



State of Mississippi-Highway Safety Plan Federal Fiscal Year 2022



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Executive Summary:

The Mississippi Office of Highway Safety (MOHS) is pleased to present the Fiscal Year 2022 Highway Safety Plan (HSP). This HSP contains the performance measures and strategies that the MOHS has set for federal fiscal year 2022 (October 1, 2021–September 30, 2022). 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 HSP is a multi-year plan developed and updated annually by the MOHS 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 goal is to have all the agreements negotiated and ready for implementation on October 1st, the beginning of the Federal fiscal year.

Mission Statement and Overall Goal: The mission of the 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 and special projects funded through NHTSA.

This application consists of the following major sections:

1. *Highway Safety Planning Process:* The Highway Safety Planning Process describes the data sources and the processes used to plan for the upcoming FY22 grant year. It also provides details on how the State identifies safety problems, describes performance measures, defines performance targets, incorporates evidence-based countermeasures, and selects projects to address the problems and achieve performance targets.
2. *Performance Plan:* The Performance Plan contains measurable highway safety performance measures with data-based targets. The plan includes justification of each performance target and why the target is appropriate and data-driven.
3. *Performance Report:* The Performance Report contains information on the program area performance from the previous year in meeting the performance measures and targets set in the previous HSP.
4. *Program Area Strategies and Projects:* The HSP Area 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 countermeasure's 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 up to the enforcement plan.
5. *Program Cost Summary:* The Program Cost Summary section shows the project/program, description of the project/program and the budget of federal funds that will be used for the projects/programs during the fiscal year.
6. *Certifications and Assurances:* Certifications and Assurances are attached and signed by the Governor's Representative to ensure that the HSP and 405 applications met all requirements and regulations.
7. *Section 405 Grant Applications:* The Section 405 Application is also included with the HSP for the national priority safety program grants; the State feels it best qualifies.

II. Highway Safety Planning Process:

A. Overview of Planning Process:

The MOHS planning process is continuous and involves numerous functions to make the program and projects run smoothly. The highway safety program follows the federal fiscal year begins with an approved HSP as required by 23CFR Part 1300.10. The HSP contains targets, performance measures and strategies that Mississippi has set for the FY22.

Mississippi's 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, fatalities and save lives.

The following steps broadly outline the planning process:

- Review the previous year Annual Report (AR) and latest available data.
- Implement strategic planning meetings with sub-recipients; community partners and state agencies from program areas (Traffic Records, Impaired Driving, Occupant Protection, Public Information and Education, Police Traffic Services, Media, LEL Coordination, Judicial and Youth.
- Conduct a planning meeting with task forces, coordinating committees, partners, and agency leaders.
- Develop the statewide problem identification, strategic and enforcement plans.
- Prepare and distribute the Request for Application.
- Implement grant writing workshops with key partners and stakeholders.
- Analyze data to be used in prioritizing and setting of targets.
- Review, rate, rank and select evidence-based projects based on problem identification, analysis, and performance measures to include in the HSP.
- Preparation of the HSP and Section 405 Applications; and
- Prepare the AR for submission to NHTSA of the States accomplishments for the grant year.

The HSP contains goals, targets, performance measures and strategies that the State has set for the FY22 grant year and is provided as part of the state application for FY22 Federal highway safety funding. The MOHS safety program is based on detailed problem analysis and problem identification that precedes the selection of projects for funding.

The MOHS planning process consists of the following stages:

1. Data Analysis.
2. Participation from traffic safety related partners.
3. Problem identification.
4. Issuance of Requests for Application.
5. Identify performance measures with data-based targets, and countermeasures.
6. Development of priorities for funding categories, and budget.
7. Determine additional priority programs.
8. Review and assign grant applications and determine funding category.
9. Develop, approve, and distribute grant agreements
10. Implementation.

The MOHS operates under the provisions of the national priority grant program codified in a single section of the United States Code (HR.22 §4001-4015) and the Fixing America's Surface Transportation Act (FAST ACT). Section 405 priority funds can be used for occupant protection, state traffic safety information systems, impaired driving countermeasures, motorcycle safety, distracted driving, state graduated drivers licensing and non-motorized safety grants.

Based on the data, the MOHS will utilize grant funds to reduce crashes, fatalities, injuries, and property damage by addressing road user behavioral in program areas such as police traffic services, motorcycle safety, traffic records improvements, impaired driving, adjudication, occupant protection, and public information and education.

ii. Identification of the Participants in Planning Process:

The HSP planning process was developed through coordination with a variety of highway safety committees, stakeholders, community groups and partners from public and private agencies across the State. The MOHS partners and stakeholders help provide data for problem identification and performance measure target setting in addition to development of countermeasure strategies, for the upcoming grant year.

MOHS Partners:

Federal Partners:

- Federal Motor Carrier Safety Administration
- Federal Highway Administration
- National Highway Traffic Safety Administration
- Governor’s Highway Safety Association

State Partners:

- Legislators
- Mississippi Association of Chiefs of Police
- Mississippi Sheriff’s Association
- Mississippi Department of Transportation
- Mississippi Department of Health
- Mississippi Department of Public Safety
- Mississippi Highway Patrol

Public Information and Education Groups

- Mississippi Mothers against Drunk Driving
- Mississippi State University
- MOHS Staff Members
- Local Municipal, Sheriff’s, and State Law Enforcement
- Mississippi Social Science Research Center
- Jackson State University

Utilization of State and Federal Planning Partners:

The MOHS utilizes its partners at various meetings to:

- Obtain partner input and feedback.
- Examine needs and potential solutions.
- Perform an analysis of problem identification.
- Assess data improvements; and
- Identify targets for the NHTSA Core Performance Measures.

The MOHS staff is involved throughout the HSP planning and implementation process. MOHS staff serves on executive committees, implementation development, task forces, Strategic Highway Safety Planning committees and the State Traffic Records Coordinating Committee.

ii. Data Sources in Planning Process:

The MOHS uses a variety of data sources for planning of highway safety, projects, and programs. The program is based on a detailed review of data and problem analysis that begins before the selection of projects. Problem identification is based on the most recent completed FARS data. Fatalities, injuries, crash data, citation data and survey data are used for problem identification analysis, and to determine priority areas within the State. Projects are selected to address the needs determined by the problem identification. Problem identification is also used to set performance targets, performance measures and strategies.

Following are the data sources used during the planning process:

Fatality Analysis Reporting System (FARS)	State Data and Statistics (MS Highway Patrol)
National Statistics (NHTSA)	Regional Data (NHTSA Region 6)
State Demographics (Census)	Large Trucks Data (Federal Motor Carrier Safety Administration)
Roadway/Infrastructure Statistics (Mississippi Department of Transportation)	

iii. Steps in the Planning Process:

The MOHS program staff begins the application process for the requests of applications to meet the identified problems of the State. The applications invite eligible state, county, local enforcement agencies, as well as college, universities, and non-profit agencies, to apply for highway safety funds. All agencies **must** be involved in highway safety and submit an application that will help meet the identified problems.

The MOHS Program Managers (PM) reviews the incoming application, provide recommendations, and perform a risk assessment of each application to a review panel. The risk assessments are provided to the review panel, which consists of the Office Director, Program Director, Finance Director, Data Director, Planner, and Internal Auditor.

The applications must address the performance measures and targets; identified problem target areas, data-driven approaches address needs and utilize proven safety countermeasures to address the State’s identified problem areas. The recommendations from the review panel are then used to select proposed countermeasure project activities to help the PM develop agreements with sub-grantees.

The planning process is:

Timeline	Activity
October	New Fiscal Year Grant Year Begins
October-September	Review sub-grantee and MOHS progress and monitoring reports to identify significant highlights or accomplishments for inclusion in the Annual Report
November 15	Deadline for submission of sub-grantee final reimbursement requests and reports
November -December	Review sub-grantee final reports, activities funded and implemented, including the total Federal funded expenditures for the Annual Report.
December/January	Impaired Driving Blitz Enforcement and Media Campaign
Early December	Assemble the Annual Report components into a draft for review. For each Program Area develop a general summary of the following: <ul style="list-style-type: none">• performance measures• performance targets• description of each program and activity funded and implemented• description of how each program contributed to meeting the target• Federal funding amount expended and source for each program
December 31	Produce final Financial Obligation Closeout (voucher) and obtain MOHS Administrator approval.
December 31	Submit final Annual Report to the NHTSA Regional Office
January	Analyze and assemble data for each HSP core, target, and activity performance measure to determine the State’s progress in achieving performance measures for the year. Update State crash data and trends with the most recent available data.
January/February	Develop Performance Measures and Strategies for upcoming Fiscal Year.
March 1	Submit Seatbelt Survey Results to NHTSA
May	Occupant Protection Blitz Enforcement and Media Campaign
May	Submit draft of HSP and 405 Application to NHTSA for review
July 1	Submit HSP and 405 Application for Approval
August/September	Impaired Driving Blitz Enforcement and Media Campaign
September 30	Grant Year Ends

iv. Coordination with the Strategic Highway Safety Plan for the Planning Process:

Beginning in 2013, the MOHS and the Mississippi Department of Transportation (MDOT), along with additional partners began working together to identify common trends, potential targets areas through data and problem identification and to agree on consistent goals and performance measures that could be adopted by all everyone.

The Strategic Highway Safety Plan (SHSP), which MDOT leads, reflects a lot of the same goals and targets that the MOHS reflects in the annual HSP. The SHSP document can be found at the MDOT website: <http://mdottrafficsafety.com/Programs/strategicHighwaySafety/default.aspx>
<http://sp.gomdot.com/Traffic%20Engineering/Traffic%20Safety/Pages/MS-Strategic-Highway-Safety-Plan.aspx>

The MOHS and MDOT have adopted common performance measures for fatalities, fatality rate and serious injury and meets regularly to discuss the data and trends of these common measures

The SHSP coordination process includes:

- Collaboration meetings to share data
- Determination of common trends and joint goals
- Development of targets and performance measures
- Creation of collaborative plans to combat highway safety issues concerns within the State.

B. Problem Identification Process:

The HSP 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 Stakeholders review the data and help develop performance measures/targets, countermeasure strategies and projects for the upcoming grant year based on the needs that are identified during the problem identification process.

i. Participants in Problem Identification Process:

The following are the partners and stakeholders that contribute to the HSP problem identification process with data and information. The partners are invited to strategic planning meetings held during the 2nd and 3rd quarters to discuss problem identification. During these meetings partners are asked to help the MOHS in identifying issues and, problems in their areas and discuss ways to help with those issues.

MOHS Partners:

- Office of the Attorney General
- MOHS Youth Programs
- Federal Highway Administration
- Federal Motor Carrier Safety Administration
- Community Groups
- Mississippi Department of Education
- Mississippi Department of Health
- Mississippi Department of Public Safety
- Mississippi Department of Transportation
- NHTSA
- SHSP Planning Committee
- GHSA
- Local Law Enforcement
- Association of Transportation Safety Information

ii. Data Sources in Problem Identification Process

The MOHS HSP is based on the most recent published data available at: [http: www.nhtsa.gov](http://www.nhtsa.gov). along with a variety of data sources for the identification of highway safety issues and trends. The data sources that are used are:

Fatality Analysis Reporting System (FARS)	MS Highway Patrol (Citation)
NHTSA- (National Statistics)	NHTSA Region 6 Regional Data
Mississippi Department of Transportation-Roadway Statistics	US Census (State Demographics)
Police, Sheriff’s Departments & Community Partners	
Federal Highway Administration	

iii. Steps in Problem Identification Process:

The steps implemented to determine needs and identify problem areas are based on available data. The most recent data is used to compare population, fatal and injury crashes, alcohol, unbelted, motorcycle, speed, pedestrian and bicycle fatalities, youth fatalities and the costs associated with crashes, injury, and fatalities.

The steps in the problem identification process take place throughout the year, as data becomes available for all data sources listed above. The Traffic Records Coordinator works with the FARS analyst and with individuals from the agencies listed above to retrieve data that is critical in the development of the problem identification process.

- Each county is evaluated and ranked using a 5-year average of data trends in the areas of alcohol, unbelted, speed, motorcycle, pedestrian, bicycle, and youth fatalities. The data shows trends in multiple fatalities for each program area and where the focuses need to be in the upcoming grant year.
- Trend analysis is performed for each program area, so that funds, activities, and programs can be placed in the areas with the most need.
- MOHS also reviews the following to determine sub-recipient performance, along with needs and trends within the agencies:
 - Project Problem Identification.
 - Risk Assessments.
 - Surveys; and
 - State Demographics
- Meetings are conducted with partners to determine needs, trends and issues and are based on:
 - Youth.
 - Alcohol/Impaired Driving.
 - Partnership Meetings (FHWA, FMCSA, MDOT, MCSD)
 - Judicial- Traffic Safety Resource Prosecutor (TSRP)
 - LEL Coordinators.
 - Public Information and Education.
 - Traffic Records; and
 - Occupant Protection (Adult and Child Restraint)
- Applications are based on the problem identification identified by the partners and MOHS staff.
- Applications require applicants to show how proposed countermeasures and strategies, relate to the problem identification information and to identify how the activities will address problems identified in the subrecipients area of coverage.

iv. Problem Identification Process-SHSP Coordination Process

The MOHS works with MDOT to conduct problem identification through available data. Each group looks at the data in different ways, but all have several common goals to meet both agencies' goals, which are fatality, fatality rate and serious injury.

The SHSP Coordination process includes:

- Hold collaboration meetings to share data.
- Identify common factors through problem identification to find solutions.
- Determine common trends and common joint goals; and
- Create collaborative plans to combat joint highway safety issues within the State.

v. Problem Identification-Conclusion

Problem identification is an important process for the MOHS, so that the State knows what the safety problems are and what the data and problem identification show. The State can discuss issues and concerns within their community on developing strategies and combat the safety issues that are occurring in the State. Problem identification is an ongoing process for the MOHS and never stops because trends, data and issues are always developing. As new issues become known, the MOHS develops and adjusts programs and strategies to help with the problems that are identified.

C. Performance Measures Process-Overview:

The MOHS uses reviews actual fatalities and linear trends to identify performance measures in each of the program areas and in each of the target core measures. The trend lines show whether a performance measure is realistic and attainable for the State. In some cases, the MOHS choses to maintain a performance measure due to low numbers or preliminary state data is show inconsistencies for the upcoming year. (Example of a large rise in fatalities from the current published data to what will be published in the upcoming year). Performance measures are re-evaluated each year with data as it is received by FARS and by the State.

i. Performance Measure-Participants:

The performance measure and target process are 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, and targets for the upcoming grant year. The following are the partners and stakeholders that help with the performance measure and target process.

Federal Highway Administration	Federal Motor Carrier Safety Administration	MOHS Youth Programs
MS Department of Public Safety	MS Department of Transportation	NHTSA
SHSP Planning Committee	MS Department of Public Safety	Oxford PD Enforcement Training

ii. Performance Measure Process-Data Sources:

The MOHS uses a variety of data sources for the planning of highway safety issues, projects, and programs for the State. The following data sources are used during the performance measure and target development.

Fatality Analysis Reporting System (FARS)	MS Highway Patrol (Citation)
NHTSA-(National Statistics) and Region 6 Data	US Census (State Demographics)
Department of Public Safety (Crash)	MS State University-Social Science Research Center
Police, Sheriff's Departments & Community Partners	Department of Transportation-Roadway Statistics
Federal Highway Administration	

iii. Steps in the Performance Measure Process:

Using the data and information gathered through the problem identification process, the MOHS selects key program areas for emphasis and coordinates with various partners, to develop priority traffic safety performance measures with data-based targets to measure progress. Targets for performance measures are based on trend analysis of crash data, and other data sources such as demographic and outside influences, available funding, and the availability of viable evidence-based strategies (for each program area) to address the problem.

Description of Target Setting Process: The HSP requires a description of the processes used by the State to describe its highway safety performance measures and define its highway safety targets; to develop and select evidence-based strategies and projects to address its problems; and achieve its performance targets. The description of the target setting process:

1. Identify and collect relevant data from various data sources that can be used to measure progress of the programs.
2. Identify and work with partners to obtain data and information that may impact progress.
3. MOHS staff meets to determine the focus for the upcoming grant year. Discuss the performance targets, performance measures and strategies that will be used. Projects and programs are selected based on need, performance, potential for impacting performance targets and evidence-based projects.
4. Analyze the data and conduct trend analysis.
5. Provide data to partners for discussion and recommendations.
6. Identify if additional performance measures beyond the required Core Outcome, Behavioral and Activity measures are needed for the State. Each program area funded will have at least one outcome performance measure, as required. When appropriate some program areas may have more than one performance measure.
7. Targets are set based on data and input from partners that may impact target setting. Feedback from partners may include such issues as pending legislation, economic issues in the state, anticipated contributions of resources and support of partners, and recommendations from strategic planning meetings.
8. Performance measures are written based on the NHTSA/GHSA template standard fill-in-the-blank statement and are incorporated into the HSP by listing in the NHTSA/GHSA recommended performance measures chart.
9. Justification/explanation for each performance target will be included in the performance plan of the HSP.
10. Targets will be considered in the selection of evidence-based countermeasure strategies that will contribute to achievement of the performance measure targets.

The performance plan of the HSP establishes a list of quantifiable performance measure for each identified priority program area. The performance measures track progress from a baseline toward meeting the target by a specified date using absolute numbers, percentages, or rates. Performance measures are reviewed and updated each year. The purpose of measuring performance is to determine whether programs are effective and efficient.

In the performance plan, each program area is required to be accompanied by at least one performance measure that enables the State to track progress from a specific baseline toward meeting the goal (e.g., a goal to "increase seat belt use from XX percent in 20XX to YY percent in 20XX," using a performance measure of "percent of restrained occupants in front outboard seating positions in passenger motor vehicles"). The most recently released State and FARS data is used.

If the MOHS intends to fund programs outside the core measures, for each of these other programs, performance measures are required. The following information will be included for all performance measures (i) documentation of current safety levels; (ii) quantifiable annual performance targets, and (iii) justification for each performance target that explains why the target is appropriate and data driven.

Selected targets will, whenever reasonable, represent an improvement from the current status rather than a simple maintenance of the current number or rate. Targets for each program area will be consistent, compatible and provide sufficient coverage of State geographic areas and road users. When performance targets are common across multiple agencies, projects deployed to achieve those targets may be a combination of projects contained in the MOHS HSP, State and local highway safety plans, and the SHSP.

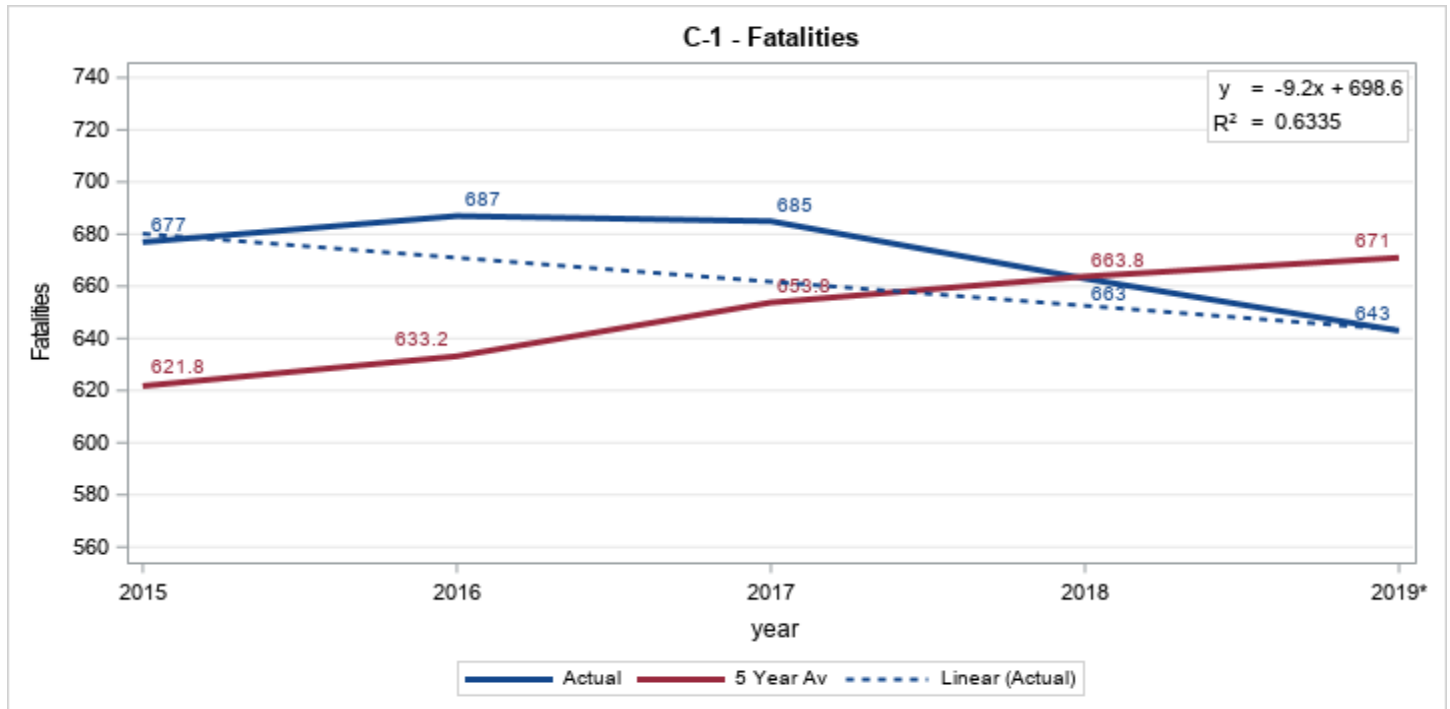
Meetings and Performance Measure Process Discussion: The performance measure process begins with discussion among with the MOHS Traffic Records Coordinator, Planner, Internal Auditor, Director, and the MOHS Directors after data from the previous years has been collected. Trend lines are created to determine the direction that the data is projected to take in the coming years. Based on the data and trend lines, a tentative set of performance measures and targets are set for the planning and problem identification process and strategic meetings.

The proposed performance measures and targets are released along with the application. Potential applicants include data, problem identification and grant information in the application that helps reach the MOHS performance measure targets and plans for the upcoming grant year. During the development of the HSP, including the performance measure and target setting process, the MOHS meets with the State Traffic Records Coordinating Committee (STRCC) and the SHSP strategic planning committees to determine and finalize the performance measures and their targets that will be included into the HSP.

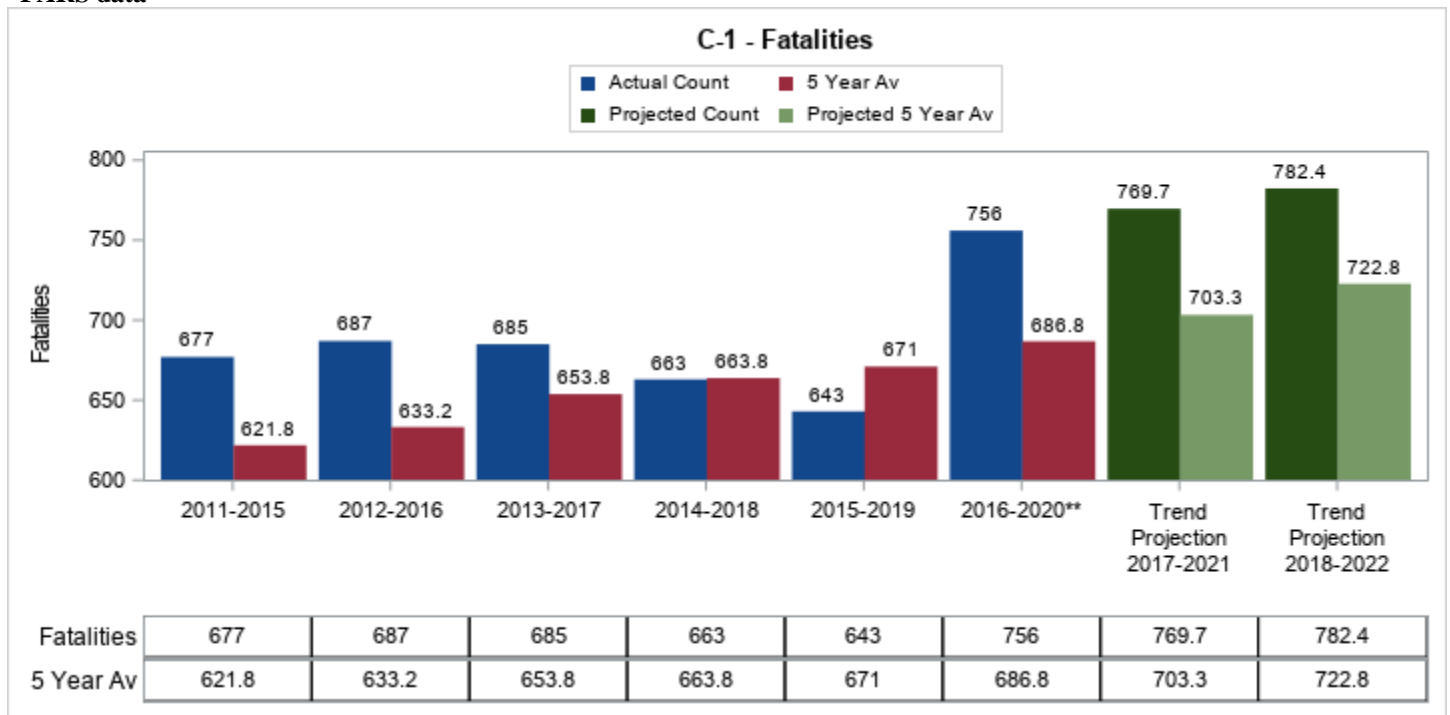
iv. Data Trend Analysis:

Comparisons are made of trends a 5-year time period and targets are set and performance measures are derived. The reduction of traffic fatalities and injuries drives the mission and priorities are set by selecting activities that address the highway safety problems. Trends are based on the number of fatalities and the rates of decrease and increase. 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 for the upcoming fiscal year. The R^2 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.

Fatalities. The trends for overall fatalities are shown with data from 2015-2019. The linear trend line shows a downward trend with a R² value of 0.634 for the years of 2015-2019. Future estimates were determined using exponential triple smoothing which predicts 769.7 fatalities in 2021 and 782.4 in 2022 which would indicate a 5-year average of 722.8 over 2018-2022.

