities and responsibilities.

Budget: \$2,081,692.00 Federal Funding Source 154AL

Additional funding: \$157,920.00.00 Federal Funding Source 402-OP
\$92,346.00.00 Federal Funding Source 405(c)-Crash Reconstruction
\$250,000.00 Federal Funding Source 402-Speed

Project Number: 15-ST-541-2

Project Title: NCADD Senior Impaired Driving

Supplemental to 15-MD-XXX-1

Performance Measure: Conduct (25) presentations in targeted counties on alcohol impaired driving to older drivers during FY15.

Budget: \$30,000.00 Federal Funding Source 154AL

Additional Funding \$30,489.00 Federal Funding Source 405(d)
\$70,659.00 Federal Funding Source 154 Teen

Project Number: 15-ST-150-1

Project Title: Neshoba County Sheriff’s Department DUI Enforcement

Location: Neshoba County has a population of 29,676, according to the 2010 Census. The area encompasses 570 square miles and is located in District 6, Troop H. The county covers approximately 500 square miles which excludes 10.6 square miles that make up the City of Philadelphia, approximately 3 square miles inside the Town of Union, and 60 square miles of land on the Pearl River Indian Reservation. The County contains portions of State Highways 15, 16, 19, 21, and 486. In the past 15 years, the County has experienced major growth, especially in the City of Philadelphia and on the Pearl River Reservation.

Problem Identification: The Choctaw Indian Reservation is home to 2 casinos, entertainment areas, golf courses and a waterpark. The area sees many tourists. Many of the entertainment areas within Neshoba County serve alcohol 24 hours of the day. In the casinos, patrons can receive “free” alcoholic beverages. In addition, Neshoba County has led the State in Native American fatalities for each of the past several years. Pearl River Reservation, the State’s largest reservation, makes up approximately 10% of Neshoba County and is home to approximately 4,000 members of the Mississippi Band of Choctaw Indians.

During late July and early August traffic increases because Neshoba County is home to the Choctaw Indian Fair and the Neshoba County Fair. Each of these events last a week and brings many visitors to the County. Alcohol consumption is common during these events.

The City of Philadelphia, along with the Indian reservation, both have their own police force. However, the Neshoba County Sheriff's Department patrols these areas as needed or requested. The City of Philadelphia has, within the past year, authorized the sale of liquor inside the city limits. Because of this, several liquor stores have been established in the city limits. Restaurants are also now able to sell liquor within the city limits. The sale of liquor will impact the DUI program by increasing the number of DUI citations/arrests in the coming year.

With the increase of tourists, visitors and the sale of liquor in the city, the county is already experiencing an increase in the area for crashes, injuries and fatalities. During the period of 2008 – 2012, Neshoba County ranked 11th for drivers with BAC .08 or greater.

Data: Of the (78) crashes in Neshoba County during FY13, (2) involved alcohol with (1) of those alcohol related crashes resulting in the death of (5) children and (1) adult.

Target: Reduce the number of alcohol related fatal crashes from (2) in FY13 to (1) in FY15.

Performance Measure: Maintain FY13 grant funded DUI citations of (96) during the FY15.

Strategy:

- Utilize DUI officer for enforcement.
- Conduct checkpoint/saturation patrols
- Work with media to generate earned media

Use of Funds: Utilize the grant funds for the salary for (1) full time DUI officer; overtime; fringe; travel for training; contractual services; and commodities to conduct described program activities above and beyond the agency's daily activities and responsibilities.

Budget: \$53,216.00 Federal Funding Source 154AL

Additional funding: \$7,775.00 Federal Funding Source 402OP

Project Number: 15-ST-224-1

Project Title: New Albany Police Department DUI Enforcement

Supplemental to 15-MD-224-1

Location: New Albany is located 70 miles southeast of Memphis, TN and 20 miles northwest of Tupelo, MS and is located in Union County. New Albany encompasses (87) city miles and is located in District 4, Troop F in the North East portion of the State. Major roadways in New Albany are U.S. Highway 78. The City of New Albany is located in the middle of Union County, MS, 70 miles southeast of Memphis, TN, and approximately 20 miles northwest of Tupelo, MS. It is the county seat for Union County, has the largest population of the four incorporated areas, and has long been the dominant area in Union County.

Problem Identification: On March 10, 2013 the voters voted in favor of liquor sales within the city. The police department anticipates an increase in the number of impaired drivers on the roadways due to the passing of liquor sales within the city. The city experiences a large influx of motorist due to being the center of transportation in the county, the county seat as well as the from the 2,000+ workers at the Toyota Manufacturing plant located in Union County that operates three shifts daily.

The city has also completed a large addition to the Sportsplex facility which hosts the USTA tennis tournaments, soccer and baseball for the USSSA and Cotton States Baseball League. Union county ranked 33rd for alcohol related fatalities.

Data: The New Albany Police Department had (10) alcohol related crashes in 2013.

Target: Reduce alcohol related crashes from (10) in 2013 to (8) during FY 2015.

Performance Measure: Maintain FY13 DUI alcohol arrests of (129) in FY15.

Strategy:

- High visibility DUI enforcement utilizing 1 full time DUI officer
- Conduct STEP enforcement utilizing overtime
- Generate earned media

Use of Funds: The agency will utilize the grant funds for the salary of (1) full time officer; overtime and fringe; travel for training; contractual services; and equipment: (2) PBT to conduct described program activities above and beyond the agency's daily activities and responsibilities.

Budget: \$50,105.00 Federal Funding Source 154AL

Additional Funding: \$20,000.00 Federal Funding Source 405(d) Impaired Driving
\$15,698.00 Federal Funding Source 402OP

Project Number: 15-ST-151-1

Project Title: Newton County Sheriff's Office DUI Enforcement

Location: Newton County is a rural county located in east central Mississippi. The population over the past decade or two has remained constant at about 21,270 people, encompassing 927 county miles and 578 square miles, located in the center of District 6, Troop H. There are four major highways traversing the county; Interstate 20, and MS Highways 15, 19, and 80. Interstate 20 along with Highway 80 runs east and west through the county traveling from Louisiana to the Alabama and Highway 15 run north to south from Tennessee to the MS Gulf Coast.

Problem Identification: Newton County borders Neshoba County, home to the Choctaw Indian Reservation which is the home of several casinos, restaurants, bars and clubs that serve alcoholic beverages 24/7. The Newton County, a 'dry' area is surrounded by 8 counties in the district in which 2/3 are also dry.

The remaining 1/3 counties, which include Lauderdale County, are "wet", allowing for the sale and consumption of alcohol. A large number of motorist travel the county roads and highways to the casinos in Neshoba County. With liquor readily available at the casinos and Philadelphia's recent decision to allow liquor sales, the potential for an increase in impaired drivers traveling to and from casinos is quite prevalent.

Data: There were (6) alcohol related fatalities during 2008–2012. Although, no alcohol related fatalities occurred in 2013, (4) alcohol related crashes occurred.

Target: Reduce alcohol related crashes from (4) in 2013 to (3) during FY15 and maintain zero alcohol related fatal crashes in FY15.

Performance Measure: Increase DUI arrests by from (38) in 2013 to (42) in 2015.

Strategy:

- Maintain a full time officer for enforcement
- Overtime enforcement
- Enhanced checkpoints and saturation patrols
- Implement earned media campaigns

Use of Funds: Utilize the grant funds for the salary for (1) full time officer; overtime; fringe; training and travel to conduct described program activities above and beyond the agency's daily activities and responsibilities.

Budget: \$42,622.00 Federal Funding Source 154 AL

Project Number: 15-ST-316-1

Project Title: Ocean Springs Police Department DUI Enforcement

Location: City of Ocean Springs is located in District 8, Troop K in Jackson County in the Southern region of the State on the MS Gulf Coast and has a population of 17,442. The area encompasses 250 city miles, 15 square miles and Ocean Springs is connected to Harrison County by the Ocean Spring-Biloxi Bridge Highway 90 is a major corridor that runs through the city/county, allowing travelers to pass through from Louisiana to Alabama.

Problem Identification: Ocean Springs, along with neighboring cities/counties continues to experience extreme growth in businesses, restaurants, casinos, and bars over the past several years. A large number of these entertainment venues, bars, and casinos are open 24/7, allowing for alcohol consumption on a continuous basis. At this time establishments selling and serving alcohol has grown significantly. Casinos host numerous conferences, concerts and other events throughout the year drawing in visitors from all over the world.

Highway 90 (Bienville Blvd.) has continued to be an extremely busy corridor. The increased activities connected with the numerous casinos is felt within the city both due to the existence of Hwy 90 as a corridor and the direct proximity of Biloxi, which includes four casinos directly adjacent to the connecting bridge. In the post-Katrina redevelopment, all casinos have rebuilt and even increased in number and capacity, creating an even greater draw for residents and those passing through using Hwy. 90 as a corridor. Because casinos function as 24-hour bars and entertainment venues, the need for DUI enforcement grows with the success of the industry

The MS Gulf Coast holds various events, parades, fairs, rallies, spring break activities, etc. which are more prone to alcohol consumption by participants. There are 2 neighboring counties that are "dry" which causes an influx of traffic within the county by those who come to the city to purchase alcoholic beverages. The Ocean Springs Police Department continues to battle impaired driving issues within the city. Jackson County ranked 3rd for drivers with a BAC of .08 or greater from 2008-2012.

Data: The City of Ocean Springs had (35) alcohol related crashes.

Target: Reduce alcohol related crashes from (35) to (31) in FY15.

Performance Measure: Increase number of grant funded DUI arrests by approximately 5% from (37) in 2013 to (40) in FY15.

Strategy:

- Use overtime funds to conduct enhanced DUI STEP enforcement
- Enhanced check points and saturation patrol

- Implement earned media campaigns
- Conduct enhanced public outreach/educational campaign on the dangers of drinking and driving

Use of Funds: Utilize the grant funds for overtime; fringe; and travel for approved training to conduct described program activities above and beyond the agency's daily activities and responsibilities.

Budget: \$20,224.00 Federal Funding Source 154AL

Project Number: 15-ST-153-1

Project Title: Oktibbeha County Sheriff's Office DUI Enforcement

Location: The County of Oktibbeha has a population of just fewer than 50,000 and is one of the highest growing counties in North Central Mississippi. The county has increased since the 2000 census by 11.1%. The County of Oktibbeha also has four major highway systems that intersect inside the county. These are US Highway 82 and US Highway 12 that are east west highways, and MS Highway 25 and MS Highway 389 that are north south highways. Three of the above mentioned highways are four lane highways with one being both four and two lane in some areas. According to the Mississippi Department of Transportation statistics for 2006, there are over 100,000 vehicles that travel through our county each day.

Problem Identification: Oktibbeha County is the home to the largest university in the State, Mississippi State University, with a student population of over 25,000. Mississippi State University has 92 countries represented by students and staff who contribute to a unique small town culture. Within Oktibbeha County, there are three cities (Starkville, Maben, and Sturgis) and dozens of communities in our county.

Oktibbeha is also located within 25 miles of Columbus and West Point as well as 25 miles from both the East Mississippi Community College and the Mississippi University for Women. The county is also home to 4 High Schools and numerous elementary schools within the county and the various cities located within the county. During the year the county is host to hundreds of thousands of visitors annually. Events such as the Sturgis Bike Rally, MSU athletics, Concerts, and parties that bring over 40,000 such as Bulldog Bash and Super Bulldog Weekend cause our deputies to deal with the increase in population during these events along with an increase in alcohol consumption and traffic problems.

With Mississippi State University being located within our county we host numerous sporting events throughout the year as well. These various events whether it is basketball, baseball, or football brings with it tens of thousands of people in isolated weekends. This increase in population during these events also contributes to the increase of alcohol consumption and DUI issues. Oktibbeha County ranks #40 in alcohol fatalities among the counties throughout Mississippi.

Data: Oktibbeha County had (231) total crashes in FY13. Of the total, (19) involved alcohol. Oktibbeha County had (3) fatal crashes in FY13. Of the total, (3) were alcohol related.

Target: To reduce alcohol related crashes from (19) in 2013 to (16) by the end of FY15; and to reduce alcohol related fatal crashes from (3) in 2013 to (2) by the end of FY15.

Performance Measure: To increase DUI arrests from (174) during FY13 to (208) in FY15.

Strategy:

- Over time for DUI enforcement
- Check points

- Saturation patrols
- Publicize patrol activities

Use of Funds: The Agency will utilize the grant funds for overtime and fringe.

Budget: \$43,190.00 Federal Funding Source 154AL

Additional funding: \$20,000.00 Federal Funding Source 402OP

Project Number: 15-ST-225-1

Project Title: Oxford Police Department DUI Enforcement (Conditional)

Location: Oxford is a city located in and is the county seat of Lafayette County. The City is an estimated 60 miles west of Memphis. Lafayette County is north of Marshall County; northeast of Union County; southeast of Pontotoc County; south of Calhoun County; southwest of Yalobusha County; west of Panola County; northwest of Tate County.

Problem Identification: The Oxford Police Department has the unique challenge of a highly concentrated population in a small area of space. Encompassed by the city limits is the University of Mississippi whose latest enrollment numbers showed a regional enrollment of 19, 431 students, which is about the same number as the city's current population. Most of these students cannot live on campus, and regardless of residency they spend much of their recreational time within the city limits of Oxford. During the University's sporting events there can be as many as 50,000 people or more within the city limits. The influx of traffic and the combination of alcohol consumption and operating motor vehicles inevitably create enormous consequences for the City.

The City of is connected by several state highways, such as Highway 7, 6 and 30. Several of these highways intersect with local streets that are highly traveled such as both University Avenue East and Jackson Avenue which are traveled on daily by workers and students.

The City also has several hotels and one large conference center where local and regional events are held year round, bringing a large number of people from out of town who are unfamiliar with the area and local roads. One aspect that is unique to Oxford is the concentration of restaurants and bars all within less than one square mile on the Historic Downtown Square, at the intersection of North and South Lamar. This creates a high volume potential for a variety of alcohol related offenses, especially when the bars close. Officers are frequently forced to shut down some of the streets that intersect into the square because of the huge number of people who linger around past closing times. Lafayette County ranks #41 in alcohol fatalities by the county.

Data: The City of Oxford had (918) total crashes. Of the total, (36) involved alcohol.

Target: To reduce alcohol related crashes from (36) in 2013 to (33) by the end of FY15.

Performance Measure: The Oxford Police Department will increase the number of DUI citations by 10% from (273) in FY13 to (300) in FY15.

Strategy:

- Utilize two full time DUI officers for enforcement
- Over time enforcement
- Check points
- Saturation patrols

- Publicize patrol activities

Use of Funds: Oxford Police Department will utilize the grant funds for the salary of two full time DUI officers; STEP enforcement; fringe; (1) part time coordinator and travel to conduct described program activities above and beyond the agency's daily activities and responsibilities.

Budget: \$129,037.00 Federal Funding Source 154AL

Additional Funding Source: \$9,300.00 Federal Funding Source 402OP

Project Number: 15-ST-226-1

Project Title: Pascagoula Police Department DUI Enforcement

Location: Pascagoula is a city in Jackson County and is the county seat for Jackson County. Jackson County is north of George County; east of Mobile County, Alabama; west of Harrison County; and northwest of Stone County.

Problem Identification: Pascagoula has the largest employers in the state, along with the many ongoing construction projects. Pascagoula is 18.20 square miles and has seven elementary schools, two middle schools and two high schools. Last year in 2013 the City of Pascagoula had two student fatalities that were DUI related. During the year the City of Pascagoula hosts several community events that attract approximately 60,000 visitors each year. Alcohol is sold at several of these events. This puts an increased work load on our officers in an attempt to enforce the DUI laws. Also as the City continues to recover from the destruction of Hurricane Katrina, we are seeing an increase in bars opening in Pascagoula. The City of Pascagoula allows you to purchase beer 24/7; and we have bars that are open 24 hours a day.

The City of Pascagoula has new businesses opening on a monthly basis, bringing new community events. This year the City will open an amphitheater on the Pascagoula Beach which will host outdoor concerts. The City of Pascagoula has a proposal before the Cruzin the Coast Committee to become a part of this coast wide event. This event alone will bring approximately 10,000 visitors to our city over the weekend. The City of Pascagoula has established a 10 mile bike route throughout the city and our Recreation Department host several bike riding events during the year.

While the City of Pascagoula does not have casinos, we do have U.S. Highway 90 that splits the city in half. Highway 90 is used as a major thoroughfare to the casinos. This adds to our DUI issue and other traffic violations, which has led to more accidents on our city streets. There were 946 traffic accidents last year. Interstate 10 runs parallel to U.S. Highway 90. They are only five miles apart. Pascagoula is located in Jackson County, where it ranks #3 for alcohol related fatalities by county.

Data: The City of Pascagoula had (946) total crashes in FY13. Of the total, (21) involved alcohol. Pascagoula had (3) fatal crashes in FY13. Of the total, (1) was alcohol related.

Target: To reduce alcohol related crashes from (21) the 2013 to (16) by the end of FY15. To reduce alcohol related fatal crashes from (1) in 2013 to (0) by the end of FY15.

Performance Measure: Increase the number of DUI arrests from (45) in 2013 to (50) in FY15.

Strategy:

- Over time for DUI enforcement
- Check points

- Saturation patrols
- Publicize patrol activities

Use of Funds: The Agency will utilize the grant funds for the salary for overtime; fringe; training; and travel.

Budget: \$51,049.00 Federal Funding Source 154AL

Project Number: 15-ST-155-1

Project Title: Pearl River County Sheriff's Department DUI Enforcement (Conditional)

Supplemental to 15-MD-155-1

Location: Pearl River County is one of six (6) coastal counties, bordering the Louisiana State line. Pearl River County encompasses 1,225 county miles and 864 square miles and is located in District 8, Troop K in the Southern region on the MS Gulf Coast of the State. The population of Pearl River County is 55,834, according to the 2010 census. Pearl River County also has several major roadways within the county with Interstate 59 and U.S. Highway 11, along with several other Mississippi highways and county roads.

Problem Identification: Pearl River County is a dry county, which is surrounded by wet counties and parishes that sell alcohol. Pearl River County is located near the MS Gulf Coast and is a primary tourist area in the State. The county experiences an extreme influx of tourist at various times throughout the year, due to entertainment, concerts and beaches in the area. The MS Gulf Coast is home to numerous casinos which serve alcoholic beverages 24/7. Pearl River County ranked 14th for alcohol related fatalities in 2013.

Data: Of the (307) crashes that occurred in 2013, (27) were alcohol related.

Target: Decrease alcohol related crashes from (27) to (20) in FY15.

Performance Measure: Maintain DUI alcohol arrests of (250) in FY13 during FY15.

Strategy:

- Utilize two deputies for DUI enforcement
- Overtime and departmental hours to conduct STEP enforcement activities
- Implement public information and enforcement campaigns along with earned media events

Use of Funds: The agency will utilize the grant funds for salaries for (2) full time DUI Deputies; a part time Grant coordinator; overtime; fringe; travel for training; contractual services; equipment (2) digital body worn video recorders and (1) in-car mounted laptop to conduct described program activities above and beyond the agency's daily activities and responsibilities.

Budget: \$68,000.00 Federal Funding Source 154AL

Additional Funding: \$30,880.00 Federal Funding Source 405(d)
\$5,022.00 Federal Funding Source 402OP

Project Number: 15-ST-XXX-X

Project Title: Phoenix Project Community Development

Location: The Phoenix Project: Community Development Foundation will work in the projected counties of: Adams, Claiborne, Jefferson, Lincoln, and Pike. All target counties are located in the south western part of the State. Several border the State of Louisiana.

Problem Identification: The target counties of Adams, Claiborne, Jefferson, Lincoln and Pike are rural areas with its populations comprising of a large percentage of students that visit or attend the local university (Alcorn State University) and junior college (Copiah Lincoln Community College). When sporting events are held at these locations, several thousand more visitors come to this area and they consume alcohol and set up tailgating parties. After the games, visitors often take to the highways inebriated.

The city of Natchez is the county seat of Adams County. The city of Natchez is home to: two (2) Riverboat casinos, eleven (11) hotels/motels and thirty-five (35) restaurants and bars. Natchez has ten (10) bars in the area and holds a (spring and fall) pilgrimage and Mardi Gras celebration each year, which brings several thousand attendees into the area. These events do allow alcoholic beverages and often times drug use is accompanied with it. Natchez is the recreation and retail center of Southwest Mississippi and it attracts residents from the surrounding counties of: Claiborne Jefferson, Lincoln & Pike Counties. The commercial aspect of Natchez makes traffic congestion and impaired driving a common occurrence to law enforcement agencies. From 2008 through 2012 there have been nineteen (19) fatalities regarding crashes involving alcohol impaired drivers in Adams, Claiborne, Jefferson, Lincoln & Pike Counties.

Data: (3042) total crashes in FY13. Of the total (33) involved alcohol.

Target: Reduce alcohol related crashes from (160) in 2013 to (33) in FY15. Reduce alcohol related fatalities from (1) in 2013 to (0) in FY15.

Performance Measure: Conduct (13) impaired driving presentations in FY15; and to work with 10 law enforcement agencies within the 5 focused county areas, including Alcorn State University Campus Police.

Strategy:

- Develop PI&E material which supports related crash enforcement activities, arrests and prosecution.
- Partner with Law Enforcement in all National “Drive Sober or Get Pulled Over” impaired driving blitz campaigns to help enhance enforcement during state holiday periods and other events when impaired driving is more prevalent.
- Work in conjunction with surrounding counties and municipal law enforcement agencies along with MS Highway Patrol in collaborating major surveyed areas where informational materials can be distributed.
- Distribute enforcement materials
- Plan and implement Impaired Driving presentation per quarter during grant period along earned media/public information campaign each quarter in FY15.

Use of Funds: Utilize grant funds for the continued salary for (1) full time Director and (2) staff member; fringe; travel for training; commodities; contractual services; to conduct described program activities above and beyond the agency’s daily activities and responsibilities.

Budget: \$104,250.00 Federal Funding Source 154AL

Project Number: 15-ST-323-1

Project Title: Plantersville Police Department DUI Enforcement (Conditional)

Location: The Town of Plantersville is located just south of the City of Tupelo, MS and located in Lee County. Plantersville has a population of 1,155.

Problem Identification: Plantersville is divided by Highway 6 which turns into Main Street when entering the town limits. Plantersville is also home to 1 public middle school, 1 community college located 1 mile outside of Plantersville town limits. During the past year, more restaurants have been opened, and cold beer sales were approved by the board of aldermen in recent years. Plantersville has (2) restaurants in the area, one of which serves alcohol. The town has 1 outdoor festival each year, which bring several hundreds of attendees into the area. The festivals do not allow alcoholic beverages, but there has been a lot present in the past.

Plantersville is host to visitors for various reasons including sporting events, concerts, festivals and business events. Art, music, and community festivals bring a number of visitors to the area. Tombigbee state park is located about a mile to the east of Plantersville. Many consume alcoholic beverages which are not allowed at the park. The increase in population and traffic heighten the probability of impaired drivers in the town.

Expansion of Tupelo has brought a larger variety of clubs and nightlife surrounding the town of Plantersville and with that impaired problems have grown and multiplied. The addition of local industry and increase in enrollment at the universities has added to the increased number of residents and visitors along with the extended club hours has increased the number of tickets and DUI citations consistently over the past years.

Lee County has had (29) alcohol related fatalities and ranked #10 in the State during 2008-2012. Lee County also ranks #15 in the State for crashes.

Data: Of the total (9) crashes, (2) involved alcohol.

Target: Reduce the number of alcohol related crashes by 50% from (2) in 2013 to (1) and maintain zero alcohol related fatalities during FY15.

Performance Measure: Increase the number of grant funded DUI citations by 40% from (11) in FY13 to (15) during FY15.

Strategy:

- STEP enforcement with checkpoints and saturation patrols
- Schedule and conduct educational activities
- Generate earned media.

Use of Funds: The agency will utilize the grant funds for the salary for overtime; fringe; travel; and training and (2) PBT's to conduct described program activities above and beyond the agency's daily activities and responsibilities.

Budget: \$8,975.00 Federal Funding Source 154AL

Additional funding: \$5,553.00 Federal Funding Source 402OP

Project Number: 15-ST-325-1

Project Title: Poplarville Police Department DUI Enforcement

Location: The City of Poplarville is located in Pearl River County, MS and is located approximately 30 miles south of Hattiesburg, MS, and approximately 22 miles east of Bogalusa, LA, approximately 22 miles west of Wiggins, MS, approximately 23 miles north of Picayune, MS. Slidell, LA, is approximately 40 miles south of Poplarville.

Problem Identification: In each of the adjoining cities, alcoholic beverages can be purchased and consumed. Pearl River County and the City of Poplarville, which serve as a hub for these cities, are dry. The City of Poplarville recently voted to allow the sale of beer and light wine in the city limits. Roadways in Poplarville are well travelled due to a short drive to the coast to casinos and gaming establishments. Many drivers drink while at the gaming establishments and drive back home impaired.

Poplarville is an incorporated city with a population of approximately 3,000 residents. Located within the City of Poplarville is Pearl River Community College, which has an average enrollment of up to 3,000 students. Located within the city limits of Poplarville are the Pearl River Community College, the Lower Elementary School, the Upper Elementary School, the Middle School of Poplarville, and the Poplarville High School. During the school year the population of the City of Poplarville doubles and during events held at Pearl River Community College the population triples. Pearl River County ranks #14 on a 5 year average from 2008-2012 with (21) BAC .08 or above.

Data: The City of Poplarville had a total of (35) crashes. Of the total, (1) involved alcohol.

Target: Reduce alcohol related crashes by 100% from (1) in FY13 to (0).

Performance Measure: Increase the number of DUI citation by 50% from (22) in FY13 to (33) in FY15.

Strategy:

- STEP enforcement
- Checkpoints and conduct saturation patrols
- Schedule and conduct educational activities
- Generate earned media

Use of funds: The agency will utilize the grant funds for the salary for overtime; fringe; training; and travel to conduct described program activities above and beyond the agency's daily activities and responsibilities.

Budget: \$13,555.00 Federal Funding Source 154AL

Project Number: 15-ST-775-1

Project Title: Puckett Police Department DUI Enforcement (Pending)

Location: The Town of Puckett is located in the extreme Southeastern part of Rankin County and near Smith and Simpson County lines. The town covers two (2) square miles and has a population of approximately 345. The Town of Puckett contains several major traffic arteries. They include Highway 18, Highway 13 and Hwy 43. Puckett Police Department has primary jurisdiction on Highways 43, 13 and 18 within the city limits, as well as local streets. Located within the Town limits are the Puckett Attendance Center, R Squared manufacturing plant, and several local businesses.

Problem Identification: One store in Puckett is the sole source of alcohol sales within 15-20 miles. This results in convergence point for those wanting to purchase alcohol. Smith County is a “dry” and is only a few miles from Puckett.

Two of the three major highways that pass through Puckett are used to travel to the casinos in Sandersville and Philadelphia. Alcohol is offered at all of these facilities 24/7. This results in return trips through Puckett by drivers under the influence.

The town is located in Rankin County which was ranked 6th for total fatalities; 5th for alcohol related fatalities; and 6th for serious injury crashes in 2012. The agency issued (14) DUI citations in FY11, (10) in FY12 and (7) in FY13.

Data: The Town of Puckett has experienced a minimal amount of crashes averaging a total of 4 per year over the past 3 yrs.

Target: Reduce crash and injury rate from (4) in FY13 to (0) in FY15.

Performance Measure: Increase DUI citations for impaired driving from (7) in FY13 to (13) in FY15.

Strategy:

- Utilize overtime for enforcement
- Work in collaboration with the MS Highway Patrol and Rankin County Sheriff’s Department Conduct safety checkpoints, saturation patrols
- Public educational outreach events.

Use of funds: Utilize the funds for overtime salaries for impaired driving enforcement.

Budget: \$13,197.00 Federal Funding Source 154AL

Additional Funding: \$5,000.00 Federal Funding Source 402 OP

(Note: Pending negotiations with sub-grantee)

Project Number: 15-ST-161-1

Project Title: Rankin County Sheriff’s Department Impaired Driving Enforcement

Location: Rankin County contains several major traffic arteries, including: Interstates 20 and 55, U.S. Highways 80 and 49, and State Highways 13, 18, 25, 35, 43, 468, 469, 471, and 475. Also included are several major local roadways, such as: Old Brandon Road, Old Fannin Road, Grants Ferry Road, and Spillway Road, just to name a few. The Rankin County Sheriff’s Department has primary jurisdiction on some of these major arteries, as well as secondary jurisdiction on all the others.

Problem Identification: Rankin County as a whole has been ranked 6th in the state with a total number of fatalities and ranked 5th in the state for total alcohol related fatalities where the Driver BAC was .08 or greater. Rankin County consists of 806 square miles with a population 141,000 persons. Rankin County continues to be one the fastest growing counties in the state, with new business, restaurants, manufacturing facilities, and subdivisions popping up daily. Although still a “dry” county except for beer and light wine sales, Rankin County is bordered by several “wet” counties, making liquor readily available and easy to obtain. In addition, Rankin County is situated next to a designated tourist area on the Ross Barnett Reservoir, where alcoholic beverages are served at bars and restaurants.

The vehicular traffic and congestion has increased dramatically. Where pastures were located a few months ago, now sprawl massive subdivisions, factories and/or shopping centers. This has resulted in a huge increase in the number of vehicles utilizing the streets and highways within the county. Given the vast increase in vehicles on the roadways, an increase in property damage is understandable. However, this increase is not acceptable and the department is making every effort to reduce or at least slow down this increase; including vigorous traffic enforcement and seeking legislation to allow our department to utilize radar to enforce traffic laws. In 2012 municipalities in Rankin County passed more laws making the purchase of alcohol more available throughout the week. Rankin County ranks #5 in alcohol related fatalities among the counties throughout Mississippi.

Data: Rankin County had (501) total crashes in 2013. Of the total, (13) involved alcohol. Rankin County had zero alcohol related fatal crashes.

Target: To reduce alcohol related crashes from (13) in 2013 to (10) by the end of FY15 and to maintain zero alcohol related fatal crashes in FY15.

Performance Measure: To maintain DUI arrests of (261) FY13 to FY15.

Strategy:

- Utilize 1 full time DUI officer for enforcement
- Over time enforcement
- Check points
- Saturation patrols
- Publicize patrol activities

Use of Funds: The Agency will utilize the grant funds for the salary for (1) Full Time DUI Officer; overtime; fringe; training; and travel.

Budget: \$55,794.00 Federal Funding Source 154AL

Project Number: 15-ST-422-1

Project Title: Pearl River Valley Water Supply-Reservoir Police DUI Enforcement (Conditional)

Location: Reservoir Police Department is located at the Ross Barnett Reservoir. Its jurisdiction covers the Mississippi Pearl River which is 444 miles long, which spreads across five (5) counties, namely Madison, Rankin, Hinds, Scott and Leake. Two of the four road passages across the Pearl River are Spillway Road, which is the main road leading to the metro Jackson area and Highway 43, both of which fall within the jurisdiction of the Reservoir Police Department.

Problem Identification: The reservoir is considered a "resort area" and is highly known as a popular place where individuals and families participate in boating, fishing and picnics. Numerous parties where alcohol consumption is often involved are quite common for this area. Thus, many drivers traveling both to and from various events there are noted to be driving under the influence.

Popular events, such as Pepsi Pops, Fourth of July Celebration, fishing tournaments and many other sporting events draw thousands of people from around the country come to the reservoir. Large amounts of amount of alcohol are consumed especially during hot, summer months.

Other major roadways that are heavily traveled within the reservoir area are Hwy 471, Hwy 25, Old Fannin Road and the Natchez Trace Parkway. Direct traffic to the Reservoir jurisdiction includes popular hotspots that serve alcohol. Reservoir Police is located in Rankin County, which is ranked 5th for alcohol related fatalities.

Data: There were (168) total crashes in FY13 and of those, (6) were involved alcohol related.

Target: To reduce alcohol related crashes from (6) in 2013 to (4) by the end of FY15 and to maintain zero alcohol related fatality crashes in FY15.

Performance Measure: Maintain DUI arrests of (129) in FY13 during FY15.

Strategy:

- Utilize 1 full time DUI officer for enforcement
- Over time enforcement
- Check points
- Saturation patrols
- Publicize patrol activities

Use of Funds: The Agency will utilize the grant funds for the salary of (1) full time DUI Officer; overtime; fringe; training; travel; commodities; contractual services; and equipment:

Budget: \$52,507.00 Federal Funding Source 154AL

Additional Funding: \$10,236.00 Federal Funding Source 402OP

Project Number: 15-ST-230-1

Project Title: Ridgeland Police Department DUI Enforcement

Location: The City of Ridgeland is bordered on the north by the City of Madison and on the east by the Ross Barnett Reservoir. Neighboring the City of Jackson, it encompasses 115 city miles. Interstate 55 and I-220 both travel through the center of the city. In addition, Hwy 51 runs through the City as well.

Problem Identification: Ridgeland is home to both the Renaissance and Northpark Malls, and the Township at Highland Colony which have many retail businesses and fine restaurants which draw people from the surrounding communities as well as a satellite campus for Holmes Community College.

The City of Ridgeland is considered a “wet” area, meaning the restaurants; liquor retailers; convenience/gas stations; etc. are allowed to sale and serve alcoholic beverages within the city limits.

The Ross Barnett Reservoir which has been declared a resort area is also located on the outskirts of the city and is known for its extreme amount of tourists who visit this area for its recreational activities such as camping, fishing, and skiing, etc. all of which are prone to people consuming alcoholic beverages.

Data: The Ridgeland Police Department had (16) alcohol related crashes in FY13.

Target: Decrease alcohol related crashes from (16) in FY13 to (14) in 2015.

Performance Measures: Maintain FY13 DUI arrests of (213) in FY15.

Strategy:

- Utilize two (2) full time DUI officers for enforcement
- Enhance check point and saturation patrols
- Conduct public outreach/educational campaign
- Publicize patrol activities

Use of Funds: Utilize the grant funds for the salary for (2) full time DUI officers; overtime; fringe; and travel for training to conduct described program activities above and beyond the agency's daily activities and responsibilities.

Budget: \$88,552.00 Federal Funding Source 154AL

Project Number: 15-ST-335-1

Project Title: Rolling Fork Police Department DUI Enforcement (Conditional)

Location: The City of Rolling Fork is located in District 1, Troop C in the Northwest corner of Central region of the state. Rolling Fork is located in the MS Delta Region, near the Louisiana state line. Highway 61 is a primary thoroughfare for motorists through the city, traveling North and South from Memphis, TN to Natchez with a direct route to Vicksburg and Greenville casinos which serves alcohol 24/7 to traveling patrons. Rolling Fork has a population of 2,126, according to the 2010 census.

Problem Identification: Rolling Fork is "wet" and the only city located in Sharkey and Issaquena counties making it the hub for activity in the 2 county regions. Travel on Highway 61, is not only a thoroughfare to casinos, it is the Blues Highway into the southern portion of the Mississippi Delta where many outdoor blues festivals are held and where tens of thousands world-wide fans, many who bring and consume alcoholic beverages.

The city boasts two festivals each year, the Deep Delta Festival in the Spring and the Great Delta Bear Affair in October. Located on Highway 61, the Blues Highway, halfway between Leland and Vicksburg, Mississippi, Rolling Fork is a perfect stop along the route. These festivals increase the potential of alcohol consumption by visitors and participants thereby increasing impaired drivers on the roadways.

Under a new administration, Rolling Fork Police Department has begun to report crashes on the Reportbeam, the State's electronic Crash System thereby, making crash data available and consistent not only to the department but to the State as well. The police department has made request to the MS Crime Lab to receive an Intoxilyzer 8000 for the police department which will provide officers with test results necessary for the bases making DUI arrests as well as for successful prosecution of impaired driving offenders.

Data: The Rolling Fork Police Department has reported (10) crashes in 2013 which consisted of (4) alcohol related crashes.

Target: Rolling Fork Police Department will decrease alcohol related crashes from (4) in 2013 to (1) during FY15 grant period.

Performance Measure: Increase DUI arrests from (18) in 2013 to (30) DUI arrests during FY15.

Strategy:

- Utilize DUI overtime enforcement
- STEP enforcement

- Conduct checkpoints and saturation patrols
- Generate earned media
- Educational outreach activities

Rolling Fork Police Department will also participate in no less than four (4) educational activities, one each quarter. The City of Rolling Fork will also work with media to receive earned media efforts during blitz campaigns. The enforcement activities will support the national impaired driving campaigns as well as other state holiday enforcement periods and special events.

Use of Funds: The agency will utilize the grant funds for the salary for overtime; fringe; travel for training to conduct described program activities above and beyond the agency’s daily activities and responsibilities.

Budget: \$13,197.00 Federal Funding Source 154AL

Project Number: 15-ST-162-1

Project Title: Scott County Sheriff’s Department DUI Enforcement (Conditional)

Location: Scott County has a population of 28,264, encompasses 588 county miles with 610 square miles and is located in District 6, Troop H, in the Central eastern region of the state with a large portion being rural. There are numerous highways such as highway 13, 35, 21, 501, 481, and 80 along with Interstate I-20 which allow motorist to pass through the county to reach various areas of the state as well as Louisiana, Alabama and Tennessee.

Problem Identification: Due to the roadway systems within the county, Scott County experiences an extreme influx in the number of motorist traveling through the county on a daily basis, day and night. The county is home to Roosevelt State Park overlooking the Bienville National Forest which is a primary attraction for camping, fishing, water sports and water park activities, hunting, and other outdoor activities which can involve alcohol consumption by participants.

Scott County is a “dry” county surrounded by 6 others in which some have municipalities who are “wet” such as Neshoba County where Choctaw Indian Reservation is home to various casinos serving alcoholic beverages 24/7 as well as Jasper which has a 50/50 split. Scott County is aggressively combating impaired driving by means of HVE in an effort to reduce the number of alcohol related fatality and serious injury crashes within the county. The county has four municipalities – Forest, Lake, Morton and Sebastopol each having its own police force. Scott County is ranked 24th for alcohol related fatalities and drivers with a BAC .08 or greater in 2012.

Data: The county had (2) alcohol related crashes in FY13.

Target: Reduce alcohol-related crashes by 100% from (2) in FY13 to (0) in FY15.

Performance Measure: Increase DUI arrests by 10% from (69) in FY13 to (76) in FY15.

Strategy:

- Utilize overtime for sobriety check points
- Saturation patrols
- Conduct educational activities.
- Work with media to generate earned media.

Use of Funds: Utilize the grant funds for salaries for overtime; fringe; and travel for approved training to conduct described program activities above and beyond the agency's daily activities and responsibilities.

Budget: \$18,870.00 Federal Funding Source 154AL

Additional Funding: \$10,000.00 Federal Funding Source 402OP

Project Number: 15-ST-164-1

Project Title: Simpson County Sheriff's Office DUI Enforcement

Location: Simpson County is located in District 1, Troop C in the Central region of the State. Simpson County has a population of 27,501, according to the 2010 census. The County encompasses 928 county miles, 591 square miles. Major roadways in the area are Highway 49, which runs through the county with a high flow of traffic 24/7 running and is the main highway for travelers who are traveling to and from the MS Gulf Coast.

Problem Identification: Simpson County is a "dry" county and continues to have a serious problem with motorists driving under the influence of alcohol and other substances as reflected by the number of DUI citations written in the previous three years. The county has several major highways throughout the county which are heavily traveled by motorists driving under the influence. Highway 49 runs through the county with high traffic flow from Memphis/Jackson to the Gulf Coast Area where numerous casinos that serve alcohol are located. Highway 13 and Highway 28 run through the county and connect with Highway 49. These highways also connect our county to Rankin, Jefferson Davis, Copiah, Covington and Smith Counties. Simpson County ranked 29th for fatality crashes in 2012.

Data: Simpson County had (148) crashes in 2013, of which (4) were alcohol related crashes.

Target: Reduce alcohol related crashes from (4) in 2013 to (3) by the end of FY15.

Performance Measure: Increase DUI arrests from (162) in 2013 to (200) in FY15.

Strategy:

- Utilize (1) full time highly trained DUI enforcement deputies,
- Overtime STEP
- Conduct checkpoints and saturation patrols
- Participate in no less than (4) educational activities, with (1) each quarter.
- Work with local media

Use of Funds: The agency will utilize the grant funds for the salary for (1) DUI officers; overtime; part time project director (above and beyond departmental duties/salary); fringe; training; travel, contractual services; and equipment: (2) Laptop computers, Lapel Micro Digital Body Cameras, and In-car mounts/desk for laptops to conduct described program activities above and beyond the agency's daily activities and responsibilities.

Budget: \$80,000.00 Federal Funding Source 154AL

Additional Funding: \$27,212.00 Federal Funding Source 405(d)

Project Number: 15-ST-344-1

Project Title: Southaven Police Department DUI Enforcement

Location: Southaven is the third largest city in Mississippi. The city of Southaven has an estimated population of 50,374. The city of Southaven is located in Desoto County. Desoto County has a total population estimated at 166,234. Desoto County borders Tunica County to the West and the State of Tennessee to the North.

Problem Identification: The City of Southaven has seen a steady increase in population over the last fourteen years. Due to this population increase, Southaven residents have access to 12 schools. One primary, (6) elementary, (5) intermediate/middle and (3) high schools. Southaven is home to a satellite campus for the University of Mississippi and Northwest Community College which combined have an enrollment of over 3,500 students. With the increase in population, Southaven has had a recent increase in restaurants, bars/night life as well as large public entertainment venues. During 2013, the Snowden Grove Amphitheater hosted 10 major concerts with a total attendance of 49,539 all of which served beer/alcohol. During 2013, the Landers Center which is home to the Mississippi River king's minor league hockey team held 26 home games and 21 major concerts all of which served beer/alcohol. The 21 major concerts had a combined attendance of 163,016 individuals. The Landers center also hosts the Mid-South Fair annually and the City of Southaven host a weeklong fair /barbeque completion which draws large crowds from the region and serves beer/alcohol.

The City of Southaven is a neighboring city to Memphis, TN and Interstate 55 is a direct pipeline to that city and the downtown/entertainment district (s). The City of Memphis has numerous night clubs, bars and entertainment venues. Memphis is also a popular travel/vacation destination for ones seeking night life.

The Southaven Police Department is responsible for 48 square miles which make up the city. Major transportation arteries running through the city are; I-55, Highway 302, Highway 301 and Highway 51. Southaven also sees a heavy load of traffic on Highway 302 which carries visitors to and from the Tunica Casinos. These venues all serve beer/alcohol bringing numerous patrons traveling through our city. The City of Southaven has seen a steady increase in drug use over the years. Southaven PD is located in Desoto Co, which ranked #7 in the State with (29) Alcohol related fatalities with a .08% during 2008-2012.

Data: Southaven had (1,877) total crashes in 2013. Of the total, (38) were alcohol related crashes, (1) alcohol fatal crash and (1) fatal driver had a BAC.08 or more. During 2013, Drivers Aged 16-20 had (488) total crashes. Of those crashes, (2) were alcohol related and (1) was fatal.

Target: To reduce alcohol related crashes by 10% from (38) in 2013 to (34) and to reduce alcohol fatal crashes by 100% from (1) in 2013 to (0) during FY15.

Performance Measure: To issue a minimum of (240) DUI related citations during FY15.

Strategy:

- DUI enforcement,
- STEP enforcement
- Conduct checkpoints and saturation patrols
- Schedule and conduct educational activities
- Generate earned media

Use of Funds: The agency will utilize the grant funds for the salary for (2) DUI officers for enforcement; overtime; fringe; training; travel, equipment (2) PBT to conduct described program activities above and beyond the agency's daily activities and responsibilities.

Budget: \$149,081.00 Federal Funding Source 154AL

Project Number: 15-ST-926-1

Project Title: Thompson Consulting Group

Supplemental to 15-MD-926-1

Location: Thompson Consulting Group is a statewide organization designed to improve the processing and disposition of DUI cases. Thompson Consulting will work with all Justice and Municipal Courts for processing DUI court case disposition in the State of Mississippi.

Problem Identification: During Fiscal Year 2013, it was determined through a DUI Court Case Assessment Survey of 143 Justice and Municipal Courts, that 62% of the Justice Courts and Municipal Courts have a record system that maintains only certain items of personal data about the DUI defendant. All of the official paper documents, for the DUI defendant, such as the DUI Ticket, Court Orders, Police Reports and other court case documents are maintained in a separate paper file.

A total of 38% of the Justice Courts and Municipal Courts maintain only paper files of the defendant and all DUI Court case documents. The total use, of paper files, contributes to inaccurate reporting of DUI offenses and other traffic offenses to the Mississippi Department of Public Safety

During Fiscal Year 2014, a technology needs assessments was conducted of the Justice and Municipal Courts whose law enforcement agencies received DUI Enforcement Highway Safety funding. Seventy-four agencies were identified. The Justice Courts and Municipal Courts have the specific responsibility of ensuring that the disposition of DUI cases is returned to the Mississippi Department of Public Safety, Highway Patrol within five (5) days by mail. This continued delayed processing of reporting DUI and other traffic case dispositions to the Department of Public Safety results in inaccurate DUI and other traffic offenses maintained in the drivers records of in and out of state licensed drivers.

Target: To improve and monitor the accuracy in reporting dispositions of DUI cases and other traffic related cases from the Justice and Municipal Courts to the Mississippi Department of Public Safety, from the statutory minimum of 5 days by U.S. Mail to 3 days or less via electronic transmission.

Performance Measure: To survey, evaluate and provide recommendations to 74 Justice Courts and Municipal Courts whose law enforcement agencies received DUI Enforcement Highway Safety Funding, to determine their technology needs to transmit DUI and other traffic case dispositions electronically to the Department of Public Safety.

Strategy:

- Continue to conduct technology needs assessments of the courts whose law enforcement agencies are receiving DUI Enforcement highway safety funding.
- Create a monitoring instrument for Justice and Municipal Courts that have the capabilities of transmitting DUI case dispositions electronically to the Mississippi Department of Public Safety.
 - Verify technology needs and assist courts in obtaining funding for technology equipment that will enable them to transmit DUI case dispositions electronically to the Mississippi Department of Public Safety.
 - Revise standards for electronic DUI court records transfer to the Department of Public Safety.
 - Work with Justice and Municipal courts to resolve “document submission” issues to the Department of Public Safety.
- Review the monthly rate of Electronic Court Case dispositions submission by courts and follow-up with each

court to maximize electronic submission

- Work with court clerks to obtain software and hardware funding for electronic submission.
- Make recommendations to the Mississippi Department of Public Safety regarding standards for tracking DUI cases filed and adjudicated (disposition) in the Justice and Municipal courts.
- Provide a written report to the Mississippi Office of Highway Safety on the courts ability to transmit DUI citations and other traffic citations dispositions electronically to the Mississippi Department of Public Safety.

Use of Funds: The agency will use grant funding for salary (1) program manager, part-time consultant; fringe; travel; contractual services; commodities; Equipment (1) scanner; and training, survey material, test/work software.

Budget: \$99,484.00 Federal Funding Source 154AL

Additional Funding Source: \$63,605.00 Federal Funding Source 405(d)

Project Number: 15-ST-172-1

Project Title: Tunica County Sheriff's Department DUI Enforcement

Location: Tunica County is located in the Mississippi Delta north of Crittenden County, Arkansas; northeast of DeSoto County; east of Tate County; southeast of Panola County; south of Quitman County; Southwest of Coahoma County and Phillips County, Arkansas; and West of Lee County Arkansas. The county seat is Tunica (MS).

Problem Identification: The largest casino resort area between Las Vegas and Atlantic City, Tunica County is known as the South's casino capital with nine (9) casinos located in the county and one (1) located in Coahoma County, south of the City of Tunica. Tunica County Sheriff's Office provides law enforcement services to the casinos and a community that has a population of 10,778.