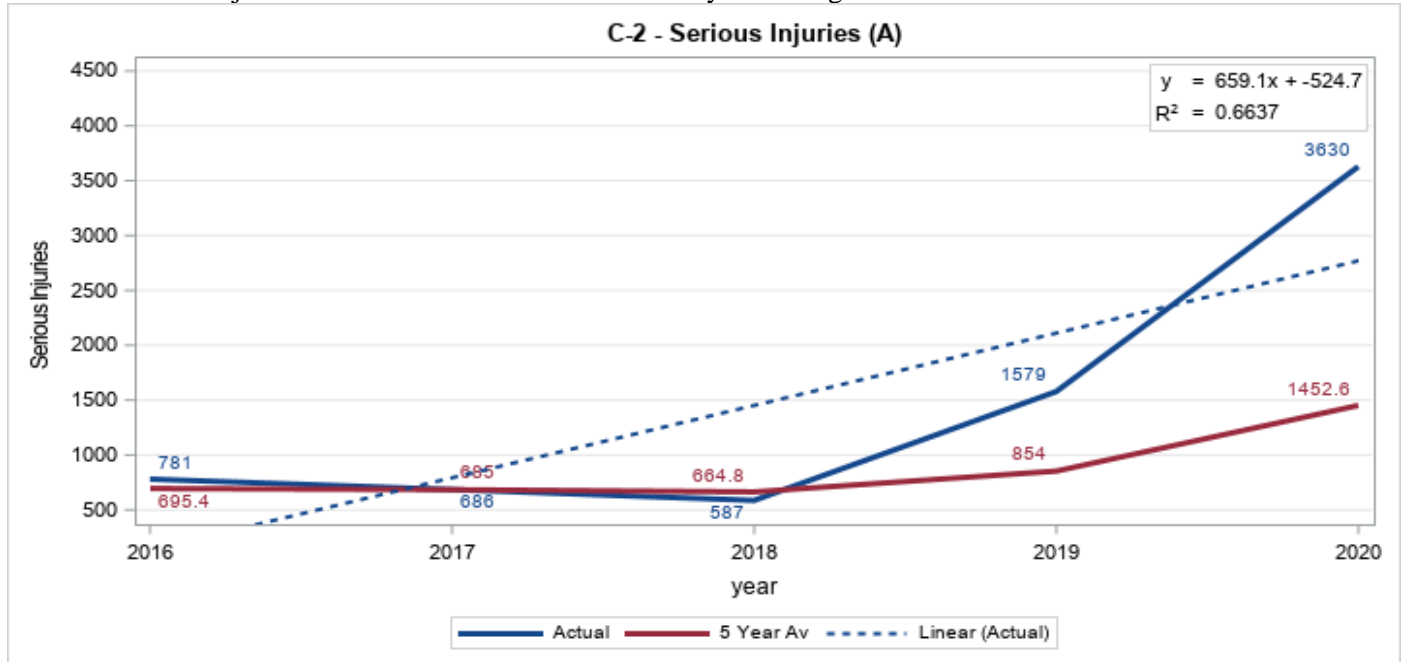


*FARS data

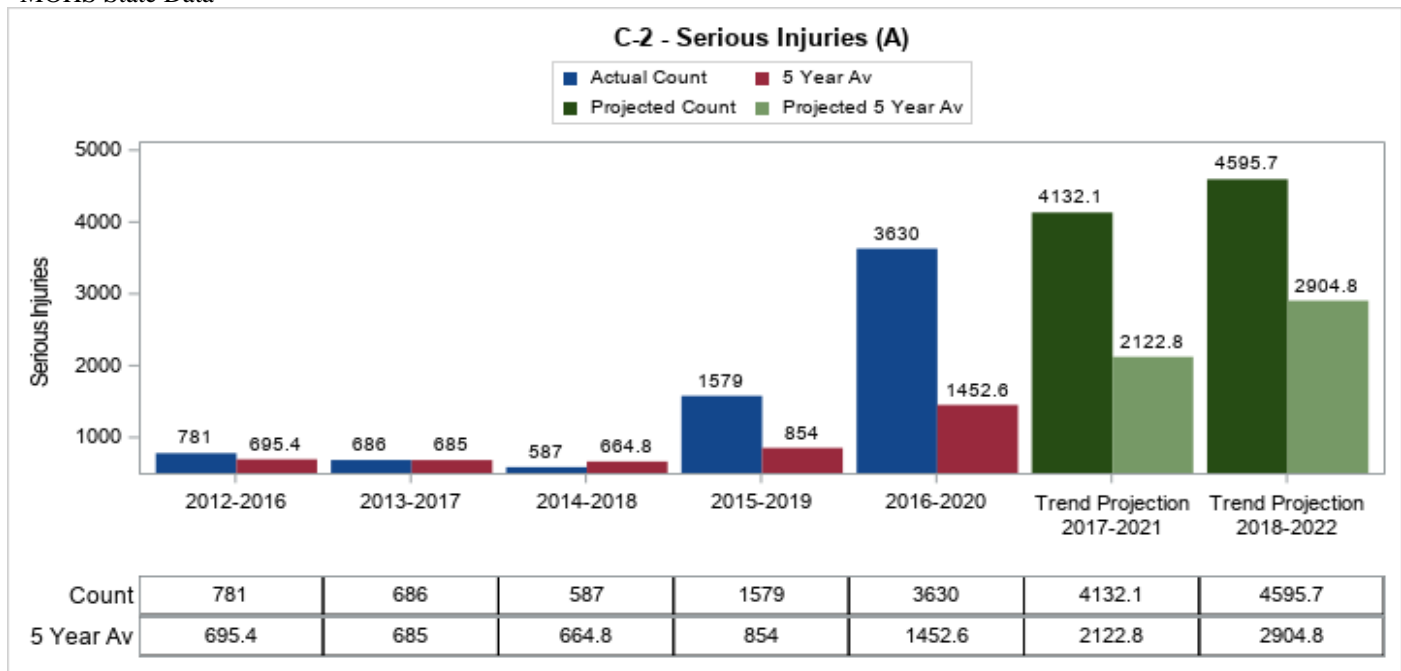


*Trend Projection Data is not FARS final data; **2016-2020 data uses State Data

Serious Injuries (State Data): The trends for serious overall injuries are shown with data from 2016-2020. *The definition used for serious injury changed in September 2019 from injuries likely to result in fatalities to significant injuries. This definition includes a far greater proportion of cases.* The linear trend line shows an upward trend with an R² value of 0.6637. Future estimates were determined using exponential triple smoothing which predicts 4132.1 injuries in 2021 and 4595.7 injuries in 2022 which would indicate a 5-year average of 2904.8 over 2018-2022

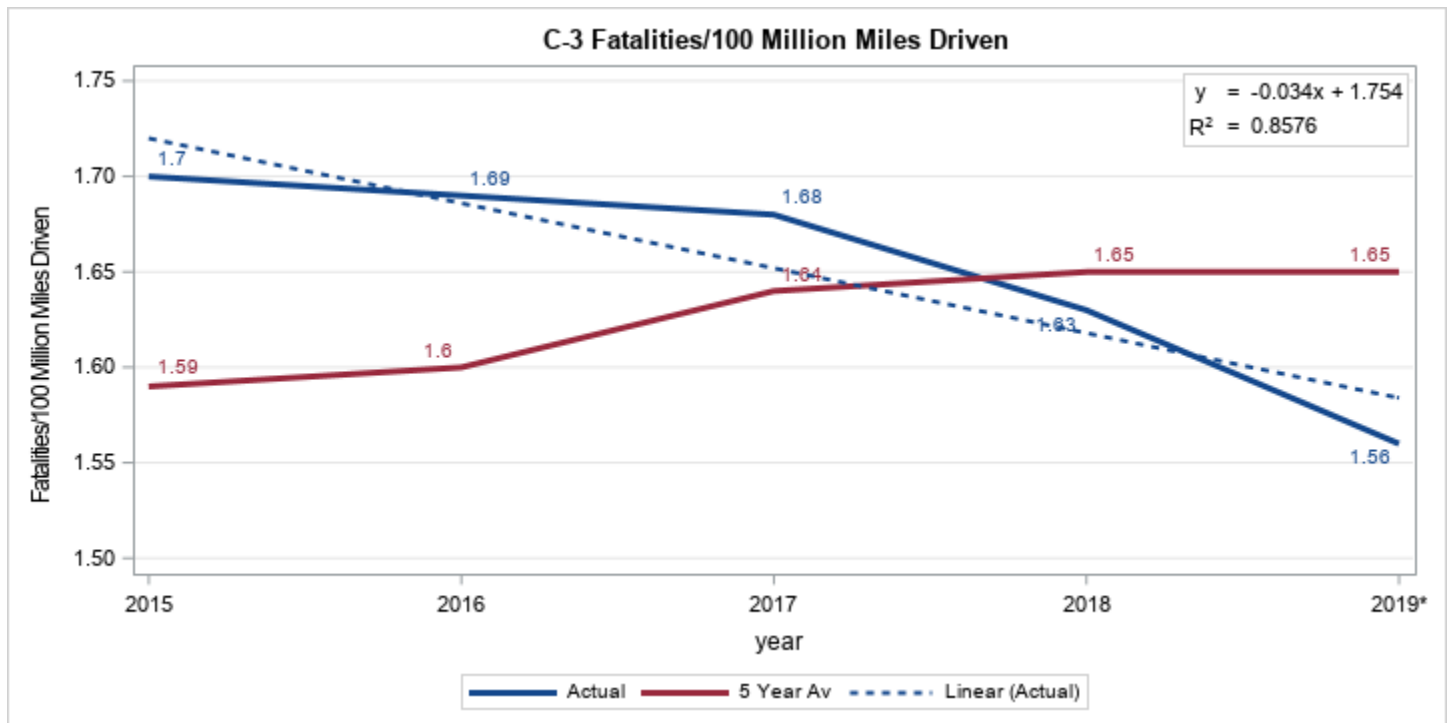


*MOHS State Data

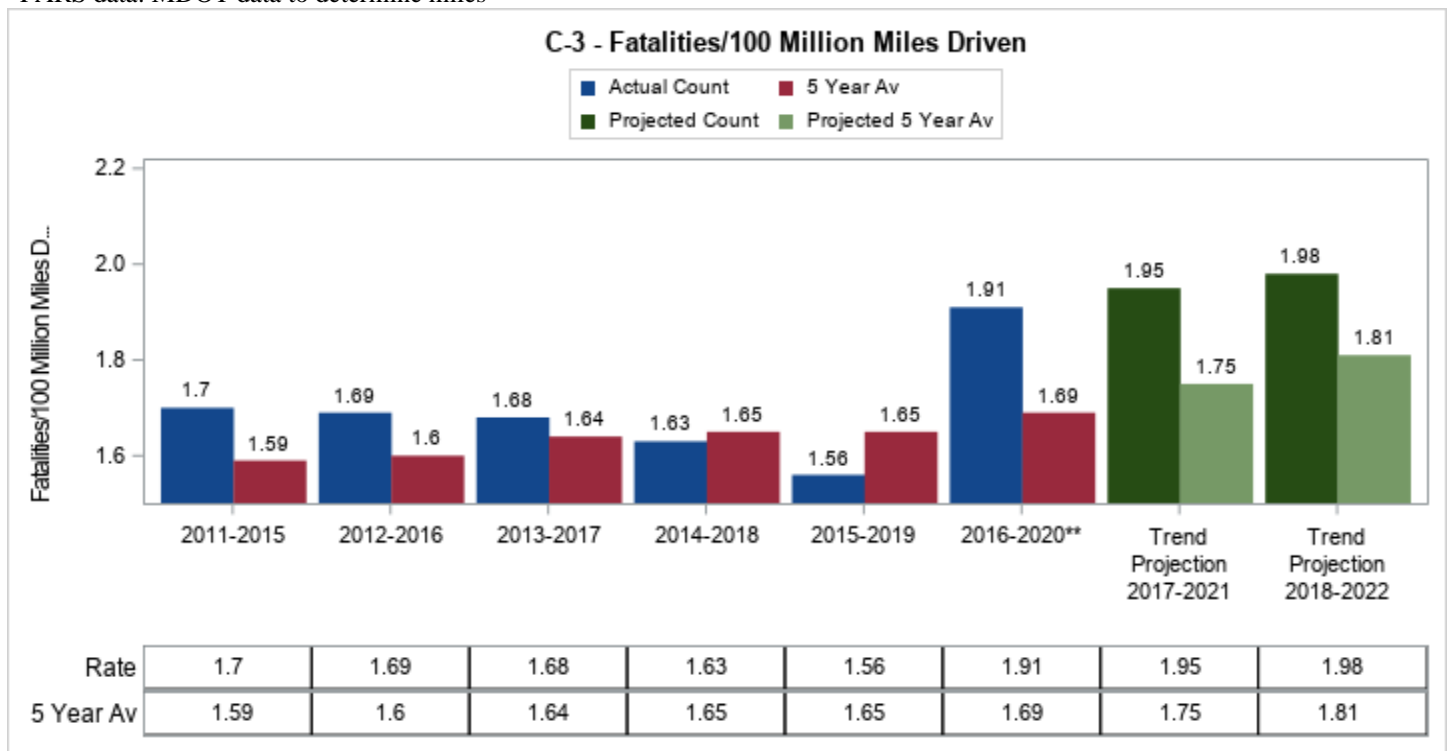


*MOHS State Data

Fatality Rate: The trends for overall fatality rates are shown with data from 2015-2019. The linear trend line shows a downward trend with a R² value of 0.8576. Future estimates were determined using exponential triple smoothing which predicts a fatality rate of 1.95 in 2021 and 1.98 in 2022 which would indicate a 5-year average of 1.81 over 2018-2022.

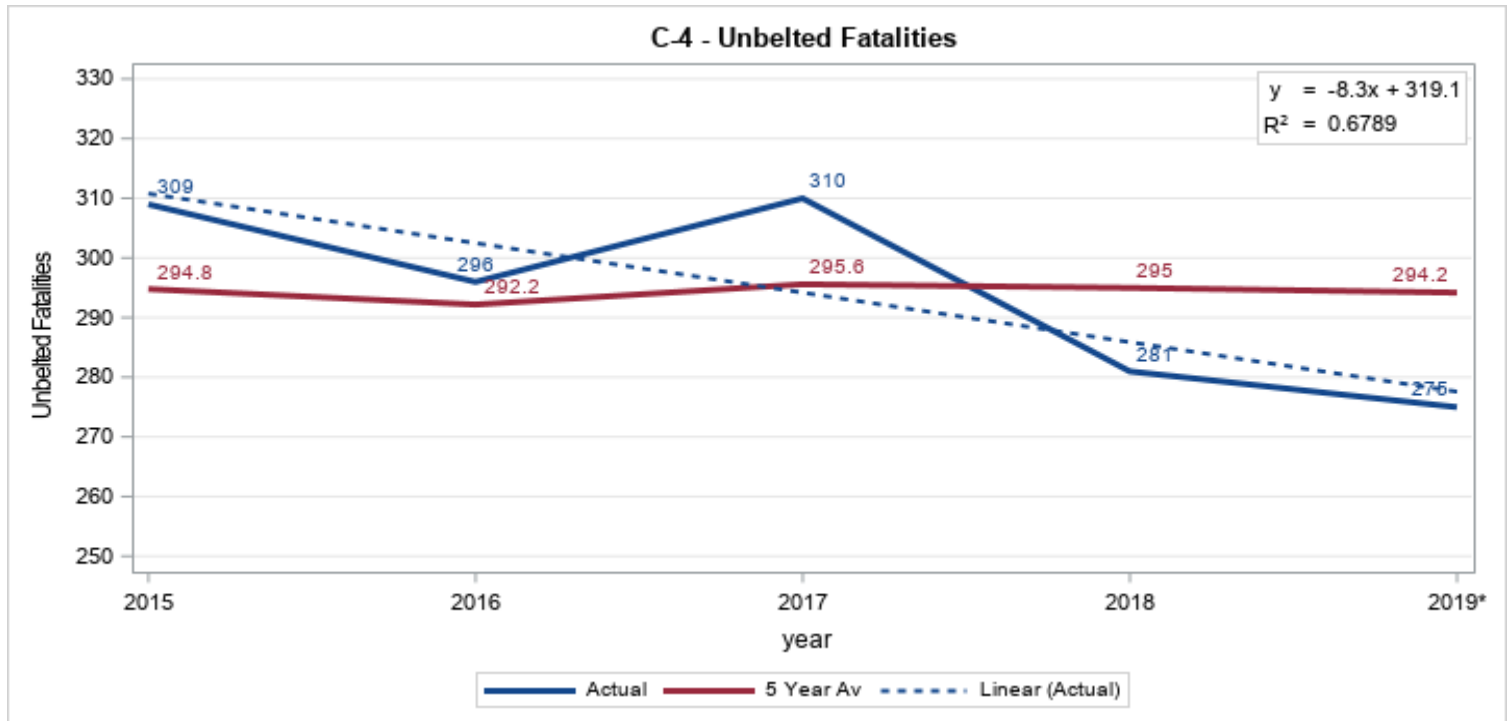


*FARS data: MDOT data to determine miles

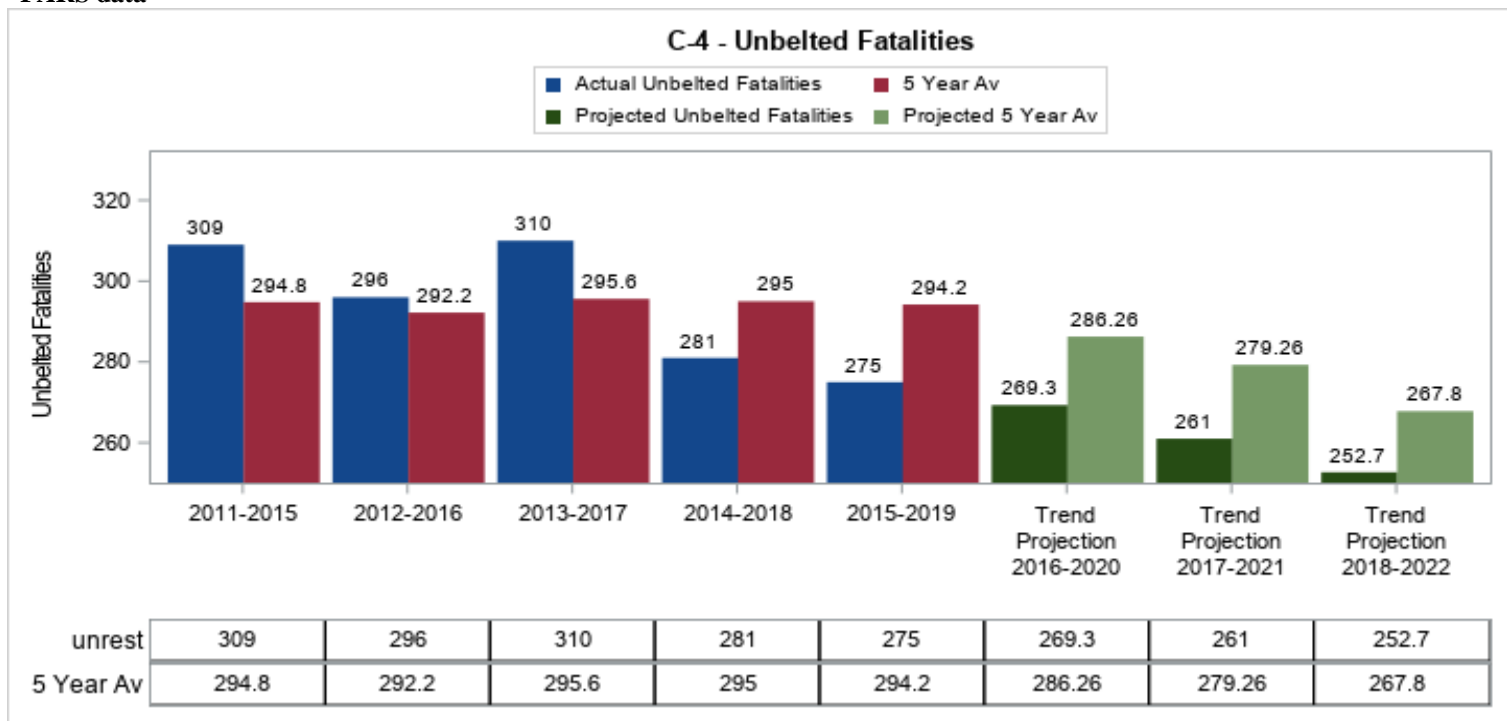


*Trend Projection Data is not FARS final data; **2016-2020 data uses State Data

Unrestrained Passenger Vehicle Occupant Fatalities: The trends for overall unrestrained passengers are shown with data from 2015-2019. The linear trend line shows a decreasing trend with a R² value of 0.6789. If the trend continues, the State will see unrestrained fatalities of 261 in 2021 and 253 in 2022.

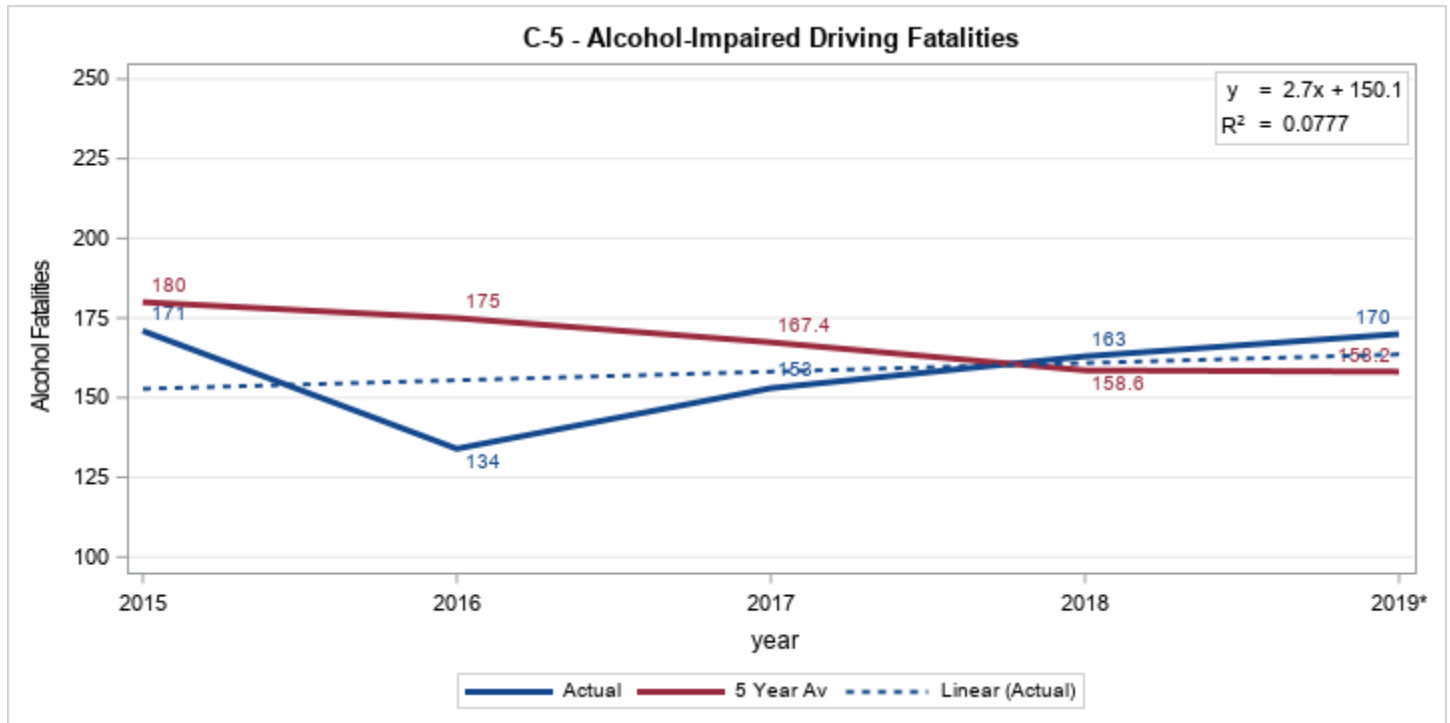


*FARS data

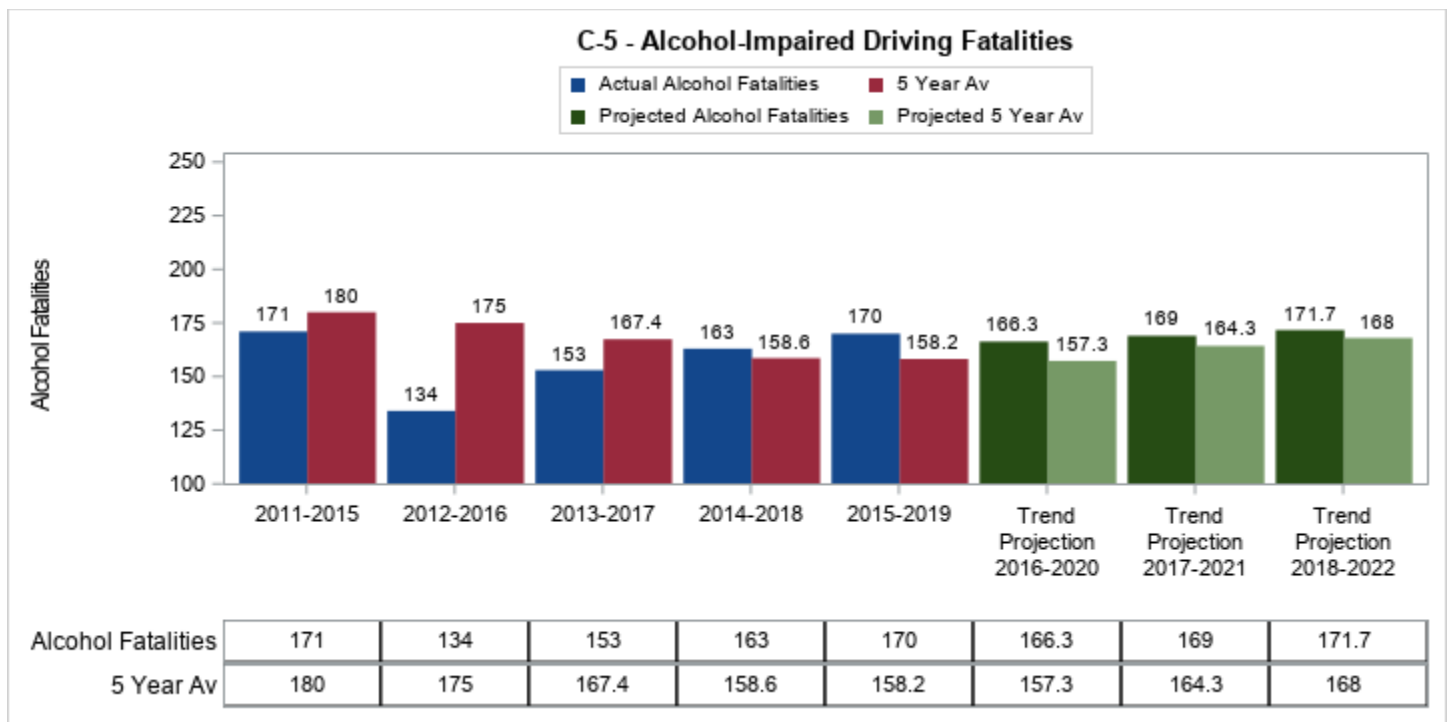


*Trend Projection Data is not FARS final data.

Alcohol and Other Drugs: The trend for overall fatalities with alcohol/other drugs with a BAC of .08 or above is shown with data from 2015-2019. The linear trend line shows an increasing trend with a R² value of 0.0777. If the trend continues, the MOHS should see the fatality rate of alcohol impaired fatalities of 169 in 2021 and 172 in 2022.

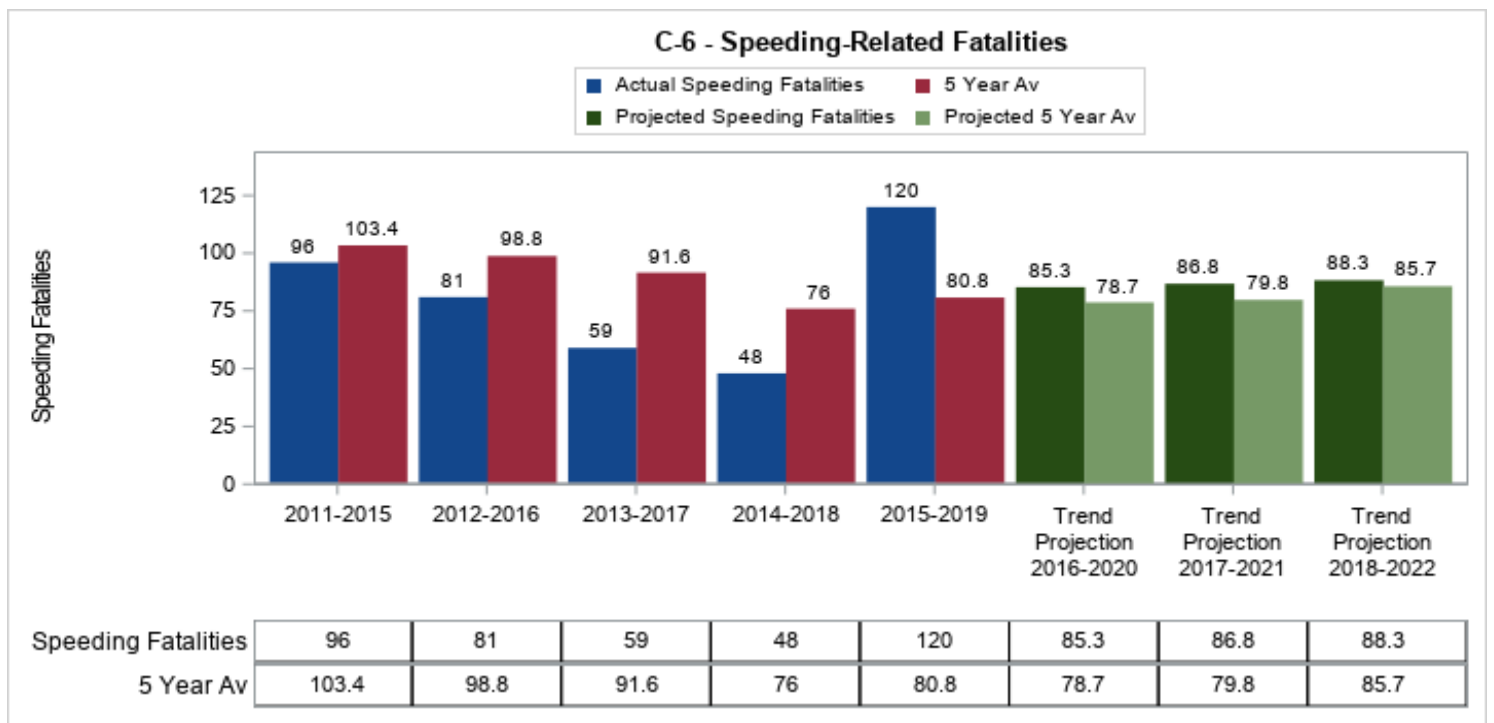
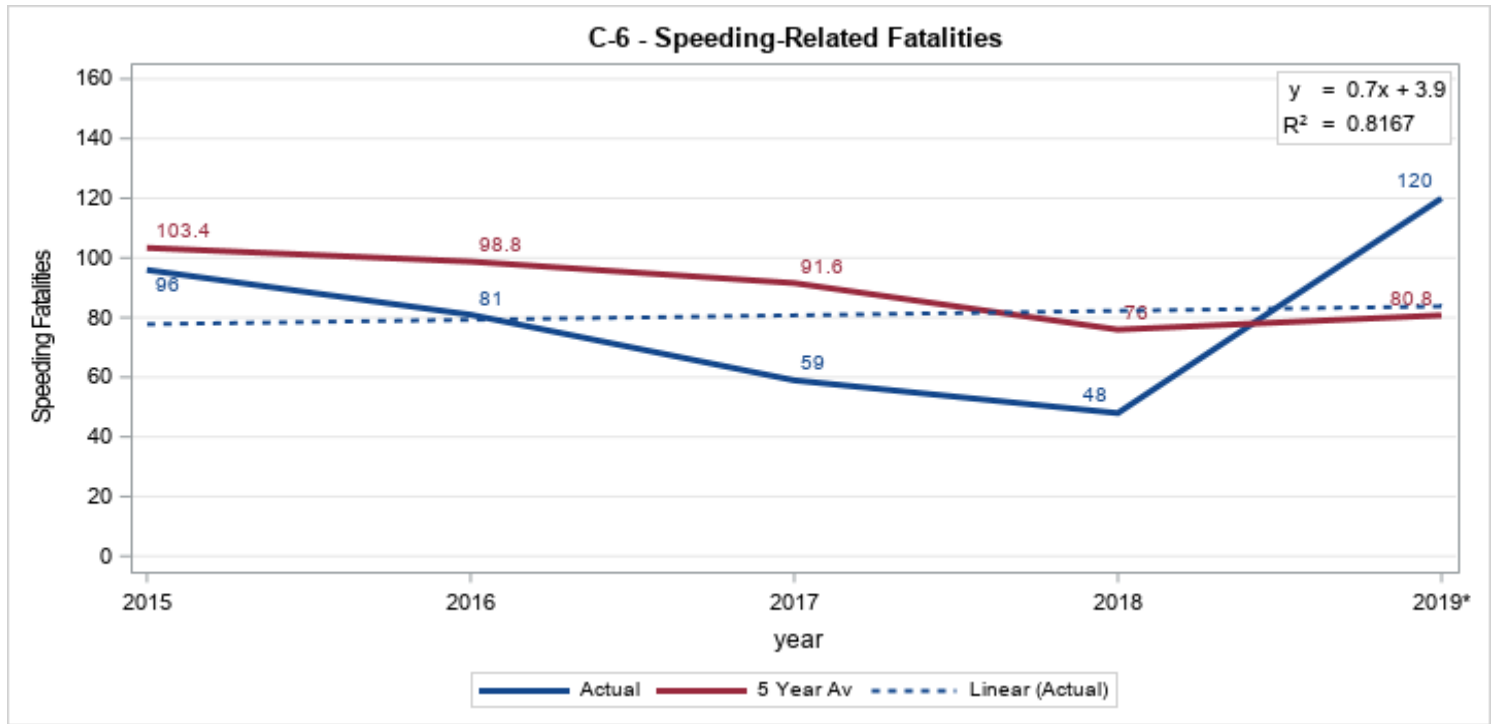


*FARS data



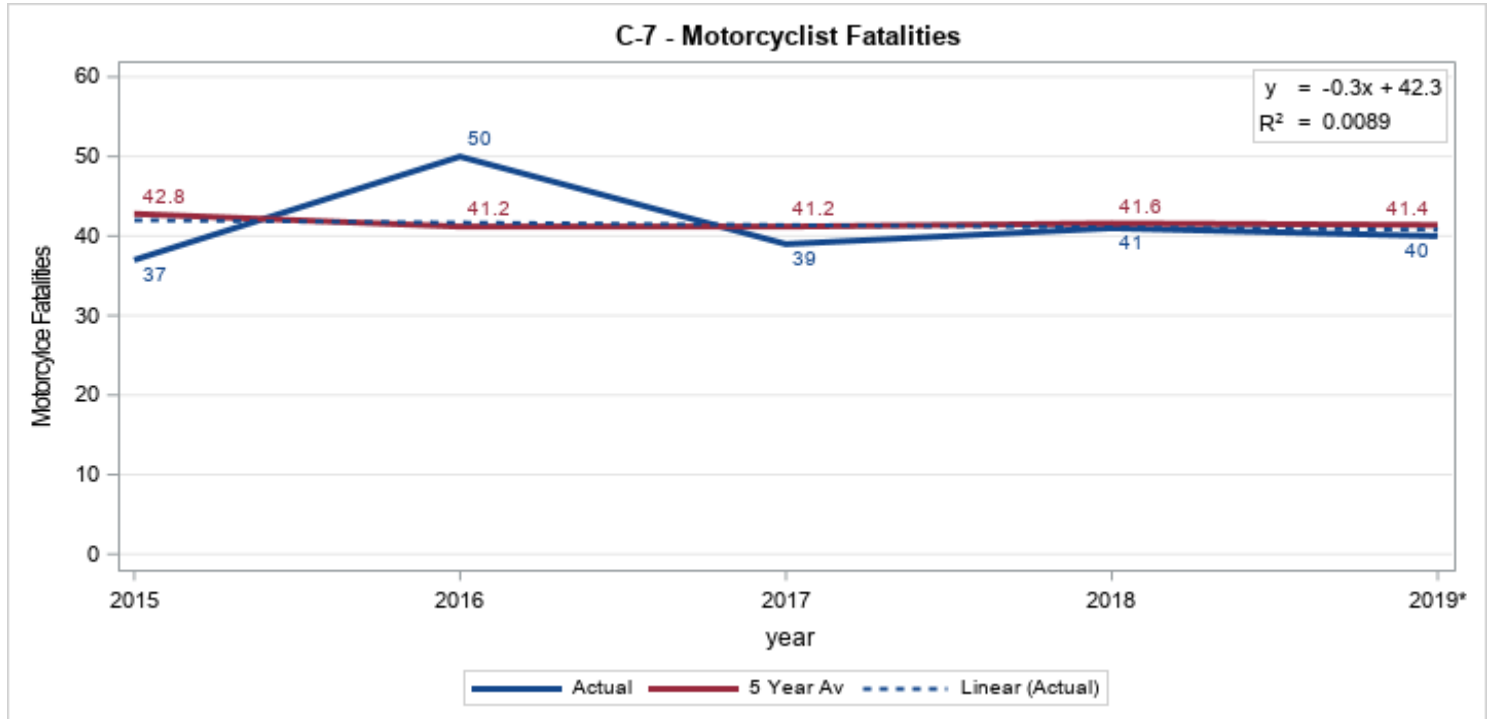
*Trend Projection Data is not FARS final data.

Speed: The trend for speed related fatalities is shown with data from 2015-2019. The linear trend line shows an increasing trend; the trend line has an R² value of 0.8167. There is a significant increase from 48 speed related fatalities in 2018 to 120 speed related fatalities in 2019. If the trend continues, the MOHS will see 87 speeding related fatalities in 2021 and 88 in 2022.

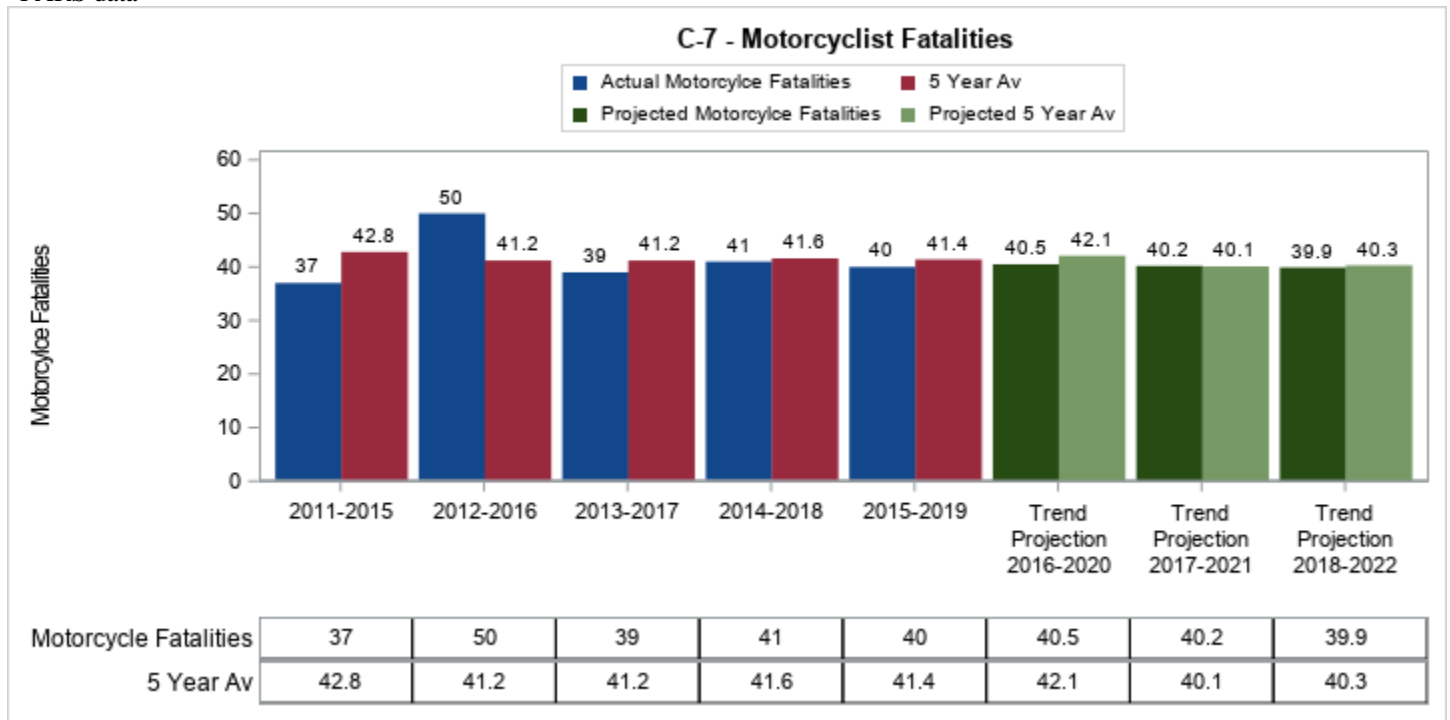


*Trend Projection Data is not FARS final data.

Motorcycles: The trend for motorcycle fatalities is shown with data from 2015-2019. The linear trend line shows a very slight downward trend with an R² value of 0.0089. If the trend continues, the state will see motorcycles fatalities of 40 in 2021 and 2022.

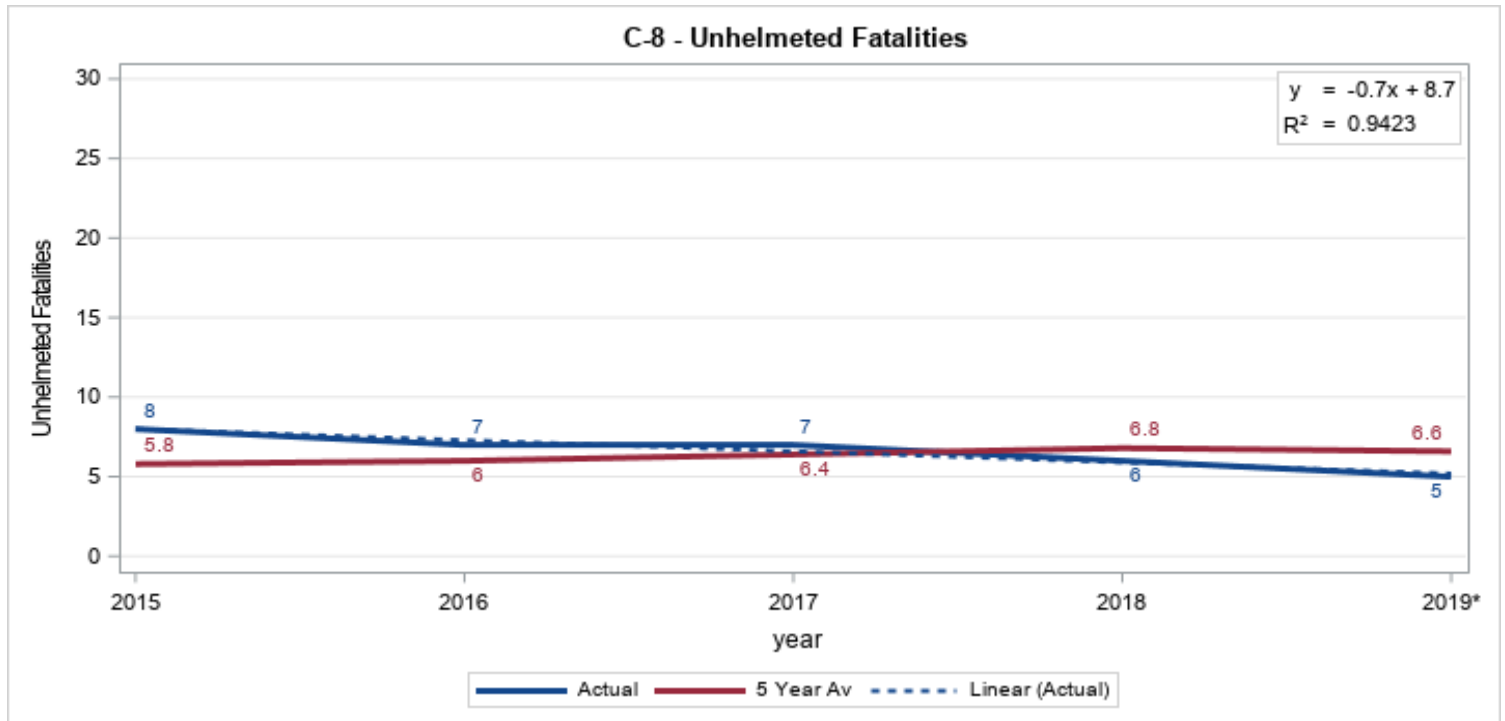


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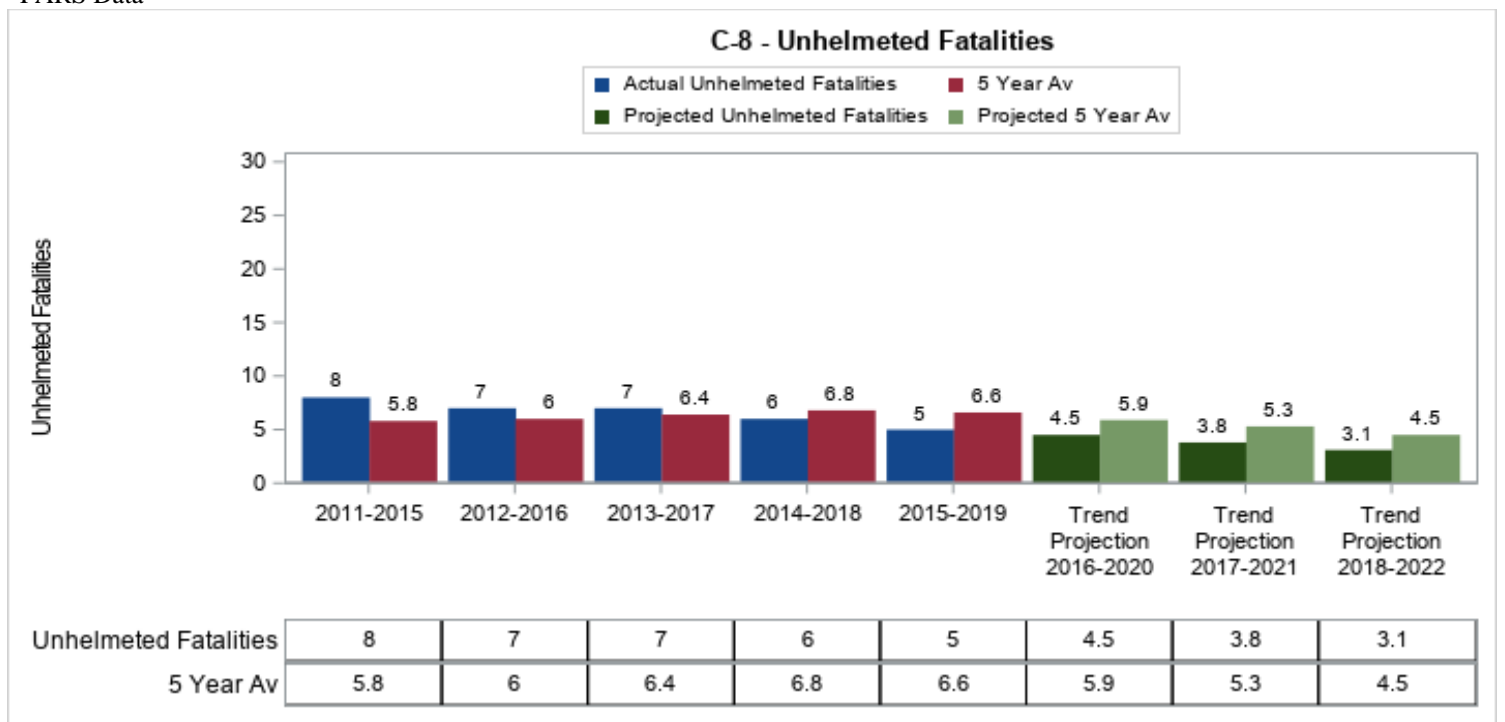


*Trend Projection Data is not FARS final data.

Un-helmeted Motorcyclists: The trend for un-helmeted motorcycle fatalities is shown with data from 2015-2019. The linear trend line shows a slight downward trend with an R² value of 0.9423. The small number of un-helmet fatalities make projections unstable. If the trend continues, the MOHS will likely see decreasing in un-helmeted motorcycles fatalities in the years to come with 4 un-helmeted fatalities in 2021 and 3 in 2022.

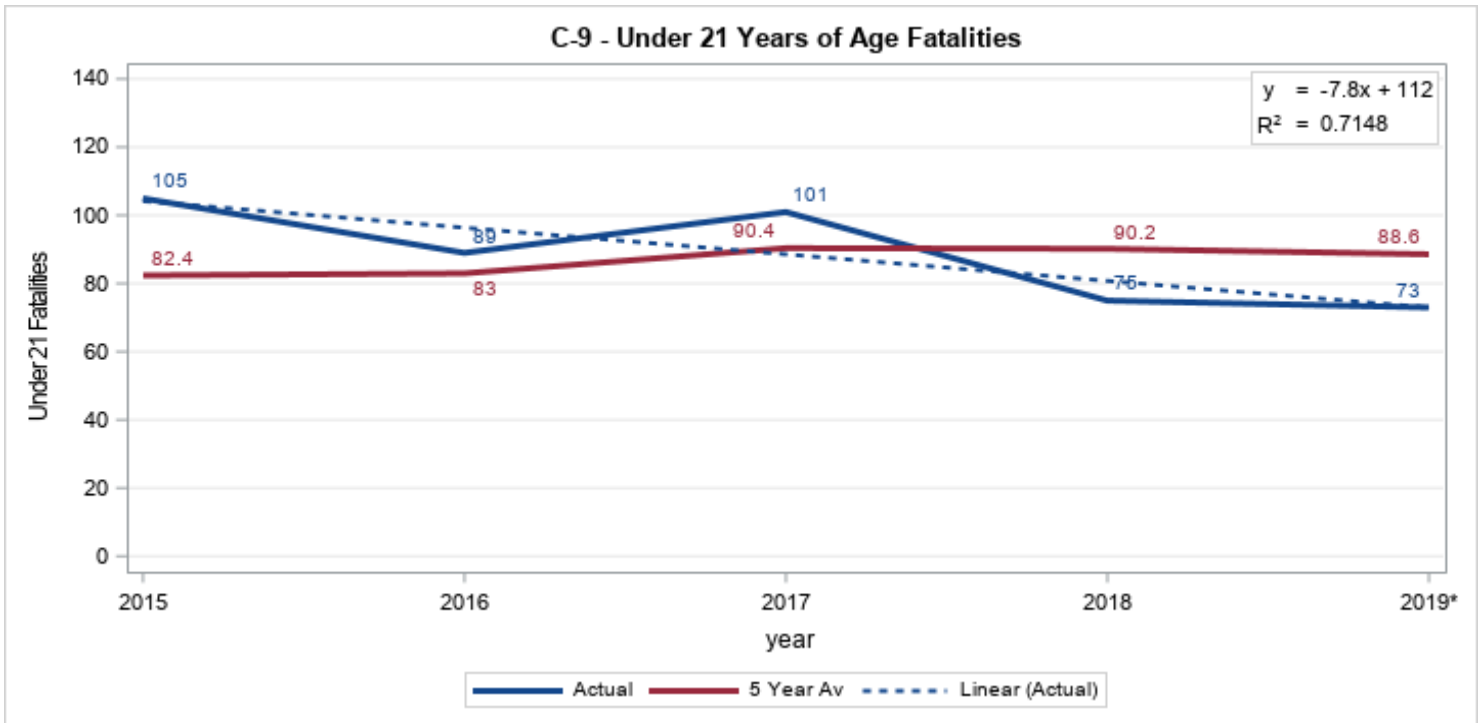


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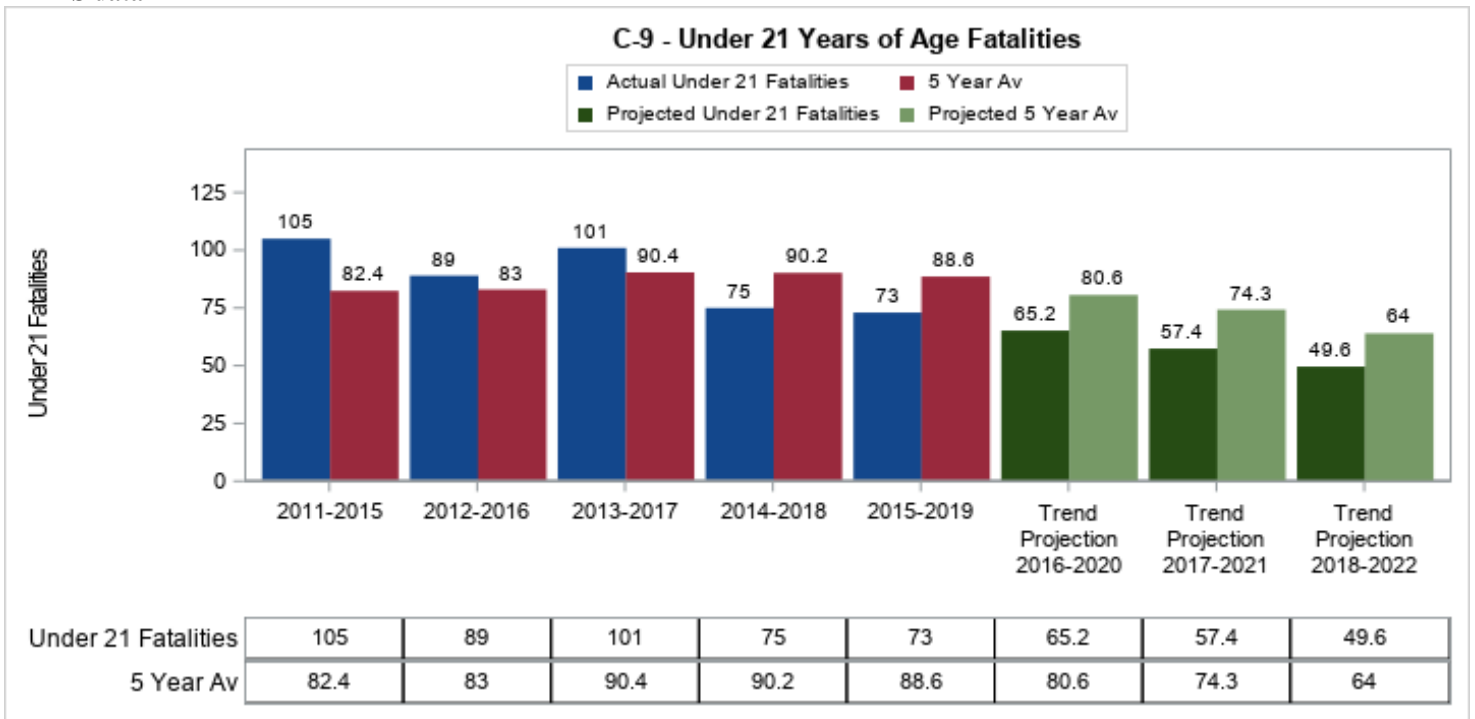


*Trend Projection Data is not FARS final data

Under 21: The trend for overall fatalities for drivers aged 21 and under is shown with data from 2015-2019. The linear trend line shows a decreasing trend with an R² value of 0.7148. If the trend continues to decrease, the MOHS could continue to see the teen driver fatalities decrease in the future with 57 fatalities in 2021 and at or around 50 in 2022.