In addition to casinos, the County is also host to national and state golf and tennis championships. Tunica is also a fast growing entertainment destination with more headline entertainment than anywhere in mid-America. The County has more than ten (10) million visitors a year along with an estimated 15,000 tour buses traveling through its roadways annually, all of which makes the county a prime area for issues with impaired driving.

Data: Tunica County had (309) crashes. Of the total, (32) involved alcohol.

Target: To reduce alcohol related crashes from (32) in 2013 to (29) by the end of FY15 and maintain zero alcohol related fatality crashes in FY15.

Performance Measure: Maintain FY13 grant funded DUI citations of (329) in FY15 grant period.

Strategy:

- Utilize 2 full time DUI officers for enforcement
- Over time DUI enforcement
- Check points
- Saturation patrols
- Publicize patrol activities

Use of Funds: The Agency will utilize the grant funds for the salary of two (2) fulltime DUI Officers; overtime; training and travel; commodities; and equipment.

Budget: \$112,906.00 Federal Funding Source 154AL

Additional Funding: \$15,160.00 Federal Funding Source 402OP

Project Number: 15-ST-358-1

Project Title: Winona Police Department DUI Enforcement

Location: The City of Winona has a population of 5,043, according to the 2010 census. The area encompasses 83 city miles, 408 square miles and is located in District 2, Troop D in the central area of the Northern region of the State located in Montgomery County. The City of Winona is located at the crossroads of I-55 and Hwy 82 and Hwy 82 and Hwy 51. Hwy 407 is another heavily traveled road that runs from Winona to Hwy 12.

Problem Identification: The city is located in a wet county meaning alcoholic beverages can be sold and served to consumers. Montgomery County is bordered by two dry counties, Webster and Attala, which increases the sale, serving and consumption of alcohol within the jurisdiction.

The City of Winona, located in Montgomery County, experiences high volumes of traffic traveling I-55 and Highway 82, especially those traveling to the University of Mississippi and Mississippi State University campuses to attend ball games and other events where alcohol consumption is extremely prevalent among attendees/college students. The city/county is wet meaning alcoholic beverages can be sold and served to consumers. The city/county borders 2 dry counties which extremely increase the sale, serving and consumption of alcohol within the jurisdiction.

Data: The City of Winona had (60) crashes in 2013, which consisted of (2) alcohol related crashes.

Target: Decrease alcohol related crashes from (2) in 2013 to (0) in FY15.

Performance Measure: Increase DUI citations from (39) in 2013 to (52) during the FY15 grant period.

Strategy:

- Conduct Special Traffic Enforcement Program (STEP) HVE/Deterrence checkpoints/saturation patrols during the national impaired driving campaign “Drive Sober or Get Pulled Over” (Christmas/New Year & Labor Day) and other times as indicated by data.
- Conduct checkpoints/saturation patrols during the State impaired driving campaign(s), i.e. Super Bowl Sunday, 4th of July & Memorial Day period.
- Conduct public outreach/educational campaigns
- Implement an earned media campaign during the national impaired driving campaigns.

Use of Funds: Utilize funds for overtime and fringe; and travel for training to conduct described program activities above and beyond the agency’s daily activities and responsibilities.

Budget: \$26,393.00 Federal Funding Source 154AL

Section 154 Funds Sub-grantee	154 Alcohol DUI Enforcement Projects & Budget Category(s)	Federal	Match	To Local Benefit
Aberdeen Police Dept. 15-ST-238-1	Personnel: Overtime and Fringe; Training; Travel	\$7,120.00	\$0.00	\$7,120.00
Carthage Police Dept. 15-ST-255-1	Personnel: (1) Full Time DUI officer; Overtime; Fringe; and Training/Travel.	\$53,830.00	\$0.00	\$53,830.00
Clay County Sheriff's Dept. 15-ST-113-1	Personnel: Overtime; Fringe; Travel/ Training	\$40,695.00	\$0.00	\$40,695.00
Clinton Police Dept. 15-ST-206-1	Personnel: (1) Full Time DUI Officer; Overtime; Fringe; Training; Travel; Contractual Services; Equipment: (1) In-car camera, (1) laptop, and (1) PBT.	\$59,701.00	\$0.00	\$59,701.00
Coahoma County S.O. 15-ST-115-1	Personnel: (1) Full Time Officer, Overtime and Fringe; Training and Travel.	\$54,912.00	\$0.00	\$54,912.00
Columbia Police Dept. 15-ST-262-1	Personnel: (2) Full Time DUI Officers; Overtime; and Fringe; Training; Travel; Freight; Commodities; and Equipment: (1) In Car Camera; (3) PBT	\$62,768.62	\$0.00	\$62,768.62
Columbia Police Dept. (LEL) 15-ST-262-2	Personnel: Overtime LEL Responsibilities; and Fringe;(3) LEL Luncheons	\$12,055.38	\$0.00	\$12,055.38
Covington County S.O. 15-ST-116-1	Personnel: (1) Full time DUI Officer, Overtime and Fringe; Training; Travel; Equipment: (1) Laptop Computer	\$56,483.00	\$0.00	\$56,483.00
D'Iberville Police Dept. 15-ST-269-1	Personnel: (1) Full Time DUI officer; Overtime; Fringe; Travel; Training; Contractual Services; and Other Supplies/Commodities.	\$65,864.00	\$0.00	\$65,864.00
Desoto County S.O. 15-ST-117-1	Personnel: (3) Full Time DUI Officers; Fringe; Training; Travel; Contractual Services; Equipment (1) In Car Camera	\$159,583.00	\$0.00	\$159,583.00
Florence Police Dept. 15-ST-277-1	Personnel: Salary for (1) Full time DUI officer; overtime; fringe; training and travel.	\$47,711.00	\$0.00	\$47,711.00
Flowood Police Department 15-ST-278-1	Personnel: Overtime; Fringe; Training and Travel	\$51,705.00	\$0.00	\$51,705.00
Gautier Police Dept. 15-ST-210-1	Personnel: Overtime and Fringe; Training; Travel; Commodities; Contractual Services; and Equipment: (5) PBT and (1) In Car Camera	\$54,182.00	\$0.00	\$54,182.00
Greenwood Police Dept. 15-ST-213-1	Personnel: (1) Full Time DUI Officer, Overtime; Fringe; Training; Travel; Contractual Services; Equipment (1) Mobile Display Sign	\$67,602.00	\$0.00	\$67,602.00
Greenwood Police Dept. LEL Project 15-ST-213-2	Personnel: Overtime for LEL Responsibilities; (3) LEL Luncheons	\$10,640.00	\$0.00	\$10,640.00
Grenada Police Dept. 15-ST-284-1	Personnel: (1) Full Time DUI Officer; Part Time Coordinator; Overtime; Fringe; Training; Travel; Equipment: (1) In Car Camera and External Hard Drive	\$68,996.00	\$0.00	\$68,996.00
Gulfport Police Dept. 15-ST-215-1	Personnel: (2) DUI Officer, Overtime; Fringe; Training; Travel; Training; Contractual Services; and Equipment: (12) PBT	\$138,266.16	\$0.00	\$138,266.16

Gulfport Police Dept. LEL 15-ST-215-2	Personnel: Overtime for LEL Responsibilities; Fringe; (3) LEL Luncheons	\$12,686.84	\$0.00	\$12,686.84
Hancock County S.O. 15-ST-123-1	Personnel: (2) Full time DUI Officers, Part Time Grant Administrator, Overtime, Fringe; Training; Travel	\$111,422.00	\$0.00	\$111,422.00
Hattiesburg Police Dept. 15-ST-215-1	Personnel: (1) Full Time DUI Officer; Overtime; Fringe; Training; Travel; Contractual Services; Commodities and Equipment: (2) Camera	\$95,262.00	\$0.00	\$95,262.00
Hernando Police Dept. 15-ST-286-1	Personnel: (2) DUI officers; Overtime; Fringe; Training; Travel, Equipment: (2) In Car Cameras and (2) PBT	\$127,293.00	\$0.00	\$127,293.00
Hinds County Sheriff's Dept. 15-ST-125-1	Personnel: (3) Full Time DUI Officers; Part time Coordinator; Overtime; Fringe; Training; Travel; Training; Contractual Services; Equipment:(3) In Car Cameras; (1) Laptop; Software	\$199,594.47	\$0.00	\$199,594.47
Hinds County Sheriff's Dept. LEL 15-ST-125-2	Personnel: Overtime; Fringe; (3) LEL Luncheons	\$16,480.53	\$0.00	\$16,480.53
Horn Lake Police Dept. 15-ST-218-1	Personnel: (2) Full Time DUI Officers; Portion of Grant Coordinator; Overtime; Fringe; Training; Travel; Contractual Services	\$149,619.95	\$0.00	\$149,619.95
Horn Lake Police Dept. LEL 15-ST-218-2	Personnel: Overtime for LEL Responsibilities; Fringe; (3) LEL Luncheons	\$15,451.05	\$0.00	\$15,451.05
Indianola Police Dept. 15-ST-288-1	Personnel: Overtime; Fringe; Training; Travel	\$26,393.00	\$0.00	\$26,393.00
Jackson County S.O. 15-ST-130-1	Personnel: Overtime; Fringe; Training; Travel	\$31,701.00	\$0.00	\$31,701.00
Jackson Police Department 15-ST-219-1	Personnel: Overtime, Fringe; Training; Travel; Shipping; and Equipment: (10) PBT; (1) Breath Alcohol Testing Mobile. ** NHTSA APPROVAL	\$301,654.00	\$0.00	\$301,654.00
Jasper County S.O. 15-ST-131-1	Personnel: Overtime; Fringe; Training; Travel; Equipment: (1) In Car Camera and (2) PBT	\$18,576.00	\$0.00	\$18,576.00
Judicial Liaison Project 15-ST-410-7	Personnel: Salary; Fringe; Travel; Training; Supplies; Contractual Services; Equipment: (1) Lap Top and (1) Printer	\$83,092.00	\$0.00	\$0.00
JSU-Interdisciplinary 15-ST-XXX-1	Portion of (1) Project Director; (1) Full Time Specialist; (1) portion of Graduate; Fringe; Travel; Training; Contractual; Commodities	\$98,637.00	\$0.00	\$19,727.40
Lamar County S.O. 15-ST-137-1	Personnel: (1) Full time DUI Officer; Part Time coordinator; Overtime and Fringe; Equipment: (1) Laptop; (1) Computer Mount System, (1) In Car Camera; (2) PBT; Commodities; Training and Travel	\$84,150.00	\$0.00	\$84,150.00
Lauderdale County S.O. 15-ST-138-1	Personnel: (2) Full time DUI Officer, Overtime and Fringe; Training and Travel	\$100,000.00	\$0.00	\$100,000.00
Long Beach Police Dept. 15-ST-203-1	Personnel: (1) Full time Officer, Overtime and Fringe; Training; Travel; Contractual Services; Supplies; and Equipment: (3) PBT and (1) LED Flare Kit	\$57,158.00	\$0.00	\$57,158.00

Lucedale Police Dept. 15-ST-299-1	Personnel: (1) Full Time DUI Officer; Overtime; Fringe; Training; Travel; Commodities; Contractual Services; and Equipment: (2) PBT; (1) Personal Recorder	\$58,277.00	\$0.00	\$58,277.00
Madison Police Dept. 14-ST-302-1	Personnel: (1) Full Time DUI Officer, Overtime and Fringe; Training; Travel; Commodities; Contractual Services; Equipment: Road flares	\$65,768.00	\$0.00	\$65,768.00
Magee Police Dept. 15-ST-303-1	Personnel: (1) Full Time DUI Officer; Overtime; Fringe; Training; Travel and Commodities; Contractual Services; and Equipment: (1) In Car Camera, (4)PBT, (3) Lapel Cameras	\$92,192.00	\$0.00	\$92,192.00
Marion County S.O. 15-ST-146-1	Personnel: (2) Full time DUI Officer, Overtime and Fringe; Training; Travel; Commodities; Contractual Services; and (2) PBT; (1) In Car Camera; (2) Laptop Computers, (2) Traffic Wand Kit, (4) Flashlights	\$80,000.00	\$0.00	\$80,000.00
McComb Police Dept. 15-ST-300-1	Personnel: Overtime; Fringe; Training; Travel	\$8,988.00	\$0.00	\$8,988.00
McComb Police Dept. LEL 15-ST-300-1	Personnel: Overtime for LEL Responsibilities; Fringe; (3) LEL Luncheons	\$10,345.00	\$0.00	\$10,345.00
Meridian Police Dept. 15-ST-222-1	Personnel: (2) Full Time DUI Officers, Overtime; Fringe; Training; Travel	\$74,354.87	\$0.00	\$74,354.87
Meridian Police Dept. LEL 15-ST-222-2	Personnel: Overtime for LEL Responsibilities; Fringe; (3) LEL Luncheons	\$9,950.13	\$0.00	\$9,950.13
Metro Jackson Comm 15-ST-400-2	Portion of (1) Proportional-One Project Director; Full time Positions (1) Program Coordinator; (1) Prevention Specialist; (1) Office Manager; Fringe; Travel; Training; Contractual Services; Commodities; and Indirect cost.	\$301,216.00	\$0.00	\$60,243.20
Mississippi Highway Safety Resource Center- Material Distribution 15-ST-MD-XX	Resource Materials for Mississippi Highway Safety Resource Distribution Material	\$250,000.00	\$0.00	\$250,000.00
Mississippi Highway Safety Resource Center- Operations 15-ST-521-2	Operational Expenses for the Mississippi Highway Safety Resource Distribution Center. Personnel: Salary; Fringe; Training; Travel; Supplies.	\$75,489.00	\$0.00	\$0.00
Mississippi State University-Ecitation 15-ST-401-1	Personnel: (1) full time project Director; (1) full time Alcohol Field Specialist; (1) part time Research Associate; fringe; travel/training; contractual services; printing and in direct costs.	\$560,440.00	\$0.00	\$0.00
Mississippi State University-Health and Wellness 15-ST-401-2	Personnel: (1) Principal Investigator, (1) Evaluator, (1) Graduate Assistant; Fringe; Travel; Training; Commodities; Contractual Services; and Indirect Costs.	\$27,775.00	\$0.00	\$5,555.00
MOHS Alcohol Countermeasures Coordination & Program Mgmt. 15-ST-410-2	Alcohol Countermeasures Coordination Project-Personnel: Statewide Coordinator, and 3 Program Managers; Commodities; and Contractual Services	\$680,000.00	\$0.00	\$0.00

MOHS BAC Symposium 15-ST-BAC-X	Expenses for hosting the MOHS BAC Symposium. Supplies; Contractual Services.	\$25,000.00	\$0.00	\$0.00
MOHS Constituent Travel 15-ST-CTX-X	Travel for Constituents for meetings, training, conferences, etc.	\$20,000.00	\$0.00	\$0.00
MOHS-Law Enforcement Challenge 15-ST-410-X	Personnel: Overtime and Fringe, Supplies, Equipment	\$160,000.00	\$0.00	\$160,000.00
MOHS-LEL Field Outreach Coordination 15-ST-41X-X	Salary for Field Coordinator; (1) Staff; Fringe and Travel.	\$83,200.00	\$0.00	\$0.00
MOHS-LE Training Coordination 15-ST-410-0	Travel for Instructors and Meeting Rentals	\$220,000.00	\$0.00	\$0.00
MOHS-LEL High Visibility Light Signals 15-ST-4XX-X	Expenses for purchase of High Visibility Light Signals	\$32,000.00	\$0.00	\$32,000.00
MOHS-National DSGPO Mini Grants 15-ST-ST-BZ	Personnel: Overtime and Fringe	\$300,000.00	\$0.00	\$300,000.00
MOHS Impaired Driving Paid Media 15-PM-00-00	Drive Sober or Get Pulled Over Paid Media Program	\$1,500,000.00	\$0.00	\$0.00
MOHS-Program Initiatives 15-ST-410-4	Expenses for Program Initiatives for 154 Program. Contractual Services, Supplies, etc.	\$395,596.00	\$0.00	\$0.00
MOHS-SFST Assessment 15-ST-SF-ST	NHTSA SFST Assessment for the SFST Program	\$15,000.00	\$0.00	\$0.00
MOHS STARS Conference 15-ST-ST-AR	MOHS Safety Training and Recognition Symposium	\$100,000.00	\$0.00	\$90,000.00
MOHS-No Refusal Weekends 15-ST-NO-RF	Personnel: Overtime; Fringe; Supplies and Contractual Services	\$250,000.00	\$0.00	\$250,000.00
Montgomery County S.O. 15-ST-159-1	Personnel: Salary for (1) full time DUI officer; overtime; fringe; travel for training; commodities; contractual services; and equipment: (1) micro lapel camera, (1) Laptop, (2) PBT's.	\$55,737.00	\$0.00	\$55,737.00
Moss Point Police Dept. 15-ST-312-1	Personnel: (2) Full Time DUI Officer; Part Time Coordinator; Overtime; Fringe; Training; Travel; Equipment: (5) Citation Writers; (5) Printers; Batteries	\$49,555.00	\$0.00	\$49,555.00

MS Attorney General's Office TSRP 15-ST-402-1	Personnel: (1) Full Time TSRP, (1) Administrative Assistant; (2) Part time Law Clerks; Fringe, Travel, Training, Supplies; Contractual, Commodities. Equipment: 3 Computers.	\$164,814.00	\$0.00	\$0.00
MS Highway Patrol 15-ST-408-1	Personnel: Overtime and Fringe; Training; and Travel	2,081,692.00	\$0.00	\$832,676.80
NCAAD-Senior 15-ST-541-2	Personnel: (1) Full time Project Coordinator and Portional Salary for (1)1 Director; Fringe; Travel; Commodities; Training; Contractual; and Equipment.	\$30,000.00	\$0.00	\$6,000.00
Neshoba County S.O 15-ST-150-1	Personnel: (1) Full time DUI Officer, Overtime and Fringe; Travel; Training; Commodities; Contractual Services.	\$53,216.00	\$0.00	\$53,216.00
New Albany Police Dept. 15-ST-224-1	Personnel: (1) Full Time Officer; Overtime; Fringe; Travel; Training; Contractual Services; and Equipment: (2) PBT	\$50,105.00	\$0.00	\$50,105.00
Newton County S.O. 15-ST-151-1	Personnel: (1) Full time DUI Officer, Fringe; Training; Travel	\$42,622.00	\$0.00	\$42,622.00
Ocean Springs Police Dept. 15-ST-316-1	Personnel: Overtime; Training; and Travel	\$20,224.00	\$0.00	\$20,224.00
Oktibbeha County S.O. 15-ST-153-1	Personnel: Overtime and Fringe	\$43,190.00	\$0.00	\$43,190.00
Oxford Police Dept. Enforcement 15-ST-225-1	Personnel: (2) Full time DUI Officer, Overtime and Fringe; Training; Travel	\$129,037.00	\$0.00	\$129,037.00
Pascagoula Police Dept. 15-ST-226-1	Personnel: Overtime and Fringe; Training; and Travel	\$51,049.00	\$0.00	\$51,049.00
Pearl River County S.O. 15-ST-155-1	Personnel: (2) Full time DUI Officer, Overtime, portion of Grant Administrator and Fringe; Training; Travel; Contractual Services; and Equipment-(2) Video Recorders; (1) In Car Mounted Laptop	\$68,000.00	\$0.00	\$68,000.00
Phoenix Project 15-ST-XXX-X	Personnel: (1) full time Director and (2) staff member; fringe; travel for training; commodities; contractual services	\$104,250.00	\$0.00	\$20,850.00
Plantersville Police Dept. 15-ST-323-1	Personnel: Overtime and Fringe; Training; Travel; Freight; Equipment: (2) PBT	\$8,975.00	\$0.00	\$8,975.00
Poplarville Police Dept. 15-ST-325-1	Personnel: Overtime and Fringe; Training and Travel	\$13,555.00	\$0.00	\$13,555.00
Puckett Police Dept. 15-ST-775-1	Personnel: Overtime; Fringe; Training and Travel	\$13,197.00	\$0.00	\$13,197.00
Rankin County S.O. 15-ST-161-1	Personnel: (1) Full time DUI Officer, Overtime and Fringe; Training; Travel	\$55,794.00	\$0.00	\$55,794.00
Reservoir Police Dept. 15-ST-422-1	Personnel: (1) Full time DUI Officer, Overtime and Fringe; Contractual Services; and Equipment: Checkpoint Light	\$52,507.00	\$0.00	\$52,507.00

Ridgeland Police Dept. 15-ST-230-1	Personnel: (2) Full time DUI Officer, Overtime; Fringe; Training and Travel	\$88,552.00	\$0.00	\$88,552.00
Rolling Fork Police Dept. 15-ST-335-1	Personnel: Overtime and Fringe; Training and Travel	\$13,197.00	\$0.00	\$13,197.00
Scott County S.O. 15-ST-162-1	Personnel: Overtime and Fringe; Training; Travel.	\$18,870.00	\$0.00	\$18,870.00
Simpson County S.O. 15-ST-164-1	Personnel: (1) DUI Officers, Overtime and Fringe; Training; Travel; Contractual Services; and Equipment: (2) Laptop Computers and (2) Lapel Cameras.	\$80,000.00	\$0.00	\$80,000.00
Southaven Police Dept. 15-ST-344-1	Personnel: (2) DUI officers for Enforcement; Overtime; Fringe; Training; Travel, Equipment (2) PBT	\$149,081.00	\$0.00	\$149,081.00
Thompson Consulting Group 15-ST-926-1	Personnel: (1) Full Time Director; Part time Assistant; Fringe; Travel; Supplies; Contractual Services	\$99,484.00	\$0.00	\$0.00
Tunica County S.O. 15-ST-172-1	Personnel: (2) Full Time Officers; Overtime and Fringe; Training; Travel; Freight; and Equipment: (2) PBT; (2) In Car Camera and (2) Back Seat Cameras	\$112,906.00	\$0.00	\$112,906.00
Winona Police Dept. 15-ST-358-1	Personnel: Overtime and Fringe; Training; Travel	\$26,393.00	\$0.00	\$26,393.00
TOTAL 154		\$11,402,878.00	\$0.00	\$5,982,245.40

**Note: State Match for the above projects is based on an approved formula in calculating Match for MHP.*

FY 2015 Impaired Driving Program Area Project Descriptions-Continued

Project Number: 15-MD-108-1

Project Title: Carroll County Sheriff's Office Impaired Driving Enforcement

Location: Carroll County is located in north of Grenada County, east of Montgomery and west of Leflore County and has a population of 10,597. The County has several Major roadways within its borders that are heavily travelled. These include Interstate 55, U.S. Highway 82, U.S. Highway 51, M.S. Highway 7, M.S. Highway 430, M.S. Highway 407, M.S. Highway 404, M.S. Highway 35 and M.S. Highway 17.

Problem Identification: Carroll County has a large land area, but has one of the smallest county populations in the State, which also equates to a small county sheriff's department.

Although the area has a small population and limited enforcement resources, the area has a large amount of traffic due to Interstate 55, U.S. Highway 82, U.S. Highway 51, M.S. Highway 7, M.S. Highway 430, M.S. Highway 407, M.S. Highway 404, M.S. Highway 35 and M.S. Highway 17 being in the area. With this large number of major roadways, there is an increased chance in crashes, injuries and fatalities, with many of those crashes being alcohol related.

Carroll County in years past has been a rural safe haven for people to drive roads and drink. A large percentage of drivers are underage with little experience in properly operating motor vehicles. Further, the county has numerous bars and nightclubs. There are 8 bars in Carroll County that operate Thursdays - Saturdays nights and these bars are several miles apart in very rural areas. The only way to be effective in combating the night club problem is to have an officer dedicated to the task of impaired driving enforcement. Carroll County is also home to 9 hunting clubs; two Bed & Breakfasts; 15 restaurants where most serve alcohol. Carroll County ranks #53 in alcohol fatalities by county 2013.

Data: Carroll County had (67) total crashes in 2013. Of the total, (4) involved alcohol.

Target: Reduce alcohol related crashes from (4) in 2013 to (3) by the end of FY15.

Performance Measure: Increase the number of DUI arrests from (51) in 2013 to (80) during FY15.

Strategy:

- Utilize 1 full time DUI enforcement officer
- Over time enforcement
- Check points
- Saturation patrols
- Publicize patrol activities

Use of Funds: The Agency will utilize the grant funds for the salary for (1) full time DUI officer; part time grant coordinator; overtime; fringe; training; travel; contractual services; and equipment.

Budget: \$67,764.00 Federal Funding Source 405(d)

Project Number: 15-MD-117-1

Project Title: DeSoto County Sheriff's Department Impaired Driving Enforcement

Supplemental to 15-ST-117-1

DeSoto County continues to experience a significant number of impaired drivers who are under the influence of and/or other substances, both illegal and prescription drugs. Prescriptive drugs are often taken by some impaired drivers in excess of prescribed dose and in some cases are taken along with alcohol.

Data: DeSoto County had (333) DUI arrest. Of the total, (57) involved drugs.

Performance Measure: Will increase the number of DUI arrest (drugs) by10% from (57) in FY13 to (62) in FY15.

Additional Strategy:

- Participate in ARIDE and DRE trainings.

Use of Funds: Overtime for impaired driving enforcement; fringe; travel for training.

Budget: \$50,000.00 Federal Funding Source 405(d)

Additional Funding: \$159,583.00 Federal Funding Source 154AL
\$29,500.00 Federal Funding Source 402

Project Number: 15-MD-120-1

Project Title: George County Sheriff's Office Impaired Driving Enforcement

Location: George County is located in South Mississippi. The east side of George County borders the State of Alabama. The northern portion of the county borders both Greene and Perry County. The west side is bordered by Stone County will the south is bordered by Jackson County. George County has a population of 22,578, according to the 2010 census.

Problem Identification: George County has two major 4-lane highways and several 2-lane highways (Hwy 63, 98, 57, 613 and 612). These highways also offer easy access to the casinos and beaches located on the Mississippi Gulf Coast including Hancock, Harrison, and Jackson Counties. George County was designated "wet" in 2013. Alcohol is readily available on any side of the county. George County Sheriff's Office has seen an increase in the number of DUI citations being written and also an increase in the number of DUI related crashes. The county has also seen increases in DUI other citations. These citations mainly consist of prescription narcotic and cannabis use. George County had (14) alcohol related fatalities during 2008-2012 with a BAC greater than .08 and ranked #20 in alcohol related fatalities.

Data: George County had a total (113) crashes during 2013. Of the total, (9) involved alcohol.

Target: Reduce alcohol related crashes by 25% from (9) in FY13 to (7) and maintain zero alcohol fatal crashes during FY15.

Performance Measure: Increase the number of citations by 15% from (87) in 2013 to (100) DUI citations by the end of FY 15.

Strategy:

- Utilizing one (1) full time officer
- STEP enforcement
- Conduct checkpoints and saturation patrols
- Schedule and conduct educational activities
- Generate earned media efforts

Use of Funds: The agency will utilize the grant funds for the salary for (1) full time DUI officer; overtime; fringe; training; and travel to conduct described program activities above and beyond the agency's daily activities and responsibilities.

Budget: \$52,891.00 Federal Funding Source 405(d)

Project Number: 15-MD-219-1

Project Title: Jackson Police Department DUI Enforcement

Supplemental to 15-ST-219-1

Location: Jackson is the capital of Mississippi. It's considered to be at the southern border of the Mississippi Delta and is one of two county seats of Hinds County, with the city of Raymond being the other. Hinds County is northeast of Madison County; east of Rankin County; south of Copiah County; southwest of Claiborne County; west of Warren County; and northwest of Yazoo County. All major Federal, State, County & Municipal government buildings are located within its' corporate limits.

Problem Identification: Jackson is home to nine major colleges and universities and has the second largest school district in the state. University events such as football games bring about many tailgaters and many of these consume alcohol.

Jackson also has over 20 night clubs and strip bars that stay open until about 4 AM. The annual State Fair; St. Paddy's Day Parade; Sweet Potato Queens parade; and the Black Rodeo attract a multitude of people from out of town. The tendency for many drivers to engage in impaired driving is the basis for the Jackson Police Department's development of a DUI unit under the Traffic Division.

It is the primary mission and duty of the Traffic Division to enhance and maintain the safety of all motorists who travel within the City of Jackson. The Jackson Police Department's DUI unit consists of seven dedicated and certified officers. The DUI Enforcement Unit is one of the departments' highest priorities to reducing impaired driving. Jackson is located in Hinds County ranked #1 in alcohol fatalities.

Data: Jackson had (5,972) total crashes in 2013. Of the total, (126) involved alcohol in which one alcohol related fatality occurred.

Target: Reduce alcohol related crashes from (126) in 2013 to (113) in FY15 and to reduce alcohol related fatalities from (1) in 2013 to (0) in FY15.

Performance Measure: Jackson Police Department will increase the number of DUI arrest by 11% from (901) in FY13 to (1,000) FY15.

Strategy:

- Overtime DUI enforcement

- Checkpoints
- Saturation patrols
- Publicize patrol activities

Use of Funds: The Agency will utilize the grant funds for the salary for DUI enforcement overtime; fringe; travel; contractual services; equipment: (7) PBTS to conduct described program activities above and beyond the agency's daily activities and responsibilities.

Budget: \$97,371.00 Federal Funding Source 405(d)
 Additional Funding: \$301,645.00 Federal Funding Source 154AL

Project Number: 15-MD-936-1
Project Title: 2015 Judicial Liaison Initiative

Supplement to 15-ST-936-1

Additional Target: To reduce the number of impaired driving crashes (other drugs) within the State of Mississippi from (125) in FY13 by 5% to (119) in FY15.

Additional Strategy:

- Schedule, attend and conduct presentations at conferences, workshops, media events focusing on Impaired Driving (Drugs).
- Promote evidence-based and promising practices.

Use of Funds: Salary and travel for training.

Budget: \$86,706.00 Federal Funding Source-405(d)
 Additional Funding: \$83,092.00 Federal Funding Source 154AL

Project Number: 15-MD-138-1
Project Title: Lauderdale County Sheriff's Department Impaired Driving Enforcement

Supplemental to 15-ST-138-1

The Lauderdale County Sheriff's Department has one (1) Drug Recognition Expert (DRE) who is trained in identifying impaired drivers under the influence of other drugs. The county is seeing an increase in DUI other and will utilize the DRE to assist with evaluations for the traffic division as well as other agencies upon request. Lauderdale County works with Meridian and has access to their DRE.

Additional Data: In FY13 the agency reported (421) DUI arrests and of that number (102) were DUI other.

Performance Measures: Maintain DUI/Other arrests of (102) during FY15; conduct (10) DRE evaluations.

Strategy:

- Utilize overtime hours for the DRE activities
- Provide DRE evaluations for agencies and other locals as requested
- Provide education outreach activities

Use of Funds: Funds will be used for overtime for DRE and overtime for additional officers to assist with checkpoints/saturation patrols; fringe; travel for training; contractual services; and equipment: conduct described program activities above and beyond the agency's daily activities and responsibilities.

Budget: \$29,748.00 Federal Funding Source 405(d)

Additional funding: \$40,000.00 Federal Funding Source 402OP
\$100,000.00 Federal Funding Source 154AL

Project Number: 15-MD-145-1

Project Title: Madison County Sheriff's Department Impaired Driving Enforcement

Location: Madison County is located in central Mississippi. Its county seat is Canton. Madison County is north of Attala County; east of Leake County; southeast of Scott County; south of Rankin County; southwest of Hinds County; and west of Yazoo County.

Problem Identification: Madison County contains several major traffic arteries, including Interstates 55 and 220, U.S. Highways 51 and 49, and State Highways 16, 17, 22, 463, 43 and the Natchez Trace Parkway. Also included are several major local roadways, such as the Nissan Parkway, Sowell Road, East and West Peace St., East County Line Rd., Main St., Old Agency Road, and Gluckstadt Rd., just to name a few. The Madison County Sheriff's Department has primary jurisdiction on some of these major arteries, as well as secondary jurisdiction on all the others.

The population of Madison County is approximately 95,203 according to the 2010 census. This population has increased 27.5% from the census in 2000 which was 74, 674. Madison County continues to be one the fastest growing counties in the state, with new businesses, restaurants, manufacturing facilities, and subdivisions popping up daily. This in turn contributes to the DUI problem that Madison County has. Madison County is a wet county and has numerous restaurants/ bars that serve alcohol. Among those, there are many watering holes that stay open until 2am, like the Boom Boom Room; 43 Club; and Shuckers to name a few. Madison County also has numerous events throughout the year that not only attract people from all over, but also are events where alcohol is consumed ie. Pepsi Pops; Dragon Boat Regatta; German Fest; and Canton Beer Festival. In addition, Madison County is situated next to a designated tourist area on the Ross Barnett Reservoir, where alcoholic beverages are served at bars and restaurants as well. Madison County is ranked #49 in alcohol fatalities by county.

Data: Madison County had (262) total crashes in 2013. Of the total, (11) involved alcohol.

Target: Maintain alcohol related fatalities of (0) in FY15. To reduce alcohol related crashes from (11) in 2013 to (3) in FY15.

Performance Measure: Madison County will increase grant funded DUI arrests from (245) grant funded DUI citations in 2013 to (270) during FY15.

Strategy:

- Over time for DUI enforcement
- Check points
- Saturation patrols
- Publicize patrol activities

Use of Funds: The Agency will utilize the grant funds for the salary for overtime; fringe; contractual services; training; travel and equipment.

Budget: \$98,013.00 Federal Funding Source 405(d)

Project Number: 15-MD-146-1

Project Title: Marion County Sheriff's Department Alcohol/Drug Impaired Driving Enforcement

Supplemental to 15-ST-146-1

Marion County continues to experience a significant number of impaired drivers who are under the influence of and/or other substances, both illegal and prescription drugs. Prescriptive drugs are often taken by some impaired drivers in excess of prescribed dose and in some cases are taken along with alcohol.

Additional Strategy:

- Participate in ARIDE and DRE trainings

Use of Funds: Overtime for impaired driving enforcement; fringe; travel for training.

Budget: \$29,435.00 Federal Funding Source 405(d)

Additional Funding: \$80,000.00 Federal Funding 154AL

Project Number: 15-K8-307-1

Project Title: Mendenhall Police Department Impaired Driving Enforcement

Location: The City of Mendenhall is the county seat of Simpson County. U.S. Highway 49 and Mississippi Highway 13 intersect in Mendenhall. Currently the City of Mendenhall encompasses 5.3 square miles which consists of 589 county miles and is in the process of annexing 6 miles of highway. The annexation consists of 1.5 miles each of Highway 43 north and south, Mississippi Highway 13 north and south, and U.S. Highway 49, noted to be the busiest highway within the state.

Problem Identification: Approximately 25,000 cars travel U.S. Highway 49. During the school year there is a tremendous increase in traffic especially during sporting events.

Mendenhall in May is the largest festival held in the city every year and attracts approximately 4,000 people, many of them who consume alcohol and operate motor vehicles while impaired.

Data: There were (65) crashes in 2013 which consists of (2) alcohol related crashes.

Target: Reduce alcohol related crashes from (2) to (1) by the end of FY15.

Performance Measure: Increase grant funded DUI alcohol/drug arrest form (105) in 2013 to (120) in 2015.

Strategy:

- Conduct DUI STEP/OT enforcement
- Conduct saturation patrols safety checkpoints.
- Participate in outreach educational activities
- Work with the local media to generate earned media

Use of Funds: Utilize grant funds for the salary of overtime; fringe; travel for approved training; contractual services; and equipment: PBT, In-car Camera System, and body camera to conduct described program activities above and beyond the agency's daily activities and responsibilities.

Budget: \$49,430.00 Federal Funding Source Section 410HF

Project Number: 15-MD-402-1

Project Title: MS Office of Attorney General - Traffic Safety Resource Prosecution Program – Impaired Driving Conviction Program

Supplemental to 15-ST-402-1

Additional Strategy:

- ARIDE/DRE legal sections
- Improve reporting of drug related crashes through training of law enforcement officers.
- Develop/implement curricula for DUI Drug cases, specifically involving DREs, as well as, officers trained in ARIDE.

Use of Funds: See 15-ST-402-1

Budget: \$17,324.00 Federal Funding Source 405(d)

Additional Funding: \$164,814.00 Federal Funding Source 154AL

Project Number: See Projects Below

Project Title: MOHS Law Enforcement Liaison Network Program

Supplemental to MOHS Law Enforcement Liaison Network Program (154)

Use of Funds: The agency will utilize the grant funds for the salary for salaries, fringe; training; travel and contractual services.

Budget: \$30,266.05 Federal Funding Source – 405(d)

Additional Funds: \$72,157.88 Federal Funding Source – 154AL

\$4,050.00 Federal Funding Source – 402 OP

\$2,640.00 Federal Funding Source – 402 PTS

Project Number: 15-MD-410-1

Project Title: MOHS/ MS Safety Training and Recognition Symposium (MS/STARS)

Supplemental to 15-ST-410-1 and 15-DE-410-1

Budget: \$25,000.00 Federal Funding Source 405(d)

Additional Funding: \$25,000.00 Federal Funding Source 402DE

\$100,000.00 Federal Funding Source 154AL

Project Number: 15-MD-410-2

Project Title: MOHS Impaired Driving Coordination & Program Management

Project Description: Program provides program management to the impaired driving program area to coordinate statewide and local law enforcement efforts related to DUI operations, national impaired driving blitz campaigns and other projects related to impaired driving efforts. Program oversees funding to state and local agencies and assist in developing strategies for inter-jurisdictional enforcement efforts. Collaborate with the State's law enforcement liaisons, TSRP, and others alcohol related programs to increase effectiveness and efficiency of law enforcement efforts to reduce DUI.

Provide program management for the planned MOHS alcohol impaired driving outreach projects, surveys and the "Drive Sober or Get Pulled Over" National Mobilization. Assist with impaired driving media campaign during National DSOGPO blitz period as needed and/or requested. Personnel services will include salaries and benefits for a Division Director at 60%-Vacant; Division Director (60%), (1) Program manager (14%) Travel, supplies, and training will also be included in the project for monitoring, workshops, seminars and program management at the same percentage.

Budget: \$105,000.00 Federal Funding Source 405(d)

Project Number: 15-MD-541-1

Project Title: NCADD Senior Impaired Driving (Drugs)

Supplemental to 15-ST-541-1

Location: National Council on Alcoholism and Drug Dependence (NCADD) will work in Hinds and Rankin Counties, located in primarily urban and more heavily populated parts of Mississippi, Holmes County, Adams County, Lee County and Oktibbeha County providing public information and law enforcement (PI&E).

Problem Identification: As the "baby boomer" population continues to reach retirement age, the number of senior drivers on the road will continue to increase. As people age, their driving abilities tend to change. Factors such as reflexes, flexibility, visual acuity, memory, and the ability to focus, all declines with age. When you factor in the alcohol and drug use (prescription and illegal), the dangers that affect older drivers significantly increase. There are not many available resources and educational presentations targeted to the senior populations that relate to these issues. In Hinds, Madison, and Rankin Counties, seniors (65 and over) make up over 10% of the population.

The Counties of Hinds, Adams, Holmes, Lee, and Oktibbeha are all wet counties which mean a county that permits the sale of alcohol. Rankin County is a dry county; however alcohol is served at restaurants until midnight.

Data: In 2013 in the combined counties of Hinds, Rankin, Adams, Holmes, Lee, and Oktibbeha there were (7) fatal crashes involving senior drivers age 55 and older.

Target: Reduce the number of alcohol related fatal crashes involving drivers age 55 and older in the combined counties of Hinds, Rankin, Adams, Holmes, Lee, and Oktibbeha from (7)in FY13 to (5) in FY15.

Performance Measure: Conduct (25) presentations in targeted counties on drugs (prescriptive or illegal) to older drivers during FY15.

Strategy:

- Provide outreach activities with senior adult events
- Disseminate information at community based events
- Join forces with local law enforcements during national and state campaigns
- Generate earned media

Use of Funds: Utilize the FY15 funds for (1) full time Project Coordinator and partial salary for (1) Director; fringe; travel; commodities; training accommodations for training; contractual; and equipment.

Budget: \$30,489.00 Federal Funding Source 405(d)

Additional Funding: \$30,000.00 Federal Funding Source 154AL
\$70,659.00 Federal Funding Source 154Teen

Project Number: 15-MD-224-1

Project Title: New Albany Impaired Driving Enforcement

Supplement to New Albany DUI Enforcement, 15-ST-224-1

Supplemental: The New Albany Police Department has one (1) Drug Recognition Expert (DRE) who is trained in identifying impaired drivers under the influence of other drugs. The city is seeing an increase in DUI other and will utilize the DRE to assist with evaluations for the traffic division as well as other agencies upon request. In FY13 the agency reported (31) DUI other, which is approximately 20% of the total DUIs made utilizing federal funds. In FY14, from October to January, the agency reports making (14) DUI other.

Additional Data: Of the (129) DUI arrests ascertained in FY13, (31) were DUI/Other (drugs), (4) DRE evaluations for FY13.

Performance Measures: Increase by 10% DUI/Other arrests (31) to (34) during FY15; increase DRE evaluations from (4) for FY13 to (5) for FY15.

Strategy:

- Utilize overtime hours for the DRE activities
- Provide DRE evaluations for agencies and other locals as requested
- Provide education outreach activities

Use of Funds: Funds will be used for overtime for DRE and overtime for additional officers to assist with checkpoints/saturation patrols; fringe; travel for training; contractual services; and equipment: conduct described program activities above and beyond the agency's daily activities and responsibilities.

Budget: \$20,000.00 Federal Funding Source 405(d) Impaired Driving

Additional Funding: \$50,105.00 Federal Funding Source 154AL
\$15,698.00 Federal Funding Source 402OP

Project Number: 15-MD-155-1

Project Title: Pearl River County Sheriff's Department Impaired Driving Enforcement (Conditional)

Supplemental to 15-ST-155-1

Data: Ranked 14th for alcohol related fatalities in 2013. Of the 132 DUI arrests that occurred in FY13, (71) were drug related.

Performance Measure: Maintain DUI drug arrests of (71) during FY13 during FY15.

Strategy:

- Utilize two deputies for DUI/Drug enforcement
- Overtime and departmental hours to conduct STEP enforcement activities
- Implement public information and enforcement regarding DUI/Drug campaigns
- Generate earned media

Use of Funds: See-15-ST-155-1

Budget: \$30,880.00 Federal Funding Source 405(d)

Additional Funding: \$68,000.00 Federal Funding Source 154AL
\$5,022.00 Federal Funding Source 402OP

Project Number: 15-K8-228-1

Project Title: Philadelphia Police Department Impaired Driving Enforcement

Location: The City of Philadelphia encompasses 75.85 city miles and is located in Neshoba County, in District 6, Troop H in the Eastern portion of the State. Philadelphia has a population of 7,477, according to the 2010 census.

Problem Identification: The Choctaw Indian Reservation is located in Philadelphia and is home to several casinos, entertainment areas, water parks, restaurants and bars, some of which serve alcoholic beverages 24/7. The Philadelphia Police Department is responsible for approximately 12.2 square miles that make up the City. This includes State Highways 16, 19, 15, 21 and 486 that all run through the city. The city continues to experience major population growth with many new retail establishments being added each year.

Philadelphia had 508 crashes in 2013, which consisted of 17 injury crashes, 76 property damage crashes, two (2) fatal crashes, and three (3) were alcohol related. The agency made 167 DUI alcohol/drug arrests in 2013. Philadelphia is a “wet” municipality in a “dry” county. It is the only municipality in the County.

Philadelphia is situated at the intersection of four state Highways – State Highway 16, State Highway 15, State Highway 21 and State Highway 19. With so many highways crossing the City, the traffic count is quite high. In addition, Highway 16 connects Philadelphia to the Pearl River Resort in Choctaw, Mississippi.

The reservation and its properties are “wet”. Since the inception of the casino, Philadelphia has seen more alcohol-related accidents and DUI arrests. The increased amount of traffic as well as these popular tourist attractions has resulted in the increased numbers of traffic related violations and increased number of accidents to which the Philadelphia Police Department must respond.

The city is located in Neshoba County which is ranked 11th for drivers with BAC .08 or greater from 2008 – 2012.

Data: The City of Philadelphia had (508) crashes, of which (5) were alcohol related crashes in 2013, (0) alcohol fatalities.

Target: Reduce alcohol related crashes from (5) in 2013 to (3) for FY15; maintain alcohol-related fatalities at (0) in FY15.

Performance Measure: Increase DUI Citations by 10% from (167) in FY13 to (183) in FY15.

Strategy:

- 1 Full Time DUI officer for enforcement
- Conduct STEP enforcement
- Conduct checkpoint and saturation patrols
- Develop and public awareness presentations
- Generate earned media efforts during blitz campaigns.

Use of Funds: Utilize the funds to fund salary: (1) Full Time DUI Officer; Overtime and Fringe; Travel; Training; Contractual Services; and Equipment: (2) PBT.

Budget: \$48,036.00 Federal Funding Source 410HF

Additional funding: \$9,320.00 Federal Funding Source 402OP

Project Number: 15-MD-881-1

Project Title: Sherman Police Department Impaired Driving Enforcement

Location: The Town of Sherman is located within Pontotoc County. Pontotoc County is surrounded by Lee County to the east, Union County to the north, Chickasaw County to the south and Lafayette and Calhoun Counties to the west. The population is currently 639.

Problem Identification: Sherman has three (3) heavily travelled areas which are Highway 9, US 78 and Magnolia Way. The area is seeing a tremendous amount of growth due to the construction of a Toyota manufacturing plant, along with other manufactures of car parts which will be working with Toyota. Many individuals are temporary workers travelling through the area while the plant is being built. These individuals have no friends and family in the area and they engage in the nearby nightlife and entertainment which includes alcohol activities. These temporary workers bring an increase of impaired drivers. The completion of the plant will increase the population (2,000) and will increase the need for high visibility enforcement to deter impaired driving.

The Town of Sherman in close proximity of Tupelo, MS host many events such as concerts, festivals, car shows, etc. that serve alcohol. Tupelo hosts each year The Tupelo Elvis Festival which is one of the Top 20 Southeast Tourism events in 2014. Oxford, MS is a short 44 miles from the Town of Sherman. Ole Miss is ranked as one of the top party schools in the county. More than 22,000 students attend Ole Miss and thousands of alumni and SEC fans increase the population during sporting events. Alcohol is very much a part of these events. Those students, fans and alumni increase the amount of traffic passing through the Town of Sherman and the possibility of an increase alcohol related crashes.

The two (2) DREs conducted a total of 40 evaluations in the area during FY13. Pontotoc County is ranked #30 in the State with (12) alcohol related fatalities with .08 BAC or greater during 2008-2012.

Data: The Town of Sherman had a total of (16) crashes during 2013. Of the total, (1) involved alcohol.

Target: Reduce alcohol related crashes by 100% from (1) in 2013 to (0) and maintain zero alcohol fatalities during FY15.

Performance Measure: Increase grant funded impaired driving citations by 15% from (20) in FY13 to (23) and increase the number of DRE Evaluations by 10% from (40) in FY13 to (44) during FY15.

Strategy:

- STEP enforcement
- Conduct checkpoints and saturation patrols
- Utilize its (2) drug recognition experts to work with local agencies
- Schedule and conduct educational activities
- Generate earned media

Use of Funds: The agency will utilize the grant funds for the salary for overtime; fringe; training; travel, contractual services; and equipment: (3) body cams to conduct described program activities above and beyond the agency's daily activities and responsibilities.