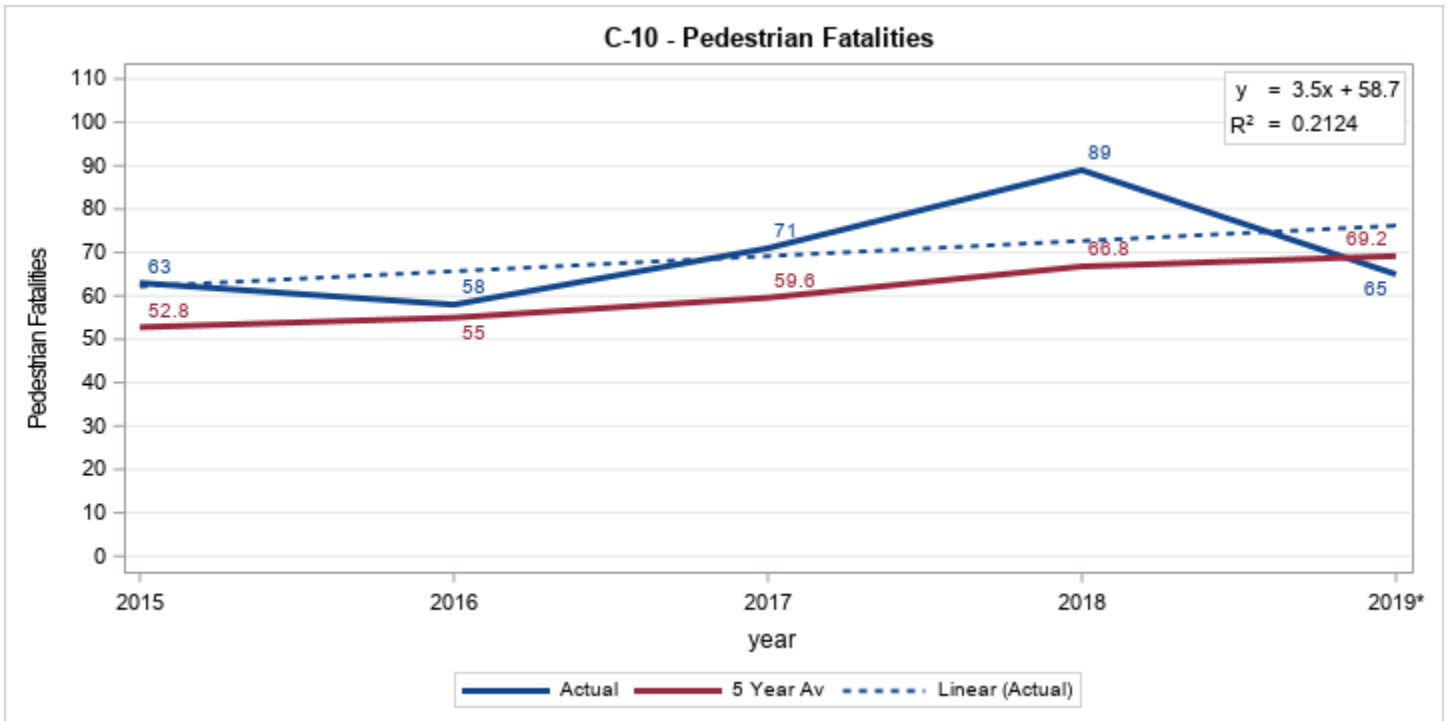


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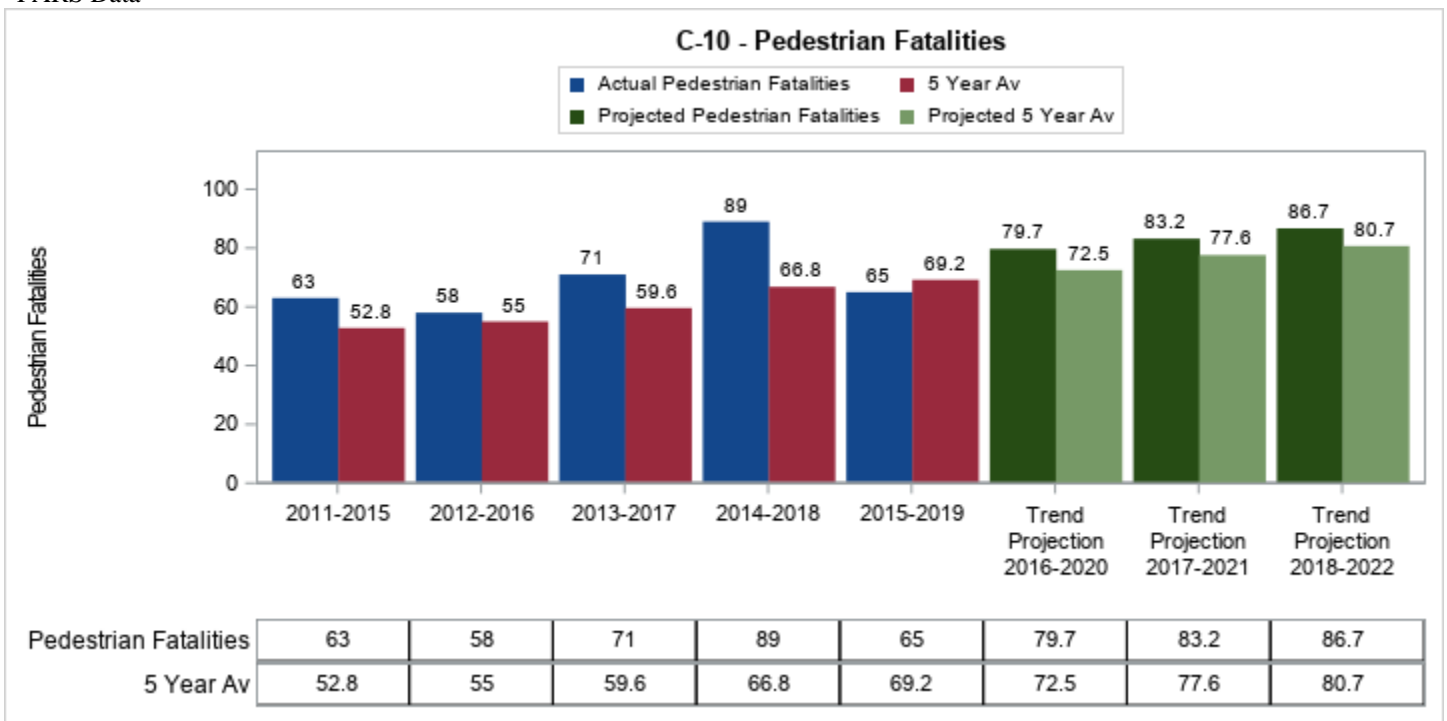


*Trend Projection Data is not FARS final data.

Pedestrians: The trend for pedestrian fatalities is shown with data from 2015-2019. The linear trend line shows an increasing trend with a R^2 value of 0.2124. If the trend continues, the MOHS will see continued increases in pedestrian fatalities 83 for 2021 and 87 in 2022.

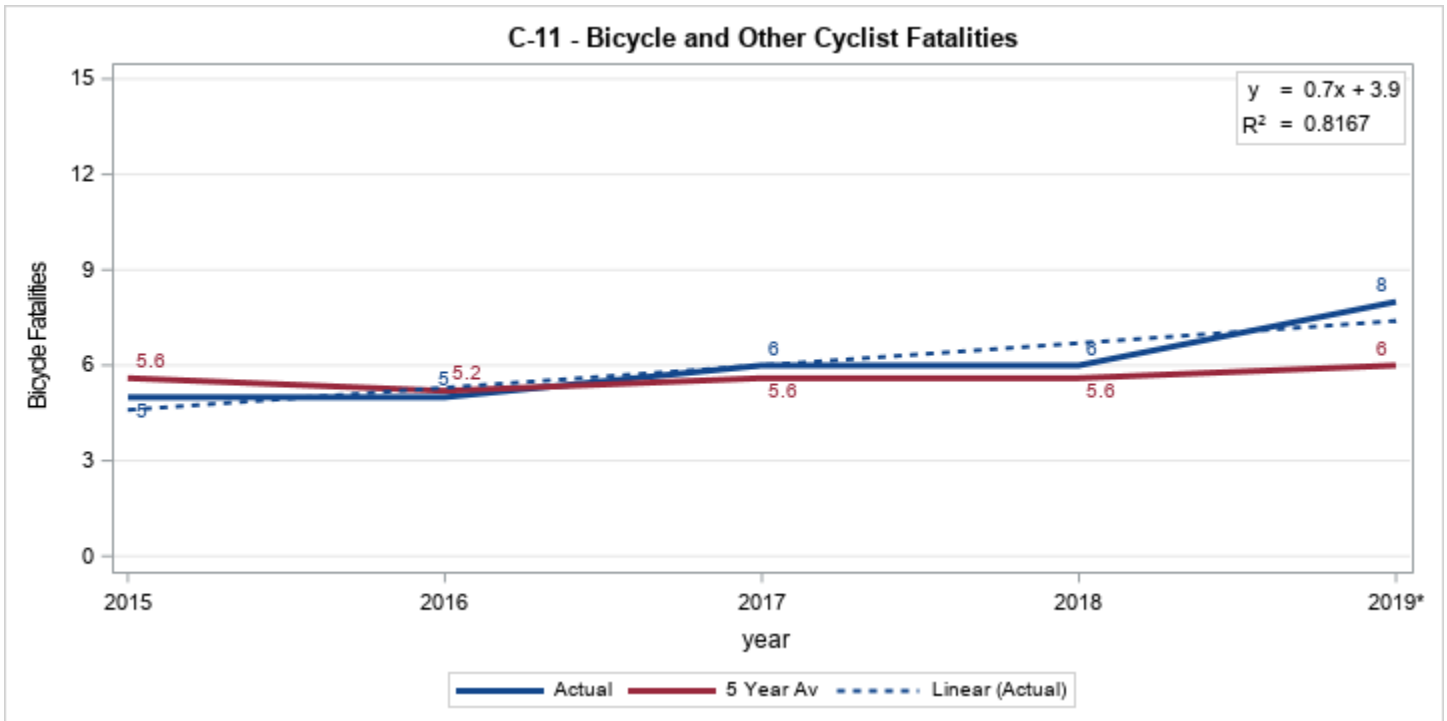


*FARS Data

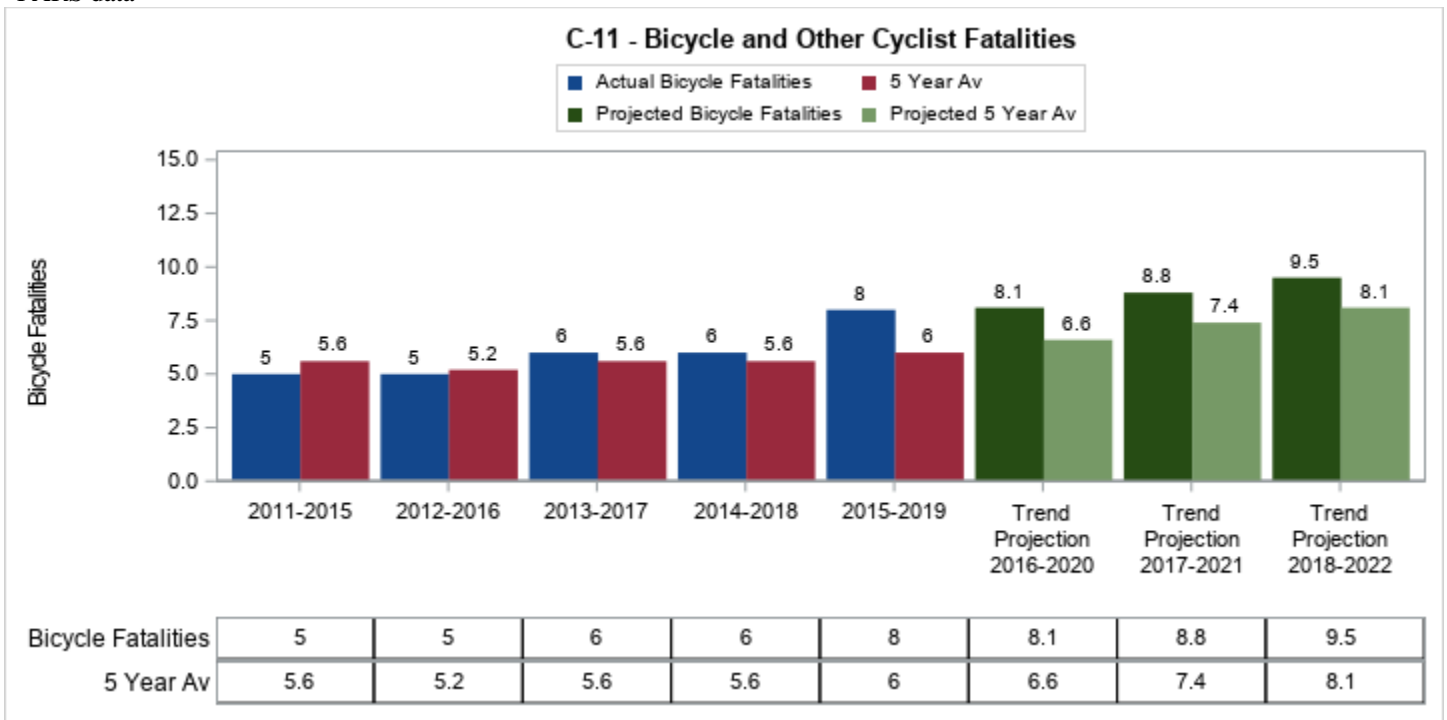


*Trend Projection Data is not FARS final data.

Bicyclist: The trend for overall bicycle fatalities is shown with data from 2015-2019. The linear trend line shows an increase trend with an R² value of 0.8167. If the trend continues, the MOHS will likely see increases in bicycle fatalities. The numbers show a few ups and downs in the data, which makes the trend line very unstable. The trend is projecting 8.8 bicycle fatalities in 2021 and 9.5 in 2022.



*FARS data



*Trend Projection Data is not FARS final data.

v. Performance Measure Process-SHSP Coordination:

The MOHS works with MDOT and additional partners to create the SHSP, to determine the identical joint targets for the HSIP common measures. The Strategic Committee must agree on the targets for the three common performance measures of fatalities, fatality rate and injuries the agencies will work to achieve in the upcoming year. The following process is:

- These agencies gather data to include information on roadways, which includes FARS data, injury data and VMT data.
- The Strategic Committee meetings are planned to discuss data and selection of joint measures.
- Highway Safety partners gather and review the data as a group and give input into the selection of the joint performance measures.
- The joint performance measures are developed and agreed on by each member of the Strategic Committee; and
- Performance measures with identical targets are included in each agencies plan.

D. Evidence Based Strategy and Project Selection Process:

The MOHS has developed evidenced strategies to help with the project selection process for all MOHS programs. Mississippi incorporates an evidenced based data driven approach to its enforcement programs through the following:

i. Participants in Evidence Based Strategy and Project Selection Process:

The evidence-based strategy and project selection 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 strategies and projects for the upcoming grant year. Partners and stakeholders that contribute to the HSP strategy and project selection process are:

- MOHS Staff and Management
- Federal Highway Administration
- Federal Motor Carrier Safety Administration
- Mississippi Department of Public Safety (Planning & State Patrol)
- NHTSA
- SHSP Planning Committee
- Local community governments
- STRCC
- Impaired Driving Task Force
- Occupant Protection Driving Task Force

ii. Data Sources in Evidence Based Strategy and Project Selection Process:

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

Fatality Analysis Reporting System (FARS)	MS Highway Patrol (Citation)
NHTSA-(National Statistics)	MS State University-Social Science Research Center
Countermeasures that Work-NHTSA Publication	Federal Highway Administration
Police, Sheriff's Departments & Community Partners	Results of previous year sub-grantee project evaluations
Department of Transportation-Roadway Statistics	
Results of previous year Sub-grantee performance reports	

All enforcement agencies that receive grant funds also provide data driven approaches, to identify the issues within their areas. Data is provided monthly with each submitted program report to the MOHS in order, to track trends, issues, and program performance. The MOHS also uses data-driven approaches through review of the most current data to engage in special enforcement efforts, pilots, and special projects.

iii. Steps in Evidence Based Strategies and Project Selection Process:

The MOHS uses the following with the development of evidenced based strategies and with the selection of projects that will be implemented during the upcoming grant year. After review of each application is graded based on problem identification, performance, impact of program potential risk and data analysis. The process is:

- Applications are reviewed by the MOHS Review Committee (RC), which consists of the MOHS Director, Directors, Planner, Financial Director, and Internal Auditor.
- Grant agreements are prepared after the applications has been approved by the RC and forwarded to the agency for signature approval.
- Grant implementation and monitoring is conducted with each awarded agency.
- Grant agreements start October 1, subject to the availability of federal funds.

The following is used for project selection:

1. Meetings: The MOHS staff meets throughout the grant year to hold strategic planning meetings for the upcoming grant year. Programs are reviewed to ensure the strategies and countermeasures are being used and remain effective for the program success.

A copy of the evidenced based strategies are given to applicants within the Project Director's Funding Guidelines. These guidelines are provided with the applications and are also discussed in length during grant writing workshops. The evidenced based strategies are also discussed during the STRCC, the Occupant Protection Task Force and the Impaired Driving Task Force meetings to discuss the strategies that are being planned for the upcoming grant year. The project selection process takes place with MOHS staff to discuss the selection of projects that will be funded.

The PM presents their assessments of the application, along with ratings, rankings, and risk assessment to the RC. Decisions are made for selection of projects based on problem identification, data analysis, past performance (if applicable), budget requests, risk and scope of program. Decisions are made and the PM begins working on the grant agreements for the grant year. The Planner adds the information in to the HSP and the Financial Director places the financial information into the financial tracking system, Grants Tracking System (GTS).

2. Review of data sources for evidence-based countermeasures for each program area and select countermeasures: The MOHS uses *Countermeasures that Work: A Highway Safety Countermeasures Guide for State Highway Safety Offices*, Ninth Edition, 2017, published by NHTSA to select strategies that will be used for the upcoming grant year. The MOHS takes into consideration all data that is available as outlined in the Problem Identification section, target areas and the countermeasures to continue the project selection process. This process determines what MOHS hopes to accomplish during the grant year.

3. Assessment process to project potential impact of the countermeasure strategy: During the review of the *Countermeasures that Work, 9th edition, 2017*, the State focuses on measures that are rated with three stars or above for effectiveness and includes 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. All the strategies selected for inclusion in the HSP, are selected from proven countermeasures and strategies and will have the highest potential to improve highway safety.

These steps during the process of evidenced based strategies and the project selection process help the MOHS develop evidence-based enforcement plans for impaired driving, occupant protection and police traffic services. Below are the countermeasures for each program areas.

iv. Countermeasures and the Impact of the Countermeasures:

FY22 Alcohol/Impaired Driving Proposed Strategies: The MOHS reviewed the *Countermeasures that Work 9th edition 2017* and will use 8 evidence-based countermeasures as strategies for the upcoming grant year, along with surveys. A listing of the measures used can be found in the Impaired Driving Program Area.

FY22 Occupant Protection Countermeasures: The MOHS reviewed the *Countermeasures that Work 9th edition, 2017*, and will use 10 evidence-based countermeasures as strategies for the upcoming grant year, along with surveys. A listing of the measures used can be found in the Occupant Protection Program Area.

FY22 Police Traffic Services Countermeasures: The MOHS reviewed the *Countermeasures that Work 9th edition, 2017* and will use 1 evidence-based countermeasure as strategies for the upcoming grant year, along with surveys. A listing of the measures used can be found in the Police Traffic Service Program Area.

FY22 Traffic Records Countermeasures: The MOHS will use the following countermeasures as strategies to accomplish the targets that have been set for the grant year.

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

The MOHS will evaluate the impact of the evidence-based countermeasures through evaluation tools such as:

- Monitoring sub-grantees and programs.
- Review of financial and program documentation submitted from the agency.
- Evaluation through progress reports to evaluate performance measures.
- Evaluation of year end progress of reaching targets and performance measure through Progress Reports prepared by the agency; and
- Evaluation of citation information, financial information, and program requirements.

The programs funded through the MOHS are evaluated extensively to ensure that the evidence based countermeasures are being used, and performance measures and targets are being met. MOHS will conduct a review of the impact of the combined countermeasures in each program area and provide an explanation of the expected outcome in each program area and will consider such factors as: population coverage, geographic coverage, percent of problem addressed, the percent of funds dedicated, high impact projects vs. support project, etc.

1. Solicitation and Proposal Process of Evidence Based Strategy and Project Selection Process: The application is released annually to the public on a designated date that is set by the MOHS, along with a return date. The applications go through an extensive review and is considered for the upcoming fiscal year's Highway Safety Plan (October 1st – September 30th). State agencies and other organizations interested in traffic safety issues may request from the MOHS at any time during the fiscal year. The applicants must be completed before considered for review and potential approval.

During the grant year, the MOHS may solicit additional grants based on need, trends, national blitz or state campaigns or for a specific program area of need. If an application is received requesting funding in the current fiscal year, the MOHS will consider the request based on available time and budget. If the project is accepted for funding and implementation in the current fiscal year, the current HSP will be updated and submitted to NHTSA for review and approval.

2. Request for Application: A release date for the current applications were set for October. MOHS also set the due date the end of November giving the applicants approximately 45 days to have the applications completed and turned in for review. MOHS released the application through several outlets, so anyone interested in applying for the grant funding would have an opportunity to apply. These outlets are:

- *Letter of Notice of Applications:* A letter of Notice is mailed, at least thirty days prior to the release of the application to all current law enforcement agencies (Municipal, County & State) across the State. The notice provides information and the ways the application can be applied through, as well as the release and deadlines dates for the submission. The letter also provides information on upcoming grant writing courses with time, date and location.

- *Newspaper:* MOHS released application information regarding the application through a legal notice in the state-wide newspaper, the *Clarion Ledger*. The *Clarion Ledger* is a statewide known paper with a large circulation of subscribers and daily users. The newspaper also is updated online through their company website.
- *Email:* The application is emailed to all continuation sub-grantees and known potential applicants through email.
- *Website:* The application is released through the MS Department of Public Safety website at: <http://www.dps.ms.gov> The website is easily accessible and viewed State-wide for anyone interested in applying. It was listed under the MOHS section, under Public Safety Planning, Mississippi Office of Highway Safety, then select under Grant Applications, “Grant Application Information and Guidelines”.

3. Project Selection: Applications submitted for traffic safety activities are not restricted to any dollar value, but must provide evidence of being reasonable, cost effective, and efficient and have project risks assessed. An application must state in detail the problem to be addressed, project performance target, measures and strategies, and the associated implementation of 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.

All submitted applications are logged into a database containing summary information of the grant application. The MOHS staff will adhere to the review process outlined below and all applications will be tracked using an In-house Routing Slip

1. Finance Director provides an estimated budget to the MOHS Director based on carry forward and anticipated funding.
2. Applications received in the MOHS are logged in and checked daily by the Office Manager (OM), to ensure completion.
3. OM will check Applicants on System for Award Management (debarment list) for exclusion of grant eligibility. <https://www.sam.gov/portal/public/SAM/>. OM will keep an annual Debarment Results notebook. (See Debarment Section)
4. The OM emails the applications to the Division Directors (DD). Debarment results and A-133 audits are given to Internal Auditor (IA) and DD. Provides list of applicants to Review Committee. Review Committee represents Office Director, Bureau and Division Directors and Internal Auditor.
5. After review of debarment, the DDs will give debarment results, along with application assignments to the Program Manager (PM). The PM will add debarment results to each Application.
6. The PM review applications and rate them using the MOHS Risk Assessment document. PM will maintain the Risk Assessment checklist for planning purposes and reviews. A copy of assessments is given to Review Committee for review committee notebooks.
7. The PM may meet with Review Committee to make recommendations for project selection and funding.
8. Grant budgets and grant agreement details are determined by the Review Committee.
9. Once approved by the Review Committee, information is provided to the Planner for inclusion in the HSP. Financial information is provided to the Financial Director to set up financial files in GTS.
10. The DD provides the PM grant application review notes addressing decisions, agreement, revisions and recommendations.
11. The PM drafts the agreement documents and gives them to the DD for review and approval.
12. The DD reviews the agreements and are given to the Quality Assurance/2nd Reviewer for verification of final award amounts
13. The DD provides the approved agreement and application documents to PM to obtain final signatures.
14. PMs will contact sub-grantees, obtain signatures, and give to DD for review. DD will route to Bureau Director (BD) to review.
15. Upon review of signed Grant Agreement, BD forwards Grant Agreement to Office Director for signature.
16. Once the agreement is fully executed at MOHS, the document is forwarded to the Planner and the Financial Director to verify the award amount in the HSP and GTS.
17. The award is verified, and Implementation begins.

4. Review of Applications: During the initial review of the applications, the PM rates the applicant on completeness, data, risk, finance, and program content. The PM prepares a grant application risk assessment report on each application, with a summary of detailed previous grant performance, along with information from the applicants. The grant application risk assessment is a complete look of the sub-grantee from the previous year, including financial information, timeliness, budget, cost per citation and more. The grant application risk assessment is important for the review committee to look at the PM's review of the whole program and not just the application. The grant application risk assessment is brought to the RC as part of the review process for all applications.

The next step in the review process is review meetings. The applications and grant application risk assessment are brought to the RC for discussion. The PM reports out on the application from financials, data, program details, targets and performance measures. The PM along with the RC looks at all aspects of the applications. Once thoroughly reviewed, decisions are made by the RC to fund the projects and funding amount and funding source that will best fit the agreement.

Items considered in the review of applications are:

- *Countermeasures that Work*; (9th edition, 2017)
- Project effectiveness
- Grant achievement of performance measures
- Target areas of program area
- Use of grant funding
- Grant performance
- Amount of risk
- Requested amounts of funding
- Allowable Costs

Preference is given to projects that represent target areas of the State, high fatality and injury areas and/or projects that will have the greatest impact on addressing statewide issues. These projects are reviewed to ensure the countermeasures will work and have the greatest opportunity for success. Upon final review of the application, MOHS will recommend one of the following actions:

- Rejection of application
- Approval of application
- Approval of application with MOHS recommended modifications
- Conditional Approval

5. Prepare grant agreements with performance targets and measures: Once the application has been approved for inclusion into the HSP; the PM prepares the grant agreements for the sub-grantees. The agreements will include all approved financial information, equipment, program specifications, and justification and performance measure with base, targets, strategies, and activities for the upcoming year.

6. Identify Funds from Sources in Evidence Based Strategy and Project Selection Process: All funding sources in the HSP are federal funds, unless otherwise noted in the additional funding section in each project description. The State of Mississippi utilizes Mississippi Highway Patrol activities and State funds as match for projects that need additional match monies provided.

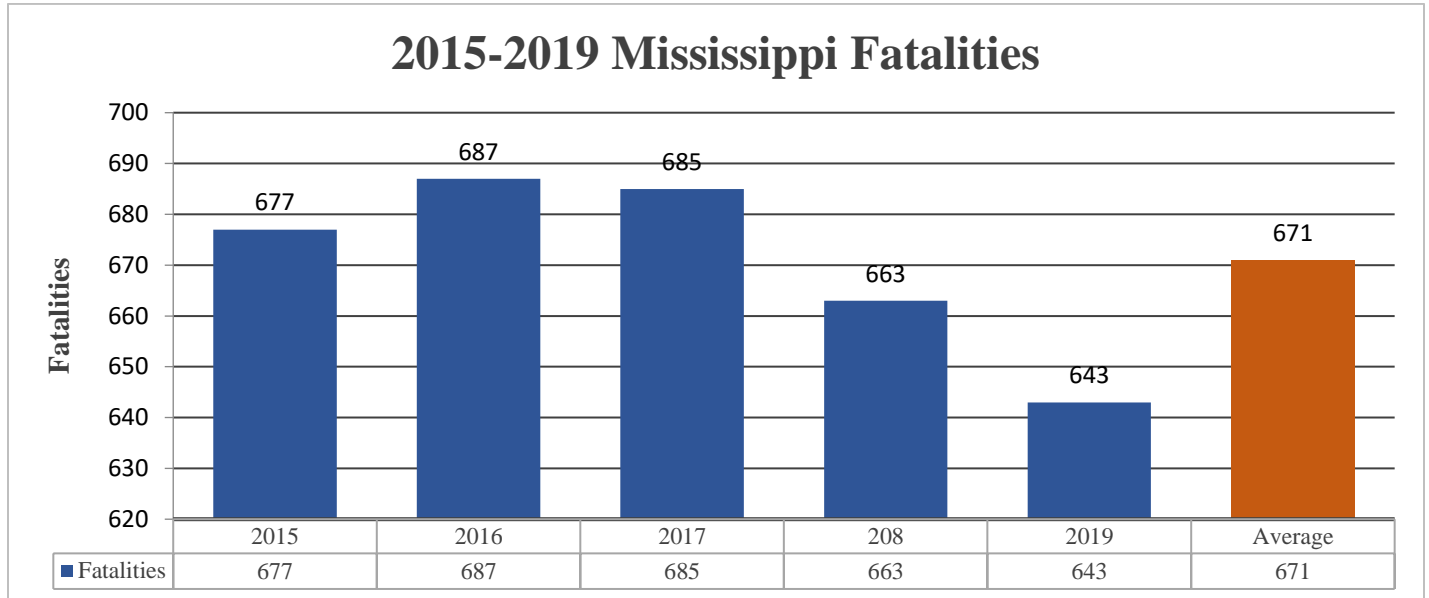
The MOHS also operates under the provisions of the national priority grant program codified in a single section of the United States Code (23 U.S.C. 405 (Section 405)) Fixing America's Surface Transportation Act (FAST ACT). Section 405 funds can be used for occupant protection, state traffic safety information systems, impaired driving countermeasures, motorcycle safety, distracted driving, state graduated drivers licensing and non-motorized safety grants. Funds used by MOHS are also based on carry forward funds from the previous year of federal funding; and funding may come from other federal partners such as Mississippi Department of Transportation.