Budget: \$33,587.00 Federal Funding Source 405(d)
Additional Funds: \$9,514.00 Federal Funding Source 402OP

Project Number: 15-MD-164-1

Project Title: Simpson County Sheriff's Office Impaired Driving Enforcement

Supplement to 15-ST-164-1

Additional Problem Identification: Simpson County continues to have a serious problem with motorists driving under the influence of other substances.

Data: Simpson County had (162) DUI arrest in 2013. Of the total, (34) were drug related.

Performance Measure: Increase DUI Other (drug) arrests by 10% (34) in 2013 to (37) in FY15.

Additional Strategy:

- Utilize (1) full time DUI Officers for DUI and Other (drug) enforcement

Use of Funds: The agency will utilize the grant funds for the salary for (1) DUI officers; overtime; fringe; to conduct described program activities above and beyond the agency's daily activities and responsibilities.

Budget: \$27,212.00 Federal Funding Source 405(d)
Additional Funding: \$80,000.00 Federal Funding Source 154AL

Project Number: 15-MD-231-1

Project Title: Starkville Police Department Impaired Driving Enforcement

Location: The City of Starkville with a population of just over 25,000 is a growing city in North Central Mississippi. Starkville is the county seat of Oktibbeha County and home to the largest university in the state, Mississippi State University, with a student population of over 20,000.

Problem Identification: Starkville has seen an increase in population within the city and an increase in enrollment at Mississippi State University which has increased the number of tickets and DUI citations consistently over the past years. During the school year, Starkville is host to thousands of visitors for various reasons including college sporting events, concerts, festivals and business events. Art and music festivals, such

as Down in the District and Bulldog Bash, increase the number of visitors in Starkville which includes an additional 30,000 people (Bulldog Bash- September 2012). The university and local businesses also host meetings and conferences throughout the year.

Starkville has four major highway systems that intersect inside the corporate limits. These are US Highway 82 and US Highway 12 that are east west highways, and MS Highway 25 and MS Highway 389 that are north south highways. Three of the above mentioned highways are four lane highways with one highway being both four and two lane in some areas. This makes the City of Starkville accessibility to many who may want to participate in late night entertainment.

During the past year, more bar and club establishments have been opened, cold beer sales were approved by the board of aldermen and bar hours were extended on the weekends. The wide variety of different types of clubs has grown and multiplied the nightlife in Starkville. A drastic increase with those under the influence of either illegal or prescription narcotics has also been seen during the recent years in Starkville.

Oktibbeha County was ranked #40 in the State with (10) alcohol related fatalities with a BAC of .08 or greater during 2008-2012.

Data: The City of Starkville has a total of 761 crashes during 2013. Of the total, 15 were alcohol related crashes, 2 alcohol fatal crashes. Drivers Aged 16-20 had 286 total crashes in 2013. Of that total, 3 were alcohol related crashes.

Target: Reduce alcohol related crashes by 15% from (15) in 2013 to (13); reduce alcohol fatal crashes by 50% from (2) in 2013 to (1).

Performance Measure: Increase the number of DUI citations by 28% from (266) in FY13 to (340) grant funded citations in FY15.

Strategy:

- 2 full time DUI officer for enforcement
- STEP enforcement
- Conduct checkpoints and saturation patrols
- Schedule and conduct educational activities
- Secure earned media
- Utilize drug recognition experts for DUI Other (drug) enforcement

Use of Funds: The agency will utilize the grant funds for the salary for (2) DUI enforcement officers; overtime for DRE responsibilities; overtime; fringe; training; travel, contractual services; and equipment: (1) Digital Camera; (2) Road Flare LED Packs; (6) 90 Sec 5.11 Lights for the Bat Trailer; (1) in car camera to conduct described program activities above and beyond the agency's daily activities and responsibilities.

Budget: \$135,700.00 Federal Funding Source 405(d)

Additional funds: \$26,600.00 Federal Funding Source 402OP

Project Number: 15-MD-166-1

Project Title: Stone County Sheriff's Department DUI Enforcement

Location: Stone County is located in District 8, Troop K, in the Southern region of the state, bordering MS Gulf Coast counties. Stone County has a population of 18,016, according to the 2010 census. Stone County

encompasses 460 county miles with 445 square miles. Major roadways in the area are U.S. Highway 49, along with many city, county and Mississippi roadways.

Problem Identification: Stone County is a “dry” county with an equal number of “wet” and “dry” in surrounding counties. The county has experienced significant population increases over the past ten years--from a population of 13,600 in 2000 to 17,786 in 2010, an increase of 31 percent over the ten years, and is one of the fastest growing counties in the state. In addition, the county is home to the Perkinston Campus of Mississippi Gulf Coast Community, a residential campus that has increased in enrollment by approximately 20 percent over the past five years to over 1700 students, most of which live in dormitories on the campus.

U.S. Highway 49 runs north-south through the county and is the route from Hattiesburg, Jackson and up-state to the Mississippi Gulf Coast. Traffic along Highway 49 has seen a significant increase and is indicative of traffic generated from the tourist and gaming industry on the Coast which serves alcoholic beverage 24/7 and host to numerous events, concerts, festivals, fairs, rallies, etc. State Highway 26 runs-west along the upper end of the county. The increased population and traffic has placed an increased demand for law enforcement services in Stone County, especially as related to DUI.

The Red Creek Off-road Mud Track, located along the eastern side of the county and places demand on county roads and Highway 15, draws thousands of ATV riders from all the surrounding states. Along with the regular activities, there are four annual events, which draw as many as 12,000 people over a weekend. Arrival starts on Thursdays and departures are on Sunday. The Track is in the process of building a motor cross dirt track for cars that will run March through September. This increased activity places additional pressure on the county law enforcement, especially for DUI officers, due to the extreme increase in traffic and the probability of motorist who choose to drive under the influence.

Stone County had 320 crashes in 2013 which consisted of 61 injury, 109 property damage, 3 fatal and 15 alcohol related crashes with 2 alcohol related fatalities. The county is ranked 67th out of 82 counties for fatalities over a 5 year period, from 2008 – 2012; ranked 36 over this same period for total drivers with BAC .08 or greater; ranked 19th for injury per 10K population, 11th for injury per mile of county road, and 3rd for total crash rate per 10K population in 2012 with 15 alcohol related crashes in 2013.

The agency made 133 DUI arrests in 2012 with 119 being made while conducting checkpoints/saturation patrols utilizing federally funded personnel. The agency proposed 228 in 2013 and has made 95 DUI Alcohol/drug arrests within the first 6 months of the grant period for FY13.

The county is ranked total drivers with BAC .08 or greater from 2008 – 2012 and 3rd for total crash rate per 10K population in 2012 with 15 alcohol related crashes in 2013.

Data: Stone County had (320) crashes in 2013 which consisted of (15) alcohol related crashes with (2) alcohol related fatalities.

Target: Reduce alcohol related crashes from (15) in 2013 to (10) in FY15 and alcohol related fatal crashes from (2) to (1); by the end of FY15.

Performance Measures: Increase DUI alcohol/other arrests from (130) in 2013 to (150) DUI arrests in FY15.

Strategy:

- Utilize two (2) full time DUI officers in enhance enforcement
- Continue DUI sobriety checkpoints and saturation patrols

- Engage in STEP enforcement
- Develop and implement impaired driving awareness presentations
- Generate earned media

Use of Funds: The agency will utilize the grant funds for the salary of (2) full Time DUI officers; overtime; fringe; training; travel; contractual services and equipment: (1) In Car Camera; and (2) lap top computers to conduct described program activities above and beyond the agency's daily activities and responsibilities.

Budget: \$100,794.00 Federal Funding Source 405(d)

Project Number: 15-MD-926-1

Project Title: Thompson Consulting Group

See Project Description in 154AL Section.

Budget: \$63,605.00 Federal Funding Source 405(d)

Additional Funding Source: \$99,484.00 Federal Funding Source 154AL

Project Number: 15-MD-354-1

Project Title: City of Waveland Impaired Driving Enforcement

Location: The City of Waveland is located on the southwest of Hancock County. There are two highways that run through Waveland U.S. Hwy 90 and State Hwy 603/43.

Problem Identification: The city population dropped to approximately 2200 from 2500 citizens. During 2007 the City of Waveland annexed the area to the Northwest, known as Shoreline Park. Shoreline Park was part of Hancock County and was not required to follow any building codes. With this newly annexed areas came with the usual problems which only added to the already strapped city services. The tax base was decimated from Katrina, adding the newly annexed area only magnified the problem.

A large part of Waveland's workforce travel to work at the Stennis Space Center, therefore, traffic has increased by 200% for the city's commuters. Waveland has three bars. The majority of other bars reside in the county and the sister city of Bay St. Louis.

Waveland PD has seen an increase in alcohol relate crashes from 6 in 2011 to 11 in 2013. Waveland has also suffered an economic meltdown where the majority of the employees were either laid off or furloughed. During this time the police department was forced to eliminate 8 full time officers. During 2012 and 2013 Waveland Police Department has been able to slowly increase its patrol staff to 10 full time officers. Traffic enforcement has increased to deal with the heavy flow of traffic.

Data: The City of Waveland had a total of (158) crashes in 2013 which consisted of (11) alcohol related crashes which none were fatal.

Target: Maintain zero fatalities during the 2015 program year and alcohol/drug related crashes will be reduced by 25% from (11) to (8).

Performance Measures: Increase DUI citations by 25% from (71) in 2013 to (89) in FY15.

Strategy:

- Conduct Special DUI Traffic Enforcement Program (STEP) HVE/Deterrence
- Utilize overtime for checkpoints/saturation patrols
- Conduct HVE/Deterrence checkpoints/saturation patrols

Use of Funds: The Waveland Police Department will utilize the grant funds for the overtime hours; fringe; travel for training, to conduct program activities above and beyond the agency's budgeted salaries, daily activities and responsibilities.

Budget: \$25,563.00 Federal Fund Source 405(d)

Additional Funding: \$20,000.00 Federal Funding Source 402OP

Project Number: 15–MD-182-1

Project Title: Yazoo County Sheriff's Department Impaired Driving Enforcement

Location: Yazoo County is located in District 1, Troop C in the Central region of the State. Yazoo County has a population of 29,000, according to the 2010 census and encompasses 919.48 square miles. Major roadways in the area are U.S. Highway 49.

Problem Identification: Yazoo County is a wet county and home to the world famous Bentonina Blues Festival and the World Championship Ubon's Barbecue Contest. These events are known for the thousands of people who attend and the large amounts of alcohol they consume. Many participants leave these events impaired with alcohol and/or drugs. A large number of suspected impaired driving offenders will take what is traditionally known as the "back roads" in this rural area in an effort to avoid law enforcement and checkpoints.

Yazoo County ranked 32nd during 2008 – 2012 in total drivers with BAC .08 or greater; and 31st in teens age 16-20 killed in 2012.

Data: Yazoo County had (87) crashes in 2013 which consists of (2) alcohol related crashes and (1) alcohol related fatality.

Target: Reduce the number of alcohol related crashes from (2) in FY13 to (1) and reduce alcohol related fatality from (1) in FY13 to (0) during FY15.

Performance Measure: Maintain DUI AL/Drug arrests of (162) in 2013 during FY15.

Strategy:

- Utilize salaries for overtime
- Conduct checkpoints and saturation patrols.
- Hold in educational activities
- Generate earned media

Use of Funds: Utilize grant funds for overtime salaries; fringe; travel for training, contractual services; and commodities to conduct described program activities above and beyond the agency's daily activities and responsibilities.

Budget: \$41,091.00 Federal Funding Source 405(d)

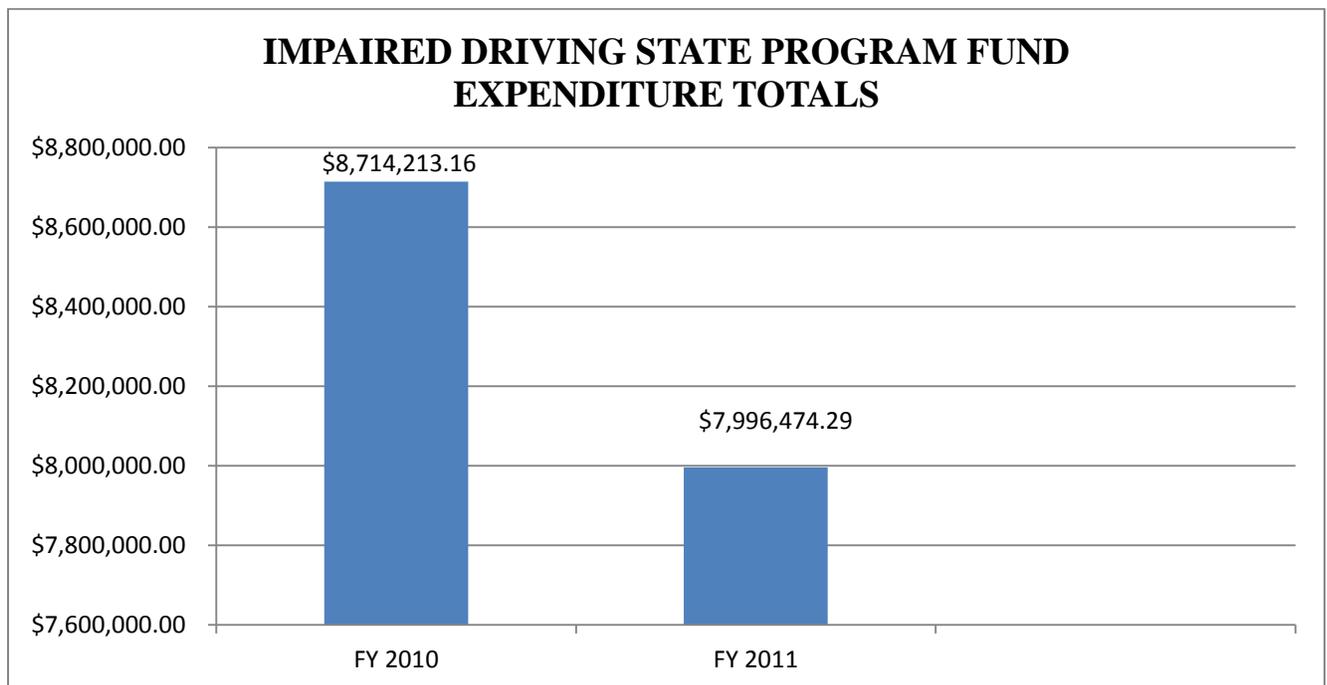
Impaired Driving Funds-405(d) Funds	Impaired Enforcement Projects & Budget Category(s)	Federal	Match	Local Benefit
Carroll County S.O. 15-MD-108-1	Personnel: (1) Full Time DUI Officer; Part Time Case Manager; Overtime; Fringe; Training; Travel; Shipping; Equipment: (1) In Car Camera	\$67,764.00	\$13,552.80	\$0.00
Desoto County S.O. 15-MD-117-1	Personnel: (3) Full Time DUI Officers; Fringe; Training; Contractual Services; Travel; Equipment: (1) In Car Camera	\$50,000.00	\$10,000.00	\$0.00
George County S.O. 15-MD-120-1	Personnel: (1) Full Time Officer; Overtime; Fringe; Training; and Travel	\$52,891.00	\$10,578.20	\$0.00
Jackson Police Department 15-MD-219-1	Personnel: Overtime, Fringe; Training; Travel; Shipping; and Equipment: (10) PBT; (1) Breath Alcohol Testing Mobile. ** NHTSA APPROVAL	\$97,371.00	\$19,474.20	\$0.00
Judicial Liaison Project 15-MD-410-7	Personnel: Salary; Fringe; Travel; Training; Supplies; Contractual Services; Equipment: (1) Lap Top and (1) Printer	\$86,706.00	\$17,341.20	\$0.00
Lauderdale County S.O. 15-MD-138-1	Personnel: (2) Full time DUI Officer, Overtime and Fringe; Training and Travel	\$29,748.00	\$5,949.60	\$0.00
Madison County S.O. 15-MD-155-1	Personnel: (1) Full Time Officer; Overtime and Fringe; Training; Travel; Commodities; and Equipment: Road Flares	\$98,013.00	\$19,602.60	\$0.00
Marion County S.O. 15-MD-146-1	Personnel: (2) Full time DUI Officer, Overtime and Fringe; Training; Travel; Commodities; Contractual Services; and (2) PBT; (1) In Car Camera; (2) Laptop Computers, (2) Traffic Wand Kit, (4) Flashlights	\$29,435.00	\$5,887.00	\$0.00
Mendenhall Police Department 15-K8-307-1	Personnel: Overtime; Fringe; Travel; Training; Contractual Services; Equipment: (1) PBT; In Car Camera and Body Camera	\$49,430.00	\$9,886.00	\$0.00
Mississippi Attorney General's Office Traffic Safety Resource Prosecutor 15-MD-402-1	Personnel: (1) Full Time TSRP, (1) Administrative Assistant; (2) Part time Law Clerks; Fringe, Travel, Training, Supplies; Contractual, Commodities. Equipment: (3) Computers.	\$17,324.00	\$3,464.80	\$0.00
MOHS STARS Symposium 15-MD-410-1	MOHS In State Traffic Safety Training and Recognition Symposium	\$25,000.00	\$5,000.00	\$0.00
MOHS Impaired Driving Coordination and Program Management 15-MD-410-2	Impaired Driving Coordination Project Personnel: Bureau Director at 60%, (1) Program manager (14%) Travel, supplies, and training	\$105,000.00	\$21,000.00	\$0.00
NCAAD-Senior 15-MD-541-1	Personnel: (1) Full time Project Coordinator and Portional Salary for (1)1 Director; Fringe; Travel;	\$30,489.00	\$6,097.80	\$0.00

	Commodities; Training; Contractual; and Equipment.			
New Albany Police Dept. 15-MD-224-1	Personnel: (1) Full Time Officer; Overtime-DRE and Overtime; Fringe; Travel; Training; Contractual Services; and Equipment: (2) PBT	\$20,000.00	\$4,000.00	\$0.00
Pearl River County S.O. 15-MD-155-1	Personnel: (2) Full time DUI Officer, Overtime, portion of Grant Administrator and Fringe; Training; Travel; Contractual Services; and Equipment-(2) Video Recorders; (1) In Car Mounted Laptop	\$30,880.00	\$6,176.00	\$0.00
Philadelphia Police Dept. 15-SA-228-1	Personnel: (1)Full time DUI Officer, Overtime and Fringe; Training; Travel; Contractual Services; and Equipment: (2) PBT	\$48,036.00	\$9,607.20	\$0.00
Sherman Police Dept. 15-MD-881-1	Personnel: Overtime; Fringe; Training; Travel; Commodities; Contractual Services; Supplies; Equipment: (3) Body Cameras for LEL and Enforcement Duties	\$33,587.00	\$6,717.40	\$0.00
Sherman Police Dept. LEL Project 15-MD-881-2	Personnel: Overtime LEL Responsibilities; Fringe; and (3) LEL Luncheons	\$10,595.00	\$2,119.00	\$0.00
Simpson County S.O. 15-MD-164-1	Personnel: (1) DUI Officers, Overtime and Fringe; Training; Travel; Contractual Services; and Equipment: (2) Laptop Computers; In Car Computer Mounts and (2) Lapel Cameras.	\$27,212.00	\$5,442.40	\$0.00
Starkville Police Dept. LEL 15-MD-151-1	Personnel: Overtime for LEL Responsibilities; Fringe; (3) LEL Luncheons	\$4,220.00	\$844.00	\$0.00
Starkville Police Dept. 15-MD-151-2	Personnel: (2) DUI Officers; Overtime-DRE; Overtime-LEL; Overtime; Fringe; Training; Travel, Contractual Services; and Equipment: (1) Digital Camera; (2) Road Flare LED Packs; (6) 90 Sec 5.11 Lights for the Bat Trailer; (1) In Car Camera	\$135,700.00	\$27,140.00	\$0.00
Stone County S.O. 15-MD-166-1	Personnel: (2) Full Time Officers; Overtime and Fringe; Training; Travel; Contractual Services; and Equipment: (1) In Car Camera and (2) Lap Top Computers	\$100,794.00	\$20,158.80	\$0.00
Thompson Consulting Group 15-MD-926-1	Personnel: (1) Program Manager; Part time Consultant; Fringe; Training; Travel; Commodities; Supplies; Contractual Services; Equipment (1) Scanner, Survey Material and software.	\$63,605.00	\$12,721.00	\$0.00
Waveland Police Dept. 15-MD-354-1	Personnel: Overtime; Fringe; Training and Travel	\$25,563.00	\$5,112.60	\$0.00
Yazoo County S.O. 15-MD-182-1	Personnel: (1) Full time DUI Officer, and Fringe; Commodities; and Contractual Services	\$41,091.00	\$8,218.20	\$0.00
TOTAL 405(d)		\$1,280,454.00	\$256,090.80	\$0.00

**Note: State Match for the above projects is based on an approved formula in calculating Match for MHP.*

MOHS 2010 / 2011 Impaired Driving Maintenance of Effort

State Agency	Program	State Program Funds		Description of Eligible Expenditures/Activities
		2010	2011	
University of Mississippi	Provide training for local law enforcement		\$ 75,000.00	Indirect Cost not paid by the grant but used as match to support the impaired driving training outreach portion of the LEL program
Mississippi Highway Patrol Enforcement	Impaired Driving	\$ 8,714,213.16	\$ 7,921,474.29	The percentage of patrol actions (which includes citations of DUI, public intoxication and youth underage drinking) in support of the DUI law by the highway patrol
Mississippi Crime Lab	Implied Consent Program Support		\$ 816,417.52	Salary, fringe, contractual service and commodities to support the Implied Consent Law for the State
TOTALS		\$ 8,714,213.16	\$ 7,996,474.29	\$ 16,710,687.45
AVG FY10/FY11				\$ 8,355,343.73



Occupant Protection Mississippi Statewide Occupant Protection Plan For 2015

Problem Identification:

Occupant Protection continues to be a priority emphasis area for NHTSA and for the Mississippi Office of Highway Safety (MOHS). Mississippi continues to see a decrease in fatal crashes and traffic fatalities. There was a 10.58% reduction in fatal crashes and a 7.62% decrease in traffic fatalities in 2012. There were 60 fewer fatal crashes and 48 fewer traffic fatalities from 2011.

Historically, most of the drivers and passengers that die in traffic crashes are not belted. Although, safety belts cannot save all persons, it is estimated that fatalities are in fact reduced 50 to 65 percent when safety belts are used and becoming injured rather than killed. In 2012, there were 6,247 serious injuries and 77.6%, or more than 3 out of every 4, were wearing safety belts. This documented rate of usage in trauma data shows the effectiveness of seat belts. However, the 56 young drivers and passengers ages 16 to 20 that were killed were unbelted at an alarming rate of 77%. Many of these young motorists could have been saved by the seat belt.

There were 463 drivers sustaining life threatening injuries (A level) in 2012. These constituted those persons that would have died if not for EMS response within the “golden” hour after traumatic injury. Forty-three percent (43%) were belted and subsequently, did not become a fatality.

During 2012, there were 4,112 drivers with moderate injuries (B level) and over four out of five were belted (76.1%). Most of these were transported by EMS to medical centers for observation and/or emergency room care. Moreover, there were 13,840 drivers with minor injuries (C level), with a belt rate of 93%. These statistics document the fact that as belt use increases, the severity of injury decreases.

There is no doubt that seat belts save lives and/or reduce injury. With sustained statewide law enforcement, coupled with public information and education, Mississippi stands poised to save hundreds of lives and reduce thousands of injuries each year from increased safety belt usage by motorists.

There were 481 motor vehicle fatalities, excluding motorcycles in 2012, with 307 total occupants not restrained (302 known and 5 unknown/not reported), which represents 63.8% unbelted. Of the 307 unrestrained occupants, there were 225 drivers (222 known and 3 unknown/no reported), which makes up 62.2% unbelted. There were 82 unrestrained passengers (80 known/ 2 unknown/no reported), which represents 68.9% unbelted.

Seatbelt Usage:

Occupant Protection continues to be a priority emphasis area for NHTSA and for the MOHS. The 2013 seat belt usage rate for Mississippi is 74.4%, which dropped from several years of high seat belt usage rates and an all-time high of the 2012 seat belt usage rate of 83.2%.

The areas of greatest concerns for the MOHS in occupant protection are the age groups of 10-15 year olds and 16-20 year olds. During FY15, the MOHS plans to create programs with major emphasis in these two age groups through a variety of programs, public information and education and media campaigns to help increase usage in these areas and reduce to deaths among these age populations.

The 10-15 year old population had 13 deaths in 2012, which is a relatively low number, but when looking at the belt usage rate among this age group, the unbelted rate was 85%, if this age group was belted, the number of fatalities may have been drastically decreased.

Teenagers (ages 16 to 20 actually) were 11.9% of occupant deaths, while being only 6.2% of the licensed drivers. There 44 fatalities in 2012 within the 16-20 population, with 80% of the fatalities being unbelted.

Young adults, ages 21 to 24, had 61 fatalities and were 9.7% of occupant deaths with 74% unbelted. The lowest unbelted rates were among the age groups of 0-4 years of age, with 20% being unbelted and 5-9 years old being unbelted 33% of the time. Mississippi's senior adults also had a lower unbelted rate of being unbelted 39% of the time.

Mississippi teenagers and young adults under age 35 represent significant traffic safety problems concerning seat belts. Teenagers (ages 16 to 20 actually) were 11.9% of occupant deaths while being only 6.2% of the licensed drivers. They were unbelted 80% of the time when killed. Young adults, ages 21 to 24, were 9.7% of occupant deaths with 74% unbelted. Of the occupant deaths ages 25 to 34, 98 young adults were killed and had an unbelted rate of 72%. Deaths of the ages from 35 to 44 were unbelted 69% of the time. The most senior adults killed (75 >) were unbelted only 39% of the time, the highest belted rate of all adults.

Night Time Seatbelts:

In addition to traditional enforcement, FARS data shows the need for the MOHS to focus on nighttime seat belt enforcement. In 2009, 70% of known passenger vehicle deaths were unbelted; 27% died unrestrained between the hours of 6pm to midnight and another 30% died between noon and 6pm. The State's overall unrestrained passenger fatalities continue to be on a downward trend, however, nighttime unrestrained occupants remain to be an issue in the State. Nighttime seat belt enforcement is an emphasis area and MOHS will continue to promote best practice for nighttime enforcement activities by law enforcement.

Seatbelt Survey:

Overall Seatbelt Survey:

In the following charts, the 2013 usage surveys charts are provided for overall seatbelt usage rate, teen and child restraint usage. In the overall seatbelt usage rate, the rate dropped to 74.4% in 2013, with the northern part of the State still being a major targeted area with most of the survey areas being less than 60.3% usage. The southern part of the State remains to have some of the highest rates for seatbelt usage, with most above 80% usage rates and some above the national average.

Child Restraint Survey:

For the 2013 Child Restraint Survey, the forty municipalities were selected to be surveyed where the observed rate was 83.9% with 8,517 children observed and 7,153 were belted.

Teen Seatbelt Survey:

For the 2013 Teen Seatbelt Usage Rate Survey, the observed rate for the teen population was 60.5% with 3,702 vehicles and 5,019 occupants observed. These counties were based on the top teen fatalities areas in 2008-2011.

Night Time Seatbelt Survey:

In May 2014, the MOHS surveyed for the first time the night time belt usage. The MOHS used a dual observation approach, which included a day and night survey to determine the difference in the day vs. night in the same locations, with the same surveyors. The observed rate for day belt usage rate was 79.9% and the night time belt usage was 76.7% for May 2014.

Media:

Paid media campaigns continue to be aired prior to and during the national campaign. New media messages are continually being reviewed, developed and implemented, including nighttime enforcement, to get the remaining 25.6% of the population to wear seat belts through education, outreach, media and enforcement activities. Teen

drivers are especially vulnerable with their lack of driving experience and will continue to be an emphasis area for occupant protection.

Seatbelt Action Plan:

The MOHS was required to operate under a Seatbelt State Action Plan prescribed by NHTSA for increasing safety belt numbers and improving the overall seatbelt program, in 2010. All items under the plan have been satisfied, however the State continue to follow the plan as written in an effort to continue upward movement of its seatbelt usage rate. A copy of the Seatbelt State Action Plan is included. (See MOHS-Appendix-Occupant Protection-A)

The MOHS, along with all funded agencies, will implement activities in support of national highway safety Targets to reduce motor vehicle related fatalities according to their specific funding source. Programs that will be used to increase seatbelt use include; paid media, enforcement of primary seat belt laws and participation in State and national mobilizations. All awarded contracts are required to complete the HVE Compliance form of the contract which defines the mobilizations and sustained enforcement activities.

A copy of the Mississippi Occupant Protection Plan, which includes Click It or Ticket, Enforcement, Child Restraint, Inspection Stations are incorporated in reference on pages 3-41 of the 405(b) Application.

Programs and Projects:

There are approximately forty-three (43) occupant protection projects/programs and eight (8) police traffic service grants, which includes occupant protection, being implemented in MS for FY15. These consist of the following types of programs and projects: enforcement, public information/outreach, education and training.

The MOHS also funds the MS Law Enforcement Liaison (LEL) Office, which provides specialized law enforcement training across the State. There are also nine (9) LEL Troop Network Coordinators assigned to each of the nine (9) troop districts throughout the State.

The MS LEL Office conducts training for law enforcement agencies throughout the State. The MOHS, along with all funded agencies, will implement activities in support of national highway safety Targets to reduce motor vehicle related fatalities according to their specific funding source.

Programs that will be used to increase seatbelt use include; paid media, enforcement of primary seat belt laws and participation in State and national mobilizations. All awarded contracts are required to complete the HVE Compliance form of the contract which defines the mobilizations and sustained enforcement activities.

Targets and Strategies for FY15:

C-4 Core Outcome Measure/Unrestrained Passengers:

To decrease the number of unrestrained passenger vehicle occupant fatalities in all seating positions by 10% from the five year average (2008-2012) of (353) to (317) by the end of FY15. To decrease the number of unrestrained passenger vehicle occupant fatalities by an additional 5% for a long term target of (301) by the end of 2016.

C-9 Core Outcome Measure/Under 21:

To decrease the number of drivers aged 20 or younger involved in fatal crashes by 15% from the average (2008-2012) of (92) to (78) by the end of FY15. To decrease the number of drivers aged 20 or younger by an additional 5% for a long term target of (74) by the end of 2016.

Activity Measure/Seat Belts:

To increase the number of seatbelt citations during grant funded enforcement activities by 3.50% from the five year average (2009-2012) of (21,383) in 2012 to (22,131) by the end of FY15. To increase the number of seatbelt citations issued during grant funded activities by an additional 2% for a long term target of 22,574 by the end of 2016.

MOHS Outcome Measure: Teen-OP:

Reduce unrestrained fatalities from 16-20 year old drivers by 10% from the three year average (2010-2012) of (21) in 2012 to (19) in FY15. To decrease unrestrained fatalities from 16-20 year old drivers by an additional 5% for a long term target of (18) by the end of 2016.

MOHS Outcome Measure: Youth-Unrestrained 10-15 Year Olds:

Reduce unrestrained fatalities from 10-15 year old passengers by 7.5% from the three year average (2010-2012) of (12) in 2012 to (11) in FY15. To decrease unrestrained fatalities from 10-15 year old drivers by an additional 5% for a long term target of (10.5) by the end of 2016.

FY15 Occupant Protection Proposed Strategies:

The MOHS uses the Countermeasures that Work: a highway Safety Countermeasures Guide for State Highways Safety Officers to select strategies that will be used for the upcoming grant year. The strategies to be used are listed as reference, but detailed on pages 64-66 to accomplish the Targets that have been set for the grant year.

- Occupant Protection Enforcement (Countermeasure 1.1)
- Occupant Protection Coordinated Program: (Countermeasures 2.1; 2.2; 2.3)
- Statewide Child Passenger Safety Coordination program (Countermeasures: 8.1; 11.1; 11.2)
- Statewide Child Passenger Safety Program (Countermeasures 7.2)
- Teen Seatbelt Focus Program (Countermeasure 4.1; 6.1):
- Impoverished Seat Belt Program (Countermeasures 2.1; 2.2; 2.3)
- High Visibility Enforcement: (Countermeasures 2.1; 2.2; 2.3)
- Strategic Meetings and Monthly Information Meetings: Attend monthly MAHSL Meetings at least (1) per quarter to stay up to date on the latest information. Attend quarterly meetings to strategic plan enforcement efforts through data trends, performance measures and strategies.
- Child Passenger Seat Technician Training: Although not specifically listed as a countermeasure that works, training police, fires, EMS and others on how to properly install and understand the use of seats is an aid to law enforcement and others help groups and organizations.
- Child Passenger Seat Enforcement (Countermeasure 5.1)
- Surveys: Although conducting an attitudinal survey is not listed as a countermeasure that work, it is an agreed upon activity between NHTSA and GHSA.

Within the State of Mississippi, unbelted fatalities represent 52%, which is a large representation of the State's fatalities. The State is utilizing in FY15, 20% of all funds, which includes 402 and 100% 405B funds to combat the problems of occupant protection.

100% of the State's population will be covered by occupant protection enforcement efforts utilizing the MHP, city and county law enforcement agencies within the top occupant protection fatality and crash locations, along with the survey counties and especial emphasis areas such as the Delta region with low seatbelt usage rates.

The amount of funds being utilized is commiserate with the State-wide occupant problem, and thus the State feels that the projects selected and if fully implemented and successful, will contribute to the overall goal of reducing occupant protection fatalities, reducing crashes and injuries

Additional Funding Sources:

All funding sources in the Mississippi Highway Safety Plan are federal funded monies, unless otherwise noted in the additional funding section in each project description. The State of Mississippi also utilizes Mississippi Highway Patrol activities and State funds as match for projects that need additional match monies.

2015 Occupant Protection Program Area Project Descriptions:

Project Number: 15-OP-255-1

Project Title: Carthage Police Department Occupant Protection Enforcement

Location: The City of Carthage is located in Leake County and serves as the County Seat. Carthage is located in the center of the State. Leake County is bordered by Madison County to the west, Attala County to the North, Neshoba County to the east and Scott County to the South.

Problem Identification: Carthage has a population of 5,030 and a total number of city miles are 35. Carthage's location contributes to a high number of crashes. Three major state highways cross Carthage – Highway 16, Highway 35, and Highway 25. All three of these are conduits for persons traveling to the 30,000 acre Pearl River Resort in Choctaw, Mississippi. Pearl River Resort is the home to one of the State's land-based casinos, as well as two golf courses and a large water park. With the high volume of traffic comes the opportunity for non-usage of seat belts and/or child restraint systems.

The increased amount of traffic, as well as these popular tourist attractions, has resulted in increased numbers of traffic-related violations and increased numbers of crashes. Leake County is not a seat belt survey county for the State so there is no official numbers to rate, however based on crash statistics, out of 95 crashes in FY13, 5 of those involved either an unbelted driver or passenger. Injury crashes for FY13 were 17 in which 4 were unbelted. Leake County is a Teen Target County and ranked 18 out of 25 for teen fatalities in 2012.

Data: The City of Carthage had (95) total crashes in FY13. Of the total, (5) involved non belted passengers or occupants; (4) involved unbelted injuries and (17) involved injuries. Drivers between the ages of 16-20 total crashes were (21) and injury crashes were (5) in FY2013.

Target: To reduce the number of crashes involving non belted passengers or occupants from (5) in FY13 to (3) by the end of FY15; to reduce the number of injury crashes from (17) in FY13 to (14) by the end of FY15, and reduce the number of unbelted injuries from (4) in FY13 to 2 by the end of FY15

Performance Measure: The Carthage Police Department will increase the number of grant funded seatbelt citations by 20% from (153) in FY13 to (184) in FY15. Increase grant funded child safety seat citations by 20% from (32) in FY13 to (38) in FY15.

Strategy:

- Over Time enforcement
- Checkpoints
- Saturation patrols
- Publicize patrol activities

- Generate earned media
- Conduct educational outreach/activities
- Participate in national and state campaigns (Click it or Ticket)
- STEP enforcement specific to OP

Use of Funds: The agency will utilize the grant funds for the overtime and fringe to conduct described program activities which will be above and beyond the agency's daily activities and responsibilities.

Budget: \$5,000.00 Federal Funding Source 402OP

Additional funding: \$53,830.00 Federal Funding Source 154AL

Project Number: 15-OP-262-1

Project Title: Columbia Police Department Occupant Protection Enforcement

Location: The City of Columbia is the county seat of Marion County. Marion County is located in the south central part of the State. Marion County is bordered by Walthall County to the West, Lawrence and Jefferson Davis Counties to the North, Lamar County to the East and the State of Louisiana to the South.

Problem Identification: Although the City of Columbia only consists of 6 square miles, there are 3 State highways that pass through it; Hwy 13, 44 and 35 and one US Hwy, 98. Columbia has the only Walmart Superstore in the county which brings a tremendous amount of traffic into the city. The city is also a thoroughfare for traffic to and from the casinos, and the beach resort areas of Gulfport and Biloxi.

Even though the population of Columbia is approximately 6,500, traffic increased between the prime travel times of 12:00 p.m. – 10:00 p.m. Most of this traffic is tourist or commuter traffic. With the high volume comes the opportunity for non-usage of seat belts and/or child restraint systems. Marion County is not a seat belt survey county for the State so there are no official numbers as to the rate; however, based on crash statistics, out of 322 crashes in FY13, 11 of those involved either a non-belted driver or passenger. Injury crashes for the same period of time totaled 79. Additionally, statewide data has ranked Columbia #25 in overall fatalities between the ages of 8-12, #12 for non-belted fatalities and #15 for non-belted injuries. Marion County is also a teen target area ranking 11 out of 25 for teen fatalities in 2012.

Data: The City of Columbia had (322) total crashes in FY13. Of the total, (11) involved non belted passengers or occupants; (3) involved unbelted injuries and (79) involved injuries.

Target: To reduce the number of crashes involving non-belted passengers or occupants from (11) in FY13 to (8) by the end of FY15; to reduce the number of injury crashes from (79) in FY13 to (70) by the end of FY15, and reduce the number of unbelted injuries from (3) in FY13 to (2) by the end of FY15.

Performance Measure: Increase grant funded seatbelt citation by 10% from (199) citations in FY13 to (219) citations in FY15. Increase the number of grant funded child restraints by 15% from (28) citations in FY13 to (32) citations in FY15.

Strategy:

- Over Time enforcement
- Checkpoints
- Saturation patrols
- Publicize patrol activities
- Generate earned media
- Conduct educational outreach/activities

- Participate in national and state campaigns (Click it or Ticket)
- STEP enforcement specific to OP

Use of Funds: The agency will utilize the grant funds for the OP overtime; fringe; contractual services; to conduct described program activities above and beyond the agency's daily activities and responsibilities.

Budget: \$15,400.00 Federal Funding Source 402 OP

Additional funding: \$62,768.62 Federal Funding Source 154AL

Project Number: 15-OP-117-1

Project Title: Desoto County Sheriff's Department Occupant Protection Enforcement

Location: Desoto County is located in the north eastern part of the state. Desoto County is bordered by Tunica County and the state of Arkansas on the east, state of Tennessee to the north, Marshall County to the West, and Tate County to the South.

Problem Identification: Desoto County which is a Seat Belt Survey County; is in the top 16 Highest Ranking Unbelted Vehicle Fatalities; is ranked #4 in top 20 counties for crashes; #4 in top 25 counties for serious injuries; #3 in average fatalities per year between 08-12; #9 in top 25 counties for injuries involving non-belt use. With a population just over 165,000 the area is heavily travelled with vehicles on Interstate I-55, which is a major roadway to the Memphis, Tennessee area along with multiple State and County roads. Many travelers along these roadways are unbelted. Desoto County also has a high volume of traffic from several counties, which comes the opportunity for non-usage of seat belts and/or child restraint systems.

Data: DeSoto County had (595) total crashes in FY13. Of the total, (43) involved non belted passengers or occupants; (15) involved unbelted injuries and (111) involved injuries.

Target: To reduce the number of crashes involving non belted passengers or occupants from (43) in FY13 to (41) by the end of FY15; to reduce the number of injury crashes from (111) in FY13 to (105) by the end of FY15, and reduce the number of unbelted injuries from (15) in FY13 to (14) by the end of FY15

Performance Measure: Will increase grant funded seat belt enforcement citations by 10% from (608) in 2013 to (669) in 2015 and increase grant funded child restraint citations 10% from (62) in 2013 to (68) in 2015.

Strategy:

- Over Time Enforcement
- Checkpoints
- Saturation Patrols
- Publicize patrol activities
- Generate earned media
- Conduct educational outreach/activities
- Participate in national and state campaigns (Click It or Ticket It)
- STEP enforcement specific to OP

Use of Funds: The agency will utilize the grant funds for the OP overtime; fringe; and training services to conduct described program activities above and beyond the agency's daily activities and responsibilities.

Budget: \$29,500.00 Federal Funding Source 402 OP

Additional funding: \$159,583.00 Federal Funding Source 154AL

Project Number: 15-OP-915-1

Project Title: Town of Ethel Occupant Protection Enforcement

Location: The Town of Ethel is a small community in Attala County. Attala County is located in the central part of the State. Attala County is bordered by Winston County to the East, Choctaw and Montgomery Counties to the North, Carroll and Holmes Counties to the West and Madison and Leake County to the south.

Problem Identification: The town of Ethel has a population of 452. Although Ethel is a small town in Attala County there are two roadways that pass through it; Business Highway 12 and MS Highway 739. They depend on the county for backup to help with most incidents that occur but are limited to 6 deputies to cover all shifts for the entire county which is one the larger counties in the state.

Although Ethel is not in MOHS impoverished target area, Ethel has a large number of low income families with small children that are required to be in child safety seats and this needs to be monitored desperately more than they have been able to do in the past.

Data: Ethel does not utilize Report Beam and relies on Attala County to work crashes within the city limits, so there is no data to show for the town. In the upcoming grant year the City of Ethel will keep up with all crashes that happen within the city limits. The statics numbers for Attala are (159) total crashes; of the total, (11) involved non belted passengers or occupants; (5) involved unbelted injuries; (2) unbelted fatalities and (11) involved injuries

Target: City of Ethel will help the county of Attala to decrease the number of crashes involving non belted passengers or occupants from (11) in FY13 to (10) by the end of FY15; to reduce the number of injury crashes from (11) in FY13 to (10) by the end of FY15, and reduce the number of unbelted injuries from (5) in FY13 to (4) by the end of FY15, decrease the overall crashes by from (159) in FY13 to (158) in FY15.

Performance Measure: City of Ethel will increase the grant funded seatbelt citations by from zero (0) to (12) in FY15 and increase the number child restraint citations from (0) to (4) in FY15.

Strategy:

- Over Time enforcement
- Checkpoints
- Saturation patrols
- Publicize patrol activities
- Generate earned media
- Conduct educational outreach/activities
- Participate in national and state campaigns (Click it or Ticket)
- STEP enforcement specific to OP

Use of Funds: The agency will utilize the grant funds for the OP overtime; fringe; contractual services; to conduct described program activities above and beyond the agency's daily activities and responsibilities

Budget: \$1,500.00 Federal Funding Source 402OP

Project Number: 15-OP-277-1

Project Title: Florence Police Department Occupant Protection Enforcement

Location: The City of Florence is located in Rankin County. Rankin County is located in the east central part of the State. Rankin County is bordered by Hinds County to the West, Madison to the North, Scott and Smith County to the East and Simpson County to the South.

Problem Identification: Rankin County which is a Seat Belt Survey County; is #1 in Highest Ranking Unbelted Vehicle Fatalities; is ranked #6 in top 20 counties for crashes; ranks #5 in top 25 counties for serious injuries; and is #13 in the top 25 Teen Fatality Counties. The area is heavily travelled with vehicles on U.S. Highway 49, which is a major roadway to the Mississippi Gulf Coast along with multiple State and County roads. Many travelers along these roadways are unbelted. The City of Florence is one of the fastest growing cities in Rankin County population wise. The City of Florence also has a high volume of traffic from several counties, which comes the opportunity for non-usage of seat belts and/or child restraint systems.

The City of Florence has seen a 39.5% increase in traffic crashes since 2011 from 176 to 239 in 2013. In 2013 the City had 4 unbelted injury crashes and 6 unbelted non-injury crashes. Drivers age 16-20 crashes have raised over 100% since 2011 from 43 to 79 in 2013 and injury crashes rose from 15 in FY12 to 19 in FY13. This is due to the growing area the growing amount of traffic and due to the inability to run radar on U.S. 49 due to state law. Although recorded belted injury crashed decreased, unbelted not injured crashes showed an increase in FY13 of 100% from three in FY12 to six in FY13.

Data: The City of Florence had (239) total crashes in FY13. Of the total, (10) involved non belted passengers or occupants; (4) involved unbelted injuries and (46) involved injuries. Also of the total crashes, (98) involved Teens 16-20 and (19) involved injuries of teens 16-20.

Target: To reduce the number of crashes involving non belted passengers or occupants from (10) in FY13 to (9) by the end of FY15; to reduce the number of injury crashes from (46) in FY13 to (43) by the end of FY15, and reduce the number of unbelted injuries from (4) in FY13 to (3) by the end of FY15. Reduce the number of Teens 16-20 involved crashes from (98) in FY13 to (93) and Teen injuries from (19) in FY13 to (18) in FY15.

Performance Measure: The Florence Police Department will increase agency seatbelt citations by 10% from (983) in FY13 to (1,081) in FY15. Florence Police Department will increase agency child restraint citations by 10% from (61) in FY13 to (67) in FY15.

The Florence will increase grant funded seatbelt citation of (435) in FY13 by 5% to (457) in FY15. The Florence Police department will increase grant funded Child Restraint citations of (12) in FY13 by 30% to (16) in FY15.

Strategy:

- Over Time enforcement
- Checkpoints
- Saturation patrols
- Publicize patrol activities
- Generate earned media
- Conduct educational outreach/activities
- Participate in national and state campaigns (Click it or Ticket)
- STEP enforcement specific to OP

Use of Funds: The agency will utilize the grant funds for the overtime and fringe to conduct described OP program activities above and beyond the agency's daily activities and responsibilities.

Budget: \$7,775.00 Federal Funding Source 402OP

Additional funding: \$47,711.00 Federal Funding Source 154AL

Project Number: 15-OP-212-1

Project Title: Greenville Police Department Occupant Protection Enforcement

Location: The City of Greenville is the county seat of Washington County. Washington County is located in the west part of the State in the Delta. Washington County is bordered by Bolivar County to the North, Sunflower and Humphreys Counties to the East, Sharkey and Issaquena Counties to the South and the State of Arkansas to the West.

Problem Identification: Washington County #14 for Teen Fatalities, making this a Teen Target area and is also in the identified Impoverished Area of the Delta. Greenville is #3 on the Top 25 Cities for Crashes Involving Non-Belt Use and # 10 for Total Crash Injuries; Washington County is ranked #2 for Fatalities by Non-Belt Use; #12 for Injuries involving Non-Belt Use; #12 for Total Fatalities for 2008-20012; #16 in Crash Injuries; #15 for Total Injuries; #18 for Total Crashes. Washington County has a population of 34,400 and well known as a rural and agricultural region of Mississippi.

The Delta is also known for often ranking last in Mississippi as well as the rest of the nation in key indicators relative to public health, environmental issues, social welfare and seat belt and child restraint use. Washington County is not a seat belt survey county for the State so there are no official numbers as to the rate; however, based on crash statistics, out of 733 crashes in FY13, 136 of those involved either a non-belted driver or passenger. Injury crashes for the same period of time totaled 206.

Data: The City of Greenville had (733) total crashes in FY13. Of the total, (136) involved non belted passengers or occupants; (44) involved unbelted injuries and (206) involved injuries.

Target: To reduce the number of crashes involving non belted passengers or occupants from (136) in FY13 to (129) by the end of FY15; to reduce the number of injury crashes from (206) in FY13 to (195) by the end of FY15, and reduce the number of unbelted injuries from (44) in FY13 to (41) by the end of FY15.

Performance Measure: Increase seatbelt citations by 20% from (849) in FY2013 to (1,019) in FY2015. Increase the number of child restraint citations by 20% from (112) in FY2013 to (134) in FY2015.

Strategy:

- Over Time enforcement
- Checkpoints
- Saturation patrols
- Publicize patrol activities
- Generate earned media
- Conduct educational outreach/activities
- Participate in national and state campaigns (Click it or Ticket)
- STEP enforcement specific to OP

Use of Funds: The agency will utilize the grant funds for the OP overtime salaries and fringe to conduct described program activities above and beyond the agency's daily activities and responsibilities

Budget: \$10,000.00 Federal Funding Source 402OP

Project Number: 15-OP-213-1

Project Title: Greenwood Police Department Occupant Protection Enforcement

Location: The City of Greenwood is the county seat of Leflore County. Leflore County is located in the mid-north central part of the State in the Delta. Leflore County is bordered by Sunflower County to the West, Tallahatchie County to the North, Grenada and Carroll Counties to the East and Holmes and Humphrey Counties to the South.

Located in Leflore County, within the city limits of Greenwood there are three (3) major state highways: U.S. Hwy 49, U.S. Hwy 82 and MS Hwy 7. Greenwood has a population of 16,087, according to the 2010 census.

Problem Identification: The City of Greenwood is located in a Survey County and in the 405(b) target Impoverished Area; Greenwood is ranked #25 in Total Crash Injuries for Cities for 2012; and Leflore is ranked #23 in Total Crash Injuries. Last year the seat belt usage rate in Leflore County was 60.3%. With a population of just 16,000, it is a growing city in the North West Central Mississippi. The Greenwood Police Department safeguards this diverse community consisting of our local citizens, guests and commuting workers from surrounding counties as well as tens of thousands of visitors to our city each year. With the high volume comes the opportunity for non-usage of seat belts and/or child restraint systems.

Valley State University is located on Hwy 82 west approx. 10 miles from the city limits in Itta Bena MS and also Moorhead Community College is in Moorhead, MS approx. 25 minutes away. Greenwood is also the home to 7 public schools Bankston Elementary, Thread Gill, Davis Elementary, W.C. Williams, New Summit and Greenwood Middle School and Greenwood High School. Additionally, outside the city limits in Leflore County there is one private school and three county schools which are Amanda Elzy High School, East Elementary and Claudine Brown which are less than a mile out the city limits, all contributing to the low unbelted survey rate.

During the school year and summer break, Greenwood is host to thousands of visitors for various reasons including 300 Oaks Race, River to the Rails, Concerts, festivals, business events, art and music festivals such as blues concerts and on Howard Street for the art and crafts. Though out last year several more bars opened in the city limits of Greenwood. With the wide variety of the types of clubs, the night life in Greenwood has grown and multiplied in most areas which are proven to have a lower belt usage rate.

Data: The City of Greenwood had (585) total crashes in FY13. Of the total, (10) involved unbelted passengers or occupants; (5) involved unbelted injuries and (118) involved injuries.

Target: The reduce the number of crashes involving unbelted passengers or occupants from (10) in FY13 to (9) by the end of FY15; to reduce the number of injury crashes from (118) in FY13 to (112) by the end of FY15, and reduce the number of unbelted injuries from (5) in FY13 to (4) by the end of FY15.

Performance Measure: Increase the number of grant funded Seat Belt citations by 10% from (245) in 2013 to (270) in 2015 and to increase the number of grant funded Child Restraint citations by 10% from (54) in 2013 to (60) in 2015.

Strategy:

- Over Time enforcement
- Checkpoints
- Saturation patrols

- Publicize patrol activities
- Generate earned media
- Conduct educational outreach/activities
- Participate in national and state campaigns (Click it or Ticket)
- STEP enforcement specific to OP

Use of Funds: The agency will utilize the grant funds for OP overtime; fringe; to conduct described program activities above and beyond the agency's daily activities and responsibilities.

Budget: \$16,505.00 Federal Funding Source 402OP

Additional funding: \$67,602.00 Federal Funding Source 154AL

Project Number: 15-OP-123-1

Project Title: Hancock County Sheriff's Department Occupant Protection Enforcement (Conditional)

Location: Hancock County is located in the south part of the State. Hancock County is bordered by the State of Louisiana to the West, Pearl River County to the North, Harrison County to the East and The Gulf of Mexico to the South.

Problem Identification: Hancock County is a Seat Belt Survey County and is ranked 14th in top 25 counties for serious injuries. Encompassing 480 square miles and has (3) three major highways that travel through the county Interstate 10 and Highway 90 run east and west, Highway 43 runs from Highway 90 to Pearl River County line at Picayune. All three of these roads are used as gateways to the Mississippi Gulf Coast. Several casinos are located in Hancock County along with the Gulf Coast. One of the largest casino/entertainment complexes is set to open soon on the Mississippi Gulf Coast. With the high volume of traffic comes the opportunity for non-usage of seat belts and/or child restraint systems. Crash statistics shows, out of 237 crashes in FY13, 38 of those involved either a non-belted driver or passenger. Injury crashes for the same period of time totaled 67.

Data: Hancock County had (237) total crashes in FY13. Of the total, (38) involved non belted passengers or occupants; (17) involved unbelted injuries; (2) involved unbelted fatalities and (67) involved injuries.

Target: To reduce the number of crashes involving non belted passengers or occupants from (38) in FY13 to (36) by the end of FY15; to reduce the number of injury crashes from (67) in FY13 to (63) by the end of FY15, and reduce the number of unbelted injuries from (17) in FY13 to (16) by the end of FY15. Reduce unbelted fatalities from (2) in FY13 to (0) by the end of FY15.

Performance Measure: The Hancock County Sheriff's Department will increase seatbelt citations by 10% from (194) FY13 to (213) in FY15 and increase child restraint citations by 15% from (12) in FY13 to (14) in FY15.

Strategy:

- Over Time enforcement
- Checkpoints
- Saturation patrols
- Publicize patrol activities
- Generate earned media
- Conduct educational outreach/activities
- Participate in national and state campaigns (Click it or Ticket)
- STEP enforcement specific to OP

Use of Funds: The agency will utilize the grant funds for the OP overtime salaries and fringe to conduct described program activities above and beyond the agency's daily activities and responsibilities.

Budget: \$10,000.00 Federal Funding Source 402OP

Additional funding: \$111,422.00 Federal Funding Source 154AL

Project Number: 15-OP-124-1

Project Title: Harrison County Sheriff's Office Occupant Protection Enforcement

Location: Harrison County is located in the south part of the State. Harrison County is bordered by Hancock County to the West, Stone County to the North, Jackson County to the East and the Gulf of Mexico to the South.

Problem Identification: Harrison County is an Occupant Protection Survey county and ranks 2nd in Top 20 Counties in Mississippi for crashes; 1st in Top 25 Counties in Mississippi for Serious Injury involving non-belt use; 2nd in overall fatalities; and 6th for fatalities by non-belt use. With a population in excess of 187,000 and encompassing 581 square miles, which includes a sand beach frontage of approximately 26 miles this is a highly traveled local and tourist area. With the increase of tourists and vehicles in the area, there is an increase in unbelted drivers and passengers. Crash statistics shows, out of 265 crashes in FY13, 20 of those involved either a non-belted driver or passenger.

Injury crashes for the same period of time totaled 130. Tourism makes up 18% of all employment on the Mississippi Gulf Coast. Several casinos are located in Harrison County and the county hosts numerous special events along the Hwy 90 corridor such as; Cruisin the Coast, Mardi Gras Parades, Beachfront Concerts, Seafood Festivals, Gaming and Charter Boat Activities. U.S. Hwy 49 is also an artery for Mardi Gras parades and the Cruisin event. Hwy 15 and 605 is a major artery for the Mississippi Gulf Resort Classic that draws thousands of spectators. I-10 is a major artery that handles large transient populations that travel through Harrison County.

Data: Harrison County had (265) total crashes in FY13. Of the total, (20) involved non belted passengers or occupants; (18) involved unbelted injuries and (130) involved injuries.

Target: To reduce the number of crashes involving non belted passengers or occupants from (20) in FY13 to (18) by the end of FY15; to reduce the number of injury crashes from (130) in FY13 to (117) by the end of FY15, and reduce the number of unbelted injuries from (18) in FY13 to (16) by the end of FY15.

Performance Measure: Increase the number of grant funded seatbelt citations by 10% from (434) in FY13 to (477) in FY15. Increase the number of grant funded child safety seat citations by 10% from (32) in FY13 to (35) in FY15.

Strategy:

- Over Time enforcement
- Checkpoints
- Saturation patrols
- Publicize patrol activities
- Generate earned media
- Conduct educational outreach/activities

- Participate in national and state campaigns (Click it or Ticket)
- STEP enforcement specific to OP

Use of Funds: The agency will utilize the grant funds for the OP overtime salaries and fringe CPS training and Click It or Ticket to conduct described program activities above and beyond the agency's daily activities and responsibilities.

Budget: \$43,072.00 Federal Funding Source 402 OP

Project Number: 15-OP-125-1

Project Title: Hinds County Sheriff's Department Occupant Protection Enforcement

Location: Hinds County is located in the central part of the State. Hinds County is bordered by Warren and Claiborne Counties to the West, Yazoo and Madison Counties to the North, Rankin County to the East and Copiah County to the South.

Problem Identification: Hinds County is the largest county in Mississippi in population, with a population around 250,800. Hinds County is a seat belt survey county and a teen target county. Hinds County is ranked #3 for fatalities by non-belt use; #2 for injuries involving non-belt use; #1 for fatalities from 2008-2012; # 1 for total crash rate; #1 for total injuries; #1 for injury crashes; and # 1 for serious injuries per mile in the Top 20 Counties in Mississippi for Crashes for FY2012. Hinds County is home to eight (8) incorporated municipalities and numerous unincorporated communities with approximately 877 square miles.

Hinds County has three major interstates; I-20, I-220, and I-55 which intersect in the eastern part of the county, as well as State highways 18, 22, 27, 467, and 473 along with U.S. highways 49, 51, and 80 and numerous city streets and county roadways. Crash statistics shows, out of 274 crashes in FY13, 20 of those involved either a non-belted driver or passenger. Injury crashes for the same period of time totaled 81. With the high volume of traffic comes the opportunity for non-usage of seat belts and/or child restraint systems

Data: Hinds County had (274) total crashes in FY13. Of the total, (20) involved non belted passengers or occupants; (9) involved unbelted injuries and (81) involved injuries.

Target: To reduce the number of crashes involving non belted passengers or occupants from (20) in FY13 to (19) by the end of FY15; to reduce the number of injury crashes from (81) in FY13 to (76) by the end of FY15, and reduce the number of unbelted injuries from (9) in FY13 to (8) by the end of FY15.

Performance Measure: The Hinds County Sheriff's Department will increase grant funded seatbelt citations 10% from (973) in FY13 to (1,070) in FY15. The agency will increase grant funded child restraint citations 10% from (116) in FY13 to (128) in FY15.

Strategy:

- Over Time enforcement
- Checkpoints
- Saturation patrols
- Publicize patrol activities
- Generate earned media
- Conduct educational outreach/activities
- Participate in national and state campaigns (Click it or Ticket)

- STEP enforcement specific to OP

Use of Funds: The agency will utilize the grant funds for the OP overtime and fringe.

Budget: \$12,590.00 Federal Funding Source 402OP

Additional funding: \$199,594.47 Federal Funding Source 154AL

Project Number: 15-OP-130-1

Project Title: Jackson County Sheriff's Office Occupant Protection Enforcement

Location: Jackson County is located in the south east part of the State. Jackson County is bordered by Harrison County to the West, George County to the North, the State of Alabama to the East and the Gulf of Mexico to the South.

Problem Identification: Jackson County is a seatbelt survey and teen target county. Jackson County ranks 4th in top injuries involving non-belt use; #15 in fatalities involving non-belt use; #3 for teen fatalities; #3 in injury crashes; #3 in total injuries; and #4 for fatalities from 2008-2012. Jackson County totals a vast 1,043 square miles. 674 square miles are unincorporated and has a population of 139,668. The county has several major evacuation highways and a major pipeline Interstate that connects the West and East Coast of the United States and runs through the center. Interstate 10, Highway 609, Highway 90, Highway 63, and Highway 57 are major roadways flowing through Jackson County, that not only handle local citizens, but support tourists and commuters on a daily basis. With the high volume comes the opportunity for non-usage of seat belts and/or child restraint systems. Crash statistics shows, out of 674 crashes in FY13, 108 of those involved either a non-belted driver or passenger. Injury crashes for the same period of time totaled 226.

There are 13 county schools in the unincorporated area of Jackson County that educate approximately 10,000 students, from kindergarten through the twelfth grade. A high volume of Mississippi Gulf Coast Community College students, commuting tourist, military personnel, and shipyard contactors/employees continuously travel the major highways and roadways. Keesler Air Force Base has hundreds of Airmen stationed there accompanied by their families that also attract numerous visitors to our area. Ingalls Shipbuilding, Chevron Refinery, and First Chemical attract workers from around the world. Jackson County's roadways are travelled by a large diverse group of people on a daily basis.

Data: Jackson County had (674) total crashes in FY13. Of the total, (108) involved non belted passengers or occupants; (71) involved unbelted injuries; (4) unbelted fatalities and (226) involved injuries. Drivers between the ages of 16-20 had a total of (179) crashes for the 2013, which included (67) injuries.

Target: To reduce the number of crashes involving non belted passengers or occupants from (108) in FY13 to (102) by the end of FY15; to reduce the number of injury crashes from (226) in FY13 to (214) by the end of FY15, and reduce the number of unbelted injuries from (71) in FY13 to (67) by the end of FY15; reduce the number of teens 16-20 total crashes from (179) in FY13 to (170) by FY15.

Performance Measure: The Jackson County Sheriff's Office will increase grant funded seat belt citations by 95% from (44) in FY13 to (86) in FY15, increase grant funded child safety seat citations by 85% from (15) in FY13 to (28) in FY15.

Strategy:

- Over Time enforcement
- Checkpoints
- Saturation patrols

- Publicize patrol activities
- Generate earned media
- Conduct educational outreach/activities
- Participate in national and state campaigns (Click it or Ticket)
- STEP enforcement specific to OP

Use of Funds: The agency will utilize the grant funds for the OP overtime and fringe to conduct described program activities above and beyond the agency's daily activities and responsibilities.

Budget: \$10,000.00 Federal Funding Source 402OP

Additional Funding: \$31,701.00 Federal Funding Source 154AL

Project Number: 15-OP-131-1

Project Title: Jasper County Sheriff's Department Occupant Protection Enforcement

Location: Jasper County is located in the southeast central part of the State. Jasper County is bordered by Smith County to the West, Newton County to the North, Clark County to the East and Jones County to the South.

Problem Identification: Jasper County It has 656.17 square county miles with a population of 17,062. It has 10 highways, as well as having Interstate 59 run through it. This interstate alone more than triples Jasper County's population with the amount of traffic that flows thru on a daily base. With the high volume comes the opportunity for non-usage of seat belts and/or child restraint systems. Jasper County is not a seat belt survey county for the State so there are no official numbers as to the rate; however, based on crash statistics, out of 85 crashes in FY13, 7 of those involved either a non-belted driver or passenger. Injury crashes for the same period of time totaled 37. Due to the excessively high fatality rate associated with motor vehicle collisions, Mississippi has been ranked among the five most dangerous states to travel for more than a decade.

Data: Jasper County had (85) total crashes in FY13. Of the total, (7) involved non belted passengers or occupants; (4) involved unbelted injuries; (1) unbelted fatality and (37) involved injuries.

Target: To reduce the number of crashes involving non belted passengers or occupants from (7) in FY13 to (6) by the end of FY15; to reduce the number of injury crashes from (37) in FY13 to (35) by the end of FY15, and reduce the number of unbelted injuries from (4) in FY13 to (3) by the end of FY15.

Performance Measure: The agency will increase grant funded seatbelt citations from (0) FY13 to (55) FY15 and increase grant funded child restraint citations from (0) FY13 to (25) FY15.

Strategy:

- Over Time enforcement
- Checkpoints
- Saturation patrols
- Publicize patrol activities
- Generate earned media
- Conduct educational outreach/activities
- Participate in national and state campaigns (Click it or Ticket)
- STEP enforcement specific to OP

Use of Funds: The agency will utilize the grant funds for the OP overtime and fringe to conduct described program activities above and beyond the agency's daily activities and responsibilities.

Budget: \$7,500.00 Federal Funding Source 402OP

Additional Funding: \$18,576.00 Federal Funding Source 154AL

Project Number: 15-OP-137-1

Project Title: Lamar County Sheriff's Department Occupant Protection Enforcement

Location: Lamar County is located in the south central region of the State. Lamar County is bordered by Marion County to the West, Covington and Jefferson Davis Counties to the North, Forrest County to the East and Pearl River County to the South.

Problem Identification: Lamar County has a population of 55,658 and encompasses 500 square miles. The county is in the middle of (2) two major highways that travel through the county: Highway 98 runs east and west and Highway 59 run north and south and experiences an influx of motorist heading to and from the MS Gulf Coast, along with travelers travelling to the New Orleans area. The county is also located near Hattiesburg, MS, which is home to two universities, University of Southern Mississippi and William Carey University in its jurisdiction. Other events such as spring break, homecoming and prom associated with the six (6) high schools, 2 being private, in the county also have an impact on high traffic volumes. With the high volume comes the opportunity for non-usage of seat belts and/or child restraint systems. Marion County is not a seat belt survey county for the State so there are no official numbers as to the rate; however, based on crash statistics, out of 394 crashes in FY13, 58 of those involved either a non-belted driver or passenger. Injury crashes for the same period of time totaled 141. Lamar County ranked 27th in overall fatalities, 23rd in injury crashes and 21st in injuries.

Data: Lamar County had a total of (394) crashes in FY13. Of the total, (58) involved non belted passengers or occupants; (25) involved unbelted injuries; (3) unbelted fatalities and (79) involved injuries.

Target: To reduce the number of crashes involving non belted passengers or occupants from (58) in FY13 to (55) by the end of FY15; to reduce the number of injury crashes from (79) in FY13 to (75) by the end of FY15, and reduce the number of unbelted injuries from (25) in FY13 to (23) by the end of FY15. Reduce the number unbelted fatalities from (3) in FY13 to (0) in FY15.

Performance Measure: Increase the number of grant funded seatbelt citations by 80% from (46) in FY13 to (83) in FY15 and increase grant funded child restraint citations by 70% from (11) in FY13 to (19) FY15.

Strategy:

- Over Time enforcement
- Checkpoints
- Saturation patrols
- Publicize patrol activities
- Generate earned media
- Conduct educational outreach/activities
- Participate in national and state campaigns (Click it or Ticket)
- STEP enforcement specific to OP

Use of Funds: The agency will utilize the grant funds for the OP overtime and fringe to conduct described program activities above and beyond the agency's daily activities and responsibilities.

Budget: \$10,000.00 Federal Funding Source 402OP

Additional funding: \$84,150.00 Federal Funding Source 154AL

Project Number: 15-OP-138-1

Project Title: Lauderdale County Sheriff's Department Occupant Protection Enforcement

Location: Lauderdale County Marion County is located on the east side of the State. Lauderdale County is bordered by Newton County to the West, Kemper County to the North, Newton County to the South and the State of Alabama to the East.

Problem Identification: Lauderdale County has 715 square miles and a population of 80,220; it is comprised of 1,453 miles of public roadways, of which the sheriff's department is the primary enforcement agency for 1,090 miles. During the last three years 75% of the fatalities within the Lauderdale County jurisdiction were not wearing a seatbelt. Lauderdale County is not a seat belt survey county for the State so there are no official numbers as to the rate; however, based on crash statistics, out of (443) total crashes in FY13, (45) involved non belted passengers or occupants; (25) involved unbelted injuries; (3) involved unbelted fatalities and (100) involved injuries. Lauderdale County ranks #16 for fatalities involving non-belt use, #11 in injuries involving non-belt use, #7 in injury crashes, #7 in total injuries and #13 for total fatalities during 2008-2012. The City of Meridian (the county seat) ranks #4 in the Cities for injuries and #24 for injuries and fatalities involving non-belt use. Lauderdale County is a teen target area ranking #4 in teen fatalities in 2012.

Data: Lauderdale County had (443) total crashes in FY13. Of the total, (45) involved non belted passengers or occupants; (25) involved unbelted injuries; (3) unbelted fatalities and (48) involved injuries. There were also a total of (100) crashes involving driver aged 16-20 of which included (23) involving injuries.

Target: To reduce the number of crashes involving non belted passengers or occupants from (45) in FY13 to (42) by the end of FY15; to reduce the number of injury crashes from (48) in FY13 to (45) by the end of FY15; and reduce the number of unbelted injuries from (25) in FY13 to (23) by the end of FY15; reduce the number of drives ages 16-20 involved in crashes from (100) in 2013 to (95) in FY15. Reduce the number of unbelted fatalities of (3) in FY13 to (0) by the end of FY15.

Performance Measure: Increase grant funded seatbelt citation by 5% from (2,289) citations in FY13 to (2,403) citations in FY15. Increase the number of grant funded child restraint citations by 1% from (177) citations in FY13 to (195) citations in FY15.

Strategy:

- Over Time enforcement
- Checkpoints
- Saturation patrols
- Publicize patrol activities
- Generate earned media
- Conduct educational outreach/activities
- Participate in national and state campaigns (Click it or Ticket)
- STEP enforcement specific to OP

Use of Funds: The agency will utilize the grant funds for the OP overtime; fringe; contractual services; to conduct described program activities above and beyond the agency's daily activities and responsibilities.

Budget: \$40,000.00 Federal Funding Source 402OP

Additional funding: \$29,748.00 Federal Funding Source 405(d)
\$100,000.00 Federal Funding Source 154AL

Project Number: 15-OP-296-1

Project Title: Leland Police Department Occupant Protection Enforcement (Conditional)

Location: Leland is located in the west central part of the State in Washington County, in the Delta. Washington County is bordered by the state of Arkansas to the West, Bolivar County to the North, Sunflower and Humphreys Counties to the East and Sharkey and Issaquena Counties to the South.

Problem Identification: Leland is positioned at the crossroads of United States Highway 61 (a two lane MS Hwy that runs from Louisiana to Tennessee) and Highway 82 (a four lane MS Hwy that runs from Arkansas to Alabama). With the high volume comes the opportunity for non-usage of seat belts and/or child restraint systems. Washington County is not a seat belt survey county for the State so there are no official numbers as to the rate; however, based on crash statistics, Leland had (10) crashes in FY13, (3) of those involved either a non-belted driver or passenger. Injury crashes for the same period of time totaled (1). The City of Leland is in the impoverished and teen target area; Washington County is ranked #14 for teen fatalities in 2012; #2 for fatalities with non-belt use; #12 for injuries involving non-belt use; #15 for total injuries; #18 for injury crashes and #12 for fatalities from 2008-2012.

Data: Leland had (10) total crashes in FY13. Of the total, (3) involved non belted passengers or occupants; (0) involved unbelted injuries and (1) involved injuries. Washington County had a total of (22) crashes involving driver aged 16-20.

Target: Decrease the number of total crashes from (10) in 2013 to (9) in 2015; reduce the number of unbelted crashes from (3) in FY13 to (2) in FY15; and reduce the number of injury crashes from (1) in 2013 to (0) in 2015.

Performance Measure: Increase grant funded seat belt citations from (55) in FY13 to (125) in FY15 and increase grant funded child restraint citations from (5) in FY13 to (30) in FY15.

Strategy:

- Over Time enforcement
- Checkpoints
- Saturation patrols
- Publicize patrol activities
- Generate earned media
- Conduct educational outreach/activities
- Participate in national and state campaigns (Click it or Ticket)
- STEP enforcement specific to OP

Use of Funds: The agency will utilize the grant funds for the OP overtime; fringe; training from CPST; to conduct described program activities above and beyond the agency's daily activities and responsibilities.

Budget: \$5,075.00 Federal Funding Source 402OP

Project Number: 15-OP-297-1

Project Title: City of Lexington Occupant Protection Enforcement

Location: The City of Lexington is located in Holmes County. Holmes County is located in the central part of the State. Holmes County is bordered by Humphreys and Leflore Counties to the West, Leflore and Carroll Counties to the North, Attala County to the East and Yazoo County to the South.

Problem Identification: The City of Lexington has a population of 1,837 and consists of 764 square miles. Major roadways in the area are US highway 17 North/South and US Highway 12 East/West, 2.7 city miles and 764.0 square miles. There are hundreds of thousands of motorists and tourist who travel through this area each year visiting the historical landmark. With the high volume comes the opportunity for non-usage of seat belts and/or child restraint systems. The Holmes County is a seat belt survey county with a rate of 71.7% in 2013. Holmes County is also in the Delta which is identified as the impoverished target area for OP. The State's crash data analysis shows a higher risk for the African American population as well as motorist in the Mississippi Delta as being at a higher risk for fatal serious injury crashes making Lexington a much needed area for implementing an OP highway traffic safety program.

Data: City of Lexington had (35) total crashes in FY13. Of the total, (13) involved non belted passengers or occupants; (3) involved unbelted injuries and (8) involved injuries.

Target: City of Lexington will reduce the number of total crashes by 5% from (35) in 2013 to (33) in 2015 and reduce the number of injury crashes from (8) in 2013 to (6) in 2015. Reduce the number of unbelted not injured by 5% from (3) in FY13 to (2) in FY15.

Performance Measure: Increase grant funded seatbelt citations from (0) in FY13 to (90) for FY15 and grant funded child restraint citations from (0) in FY13 to (20) for FY15.

Strategy:

- Over Time enforcement
- Checkpoints
- Saturation patrols
- Publicize patrol activities
- Generate earned media
- Conduct educational outreach/activities
- Participate in national and state campaigns (Click it or Ticket)
- STEP enforcement specific to OP

Use of Funds: The agency will utilize the grant funds for the OP overtime, fringe to conduct described program activities above and beyond the agency's daily activities and responsibilities.

Budget: \$10,000.00 Federal Funding Source 402OP

Project Number: 15-OP-203-1

Project Title: Long Beach Police Department Occupant Protection Enforcement

Location: Long Beach is located in Harrison County. Harrison County is located in the southern part of the State. Harrison County is bordered by Hancock County to the West, Stone County to the North, Jackson County to the East and The Gulf of Mexico to the South.

Problem Identification: The City of Long Beach has a population of 15,110. It encompasses 10 square miles, 74 city miles. Harrison County is a Seat Belt Survey County with a rating of 93% for 2013. Harrison County is also a teen target county ranking #9 in the top teen fatality; additionally is in the top 16 counties for highest

number of unrestrained fatalities; was ranked #1 for injuries involving non-belt use; #6 for unbelted fatalities; #2 for total crashes; #2 for total injuries; #2 for fatalities from 2008-2012. The area is heavily travelled with vehicles on U.S. Highway 49 to the Mississippi Gulf Coast and Interstate 10, along with multiple State and County roads. Many travelers along these roadways are unbelted. The casinos operate 24 hours a day bringing many visitors to the area. Long Beach is heavily travelled to go to and from casino activity, beaches and entertainment opportunities. The University of Southern MS Gulf Coast recently reopened the Long Beach campus, which has led to an increase to traffic in Long Beach. US Hwy 90 is an area of concern due to it being a major east/west route along the coast. With the high volume of traffic comes the opportunity for non-usage of seat belts and/or child restraint systems.

Data: The City of Long Beach had (176) total crashes in FY13. Of the total, (10) involved non belted passengers or occupants; (6) involved unbelted injuries; (3) unbelted fatalities; and (39) involved injuries. Long Beach also had (45) total crashes for drivers age 16-20; (9) involving injuries.

Target: Reduce the number of crashes involving non belted passengers or occupants from (10) in FY13 to (9) by the end of FY15; to reduce the number of injury crashes from (39) in FY13 to (37) by the end of FY15, and reduce the number of unbelted injuries from (6) to (5) by the end of FY15. Reduce the number of Teens 16-20 involved crashes from (45) in FY13 to (43) in FY15.

Performance Measure: Increase grant funded seat belt citations by 10% from (139) to (153) in FY15; increase child restraint citations by 10% from (31) to (34) in FY15.

Strategy:

- Over Time enforcement
- Checkpoints
- Saturation patrols
- Publicize patrol activities
- Generate earned media
- Conduct educational outreach/activities
- Participate in national and state campaigns (Click it or Ticket)
- STEP enforcement specific to OP

Use of Funds: The agency will utilize the grant funds for the overtime and fringe to conduct described OP program activities above and beyond the agency's daily activities and responsibilities.

Budget: \$14,973.00 Federal Funding Source 402OP

Additional funding: \$57,158.00 Federal Funding Source 154AL

Project Number: 15-OP-300-1

Project Title: McComb Police Department Occupant Protection Enforcement (Conditional)

Location: The City of McComb is located in Pike County. Pike County is located in the southwest part of the State. Pike County is bordered by Amite County to the West, Lincoln to the North, Walthall County to the East and State of Louisiana to the South.

Problem Identification: The City of McComb has recently opened a multi-purpose sports complex that attracts various sporting events and other related activities. The City of McComb is the intersection of three (3) major highway systems, Interstate 55, U.S. Hwy. 51, and U.S. Hwy. 98. Percy Quinn State Park which includes Quail Hollow Championship Golf Course and Lake Tangipahoa is located within four (4) miles of McComb and is

one of the busiest State Parks in Mississippi. In addition to Lake Tangipahoa, a 1000 acre lake, Lake Okhissa is located in Pike County and is called a “Bill Dance” signature lake it draws many patrons. The Southwest Mississippi Community College is also located just north of the City of McComb. With the high volume of traffic comes the opportunity for non-usage of seat belts and/or child restraint systems. Pike County is in an Occupant Protection Survey County and had a seat belt usage rate of 84% in 2013. Pike County rank #16 for total crashes; #16 for total injuries; and #21 for overall fatalities 2008-2012;

Data: The City of McComb had (486) total crashes in FY13. Of the total, (35) involved non belted passengers or occupants; (4) involved unbelted injuries and (110) involved injuries.

Target: To reduce the number of crashes involving non belted passengers or occupants from (35) in FY13 to (33) by the end of FY15; to reduce the number of injury crashes from (110) in FY13 to (104) by the end of FY15; and reduce the number of unbelted injuries from (4) in FY13 to (3) by the end of FY15.

Performance Measure: Increase grant funded seatbelt citations by 6% from (471) to (500); and increase grant child restraint citations by 5% from (72) to (76) in FY15.

Strategy:

- Over Time enforcement
- Checkpoints
- Saturation patrols
- Publicize patrol activities
- Generate earned media
- Conduct educational outreach/activities
- Participate in national and state campaigns (Click it or Ticket)
- STEP enforcement specific to OP

Use of Funds: The agency will utilize the grant funds for the overtime and fringe to conduct described OP program activities above and beyond the agency’s daily activities and responsibilities.

Budget: \$19,052.00 Federal Funding Source 402OP

Additional funding: \$8,988.00 Federal Funding Source 154AL

Project Number: 15-OP-410-6

Project Title: MHSRC Traffic Safety Material Distribution

Supplemental to 15-ST-410-6

Budget: \$30,000.00 Federal Funding Source 402OP

Additional Funding Source: \$250,000.00 154AL

Project Number: 15-OP-408-1

Project Title: Mississippi Highway Safety Patrol Occupant Protection Enforcement Project

Location: The State of Mississippi is in the Southern part of the United States. MS is bordered by the States Louisiana and Arkansas to the West, Tennessee to the North, Alabama to the East and the State of Louisiana and the Gulf of Mexico to the South.

Problem Identification: The population of Mississippi is 2,978,512, according to the 2010 census. The State covers square miles 46,923, and 10,958 of county miles. This is a high volume of traffic and with the high volume comes the opportunity for non-usage of seat belts and/or child restraint systems. In 2013, the Mississippi Seat Belt Usage rate decreased from 83.2% in 2012 to 74% in 2013, according to the Mississippi State University Seat Belt Survey. The approximate 26% remaining unbelted Mississippians need be reached.

Data: MS had (12,673) total crashes of which, (308) were unbelted not injured, (484) were unbelted injuries, (140) were unbelted fatalities, and (4025) were injury crashes in FY2013.

Target: Reduce total crashes from (12,673) in FY14 to (6,339) in FY15; unbelted injuries from (484) in FY13 to (387) in FY15; reduce the number of unbelted fatalities from (140) in FY13 to (112) in FY15; and reduce injury crashes from (4,025) in FY13 to (3824) in FY15.

Performance Measure: Increase grant funded seat belt citations by 5% from (2,743) in FY13 to (2,880) for FY15. Increase the number of grant funded child restraint citations by 7% from (142) in FY13 to (152) in FY15.

Strategy:

- Over Time enforcement
- Checkpoints
- Saturation patrols
- Publicize patrol activities
- Generate earned media
- Participate in national and state campaigns (Click it or Ticket)
- STEP enforcement specific to OP

Use of Funds: The agency will utilize the grant funds for the OP overtime and fringe to conduct described program activities above and beyond the agency's daily activities and responsibilities.

Budget: \$157,320.00 Federal Funding Source 402OP

Additional funding: \$2,081,692.00 Federal Funding Source 154AL
\$92,346 Federal Funding Source 405(c)
\$250,000.00 Federal Funding Source 402-Speed

Project Number: 15-DE-XXX-X

Project Title: MOHS Constituent Travel

Project Description: The funds will be used for constituent travel in and out of State to meetings, conference and trainings approved by the MOHS. Funds will also be used to provide honorariums for speakers, presenters for speaking engagements, conferences, meetings and training that would enhance the MOHS program.

Funds can include airfare, baggage fees, hotel accommodation and transportation, per diem for meals, tips and any additional travel fees approved by the MOHS.

Budget: \$10,000.00 Federal Funding Source 402OP

Project Number: 15-OP-410-1

Project Title: MOHS Occupant Protection Coordination Program

Project Description: Provides program management in the Occupant Protection program area to coordinate statewide local law enforcement efforts related to MOHS operations. Program oversees funding to state and local law enforcement agencies for overtime enforcement, and assist in developing strategies for inter-jurisdictional enforcement efforts.

Provide program management for the planned MOHS Seat Belt Survey, the CPS survey and the CIOT National Mobilization. Oversee projects related to CPS, including fitting stations, checkpoint stations and CPS technician training. Oversee OP media campaign during National CIOT blitz period. Personnel services will include salaries and benefits for Director (100% P&A); Policy Advisor (20% P&A)-Vacant; (1) 50% Division Director, and two (2) Program Managers 100%; Finance Director (50% P&A); Accounting Director (10% P&A); and Accounting clerk (24% P&A). Travel, supplies and training will also be included in the project for monitoring, workshops, seminars, and program management at the same percentage. Remainder of funding for personnel can be found in 402 PTS.

Budget: \$17,500.00 Federal Funding Source 402OP

Project Number: See Projects Below

Project Title: MOHS Law Enforcement Liaison Network Program (OP Funding)

Supplemental to MOHS Law Enforcement Liaison Network Program (154)

Additional Data: The decrease between FY12 and FY13 Click It or Ticket Campaign is visible by a reduction of 61.34% (15,230 hours FY12/5888 hours FY13) of total hours worked in enforcement activity and a decrease of 36.19% (713 FY12/455 FY13) in the number of checkpoints. A decrease of 10.96% in the total number of reporting agencies was seen in FY13 (146 FY12/ 130 FY13).

Additional Performance Measures: To increase the number of law enforcement agencies reporting enforcement activities (130) in FY 13 by 10% to (143) and participating (182) in FY13 by 10% to (200) in FY15 during Click It or Ticket National Campaign.

Additional Use of Funds: Click It or Ticket Law Enforcement Network Luncheons.

Budget: \$4,050.00 Federal Funding Source – 402 OP

Additional Funds: \$2,640.00 Federal Funding Source – 402 PTS
 \$72,157.88 Federal Funding Source – 154AL
 \$30,266.05 Federal Funding Source – 405(d)

Project Number: 15-OP-410-7

Project Title: MOHS LEL High Visibility Light Signals

Project Description: The Mississippi Office of Highway Safety will purchase high visibility light signals for the LEL coordinators and the MHSRC to be checked out and used for checkpoint safety, night time enforcement and during blitz campaigns. The light signals will help increase law enforcement agencies productivity in the state of Mississippi, which will support and enhance the nation’s federal campaigns such as “Click It or Ticket” and “Drive Sober or Get Pulled Over” and any other state enforcement activities.

Location: The population of Mississippi is 2,978,512, according to the 2010 census. The State covers square miles 46,923, and 10,958 county miles.

Data: Unbelted not injured increased from (319) in FY11 to (321) in FY12. Unbelted injuries increased from (819) in FY11 to (918) in FY12. Unbelted fatalities decreased from (168) in FY11 to (150) in FY12. The numbers show a large number of male fatalities each year.

Performance Measure: To support the increase in the number of agencies conducting evening/nighttime seatbelt enforcement/checkpoints by providing proper lighting.

Use of Funds: Funds will be for purchase of light signals, freight and handling.

Budget: \$8,000.00 Federal Funding Source 402OP

Additional Funding: \$32,000.00 Federal Funding Source 154AL

Project Number: 15-OP-41-XX

Project Title: Mississippi Office of Highway Safety/Click It or Ticket Mini-Enforcement Grants

Location: The population of Mississippi is 2,978,512, according to the 2010 census. The State covers square miles 46,923, and 10,958 county miles.

Problem Identification: In 2013, the Mississippi Seat Belt Usage rate decreased to 74.4% according to the survey conducted by the Mississippi State University.

The approximate 25.6% remaining unbelted Mississippians could be reached through extensive enforcement. The Click It or Ticket blitz is set to run May 19 through June 1, 2015.

Data: Seatbelt citations increased from (26,375) in FY11 to (46,822) in FY12. Child Safety Seat Citations increased from (4,074) in FY11 to (8,852) in FY12. Unbelted fatalities decreased from (387) in FY11 to (302) in FY12. In 2012, there were (222) unbelted driver fatalities and (80) unbelted passenger fatalities. The numbers show a large number of male fatalities each year, with (223) of the (387) being male.

Target: To decrease the number of unrestrained passenger vehicle occupant fatalities in all seating positions 10% from the 2012 base calendar year of (302) to (272) by end of FY15. To decrease the number of unrestrained passenger vehicle occupant fatalities by an additional 5% for a long term Target of (258) by the end of 2015.

Performance Measure: To increase the number of agencies participating with the Click It or Ticket Campaign by 10% from (130) in FY13 to (143) by the end of FY15.

To increase the number of seatbelt citations issued during grant-funded enforcement activities by 5% from (46,822) in FY12 to (49,163) by the end of FY15. To increase the number of child restraint citations issued during grant funded activities by 5% from (8,852) to (9,294) by the end of FY15.

Strategy: The agency will use the funds to provide overtime to officers to work overtime in conducting Occupant Protection.

Use of Funds: Funds will be used for law enforcement in strategic target areas that have been identified through data to increase enforcement during the blitz period to reduce fatalities and injuries. Funds will be used for: Overtime and Fringe benefits that is over and beyond regular duties and responsibilities.

Budget: \$250,000.00 Federal Funding Source 402 OP

Project Number: 15-OP-410-4
Project Title: MOHS LE Field Outreach Coordination

See also LE Field Outreach Coordination 15-ST-410-4

Location: Statewide.

Target: Increase and strengthen grant participation and grant activities by state law enforcement agencies by 10% from (82) agencies in FY 13 to (90) agencies in FY15.

Performance Measure: Increase the number of law enforcement agencies reporting (130) in FY13 by 10% to (143) in FY15 and maintain 100% participation of all (182) counties in FY15 during the Memorial Day National Campaign. Recruit (8) new agencies to participate in traffic safety initiatives.

Strategy:

- Meet weekly with the MOHS.
- Develop a work plan.
- Provide in service training for LEL's
- Organize and conduct LE related events
- Support crackdowns, mobilizations and statewide blitz periods
- Assist LEL with work plans
- Communicate effectively with LELs

Participate in quarterly LEL field meetings

Use of Funds: See LE Field Outreach Coordination ST-XXX-X

Budget: \$20,800.00 Federal Funding Source 402OP
Additional Funding Source: \$83,200.00 Federal Funding Source 154AL

Project Number: 15-OP-410-5
Project Title: MOHS LE Training Coordination

See MOHS LE Training Coordination 15-ST-410-5

Target: The overall target of the MOHS Law Enforcement Training Coordination program is to advance or expand training of the (9,904) State and local law enforcement officers within the State of MS; which includes 540 new officers annually. Recertification of 111 officers will be conducted for advanced training and 5% (495) of law enforcement officers statewide in FY15.

Performance Measure: Conduct no less than (2) TOPS training courses in FY15.

Strategy:

- Conduct a training needs assessment
- Develop a strategy of providing training to those law enforcement agencies based on cities and counties that have a high impaired driving fatality rate.
- Develop training programs utilizing NHTSA approved courses and certified through the Mississippi Office of Standards and Training. Coordinate with Mississippi Office of Highway Safety
- Establish a training budget
- Develop a yearly calendar detailing the training type, location, etc.

- Meet with agencies to set up training.
- Meet quarterly with the MOHS, TSRP, JOL and CCL.
- Disseminate and assist law enforcement agencies in promoting and extending all National Highway Traffic Safety Administration (NHTSA) National Campaign messages.
- Assist, as need (upon request) with setting up, staffing and implementing, check points and saturation patrols and/or no refusal enforcement efforts.
- Provide evaluations on effectiveness of each program.

Use of Funds: The agency will utilize the grant funds for the salaries, travel and meeting logistics to conduct described program activities above.

Budget: \$55,000.00 Federal Funding Source 402OP

Additional Funding: \$220,000.00 Federal Funding Source 154AL

Project Number: 15-CR-401-1

Project Title: MS Department of Health Child Restraint Seat Program

Location: The Department of Health is responsible for enforcement activities for the entire State of Mississippi through extensive enforcement. The population of Mississippi is 2,978,512, according to the 2010 census. The State covers square miles 46,923, and county miles 10,958.

Problem Identification: Mississippi's rate of death due to injuries, both intentional and unintentional, exceeds the national rate by more than fifty percent. Despite evidence that most injuries are preventable, they continue to constitute one of the most tragic and costly public health problems to date.

The Mississippi State Department of Health recognizes the severity of this problem and offers instruction on proper installation and use of child restraints. Mississippi now has over 200 certified Child Passenger Safety Technicians across the state. These technicians are trained to check the child restraints to ensure they fit the child properly, are installed correctly inside the vehicle, and are not damaged or expired.

In 2009, 16 children under the age of 13 were killed as passengers in Mississippi. The 14-20 age range had the highest rate of unbelted fatalities of all other age ranges. The Mississippi State Department of Health conducts safety seat checks and educates parents in the proper installation of car safety seats.

Data: Unbelted not injured were (86) in FY12. Unbelted injuries were (1,631) in FY12. Unbelted fatalities were (600) in FY12.

Target: The primary targets of MSDH are to decrease the number of fatal crashed by 2% from (69,936) in 2013 to (68,537) in 2015, decrease the number of injury crashes by 2% from (18,200) in 2013 to (17,836) in 2015, and to reduce the number of fatal crashes by 4% from (503) in 2013 to (483) in 2015.

The MSDH will help to decrease the number of unbelted fatalities in ages of 20 and below by 10% from (32) in 2012 to (29) by the end of FY15.

MSDH will reduce the total number of unbelted injuries by 3% from (20,525) in 2013 to (19,909) in 2015 and reduce the number of unbelted fatalities by 4% from (280) in 2013 to (269) in 2015.

Performance Measure:

- Conduct a minimum forty-eight (48) child safety seat checkpoints at local health departments, daycares, or preschools.

- Conduct eight (8) publicized community child safety seat checkpoints at community events, shopping centers, or health and safety fairs to promote correct usage statewide.
- Distribute 2,500 child passenger restraints.

Strategy:

- Collaborate with Safe Kids Mississippi, Mississippi Department of Education, and other local partners to conduct school based occupant protection activities (e.g. presentations, safety fairs, workshops, countdown to drive program) for children ages 5-14 years.
- Collaborate with Safe Kids Mississippi and Public Health District Educators to conduct child passenger safety presentations on regulations and recommendations at schools and community/public events in all nine Health Districts.
- Schedule CPST courses to increase the number of Child Passenger Safety Technicians throughout the state.
- Conduct child safety seat checkpoints and publicized community child safety seat checkpoint in FY15.
- Distribute child restraints, increase knowledge about proper usage, and ensure they are being utilized.
- Distribute fact sheets and child passenger safety brochures that target children, ages 5-14 years that come into local health clinics.

Use of Funds: The Department of Health will use funding for Salary; Fringe; Travel; Training; Contractual Services.

Budget: \$85,000.00 Federal Funding Source 402CR

Additional Funding Source: \$174,744.51 Federal Funding Source 405(b)

Project Number: 15-OP-311-1

Project Title: Morton Police Department Occupant Protection Enforcement

Location: Morton is located in Scott County. Scott County is located in the central part of the State. Scott County is bordered by Rankin County to the West, Leake County to the North, Newton County to the East and Smith County to the South.

Problem Identification: With a population of 3,482 and encompasses 7 square miles the City of Morton contains several major arteries, including Interstate I-20 and State Highways 13 and 481 and U.S. Highway 80. Scott County is not a seat belt survey county for the State so there are no official numbers as to the rate; however, based on crash statistics, out of 55 crashes in FY13, 7 of those involved either a non-belted driver or passenger. Injury crashes for the same period of time totaled 15. Morton has two (2) private schools and three (3) public schools (Elementary, Jr. High, & High School). There is also a 150 acre state park that it provides camping, fishing, water sports and has a multi-purpose sports field. Morton has several industries which consist of Koch Foods, Craft-Co Enterprises and more. These industries have an excessive amount of traffic going to and from these plants including semi-trucks w/trailers. Annual average of the labor force in Scott County is 12,760 with 53% male and 47% female. With the high volume comes the opportunity for non-usage of seat belts and/or child restraint systems.

Data: In 2013, Morton had (55) total crashes. Of the total, (7) involved non belted passengers or occupants; (3) involved unbelted injuries and (15) involved injuries.

Target: To reduce the number of crashes involving non belted passengers or occupants from (7) in FY13 to (6) by the end of FY15; to reduce the number of injury crashes from (15) in FY13 to (14) by the end of FY15, and reduce the number of unbelted injuries from (3) in FY13 to (2) by the end of FY15.

Performance Measure: The Morton Police Department will increase seatbelt citations by 100% from (10) FY2013 to (20) FY2015 and increase child restraint citations by 100% from (4) FY2013 to (8) FY15.

Strategy:

- Over Time enforcement
- Checkpoints
- Saturation patrols
- Publicize patrol activities
- Generate earned media
- Conduct educational outreach/activities
- Participate in national and state campaigns (Click it or Ticket)
- STEP enforcement specific to OP

Use of Funds: The agency will utilize the grant funds for the OP overtime and fringe to conduct described program activities above and beyond the agency's daily activities and responsibilities.

Budget: \$2,500.00 Federal Funding Source 402OP

Project Number: 15-OP-150-1

Project Title: Neshoba County Sheriff's Department Occupant Protection Enforcement

Location: Neshoba County is located in the east central part of the State. Neshoba County is bordered by Leake County to the West, Winston County to the North, Kemper County to the East and Newton County to the South.