III. Performance Plan

A. Problem Identification-Data Section

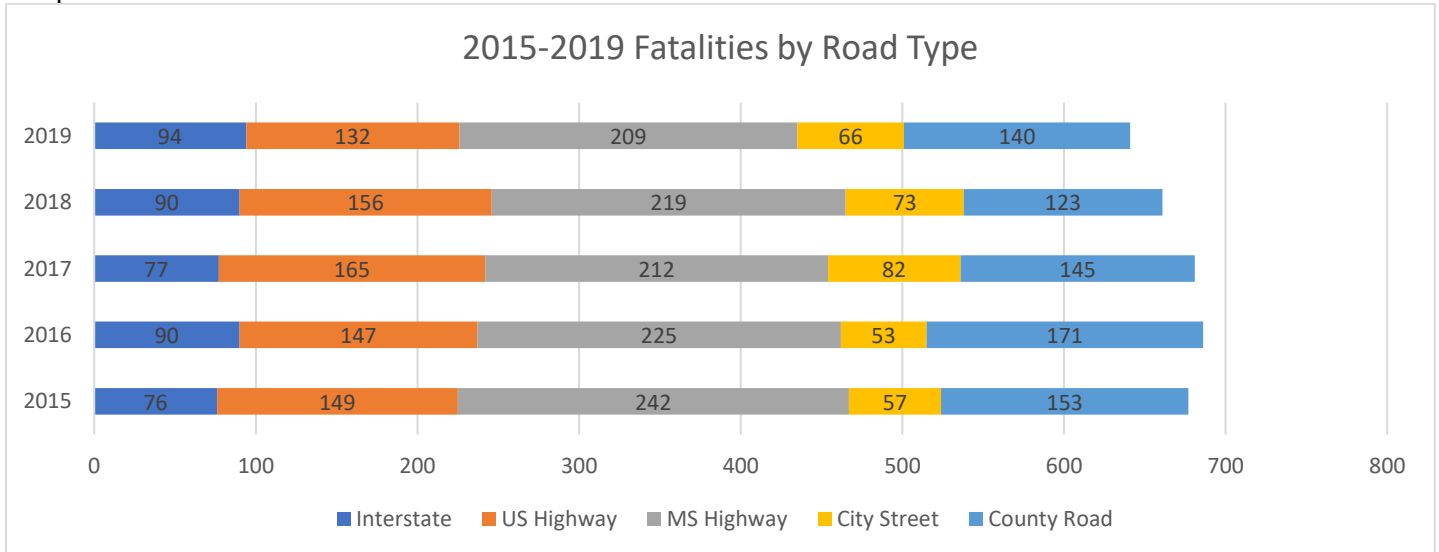
One of the core steps that the MOHS uses for problem identification is data analysis. The MOHS looks at different forms of data to establish what the performance measures will be for upcoming grant year, along with where the data shows that the targets for the MOHS should be established.

i. 2019 Mississippi Overall Fatality



*STSI

The location of Mississippi fatalities is important in data analysis process, because the MOHS needs to know where the fatalities, injuries and crashes occur. This aids in the planning of enforcement and education programs that can be targeted in those areas that need the most attention. The number of fatalities on US highways, state highways, and city streets have slightly decreased from 2018-2019, but the number of fatalities on Interstates and county roads fatalities increased across this period.

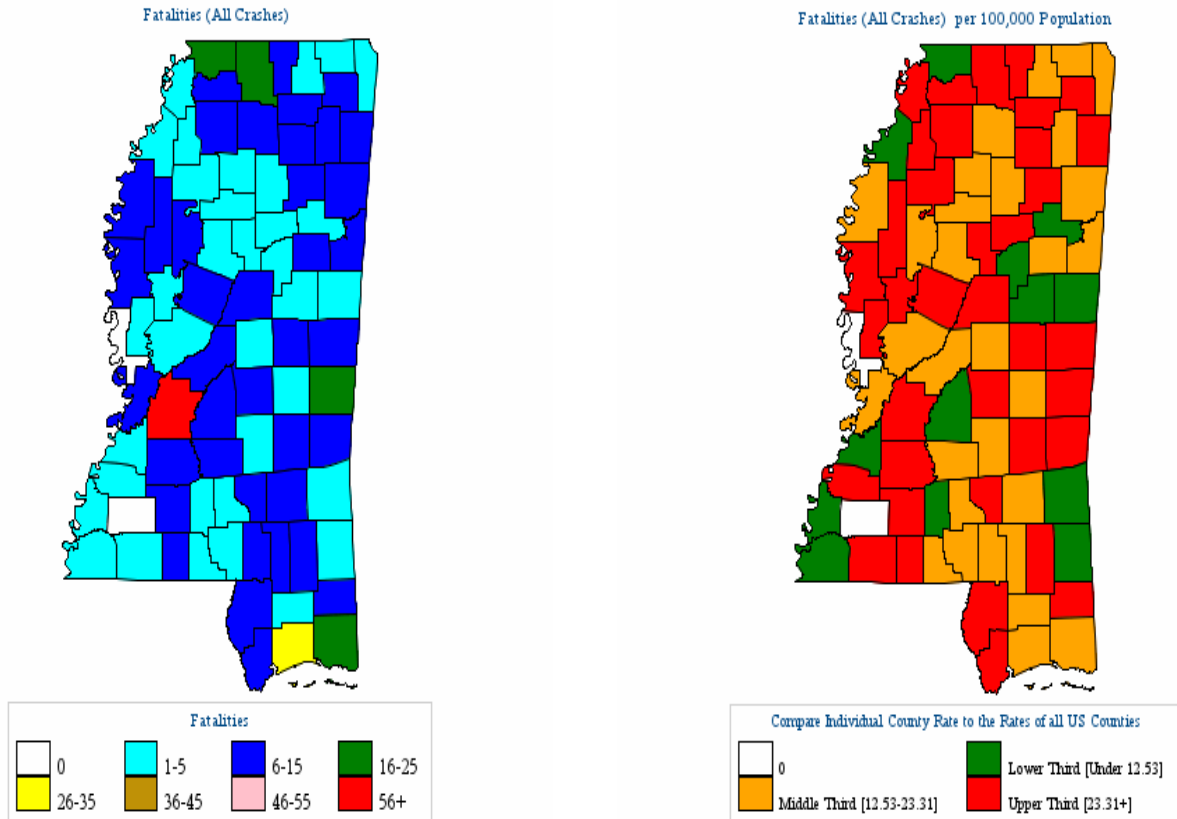


5 Year Trend for The Top 10 Counties of 2019 - Fatalities

Mississippi Counties by 2019 Ranking		Fatalities					Percent of Total				
		2015	2016	2017	2018	2019	2015	2016	2017	2018	2019
1	Hinds County	47	46	44	38	56	7	7	6	6	9
2	Harrison County	28	21	33	38	28	4	3	5	6	4
3	Jackson County	20	27	23	28	22	3	4	3	4	3
4	Lauderdale County	10	24	12	10	22	1	3	2	2	3
5	Marshall County	17	16	17	18	19	3	2	2	3	3
6	Desoto County	24	24	22	31	16	4	3	3	5	2
7	Forrest County	15	10	18	17	15	2	1	3	3	2
8	Kemper County	6	8	4	2	15	1	1	1	0	2
9	Tate County	9	13	9	5	15	1	2	1	1	2
10	Jones County	19	17	14	12	14	3	2	2	2	2
Sub Total 1.*	Top Ten Counties	222	230	243	249	222	33	33	35	38	35
Sub Total 2.**	All Other Counties	455	457	442	414	421	67	67	65	62	65
Total	All Counties	677	687	685	663	643	100	100	100	100	100

*This Sub Total is the Total for the Top Ten Counties

**This Sub Total is the Total for all Counties Outside the Top Ten



*STSI/NHTSA

Data Analysis-Population: Type of Fatality

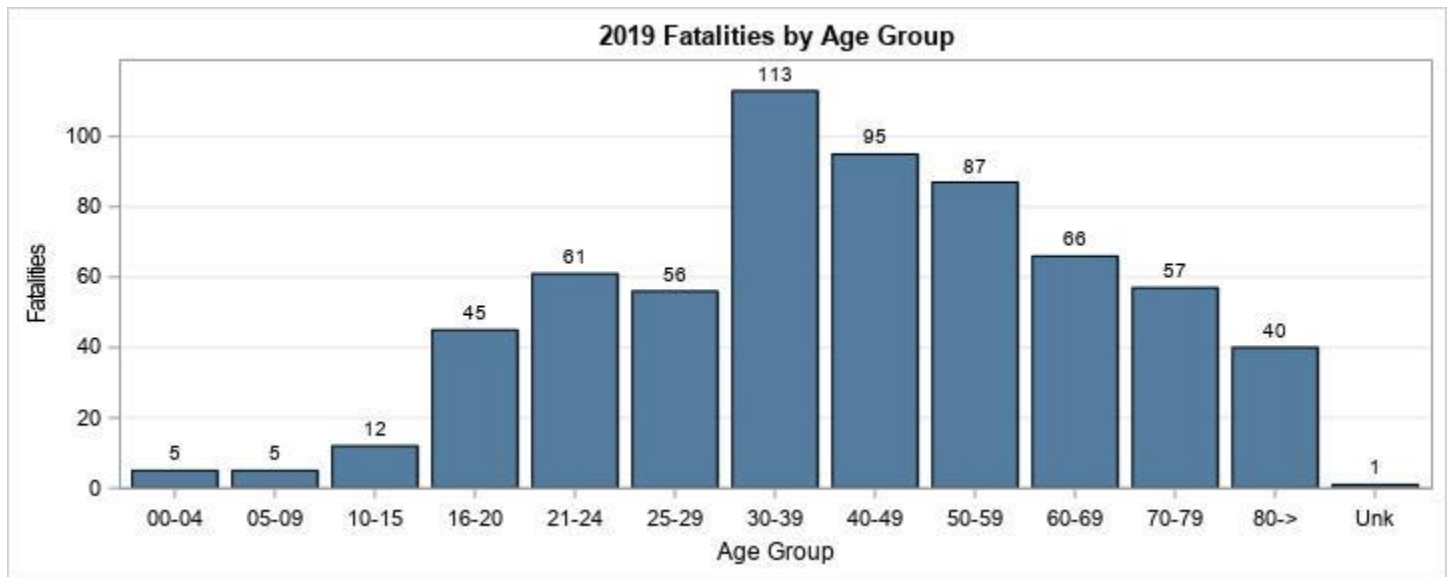
The following charts are provided to show a data snapshot of the State and Traffic Safety issues and concerns as it relates to the Mississippi fatalities by person type.

Mississippi Fatalities by Person Type

Person Type		2015		2016		2017		2018		2019	
		#	%*	#	%*	#	%*	#	%*	#	%*
Occupants	Passenger Car	257	38	272	40	307	45	261	39	288	45
	Light Truck - Pickup	161	24	130	19	104	15	114	17	114	18
	Light Truck - Utility	112	17	110	16	109	16	105	16	83	13
	Light Truck - Van	14	2	24	3	16	2	11	2	18	3
	Light Truck - Other	2	0	5	1	2	0	0	0	1	0
	Large Truck	18	3	17	2	19	3	17	3	11	2
	Bus	0	0	0	0	5	1	2	0	0	0
	Other/Unknown Occupants	7	1	16	2	6	1	16	2	13	2
	Total Occupants	571	84	574	84	568	83	526	79	528	82
Motorcyclists	Total Motorcyclists	37	5	50	7	39	6	41	6	40	6
Nonoccupants	Pedestrian	63	9	58	8	71	10	89	13	65	10
	Bicyclist and Other Cyclist	5	1	5	1	6	1	6	1	8	1
	Other/Unknown Nonoccupants	1	0	0	0	1	0	1	0	2	0
	Total Nonoccupants	69	10	63	9	78	11	96	14	75	12
Total	Total	677	100	687	100	685	100	663	100	643	100

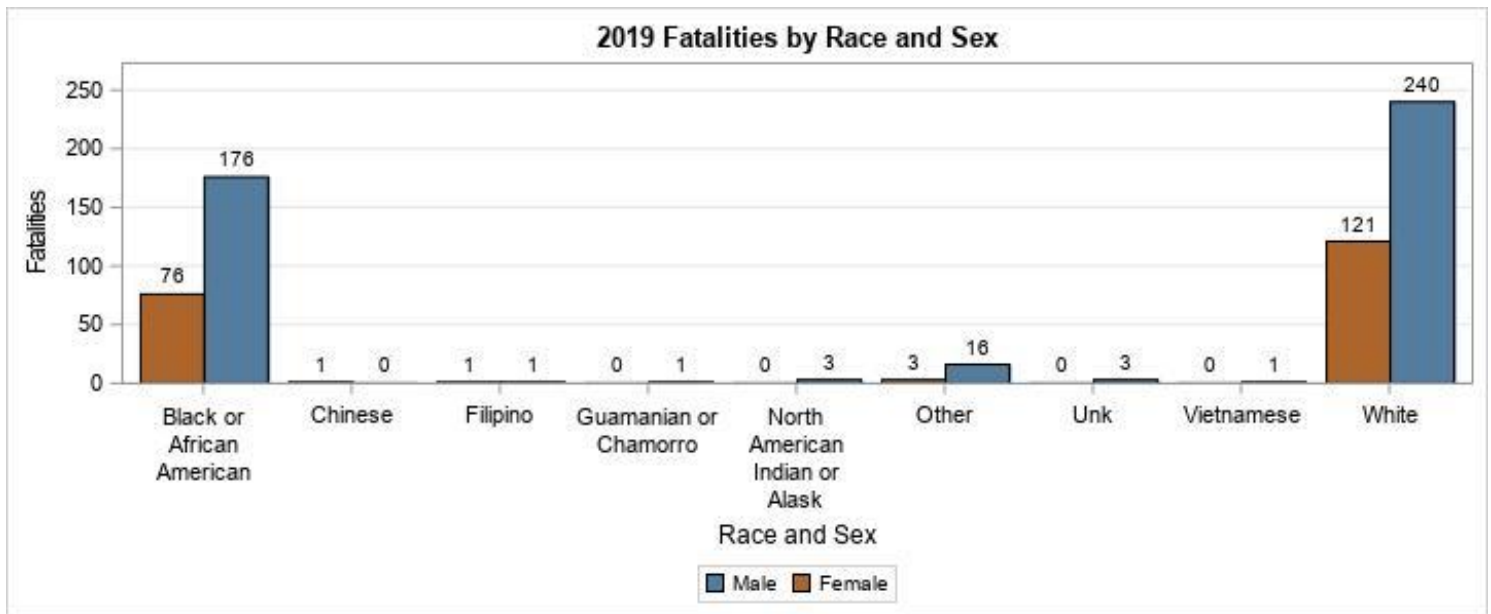
*Sum of Percents May Not = 100 Due to Individual Cell Rounding

*NHTSA/STSI



*FARS Data

The age of persons that are involved in fatal crashes helps show the population that the MOHS needs to focus on through enforcement and education. During 2019, the age group with the most fatal crashes was the age group of 30-39, 40-49 and 50-59. This information provides information on how to target education and media campaigns to reach those age groups and help with the reductions of fatalities.



*FARS Data

The race of persons that were involved in fatal crashes helps show the population that the MOHS needs to focus on through enforcement and education. During 2019, the race and gender group with the most fatal crashes was white and black males. During 2019, there were 441 male fatalities compared to 202 female fatalities during 2019. This information provides information on how to target education and media campaigns to reach race and gender groups and help with the reductions of fatalities.

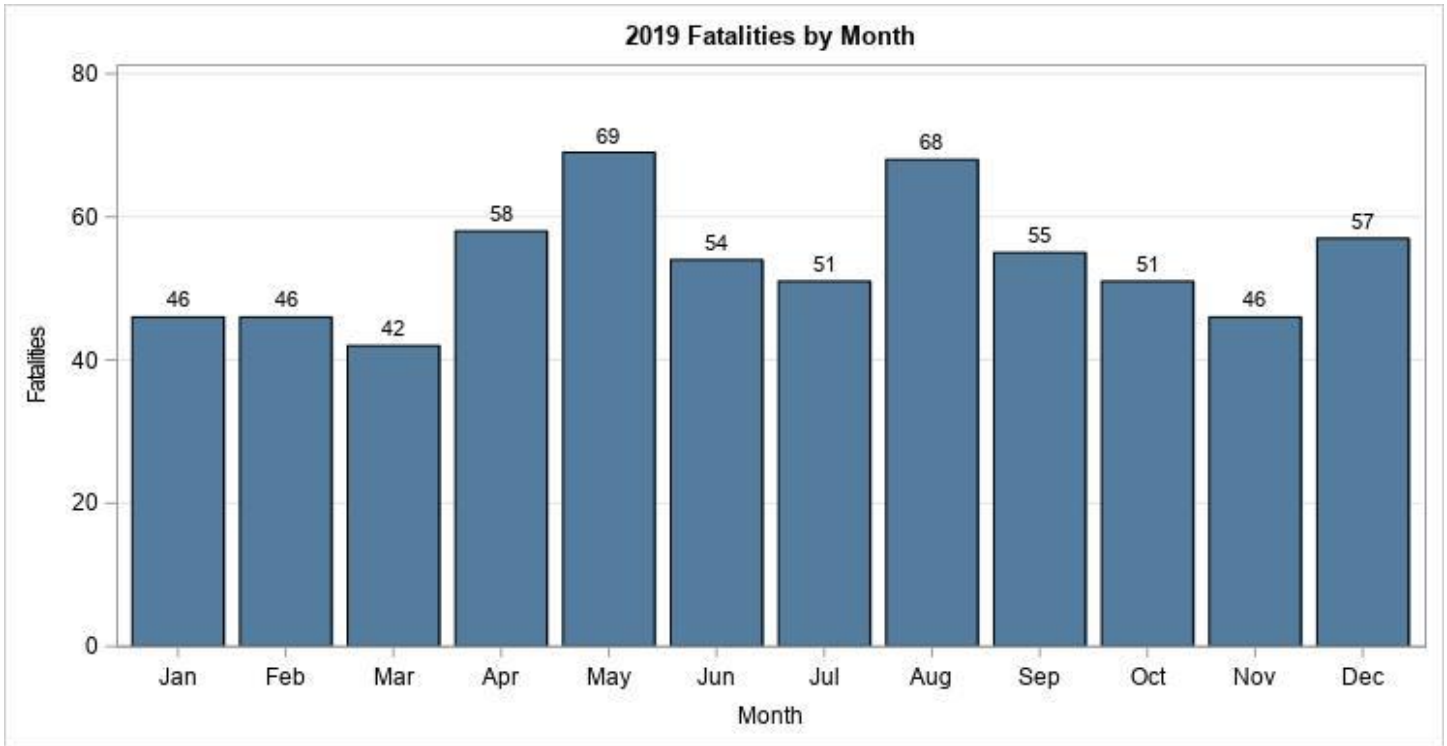
Mississippi Fatalities by Person Type and Race/Hispanic Origin

Mississippi Fatalities by Person Type and Race/Hispanic Origin						
Person type by Race/Hispanic Origin		2015	2016	2017	2018	2019
Occupants (All Vehicle Types)	Hispanic	20	19	5	15	14
	White, Non-Hispanic	376	375	361	335	328
	Black, Non-Hispanic	205	222	228	208	214
	American Indian, Non-Hispanic/Unknown	4	1	9	1	2
	Asian, Non-Hispanic/Unknown	1	1	1	3	4
	Multiple Races, Non-Hispanic	0	1	0	0	0
	All other Non-Hispanic or Race	2	3	3	5	5
	Unknown Race and Unknown Hispanic	0	2	0	0	1
	Total	608	624	607	567	568
Non-Occupants (Pedestrians, Pedalcyclists, and Other/Unknown Non-Occupants)	Hispanic	3	2	2	1	2
	White, Non-Hispanic	30	28	45	52	33
	Black, Non-Hispanic	33	30	30	42	38
	American Indian, Non-Hispanic/Unknown	1	0	0	1	1
	Asian, Non-Hispanic/Unknown	2	1	0	0	0
	Multiple Races, Non-Hispanic	0	1	0	0	0
	All other Non-Hispanic or Race	0	1	1	0	1
	Unknown Race and Unknown Hispanic	0	0	0	0	0
	Total	69	63	78	96	75
Total	677	687	685	663	643	

*FARS Data

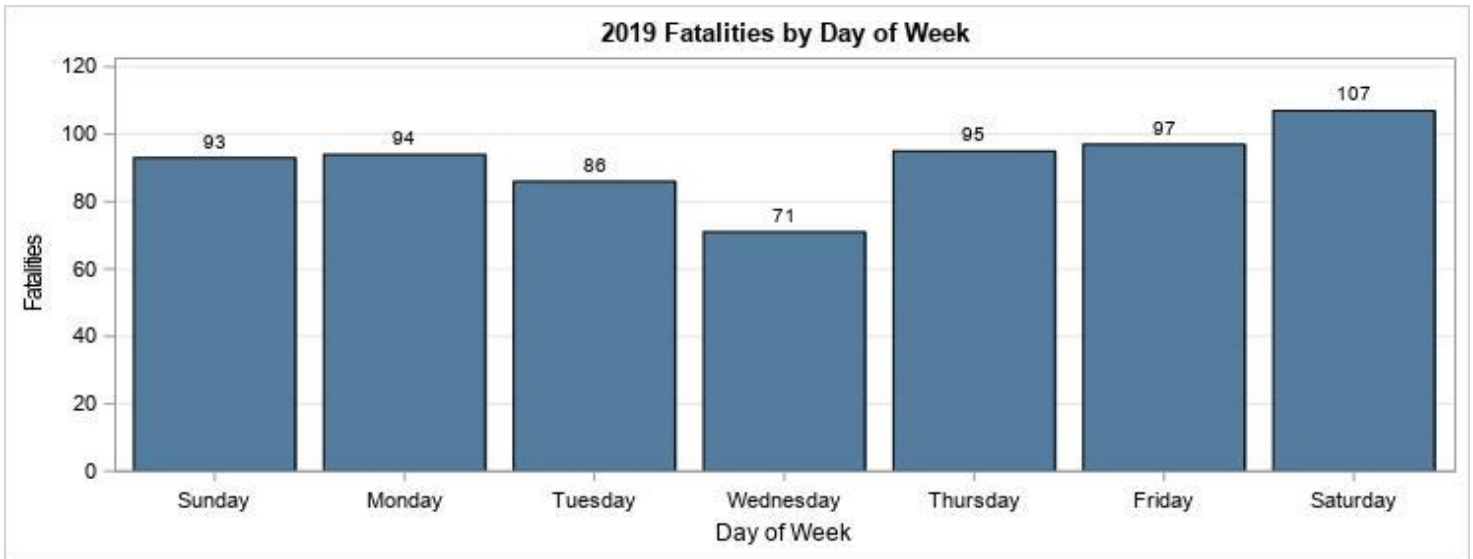
Data Analysis-Time/Date Charts: 2019 Traffic Fatalities by Month and Jurisdiction

In 2019, most fatalities occurred during May, August, April, and December which is due to increase in holidays and summer travel. This is in contrast to 2018 where more fatalities occurred across fall and winter months corresponding to holiday travel. Problem identification through data shows when most fatalities occur, the MOHS can provide law enforcement additional assistance through grant monies, media campaigns and other activities that can be provide during high fatality months, to reduce crashes, injuries, and fatalities in Mississippi.



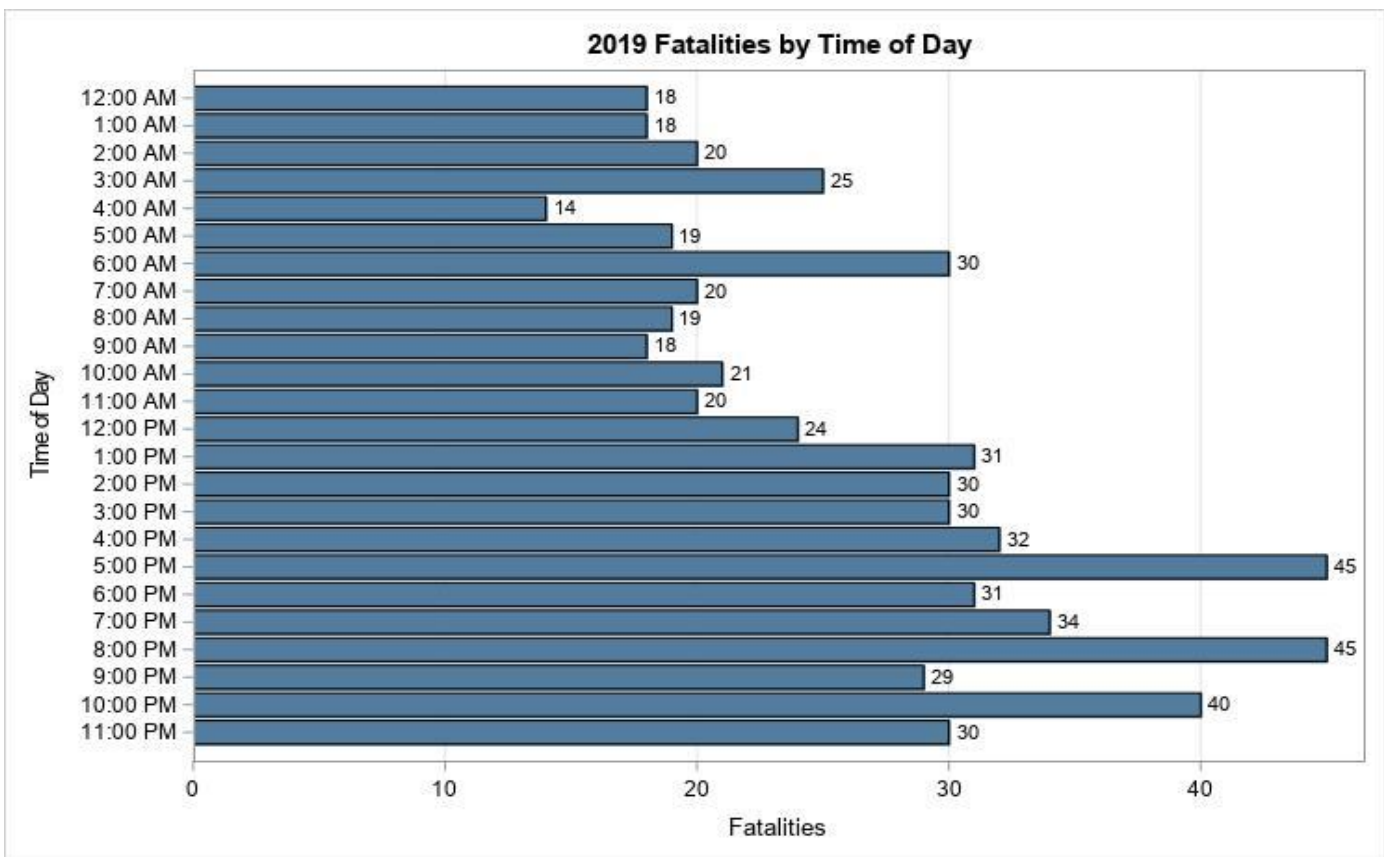
*FARS Data

The below chart shows the number of statewide fatalities and the days of the week that the fatalities occurred. The chart shows that the days of Thursday-Sunday are the most fatal days of the week, with Saturday having the most fatal crashes. This helps show law enforcement and educational programs when the deadliest days are in the week, so that the programs can be adjusted to help during those days and reduce fatalities and fatal crashes.