Problem Identification: The Neshoba consist of approximately 511 square miles with a population of 29,676. The county contains portions of State Highways 15, 16, 19, 21 and 486. Neshoba County has led the State in Native American fatalities for each of the past several years. Pearl River Reservation, the State's largest Indian reservation, makes up approximately 10% of Neshoba County and is home to approximately 4,000 members of the Mississippi Band of Choctaw Indians.

In the past 15 years the county has experienced major growth, especially in the City of Philadelphia and on the Pearl River Reservation. Many new retail businesses have opened in Philadelphia. During late July and early August, traffic increases even more because of the Neshoba County fair and Choctaw Indian Fair. Both of these events last approximately one week and bring many visitors to the county. All of the above attractions draw large crowds on a daily bases. With the high volume comes the opportunity for non-usage of seat belts and/or child restraint systems. Neshoba County is not a seat belt survey county for the State so there are no official numbers as to the rate; but is a teen target area. Based on crash statistics, out of 78 crashes in FY13, 16 of those involved either a non-belted driver or passenger. Injury crashes for the same period of time totaled 28. Neshoba County is ranked # 18 on the Top 20 Counties in Mississippi for total fatalities from 2008-2012, #9 for non-belted fatalities and #22 for non-belted injuries for 2012.

Data: Total crashes for Neshoba County was (78) in FY13. Injury crashes were (28) in the FY13. Unbelted uninjured was (3); however unbelted fatalities were (6) in FY13. Total crashes for drivers between the ages of 16-20 were (18) in FY13. Injury crashes for the ages of 16-20 were (4) in FY13.

Target: To reduce the number of crashes involving non belted passengers or occupants from (16) in FY13 to (15) by the end of FY15; to reduce the number of injury crashes from (28) in FY13 to (26) by the end of FY15,

and reduce the number of unbelted injuries from (3) in FY13 to (2) by the end of FY15. Neshoba County will reduce the number of unbelted fatalities by 20% of (6) in FY13 to (5) by the end of FY15.

Performance Measure: The Neshoba County Sheriff's Department will increase seat belt citations by 10% from (116) in FY13 to (127) FY14.

Strategy:

- Over Time enforcement
- Checkpoints
- Saturation patrols
- Publicize patrol activities
- Generate earned media
- Conduct educational outreach/activities
- Participate in national and state campaigns (Click it or Ticket)
- STEP enforcement specific to OP

Use of Funds: The agency will utilize the grant funds for the overtime; fringe; training for Child Passenger Seat Technician Training; and equipment (1) flashlight to conduct described program activities above and beyond the agency's daily activities and responsibilities.

Budget: \$7,775.00 Federal Funding Source 402OP

Additional funding: \$53,216.00.00 Federal Funding Source 154AL

Project Number: 14-OP-224-1

Project Title: New Albany Police Department Occupant Protection Enforcement

Location: The City of New Albany is located in Union County, approximately 20 miles northwest of Tupelo and 70 miles southeast of Memphis, Tennessee. Union County is located in the north east part of the State. Union County is bordered by Marshall and Lafayette Counties to the West, Benton and Tippah Counties to the North, Prentiss and Lee Counties to the East and Pontotoc County to the South.

Problem Identification: New Albany has the largest population in Union County, with a population of 8,500. Union County is not a seat belt survey county for the State so there are no official numbers as to the rate; however, based on crash statistics, out of 268 crashes in FY13, 11 of those involved either a non-belted driver or passenger. Injury crashes for the same period of time totaled 81. New Albany represents the commercial center of Union County with many shopping and employment options. New Albany is where US Highway 78 (future I-22) and four state highways (MS 15, MS 30, MS 178, and MS 348) converge. The Toyota manufacturing plant located in the county now employees approximately 2000 with three work shifts in operation. The full operation of this facility also has a Toyota supplier located in our city working at full capacity. With the high volume comes the opportunity for non-usage of seat belts and/or child restraint systems.

Data: The City of New Albany had (268) total crashes in FY13. Of the total, (11) involved non belted passengers or occupants; (6) involved unbelted injuries and (81) involved injuries.

Target: Reduce the number of crashes involving non belted passengers or occupants from (11) in FY13 to (9) by the end of FY15; to reduce the number of injury crashes from (81) in FY13 to (76) by the end of FY15, and reduce the number of unbelted injuries from (6) in FY13 to (5) by the end of FY15.

Performance Measure: The New Albany Police Department will increase grant funded seat belt citations from (492) in FY13 to (516) for Grant FY15. Increase grant funded Child Restraint citations from (11) in FY13 to (33) for Grant FY15.

Strategy:

- Over Time enforcement
- Checkpoints
- Saturation patrols
- Publicize patrol activities
- Generate earned media
- Conduct educational outreach/activities
- Participate in national and state campaigns (Click it or Ticket)
- STEP enforcement specific to OP

Use of Funds: The agency will utilize the grant funds for the OP overtime and fringe to conduct described program activities above and beyond the agency's daily activities and responsibilities.

Budget: \$15,698.00 Federal Funding Source 402OP

Additional funding: \$20,000.00 Federal Funding Source 405(d)
\$50,105.00 Federal Funding Source 154AL

Project Number: 15-OP-153-1

Project Title: Oktibbeha County Sheriff's Department Occupant Protection Enforcement

Location: Oktibbeha County is located in the north east central part of the State. Oktibbeha County is bordered by Choctaw County to the West, Webster and Clay Counties to the North, Lowndes County to the East and Winston and Noxubee Counties to the South.

Problem Identification: The County of Oktibbeha has a population of just fewer than 50,000 has increased since the 2000 census by 11.1%. Oktibbeha County is the home to the largest university in the State, Mississippi State University, with a student population of over 25,000. During the year the county is host to hundreds of thousands of visitors annually. Events such as the Bike Rallies, MSU athletics, Concerts, and parties bring in over 40,000. On a home football weekend the county sees the population rise above 75,000, on big games.

Oktibbeha County is not a seat belt survey county for the State so there are no official numbers as to the rate; however, based on crash statistics, out of 231 crashes in FY13, 16 of those involved either a non-belted driver or passenger. Injury crashes for the same period of time totaled 48. Oktibbeha County is a teen target area ranking #23 for teen fatalities in 2012; #22 for injury crashes; #23 for total vehicle injuries; #21 in total crashes belted and non-belted and #22 in 2012 the Top 25 Cities for Serious Injury.

Data: Oktibbeha County had (231) total crashes in FY13. Of the total, (16) involved non belted passengers or occupants; (6) involved unbelted injuries and (48) involved injuries. There were also a total of (85) crashes involving driver aged 16-20 which included (14) involving injuries.

Target: To reduce the number of crashes involving non belted passengers or occupants from (16) in FY13 to (14) by the end of FY15; to reduce the number of injury crashes from (48) in FY13 to (45) by the end of FY15, reduce the number of unbelted injuries from (6) in FY13 to (5) by the end of FY15, and reduce the number of drivers age 16-20 crashes from (85) in FY13 to (80) in FY15.

Performance Measure: Oktibbeha County Sheriff's Department will increase seat belt citations by 355% or from (66) in 2012 to (300) in 2014. Increase the number of Child Restraint Citations by 500% or from (5) in 2012 to (30) in FY14.

Strategy:

- Over Time enforcement
- Checkpoints
- Saturation patrols
- Publicize patrol activities
- Generate earned media
- Conduct educational outreach/activities
- Participate in national and state campaigns (Click it or Ticket)
- STEP enforcement specific to OP

Use of Funds: The agency will utilize the grant funds for the OP overtime and fringe to conduct described program activities above and beyond the agency's daily activities and responsibilities.

Budget: \$20,000.00 Federal Funding Source 402OP

Additional funding: \$43,190.00 Federal Funding Source 154AL

Project Number: 15-OP-225-1

Project Title: Oxford Police Department Occupant Protection Enforcement (Conditional)

Location: The City of Oxford is the county seat of Lafayette County. Lafayette County is located in the north central part of the State. Lafayette County is bordered by Panola County to the West, Tate and Marshall Counties to the North, Union and Pontotoc Counties to the East and Yalobusha and Calhoun Counties to the South.

Problem Identification: Lafayette County is not a seat belt survey county for the State so there are no official numbers as to the rate; however it is a teen target area and ranks #10 in teen fatalities ages 16-20. The City of Oxford ranks # 18 in cities for serious injuries and #14 for injuries involving non-belt use. Crash statistics show, out of 918 crashes in FY13, 44 of those involved either a non-belted driver or passenger. Injury crashes for the same period of time totaled 195. Oxford is home to the University of Mississippi, it is one of the biggest universities in the State. The college has over 15,000 that attend classes which cause the population to swell during college events, festivals and sporting events. The area can increase upwards to 50,000 during a single weekend. With the increases in population, the chance for crashes also increases for injuries and fatalities. Many of those drivers and passengers are unbelted.

Data: The City of Oxford had (918) total crashes in FY13. Of the total, (44) involved non belted passengers or occupants; (16) involved unbelted injuries and (195) involved injuries. Additionally, Oxford also had (437) total crashes involving drivers age 16-20; (82) of which involved injuries.

Target: To reduce the number of crashes involving non belted passengers or occupants from (44) in FY13 to (41) by the end of FY15; to reduce the number of injury crashes from (195) in FY13 to (185) by the end of FY15; and reduce the number of unbelted injuries from (16) in FY13 to (14) by the end of FY15; reduce the number of drives ages 16-20 involved in crashes from (437) in 2013 to (415) in FY15.

Performance Measure: Increase grant funded seatbelt citations by 10% from (78) in 2013 to (86) in FY15. Oxford Police Department will also increase grant funded child restrain citations 100% from (4) in 2013 to (8) in FY15.

Strategy:

- Over Time enforcement
- Checkpoints
- Saturation patrols
- Publicize patrol activities
- Generate earned media
- Conduct educational outreach/activities
- Participate in national and state campaigns (Click it or Ticket)
- STEP enforcement specific to OP

Use of Funds: The agency will utilize the grant funds for the OP overtime and fringe to conduct described program activities above and beyond the agency's daily activities and responsibilities.

Budget: \$9,300.00 Federal Funding Source 402OP

Additional funding: \$129,037.00 Federal Funding Source 154AL

Project Number: 15-OP-155-1

Project Title: Pearl River County Sheriff's Department Occupant Protection Enforcement (Conditional)

Location: Pearl River County is located in the southwestern region of the Gulf Coast Region of the State. Pearl River County is bordered by the State of Louisiana to the West, Marion and Lamar Counties to the North, Forrest and Stone Counties to the East and Hancock County to the South.

Problem Identification: Pearl River County has a population of 55,834 and encompasses 864 square miles. Pearl River County has several major highways that travel through the county; Interstate 59, Highway 11, Highway 43, Highway 53 and Highway 26. These roadways are used as a gateway to the Mississippi Gulf Coast and New Orleans. Pearl River Community College is located in the County, which brings in influx of young drivers into the area. With the increase in vehicles in the area, the chances for unbelted crashes, injury and fatalities increases. Pearl River County is not a seat belt survey county for the State so there are no official numbers as to the rate; however, based on crash statistics, out of 303 crashes in FY13, 61 of those involved either a non-belted driver or passenger. Injury crashes for the same period of time totaled 145. Additionally, Pearl River County is a teen target area ranking #24 for teen fatalities in 2012; 21st in non-belted involving injuries; 8th in average fatalities 2008-2012; and 13th in injury crashes.

Data: Pearl River County reported (303) total crashes in FY13. Of the total, (61) involved non belted passengers or occupants; (34) involved unbelted injuries (4) involving unbelted fatalities; and (145) involved injuries. Pearl River County also had (76) total crashes for drivers age 16-20; (34) involving injuries; (1) involving a fatality.

Target: To reduce the number of crashes involving non belted passengers or occupants from (61) in FY13 to (57) by the end of FY15; to reduce the number of injury crashes from (145) in FY13 to (137) by the end of FY15; and reduce the number of unbelted injuries from (34) in FY13 to (32) by the end of FY15; reduce the number of drives ages 16-20 involved in crashes from (76) in 2013 to (72) in FY15.

Performance Measure: Increase grant funded seatbelt citations by 100% from (50) FY13 to (100) FY15 and increase grant funded child restraint citations by 25% from (25) FY13 to (31) FY15.

Strategy:

- Over Time enforcement
- Checkpoints
- Saturation patrols
- Publicize patrol activities
- Generate earned media
- Conduct educational outreach/activities
- Participate in national and state campaigns (Click it or Ticket)
- STEP enforcement specific to OP

Use of Funds: The agency will utilize the grant funds for the OP overtime and fringe to conduct described program activities above and beyond the agency's daily activities and responsibilities.

Budget: \$5,022.00 Federal Funding Source 402OP

Additional funding: \$68,000.00 Federal Funding Source 154AL

\$30,880.00 Federal Funding Source 405(d)

Project Number: 15-OP-422-1

Project Title: Pearl River Water Valley–Reservoir Patrol Police Department Occupant Protection Enforcement (Conditional)

Location: Pearl River Water Valley jurisdiction is counties that boarder the Ross Barnett Reservoir located in the central part of the State. Reservoir Police Department jurisdiction is located within five (5) counties- Madison, Rankin, Hinds, Scott and Leake.

Problem Identification: The area is considered a "resort area". People from around the country come to the reservoir to participate in various events- includes Pepsi Pops, the Fourth of July Celebration (firework display), many fishing tournaments and many other sporting events. There are four ways across the Pearl River from the Jackson metro area- one being Spillway Road, the other Hwy 43 is located within the Pearl River Valley jurisdiction. The area is heavily travelled with a lot of vehicles traveling to the reservoir. The increase in vehicles to the area increases the chances for unbelted crashes, injury and fatalities. With the increase in vehicles, many drivers and passengers are unbuckled. Of the five (5) counties involved three (3) are seat belt survey counties (Madison, Rankin and Hinds) and all five (5) are teen target area. Hinds County ranks 2nd and Rankin ranks 5th in counties for unbelted injuries; Rankin is #1, Hinds #3 and Madison is #20 in fatalities involving non-belt use.

Data: Reservoir Patrol reported (125) total crashes in 2013. Of the total, (4) involved non belted passengers or occupants; (2) involved unbelted injuries; (32) involved injuries; and (24) total crashes for drivers age 16-20 involving (4) injuries.

Target: To reduce the number of crashes involving non belted passengers or occupants from (4) in FY13 to (2) by the end of FY15; to reduce the number of injury crashes from (32) in FY13 to (30) by the end of FY15; and reduce the number of unbelted injuries from (2) in FY13 to (1) by the end of FY15; reduce the number of drives ages 16-20 involved in crashes from (24) in 2013 to (22) in FY15.

Performance Measure: Increase grant funded seatbelt citations by 10% from (283) in FY13 to (311) in FY15, increase grant funded child restraint citations by 5% from (47) in FY13 to (49) in FY15.

Strategy:

- Over Time enforcement
- Checkpoints
- Saturation patrols
- Publicize patrol activities
- Generate earned media
- Conduct educational outreach/activities
- Participate in national and state campaigns (Click it or Ticket)
- STEP enforcement specific to OP

Use of Funds: The Reservoir Patrol Police Department will utilize the grant funds for overtime salaries and fringe to conduct described program activities above and beyond the agency's daily activities and responsibilities

Budget: \$10,236.00 Federal Funding Source 402OP

Additional funding: \$52,507.00 Federal Funding Source

Project Number: 15-OP-228-1

Project Title: Philadelphia Police Department Occupant Protection Enforcement

Location: The City of Philadelphia is the county seat of Neshoba County. Neshoba County is located in the east central part of the State. Neshoba County is bordered by Leake County to the West, Winston County to the North, Kemper County to the East and Newton County to the South.

Problem Identification: The City of Philadelphia has 75.85 city miles and has a population of 7,477, which is 33% of the county's population. Philadelphia includes State Highways 16, 19, 15, 21 and 468 and is adjacent to the Choctaw Indian Reservation, home to several casinos, entertainment areas, water parks, restaurants. With the increase of tourists and visitors to the area, there has been an increase in the area for op crashes, injuries and fatalities. During late July and early August, traffic increases even more because of the Neshoba County fair and Choctaw Indian Fair. Each of these events last approximately one week and brings many visitors to the county. With the high volume comes the opportunity for non-usage of seat belts and/or child restraint systems.

Neshoba County is not a seat belt survey county for the State so there are no official numbers as to the rate; however, based on crash statistics for Philadelphia, out of 78 crashes in FY13, 16 of those involved either a non-belted driver or passenger. Injury crashes for the same period of time totaled 28. Neshoba County is a teen target area ranking at #21 for teen fatalities in 2012 and had 18 total crashes for driver's age 16-20, 4 involving injuries. Additionally Neshoba County ranks # 18 on the top 20 total fatalities from 2008-2012, #9 for non-belted fatalities and #22 for non-belted injuries for 2012.

Data: Philadelphia PD had (504) injury crashes in FY13. Of the total, (56) involved unbelted injuries; (2) serious unbelted injuries and (1) unbelted fatality.

Target: Philadelphia PD will reduce the number of injury crashes by 10% from (504) in FY13 to (450) by the end of FY15; and reduce the number of unbelted serious injuries from (2) in FY13 to (0) by the end of FY15; reduce the number unbelted fatalities from (1) in 2013 to (0) in FY15.

Performance Measure: Increase grant funded seat belt citations from (5) in FY13 to (80) s in FY15 and increase grant funded child restraint citations from (6) in FY13 to (20) in FY15.

Strategy:

- Over Time enforcement
- Checkpoints
- Saturation patrols
- Publicize patrol activities
- Generate earned media
- Conduct educational outreach/activities
- Participate in national and state campaigns (Click it or Ticket)
- STEP enforcement specific to OP

Use of Funds: The agency will utilize the grant funds for the OP overtime; fringe; training for (1) Child Passenger Seat Technician Training; and equipment (1) flashlight to conduct described program activities above and beyond the agency's daily activities and responsibilities.

Budget: \$9,320.00 Federal Funding Source 402OP

Additional funding: \$48,036.00.00 Federal Funding Source (410)

Project Number: 15-OP-323-1

Project Title: Plantersville Police Department Occupant Protection Enforcement (Conditional)

Location: The Town of Plantersville is located in Lee County. The town is just south of the City of Tupelo, MS with joining city limits. Lee County is located in the northeast central part of the State. Lee County is bordered by Union and Pontotoc Counties to the West, Prentiss County to the North, Itawamba County to the East and Chickasaw and Monroe Counties to the South, which is a MOHS survey county.

Problem Identification: The population of Plantersville is 1,155 and is divided by Hwy 6 which turns into Main Street when entering the town limits. Plantersville acts as a hub for those traveling to and from Tupelo for business and entertainment. Plantersville is also home to the Plantersville Middle School and Tombigbee State Park is located about a mile to the east of Plantersville. The many amenities that are offered by the state park such as fishing, camping, boating, bicycling and much more increases the population and traffic in the town of Plantersville during the spring summer and fall months of the year. The industry in the town of Plantersville consists of one mattress factory, a metal processing facility, several retail stores, restaurants, local businesses, car lots, grocery and convenience stores. With the high volume comes the opportunity for non-usage of seat belts and/or child restraint systems. Lee County is a seat belt survey county and last year the usage rate was 71.7; Lee ranked #5 for fatalities involving non-belt use; #8 for total crashes; and #9 for total injuries.

Data: Plantersville had (9) total crashes in FY13. Of the total, (2) involved non belted passengers or occupants; (1) involved unbelted injuries and (2) involved injuries.

Target: To reduce the number of crashes involving non belted passengers or occupants from (2) in FY13 to (1) by the end of FY15; to reduce the number of injury crashes from (2) in FY13 to (1) by the end of FY15; and reduce the number of unbelted injuries from (1) in FY13 to (0) by the end of FY15;

Performance Measure: Increase the number of grant funded seat belt citations from (87) in 2013 to (100) in 2015 and will increase the number of grant funded child restraint citations from (14) in 2013 to (25) in 2015.

Strategy:

- Over Time enforcement
- Checkpoints
- Saturation patrols
- Publicize patrol activities
- Generate earned media
- Conduct educational outreach/activities
- Participate in national and state campaigns (Click it or Ticket)
- STEP enforcement specific to OP

Use of Funds: The agency will utilize the grant funds for the overtime; fringe; to conduct described program activities above and beyond the agency's daily activities and responsibilities.

Budget: \$5,553.00 Federal Funding Source 402OP

Additional funding: \$8,975.00 Federal Funding Source 154AL

Project Number: 15-OP-775-1

Project Title: Puckett Police Department Occupant Protection Enforcement

Location: The City of Puckett is located in Rankin County. Rankin County is located in the central part of the State. Rankin County is bordered by Hinds County to the West, Madison County to the North, Scott and Smith Counties to the East and Simpson County to the South.

Problem Identification: The City of Puckett has a population of approximately 345 and covers two (2) square miles, containing major traffic arteries which include MS Hwy 13, MS Hwy 18 and MS Hwy 43. The traffic through the town of Puckett has increased significantly over the past few years. With the high volume comes the opportunity for non-usage of seat belts and/or child restraint systems. Rankin County is an Occupant Protection Survey County with a usage rate of 75% in 2013. Puckett had (13) crashes for 2011 – 2013, which consists of (9) uninjured with one being unbelted and (7) injured that were belted. Rankin County is also a teen target area ranking #13 in teen fatalities for 2012; Rankin County is list in the top 16 counties highest fatalities from 2008–2012; #1 for fatalities involving non-belt use; ranked #5 for injuries involving non-belt use; and #5 for overall injuries crashes.

Data: Puckett had (13) crashes for 2011–2013, which consists of (9) uninjured with one being unbelted and (7) injured that were belted.

Target: To maintain the number of crashes involving non belted passengers or occupants at (0) for FY15; to reduce the number of total crashes from (4) in FY13 to (3) by the end of FY15to reduce the number of injury crashes from (1) in FY13 to (0) by the end of FY15.

Performance Measure: Increase grant funded seatbelt citations by 50% from (39) in FY13 to (58) citations in FY15; increase grant funded Child Restraint citations by 15% from (3) in FY13 to (8) in FY 15.

Strategy:

- Over Time enforcement
- Checkpoints
- Saturation patrols

- Publicize patrol activities
- Generate earned media
- Conduct educational outreach/activities
- Participate in national and state campaigns (Click it or Ticket)
- STEP enforcement specific to OP

Use of Funds: The agency will utilize the grant funds for the OP overtime and fringe and for Click It or Ticket to conduct described program activities above and beyond the agency's daily activities and responsibilities.

Budget: \$5,000.00 Federal Funding Source 402OP

Project Number: 15-OP-162-1

Project Title: Scott County Sheriff's Department Occupant Protection Enforcement (Conditional)

Location: Scott County is located in Central portion of Mississippi. Scott County is bordered by Rankin and Madison Counties to the West, Leake County to the North, Newton County to the East and Smith County to the South.

Problem Identification: Scott County has a population of 28,264 and encompasses 610 square miles. Major roadways in the area are I-20, State Highway 13, 35, 21, 501, 481 and U.S. Highway 80. During the day, the population swells largely due to the poultry industry, which is the largest employer in the county. Currently three large poultry companies have processing plants in Scott County – Peco Foods, Koch Foods, and Tyson Farms. Most of the plants operate 24 hours a day, seven days a week. With the high volume comes the opportunity for non-usage of seat belts and/or child restraint systems.

Scott County is not a seat belt survey county for the State so there are no official numbers as to the rate; however, based on crash statistics, out of 93 crashes in FY13, 16 of those involved either a non-belted driver or passenger. Injury crashes for the same period of time totaled 36. However, Scott County is a teen target area ranking #25 in teen fatalities for 2012; Scott County is also ranked in the top 16 counties for highest fatalities for 2008-2012; and #17 in fatalities for 2008-2012.

Data: Scott County had (93) total crashes in FY13. Of the total, (16) involved non belted passengers or occupants; (5) involved unbelted injuries; (2) unbelted fatalities; and (36) involved injuries. Scott County also had (24) total crashes for drivers age 16-20; (10) involving injuries.

Target: To reduce the number of crashes involving non belted passengers or occupants from (16) in FY13 to (15) by the end of FY15; to reduce the number of injury crashes from (36) in FY13 to (34) by the end of FY15; and reduce the number of unbelted injuries from (5) in FY13 to (4) by the end of FY15; reduce the number of drives ages 16-20 involved in crashes from (24) in 2013 to (23) in FY15.

Performance Measure: Increase grant funded seatbelt citations from (2) in FY13 to (100) in FY15 and increase grant funded child restraint citations from (0) in FY13 to (12) in FY15.

Strategy:

- Over Time enforcement
- Checkpoints
- Saturation patrols
- Publicize patrol activities

- Generate earned media
- Conduct educational outreach/activities
- Participate in national and state campaigns (Click it or Ticket)
- STEP enforcement specific to OP

Use of Funds: The agency will utilize the grant funds for the OP overtime and fringe to conduct described program activities above and beyond the agency's daily activities and responsibilities.

Budget: \$10,000.00 Federal Funding Source 402OP

Additional funding: \$18,870.00 Federal Funding Source 154AL

Project Number: 15-OP-881-1

Project Title: Sherman Police Department Occupant Protection Enforcement

Location: The Town of Sherman is located within Pontotoc County. Pontotoc County is located in the north eastern part of the State. Pontotoc County is bordered by Lafayette and Calhoun Counties to the West, Union County to the North, Lee County to the East and Chickasaw County to the South.

Problem Identification: The Town of Sherman is located in an Occupant Protection Survey County and had a ranking of 70.8% usage in 2013. Sherman had 24 total crashes in FY12 &13, 6 of those involved either a non-belted driver or passenger. Injury crashes for the same period of time totaled 5. The population is currently 639, but is currently in the process of an annexation, will double the area in size. Sherman has recently had Highway 9 completed, has US 78 and Magnolia Way which are heavily travelled areas. The area is seeing a tremendous amount of growth due to the construction of a Toyota manufacturing plant, along with other manufactures of car parts which will be working with Toyota. With the increase in jobs in the area, also increases the problems in traffic safety. With the high volume comes the opportunity for non-usage of seat belts and/or child restraint systems.

Data: The City of Sherman had (16) total crashes in FY13; (0) of those involved unbelted injuries. Injury crashes for the same period of time totaled (1).

Target: To maintain the number of crashes involving non belted passengers or occupants at (0) for FY15; to reduce the number of injury crashes from (1) in FY13 to (0) by the end of FY15; and maintain the number of unbelted injuries at (0) for FY15; reduce the number of total crashes from (16) in FY13 to (14) in FY15.

Performance Measure: Increase grant funded seatbelt citations by 10% from (177) in 2013 to (195) for FY2014, and increase grant funded child restrain citations by 10% from (13) in 2013 to (14) child restraint citations FY2015.

Strategy:

- Over Time enforcement
- Checkpoints
- Saturation patrols
- Publicize patrol activities
- Generate earned media
- Conduct educational outreach/activities
- Participate in national and state campaigns (Click it or Ticket)
- STEP enforcement specific to OP

Use of Funds: The agency will utilize the grant funds for the OP overtime and fringe to conduct described program activities above and beyond the agency's daily activities and responsibilities.

Budget: \$9,514.00 Federal Funding Source 402OP

Additional funding: \$33,587.00 Federal Funding Source 405(d)

Project Number: 15-OP-346-1

Project Title: Summit Police Department Occupant Protection Enforcement

Location: Summit is located in Pike County. Pike County is in the southwest region of the State. Pike County is bordered by Amite County to the West, Lincoln County to the North, Walthall County to the East and the State of Louisiana to the South.

Problem Identification: Pike County is an Occupant Protection survey county with a usage rate of 84% in 2013. Summit had 46 crashes in FY13, 3 of those involved either a non-belted driver or passenger. Injury crashes for the same period of time totaled 10. Summit has a population of 1,705 and encompasses 1.7 square miles, with 21.5 city miles. Summit is a commercial hub for this part of the state due to several downtown commercial businesses, and Southwest Mississippi Community College, and brings more traffic through the town. Major roadways in the area are Interstate 55 and U.S. Highway 51, U.S. Highway 51 passes through the town and the west end of Lawrence Street turns to US Highway 98 West that leads to Lake Okhissa, a 1,075 acre lake. Due to the lake being known as "Bill Dance" signature lake, it draws patrons from surrounding areas and out-of-state as well. With the high volume comes the opportunity for non-usage of seat belts and/or child restraint systems.

Data: The City of Summit had (46) total crashes in FY13. Of the total, (3) involved non belted passengers or occupants; (1) involved unbelted injuries and (10) involved injuries.

Target: To reduce the number of crashes involving non belted passengers or occupants from (3) in FY13 to (2) by the end of FY15; to reduce the number of injury crashes from (1) in FY13 to (0) by the end of FY15; and reduce the number of unbelted injuries from (10) in FY13 to (9) by the end of FY15.

Performance Measure: Increase the number of grant funded seatbelt citations from (8) in FY13 to (56) in FY15, increase the number of child restraint citations from (1) in FY13 to (12) in FY15

Strategy:

- Over Time enforcement
- Checkpoints
- Saturation patrols
- Publicize patrol activities
- Generate earned media
- Conduct educational outreach/activities
- Participate in national and state campaigns (Click it or Ticket)
- STEP enforcement specific to OP

Use of Funds: The agency will utilize the grant funds for the OP overtime and fringe to conduct described program activities above and beyond the agency's daily activities and responsibilities.

Budget: \$5,961.00 Federal Funding Source 402OP

Project Number: 15-OP-172-1

Project Title: Tunica County Sheriff's Department Occupant Protection Enforcement

Location: Tunica County is located in the northwest part of the State. Tunica County is bordered by the State of Arkansas to the West, DeSoto County to the North, DeSoto and Tate Counties to the East and Coahoma and Quitman Counties to the South.

Problem Identification: Tunica County has a population of 10,778 with 1 federal interstate, 1 federal highway, 3-state highways, 450 county roads, 35 city streets and 1 airport. Tunica County is not a seat belt survey county for the State so there are no official numbers however, it is known as the South's casino capital with nine (9) casinos in the county and one (1) in nearby Coahoma County, south of Tunica. It is the largest casino resort between Las Vegas and Atlantic City. In addition to casinos; Tunica also has championship golf and tennis. Tunica is also a fast growing entertainment destination with more headline entertainment than anywhere else in mid-America. Tunica Mississippi has more than ten (10) million visitors a year along with 15,000 tour buses traveling through the roadways annually. With the high volume comes the opportunity for non-usage of seat belts and/or child restraint systems.

Data: Tunica County had (309) total crashes in 2013. Of the total, (29) involved non belted passengers or occupants; (13) involved unbelted injuries; (1) unbelted fatality and (117) involved injuries.

Target: To reduce the number of crashes involving non belted passengers or occupants from (29) in FY13 to (26) by the end of FY15; to reduce the number of injury crashes from (117) in FY13 to (105) by the end of FY15; and reduce the number of unbelted injuries from (13) in FY13 to (11) by the end of FY15. To reduce the number of unbelted fatalities from (1) in 2013 to (0) by the end of FY15.

Performance Measure: Increase seat belt citations by 24% from (222) in FY13 to (275) in FY15 and child restraints by 35% from 37 in (FY13) to (50) in FY15.

Strategy:

- Over Time enforcement
- Checkpoints
- Saturation patrols
- Publicize patrol activities
- Generate earned media
- Conduct educational outreach/activities
- Participate in national and state campaigns (Click it or Ticket)
- STEP enforcement specific to OP

Use of Funds: The Agency will utilize the grant funds for OP overtime and fringe to conduct described program activities above and beyond the agency's daily activities and responsibilities.

Budget: \$15,160.00 Federal Funding Source 402OP

Additional Funding: \$112,906.00 Federal Funding Source 154AL
\$30,000.00 Federal Funding Source 154AL
\$32,132.00 Federal Funding Source 405(d)

Project Number: 15-OP-234-1

Project Title: Vicksburg Police Department Occupant Protection Enforcement

Location: The City of Vicksburg is the county seat of Warren County on the banks of the Mississippi River. Warren County is located in the west central part of the State. Warren County is bordered by the State of Louisiana to the West, Issaquena County to the North, Yazoo and Hinds Counties to the East and Claiborne County to the South.

Problem Identification: The City of Vicksburg has a population of 23,658. Warren County is not a seat belt survey county for the State so there are no official numbers as to the rate; however, based on crash statistics, out of 816 crashes in Vicksburg in FY13, 53 of those involved either a non-belted driver or passenger. The City of Vicksburg has four Casinos, nine (9) schools, one (1) community college and at least twenty (20) childcare centers located within the city. The main traffic arteries include Interstate 20, Clay Street which leads to U.S. Highways 27 and 80; and Washington Street, which connects U.S. Highways 61 North and South. In addition to these Vicksburg is home to four major government facilities with their work force traveling from as far as Jackson Mississippi each day to work. With the high volume comes the opportunity for non-usage of seat belts and/or child restraint systems.

Warren County is an impoverished target and teen target area ranked #5 for teen fatalities in 2012. Additionally Warren County ranks #24 in fatalities by non-belt use; #24 in injuries involving non-belt use; #12 for injury crashes; #16 for fatalities from 2008-2012; and #12 for total crashes. Vicksburg is ranked #19 for injuries involving non-belt use.

Data: The City of Vicksburg had (816) total crashes in FY13. Of the total, (53) involved non belted passengers or occupants; (24) involved unbelted injuries and (195) involved injuries. Vicksburg also had (155) total crashes for drivers age 16-20; (42) involving injuries; (1) fatality.

Target: To reduce the number of crashes involving non belted passengers or occupants from (53) in FY13 to (47) by the end of FY15; to reduce the number of injury crashes from (195) in FY13 to (175) by the end of FY15; reduce the number of drives ages 16-20 involved in crashes from (155) in 2013 to (139) in FY15.

Performance Measure: Increase the seat belt usage rate from 80% in FY13to 84% during FY15. Increase the number of grant funded seatbelt citations issued from (113) in FY13 to (226) in FY15; increase the number of grant funded child restraint citations issued from (37) in FY13 to (50) in FY15.

Strategy:

- Over Time enforcement
- Checkpoints
- Saturation patrols
- Publicize patrol activities
- Generate earned media
- Conduct educational outreach/activities
- Participate in national and state campaigns (Click it or Ticket)
- STEP enforcement specific to OP

Use of Funds: The agency will utilize the grant funds for the OP overtime; fringe and travel/training to conduct described program activities above and beyond the agency's daily activities and responsibilities.

Budget: \$21,523.00 Federal Funding Source 402OP

Project Number: 15-OP-898-1

Project Title: Walnut Police Department Occupant Protection Enforcement

Location: The Town of Walnut is located in Tippah County. Tippah County is located in the north east part of the State. Tippah County is bordered by Benton County to the West, the State of Tennessee to the North, Alcorn and Prentiss Counties to the East and Union County to the South.

Problem Identification: The Town of Walnut has a population of 771 within the town's 5.4 square miles. It is the home to one public high school, one public primary/middle school, and one head start/pre-school. Walnut also has three major highway systems that intersect inside the corporate limits. These are US Hwy 72, MS Hwy 354, and MS Hwy 15, with over 17,000 vehicles that travel through our city each day. Last year, the Town of Walnut welcomed a new manufacturing corporation to the 400 hundred acre industrial park. This new facility will distribute products both domestically and internationally which will increase traffic, in regards to shipping and receiving vehicles, even more. With the high volume comes the opportunity for non-usage of seat belts and/or child restraint systems. Tippah County is not a seat belt survey county for the State so there are no official numbers as to the rate; however, based on crash statistics, out of 25 crashes in FY13, 1 of those involved either a non-belted driver or passenger. Injury crashes for the same period of time totaled 6.

Data: The town of Walnut had (25) crashes in 2013, which consisted of (6) injury crashes and (1) of those involved either a non-belted driver or passenger

Target: To reduce the number of crashes involving non belted passengers or occupants from (1) in FY13 to (0) by the end of FY15; to reduce the number of injury crashes from (6) in FY13 to (5) by the end of FY15.

Performance Measure: Increase the number of seatbelt citations from (20) in 2013 to (40) in FY15 and increase child restraint citations from (5) in 2013 to (10) in FY15.

Strategy:

- Over Time enforcement
- Checkpoints
- Saturation patrols
- Publicize patrol activities
- Generate earned media
- Conduct educational outreach/activities
- Participate in national and state campaigns (Click it or Ticket)
- STEP enforcement specific to OP

Use of Funds: The agency will utilize the grant funds for the OP overtime and fringe to conduct described program activities above and beyond the agency's daily activities and responsibilities.

Budget: \$2,000.00 Federal Funding Source 402OP

Project Number: 15-OP-354-1

Project Title: Waveland Police Department Occupant Protection Enforcement

Location: Waveland is located in Hancock County in the Southern Coastal region of the Gulf Coast. Hancock County is bordered by the State of Louisiana to the West, Pearl River County to the North, Harrison County to the East and the State of Louisiana to the South.

Problem Identification: Hancock County is a seat belt survey county and had a ranking of 79.7 in 2013. Waveland had a total of 158 crashes in 2013, 7 of those involved either a non-belted driver or passenger. Injury crashes for the same period of time totaled 44. The City of Waveland has a population of 6430 and encompasses 7.58 square miles. Traffic flow has increased throughout the city due to a large influx of citizens moving into new communities recently built. With the increase in more citizens, the chances increase for unbelted crashes and unbelted injuries. Hwy 90 (a U.S. Highway) runs the entire length of Waveland and intersects with State Hwy 603/43, Hwy 603 a major thoroughfare connecting Interstate 10 with Hwy 90 into the City of Bay St. Louis.

Additionally Hancock County is in the top 16 counties for unrestrained fatalities for 2008-2012; #14 for injuries involving non-belt use; #17 for total crashes; #11 for fatalities 2008-2012; and #18 for total injuries.

Data: Waveland Police department reported in 2013, (158) total crashes, (44) injury crashes, (0) fatal crashes, (7) unbelted injuries.

Target: To reduce the number of crashes involving non belted passengers or occupants from (7) in FY13 to (6) by the end of FY15; to reduce the number of injury crashes from (44) in FY13 to (41) by the end of FY15.

Performance Measure: Increase agency seatbelt citations 10% from (201) in FY12 and (221) in FY15 and grant funded child restraint citations by 15% from (33) FY13 to (38) FY14.

Strategy:

- Over Time enforcement
- Checkpoints
- Saturation patrols
- Publicize patrol activities
- Generate earned media
- Conduct educational outreach/activities
- Participate in national and state campaigns (Click it or Ticket)
- STEP enforcement specific to OP

Use of Funds: The agency will utilize the grant funds for the OP overtime and fringe to conduct described program activities above and beyond the agency's daily activities and responsibilities.

Budget: \$20,000.00 Federal Funding Source 402OP

Additional Funding: \$25,563.00 Federal Funding Source 405(d)

Project Number: 15-OP-356-1

Project Title: West Point Police Department Occupant Protection Enforcement

Location: The City of West Point is located in Clay County. Clay County is located in the northeast central part of the State. Clay County is bordered by Webster County to the West, Chickasaw County to the North, Monroe and Lowndes Counties to the East and Lowndes and Oktibbeha to the South.

Problem Identification: The City of West Point has a population of 20,427 and is one the cities that make up the North Mississippi Golden Triangle. The Golden Triangle is comprised of West Point, Columbus and Starkville. The Golden Triangle is home to two major universities (Mississippi State University and Mississippi University for Women) and one community college satellite campus (East Mississippi Community College) and has a high volume of traffic in association with these school's activities, sporting events, promotional activities, and parties.

Clay County is not a seat belt survey county for the State so there are no official numbers as to the rate; however, based on crash statistics, out of 184 crashes in FY13, 48 of those involved either a non-belted driver or passenger. Injury crashes for the same period of time totaled 42. The City of West Point is also within 10 miles of the Tennessee Tombigbee Waterway (a very popular site for recreational boating). Many of these boaters come through West Point in route to and from the waterway. With the high volume comes the opportunity for non-usage of seat belts and/or child restraint systems.

Data: The City of Columbia had (184) total crashes in FY13. Of the total, (48) involved non belted passengers or occupants; (7) involved unbelted injuries and (42) involved injuries.

Target: To reduce the number of crashes involving non belted passengers or occupants from (48) in FY13 to (45) in FY15; to reduce the number of injury crashes from (42) in FY13 to (39) in FY15; and reduce the number of unbelted injuries from (7) in FY13 to (6) in FY15

Performance Measure: Increase the number of grant funded seatbelt citations from (6) in 2013 to (24) in FY15 and grant funded child restraint citations from (8) in 2013 to (32) in FY15.

Strategy:

- Over Time enforcement
- Checkpoints
- Saturation patrols
- Publicize patrol activities
- Generate earned media
- Conduct educational outreach/activities
- Participate in national and state campaigns (Click it or Ticket)
- STEP enforcement specific to OP

Use of Funds: The agency will utilize the grant funds for the OP overtime and fringe to conduct described program activities above and beyond the agency's daily activities and responsibilities.

Budget: \$5,000.00 Federal Funding Source 402 OP

Section 402 OP Funds	402 OP Enforcement Projects & Budget Category(s)	Federal	Match	Local Benefit
Carthage Police Dept. 15-OP-255-1	Personnel: Overtime and Fringe	\$5,000.00	\$0.00	\$5,000.00
Columbia Police Dept. 15-OP-262-1	Personnel: Overtime and Fringe	\$15,400.00	\$0.00	\$15,400.00
Columbia Police Dept. LEL Project 15-OP-262-1	Personnel: Overtime and Fringe; (1) LEL Luncheon	\$600.00	\$0.00	\$16,000.00
Desoto County S.O. 15-OP-117-1	Personnel: Overtime and Fringe; (2) CPS Training	\$29,500.00	\$0.00	\$29,500.00
Ethel Police Dept. 15-OP-915-1	Personnel: Overtime and Fringe	\$1,500.00	\$0.00	\$1,500.00
Florence Police Dept. 15-OP-277-1	Personnel: Overtime and Fringe	\$7,775.00	\$0.00	\$7,775.00
Greenville Police Dept. 15-OP-212-1	Personnel: Overtime and Fringe	\$10,000.00	\$0.00	\$10,000.00
Greenwood Police Dept. 15-OP-213-1	Personnel: Overtime and Fringe; (1) CPS Training	\$16,505.00	\$0.00	\$16,505.00
Greenwood Police Dept. LEL 15-OP-213-1	Personnel: Overtime and Fringe; (1) LEL Luncheon	\$600.00	\$0.00	\$600.00
Hancock County S.O. 15-OP-123-1	Personnel: Overtime and Fringe	\$10,000.00	\$0.00	\$10,000.00
Harrison County S.O. 15-OP-124-1	Personnel: Overtime and Fringe; Training ; (3) CPS Training	\$43,072.00	\$0.00	\$43,072.00
Hinds County S.O. 15-OP-125-1	Personnel: Overtime and Fringe; Contractual Services	\$12,590.00	\$0.00	\$12,590.00
Hinds County S.O. LEL Project 15-OP-125-1	Personnel: Overtime and Fringe; Contractual Services; and (1) LEL Luncheon	\$1,550.00	\$0.00	\$1,550.00
Jackson County S.O. 15-OP-130-1	Personnel: Overtime and Fringe	\$10,000.00	\$0.00	\$10,000.00
Jasper County S.O. 15-OP-131-1	Personnel: Overtime and Fringe	\$7,500.00	\$0.00	\$7,500.00
Lamar County S.O. 15-OP-137-1	Personnel: Overtime and Fringe	\$10,000.00	\$0.00	\$10,000.00
Lauderdale County S.O. 15-OP-138-1	Personnel: Overtime and Fringe	\$40,000.00	\$0.00	\$40,000.00
Leland Police Dept. 15-OP-296-1	Personnel: Overtime and Fringe; Training- (1) CPS	\$5,075.00	\$0.00	\$5,075.00

Lexington Police Dept. 15-OP-297-1	Personnel: Overtime and Fringe	\$10,000.00	\$0.00	\$10,000.00
Long Beach Police Dept. 15-OP-203-1	Personnel: Overtime and Fringe. Equipment: (4) Flare Kits; Shipping for Kits	\$14,974.00	\$0.00	\$14,974.00
McComb Police Dept. 15-OP-300-1	Personnel: Overtime and Fringe	\$19,052.00	\$0.00	\$19,052.00
McComb Police Dept. LEL 15-OP-300-1	Personnel: Overtime and Fringe; (1) LEL Luncheon	\$500.00	\$0.00	\$500.00
MHSRC-Traffic Safety Material Distribution 15-OP-410-6	Purchase of Occupant Protection Materials for the Mississippi Highway Safety Resource Center	\$30,000.00	\$0.00	\$30,000.00
MS Hwy Patrol 15-OP-408-1	Personnel: Overtime and Fringe	\$157,320.00	\$0.00	\$62,928.00
MOHS Constituent Travel 15-DE-XXX-X	Travel for constituents to training, seminars, conferences and Meetings.	\$10,000.00	\$0.00	\$0.00
MOHS Occupant Protection Coordination Program 15-OP-410-1	Occupant Protection Coordination Program. Personnel: Program Coordinator and Program Managers	\$175,000.00	\$0.00	\$0.00
MOHS-LEL High Visibility Light Signals	Expenses for purchase of High Visibility Light Signals	\$8,000.00	\$0.00	\$8,000.00
MOHS-CIOT Mini Grants 15-OP-410-X	MOHS Click It or Ticket Mini Enforcement Grants	\$250,000.00	\$0.00	\$250,000.00
MOHS-LEL Field Outreach Coordination 15-OP-XXX-X	Salary for Field Coordinator; (1) Staff; Fringe and Travel.	\$20,800.00	\$0.00	\$0.00
MOHS-LEL Training Coordination 15-OP-XXX-X	Travel for Instructors and Meeting Rentals	\$55,000.00	\$0.00	\$0.00
MS Dept. of Health 15-CR-401-1	Purchase of Child Passenger Seats for Department of Health Program	\$85,000.00	\$0.00	\$0.00
Morton Police Dept. 15-OP-311-1	Personnel: Overtime and Fringe	\$2,500.00	\$0.00	\$2,500.00
Neshoba County S.O. 15-OP-150-1	Personnel: Overtime and Fringe	\$7,775.00	\$0.00	\$7,775.00
New Albany Police Dept. 15-OP-224-1	Personnel: Overtime and Fringe	\$15,698.00	\$0.00	\$15,698.00
Oktibbeha County S.O. 15-OP-153-1	Personnel: Overtime and Fringe	\$20,000.00	\$0.00	\$20,000.00
Oxford Police Dept. 15-OP-225-1	Personnel: Overtime and Fringe. (2) Child Passenger Seat Technician Training	\$9,300.00	\$0.00	\$9,300.00

Pearl River County S.O. 15-OP-155-1	Personnel: Overtime and Fringe	\$5,022.00	\$0.00	\$5,022.00
Pearl River Valley Water Reservoir Police 15-OP-422-1	Personnel: Overtime and Fringe	\$10,236.00	\$0.00	\$10,236.00
Philadelphia Police Dept. 15-OP-228-1	Personnel: Overtime and Fringe. Equipment: (1) Flashlight and (1) CPS Training	\$9,320.00	\$0.00	\$9,320.00
Plantersville Police Dept. 15-OP-323-1	Personnel: Overtime and Fringe	\$5,553.00	\$0.00	\$5,553.00
Puckett Police Dept. 15-OP-775-1	Personnel: Overtime and Fringe	\$5,000.00	\$0.00	\$5,000.00
Scott County S.O. 15-OP-162-1	Personnel: Overtime and Fringe	\$10,000.00	\$0.00	\$10,000.00
Sherman Police Dept. 15-OP-881-1	Personnel: Overtime and Fringe	\$9,514.00	\$0.00	\$9,514.00
Sherman Police Dept. LEL 15-OP-881-1	Personnel: Overtime and Fringe; (1) LEL Luncheon	\$800.00	\$0.00	\$800.00
Summit Police Dept. 15-OP-346-1	Personnel: Overtime. Training (1) CPS	\$5,961.00	\$0.00	\$5,961.00
Tunica County Sheriff's Dept. 15-OP-131-1	Personnel: Overtime and Fringe; Training (2) CPS	\$15,160.00	\$0.00	\$15,160.00
Vicksburg Police Dept. 15-OP-234-1	Personnel: Overtime and Fringe; Travel; Commodities: Car seats for CPS Safety Checks	\$21,523.00	\$0.00	\$21,523.00
Walnut Police Dept. 15-OP-898-1	Personnel: Overtime and Fringe	\$2,000.00	\$0.00	\$2,000.00
Waveland Police Dept. 15-OP-354-1	Personnel: Overtime and Fringe	\$20,000.00	\$0.00	\$20,000.00
West Point Police Dept. 15-OP-356-1	Personnel: Salary and Fringe	\$5,000.00	\$0.00	\$5,000.00
TOTAL 402 OP		\$1,242,675.00	\$0.00	\$817,883.00

**Note: State Match for the above projects is based on an approved formula in calculating Match for MHP.*

FY 2015 Section 405(b) Program Area Project Descriptions:

Project Number: 15-MB-401-1

Project Title: MS Department of Health Child Occupant Protection Program

Supplemental to 15-CR-401-1

Location: The Department of Health is responsible for child passenger activities for the entire State of Mississippi. The State of Mississippi is in the Southern part of the United States. MS is bordered by the States Louisiana and Arkansas to the West, Tennessee to the North, Alabama to the East and the State of Louisiana and the Gulf of Mexico to the South.

Problem Identification: The population of Mississippi is 2,978,512, and covers square miles 46,923, and county miles 10,958. Mississippi's rate of death due to injuries, both intentional and unintentional, exceeds the national rate by more than fifty percent. Riding unrestrained is the greatest risk factor for death and injury among child occupants in motor vehicle crashes. According the Mississippi Department of Public Safety in 2008, 76 percent of children under the age of 16 who died in a motor vehicle crash were riding unrestrained.

In 2009, 16 children under the age of 13 were killed as passengers in Mississippi. The 14-20 age range had the highest rate of unbelted fatalities of all other age ranges. In 2010, 90% of Mississippi's children were restrained improperly.

Data: Unbelted not injured have decreased from (126) in FY11 to (86) in FY12. Unbelted injuries decreased from (1,764) in FY11 to (1,631) in FY12. Unbelted fatalities decreased from (662) in FY11 to (600) in FY12.

Between October 1, 2011 and September 30, 2012, (69) checkpoints were conducted statewide and (2,500) child restraints were distributed through the Child Occupant Protection Program, including efforts of MSDH staff in all nine Public Health Districts, and Safe Kids Mississippi Chapters and affiliated Coalitions. Safe Kids Mississippi conducted (10) Child Passenger Safety Technician courses in different localities and certified (56) new technicians, bringing the total number of technicians and instructors in the State to (272). The fluctuation in the number of CPSTs is a result of new and renewal techs, techs letting their certification lapse due to promotions, changes in job assignments, etc.

Target: To decrease deaths in this age group by 15% from (19) in 2013 to (16) in 2015.

Performance Measure: The Child Occupant Protection Program will distribute (2,400) child passenger safety seats, conduct (60) child passenger safety presentations, (48) child safety seat checkpoints, (8) Child Passenger Safety Technician training courses and (1) child passenger safety renewal course.

Strategy:

- Contact the Office of Healthy Schools to schedule a meeting with the Director and the Division Director of School-based Prevention Education Program to discuss:
 - Including occupant protection safety tips in school newsletters
 - Receiving a list of elementary and middle schools statewide with the Principle and Counselor's contact information
- Plan occupant protection awareness activities for student's ages 5-14 years and the parents/guardians. Activities discussed will include:
 - Presentations

- Safety Fairs
- Workshops
- Countdown to Drive
- Contact state, local, and federal agencies, hospitals, elementary schools, daycares, HeadStart Centers, and faith-based organizations statewide in a collaborative effort to speak with individuals such as:
 - Directors
 - Program Mangers
 - Principals
 - Counselors
 - Coordinators
- Schedule CPST courses within all 9 public health districts for fire and police department personnel, MSDH staff, social workers, nurses, and/or individuals interested in promoting child passenger safety in their community.

Use of Funds: The Department of Health will use funding for Salary; Fringe; Travel; Training; Contractual Services.

Budget: \$174,744.51 Federal Funding Source 405(b)

Additional funding: \$85,000.00.00 Federal Funding Source 402 Child Restraint

Project Number: 15-MB-410-0

Project Title: MOHS Sustained Impaired Driving Enforcement PAID MEDIA Campaign

Project Description: A comprehensive and sustained paid media campaign in support of the continual Occupant Protection enforcement efforts for the **“Click It or Ticket”** campaigns utilizing Section 405 Occupant Protection funding will be implemented in the FY15 grant period. These funds will be used for sustained radio and television ads, print, and outdoor space in May 2015 and September 2015.

The Mississippi Highway Patrol, along with local agencies statewide, will receive occupant protection funds to maintain the sustained seat belt and child restraint enforcement statewide and ensure concentration of occupant protection enforcement during the **“Click It or Ticket”** Memorial Day holiday period in May 2015 and during the Child Passenger Safety week in September 2015. A media contractor will be hired for placement and purchase of all media for the MOHS. The **“Click It or Ticket”** messages will be approved by NHTSA before airing. The number of holiday unbelted vehicle crash fatalities will be used to evaluate the media messaging. The measures that will be used to assess message recognition are as follows: number of television and radio spots, ads and GPAs for paid media, earned media messages for print and television, unbelted-related vehicle crash fatalities, the results obtained from the *behavioral measures awareness survey and seat belt survey* will be used to evaluate the effectiveness of the messaging.

This project will address the following items:

- a. What program/policy the advertising is supporting
This advertising will be in support of the national Occupant Protection Campaign for the **“Click It or Ticket” blitz period**
- b. How the advertising will be implemented
Thru media buys throughout the state
- c. The amount allocated for paid advertising

Total amount

d. The measures that will be used to assess message recognition.

The blitz numbers recorded and returned from agency participants to include total number of agency participation, citations written, earned media and the like;

Paid media reports; behavioral awareness survey; seat belt survey and unbelted crash fatality data during specified time period for each blitz campaign.

Budget: \$350,000.00 Federal Funding Source 405(b)

Project Number: 15-MB-401-1

Project Title: MSU Occupant Restraints/Motorcycle Safety Survey Program

Problem Identification: The seat belt portion of the project, the agency will survey a pseudo-random sample of (16) counties across the State of Mississippi in order to represent the entire State.

The child restraint survey of the project will be conducted in a convenience survey of 40 municipalities with populations over 10,000. This is also done to generate representative numbers for the entire state. So each municipality's inclusion in the survey is not targeted based on any predetermined problems.

For the teen belt survey, the project will survey areas with teen fatalities rates (per 1,000 teen county populations) as a method to choose the primary sampling units (counties) for teen belt survey targeting. The secondary sampling units will be high schools, community colleges, and perhaps some retail places or movie theaters (teen hangouts) within the chosen counties.

Data: The survey areas for the State of Mississippi and their seatbelt usage during the FY2013 are DeSoto (57.2), Lee (71.7), Leflore (60.3), Hinds (76.7), Rankin (75), Pike (84), Harrison (93), and Jackson (95.7). The eight additional counties are Prentiss, Pontotoc, Panola, Chickasaw, Holmes, Madison, Perry, and Hancock. The unbelted not injured decreased from (2,453) for the FY12 to (2,241) for FY13. Unbelted Injuries decreased from (2,549) in FY12 to (2,204) in FY13. The unbelted fatalities decreased from (296) in FY12 to (280) in FY13.

Drivers aged 16-20 total crashes increased from (15,471) in FY12 to (15,705) in FY13. Drivers aged 16-20 Injury crashes decreased from (4,473) in FY12 to (4,468) in FY13. Drivers aged 16-20 decreased from (67) in FY12, to (66) in FY13.

Target: Ensure compliance with NHTSA requirements for a statewide seat belt survey based on approved design.

Performance Measures: Completion of all survey sites by June 30, 2015, pre-report (with totals) by September 30, 2015 and final/printed report by December 31, 2015.

Strategy:

- Hire and train observational survey staff members (if necessary)
- Conduct baseline observational surveys
- Conduct follow-up observational surveys
- Enter data into database
- Clean, analyze and report findings

Use of Funds: The agency will utilize the grant funds for the mileage; salary; overtime and fringe to conduct described program activities above and beyond the agency's daily activities and responsibilities.

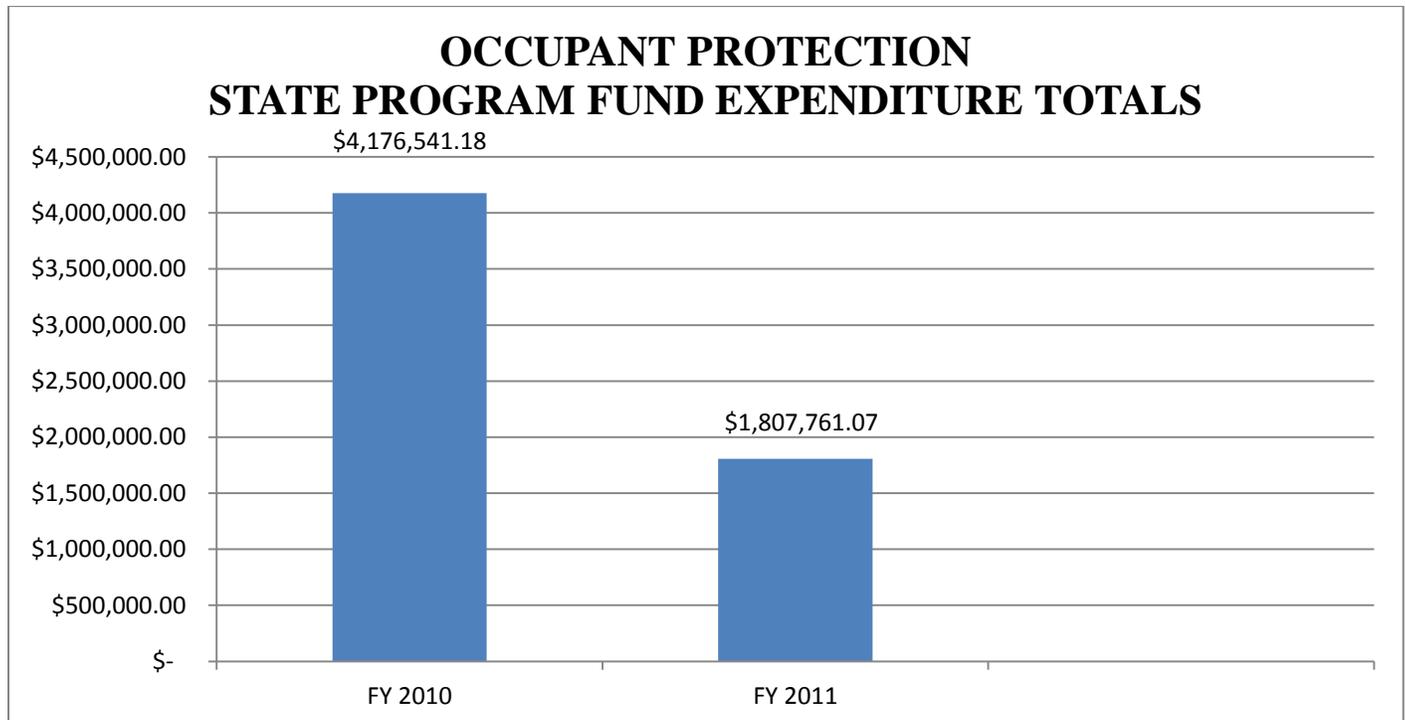
Budget: \$185,169.15.00 Federal Funding Source 405(b)

Section OP Funds	OP Projects & Budget Category(s)	Federal	Match	Local
MS Dept. of Health 15-MB-401-1	Child Occupant Protection Program; Department of Health-Personnel-Injury Prevention Director (100% Federal Funds); Personnel; Fringe; Travel; Contractual Services and Indirect Costs (Federal). 3 Health Program Specialist, Office Director, Accountant Auditor; Bureau Director (Match). MS Safe Kids: Personnel-Child Safety Officer, Training/Outreach Coordinator; Salary; Fringe; Travel; Contractual Services; Commodities (Federal)	\$174,744.51	\$185,857.33	\$0.00
MOHS Paid Media CIOT 15-MB-410-0	Click It or Ticket Paid Media Program	\$350,000.00	\$70,000.00	\$0.00
MSU-Seat Belt/Helmet/Child Restraint and Teen Survey 15-MB-401-1	Seat Belt and Helmet Survey. Personnel: Project Director; (3)Student Assistants; Field Surveyors. Salary; Fringe; Travel; Contractual Services; Commodities; and Indirect Cost. (Federal). Personnel-Program Manager; Fringe (Match)	\$185,169.15	\$46,842.00	\$0.00
Section OP Funds Total		\$709,913.66	\$302,699.33	\$0.00

**Note: State Match for the above projects is based on an approved formula in calculating Match for MHP.*

MOHS 2010 / 2011 Occupant Protection Maintenance of Effort

State Agency	Program	State Program Funds		Description of Eligible Expenditures/Activities
		2010	2011	
Mississippi State University	Statewide Seatbelt Survey	\$ 16,515.00		Salary and fringe (not paid under grant)
Mississippi Department of Health	Child Passenger Safety	\$ 116,045.00		Salaries, contractual service, commodities, car seats, and educational literature
Mississippi State University	Statewide Seatbelt Survey		\$ 16,929.00	Salary, fringe benefit, rent, and indirect cost (not paid under grant)
Mississippi Department of Health	Child Passenger Safety		\$ 344,522.00	Salaries, contractual service, vehicle usage, and SAFEKIDS board meetings
Mississippi Highway Patrol Occupant Protection Activities	Enforcement	\$ 4,043,981.18	\$ 1,446,310.07	The percentage of patrol actions (which includes citations for adult and CPS) in support of the OP law by highway patrol
TOTALS		\$ 4,176,541.18	\$ 1,807,761.07	\$ 5,984,302.25
AVG FY10/FY11				\$ 2,992,151.13



Police Traffic Services

Problem Identification:

The MOHS Police Traffic Services Program plans to increase enforcement, education, and training in traffic enforcement and effective adjudication, thereby reducing the incidence of aggressive and improper driving, including speed. Traffic enforcement has been a long mainstay of the police profession. Increasing community demands on law enforcement agencies, rising crime rates, and shifting priorities have begun to direct resources away from traffic enforcement. MOHS, along with all awarded agencies, will implement activities in support of national highway safety Targets to reduce motor vehicle related fatalities.

The requirements include: national law enforcement mobilizations and sustained enforcement of statutes addressing impaired driving, occupant protection and driving in excess of posted speed limits activities dependent upon the funding source of the contract. All awarded contracts are required to complete the HVE Compliance form which defines the mobilizations and sustained enforcement activities.

Effective and ongoing traffic enforcement is a key factor in improving or maintaining a community's quality of life. As crime increases and more demands are placed on law enforcement agencies, the importance of effective traffic enforcement rises. Among the problem are funding issues, shifting demands for police services and projected increases in registered drivers and traffic fatalities. Law Enforcement organizations will have to refocus traffic enforcement to respond to the coming changes and improve traffic services.

In addition to solving crimes, traffic enforcement works to reduce the huge human and financial cost of automobile crashes. With an average cost of \$150 billion per year, more people are killed each year in traffic crashes (a fatality every 13 minutes) than by murder (one every 21 minutes). Seatbelts, air bags, other restraint systems and anti-lock brakes have significantly contributed to reducing injuries and deaths from traffic crashes. But these technological advances are only a step in the process. Continued improvements in vehicle design are necessary to protect occupants, along with education and behavior modification.

The public's lack of compliance with traffic laws and the view that driving beyond the speed limit is acceptable must be changed. It is imperative that the motoring public understand that driving under the influence of alcohol, driving too fast, distracted driving and not wearing their seatbelt is dangerous and unacceptable behavior.

Programs and Projects:

There are approximately nine (9) police traffic service enforcement projects and programs being implemented in MS during FY15. These consist of the following types of programs and projects: enforcement, public information/outreach, education and training.

The MOHS, along with all funded agencies, will implement activities in support of national highway safety Targets to reduce motor vehicle related fatalities according to their specific funding source. Programs that will be used to increase seatbelt use include; paid media, enforcement of primary seat belt laws and participation in State and national mobilizations. All awarded contracts are required to complete the HVE Compliance form of the contract which defines the mobilizations and sustained enforcement activities.

Targets and Strategies for FY2015

C-1 Core Outcome Measure/Fatality Rate:

To decrease traffic fatalities by 7.0% from a five year average (2008- 2012) of (667) to (620) by the end of 2015. To decrease the number of traffic fatalities by an additional .09% for a long term Target of (615) fatalities by the end of 2016.

This target also falls in line with the Mississippi Strategic Highway Safety Plan collaborative joint target of (610) by the end of 2017. The fatality target was set during the FY15 joint strategic planning meetings with FHWA, MDOT, MOHS, FMCSA and MCSD.

C-2 Core Outcome Measure/Injury Rate:

To decrease the number of serious traffic injuries by 12.84% from a five year average (2008-2012) of (6,870) to (6,016) by the end of FY15. To decrease the number of serious injuries by an additional 1% for a long term target of (5,956) by the end of 2016.

This target also falls in line with the Mississippi Strategic Highway Safety Plan collaborative joint target of (5956) by the end of 2017. The fatality target was set during the FY15 joint strategic planning meetings with FHWA, MDOT, MOHS, FMCSA and MCSD.

C-3 Core Outcome Measure/Fatality Rate:

To decrease the number of fatalities by VMT by 1.0% from a five year average (2008-2012) of (1.65%) to (1.64%) by the end of FY14. To maintain the fatality rate of (1.64%) for a long term target of (1.64%) by the end of 2016.

With the review of the 2013 and 2014 data, the fatality rate shows an increase, so the target was increased to show the data. The fatality target was set during the FY15 joint strategic planning meetings with FHWA, MDOT, MOHS, FMCSA and MCSD.

- To decrease the number of rural fatalities by VMT 7.5% from the five year average (2008-2012) of (2.11%) to (1.96%) by the end of FY15. To decrease the number of fatalities by an additional 5% for a long term target of (1.86%) by the end of 2016.
- To decrease the number of urban fatalities by VMT by 5% from the five year average (2008-2012) of (0.97%) to (0.92%) by the end of FY15. To decrease the number of fatalities by an additional 5% for a long term target of (0.87%) by the end of 2016.

C-4 Core Outcome Measure/Unrestrained Passengers:

To decrease the number of unrestrained passenger vehicle occupant fatalities in all seating positions by 10% from the five year average (2008-2012) from (353) to (317) by the end of FY15. To decrease the number of unrestrained passenger vehicle occupant fatalities by an additional 5% for a long term target of (301) by the end of 2016.

C-5 Core Outcome Measure/Alcohol and Other Drugs:

To decrease the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above from 10% from the five year average (2008-2012) of (199) to (179) by the end of FY15. To decrease the number of fatalities by an additional 5% for a long term target of (170) by the end of 2016.

- To decrease the number of alcohol related motorcyclist fatalities from 8 in 2012 to 7.4 by the end of FY15. To maintain the number of alcohol related motorcyclist for a long term target of 7 by the end of 2016.
- To decrease the number of impaired related crashes involving drivers under the age of 20 from a three year weighted average (2010-2012) from 218 in 2012 to 201 by the end of FY15. To decrease the number of impaired related crashes involving drivers under the age of 20 to 191 by the end of 2016.

C-6 Core Outcome Measure/ Speed:

To decrease the number of speeding-related fatalities by 25% from a five year average (2008-2012) from (152) to (114) by the end of FY15. To decrease the number of speeding related fatalities by an additional 5% for a long term Target of (108) by the end of 2016.

C-7 Core Outcome Measure/Motorcycles:

To decrease the number of motorcyclist fatalities by 7.5% from the 5 year average (2008-2012) from (45) to (42) by the end of FY15. To decrease the number of motorcyclist fatalities by an additional 5% for a long term target of (40) by the end of 2015.

C-8 Core Outcome Measure/Un-helmeted Motorcyclists:

To decrease the number of un-helmeted motorcyclist fatalities from the five year average (2008-2012) of (8) to (7.4) by the end of FY15. To decrease the number of un-helmeted motorcyclist fatalities for a long term target of (7) by the end of 2016.

C-9 Core Outcome Measure/Under 21:

To decrease the number of drivers aged 20 or younger involved in fatal crashes by 15% from the average (2008-2012) of (92) to (78) by the end of FY15. To decrease the number of drivers aged 20 or younger by an additional 5% for a long term target of (74) by the end of 2016.

C-10 Core Outcome Measures/Pedestrians/Bicycles:

To decrease the number of pedestrian fatalities by 7.5% from the five year average (2008-2012) of (51) to (47) by the end of FY15. To decrease the number of pedestrian fatalities by an additional 5% for a long term target of (44) by the end of 2016.

C-10a Core Outcome Measure: Bicycle:

To decrease the number of bicycle fatalities by 7.5% from the five year average (2008-2012) of (6) to (5) by the end of FY15. To maintain the number of pedestrian fatalities for a long term target of (5) by the end of 2016.

B-1 Core Behavior Measure/Occupant Protection:

To increase statewide observed seatbelt use of front seat outboard occupants in passenger vehicles from the five year average (2009-2013) of (79%) to (80%) by the end of FY15. To maintain the statewide observed seatbelt use rate of (80%) for a long term target by the end of 2016.

Activity Measures:

Activity Measure/Speed:

To increase the number of speeding citations issued during grant funded enforcement activities by 3.50% from the two year weighted average (2011-2012) of (17,956) in 2012 to an increase Target of (18,584) by the end of FY15. To increase the number of speeding citations issued during grant funded enforcement activities by an additional 2% for a long term target of (18,956) by the end of 2016.

Activity Measure/Seat Belts:

To increase the number of seatbelt citations during grant funded enforcement activities by 3.50% from the five year average (2009-2012) of (21,383) in 2012 to (22,131) by the end of FY15. To increase the number of seatbelt citations issued during grant funded activities by an additional 2% for a long term target of 22,574 by the end of 2016.

Activity Measure/Impaired Driving:

To increase the number of impaired driving arrests made during grant funded activities by 2.50% from the two year average (2011-2012) of (12,280) in 2012 to (12,587) by the end of FY15. To increase the number of impaired driving arrests issued during grant funded activities by an additional 2% for a long term target of (12,839) by the end of 2016.

MOHS Outcome Measure: Teen-Alcohol:

Reduce alcohol related fatalities from 16-20 year old drivers by 7.5% from the three year average (2010-2012) of (7) in 2012 to (6.5) in FY15. Decrease alcohol related fatalities from 16-20 year old drivers by an additional 5% for a long term target of (6.2) by the end of 2016.

MOHS Outcome Measure: Teen-OP:

Reduce unrestrained fatalities from 16-20 year old drivers by 10% from the three year average (2010-2012) of (21) in 2012 to (19) in FY15. To decrease unrestrained fatalities from 16-20 year old drivers by an additional 5% for a long term target of (18) by the end of 2016.

MOHS Outcome Measure: Teen-Speed:

Reduce speed related fatalities from 16-20 year old drivers by 7.5% from the three year average (2010-2012) of (10) in 2012 to (9) in FY15. To decrease speed related fatalities from 16-20 year old drivers by an additional 5% for a long term target of (8) by the end of 2016.

MOHS Outcome Measure: Youth-Unrestrained 10-15 Year Olds:

Reduce unrestrained fatalities from 10-15 year old passengers by 7.5% from the three year average (2010-2012) of (12) in 2012 to (11) in FY15. To decrease unrestrained fatalities from 10-15 year old drivers by an additional 5% for a long term target of (10.5) by the end of 2016.

FY15 Police Traffic Service Proposed Strategies

The MOHS uses the Countermeasures that Work: a highway Safety Countermeasures Guide for State Highways Safety Officers to select strategies that will be used for the upcoming grant year. The strategies to be used are listed as reference, but detailed on pages 66 to accomplish the targets that have been set for the grant year.

Police Traffic Services Coordination program

- Assign MOHS staff to manage enforcement, promote seatbelt safety and provide assistance where needed for the Occupant Protection Program;
- Fund law enforcement programs that provide high visibility enforcement of speed, occupant protection, impaired driving, distracted driving and other moving violations;
- Participate in Click It or Ticket and Drive Sober or Get Pulled Over National Mobilization periods;
- Provide training for law enforcement by conducting SFST training, Complete Traffic Stops, the DRE-ARIDE, Speed Management Workshops, and TOPS; and
- Enhance the CRASH reconstruction unit for the Mississippi Highway Patrol

- Strategic Meetings and Monthly Information Meetings: Attend monthly MAHSL Meetings at least (1) per quarter to stay up to date on the latest information. Attend quarterly meetings to strategic plan enforcement efforts through data trends, performance measures and strategies.

Enforcement: (Countermeasure 2.2)

Projects selected for funding incorporate many of the strategies above. All projects selected are based on problem identification for the statewide police traffic service problem. Because these sheriff's offices are not allowed to use radar in the State, MHP provides speed enforcement in all 82 counties, which represent 100% coverage of the State, as are result will contribute to the overall impact of the police traffic safety program.

Within the State of Mississippi, speed related fatalities represent 23% of fatalities in the State. The State is utilizing in FY15, 20% funds, which includes 402 funds to combat the problems of speed and other police traffic issues.

100% of the State's population will be covered by speed enforcement efforts utilizing the MHP law enforcement agency statewide and within the top speed related fatality and crash locations.

The amount of funds being utilized is commiserate with the State-wide speed problem, and thus the State feels that the projects selected and if fully implemented and successful, will contribute to the overall goal of reducing speed related fatalities, reducing crashes and injuries

Additional Funding Sources:

All funding sources in the Mississippi Highway Safety Plan are federal funded monies, unless otherwise noted in the additional funding section in each project description. The State of Mississippi also utilizes Mississippi Highway Patrol activities and State funds as match for projects that need additional match monies

2015 Police Traffic Services Program Area Project Descriptions

Project Number: 15-PT-206-1

Project Title: Clinton Police Department Police Traffic Services

Location: Clinton is located in Hinds County. Hinds County is located in the central part of the State. Hinds County is bordered by Warren and Claiborne Counties to the West, Yazoo and Madison Counties to the North, Rankin County to the East and Copiah County to the South.

Problem Identification: The City of Clinton has a population of 26,258, encompasses 41.82 square miles. Major roadways in the area are Interstate 20 and U.S. Highway 80. Clinton is the home of Mississippi College who supports a large foreign student program. Hinds County is a seat belt survey county (with a seat belt use rate of 76.7%) and a teen target county (#2 for teen fatalities in 2012). Hinds County is ranked #3 for fatalities by non-belt use; #2 for injuries involving non-belt use; #1 for fatalities from 2008-2012; #1 for total crash rate; #1 for total injuries; ; #1 for injury crashes; and # 1 for serious injuries per mile in the Top 20 Counties in Mississippi for Crashes for FY2012. The City of Clinton is rated #20 for injuries involving non-belt use and #24 for total crash injuries.

Data: Clinton had (675) crashes in 2013 which consists of (127) injury crashes; (2) fatal crash. Clinton had (22) speed crashes; (1) speed related fatal crash; (24) involved non belted passengers or occupants; (8) unbelted injuries; and (1) unbelted fatality.

Target: To reduce motor crashes involving non belted passengers or occupants from (24) crashes to (22) crashes by the end of FY15. To reduce the number of motor vehicle crashes unbelted injured from (8) in FY13 to (7) by the end of FY15. Reduce the number of speed related crashes from (22) in FY13 to (20) by the end of FY15. Reduce the number of speed related fatal crashes from (1) in FY13 to zero (0) by the end of FY15.

Performance Measure: Increase the number of grant funded speed citations by 5% from (224) in FY13 to (235) in FY15; increase grant funded seatbelt citations 5% from (79) in FY13 to (83) in FY15; increase grant funded child restraint citations 10% from (8) in FY13 to (9) in FY15.

Strategy:

- Over Time enforcement
- Checkpoints
- Saturation patrols
- Publicize patrol activities
- Generate earned media
- Conduct educational outreach/activities
- Participate in national and state campaigns (Click it or Ticket)
- STEP enforcement specific to PTS

Use of Funds: The agency will utilize the grant funds for the overtime and fringe to conduct described PTS program activities above and beyond the agency's daily activities and responsibilities.

Budget: \$57,765.50 Federal Funding Source

Additional Funding: \$59,701.00 Federal Funding Source 154AL

Project Number: 15-PT-269-1

Project Title: D'Iberville Police Department Police Traffic Services

Location: The city of D'Iberville is located in Jackson County. Jackson County is located in the south east part of the State. Jackson County is bordered by Harrison County to the West, George County to the North, the State of Alabama to the East and the Gulf of Mexico to the South.

Problem Identification: The city of D'Iberville has a population of 9,486 and encompasses 10.7 square miles. Jackson County is a seatbelt survey (with a rate of 95.7% in 2013) and teen target county (ranking #3 in teen fatalities for 2012). Jackson County ranks 4th in top injuries involving non-belt use; #15 in fatalities involving non-belt use; #3 for teen fatalities; #3 in injury crashes; #3 in total injuries; and #4 for fatalities from 2008-2012. The major roadways in the area are I-10 and I-110, which are heavily travelled with vehicles going to the area for casinos, beaches and entertainment.

With the increase in drivers and vehicles, there is an increase in speed and unrestrained crashes, injuries and fatalities. D'Iberville is centrally located between New Orleans, La. and Mobile, Al. It's located at the juncture of Interstate 10 and I-110 and MS Highway 67. D'Iberville is uniquely positioned to attract regionally scaled retail and entertainment.

Data: In 2013, D'Iberville had (725) crashes; (191) injury crashes; (40) speed related crashes (16) involved non belted passengers or occupants; and (12) unbelted injuries.

Target: To reduce motor crashes involving non belted passengers or occupants from (16) crashes to (14) crashes by the end of FY15. To reduce the number of motor vehicle crashes unbelted not injured from (12) in FY13 to (10) by the end of FY15. Reduce the number of speed related crashes from (40) in FY13 to (36) by the end of FY15.

Performance Measure: The agency will increase grant funded seatbelt citations by 10% from (53) in FY13 to (58) in FY15, increase grant funded child restraints by 50% from (8) in FY13 to (12) in FY15, and increase grant funded speed citations by 10% from (156) in FY13 to (172) in FY15.

Strategy:

- Over Time enforcement
- Checkpoints
- Saturation patrols
- Publicize patrol activities
- Generate earned media
- Conduct educational outreach/activities
- Participate in national and state campaigns (Click it or Ticket)
- STEP enforcement specific to PTS

Use of Funds: The agency will utilize the grant funds for the overtime and fringe to conduct described program activities above and beyond the agency's daily activities and responsibilities.

Budget: \$26,179.00 Federal Funding Source 402 PTS

Additional Funding: \$65,864.00 Federal Funding Source 154AL

Project Number: 15-PT-210-1

Project Title: Gautier Police Department Police Traffic Services

Location: Gautier is located in Jackson County. Jackson County is located in the south east part of the State. Jackson County is bordered by Harrison County to the West, George County to the North, the State of Alabama to the East and the Gulf of Mexico to the South.

Problem Identification: Jackson County is a seatbelt survey (with a rate of 95.7% in 2013) and teen target county (ranking #3 in teen fatalities for 2012). Jackson County ranks 4th in top injuries involving non-belt use; #15 in fatalities involving non-belt use; #3 for teen fatalities; #3 in injury crashes; #3 in total injuries; and #4 for fatalities from 2008-2012. Gautier has a population of 18,572 and encompasses 32.4 square miles and 132 city miles. Major roadways in the area are I-10, US 90, and MS 57. Over 100,000 vehicles travel through our city daily from the casino and tourist attractions in the Biloxi/Gulfport area and to and from the major industries in Pascagoula including Ingalls Shipbuilding and Chevron Refinery.

High speed areas include the portion of US 90 in the city limits and the roadways that connect with Interstate 10 including MS 57 and Gautier-Vancleave Road. The lack of the use of seat belts and child safety seats has been noted particularly during the hours of school drop-off and pick-up. The City of Gautier hosts numerous parades and festivals that attract people from all adjacent counties and cities. These events significantly increase the

traffic volume and increase the number of vehicles that exceed the posted speed limits and with the high volume, come the opportunity for non-usage of seat belts and/or child restraint systems.

Data: The City of Gautier had (374) total crashes in FY13. Of the total, (27) involved non belted passengers or occupants; (14) involved unbelted injuries and (118) involved injuries. Gautier also had (101) total crashes for drivers age 16-20; (24) involving injuries.

Target: To reduce the number of crashes involving non belted passengers or occupants from (27) in FY13 to (24) by the end of FY15; to reduce the number of injury crashes from (118) in FY13 to (106) by the end of FY15; and reduce the number of unbelted injuries from (14) in FY13 to (12) by the end of FY15; reduce the number of drives ages 16-20 involved in crashes from (101) in 2013 to (90) in FY15.

Performance Measure: Increase the number of speeding citations from the FY13 count of (1) citations to 100 citations for FY15, grant funded seatbelt citations from 0 in FY13 to 100 in FY15 and number of grant child safety seat citations from (0) in FY13 to (50) in FY15.

Strategy:

- Over Time enforcement
- Checkpoints
- Saturation patrols
- Publicize patrol activities
- Generate earned media
- Conduct educational outreach/activities
- Participate in national and state campaigns (Click it or Ticket)
- STEP enforcement specific to OP & Speed

Use of Funds: The agency will utilize the grant funds for the overtime and fringe, equipment and for Click It or Ticket to conduct described OP and Speed program activities above and beyond the agency's daily activities and responsibilities.

Budget: \$12,425.00 Federal Funding Source 402PTS
Additional Funding: \$54,182.00 Federal Funding Source 154AL

Project Number: 15-PT-214-1

Project Title: Gulfport Police Department Occupant Protection Enforcement

Location: Gulfport is the county seat of Harrison County. Harrison County is located in the southern Coastal part of the State. Harrison County is bordered by Hancock County to the West, Stone County to the North, Jackson County to the East and the Gulf of Mexico to the South.

Problem Identification: Harrison County is an Occupant Protection Survey county and had a rate of 93% for 2013; is in the top 16 counties for highest number of unrestrained fatalities; ranks #1 for injuries involving non-belt use; #6 for unbelted fatalities; #2 for total crashes; #2 for total injuries; #2 for fatalities from 2008-2012. Additionally, Harrison is also a teen target area ranking #9 for teen fatalities in 2012. Gulfport has a population of 67,693 and encompasses 56.9 square miles. Gulfport is in a resort and tourist area, according to the Harrison County Tourism Commission data of 4 ½ to 5 million tourists visiting the Gulf Coast in a twelve month period. The area also has casino, bars and restaurants all of which contribute to speeding and unbelted drivers and passengers.

Data: Gulfport had (2995) total crashes in FY13. Of the total, (98) involved non belted passengers or occupants; (58) involved unbelted injuries; (1) unbelted fatality and (832) involved injuries. Gulf Port also had (571) total crashes for drivers age 16-20; (170) involving injuries.

Target: To reduce the number of crashes involving non belted passengers or occupants from (98) in FY13 to (88) by the end of FY15; to reduce the number of injury crashes from (832) in FY13 to (748) by the end of FY15; and reduce the number of unbelted injuries from (58) in FY13 to (52) by the end of FY15; reduce the number of drivers ages 16-20 involved in crashes from (571) in 2013 to (513) in FY15.

Performance Measure: Increase grant funded seat belt violations citations by 3% from (1,291) to (1,330) in FY15, grant funded child restraint citations by 3% from (175) to (180) in FY15 and grant funded speeding violations from (1,322) in FY13 to (1,361) in FY 15.

Strategy:

- Over Time enforcement
- Checkpoints
- Saturation patrols
- Publicize patrol activities
- Generate earned media
- Conduct educational outreach/activities
- Participate in national and state campaigns (Click it or Ticket)
- STEP enforcement specific to OP & Speed

Use of Funds: The agency will utilize the grant funds for the Speed and OP overtime; fringe; contractual services; Equipment will include (1) message board, (2) radar kits and (750) safety cones to conduct described program activities above and beyond the agency's daily activities and responsibilities.

Budget: \$68,362.00 Federal Funding Source 402PTS

Additional funding: \$38,266.16 Federal Funding Source 154AL

Project Number: 15-PT-218-1

Project Title: Horn Lake Police Department Police Traffic Services Enforcement

Location: The City of Horn Lake is located in DeSoto County. DeSoto County is located in the northwest part of the State. Desoto County is bordered by Tunica County and the state of Arkansas on the east, state of Tennessee to the north, Marshall County to the West, and Tate County to the South.

Problem Identification: The City of Horn Lake has a population of 26,066. Desoto County is the fastest growing county in Mississippi with a population of 161,252. Horn Lake is responsible for 16.3 square miles that make up the city. Major transportation arteries running through the city are; U.S. Highway 51, Highway 302, Highway 301, Nail Road, Horn Lake Road and Church Road. Highway 302 has a "high" traffic volume of over 34,000 vehicles daily and U.S. Highway 51 has a "high" traffic volume of 22,000 vehicles daily. As a result of our close proximity to the Memphis, Tennessee area and Tunica, our County has experienced an influx of new residents and Horn Lake and Desoto County are becoming an attraction for out of town visitors. With the high volume comes the opportunity for speed, non-usage of seat belts and/or child restraint systems. DeSoto County is an Occupant Protection Survey County and had a seat belt usage rate of 57.2%. DeSoto County is in the top 16 counties for unrestrained fatalities 2008-2012; ranked #9 for total injuries involving non-belt use; # 4 for total crashes, and #4 for injuries crashes. Horn Lake ranked #22 for injuries involving non-belt use and #21 for overall city injuries.

Data: The City of Horn Lake had (592) total crashes in FY13. Of the total, (77) involved non belted passengers or occupants; (8) involved unbelted injuries; (46) speed crashes and (98) involved injuries.

Target: To reduce the number of crashes involving non belted passengers or occupants from (77) in FY13 to (73) by the end of FY15; to reduce the number of injury crashes from (98) in FY13 to (93) by the end of FY15; reduce the number of unbelted injuries from (8) in FY13 to (7) by the end of FY15; and reduce the number of speed crashes from (46) in FY13 to (43) by the end of FY15.

Performance Measure: Increase grant funded seatbelt citations by 10% from (917) citations in FY13 to (1009) in FY15, grant funded child restraint citations by 10% from (66) in FY13 to (73) in FY15, and grant funded speed citations by 10% from (303) citations in FY13 to (333) in FY15.

Strategy:

- Over Time enforcement
- Checkpoints
- Saturation patrols
- Publicize patrol activities
- Generate earned media
- Conduct educational outreach/activities
- Participate in national and state campaigns (Click it or Ticket)
- STEP enforcement specific to OP & Speed

Use of Funds: The agency will utilize the grant funds for the overtime salary and fringe; Equipment; and CPS training.

Budget: \$30,496.00 Federal Funding Source-402PTS

Additional Funding: \$149,619.95 Federal Funding Source 154AL

Project Number: 15-PT-222-1

Project Title: Meridian Police Department-Police Traffic Enforcement (Conditional)

Location: The City of Meridian is the county seat of Lauderdale County. Lauderdale County is located in the east central part of the State. Lauderdale County is bordered by Newton County to the West, Kemper County to the North, the State of Alabama to the East and to Clarke County the South.

Problem Identification: The City of Meridian referred to as the “Queen City”, with a population of 41,148, is a major transportation hub. With 2 major US highways, 3 major state highways, and 2 merging interstates this brings over 100,000 motorists through Meridian on a daily bases. With the high volume comes the opportunity for non-usage of seat belts and/or child restraint systems. Lauderdale County is not a seat belt survey county for the State so there is no official numbers as to the rate but is a teen target area. Based on crash statistics, out of 1846 crashes in FY13, 22 of those involved either a non-belted driver or passenger. Injury crashes for the same period of time totaled 464. The City of Meridian ranks #4 in the overall injuries and #24 in non-belted injuries. Lauderdale County ranks #7 for injury crashes, #7 for total injuries, #11 for injuries with non- belt use, #13 for fatalities from 2008-2012, #8 for speed fatalities and #16 non-belted fatalities for 2012.

Data: The City of Meridian had (1846) total crashes in FY13. Of the total, (22) involved non belted passengers or occupants; (11) involved unbelted injuries; (103) speed related crashes and (464) involved injuries. Meridian also had (198) total crashes for drivers age 16-20; (96) involving injuries.

Target: To reduce the number of crashes involving non belted passengers or occupants from (22) in FY13 to (20) by the end of FY15; to reduce the number of injury crashes from (464) in FY13 to (440) by the end of FY15; reduce the number of unbelted injuries from (11) in FY13 to (10) by the end of FY15; to reduce the number of speed crashes from (103) in FY13 to (97) by the end of FY15; and reduce the number of drivers ages 16-20 involved in crashes from (198) in 2013 to (188) in FY15.

Performance Measure: Increase the grant funded seatbelt violation citations by 50% from (184) in FY2013 to (276) in FY15; increase the number of grant funded child safety violations by 50% from (36) in FY2013 to (54) in FY15 and increase speed violations by 10% from (172) in FY13 to (189) in FY15.

Strategy:

- Over Time enforcement
- Checkpoints
- Saturation patrols
- Publicize patrol activities
- Generate earned media
- Conduct educational outreach/activities
- Participate in national and state campaigns (Click it or Ticket)
- STEP enforcement specific to OP & Speed

Use of Funds: The Meridian Police Department will utilize the funds for overtime; fringe, training for CPST, equipment: (2) Lidar systems and (2) radar detectors to conduct described program activities

Budget: \$33,790.00 Federal Funding Source 402PTS

Additional Funding: \$74,354.87 Federal Funding Source 154AL

Project Number: 15-PT-410-X

Project Title: MOHS Law Enforcement Challenge

Supplemental to 15-ST-410-X

Budget: \$40,000.00 Federal Funding Source 402 PTS

Additional Funding: \$160,000.00 Federal Funding Source 154AL

Project Number: 15-PT-410-1

Project Title: MOHS- Police Traffic Services Coordination Program

Project Description: Provides program management in the Police Traffic Services program area to coordinate statewide local law enforcement efforts related to MOHS operations. Program oversees funding to state and local law enforcement agencies for overtime enforcement, and assist in developing strategies for inter-jurisdictional enforcement efforts.

Provide program management for the planned CPS survey, the CIOT Mobilization and Drive Sober Get Pulled Over. Oversee projects related to CPS, including fitting stations, checkpoint stations and CPS technician training. Oversee OP media campaign during National CIOT blitz period and Impaired Driving mobilization. Personnel services will include salaries and benefits for Division Director (50%), Division Director/Planner

(50%); (1) Branch Director (100%). Travel, supplies and training will also be included in the project for monitoring, workshops, seminars, and program management at the same percentage.

Budget: \$165,000.00 Federal Funding Source 402PTS

Project Number: 12-PT-XXX-X

Project Title: MOHS– Speed Enforcement-Mini-Grants

Location: The population of Mississippi is 2,978,512, according to the 2010 census. The State covers square miles 46,923, and county miles 10,958.

Problem Identification: Fatalities by road system show a historic trend of about 50% of all traffic deaths occurring on MHP patrolled highways, which include interstates, as well as state and federal routes where speeds range from 55 mph to 70 mph. Mississippi's highways accounted for 49.9% of the fatalities in 2010 (320 out of 641).

Mississippi is a rural state with higher miles driven per year than the national average based on our population. There tends to be more occupants per vehicle per trip than the national average as well. The state's gaming industry has accounted for increases in VMT over the past two decades, which has also increased congestion on highways. Speed, occupancy and congestion factor the number of fatalities on highways and interstates. These following facts show how prevalent speeding is in Mississippi, accounting for 20% of all fatal traffic fatalities.

- Almost 50 percent of speed-related fatalities occur on lower speed and local roads with limits of 50 mph or less, with the remaining 50% occurring on interstates and highways.
- For drivers involved in fatal crashes, young males are the most likely to be speeding.
- Law enforcement officials consistently report that speeding is the number 1 or 2 traffic complaint from citizens to their agencies.
- Speeding is responsible for 27% of all traffic stops between drivers 16 and older and law enforcement.

Speed continues to be a major factor in traffic related deaths in Mississippi. In an effort to maximize efficiency, safety checkpoints and saturation patrols will be manned by officers on their regularly scheduled days off. Utilizing manpower in this way will supply substantially more officers on Mississippi's roadways to create visibility enforcement.

Data: In 2012 the State of Mississippi had a total of (69,936) crashes, (18,200) injury crashes, (582) fatalities crashes, (13,001) speed related crashes, (95) speed related fatal crashes.

Target: Reduce the speed related crashes by 5% from (13,001) in 2012 to (12,351) in 2015. Reduce speed related fatalities by 5% from (95) in 2012 to (90) in 2015.

Performance Measure: Increase the total number of grant funded speed citations from (18,057) in 2012 by 15% of (20,766) by 2015. Increase the number of participating speed funded agencies from (6) speed funded grants in FY14 to (15) speed funded grants by the end of FY15.

Strategy: Agencies will conduct STEP speed saturation patrols.

Use of Funds: Funds will be used for overtime to law enforcement in strategic target areas that have been identified through data, to increase enforcement during the blitz periods. Funds will be used for: Overtime and Fringe benefits that is over and beyond regular duties and responsibilities.

Budget: \$350,000.00 Federal Funding Source 402PTS

Project Number: 15-PT-408-1

Project Title: MS Hwy Patrol Speed Enforcement

Location: The Mississippi Highway Patrol is responsible for enforcement activities for the entire State of Mississippi through extensive enforcement. The population of Mississippi is 2,978,512, according to the 2010 census. The State covers square miles 46,923, and county miles 10,958.

Problem Identification: Fatalities by road system show an historic trend of about 50% of all traffic deaths occurring on MHP patrolled highways, which include interstates, as well as state and federal routes where speeds range from 55 mph to 70 mph. Mississippi's MHP patrolled highways accounted for 47% of the fatalities in 2013 (275 out of 582). Over 70% of all fatalities in Mississippi occurred on MHP and county roads and highways. Mississippi county sheriffs are not allowed to run radar on county roads.

Mississippi is a rural state with higher miles driven per year than the national average based on our population. There tends to be more occupants per vehicle per trip than the national average as well. The state's gaming industry has accounted for significant increases in VMT over the past two decades, which has also increased congestion on highways. Speed, occupancy and congestion factors the number of fatalities on MHP patrolled highways and interstates. These following facts show how prevalent speeding is in Mississippi, accounting for 20% of all fatal traffic fatalities.

- Almost 50 percent of speed-related fatalities occur on lower speed and local roads with limits of 50 mph or less, with the remaining 50% occurring on interstates and highways.
- For drivers involved in fatal crashes, young males are the most likely to be speeding.
- Law enforcement officials consistently report that speeding is the number 1 or 2 traffic complaint from citizens to their agencies.
- Speeding is responsible for 27% of all contacts between drivers 16 and older and law enforcement.