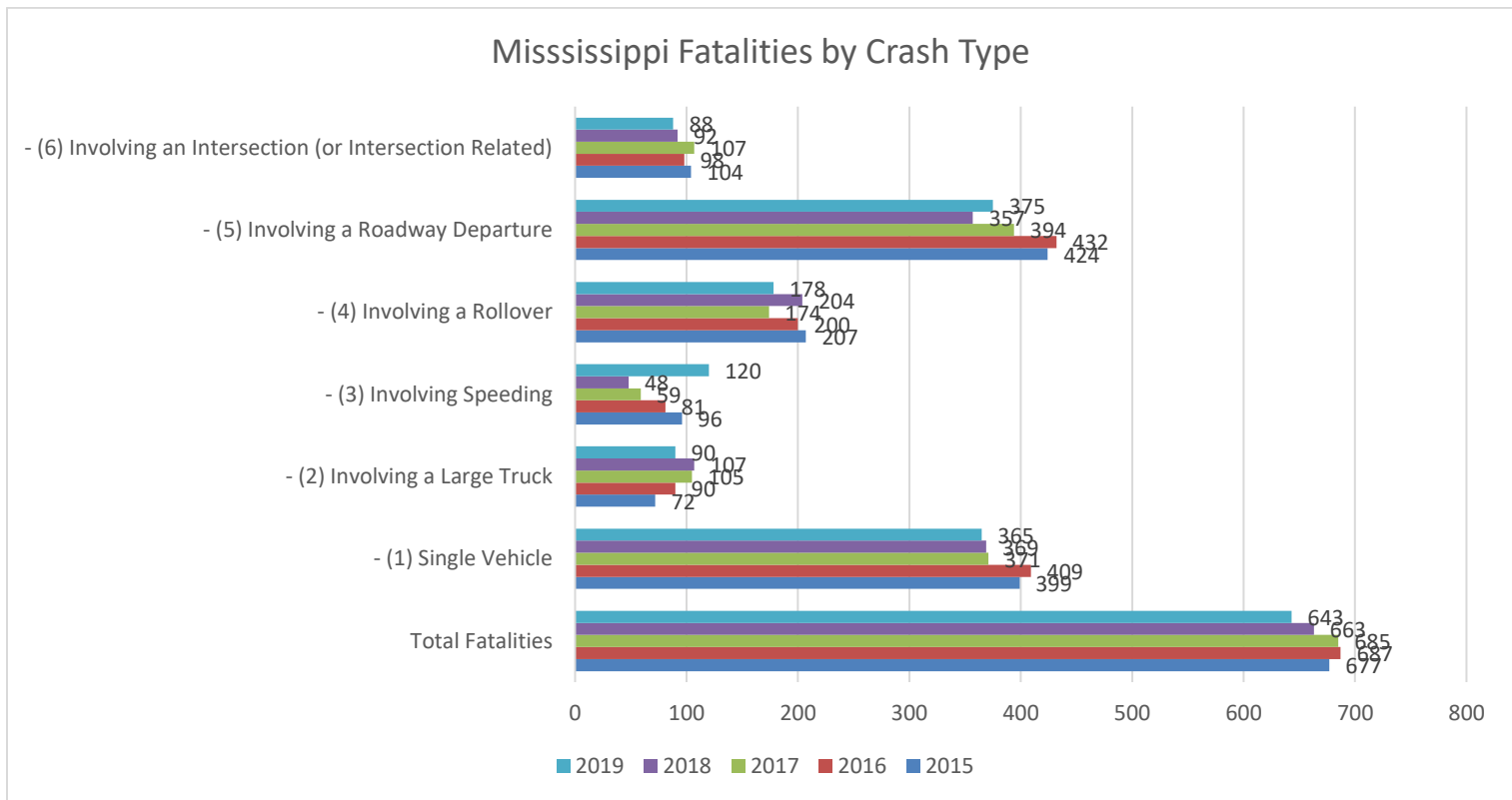
*MOHS State Data

The below chart shows the time of day for 2019 statewide fatalities. The time period with the most statewide fatalities occur at 5:00 p.m. and 8:00 p.m. having the most fatalities during the day. This is generally times that the workday is ending and people are rushing home or to afterschool activities and social events.



*MOHS State Data

Below shows a summary of Mississippi Fatalities by Crash type for 2015-2019. During 2019, fatality crashes involving roadway departures were the most frequent crash type, with single vehicle crashes following closely.



*NHTSA/STSI

2019 Mississippi Overall Fatality-Snapshot

For 2022, the MOHS staff will continue to look into the data like never before. The fatality data in a snapshot is as follows and what will be the priority for the MOHS during FY22: *MOHS State Data

- Roadway Focus: MS highway and County Road roadways are the deadliest.
- Age Group Focus: 30-39; 40-49, and 50-59.
- Ethnicity/Race: White/Caucasian ethnicity presented a higher fatality rate than other ethnicities during 2019.
- Gender Focus: Males will remain the primary gender focus for 2022 for fatalities.
- Months of Focus: May, August, and April, are the deadliest month during the year. The MOHS will focus on activities, enforcement, media campaigns during these months.
- Day of Week Focus: Saturday is the deadliest day of the week.
- Time of Day Focus: The time-of-day focus with the most statewide fatalities occur at 5:00 p.m. and 8:00 p.m.
- Type of Crash Focus: The type of crash focus for 2022 will be roadway departures and single vehicle fatality crashes.

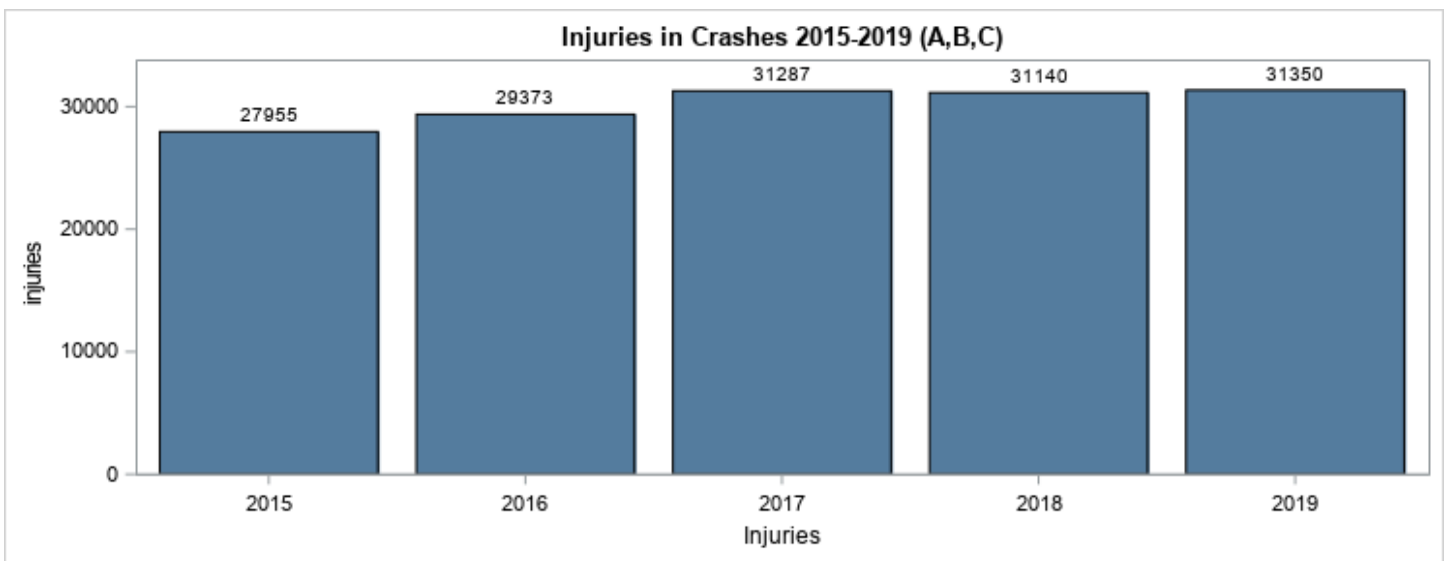
ii. 2019 Mississippi Overall Injury

During 2019, Mississippi reported a total of 31,350 injuries from crashes, of which 4,756 were Type A; 4,768 were Type B and 21,825 were Type C crashes. For Mississippi, the state uses the following for injury definitions* of crashes:

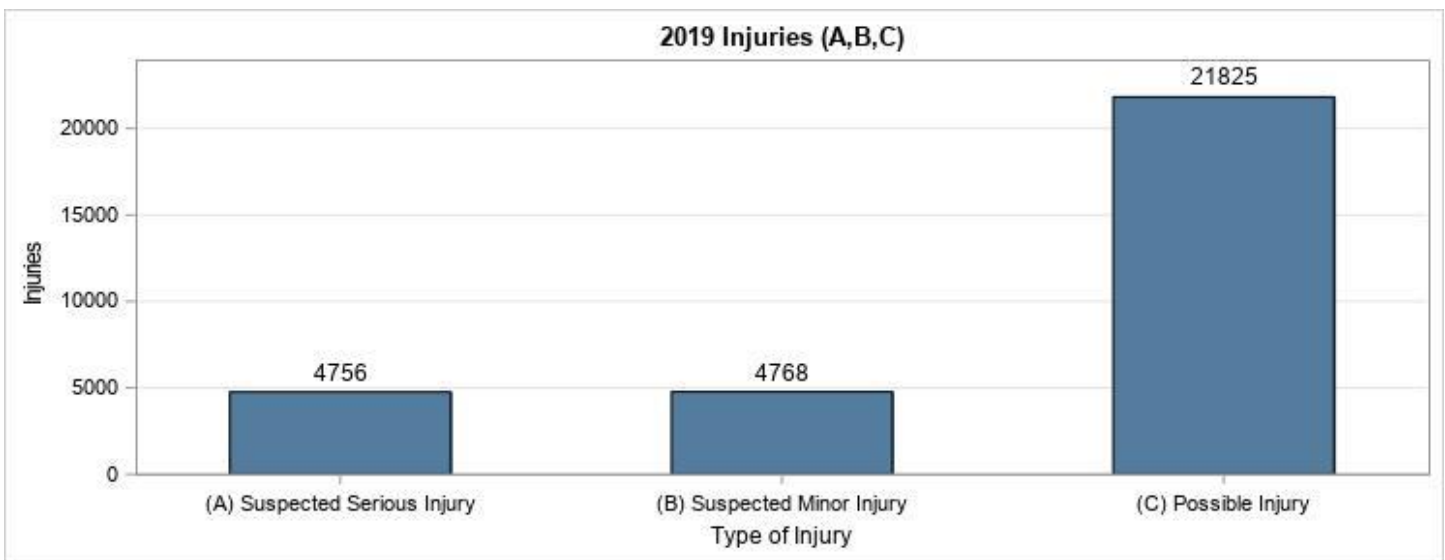
- Type A-Life Threatening Injury. Injuries where there is a high probability of the loss of life.
- Type B-Moderate Injury. Visible injuries that may include one or more of the following: abrasions, cuts, lacerations, or broken bones.
- Type C-Complaint of Pain. No visible injury, the person/occupant only gives a verbal description of any injury.

*KABCO Injury Classification Scale and Definitions.

Injury crash information is very important with program identification, as the person did not have a fatal crash, but the person did have a crash that can still provide valuable information and data to be used in focusing on enforcement and education programs.



*MOHS State Data



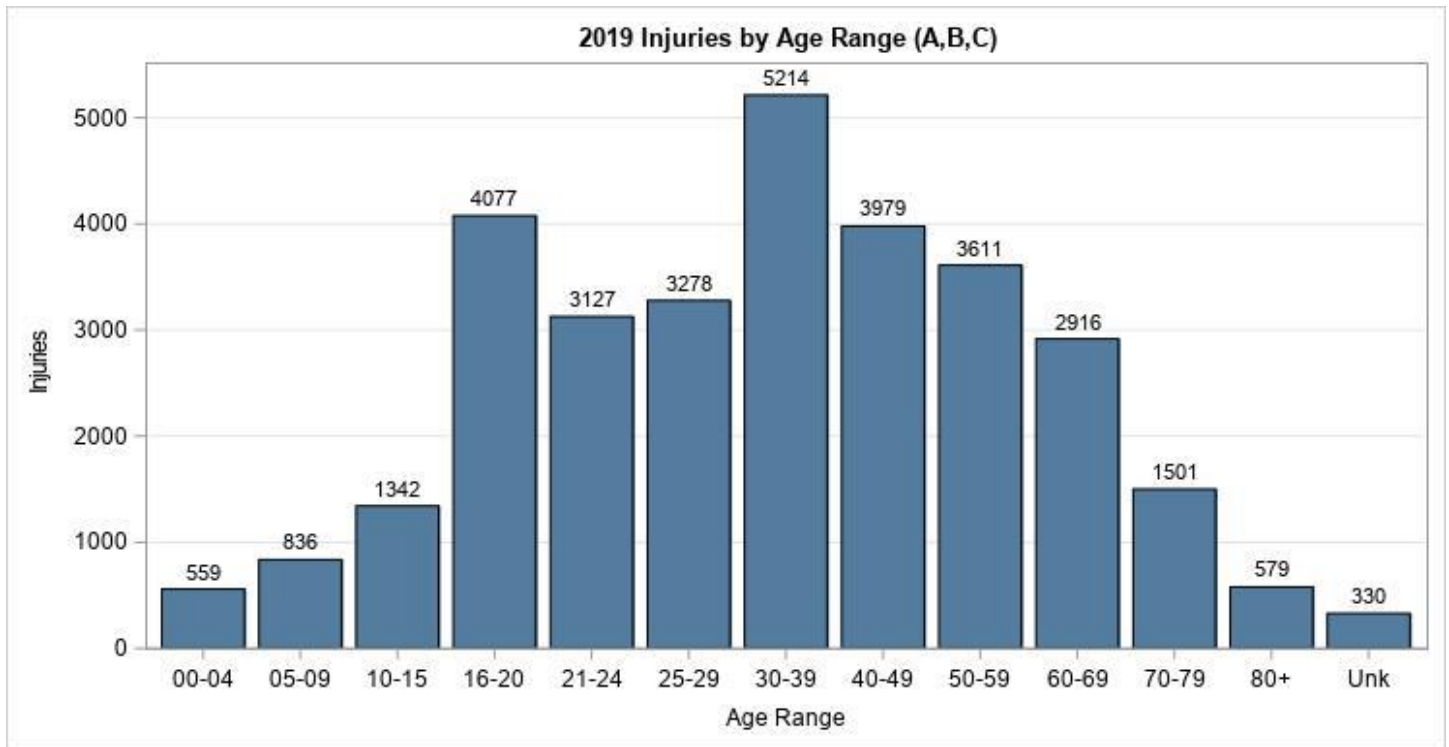
*MOHS State Data

Data Analysis-Population: Type of Injury

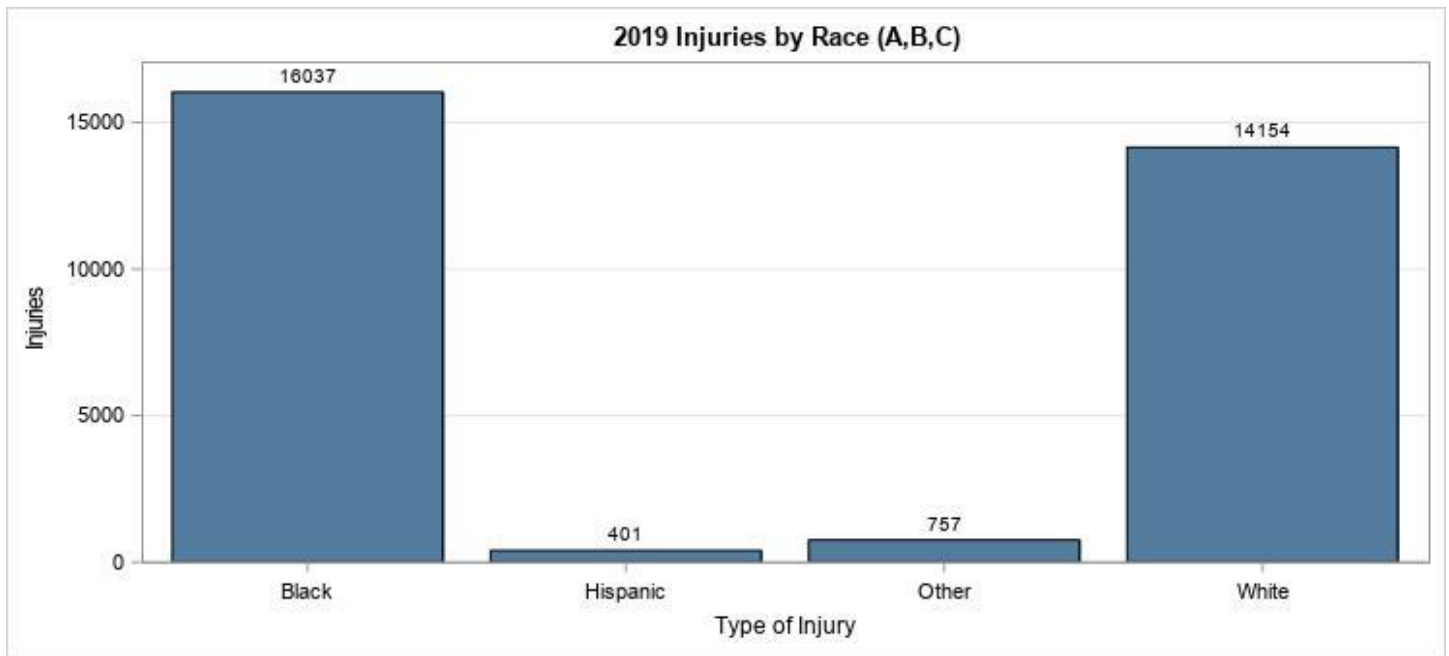
The following charts show a data snapshot of the State and Traffic Safety issues and concerns as it relates to the fatalities by person type. In the chart below, almost all vehicle crashes are driver injury with passenger injuries following.

Type of Injury by Person (A,B,C)	Number of Injury
Driver	21,761
Passenger	8,931
Pedestrian	401
Bicyclist	114
Other	44
Unknown	99
Total	31,350

*MOHS State Data



The age of persons that are involved in injury (A, B, C) crashes helps show the population that the MOHS needs to focus on through enforcement and education. During 2019, the age group with the most injury crashes was the age group of 30-39, 16-20 and 40-49. This information provides information on how to target education and media campaigns to reach those age groups and help with the reductions of injuries.



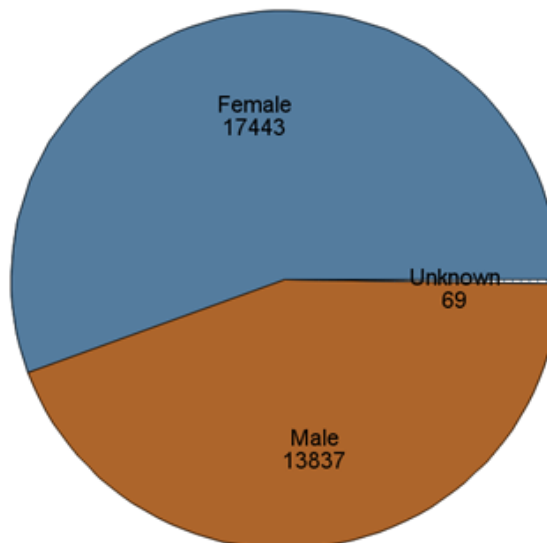
	Top Group	Second Group
00 - 04	Black	White
05 - 09	Black	White
10 - 15	Black	White
16 - 20	Black	White
21 - 24	Black	White
25 - 29	Black	White
30 - 39	Black	White
40 - 49	Black	White
50 - 59	White	Black
60 - 69	White	Black
70 - 79	White	Black
80 - >	White	Black

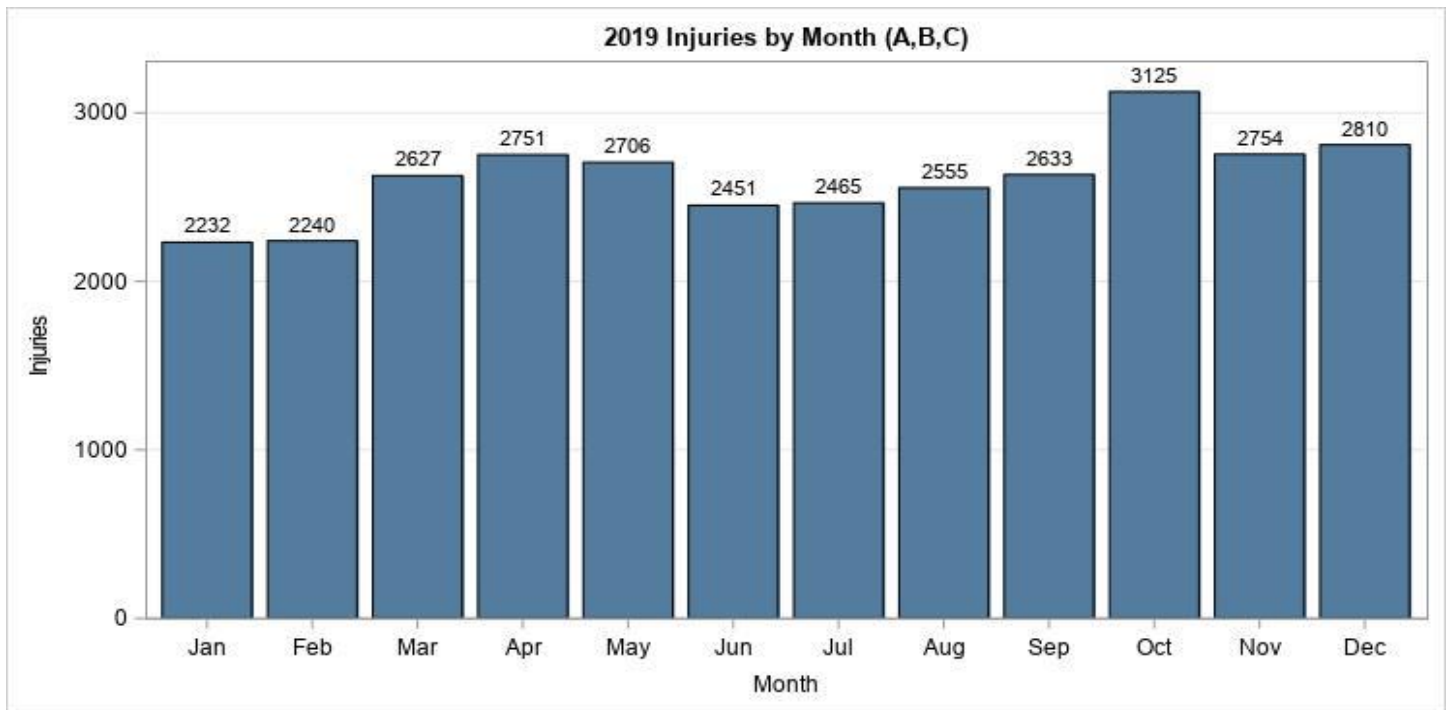
When looking at race/ethnicity among injuries, two race/ethnicities are much higher than others reflecting the demographic makeup of Mississippi. The black racial groups constitute 51.1% of all injuries and the white racial group constitutes 45.1% of all injuries. When looking at ages and ethnic groups, the numbers shift and change depending on which age group is focused on.

Below shows a chart of the comparisons between the age groups. This information helps programs be able to focus on which ethnic groups programs. When looking at focusing for programs such as media and education, gender is also a focus area. In years past, males were the predominate focus group, but with looking focusing on the data and looking into further specifics, the MOHS is able to see trends emerge in the data, such as females have shifted into predominance in injuries. The MOHS also looks at the age groups to help focus on specific programs among gender, as well.

2019 Injuries by Gender (A,B,C)

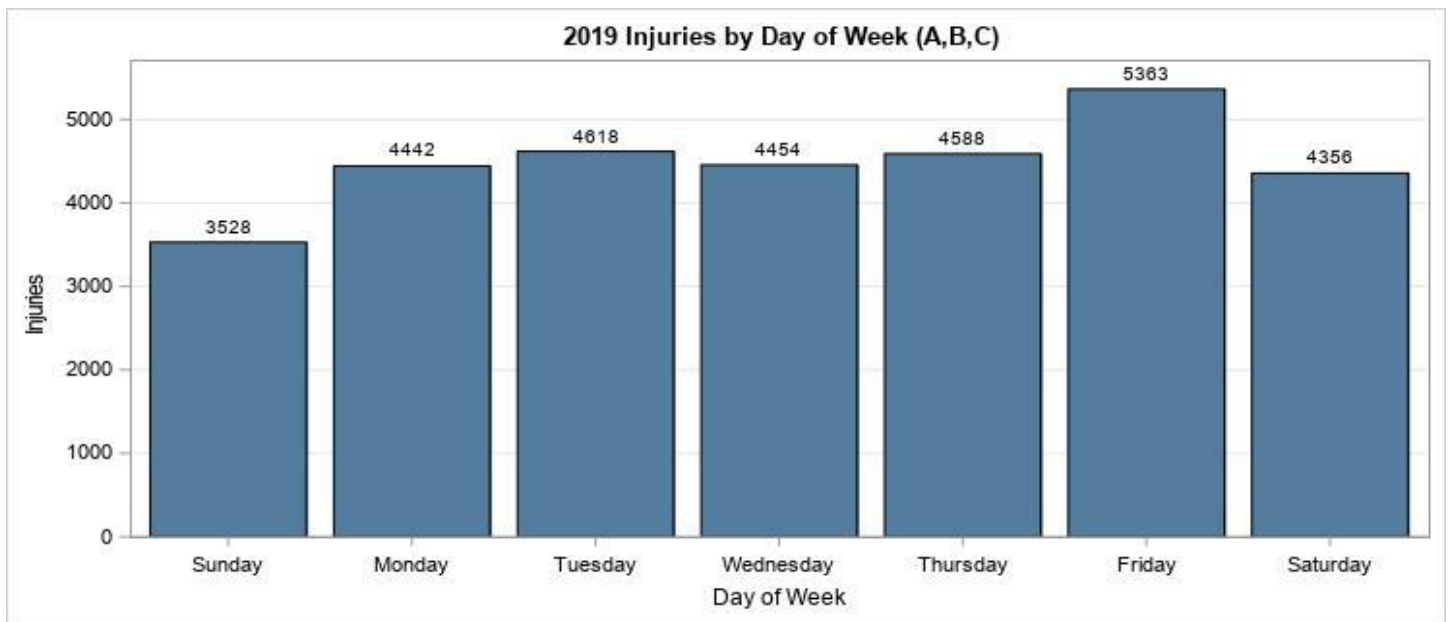
	Top Group	Second Group
0 - 04	Male	Female
05 - 09	Female	Male
10 - 15	Female	Male
16 - 20	Female	Male
21 - 24	Female	Male
25 - 29	Female	Male
30 - 39	Female	Male
40 - 49	Female	Male
50 - 59	Female	Male
60 - 69	Female	Male
70 - 79	Female	Male
80 - >	Female	Male





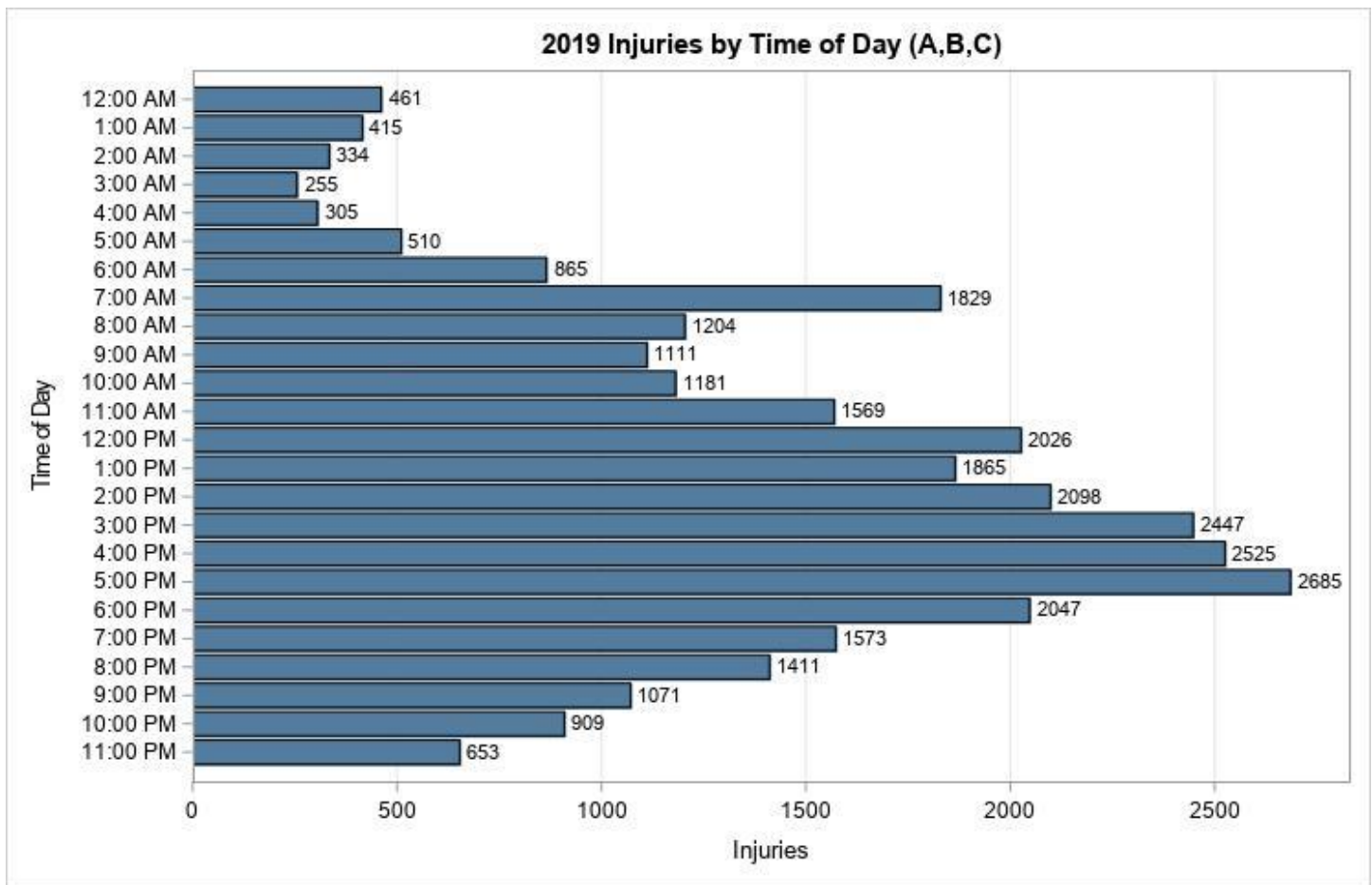
*MOHS State Data

In 2019, most injuries occurred during October, December, and November. Problem identification through data shows when most injury crashes occur, so that the MOHS can provide law enforcement additional assistance through grant monies, media campaigns and other activities that can be provided during high injury months, to reduce crashes, injuries and fatalities in Mississippi.