Approximately 17% of the traffic crashes on MS highways can be attributed to excessive speed, with 2,137 out of 13,673 total crashes being speed related. Of the 275 fatal crashes worked by MHP, 50 or 18% were speed related. In FY11, there were 130,546 speed-related citations issued by the Mississippi Highway Patrol. The number of speeding citations for MHP increased 15% in 2012 to 150,603 and decreased to 140,527 in 2013.

Data: In 2012, the Mississippi Highway Patrol worked a total of (12,673) crashes, (4,025) injury crashes, (8,373) property damages, (275) fatal crashes, (661) alcohol related crashes, (17) alcohol fatal crashes, (2,137) speed related crashes, (50) speed related fatal crashes, (188) motorcycle crashes, (11) impaired motorcyclists, (11) fatal motorcycle crashes, (313) fatalities (201 male and 112 females), (15) fatal drivers with BAC .08 or more, (308) unbelted not injured, (484) unbelted with injuries, (140) unbelted fatalities (94 males and 46 females).

Target: Reduce the total number of speed related crashes by 10% from (2,137) in 2013 to (1,923) in 2015. Reduce the speed related fatal crashes by 5% from (50) in 2013 to (47) in 2015.

Performance Measure: Increase the total number of grant funded speed citations by 10% from (9,738) in 2013 to (10,712) in 2015. Increase MHP speed citations by 5% from (135,792) in 2013 to (129,002) in 2015.

Strategy: Conduct speed enforcement details.

Use of Funds: The Mississippi Highway Patrol will utilize the funds for overtime and fringe to conduct described program activities above and beyond the agency's daily activities and responsibilities.

Budget: \$250,000.00 Federal Funding Source 402PTS

Additional funding: \$92,346.00 Federal Funding Source 405(c)
\$157,920.00 Federal Funding Source-402OP
\$2,081,692.00 Federal Funding Source 154

Project Number: 15-PT-880-1

Project Title: Preusser Research Group, Inc. Behavioral Measure Survey & Occupant Protection Nighttime Survey

Location: Statewide project. The State of Mississippi is in the Southern part of the United States. MS is bordered by the States Louisiana and Arkansas to the West, Tennessee to the North, Alabama to the East and the State of Louisiana and the Gulf of Mexico to the South.

Problem Identification: PRG will utilize the funding from the 402 Federal Funding Source to conduct a behavioral measures awareness survey and a nighttime seat belt survey. PRG will conduct the behavioral measures survey to satisfy the requirement per Federal Regulations 23 CFR 1200.10 (a) (1).

Data: The awareness/behavioral survey for 2013 provided the following data from the survey.

- 92% of survey respondents recognized the *Click It or Ticket* program slogan
- 51% recognized the *Driver Sober or Get Pulled Over* slogan (+10 point gain)
- A majority of respondents reported recent exposure to *seat belt* and *drunk driving* enforcement messages:
 - 61% for seat belt messages
 - 68% for drunk driving messages
 - 46% for speed messages
- A large majority of respondents perceived a “*very/somewhat*” likelihood of ticket/arrest if not complying with the law:
 - 80% for seat belt
 - 90% for drunk driving
 - 90% for speed

The night time survey provided results for the May 2014 survey of 76.7% night time belt usage.

Target: Conduct a behavioral measures awareness survey in November, 2014 and have results back to MOHS by December 15, 2014, with final printed document by January 31, 2015. Conduct a nighttime seat belt survey and have results back to MOHS by September 30, 2014 (specific date of survey to be determined by MOHS).

Performance Measure: Survey a minimum of 5 sites (to be decided with MOHS) and collect 800 surveys to complete the behavioral measure awareness survey. Survey 12 sites in DeSoto County (pilot county) and 30 statewide sites (to be decided with MOHS), to complete the nighttime seat belt survey.

Strategy: Behavioral measure awareness surveys will be conducted at driver's license service locations in Greenwood, Gulfport, Jackson, Meridian and Olive Branch. Nighttime seat belt survey (pre and post) will be

conducted on roadways within the following 12 counties: DeSoto, Panola, Pontotoc, Lee, Holmes, Madison, Hinds, Rankin, Pike, Hancock, Harrison and Jackson.

Use of Funds: Will utilize contractual funds for collection of data, travel expenses, material preparation and preparation for final reports due to MOHS.

Budget: \$73,255.00 Federal Funding Source 402 PTS

Project Number: 15-PT-231-1

Project Title: Starkville Police Department Occupant Protection Enforcement

Location: The City of Starkville is the county seat of Oktibbeha County. Oktibbeha County is located in the north central part of the State. Oktibbeha County is bordered by Choctaw County to the West, Webster and Clay Counties to the North, Lowndes County to the East and Winston and Noxubee Counties to the South.

Starkville has seen an increase in population within the city and an increase in enrollment at Mississippi State University. Starkville is the hub of the Golden Triangle area, being located within twenty-five miles of Columbus and West Point.

Problem Identification: Starkville has a population of just over 25,000 and home to the largest university in the State, (Mississippi State University) with a student population of over 25,000. During the year the county is host to hundreds of thousands of visitors annually. Events such as the Bike Rallies, MSU athletics, Concerts, and parties bring in over 40,000. On a home football weekend the city sees the population rise above 75,000, on big games. In addition to being the home to Mississippi State University, is also within twenty-five minutes of Mississippi University for Women and East Mississippi Community College.

Starkville is also home to 1 public high school, 2 private high school, 6 public primary/middle schools and 2 private primary/middle schools. There are several major roadways including US Hwy 82 and US Hwy 12, MS Hwy 25 and MS Hwy 389. With the high volume comes the opportunity for non-usage of seat belts and/or child restraint systems. Oktibbeha County is not a seat belt survey county for the State so there are no official numbers as to the rate. Oktibbeha County is a teen target area ranking #23 for teen fatalities in 2012; #22 for injury crashes; #23 for total vehicle injuries; #21 in total crashes belted and non-belted and #22 in 2012 the Top 25 Cities for Serious Injury. Starkville ranks #22 in injury crashes.

Data: The City of Starkville had (761) total crashes in FY13. Of the total, (16) involved non belted passengers or occupants; (14) involved unbelted injuries; (1) unbelted fatality; (24) speed crashes and (141) involved injuries. Starkville also had (286) total crashes for drivers age 16-20; (55) involving injuries.

Target: To reduce the number of crashes involving non belted passengers or occupants from (16) in FY13 to (15) by the end of FY15; to reduce the number of injury crashes from (141) in FY13 to (133) by the end of FY15; reduce the number of unbelted injuries from (14) in FY13 to (13) by the end of FY15; to reduce the number of speed crashes from (24) in FY13 to (22) by the end of FY15; and reduce the number of drives ages 16-20 involved in crashes from (286) in 2013 to (271) in FY15.

Performance Measure: Increase grant funded Seat Belt Citations by 10% or from (770) in 2013 to (847) in FY15, grant funded child restraint citations from 10% from (32) in 2013 to (35) in FY15 and grant funded speed citations by 20% from (30) in FY13 to (36) in FY15.

Strategy:

- Over Time enforcement
- Checkpoints
- Saturation patrols
- Publicize patrol activities
- Generate earned media
- Conduct educational outreach/activities
- Participate in national and state campaigns (Click it or Ticket)
- STEP enforcement specific to OP & Speed

Use of Funds: The agency will utilize the grant funds for the OP overtime; and fringe to conduct described program activities above and beyond the agency's daily activities and responsibilities.

Budget: \$25,750.00 Federal Funding Source 402PTS

Additional Funding: \$135,700.00 Federal Funding Source 405(d)

PTS Projects	402 PTS Projects & Budget Category(s)	Federal	Match	Local Benefit
Clinton Police Dept. 15-PT-206-1	Personnel: Salary and Fringe; Training; and Travel. Equipment: (1) Radar	\$57,765.50	\$0.00	\$57,765.50
D'Iberville Police Dept. 15-PT-269-1	Personnel: Overtime and Fringe. Equipment: Flashlights (8), Wands (12), Commodities. Contractual Services	\$26,179.00	\$0.00	\$26,179.00
Gautier Police Dept. 15-PT-210-1	Personnel: Salary and Fringe; Equipment: (2) Radar, Contractual Services	\$12,425.00	\$0.00	\$12,425.00
Gulfport Police Dept. 15-PT-215-1	Personnel: Overtime and Fringe; Commodities; Equipment-(2) Radar; (1)Message Board	\$68,362.00	\$0.00	\$68,362.00
Gulfport Police Dept. LEL 15-PT-215-2	Personnel: Overtime and Fringe (1) LEL Luncheon	\$600.00	\$0.00	\$600.00
Horn Lake Police Dept. 15-PT-218-1	Overtime salary and fringe; Equipment: (10) Bayco Safety Lights; Training: (2) CPS Training;	\$30,496.00	\$0.00	\$30,496.00
Horn Lake Police Dept. LEL 15-PT-218-2	Overtime and fringe; (1) LEL Coordinator Luncheon for Click It or Ticket	\$650.00	\$0.00	\$650.00
Meridian Police Dept. 12-PT-222-1	Overtime; Fringe; CPST Training; Equipment: (2) Lidar and (2) Radar Detectors	\$33,790.00	\$0.00	\$33,790.00
Meridian Police Dept. LEL 12-PT-222-1	Overtime; Fringe; 1 LEL Luncheon	\$540.00	\$0.00	\$540.00
MOHS PTS Program Coordination 15-PT-410-1	Personnel: 1 Division Director (50%); (1) Division Director-Planner (50%) and 1 Program Manager (100%)	\$165,000.00	\$0.00	\$0.00
MOHS Speed Mini Grants 15-PT-410-X	Personnel: Overtime and Fringe	\$350,000.00	\$0.00	\$350,000.00
MS Highway Patrol 15-PT-408-3	Speed Program- Personnel: Overtime and Fringe; and Equipment	\$250,000.00	\$0.00	\$0.00
Preusser Research Group 15-PT-880-1	Annual Behavioral Measures Survey; Strategic Highway Safety Meetings; Night Time Survey	\$73,255.00	\$0.00	\$0.00
Starkville Police Dept. 15-PT-151-1	Personnel: Overtime and Fringe; Equipment-(4) Tint Meters	\$25,750.00	\$0.00	\$25,750.00
Starkville Police Dept. LEL 15-PT-151-1	Personnel: Overtime and Fringe; (1) LEL Luncheon	\$850.00	\$0.00	\$850.00
TOTAL 402 PTS		\$1,095,662.50	\$0.00	\$607,407.50

**Note: State Match for the above projects is based on an approved formula in calculating Match for MHP.*

Traffic Records Mississippi Statewide Traffic Records Plan For 2015

Problem Identification:

During FY2014, the traffic records section of the MOHS and the STRCC focused on the updating of the Strategic Plan for Traffic Records Systems and the formal application for Federal 405(c) Traffic Records Funds.

The State Traffic Records Coordinating Committee (STRCC) met periodically to refine the strategic plan and set priorities for automation projects for the upcoming three years. The STRCC workgroup meets after the monthly Mississippi Association of Highway Safety Leaders (MAHSL) meeting to address key issues with the current 405(c) projects.

Two major improvements for traffic records involve crash and citation core systems. Using these two systems it allows the state and local agencies to measure the effectiveness of each program and enforcement activity as well as direct the resources using the data driven approach to target high risk areas.

There is also an increase in agencies using the automated uniform crash report system, *ReportBeam*, showing that less than 5 local agencies submitted crashes on paper forms to DPS. 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 continues with most Justice Courts and some of the largest Municipal Courts.

In FY13, MOHS completed its Traffic Records Assessment. This assessment established a “benchmark” by which the State could strategically plan for and measure its progress in improving the capacity to make highway safety related decisions based on reliable highway safety information.

Many of the recommendations in the assessment report were used to produce the updated Traffic Records Strategic Plan. The recommendations from the Strategic Plan can be enacted within the next three to five years. The SHSP contains goals, performance measures and the list of priority projects to be funded with NHTSA Section 405(c) funds.

Programs and Projects:

There are approximately seven (7) Traffic Records projects and programs being implemented in MS during FY14. These consist of the following types of programs and projects: data collection, software updates, programming training.

Goals and Strategies for FY2015

Outcome Measure/Traffic Records: Crash / Accessibility

To decrease the number of day's crash data is available electronically from the crash event by 27% from a moving average of 4.01 days during 2008-2012 to 2.93 days by end of FY15. To decrease the number of day's availability by an additional 5% for a long term goal of 2.78 days by the end of 2016.

Outcome Measure/Traffic Records: Crash, Citation- Adjudication, Driver/ Accessibility, Timeliness

To decrease the amount of day's traffic safety data is available and accessible on the state public website from 365 days in FY13 to 270 in FY15.

Outcome Measure/Traffic Records: Crash / Completeness

To increase the percentage of completed crash report data submitted to DPS by 10% from a moving average 96.4% during 2008-2012 to 97.37% in FY15.

Outcome Measure/Traffic Records: Citation/ Adjudication- Accessibility

To decrease the number of day's citation data is available electronically from the citation date by 35% from a moving average of 13.4 days during 2008-2012 to 8.48 days by end of FY15. To decrease the number of days citation data by an additional 2% for a long term goal of 8.31 by the end of 2016.

Outcome Measure/Traffic Records: Citation/ Timeliness

To increase the percentage of citation data submitted to DPS electronically by 5% from 47.7% in 2012 to 50% by the end of FY15.

Outcome Measure/Traffic Records: Driver/ Timeliness

To increase the percentage of Drivers tested for BAC in Fatal crashes from 27% in 2012 to 35% in FY15.

Outcome Measure/Traffic Records: Roadway/ Accuracy

To decrease the MDOT relocation of crash data for the roadway linear referencing system the SAMS program from 86.7% in 2012 to 80% by the end of FY15.

Outcome Measure/Traffic Records: Vehicle/ Data Integration

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

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

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

Outcome Measure/Traffic Records: Crash- Citation—Roadway- EMS- Injury Surveillance/ Uniformity

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

STRCC Recommendations from Traffic Records Assessment for 2015 Strategic Plan

This plan incorporates by reference the Mississippi Highway Safety Information System (MHSIS) that describes the total automated traffic records system which includes traffic crashes, citations, drivers, vehicles, roadways, EMS and hospital data, vital statistics, coroner reports, crime laboratory data, demographics and travel density. 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 traffic record applications. The system supports national priority areas defined by the National Highway Traffic Safety Administration (NHTSA). Additional information can be found in the 405(c) application, pages 20-34

A strategic plan was developed and has undergone several revisions based on traffic records assessments through the years. The strategic plan is revised annually to keep track of improvements and notate problems that could adversely affect the continuity of safety information systems. This plan is part of a larger process, which includes the State Strategic Highway Safety Plan (SHSP), in an effort to prepare the highway safety community in Mississippi to address changes in the highway safety environment. The plan integrates current highway safety functions and future program plans through state and local highway safety partners such as the Mississippi Association of Highway Safety Leaders (MAHSL).

Completed August 26, 2013, a NHTSA traffic records assessment was conducted and pertinent parts are included in the next section. This assessment established a “benchmark” by which the State could strategically plan for and measure its progress in improving the capacity to make highway safety related decisions based on reliable highway safety information. Many of the recommendations in the assessment report were used to produce the updated Traffic Records Strategic Plan. The recommendations from the Strategic Plan can be enacted within the next three to five years. The SHSP contains goals, performance measures and the list of priority projects to be funded with NHTSA Section 405(c) funds.

Traffic Records Countermeasures

- **Surveys:** Although conducting an attitudinal survey is not listed as a countermeasure that work, it is an agreed upon activity between NHTSA and GHSA.
- **Evaluation:** Although evaluation does not fit with one of the countermeasures that work category, it is imperative that the MOHS continually evaluate its programs to ensure projects that are funded are having the desired effect on the statewide program.
- **Program Updates:** Although program updates does not fit with one of the countermeasures that work category, it is imperative that the MOHS continually update its programs to ensure projects that are funded are having the desired effect on the Statewide Impaired program.
- **Software Updates:** Although software updates does not fit with one of the countermeasures that work category, it is imperative that the MOHS continually update its software to ensure projects that are funded are having the desired effect on the statewide program.
- **Training:** Although a traffic record training does not fit with one of the countermeasures that work category, it is imperative that the MOHS continually train programs and sub-grantees to ensure projects that are funded are having the desired effect on the statewide program.
- **Equipment Purchases:** Although equipment purchases do not fit with one of the countermeasures that work category, it is imperative that the MOHS continually evaluate its equipment to ensure projects that are funded are having the desired effect on the statewide program.
- **Strategic Meetings and Monthly Information Meetings:** Attend monthly MAHSL Meetings at least (1) per quarter to stay up to date on the latest information. Attend quarterly meetings to strategic plan enforcement efforts through data trends, performance measures and strategies.

The State is utilizing in FY15, 100% of 405C funds to combat the problems in traffic records. 100% of the State’s population will be covered by data collection efforts and will be able to be utilized by the public, MHP, city and county law enforcement agencies.

The amount of funds being utilized is commiserate with the State-wide traffic records problem, and thus the State feels that the projects selected and if fully implemented and successful, will contribute to the overall goal of data collection, which will help all agencies state-wide with reducing fatalities, reducing crashes and injuries.

Additional Funding Sources:

All funding sources in the Mississippi Highway Safety Plan are federal funded monies, unless otherwise noted in the additional funding section in each project description.

FY 2015 Traffic Records Program Area Project Descriptions

Project Number: 15-MC-408-1

Project Title: Department of Public Safety- eCitation equipment (Pilot Program)

Location: Department of Public Safety MIS Department

Performance Measures: Integration

Problem Identification: Currently, the Department of Public Safety does not have standard equipment to loan out to local law enforcement agencies to begin the start-up process of the eCite program. Local law enforcement have shown interest in the e-Citation program, but need additional assistance in getting started with the eCite program and being able to implement the program into the local jurisdictions.

Target: The Target for this project is to increase agencies participation in the State eCitation program from (2) agencies in FY13 to (8) by the end of FY15.

Performance Measure: The target is to recruit (6) agencies on the eCite system and equip agency to start eCite and evaluate progress.

Strategy: Equip and start e-Cite with MHP motorcycle officers. Distribute equipment to local law enforcement agencies: card reader scan devices, printers, laptop computers or tablets and provide training on the equipment for use in the field to issue electronic citations.

Budget: \$10,000.00 Federal Funding Source 405(c)

Project Number: 15-MC-410-6

Project Title: MOHS- Public Safety Website

Location: Mississippi Office of Highway Safety and Public Use.

Problem Identification: Since data is the underpinning element driving decision-making to direct resources to projects and programs with the most need and greatest potential impact, the MOHS Public Safety Data Website will be designed to assist Mississippi in meeting its Highway Safety Plan (HSP) by examining traffic safety records data systems in a secure manner and submitting findings and material for public use on the website. A resource is needed for collaborating all the crash records and other traffic safety data to one location for everyone to see problem areas in the state and for proper strategic planning and operational management. This will provide proper documentation to deliver Data Driven Approaches to put the resources of enforcement and education in the areas of need to accomplish reducing fatalities, injuries and traffic crashes.

The MOHS Public Safety Data Website is the repository site for traffic records. Traffic records can be queried by the public for various reports. A public user website is needed to disseminate traffic-based data, including crash, fatality/injury, citation and seat belt usage statistics. There is also a sustained need to provide support for

State Traffic Record Coordinating Committee (STRCC) and Mississippi Association of Highway Safety Leaders (MAHSL) meetings, training workshops, local law enforcement agencies, and other state and local based organizations.

Publication of traffic records data remains a priority, but the costs can be significantly reduced by housing and displaying data on the Internet via various WEB sites. This traffic records data site can be queried by law enforcement agencies and the public for various reports. Additionally, the WEB access will decrease the amount of time necessary for MOHS traffic records personnel to respond to the many requests for data. This capability will also allow more time for problem identification analyses and data evaluation studies by MOHS traffic records personnel. These traffic records data will be available on the MOHS Public Safety Data website and through a link from the DPS site www.dps.state.ms.us (traffic record statistics link on home page).

Target: Provide accurate, complete, uniformed, accessible, and timely highway safety information through a centralized communication forum/ public data website for “one stop shop” for traffic-safety related data, research, and events in Mississippi.

Performance Measure:

- Accuracy – to reduce the amount of errors found during data audits of critical traffic safety research material from 15% in FY13 to 10% in FY15;
- Completeness – to increase the percentage of complete traffic crash data being posted on the website for grant participants from 80% in FY13 to 90% in FY15.
- Uniformity – to increase all data posted on the website to be uniform from 40% in FY13 to 60% in FY15;
- Accessibility – to increase ability for the principle users to obtain the data or other services requested at their satisfaction with the timeliness of the response to their request from 3,215 visits to the site in FY13 to 4,000 in FY15;
- Timeliness – to decrease the time that data for crash, arrests, citations, injuries and fatalities are posted for public view on the website from 365 in FY13 days to 270 days in FY15;
- Integration – to begin process of developing an automated crash analysis for public view.

Strategies:

- Provide technical support and developmental enhancements;
- Provide traffic safety related data and research relevant for (grant seekers, researchers, data- driven enforcement decisions, etc.)
- Offer MS Public Safety Data Website Training Sessions
- Organize blitz forms and manage state-wide blitz data for MOHS
- Host and upload annual Highway Safety reports, fact sheets/briefs, research studies, articles and traffic safety related events;
- Manage state-wide blitz reporting for MOHS
- Organize annual STARS conference information and registration
- Host Data and Grant information
- Host information for the Occupant Protection, Impaired Driving, Speeding, P I & E state programs and committees.
- Maintain information about MAHSL;
- Maintain information about the STRCC;
- Host Information for the MOHS OP, Impaired Driving, Speed and PI & E programs;
- Host information for the State Program Management Assessment

Use of Funds: The grant funding will provide the following: Personnel: Fringe: Training: Travel: Contractual Services.

Budget: \$60,000.00 Federal Funding Source 405(c)

Project Number: 15-MC-408-4

Project Title: Department of Public Safety-Reportbeam Crash System Maintenance and Upgrade Crash System Upgrade

Performance Measures: Integration/ Accuracy

Project Description: During FY15, a working sub-committee of the State Traffic Records Coordinating Committee (STRCC), along with the recommendations and results of the 2013 Traffic Records Assessment will identify Crash records improvements that need to be addressed as well as cost associated with maintenance of the record system.

Target: By the end of FY15, the Crash reporting system will be updated and include both new and revised edit routines. The updates will make the program more user- friendly for all users and agencies. The system will provide enhanced query options for data extraction to allow enhanced data driven strategies.

Performance Measure: Ensure edits will comply with Model Minimum Uniform Crash Criteria (MMUCC). Additional mapping program will be added to increase the accuracy of the location of crashes.

Strategy: Use the STRCC to review the Statewide Uniform Crash Report and agree on material to edit while ensuring the stakeholders information and needs.

Budget: \$100,000.00 Federal Funding Source 405(c)

Project Number: 15-TR-408-1

Project Title: MS Hwy Patrol CRASH Reconstruction

Location: The Crash Reconstruction program covers statewide. The Mississippi Highway Patrol is responsible for enforcement activities for the entire State of Mississippi through extensive enforcement. The population of Mississippi is 2,978,512, according to the 2010 census. The State covers square miles 46,923, and county miles 10,958.

Problem Identification: The MHP C.R.A.S.H. Team is a vital part of enforcement in the State of Mississippi as they investigate all felony prosecutable crashes which occur within the Highway Patrol's jurisdiction, as well as providing reconstruction services to any agency within the state which requests the services. Accurate and timely crash reports can aid DA's as they prosecute felony fatal collisions.

Data: In 2013, the Mississippi Highway Patrol had a total of (12,673) crashes, (4,025) injury crashes, (275) property damages, (227) fatal crashes, (436) alcohol related crashes, (13) alcohol fatal crashes, (882) speed related crashes, (23) speed related fatal crashes, (150) motorcycle crashes, (10) impaired motorcyclists, (15) fatal motorcycle crashes, (270) fatalities (188 male and 82 females), (13) fatal drivers with BAC .08 or more, (321) unbelted not injured, (308) unbelted with injuries, (140) unbelted fatalities (105 males and 35 females).

Target: Conduct all crash reconstruction for MHP and to assist local law enforcement agencies on an as requested base.

Performance Measure: Work to conduct crash reconstruction investigations within a 25 day period unless a serious injury or fatality is involved. If a serious injury or fatality is involved, MHP Crash Reconstruction Unit will work to conduct this investigation within a 3 month period.

Strategy: The MHP C.R.A.S.H. Team will investigate and reconstruct all felony prosecutable collisions which occur on roadways patrolled by the MHP. The team may provide investigation and reconstruction services to other jurisdictions within the State.

The MHP C.R.A.S.H. Team works extensively with law enforcement agencies within the State and assists the District Attorneys with felony collision prosecutions by ensuring the CRASH reports are accurate and timely.

Use of Funds: The Mississippi Highway Patrol will utilize the funds for contractual services to include (8) ARAS360 software licenses; (12) software subscriptions; (4) USB links; and (4) laptops. Funds will also be used for supplies: (22) portable rechargeable batteries; (12) storage boxes for Tahoe's; and travel and training to conduct described program activities above and beyond the agency's daily activities and responsibilities.

Budget: \$92,346.00 Federal Funding Source 402TR

Additional funding: \$157,920.00 Federal Funding Source-OP
\$250,000.00 Federal Funding Source-Speed
\$2,081,692.00 Federal Funding Source 154

Project Number: 15-MC-410-5

Project Title: Agency Citation Disposition Reporting

Problem Identification: Since data is the underpinning element driving decision-making to direct resources to projects and programs, the data needs to be accessible and posted in a timely manner for agencies to direct resources to the problem areas and measure effectiveness. The disposition data also needs to be posted in a timely manner to meet federal requirements.

Performance Measure: Citation/ Adjudication- Accessibility

To decrease the number of day's citation disposition data is available electronically from the conviction date to the data entry date on the Drivers History File by 5% from an average of 48.46 days in 2012 to 46.04 days by the end of FY15. To decrease the number of days citation data by an additional 5% for a long term goal of 43.74 days by the end of 2016.

Performance Measure: Citation/ Timeliness

To increase the percentage of citation disposition data submitted to DPS electronically by 5% from 47.7% (or 99,536 electronic citations vs 109,123 paper submission citations to DPS) in 2012 to 50% by the end of FY15.

Strategy: The program includes but not limited to providing funding to agencies to set up electronic citation disposition transfer (Agency Interface to RMS) to the Department of Public Safety Driver Records Division. Work will begin with the agencies submitting the largest volume of citations by mail to DPS to decrease workload and increase timeliness of the citations being placed on the Drivers History file.

Budget: \$20,000.00 Federal Funding Source 405(c)

Project Number: 15-MC-410-1

Project Title: MOHS Traffic Records Coordination Program

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

For FY 2015, the traffic records coordinator will expand the uses of crash data and citation data to improve accessibility to statistical reports, charts and analyses. The coordinator and consultant will work hand in hand with each proposed project to ensure that the right data is captured to evaluate problem identification areas and each agencies progress. Traffic records data is used to present facts related to highway safety legislation and strengthen public awareness of traffic safety concerns. Public information and education themes are formulated using graphics and other statistical studies. The concept of integrating innovative and emerging technologies to build a new State crash system has produced a strong foundation for the Safety Analysis Management System shared by MDOT and DPS.

Personnel services will include salaries and benefits for one full time TR Coordinator at 100% and one part time consultant at 50%. Travel, supplies and training will also be included in the project for monitoring, workshops, seminars and program management at same percentages.

Budget: \$110,000.00 Federal Funding Source 405(c)

Project Number: 15-MC-401-1

Project Title: Mississippi State University- Social Science Research Center- eCite Maintenance and Daily Activity Reporting System

Supplemental to 15-SA-401-2

Budget: \$192,944.00 Federal Funding Source 405(c)

Additional Funding: \$560,440.00 Federal Funding 154AL

Traffic Records Fund	Traffic Records Projects	Federal	Match	To Local
MOHS-e-Citation Equipment-15-MC-410-1	Purchase of Equipment for Agency for e-Citation program.	\$10,000.00	\$2,000.00	\$0.00
DPS-Report Beam Update 15-MC-408-4	Update of the Reportbeam system.	\$100,000.00	\$20,000.00	\$0.00
Mississippi State University-Ecitation	Personnel: (1) full time project Director; (1) full time Alcohol Field Specialist; (1) part time Research Associate; fringe; travel/training; contractual services; printing and in direct costs.	\$192,944.00	\$0.00	\$0.00
MOHS Agency Citation Disposition Reporting 15-MC-410-5	Program Expenses	\$20,000.00	\$4,000.00	\$0.00
MOHS Public Safety Website 15-MC-410-6	Personnel: Fringe; Training; Travel; Contractual Services	\$60,000.00	\$12,000.00	\$0.00
MOHS Traffic Records Coordination Program 15-MC-410-1	Personnel: TR Coordinator and part time consultant, Fringe, Travel. Contract Employee	\$130,000.00	\$26,000.00	\$0.00
Total Traffic Records 405(c)		\$512,944.00	\$64,000.00	\$0.00
Traffic Records Fund	Traffic Records Projects	Federal	Match	To Local
MS Highway Patrol 15-TR-408-1	Crash Reconstruction: Travel; Contractual Services: software; and Equipment: (22) portable rechargeable batteries; (36) cable bundles	\$92,346.00	\$0.00	\$36,938.40
Total		\$92,346.00	\$0.00	\$36,938.40

**Note: State Match for the above projects is based on an approved formula in calculating Match for MHP.*

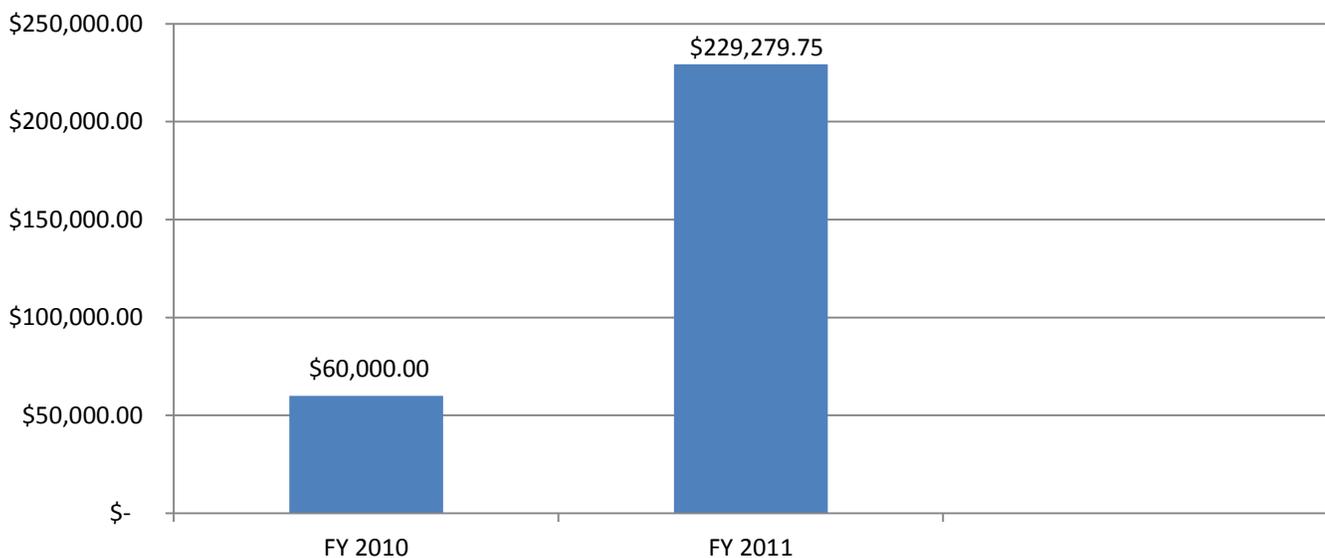
MOHS 2010 / 2011 TR Maintenance of Effort

State Agency	Program	State Program Funds		Description of Eligible Expenditures/Activities
		2010	2011	
Mississippi State University - Social Science Research Center	Traffic Record Public Safety Data Laboratory - provide public website and system building for grant management	\$ 60,000.00		Fringe, indirect cost rates that were absorbed by the university for staff and associated costs for work on Public Safety Data Lab
Department of Public Safety (Ecite Program)	Traffic Records		\$ 146,514.75	Equipment purchased for MHP to enable the patrol to issue electronic citations
Mississippi State University - Social Science Research Center	Traffic Record Public Safety Data Laboratory - provide public website and system building for grant management		\$ 75,265.00	Fringe, indirect cost rates that were absorbed by the university for staff and associated costs for work on Public Safety Data Lab
MS Office of Highway Safety (Crash Database upgrade)	Traffic Records		\$ 7,500.00	Equipment services for Office of Highway Safety
TOTALS		\$ 60,000.00	\$ 229,279.75	\$ 289,279.75
AVG FY10/FY11				\$ 144,639.88

FY 2010 FY 2011

TOTALS		\$ 60,000.00	\$ 229,279.75	
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TRAFFIC RECORDS STATE PROGRAM FUND EXPENDITURE TOTALS



FY15 Driver's Education Program
Mississippi Statewide Driver's Education Program

In addition to traffic enforcement, the MOHS will focus on programs that involve an emphasis on driver's education program that will provide public information and education to the citizens of Mississippi about the consequences driving behaviors.

Both NHTSA and MOHS recognize the importance of public information and education focusing toward the citizens of Mississippi, as a means of preventing erratic driving behaviors, such as driving under the influence for vehicles, lack of seat belt use, speed and distracted driving.

For FY15, the MOHS will create the programs, which will act on behalf of the Mississippi Office of Highway Safety, MS Department of Public Safety, Division of Public Safety Planning to provide a comprehensive coordinated program with the approach to reduce the number of motor vehicle crashes, injuries and fatalities among vehicle or motorcycle operators by providing an innovative technical assistance program designed with an overall target of strengthening the implementation processes of grantees funded to provide public information and education.

Problem Identification:

The State of Mississippi has 2,591,872 licensed drivers in the state. There were 69,951 crashes in 2012, with 599 fatal crashes and 667 fatalities. Among those 69,951 crashes, there were 18,627 injury crashes and 27,387 injuries involved in those crashes.

Programs and Projects:

There are approximately (4) driver's education projects and programs being implemented in MS during FY15. These consist of the following types of programs and projects: enforcement, public information/outreach, education and training.

The MOHS, along with all funded agencies, will implement activities in support of national highway safety Targets to reduce motor vehicle related fatalities according to their specific funding source. Programs that will be used to increase seatbelt use include; paid media, enforcement of primary seat belt laws and participation in State and national mobilizations.

Targets & Strategies for FY2015:

C-1 Core Outcome Measure/Fatality Rate:

To decrease traffic fatalities by 7.0% from a five year average (2008- 2012) of (667) to (620) by the end of 2015. To decrease the number of traffic fatalities by an additional .09% for a long term Target of (615) fatalities by the end of 2016.

C-2 Core Outcome Measure/Injury Rate:

To decrease the number of serious traffic injuries by 12.84% from a five year average (2008-2012) of (6,870) to (6,016) by the end of FY15. To decrease the number of serious injuries by an additional 1% for a long term target of (5,956) by the end of 2016.

C-4 Core Outcome Measure/Unrestrained Passengers:

To decrease the number of unrestrained passenger vehicle occupant fatalities in all seating positions by 10% from the five year average (2008-2012) from (353) to (317) by the end of FY15. To decrease the number of

unrestrained passenger vehicle occupant fatalities by an additional 5% for a long term target of (301) by the end of 2016.

C-5 Core Outcome Measure/Alcohol and Other Drugs:

To decrease the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above from 10% from the five year average (2008-2012) of (199) to (179) by the end of FY15. To decrease the number of fatalities by an additional 5% for a long term target of (170) by the end of 2016.

- To decrease the number of alcohol related motorcyclist fatalities from 8 in 2012 to 7.4 by the end of FY15. To maintain the number of alcohol related motorcyclist for a long term target of 7 by the end of 2016.
- To decrease the number of impaired related crashes involving drivers under the age of 20 from a three year weighted average (2010-2012) from 218 in 2012 to 201 by the end of FY15. To decrease the number of impaired related crashes involving drivers under the age of 20 to 191 by the end of 2016.

C-6 Core Outcome Measure/Speed:

To decrease the number of speeding-related fatalities by 25% from a five year average (2008-2012) from (152) to (114) by the end of FY15. To decrease the number of speeding related fatalities by an additional 5% for a long term Target of (108) by the end of 2016.

C-7 Core Outcome Measure/Motorcycles:

To decrease the number of motorcyclist fatalities by 7.5% from the 5 year average (2008-2012) from (45) to (42) by the end of FY15. To decrease the number of motorcyclist fatalities by an additional 5% for a long term target of (40) by the end of 2015.

C-8 Core Outcome Measure/Un-helmeted Motorcyclists:

To decrease the number of un-helmeted motorcyclist fatalities from the five year average (2008-2012) of (8) to (7.4) by the end of FY15. To decrease the number of un-helmeted motorcyclist fatalities for a long term target of (7) by the end of 2016.

C-9 Core Outcome Measure/Under 21:

To decrease the number of drivers aged 20 or younger involved in fatal crashes by 15% from the average (2008-2012) of (92) to (78) by the end of FY15. To decrease the number of drivers aged 20 or younger by an additional 5% for a long term target of (74) by the end of 2016.

C-10 Core Outcome Measures/Pedestrians/Bicycles:

To decrease the number of pedestrian fatalities by 7.5% from the five year average (2008-2012) of (51) to (47) by the end of FY15. To decrease the number of pedestrian fatalities by an additional 5% for a long term target of (44) by the end of 2016.

C-10a Core Outcome Measure: Bicycle:

To decrease the number of bicycle fatalities by 7.5% from the five year average (2008-2012) of (6) to (5) by the end of FY15. To maintain the number of pedestrian fatalities for a long term target of (5) by the end of 2016.

B-1 Core Behavior Measure/Occupant Protection:

To increase statewide observed seatbelt use of front seat outboard occupants in passenger vehicles from the five year average (2009-2013) of (79%) to (80%) by the end of FY15. To maintain the statewide observed seatbelt use rate of (80%) for a long term target by the end of 2016.

Activity Measures

Activity Measure/Speed:

To increase the number of speeding citations issued during grant funded enforcement activities by 3.50% from the two year average (2011-2012) of (17,956) in 2012 to an increase Target of (18,584) by the end of FY15. To increase the number of speeding citations issued during grant funded enforcement activities by an additional 2% for a long term target of (18,956) by the end of 2016.

Activity Measure/Seat Belts:

To increase the number of seatbelt citations during grant funded enforcement activities by 3.50% from the five year average (2009-2012) of (21,383) in 2012 to (22,131) by the end of FY15. To increase the number of seatbelt citations issued during grant funded activities by an additional 2% for a long term target of 22,574 by the end of 2016.

Activity Measure/Impaired Driving:

To increase the number of impaired driving arrests made during grant funded activities by 2.50% from the two year average (2011-2012) of (12,280) in 2012 to (12,587) by the end of FY15. To increase the number of impaired driving arrests issued during grant funded activities by an additional 2% for a long term target of (12,839) by the end of 2016.

MOHS Outcome Measure: Teen-Alcohol:

Reduce alcohol related fatalities from 16-20 year old drivers by 7.5% from the three year average (2010-2012) of (7) in 2012 to (6.5) in FY15. Decrease alcohol related fatalities from 16-20 year old drivers by an additional 5% for a long term target of (6.2) by the end of 2016.

MOHS Outcome Measure: Teen-OP:

Reduce unrestrained fatalities from 16-20 year old drivers by 10% from the three year average (2010-2012) of (21) in 2012 to (19) in FY15. To decrease unrestrained fatalities from 16-20 year old drivers by an additional 5% for a long term target of (18) by the end of 2016.

MOHS Outcome Measure: Teen-Speed:

Reduce speed related fatalities from 16-20 year old drivers by 7.5% from the three year average (2010-2012) of (10) in 2012 to (9) in FY15. To decrease speed related fatalities from 16-20 year old drivers by an additional 5% for a long term target of (8) by the end of 2016.

MOHS Outcome Measure: Youth-Unrestrained 10-15 Year Olds:

Reduce unrestrained fatalities from 10-15 year old passengers by 7.5% from the three year average (2010-2012) of (12) in 2012 to (11) in FY15. To decrease unrestrained fatalities from 10-15 year old drivers by an additional 5% for a long term target of (10.5) by the end of 2016.

Within the State of Mississippi, there was an average of 667 fatalities from 2008-2012. The State is utilizing in FY15, funds, which includes 154, 402 and 405B and 405D funds to combat the problems fatalities across the State. 100% of the State's population will be covered by enforcement efforts utilizing the MHP, city and county law enforcement agencies within the top fatality and crash locations.

The amount of funds being utilized is commiserate with the State-wide driving problems, and thus the State feels that the projects selected and if fully implemented and successful, will contribute to the overall goal of reducing driving fatalities, reducing crashes and injuries.

Projects selected for funding incorporate many of the strategies above. Of those selected, they are based on problem identification for the statewide driver's education problem and will contribute to the overall impact of the driver's education program. (pages 75-101).

Additional Funding Sources:

All funding sources in the Mississippi Highway Safety Plan are federal funded monies, unless otherwise noted in the additional funding section in each project description.

FY 2015 Driver's Education Program Area Project Descriptions

Project Number: 15-DE-521-1

Project Title: Mississippi Highway Safety Resource Center (MHSRC)

Supplemental to 15-ST-521-1 DREAM

Budget: \$48,705.00 Federal Funding Source 402DE

Additional Funding: \$75,489.00 Federal Funding Source 154AL

Project Number: 15-DE-410-1

Project Title: Mississippi Office of Highway Safety/Safety Training and Recognition Symposium (MS/STARS)

Supplemental to 15-ST-410-1 and 15-MD-410-1

Budget: \$25,000.00 Federal Funding Source 402 DE

Additional Funding Source: \$25,000.00 Federal Funding Source: 405(d)
\$100,000.00 Federal Funding Source 154AL

Project Number: 15-DE-410-4

Project Title: MOHS Program Initiatives- Driver's Education

Location: Statewide.

Problem Identification: In 2012 and 2013, there were 582 and 613 deaths respectively that were related to Impaired Driving, Seatbelt Safety, Speeding and Distracting Driving in the state of Mississippi.

Historically, most of the drivers and passengers that die in traffic crashes are not belted. Although, safety belts cannot save all persons, it is estimated that fatalities are in fact reduced 50 to 65 percent when safety belts are used and becoming injured rather than killed. In 2012, there were 6,247 serious injuries (77.6%), or more than 3 out of every 4, were wearing safety belts.

The MOHS will, as a part of its total statewide traffic safety program fund special initiatives designed at reaching youth and other at risk groups, as identified by the data.

*SKOOLADS—This is a message center advertisement design to capture the attention of K12 students by posting 17" X 22" Highway Safety Posters in targeted area schools around the state.

*HUDDLE–This is a High School Ticket Program that will attract parents and students alike in delivering the MOHS message. This program uses sport ticket campaigns to drive our message. Each ticket will be printed with the MS Highway Safety message designed by and for our NHTSA and MOHS Blitz initiatives.

*BOOMERANG–This program works by use of an easily identifiable sticker that, when attached to a car, will allow anyone to report unsafe driving activities and then provide the parents with immediate updates of incident reports via text messaging and email.

*THE PARENTS SUPERVISED DRIVING PROGRAM–This program is designed to focus on teens and parents driving abilities. This program is fun, interactive way to provide teens and parents advanced real world training and education about hazard recognition, vehicle handling, speed and space management, and distractions.

*ALLIANCE–Alliance uses a sport marketing approach designed to reach this high risk targeted audience through regional motorsports venues located throughout the state of Mississippi. This program provides a different approach to reaching the rural area drivers of pick-up trucks. The targeted audiences are males 18 – 34 year’s age group by using high visibility signs and surveys to measure behavioral and attitudinal mindsets. This group has the highest risk of not wearing their seatbelt and/or drinking while driving.

*All projects support the statewide Teen Programs.

Use of Funds: Funds will be used to fund program operating cost of the various initiatives, which could include supplies, contractual services and commodities.

Budget: \$140,764.00 Federal Funding Source 402 DE

Additional Funding \$395,596.00 Federal Funding Source 154AL

FY15 Driver's Education Projects

Section 402 Funds Sub-grantee	402 Driver's Education Projects & Budget Category(s)	Federal	Match	To Local Benefit
Mississippi Highway Safety Resource Center-Coordination 15-OP-XXX-1	(1) Full Time Resource Manager; Portions of Personnel and Administrative Assistants; Contractual Services; Supplies and Equipment: (1) Computer	\$48,705.00	\$0.00	\$0.00
MOHS STARS Conference 15-DE-410-1	MOHS Safety Training and Recognition Symposium	\$25,000.00	\$0.00	\$25,000.00
MOHS Program Initiatives 15-DE-410-4	Expenses for Program Initiatives for 402 Program. Contractual Services, Supplies, etc.	\$140,764.00	\$0.00	\$0.00
Total:		\$214,469.00	\$0.00	\$25,000.00

**Note: State Match for the above projects is based on an approved formula in calculating Match for MHP.*

FY15 Motorcycle Safety Program

Mississippi Statewide Motorcycle Safety Program for FY2015

In addition to traffic enforcement, the MOHS will focusing on a motorcycle safety program that will provide public information and education to motorcycle riders and the driving public about the consequences of driving behaviors.

Both NHTSA and MOHS recognize the importance of public information and education focusing toward motorcyclist, as a means of preventing erratic driving behaviors, such as driving under the influence for motorcycles, speed and distracted driving.

For FY15, the MOHS will create the Motorcycle Initiative, which will act on behalf of the Mississippi Office of Highway Safety, MS Department of Public Safety, Division of Public Safety Planning as the umbrella organization to provide a comprehensive coordinated motorcycle program with the approach to reduce the number of motorcycle crashes, injuries and fatalities among motorcycle operators and rider by providing an innovative technical assistance program designed with an overall target of strengthening the implementation processes of grantees funded to provide public information and education.

Problem Identification:

In 2012, motorcycle registrations in Mississippi were 49,603 which increased from 48,831 in 2011. The increase in registrations can be attributed to the economy and motorcycles are considered more of a recreational vehicle vs. a primary source of transportation. For the breakdown of motorcycle fatalities, please see page (69-70). In the last three (3) years, there has been a large number of motorcycle crashes in the State.

In 2008, there were a total of 983 motorcycle crashes, 793 crashes. That number has decreased steadily to 840 in 2012. There were 59 motorcycle fatalities in 2011 and a large decrease to 39 fatalities in 2012. There was an increase in crashes in 2012 in city streets and misc. roadways, but a reduction on county roads and MHP highways.

The majority of fatal motorcycle crashes are not tested for BAC, see pages (100-101). In 2012, 21 out of the 39 fatalities were not tested for alcohol. The largest BAC results for the fatal motorcycle crashes fell into the .16-.20 range for the three year in a row.

Helmet Use:

Mississippi has a primary motorcycle helmet law. With high fuel costs, more and more Mississippians are riding motorcycles. In 2010, 38% of the motorcyclists killed were not wearing helmets. In 2011, registrations fell to 48,831, yet fatalities increased to 58. Six of the motorcycle riders (10.9%) were not using helmets when killed. Mississippi consistently maintains a 99% motorcycle helmet usage in the annual Motorcycle Survey conducted by Mississippi State University.

Programs and Projects:

There are approximately nine (9) Teen Traffic Safety projects and programs being implemented in MS during FY15. These consist of the following types of programs and projects: enforcement, public information/outreach, education and training.

The MOHS, along with all funded agencies, will implement activities in support of national highway safety Targets to reduce motor vehicle related fatalities according to their specific funding source. Programs that will

be used to increase seatbelt use include; paid media, enforcement of primary seat belt laws and participation in State and national mobilizations.

Targets & Strategies for FY2015:

C-7 Core Outcome Measure/Motorcycles:

To decrease the number of motorcyclist fatalities by 7.5% from the 5 year weighted average (2008-2012) from (45) to (42) by the end of FY15. To decrease the number of motorcyclist fatalities by an additional 5% for a long term target of (40) by the end of 2015.

C-8 Core Outcome Measure/Un-helmeted Motorcyclists:

To decrease the number of un-helmeted motorcyclist fatalities from the five year weighted average (2008-2012) of (8) to (7.4) by the end of FY15. To decrease the number of un-helmeted motorcyclist fatalities for a long term target of (7) by the end of 2016.

FY15 Motorcycle Safety Proposed Strategies:

The MOHS uses Countermeasures that Work: A Highway Safety Countermeasures Guide for State Highway Safety Offices, Seventh Edition, 2013, published by NHTSA to select strategies that will be used for the upcoming grant year. During the review of the Countermeasures that Work, the State takes notice of measures that are rated with three stars or above for effectiveness and tries to include the most effective measures into funded projects and programs. The higher the effectiveness of the measure, the more likely the success of the program will be for the State.

The MOHS takes into consideration all data that is available (See Problem Identification section), target areas and the countermeasures to begin the selection process for applications and to determine what the MOHS hopes to accomplish during the grant year. Below are the countermeasures for each program areas that the MOHS will be requesting funding for implementation of projects.

- Motorcycle Safety Countermeasure 1.1: Universal Coverage State Motorcycle Helmet Use Laws
- Motorcycle Safety Countermeasure 1.2: Helmet use Promotion Programs;
- Motorcycle Safety Countermeasure 1.3: Helmet Law Enforcement;
- Motorcycle Safety Countermeasure 2.1: Alcohol-Impaired Motorcyclist;
- Motorcycle Safety Countermeasure 2.2: Alcohol-Impaired Motorcyclist Communication and Outreach;
- Motorcycle Safety Countermeasure 4.2: Communication and Outreach

Motorcycle Coordination Program:

- Assign MOHS staff to manage enforcement and public information and education grants;
- Fund law enforcement programs to focus on speeding and enforcing speed limits;
- Enhance the CRASH reconstruction unit for the Mississippi Highway Patrol.

Public Information and Education:

- Provide public information, education and outreach for all traffic safety related issues and campaigns.
- Provide funding to public information and education programs;
- Provide education information on speed, motorcycle safety to law enforcement, community providers through the Mississippi Office of Highway Safety Resource Center.

Enforcement:

Increase and sustain high visibility enforcement for speed and other moving violations.

- Fund law enforcement programs to focus on speeding and enforcing speed limits;
- Provide local law enforcement training; and
- Utilize the NHTSA/GHSA questions to track driver attitude awareness related to speeding and motorcycle issues.

Within the State of Mississippi, motorcycle fatalities represent 6% of fatalities in the State. The State is utilizing in FY15, 402 funds to combat the problems in motorcycle safety. 100% of the State's population will be covered by enforcement efforts utilizing the MHP, city and county law enforcement agencies within the top motorcycle fatality and crash locations.

The amount of funds being utilized is commiserate with the State-wide motorcycle problem, and thus the State feels that the projects selected and if fully implemented and successful, will contribute to the overall goal of reducing motorcycle fatalities, reducing crashes and injuries

Projects selected for funding incorporate many of the strategies above. MOHS has only identified one project for FY15, targeting motorcycle fatalities. The project selected is slated to work in MHP districts that have the highest motorcycle crashes and fatalities, as a result this project should contribute to the overall impact of the motorcycle program. (pages 98-100).

Additional Funding Sources:

All funding sources in the Mississippi Highway Safety Plan are federal funded monies, unless otherwise noted in the additional funding section in each project description.

FY 2015 Motorcycle Safety- Program Area Project Descriptions

Project Number: 15-MC-775-1

Project Title: MS Motosteps

Location: Mississippi Motosteps will coordinate/work with law enforcement officials and other interested parties in Hinds, Rankin, Warren (District 1, Troop C), Washington County (District 2, Troop D), Panola, Desoto Marshall, Tate (District 3, Troop E), Lee, Alcorn (District 4, Troop F), Forrest, Jones, Wayne, Covington, Marion, Lamar (District 7, Troop J), Harrison, Jackson, Hancock, Pearl River, Stone (District 8, Troop K), Pike, Lincoln (District 9, Troop M)

Problem Identification: Many motor vehicles travel the interstates and US/MS highways daily. In addition, hundreds of bikers use the state's roadways daily as well. The total registered motorcycles in MS in 2011 were 28,000.

Mississippi has had a total of (226) motorcycle fatalities during the five year period from 2008–2012. The State's motorcycle fatalities reduced from (58) in 2011 to (39) in 2012.

Five hotspot areas were identified for motorcycle fatalities based upon the total number of motorcycle fatalities during 2008 - 2012.

- Zone 1: Located in northeast MS: Desoto County with (2) motorcycle fatalities
- Zone 2: Located in northwest MS: Lee County with (1) motorcycle fatality
- Zone 3: Located in central MS: Hinds, Madison and Rankin, each with (1) motorcycle fatality
- Zone 4: Located in southeast MS above the MS gulf coast: Jones County with (2); Jefferson Davis and Lamar Counties each with (1) motorcycle fatality; and

- Zone 5: Located on the MS Gulf Coast with Harrison and Jackson Counties each with (5) and George, Hancock and Pearl River with (2) motorcycle fatalities.

There was a total of (26) motorcycle fatalities occurred within the five zones during the 5 year period.

Data: There were (840) total motorcycle crashes that occurred within the State during 2012. There were (37) total motorcycles fatalities during 2012.

Target: Reduce the number of motorcycle fatalities within the five 5 zone areas by 10% from (26) in 2013 to (24) during FY15. Reduce the number of motorcycle crashes from (422) in 2013 in (415) during FY15.

Performance Measure: Increase number of motorcycle outreach presentations from (36) in FY13 to (45) in FY15.

Strategy:

- Develop and distribute relevant motorcycle PI&E
- Conduct educational outreach activities
- Participate in motorcycle rallies, expos and health fairs
- Free Ride Home programs

Use of Funds: Utilize the grant funds for the salaries for (1) Project Officer, (1) Project Director, (1) P/T Asst.; travel for training; commodities; contractual services; and equipment: (1) Laser Jet Pro Printer, (1) Camera, to conduct described program activities above and beyond the agency’s daily activities and responsibilities.

Budget: \$50,103.00 Federal Funding Source 402MC

Section 402 Funds Sub-grantee	402 Motorcycle Projects & Budget Category(s)	Federal	Match	To Local Benefit
MS MotoSteps 15-MC-755-1	(2) Full Time Staff; Travel; Training; Contractual Services and Commodities	\$50,103.00	\$0.00	\$10,020.60
Total:		\$50,103.00	\$0.00	\$10,020.60

**Note: State Match for the above projects is based on an approved formula in calculating Match for MHP.*

FY15 Teen Traffic Safety Program

Mississippi Statewide Teen Traffic Safety Program Plan for FY2015

In addition to traffic enforcement, the MOHS will focusing on a youth drivers program that will provide public information and education to young drivers about the consequences driving behaviors.

Both NHTSA and MOHS recognize the importance of public information and education focusing toward young drivers, as a means of preventing erratic driving behaviors, such as driving under the influence for vehicles, lack of seat belt use, speed and distracted driving.

For FY15, the MOHS will create the Youth Collaborative Initiative, which will act on behalf of the Mississippi Office of Highway Safety, MS Department of Public Safety, Division of Public Safety Planning as the umbrella organization to provide a comprehensive coordinated youth program with the approach to reduce the number of motor vehicle crashes, injuries and fatalities among vehicle or motorcycle operators by providing an innovative technical assistance program designed with an overall target of strengthening the implementation processes of grantees funded to provide public information and education.

Problem Identification:

Alcohol/Impaired Fatalities: Mississippi teenagers under the age of 20, although unable to legally consume alcohol had significant fatalities rates of alcohol related fatalities. In 2009, there were 11 alcohol related fatalities among 16-20 drivers, with 4 females and 7 males. In 2010, there were 15 alcohol related fatalities with 4 females and 11 males. In 2011, there were 15 alcohol related fatalities with 6 females and 9 males. In 2012, there were 11 alcohol related fatalities, with 3 females and 8 males.

Alcohol/Impaired Injuries: Mississippi teenagers under the age of 20 had significant injuries during 2012. There were 69 males and 31 female alcohol/impaired drivers and 31 males and 39 female passengers that were injured.

Drug Impaired Injured: Mississippi teenagers under the age of 20 had several drug involved injuries 6 males and 7 female drivers and 12 male and 18 females under 20 injured by drug impaired drivers.

Seatbelts: Mississippi teenagers under age 20 represent significant traffic safety problems concerning seat belts. Teenagers (ages 16 to 20) were 11.51% of occupant deaths, while being only 6.2% of the licensed drivers. Those drivers were unbelted 66% of the time when killed. Mississippi will be focusing on the Top 25 counties with unbelted teen drivers.

Speed: Speed fatalities are also a concern among Teen drivers 16-20 in the State of Mississippi. In 2009, there were 19 speed related fatalities, 6 female and 13 male. In 2010, there were 15 fatalities with 3 females and 12 males and in 2011; there were 16 speed related fatalities with 7 females and 9 males.

Motorcycles: Motorcycles are becoming a fatality concern among the 16-20 year olds, because motorcycles are in some cases cheaper forms of transportation. In 2009, there were 2 fatalities. 2010-1 fatality and 0 fatalities for 2011 and 2012. Although the teen riders have decreased, the age group of 20-24 is rising and has high levels of fatalities.

Pedestrian Fatalities: Under the age of 20 years of age, pedestrian fatalities are a large data measurement of the pedestrian fatalities for 2012. There were 48 pedestrian fatalities, with 8 out of 40 being 20 years or younger. Of the 8 fatalities, there were 3 that were in the 0-4 age group and 3 fatalities in the 16-20 age group.

Programs and Projects:

There are approximately nine (9) Teen Traffic Safety projects and programs being implemented in MS during FY15. These consist of the following types of programs and projects: enforcement, public information/outreach, education and training.

The MOHS, along with all funded agencies, will implement activities in support of national highway safety Targets to reduce motor vehicle related fatalities according to their specific funding source. Programs that will be used to increase seatbelt use include; paid media, enforcement of primary seat belt laws and participation in State and national mobilizations.

Targets & Strategies for FY2015:

C-9 Core Outcome Measure/Under 21:

To decrease the number of drivers aged 20 or younger involved in fatal crashes by 15% from the average (2008-2012) of (92) to (78) by the end of FY15. To decrease the number of drivers aged 20 or younger by an additional 5% for a long term target of (74) by the end of 2016.

MOHS Outcome Measure: Teen-Alcohol:

Reduce alcohol related fatalities from 16-20 year old drivers by 7.5% from the three year average (2010-2012) of (7) in 2012 to (6.5) in FY15. Decrease alcohol related fatalities from 16-20 year old drivers by an additional 5% for a long term target of (6.2) by the end of 2016.

MOHS Outcome Measure: Teen-OP:

Reduce unrestrained fatalities from 16-20 year old drivers by 10% from the three year average (2010-2012) of (21) in 2012 to (19) in FY15. To decrease unrestrained fatalities from 16-20 year old drivers by an additional 5% for a long term target of (18) by the end of 2016.

MOHS Outcome Measure: Teen-Speed:

Reduce speed related fatalities from 16-20 year old drivers by 7.5% from the three year average (2010-2012) of (10) in 2012 to (9) in FY15. To decrease speed related fatalities from 16-20 year old drivers by an additional 5% for a long term target of (8) by the end of 2016.

MOHS Outcome Measure: Youth-Unrestrained 10-15 Year Olds:

Reduce unrestrained fatalities from 10-15 year old passengers by 7.5% from the three year average (2010-2012) of (12) in 2012 to (11) in FY15. To decrease unrestrained fatalities from 10-15 year old drivers by an additional 5% for a long term target of (10.5) by the end of 2016.

FY15 Teen Traffic Safety Proposed Strategies:

The MOHS uses the 2013 Countermeasures that Work: A Highway Safety Countermeasures Guide for State Highway Safety Offices, published by the NHTSA to select strategies that will be used for the upcoming grant year. The MOHS will use the following countermeasures as strategies to accomplish the targets that have been set for the grant year:

Alcohol:

- Countermeasure 6.1: Minimum Drinking Age 21 Laws;
- Countermeasures 6.2: Zero Tolerance; and
- Countermeasures 6.5: Youth Programs.

Occupant Protection:

- Countermeasure 1.1: Occupant Protection Enforcement
- Countermeasures 2.1; 2.2; 2.3-Occupant Protection Coordinated Program:
- Countermeasure 4.1; 6.1:Teen Seatbelt Focus Program
- Countermeasures 2.1; 2.2; 2.3:Impoverished Seat Belt Program
- Countermeasures 2.1; 2.2; 2.3: High Visibility Enforcement:
- Surveys: Although conducting an attitudinal survey is not listed as a countermeasure that work, it is an agreed upon activity between NHTSA and GHSA.

Within the State of Mississippi, unbelted fatalities represent 5% of fatalities in the State. The State is utilizing in FY15, 20% funds of all funds, which includes 402 funds to combat the problems of teen driving.

100% of the State's population will be covered by teen enforcement efforts utilizing the MHP, city and county law enforcement agencies within the top teen driving fatality and crash locations. Projects selected for funding incorporate many of the strategies above. All projects selected are based on problem identification for the statewide teen driving program. Projects selected will work in the counties with the largest number of crashes related to teen drivers.

The amount of funds being utilized is commiserate with the State-wide teen problem, and thus the State feels that the projects selected and if fully implemented and successful, will contribute to the overall goal of reducing teen driving fatalities, reducing crashes and injuries.

Additional Funding Sources:

All funding sources in the Mississippi Highway Safety Plan are federal funded monies, unless otherwise noted in the additional funding section in each project description.

FY 2015 Teen Traffic Safety-Alcohol Program Area Project Descriptions

Project Number: 14-TA-526-1

Project Title: Alcohol Services Center Impaired Driving

Location: Target counties include Simpson, Pike, Lincoln, Adams and Forrest Counties.

Problem Identification: Simpson County is a "dry" county which mean purchase of liquor is not permitted. Which cause teens to travel to other cities that sales alcohol traveling on Highway49. The city is also a thoroughfare for traffic to and from the beach resort areas of Gulfport and Biloxi.

Lincoln County is bordered by two other dry counties Franklin and Lawrence. Lincoln County is also the home a Copiah Jr. Community College being a dry county will force teens before or after games to travel Interstate 55 34.6 mi to Pike County or 31.7 mi to Copiah county to purchase alcohol.

Pike County is a “wet” in terms of the ability to purchase liquor. By Pike County being wet it is bordered by 4 dry counties Franklin, Lincoln, Walthall, and Lawrence. There are several major highways teen can travel to purchase liquor where they will most likely drink while they are returning to their homes or other activities.

Adams County major highways are U.S. Highway 61 U.S. Highway 84/U.S. Highway 98, U.S. Highway 425 and the Natchez Track Parkway. Alcorn State is also in Adams County which draws teens during the major games and on campus activities.

Forrest County is the home University of Southern MS which will draw teens during football game and other activities on campus. The city is also a thoroughfare for traffic to and from the beach resort areas of Gulfport and Biloxi

Data: Target counties combined had (3) alcohol-related fatalities and (16) alcohol related crashes among teen drivers ages 15-20 years in 2013.

Target: Reduce alcohol related fatalities from (3) in 2013 to (2) during FY15 and reduce (16) alcohol related crashes to (14) in 2013 during FY15 within the target counties.

Performance Measure: Increase the number of impaired driving presentations from (40) in FY13 to (50) in FY15; and increase the number of safety and health fairs from (30) in FY13 to (40) in FY15.

Strategy:

- Participate in National and State Campaigns with law enforcement
- Conduct Impaired Driving Presentations in Driving Education classes with Fatal Vision Goggles
- Conduct peer to peer education outreach activities
- Conduct PTA/PTSA presentations with law enforcement for parents, school faculty and staff
- Develop and distribute Impaired Driving Newsletters

Use of Funds: Utilize the grant funds for the salary of the (1) Full-time Impaired Driving Coordinator, (1) a portion of the Project Director’s and (1) a portion of the Project Manager’s salaries; fringe benefits, travel, training, contractual services, and commodities to conduct describe program activities.

Budget: \$ 82,860.00 Federal Funding Source 154AL

Project Number: 15-ST-521-1

Project Title: DREAM, Inc.—Mississippi Youth Highway Safety Programs; Impaired Driving

Supplemental to 15-DE-521-1

Location: The Mississippi Youth Highway Safety Programs will work statewide to provide public information and materials on the consequences of impaired driving for young drivers aged 15-20 years old.

Problem Identification: Mississippi has cultural and community activities that promote alcohol consumption, thereby increasing the likelihood of impaired drivers and alcohol related crashes, injuries, property damage and fatalities. More specifically, Mississippi has a social norm that kids are going to drink alcohol and it is a rite of passage. With that rite of passage culture following drinking and driving behaviors that lead to crashes, injuries, property damage and fatalities.

Drivers Aged 16 – 20		FY11	FY12	FY13	Totals
	Total Crashes	15,794	15,471	15,705	46,970
	Injury Crashes	4,500	4,473	4,468	13,441
	Fatal Crashes	66	67	66	199
	Alcohol Related	208	196	174	578

Data: In 2013, Mississippi youth were involved in a total of (15,705) motor vehicle crashes, which resulted in (66) fatal crashes. Of these, (19) were alcohol-related fatalities. In 2013, 11% of all people found guilty of DUI were underage.

Target: Reduce youth alcohol-related fatalities 15-20 by 10% from (19) in FY13 to (17) in FY15. Reduce youth alcohol-related crashes 15-20 by 10% from (174) in FY13 to (157) in FY15.

Performance Measure: Increase the number of schools participating in the annual peer-to-peer statewide youth conference, Teens on the Move from (74) schools in April 2014 to (80) schools in April 2015. Increase the number of schools participating in the annual peer-to-peer statewide youth conference, Club Officer Training (COT) from (38) schools in September 2013 to (42) schools in September 2015. Collaborate with a minimum of (50) law enforcement agencies to promote impaired driving prevention, by collaborating for community events, partnering for statewide youth conferences and enforcement activities.

Strategy:

- Develop and distribute relevant youth impaired driving PI&E.
- Conduct educational outreach activities, including a focus on youth drug courts
- Participate in health and safety fairs, sobriety checkpoints, and community events
- Coordinate annual Club Officer Training and Teens on the Move
- Lead the Mississippi Student Advisory Board and the Mississippi Youth Safe Driving Coalition

Use of Funds: Utilize the grant funds for the continued salary for (1) 1.0 FTE Director and (3) 1.0 FTE staff members, (1) .06% FTE Sr. Advisor and (1) .12% FTE CFO; fringe; travel; training; commodities; contractual services.

Budget: \$236,077.00 Federal Funding Source 154AL

Additional Funding: \$173,285.00 Federal Funding Source 402OP

Project Number: 15-ST-581-1

Project Title: Mothers Against Drunk Driving (MADD)

Location: Mothers Against Drunk Driving (MADD) will coordinate and work with law enforcement officials and other organizations in Monroe and Lowndes County, Leake, Neshoba, Scott and Lauderdale County and Jackson, Hancock, Harrison.

Located in the target areas is Mississippi University for Women and East Community College. These Universities are located between Monroe, Lowndes, Leake, Neshoba, Scott, Lauderdale, Hancock, Harrison and Jackson Counties. Being centered in these busy districts, it is close to busy highways and high risk traffic areas and is accessible to establishments that serve and sale alcohol. The accessibility of alcohol increases the possibility that students will drink and drive. Being a University community, the targeted sites are home to

highly visual events which involve the sale or use of alcohol. Majority of these events are located off campus which involves students having to drive to and from these activities traveling daily on some of the most busiest and dangerous highways.

Each year, these colleges host several events, some of which bring in as many as an estimated 100,000 students, alumni and other individuals from across both the state and other parts of the country which includes: Greek events, football games, festivals, conferences as well as other ongoing campus/community activities. A number of these events, especially football games, involve tail gaiting where alcohol consumption is common practice. The increase in traffic during these times, specifically during sporting events, consists of those spectators who engage in drinking, thereby increasing the likelihood of impaired drivers on the roadways.

Nine hotspot areas teens (ages 16-20) were identified based upon the total number of alcohol related fatalities and traffic crashes:

- Zone 1: Lowndes County with 2 fatalities traffic crashes, and 8 alcohol related crashes.
- Zone 2: Monroe County with 2 alcohol related crashes.
- Zone 3: Leake County with 1 alcohol related crash.
- Zone 4: Neshoba County with 155 traffic related crash
- Zone 5: Scott with 1 alcohol related fatality.
- Zone 6: Lauderdale County with 1 alcohol related fatality, 3 alcohol related.
- Zone 7: Hancock County with 5 alcohol related crashes.
- Zone 8: Harrison County with 1 alcohol related fatality, 4 alcohol related crashes.
- Zone 9: Jackson County with 2 alcohol related fatalities, 10 alcohol related crashes.

A total of 6 fatalities and 33 alcohol related crashes occurred within the nine zones during the 2013.

Data: There were (3,255) total traffic crashes that occurred within the targeted area involving teens (16-20) during FY13. There were (1,270) total DUI arrests, (5) alcohol related fatalities and (33) alcohol related crashes during 2013.

Target: Reduce the number of alcohol related fatalities within the nine zone areas from (6) to (3). Reduce the number of alcohol related crashes from (33) in FY13 to (29) during FY15.

Performance Measure: Increase number of outreach presentations from (20) in FY13 to (32) in FY15, increase the number of awareness fairs from (20) to (24), increase the number of compliance checks from (6) to (12), conduct (12) Roll Call briefings and conduct (3) Impaired Driving Prevention Town Hall Meetings in the targeted area.

Strategy:

- Collaborate with local, county, or state law enforcement officer(s) to distribute educational materials at schools, civil organizations, churches, social groups, or checkpoints
- Develop PI&E material which supports related crash enforcement activities, arrests and prosecution.
- Partner with law Enforcement in all National “Drive Sober or Get Pulled Over” impaired driving blitz campaigns to help enhance enforcement during state holiday periods and other events when impaired driving is more prevalent.
- Conduct school/classroom presentations on impaired driving prevention at various high schools and universities/colleges in the targeted area during the FY15 academic year
- Conduct impaired driving town hall meetings (public information sessions) in three of the targeted areas with the highest fatality rating.

- Facilitate compliance checks with law enforcement agencies assuring retailers are not selling alcohol to underage buyers
- Strategic Meetings and Monthly Information Meetings: Attend monthly MAHSL Meetings at least (1) per quarter to stay up to date on the latest information. Attend quarterly meetings to strategic plan enforcement efforts through data trends, performance measures and strategies.
- Setup educational booths during health fairs, community festivals, cultural events, etc.
- Plan and implement Roll Call Briefing
- Conduct Victim Education Awareness Presentations educating participants of the serious consequences associated with impaired driving, using a Victim's Perspective.

Use of Funds: Utilize the grant funds for the salaries for (1) Program Director, (1) full time Program Specialist, (1) P/T Program Specialist; travel for training; commodities; contractual services; to conduct described program activities above and beyond the agency's daily activities and responsibilities.

Budget: \$158,811.00 Federal Funding Source 154AL

Project Number: 15-ST-541-1

Project Title: NCADD Teen Impaired Driving

Location: Alcorn, Prentiss, Lee, Pontotoc, Union, and Lafayette. All of which are located in District 4, Troop F in the Northeastern region of the State.

Problem Identification: There are high volumes of traffic traveling I-55 and U.S. Highways 78 and 45 and the Natchez Trace Parkway. Many vehicles travel in the area to reach both the University of Mississippi and Mississippi State University campuses to attend classes, sport events and other activities. The increase in traffic during these times, specifically the sporting events, consists of those spectators who have been involved in the consumption of alcohol thereby increasing impaired drivers on the roadways on game days. The counties of Alcorn, Prentiss, Lee, Pontotoc, Itawamba, Union, and Lafayette are all included in the top 50% of counties with average alcohol related fatalities with drivers having a BAC of .08 or higher between 2008-2012. In 2013 there were numerous alcohol related crashes and alcohol related fatalities in the age group of 16-20 in the targeted counties

Data: In 2013 there were (19) total alcohol related crashes in the age group of 16-20 in these targeted counties.

Target: Contribute to the reduction of combined alcohol related fatalities from (9) FY13 to (7) by the end of FY15 in the counties of Alcorn, Prentiss, Lee, Pontotoc, Itawamba, Union, and Lafayette and contribute to the reduction of alcohol related crashes in the ages of 16-20 from a combined (19) FY13 to a combined (17) by the end of FY15.

Performance Measure: Increase educational school presentations in targeted counties from (40) in FY14 to (50) in FY15. Increase the number of school district participation from (3) in FY14 to (7) in FY15. Increase the number of town hall meetings in target area from (1) in FY14 to (2) in FY15. Increase the number of outreach activities during community based events and businesses from (16) in FY14 to (20) in FY15.

Strategy:

- Meet with local law enforcement officer(s) within its surrounding communities to collaborate and outline the greatest potential strategies for reducing alcohol related crashes
- Conduct educational presentations

- Conduct outreach activities at community based events and community businesses per quarter
- Develop PI&E material
- Work with Alcorn, Prentiss, Lee, Pontotoc, Itawamba, Union, and Lafayette Counties and the MS Highway Patrol in distributing materials
- Provide impaired driving prevention education/information to support and enhance efforts during Red Ribbon Week in catchment area
- Participate in national and state campaigns
- Generate earned media

Use of Funds: Grant funds will be used for the salary for (1) full time project coordinator and partial salary for one (1) Director; fringe; travel; commodities; travel and accommodations for training; contractual services; and equipment: (1) projector, (1) projector screen, (1) set of computer speakers; and printing and office supplies to conduct described program activities above and beyond the agency's daily activities and responsibilities.

Budget: \$70,659.00 Federal Funding Source 154AL

Additional Funding: \$30,000.00 Federal Funding Source 154AL
 \$30,489.00 Federal Funding Source 405(d)

Project Number: 15-ST-940-1

Project Title: North Delta Planning and Development

Location: The South Panola Community Coalition (SPCC) is based in Batesville located in Panola County in northwest Mississippi. Panola County and Batesville are traversed by U.S. Interstate 55 that runs north to south in the county.

Target counties include Marshall, Lafayette, Greene, Hinds, Lauderdale, Marion, Benton, Harrison, Rankin, Warren and Jackson.

Problem Identification: Serious risk factors are prevalent in Mississippi such as impaired driving (alcohol), location-specific concerns (Interstate and rural roadways), and seasonal risks (proms, summer, and holidays), especially for young drivers.

During 2012, a total of 29 persons were killed in these eleven counties as a result of traffic crashes involving alcohol. Of that number, 17 were teen drivers.

Data: A total of (5) alcohol related fatalities among teens, ages 16-20 occurred in the 11 target counties in FY13.

Target: Reduce the number of teen, ages 15-20 alcohol-related fatalities from (29) in 2012 to (25) in the target 11 counties during FY15.

Performance Measure: Conduct a minimum of (20) impaired driving presentations during FY15.

Strategy:

- Outreach and impaired driving education messages and activities.
- Participate in health fairs, national and state campaigns
- Generate earned media
- Conduct impaired driving workshops (one per county) using the "Fatal Vision Goggles.
- Incorporate mock wrecks

Use of Funds: Utilize the grant funds for the continued salary for (1) Project Director and (1) Asst. Project Director; fringe; travel for Risqué team and staff; commodities; contractual services; and equipment: (2) laptop computers, (1) desktop/printer/scanner/copier/fax, (10) wireless microphones to conduct described program activities above and beyond the agency's daily activities and responsibilities.

Budget: \$73,867.00 Federal Funding Source 154AL

Project Number: 15-ST-414-4

Project Title: Teen Behavioral and Attitudinal Survey (Smart Track)

Supplemental to 15-DE-411-2

Project Description: Mississippi data on youth and teen attitudes and behaviors regarding alcohol, impaired driving and seatbelt use is available through a collaborative agreement with other state agencies in the design, participation and use of the Smart Track School Survey, which has a 10-year record of surveying Mississippi students on several areas of attitude and behaviors. Smart Track will allow the MOHS to begin the tracking process of Mississippi teens in areas that have been identified with high incidents of teen fatalities and injuries. The survey will be invaluable in assisting the MOHS with the selection of more effective countermeasures to be used in the MOHS Teen programs.

Collaborative participation will allow the MOHS to have administrative privileges to access data and report queries as needed for reporting purposes. The survey will provide an annual collection of 125,000 student's responses in middle and high schools statewide. Students 6th-12th grades in state public schools are the primary survey respondents. Data is collected through an online instrument each spring and will measure age, gender, race-ethnicity all of which will permit researchers to determine risk propensities among specific types of young people.

Target: Acquire survey information on Mississippi middle and high school youth (15–20) statewide to determine behavioral and attitudinal traits in regard to alcohol use and other impaired driving practices. Use of

Use of Funds: Funds will cover

- Survey administration for 125,000 students,
- Data analysis
- User support
- Technical assistance.
- Access to prevalence reports to current and historical data.

Budget: \$20,000.00 Federal Funding Source 154AL

Additional Funding: \$5,000.00 Federal Funding Source 402

FY 2015 Teen Traffic Safety-Occupant Protection/Driver's Education Program Area Project Descriptions

Project Number: 15-OP-938-1

Project Title: The ARL Seat Belt Safety Project

Location: The City of Vicksburg is located in Warren County, MS. The City of Vicksburg has a population of just over 23,000 and a total area of 35.06 square miles. Warren County has a population of just over 48,000 and

a land area of 588 square miles. Vicksburg is located in the western part of the state and is a bordered city to Louisiana.

Problem Identification: Teens in the City of Vicksburg/Warren County gather at school events, skating rink, parks, in the parking lots before and after school activities or sporting events, and goes to parties on weekends at other teens home which are all locations that have an effect on teen seat belt use. Seat belt use is the single most effective means of reducing fatal and nonfatal injuries in a motor vehicle crash.

Data: The targeted population is teenage drivers; the 2013 data showed that drivers aged 16-20 in the City of Vicksburg had a total of (155) crashes which consisted of (42) injury crashes, (1) fatality, which was unbelted.

Target: To decrease the fatality crashes from (1) unbelted fatality in 2013 to (0) in FY15.

Performance Measures: Conduct seat belt checks at the entrance and exit to schools to increase the seat belt usage from (64%) in FY13 to (70%) of seat belt usage in FY15. Participant in a minimum of (3) per month seat belt related activities in the Vicksburg/Warren County Schools and school events in FY15.

Strategy:

- Seat belt safety educational presentations
- Active in schools; participating in events (football, basketball, back to school rallies, etc.)
- Participant with community partners at events that are geared toward teens
- Participate in national and state campaigns
- Conduct education outreach activities
- Participate in expos, rallies and health fairs
- Use car simulator
- Generate earned media

Use of Funds: Utilize grant funds for the following: (1) Project Director Salary; travel; training; equipment of (1) Retractable Banner Stands/Roll Up Banner Stand, (1) HP LaserJet Pro Laser Multifunction Printer and (1) Exhibition Display Boards; and commodities to conduct described program activities above and beyond the agency's daily activities and responsibilities.

Budget: \$18,281.00 Federal Funding Source 402OP

Project Number: 15-OP-521-1

Project Title: DREAM, Inc.—Mississippi Youth Highway Safety Programs; Occupant Protection

Supplemental to 15-ST-521-1

Location: Statewide.

Problem Identification: The percentage of unrestrained fatalities increases significantly for youth age 10-15. At this age, children are no longer required to be in a booster seat and many are riding in vehicles unrestrained. The issue of improper or lack of occupant protection continues into the teenage years. Mississippi is losing too many of their youth to preventable deaths.

Data: In 2013, youth were involved in (66) fatality crashes. Of these, (36) were unrestrained fatalities and could have been prevented.

Target: Reduce teen unrestrained fatalities by 10% from (36) unbelted youth ages 10-20 in 2013 to (32) in 2015. Increase the seat belt usage rate among 16-20 year old youth from (57.1%) in 2013 to (60%) in 2015.

Performance Measure: Increase the number of schools attending the annual peer-to-peer statewide youth conference, Teens on the Move from (74) schools in April 2014 to (80) schools in April 2015. Increase the number of schools attending the annual peer-to-peer statewide youth conference, Club Officer Training (COT) from (38) schools in September 2013 to (42) schools in September 2015. Expand youth programs to include ages 10-15 in an effort to decrease unrestrained highway fatalities through school and summer programming and parent education. Collaborate with minimum of (50) law enforcement agencies to promote seat belt use, by collaborating for community events, partnering for statewide youth conferences and enforcement activities.

Strategy:

- Develop and distribute relevant youth occupant protection PI&E.
- Conduct educational outreach activities, including Battle of the Belts
- Participate in health and safety fairs, seatbelt checkpoints, and community events
- Coordinate annual Club Officer Training and Teens on the Move
- Lead the Mississippi Student Advisory Board and the Mississippi Youth Safe Driving Coalition

Use of Funds: See-15-ST-521-1

Budget: \$173,285.00 Federal Funding Source 402OP

Additional Funding: \$273,077.00 Federal Funding Source 154AL

Project Number: 15-DE-411-2

Project Title: Teen Behavioral and Attitudinal Survey (Smart Track)

- See-15-ST-411-4

Budget: \$5,000.00 Federal Funding Source 402

Additional Funding: \$20,000.00 Federal Funding Source 154AL

Youth Program-Impaired Funds	Youth Projects & Budget Category(s)	Federal	Match	Local Benefit
Alcohol Service Center 15-ST-526-1	Portion of One Program Director; 1 Full Time Impaired Driving Outreach Educator; Fringe; Travel; Contractual Services; and commodities	\$82,860.00	\$0.00	\$16,572.00
DREAM 15-ST-521-1	Personnel: Full time Youth Program Director, Part time Sr. Project Director ; Fringe; Travel; Contractual Services; Commodities and In-Direct Costs	\$236,077.00	\$0.00	\$47,215.40
M.A.D.D. 15-ST-581-1	Youth Program: Personnel: Program Manager, 2 Full time Youth Program. Coordinators; Fringe; Travel; Commodities; Contractual Services	\$158,811.00	\$0.00	\$31,762.20
NCADD 15-ST-541-1	Personnel: Portion of (1) Executive Director for over-site of the grant; (1) full time Prevention Coordinator; Fringe; Training/Travel: Equipment: (1) laptop; (2) fatal vision impaired goggles; Commodities and Office supplies.	\$70,659.00	\$0.00	\$14,131.80
North Delta Planning and Development 15-ST-940-1	Personnel: (1) Project Director and (1) Asst. Project Director; fringe; travel for Risque team and staff; commodities; contractual services; and equipment: (2) laptop computers, (1) desktop/printer/scanner/copier/fax, (10) wireless microphones	\$73,867.00	\$0.00	\$14,773.40
Teen Behavioral & Attitudinal Survey (Smart Track) 15-ST-411-4	Smart Track Survey for highway safety issues among youth in Mississippi.	\$20,000.00	\$0.00	\$0.00
Total Youth		\$642,274.00	\$0.00	\$124,454.80
Youth Programs-OP				
ARL Seatbelt Project 15-OP-938-1	Personnel: (1) Project Director; travel for training; equipment: banner stand, printer, display board; other: Driver Safety Classes, ink/toner, paper.	18,281.00	\$0.00	\$3,656.20
DREAM 15-OP-521-1	Personnel: Full time Youth Program Director, Part time Sr. Project Director and Fringe	\$173,285.00	\$0.00	\$34,657.00
Teen Behavioral & Attitudinal Survey (Smart Track) 15-DE-411-2	Smart Track Survey for highway safety issues among youth in Mississippi.	\$5,000.00	\$0.00	\$0.00
Total Youth		\$196,566.00	\$0.00	\$38,313.20

NHTSA/GHSA Core Outcome & Behavior Measures

The MOHS did not meet as many goals, core outcomes or behavior measures as anticipated in the planning and submission of the Highway Safety Plan for the FY13 grant year. The MOHS feels that the goals were not met due to the reduction of law enforcement within the Mississippi Highway Patrol and the changes to local enforcement administration's due to FY13 being an election year. The MOHS is working with all agencies and creating strategic plans to reach core outcome and behavior measures for FY14.

>>FY 2013 GOAL: To reduce traffic fatalities to 545 and serious injuries to 6,028 or below by 2013.

> C-1 Core Outcome Measure - Fatality Rate

To decrease traffic fatalities by 15% from the 2010 calendar year of 641 to 545 by end of FY13.

Fatalities decreased from 641 in 2010 calendar year to 630 in 2011, 582 in 2012 and FARS data indicates 560 during the FY13 grant year. MOHS did not meet the goal by the end of FY13.

> C-2 Core Outcome Measure - Injury Rate

To decrease serious traffic injuries by 15% from the calendar year 2010 of 7,092 to 6,028 by the end of FY13.

Serious traffic injuries decreased from 7,063 in 2010 to 6,584 in 2011 and DPS Crash database indicates 6,247 in 2012. MOHS did not meet the goal by the end of FY13.

> C-3 Core Outcome Measure - Fatality Rate

To decrease fatalities by vehicle miles traveled (VMT) 15% from the 2010 base calendar year of 1.61 to 1.36 by the end of FY13.

The fatality rate increased from 1.61 in 2010 to 1.62 in 2011, MOHS did not meet the goal by the end of FY13.

To decrease rural fatalities by VMT 15% from the 2010 base calendar year of 2.16 to 1.82 by the end of FY13.

Rural fatalities by VMT increased from 2.16 in 2010 to 2.20 in 2011. MOHS did meet the goal by the end of FY13.

To decrease urban fatalities by VMT 15% from the 2010 base calendar year of .82 to .70 by the end of FY13.

Urban fatalities by VMT decreased from .82 to .70 in 2011. MOHS did not meet the goal by the end of FY13.

> C-4 Core Outcome Measure - Unrestrained Passengers

To decrease unrestrained passenger vehicle occupant fatalities in all seating positions by 15% in the 2010 base calendar year of 340 to 288 by the end of FY13.

Unrestrained passenger vehicle occupants in all seating positions decreased from 340 in 2010 to 309 in 2011 and State FARS data indicates 293 by 2012. MOHS did not meet the goal by the end of FY13.

> C-5 Core Outcome Measure-Alcohol/Drugs

To decrease alcohol-impaired driving fatalities by 40%, from the 2010 calendar year of 233 to 140 by the end of FY13.

Alcohol-impaired driving fatalities decreased from 259 in 2010 to 163 in 2011 and State FARS data indicates 179 by 2012. DUI arrests decreased from 33,153 in 2010 to 29,552 in 2011 and State data indicates 30,577 by 2012. MOHS did reach the goal by the end of FY13. State inadvertently used the 2009 data for the performance measure in the HSP.



Speed-related fatalities decreased from 104 in 2011 to 95 in 2012.

NHTSA/GHSA Core Outcome & Behavior Measures

To decrease alcohol related motorcyclist fatalities from 10 in 2010 calendar year to 7 by the end of FY13.

Alcohol related motorcyclist fatalities from 10 in 2010 to 11 and State FARS data indicates 8 in 2012. MOHS did not reach the goal of 7 by the end of FY13.

Alcohol-impaired driving fatalities decreased from 259 in 2010 to 179 in 2012.



To decrease impaired fatal related crashes involving drivers under the age of 21 from 8 in 2010 to 6 by the end of FY13.

Impaired related crashes involving drivers under the age of 21, 8 in 2010 to State FARS data indicate 5 in 2012. MOHS did reach the goal by end of FY13.

To increase the percentage of DUI convictions by 10% from 83.3% in 2011 to 92% by the end of FY13. The percentage of DUI convictions 83.3% in 2011 to 85.8% in 2012. MOHS did not reach the goal by the end of FY13.

> C-6 Core Outcome Measure - Speed

To decrease speed-related fatalities by 25% from the 2010 calendar year of 129 to 97 by the end of FY13.

Speed-related fatalities decreased 129 in 2010 to 104 in 2011 and State FARS data indicates 95 in 2012. MOHS did meet the goal by the end of FY13.

> C-7 Core Outcome Measure - Motorcycles

To decrease motorcycle fatalities by 15% from the 2010 calendar year of 42 to 36 by the end of FY13. Motorcycle fatalities increased from 42 in 2010 to 58 in 2011 and State FARS data indicated 39 in 2012. MOHS did not meet the goal of 36 by the end of FY13.

> C-8 Core Outcome Measure-Un-helmeted Motorcyclists

To decrease un-helmeted motorcyclist fatalities from the 2010 calendar year of 16 to 5 by the end of FY13.

Un-helmeted motorcyclist fatalities from 16 in 2010 to 6 in 2011 and State FARS data indicate 4 in 2012. MOHS did meet the goal by the end of FY13.

> C-9 Core Outcome Measure/Under 20

To decrease drivers age 20 or younger involved in fatal crashes by 25% from the 2010 calendar year of 86 to 73 by the end of FY13.

Drivers age 20 or younger involved in fatal crashes decreased from 86 in 2010 to 86 in 2011 and State FARS data indicate 64 in 2012. MOHS met the goal of 73 by the end of FY13.

> C-10 Core Outcome Measures/Pedestrians

To decrease pedestrian fatalities by 15% from the 2010 base calendar year baseline of 50 to 43 by the end of FY13.

Pedestrian fatalities decreased from 50 in 2010 to 47 in 2011 and State FARS data indicates 48 in 2012. MOHS did not meet the goal by the end of FY13.

> B-1 Core Behavior Measure/OP

To increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles from the 2010 calendar year usage rate of 81% to 84% by the end of FY13.

Statewide seat belt usage of all front seat outboard occupants in passenger vehicles has increased from 81.8% in 2011 to 83.2% in 2012. MOHS did not meet the goal of 84% by the end of FY13.

> Outcome Measure/Traffic Records

To decrease the number of day's crash data is available electronically from the crash event by 45% from 4.1 days in 2010 to 2.3 days by the end of FY13.

The number of days before crash data is available electronically from the crash event decreased

NHTSA/GHSA Core Outcome & Behavior Measures

from 4.1 days in 2010 to 2.7 days in 2011 and State data indicates 2.96 in 2012. MOHS did not meet the goal of 2.3 days by the end of FY13.

To decrease the number of day's electronic citation data is available electronically from the citation date by 15% from 10.5 days to 8.9 days by the end of FY13.

The number of days citation data is available electronically has decreased from 10.5 days in 2010 to 9.5 days in 2011 and State data indicates 8.5 in 2012. MOHS did meet the goal by the end of FY13.

To increase the percentage of agencies entering crash and citation data electronically by .1% from 99.9% in 2010 to 100% by end of FY13.

The percentage of agencies entering data electronically has decreased from 99.9% in 2010 to 97% in 2011. MOHS did not meet the goal 100% by the end of FY13. *New agencies were developed in 2012.

Achievement Measures*

*Citations represent citations that have been turned in to DPS from the courts as of 12/5/2013.

These citations represent those that were written from 10/01/12-09/30/13. MHP citations are full count and represent both Mississippi and out of state Drivers. The city, county and miscellaneous agency citation numbers are only those that have appeared in court or paid and represent the disposition from the courts. These citation counts represent only Mississippi Licensed Drivers.

> Achievement Measure/Speed

In FY2010 43,941 statewide citations were issued and in FY2011 there were 28,591 reported during national blitz campaign, which represents a 35% decrease. There were 18,057 actual grant funded citations reported by awarded projects for FY2012.

171,070 statewide speeding citations were issued in 2013. There were 21,873 grant-funded citations in 2013.

> Achievement Measure/Seat Belts

In FY2010, 21,036 statewide seatbelt citations were issued, and in FY2011 there were 21,099 seatbelt citations issued which represents a minor increase during national blitz campaigns. There were 20,570 actual grant funded seatbelt citations reported by awarded projects for FY2012.

18,702 statewide seatbelt citations and 6,708 child restraint citations issued in 2013. There were 27,236 grant-funded citations in 2013 and 4,545 child restraints funded in 2013.

> Achievement Measure/Impaired Driving

In calendar year 2010, a total of 33,153 impaired driving citations were issued during the national impaired driving campaign and in 2011 a total of 29,552. This represents a 10% decrease from previous year. There were 11,245 actual grant funded DUI citations reported by awarded projects for FY2012.

31,223 (MS Drivers and Out Of State Drivers) statewide impaired driving citations were issued in 2013. There were 11,263 grant-funded citations in 2013.



Drivers age 20 or younger involved in fatal crashes decreased from 86 in 2011 to 64 in 2012.



3. HIGHWAY SAFETY PROGRAM COST SUMMARY (HS-217)

The MOHS provides the State's proposed allocation of funds by program area based on the targets identified in the HSP and the projects and activities identified in the Performance Plan. The Highway Safety Program Cost Summary or HS-217, along with additional financial information is attached to the HSP, as Appendix B.

4. STATE CERTIFICATIONS AND ASSURANCES

The MOHS has provided all required State certifications and assurances that are required for the submission of the HSP and FY15 Section 405 application. State certifications and assurances are attached as Appendix A.

5. TEEN TRAFFIC SAFETY PROGRAM

During FY15, the MOHS will begin an enhanced statewide Teen Traffic Safety Program that will focus on seatbelt use; speeding; impaired and distracted driving; underage drinking and reducing behaviors by teens that increase crashes, injuries and fatalities. Certification for the Teen Traffic Safety Program is attached as Appendix C.

6. SECTION 405 APPLICATION INFORMATION

The MOHS will be applying for Section 405 funding in occupant protection, impaired driving and traffic records. Please see attached FY15 Section 405 application, as Appendix D to the HSP.

Glossary:

AL	Alcohol and Other Drugs
ARIDE	Advanced Roadside Impaired Driving Enforcement
ATV	All-Terrain Vehicles
BAC	Blood Alcohol Concentration
BIA	Bureau of Indian Affairs
CPS	Child Passenger Seat
DD	Division Director
DMV	Driver and Motor Vehicles Services
DRE	Drug Recognition Expert
DUI	Driving Under the Influence of Intoxicants
EMS	Emergency Medical Services
FARS	Fatal Analysis Reporting System
FHWA	Federal Highway Administration
FMCSA	Federal Motor Carrier Safety Administration
GR	Governor's Representative
GHSA	Governor's Highway Safety Association
HSP	Highway Safety Plan
IACP	International Association of Chief of Police
JOL	Judicial Outreach Liaison
JSU	Jackson State University
LEL	Law Enforcement Liaison
MADD	Mothers against Drunk Driving
MAHSL	Mississippi Association of Highway Safety Leaders
NHTSA	National Association Traffic Safety Administration
MAP-21	Moving Ahead for Progress in the 21 st Century
MCSA	Mississippi Motor Carrier Safety Division
MDOT	Mississippi Department of Transportation
MHP	Mississippi Highway Patrol
MOHS	Mississippi Office of Highway Safety
MSU	Mississippi State University
NHTSA	National Highway Traffic Safety Administration
OP	Occupant Protection
PAO	Public Awareness Officers
PI & E	Public Information and Education
PM	Program Manager
PTS	Police Traffic Services
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SFST	Standardized Field Sobriety Testing
SHSP	Strategic Highway Safety Plan
STRCC	State Traffic Safety Coordinating Committee
TR	Traffic Records
TSRP	Traffic Safety Resource Prosecutor
USM	University of Southern Mississippi
VMT	Vehicles Miles Traveled