*MOHS State Data

The above chart shows the number of statewide injuries (A, B, C) and the days of the week that the injuries occurred. The chart shows that the days of Friday and Tuesday have the highest levels of injuries during the week. This helps show law enforcement and educational programs the days of the week with the largest injuries, so that the programs can be adjusted to help during those days and reduce injuries and injury crashes.



*MOHS State Data

The above chart shows the time of day for 2019 statewide injury crashes. The time period with the most statewide injury crashes occurred between 5:00 p.m. and 6:00 p.m. having the most injuries during the day. This is generally times that the workday is ending, and people are rushing home or to activities.. However, most fatalities occurred at 5:00 pm and 8:00 pm.

2019 Mississippi Overall Injury-Snapshot

For 2021, the MOHS staff will continue to look into the data like never before. The injury data in a snapshot is as follows and what will be the priority for the MOHS during FY21: *MOHS State Data

- Age Group Focus: 30-39; 16-20 and 40-49.
- Ethnicity/Race: Black and white ethnic groups have the highest injuries in 2019.
- Gender Focus: Females have the highest injuries in 2019, but males will also remain gender focus.
- Months of Focus: October, December and November had the highest numbers of injury crashes in 2019
- Day of Week Focus: Friday has the highest injuries during the week.
- Time of Day Focus: 5:00 p.m., 4:00 p.m. and 3:00 p.m. have the highest numbers of injury crashes during 2019.

Contributing Factors for Mississippi Fatalities and Fatal Crashes:

iii. Impaired Driving

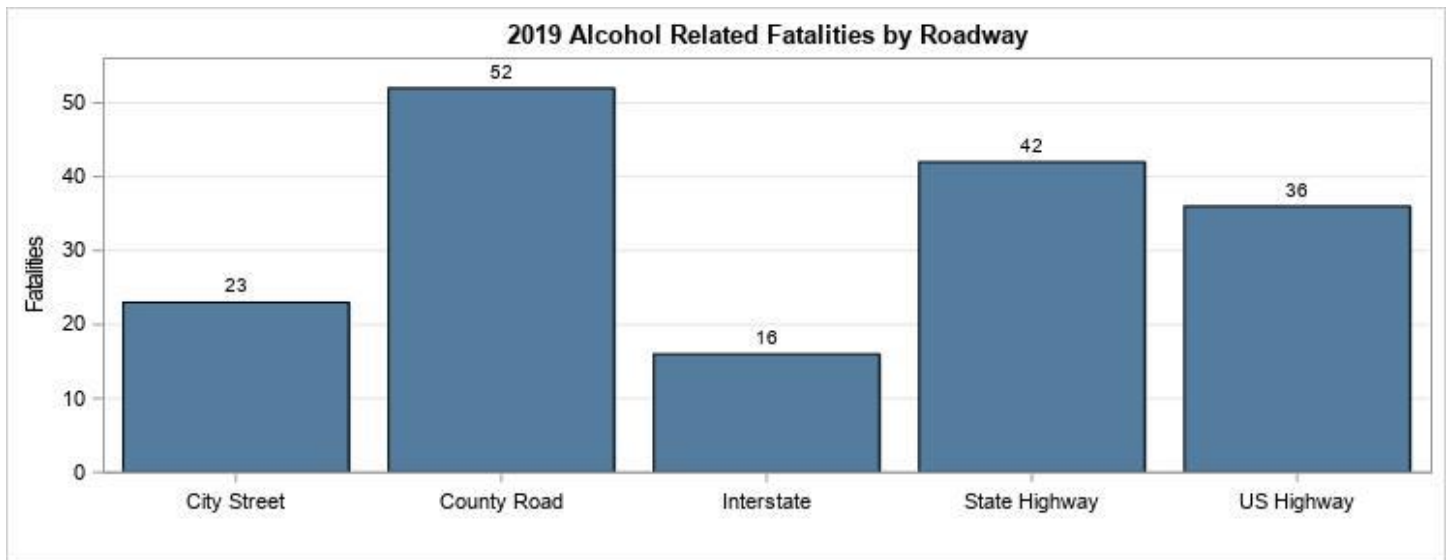
Alcohol impaired fatalities increased from 166 in 2018 to 170 in 2019. In 2019, 26% of all fatalities were alcohol impaired, which increased from 25% in 2018. MOHS plans to continue in the efforts to reduce overall crashes, fatal crashes, injury, and the economic losses caused by traffic crashes. Alcohol impaired traffic crashes will continue to be a priority in program planning.

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

Mississippi Traffic Fatalities and Alcohol Involvement 2015-2019

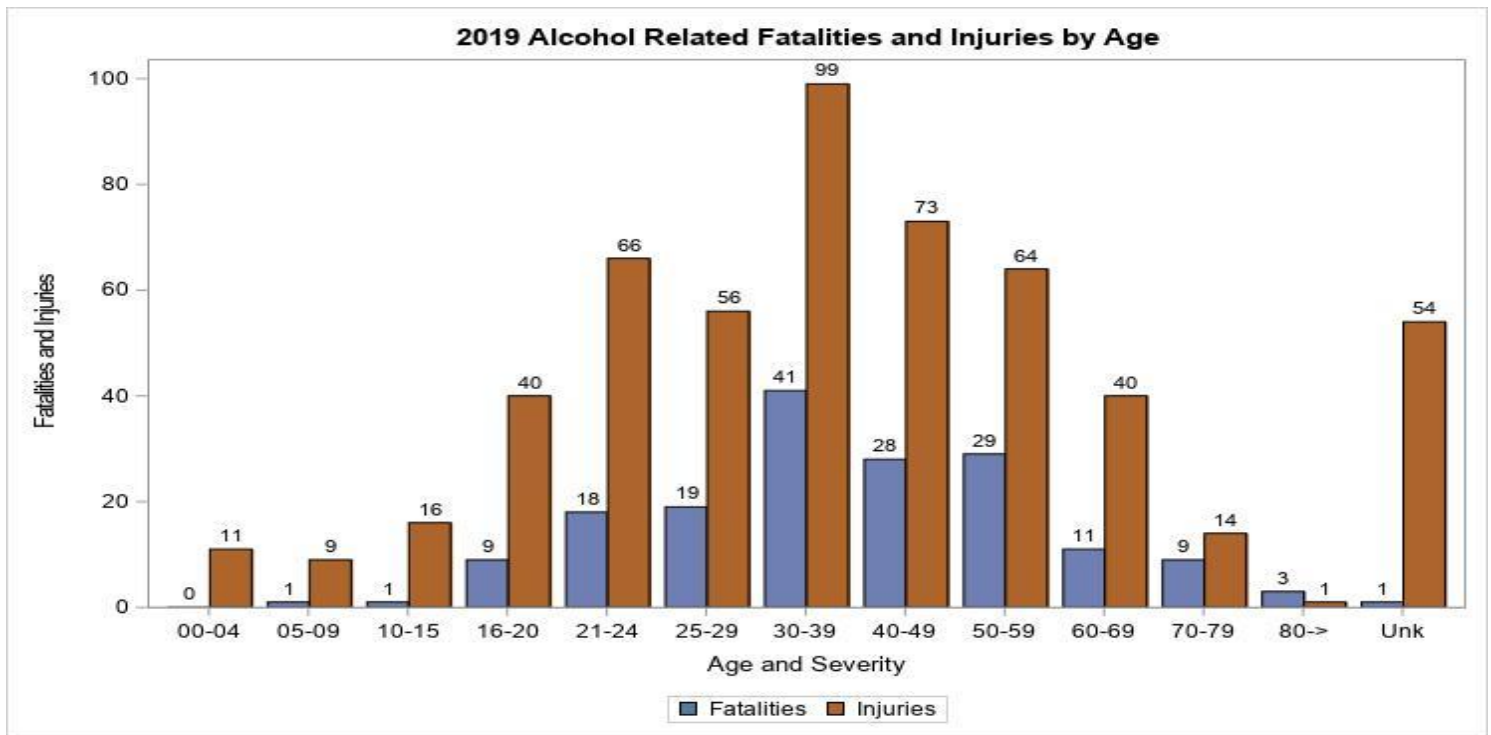
Year	Fatalities	Impaired Fatalities	% Of Impaired Fatalities	Impaired Related Injuries
2015	677	171	25%	825
2016	687	134	20%	795
2017	685	157	22%	693
2018	663	166	25%	649
2019	643	170	26%	543

*STSI and State data



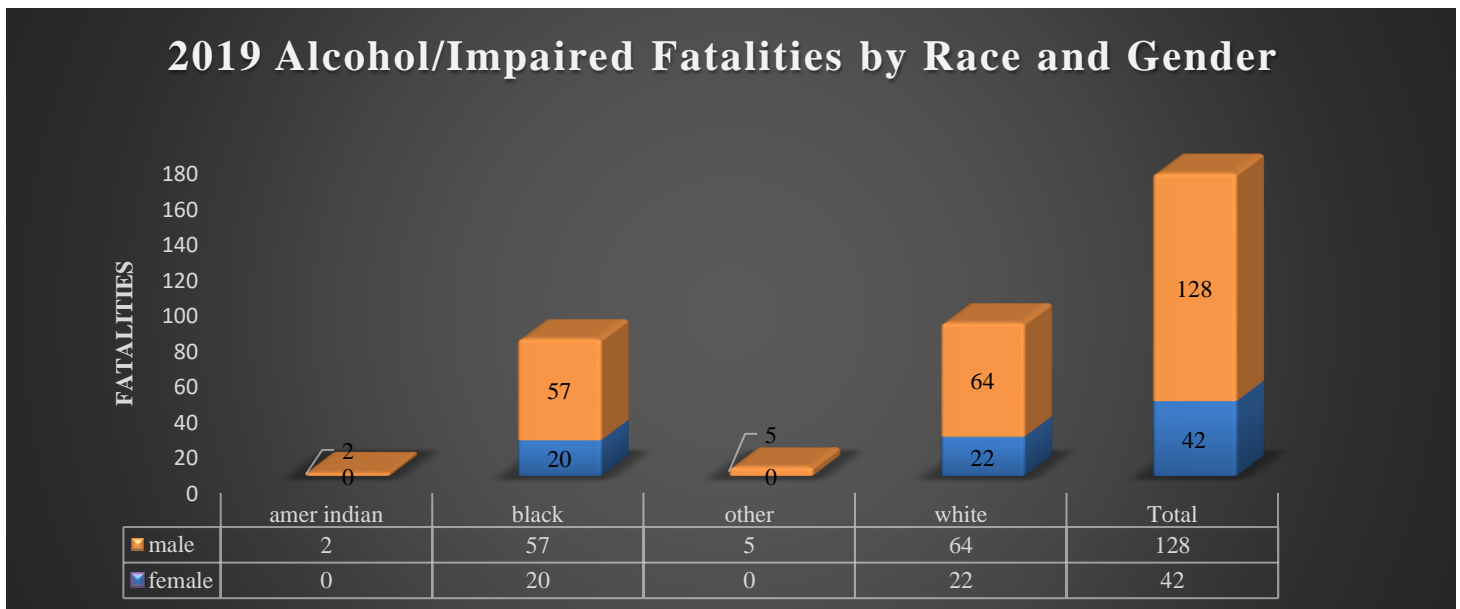
*MOHS State Data

In 2019, most impaired driving fatalities occurred on county roads, followed by state highways, US Highways, city streets and interstates.



** FARS data (fatalities) and MOHS state data (injuries); fatality values may not sum to 170 due to use of multiple imputation and rounding

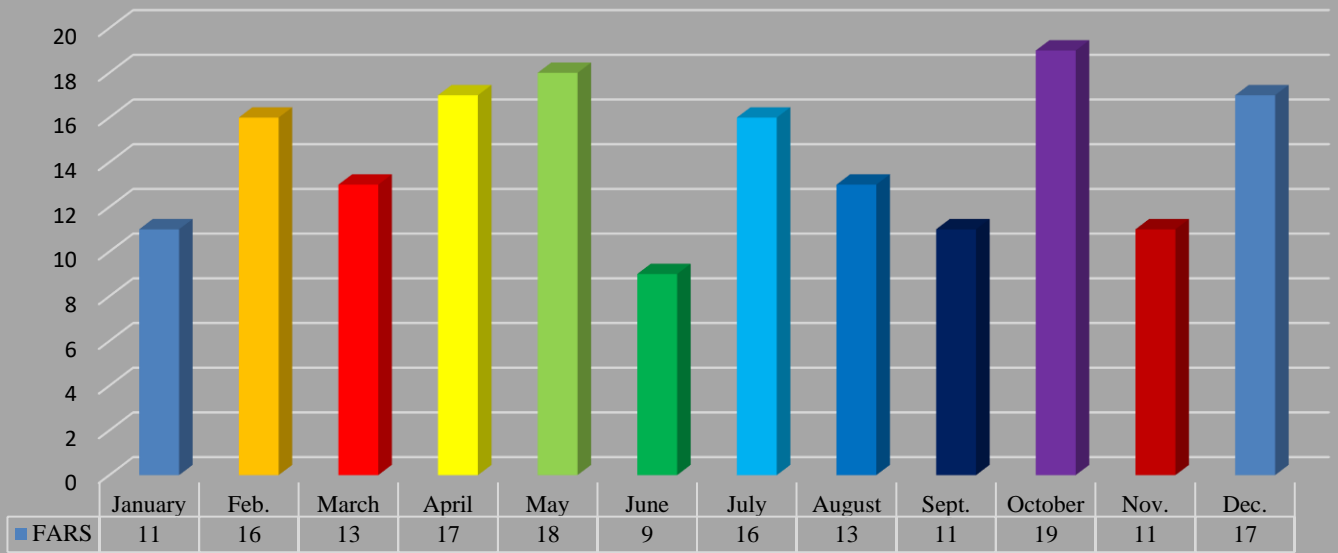
The above chart shows the impaired fatalities and injuries during 2019 by the age of the population. In 2019, the age groups with most of the impaired fatalities is 30-39 years old, followed by 50-59 and 40-49 following. Injuries in 2019 among age groups were 30-39, 40-49 and 21-24-year-old. This data provides the MOHS on what population to direct educational programs and enforcement efforts.



*FARS data; values may not sum to 170 due to use of multiple imputation and rounding

In 2019, males had a higher rate of fatality than women by almost 3 times the rate. White males and white women had the highest number of alcohol-related fatalities from any other race.

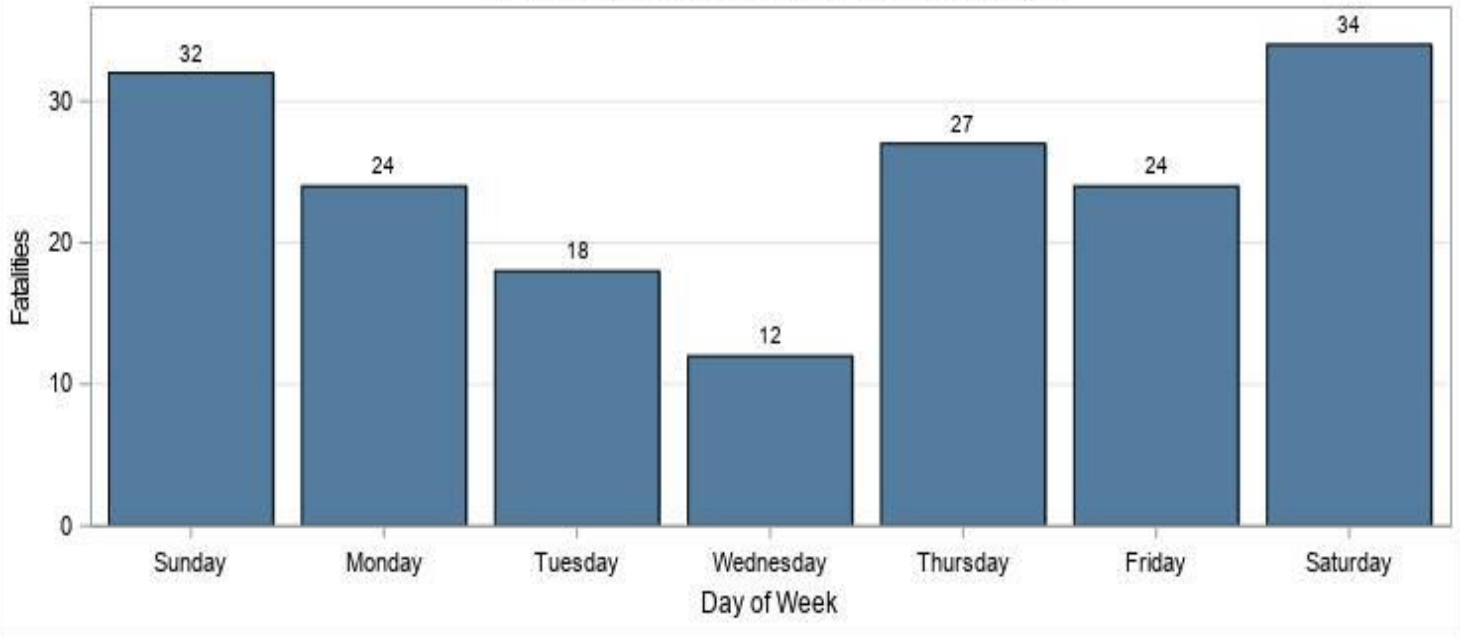
2019 Mississippi Impaired Driving Fatalities by Month



*FARS data; values may not sum to 170 due to use of multiple imputation and rounding

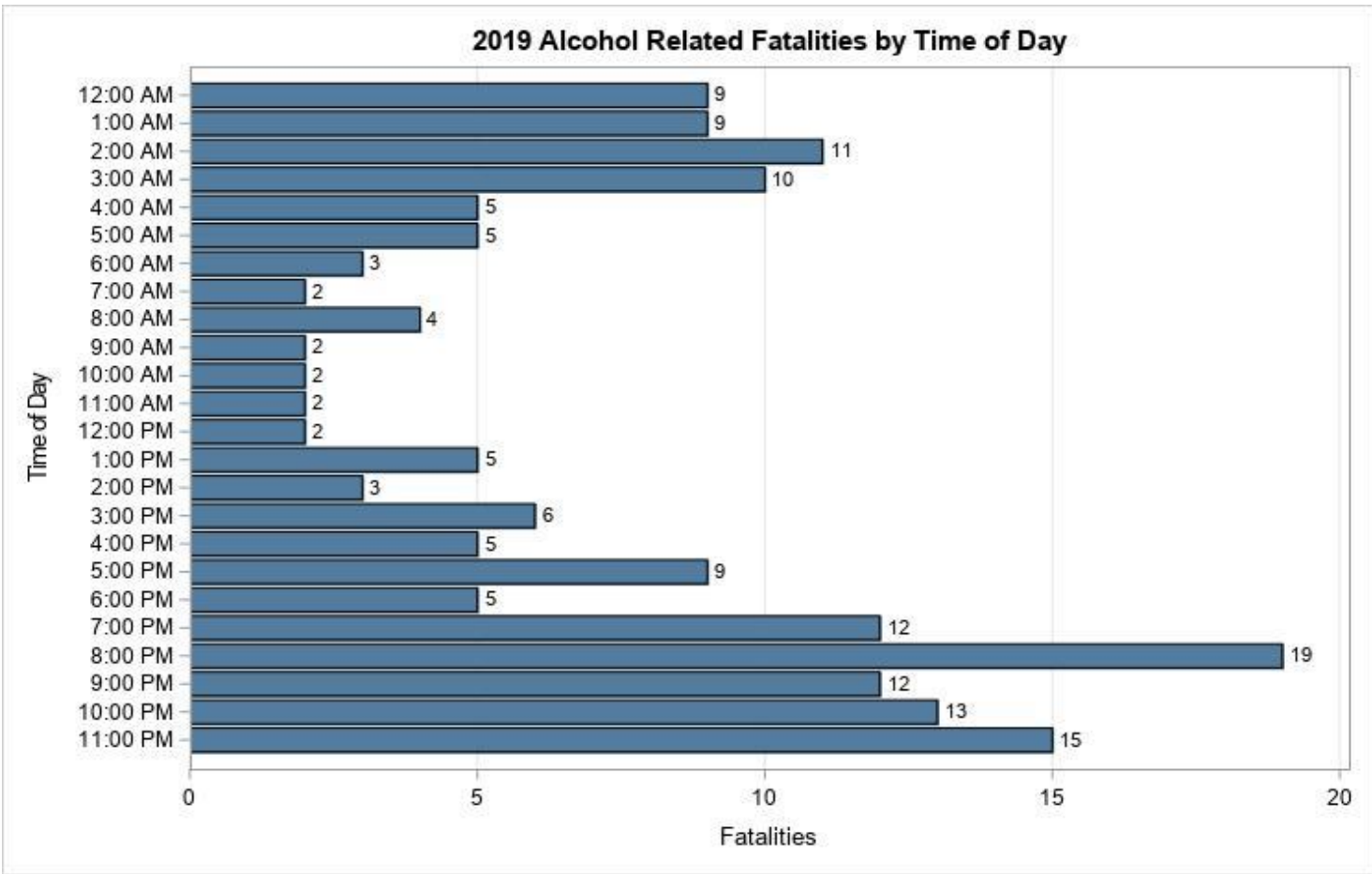
The above chart shows the 2019 Impaired Driving Fatalities by month for Mississippi. Fatalities were highest in October, May, April and December. This data helps the MOHS put resources in place for DUI impaired such as extra enforcement and educational programs.

2019 Alcohol Related Fatalities by Day of Week



*FARS data; values may not sum to 170 due to use of multiple imputation and rounding

During 2019, most alcohol related fatalities occurred on Saturday, followed by Sunday and Thursday. The MOHS will work with law enforcement and public information groups with this information to work on focused programs.

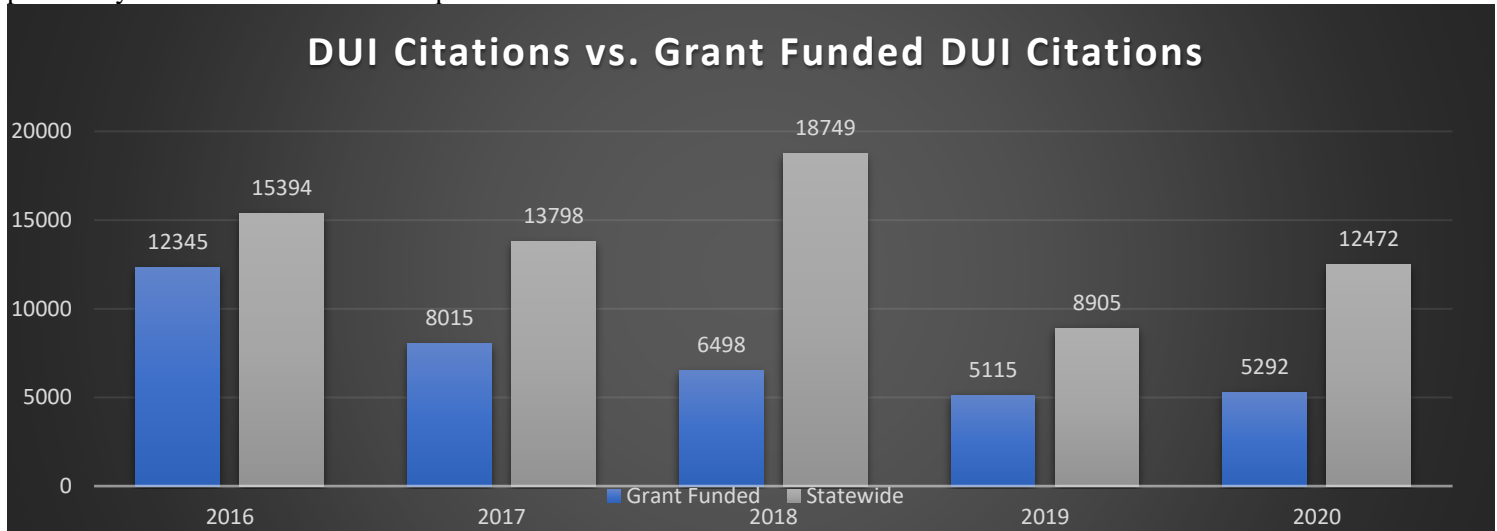


*FARS data; values may not sum to 170 due to use of multiple imputation and rounding

During 2019, 8:00 p.m. had the most fatalities out of any other time period of the day with a total of 19 fatalities.

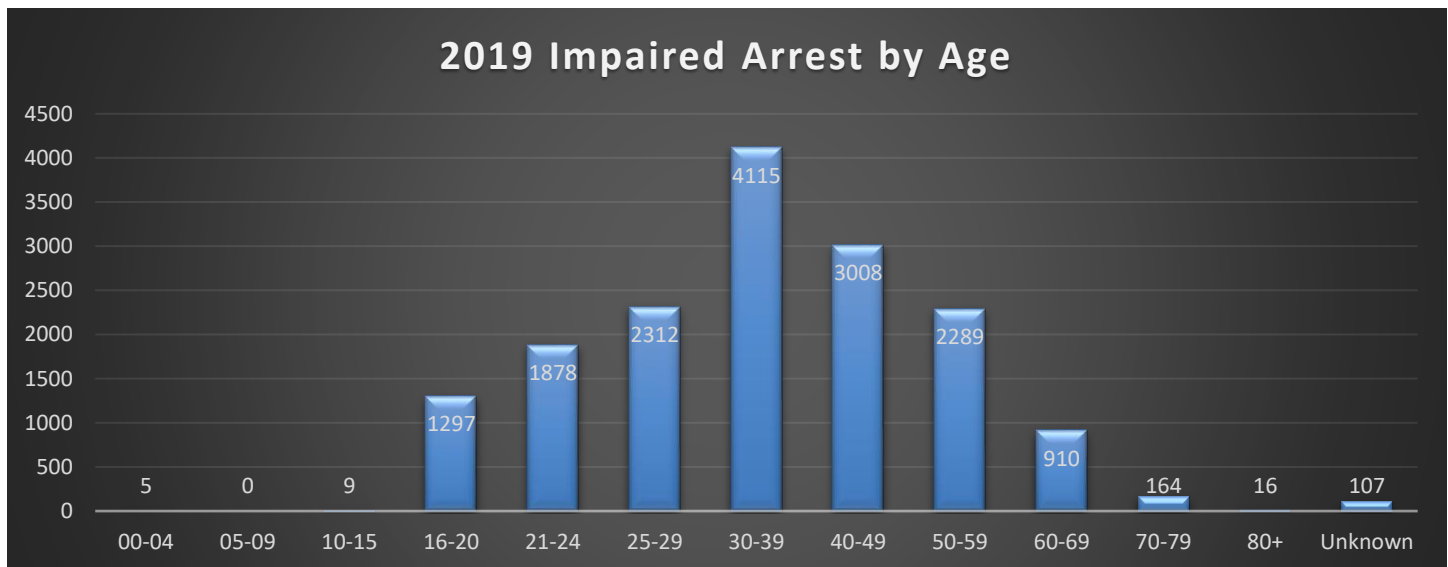
DUI Arrests and DUI Citations:

The total number of DUI arrests decreased from 18,749 in 2018 to 8,905 in 2019 and increased to 12,472 in 2020. Grant funded citations increased from 5,115 in 2019 to 5,292 in 2020. During FY22, the MHP will host a training academy for additional trained enforcement to become part of the MHP, which will increase state-wide enforcement and increase the numbers of DUI arrests in the coming years. During 2020, the Mississippi Highway Patrol did not participate in any call back grant funded enforcement activities, which lead to the decrease in grant funded and overall statewide citations from previous year due to the COVID-19 pandemic.



*MOHS State Data

DUI Arrest by Age: Most DUI arrest during 2019 occurred in the 30-39 age group, with 40-49-year-old following.



*MOHS State Data

Underage DUI: Mississippi underage drivers accounted for a 9.78% of the total Mississippi drivers arrested for DUI in 2019. Underage drinking and driving continue to be a major traffic safety problem, the number of underage DUI arrest has increased from previous years. DUI arrests have decreased in total arrests, but has increase in underage DUI arrest.

First, drinking alcohol illegally and then driving under the influence. The MOHS will continue to work with law enforcement and education groups that focus on young driver to help combat these issues.

2015-2019 DUI Arrests

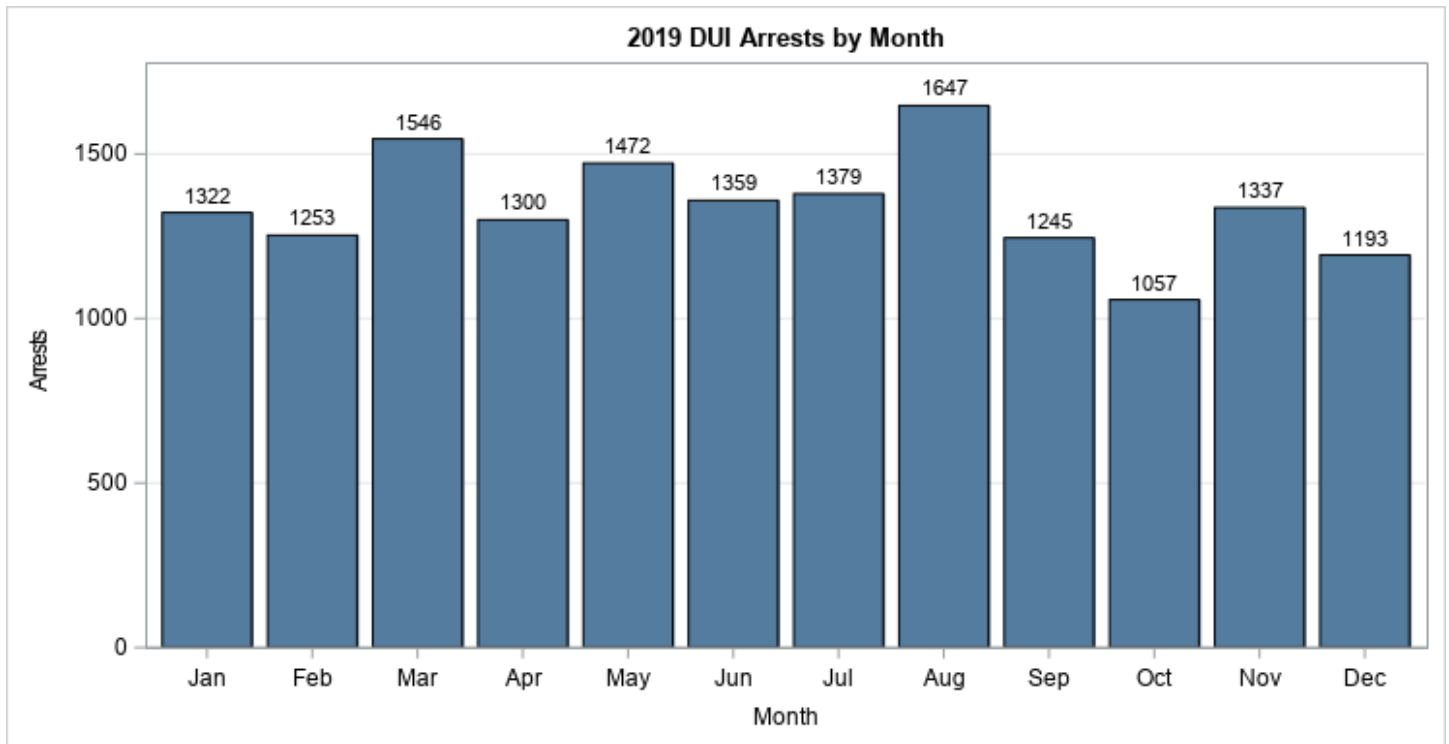
Year	Total DUI Arrests	Underage 21 DUI	% Underage DUI
2015	28,855	1,509	5.23%
2016	15,394	1,103	7.16%
2017	18,749	364	1.94%
2018	8,905	782	8.78%
2019	8,587	840	9.78%

*MOHS State Data

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

The 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.

DUI by Month: August, March, and May have the highest number of arrests of all the months for 2019.



*MOHS State Data

Overall Alcohol/Impaired Fatality and Injury-Snapshot

For 2022, the MOHS staff is looking at data like never before. The focus for MOHS has changed and has shifted the focus and priorities for the upcoming year for the MOHS. The data in a snapshot is as follows and what will be the priority for the MOHS during FY22: *MOHS State Data

- Roadway Focus: County Road and State Highway
- Age Group Focus- Fatal: 30-39; 50-59; and 40-49
- Age Groups Focus-Injury: 30-39; 40-49; and 21-24
- Ethnicity/Race Focus: Black and White
- Gender Focus: Males
- Months of Focus: October, May, April and December
- Day of Week Focus: Saturday and Sunday
- Time of Day Focus: 8:00 p.m. and 11:00 p.m.

iv. Occupant Protection:

On May 27, 2006, Mississippi became the 22nd State to implement a primary safety belt law. Effective, July 1, 2017, Mississippi joined other states by implementing an all-passenger seatbelt law. 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, becoming injured rather than killed.

In 2019, there were 504 occupant fatalities and 54.6%, which is more than 1 out of every 2, were not wearing safety belts. 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.

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.

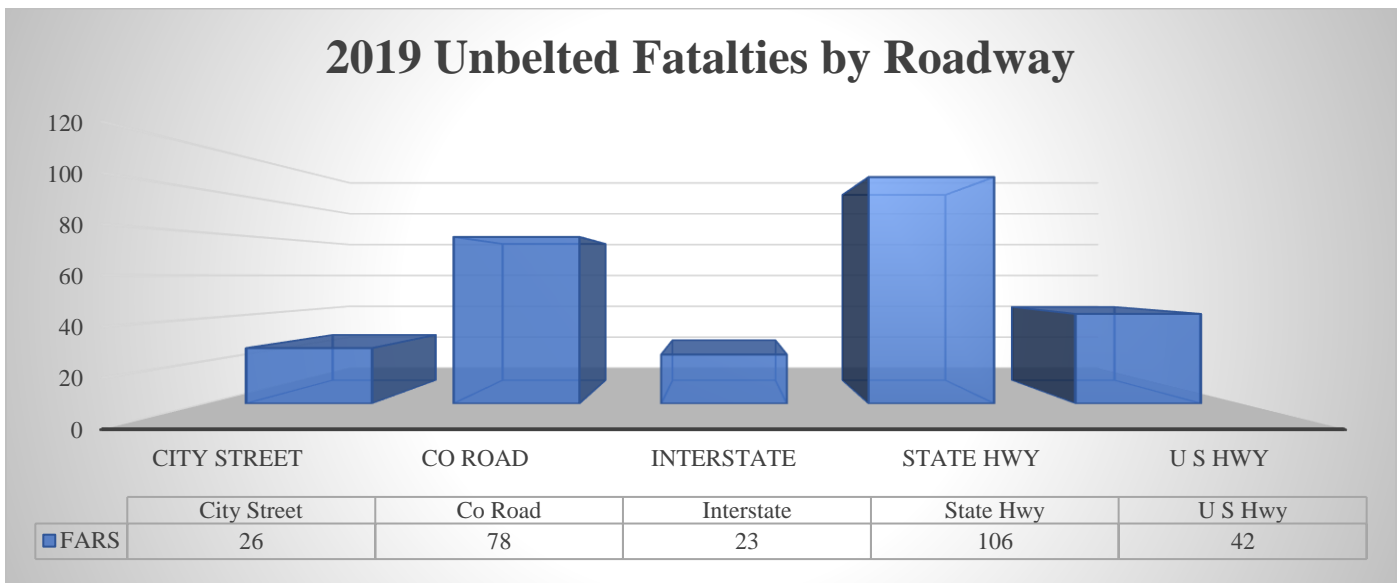
Among the problem are funding issues, shifting demands for police services and projected increases in registered drivers and traffic fatalities. Law enforcement organizations will have to refocus traffic enforcement to respond to the coming changes and improve traffic services.

Type of Fatality by Occupant Protection Device 2019

2019 Fatalities by Restraint Use and Person Type						
restraint	Driver	Passenger	Pedestrian	Bicyclist	Unknown	Total
N/A			67	8		75
Shoulder Only	2					2
Lap Belt Only	2	3				5
Lap/Shoulder	149	54				203
Child Restraint		3				3
Unbelted	225	69				294
No Helmet	5					5
Helmet	30	3				33
Unk for Helmet	2					2
Other	1					1
Not Reported	3	1				4
Unknown	15	1				16
Grand Total	434	134	67	8	0	643

*MOHS State Data

There were 643 motor vehicle fatalities in 2019, with 294 fatalities not wearing seatbelts, which is an unbelted rate of 45.7%. Of the 434 total driver occupants, there were 225 drivers unrestrained which is 51.8% drivers unbelted. Of the 134 occupants' fatalities, there were 69 passengers unrestrained, an unbelted rate of 51.4%.



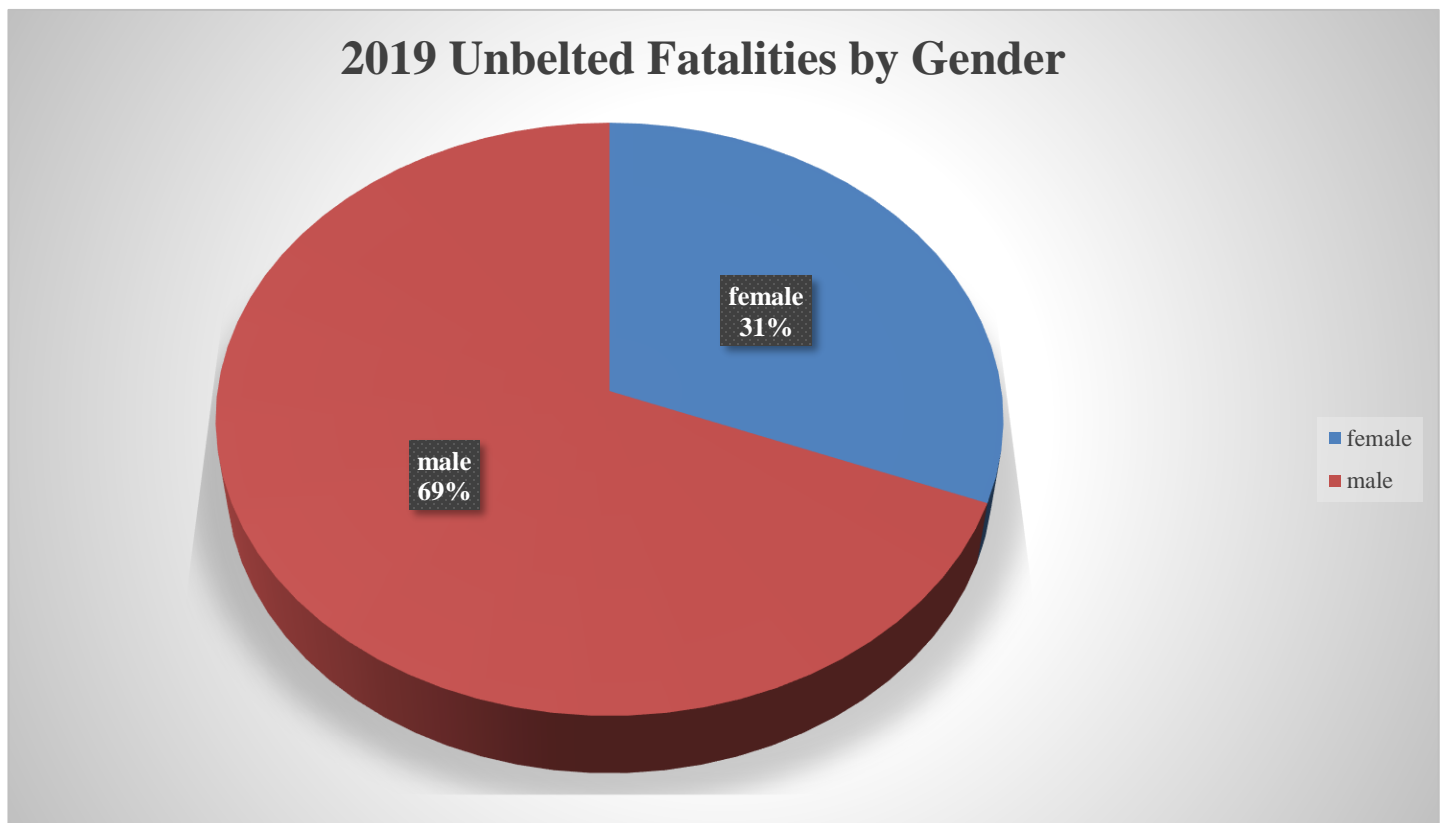
*FARS Data

In 2019, more than half of all unbelted fatalities in Mississippi occurred on either state highways (38.6%) and county roads (28.4%). The fewest number of unbelted fatalities occurred on interstates (9.5%).

The largest age group of unbelted fatalities was among the 30-39 age population with 52 unbelted fatalities, which represents 17.6% of the total unbelted fatalities; the 40-49 age population had 40 fatalities, which represents 18.9% of all unbelted fatalities in 2019. White and Black ethnic groups have the highest levels of fatalities among all ethnic groups represented.

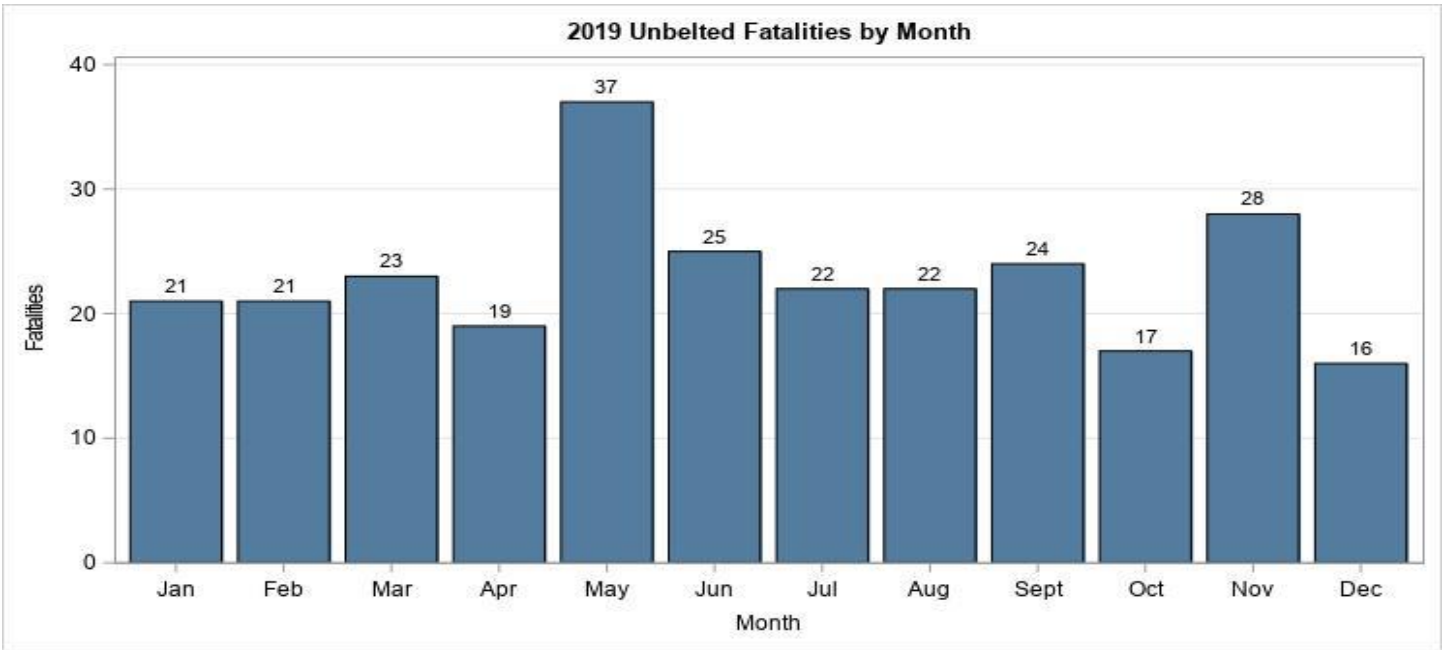
2019 Unbelted Fatalities by Age Range and Race							
Age Range	American Indian	Black	Guamanian or Chamorro	Other	Unknown	White	Total
00-04		2					2
05 - 09							0
10 - 15						2	2
16 - 20		11		2		16	29
21 - 24		18	1	2		14	35
25 - 29		11		1		17	29
30 - 39		32		4		16	52
40 - 49	2	13		4	1	20	40
50 -59		18		2		12	32
60 - 69		7				15	22
70 - 79		7				12	19
80 - >		3				10	13
Total	2	122	1	15	1	134	275

*MOHS State Data



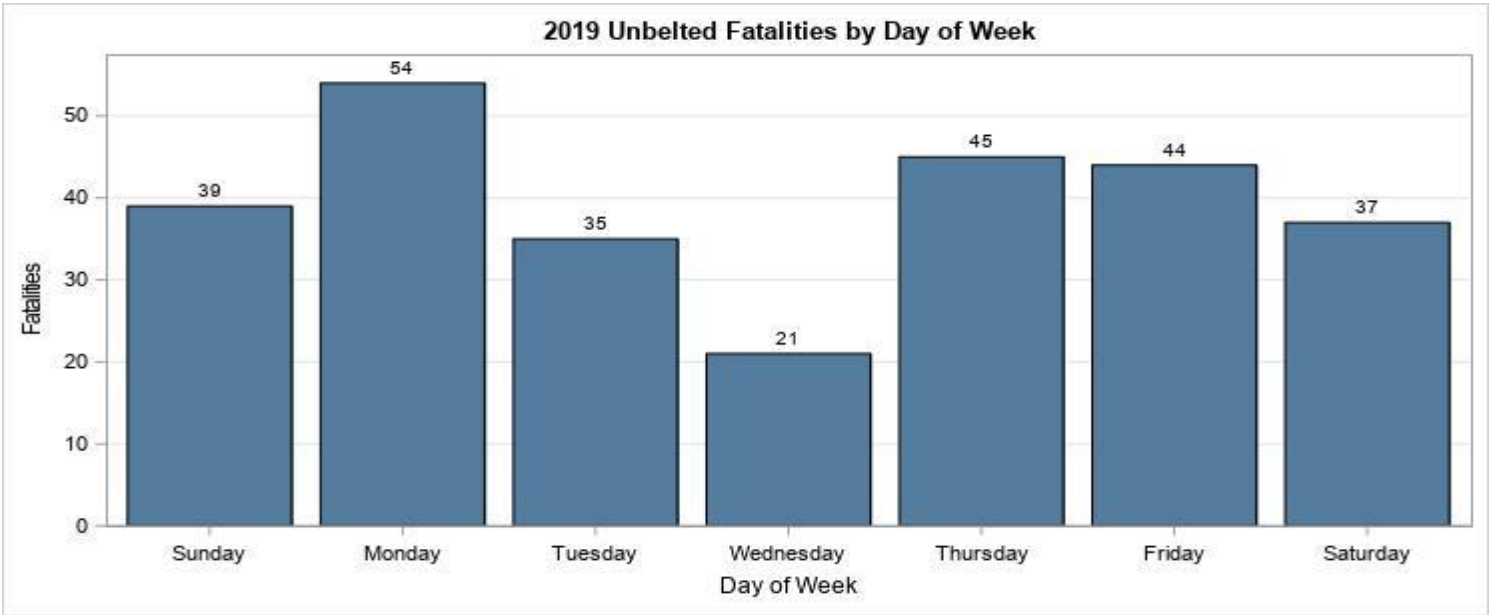
*FARS Data

During 2019, the male population had 189 unbelted fatalities, which represents 69% of all unbelted fatalities and female had 86 unbelted fatalities, which represented 31% of all unbelted fatalities.



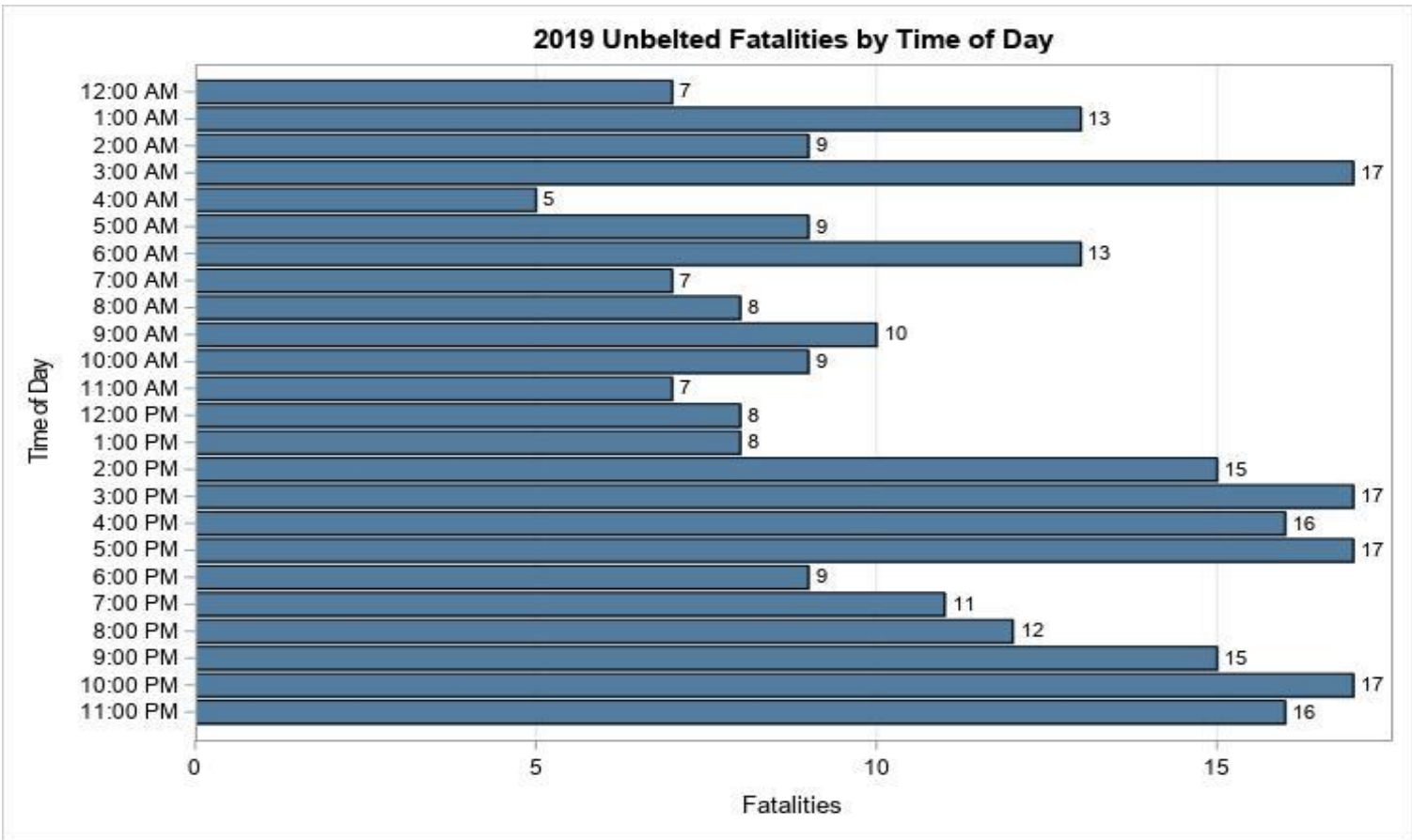
*FARS Data

During 2019, May and November were the deadliest months of the year for unbelted fatalities. This data helps the MOHS put resources in place for unbelted focus projects, such as extra enforcement and educational programs.



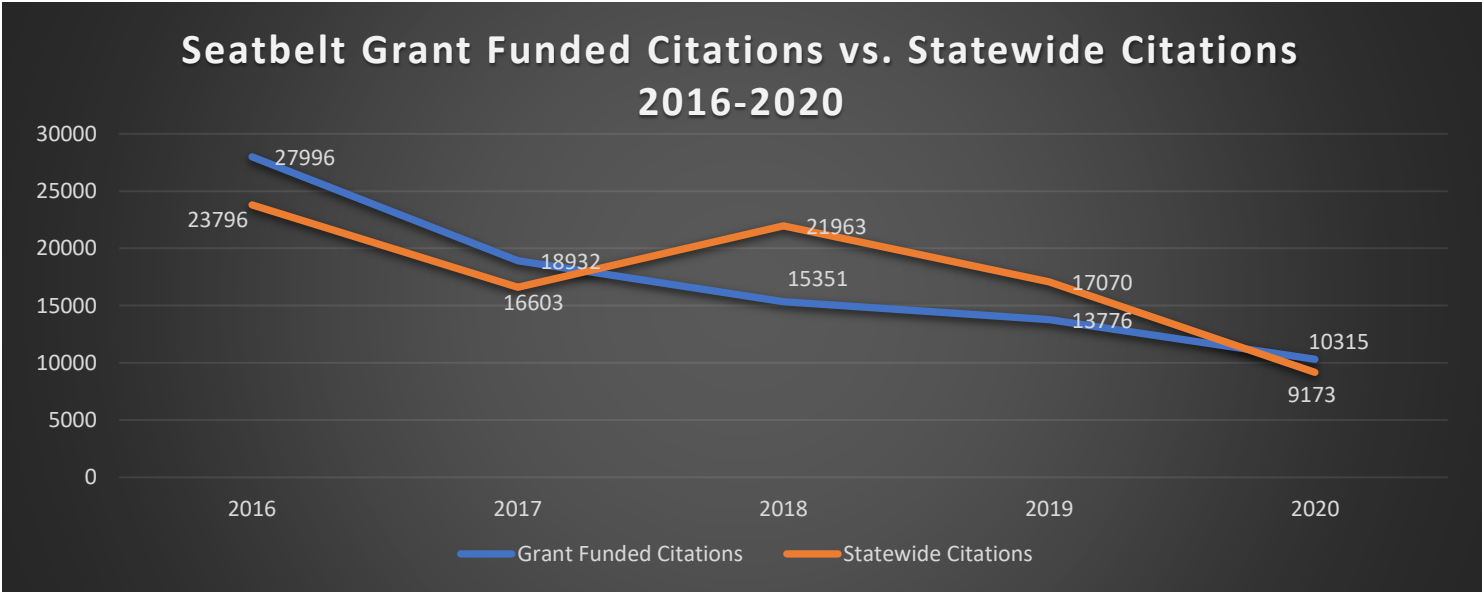
*FARS Data

The above charts show that Monday, Thursday, and Friday had the most unbelted fatalities during the week. The chart below shows the 2019 unbelted fatalities by the time of day. The data shows that four times had equal numbers of unbelted fatalities (17) at 3:00 am, 3:00 pm, 5:00 pm, and 10:00 pm.



*FARS Data

Occupant Protection Citations:



*MOHS State Data/STSI

The above chart shows the grant funded citations v. statewide citations for 2016-2020. The data shows a decrease in grant funded citations from 13,776 in 2019 to 10,315 in 2020. The statewide citations decreased from 17,070 in 2019 to 9,173 in 2020. The state will continue to work on maintaining the increase of grant funded citations, along with working with all agencies across the state to work on increasing the state-wide seatbelt citations.

Mississippi Seatbelt Surveys/Usage Rate:

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

Overall Seatbelt Survey: In the overall seatbelt usage rate, the 2020 seat belt usage rate for Mississippi is 79.4%, which decreased 0.30% from the previous year. The southern part of the State remains to have some of the highest rates for seatbelt usage, with most above 80% usage rates. The national average of seatbelt usage is at 91%.

County	2019 Survey	2020 Survey	Percentage Change
Desoto	84.9%	81.3%	-3.6%
Hancock	88.4%	90.6%	+2.2%
Harrison	89.1%	89.3%	+0.2%
Hinds	75.6%	74.7%	-0.9%
Itawamba	75.3%	80.0%	+4.7%
Jackson	78.0%	86.4%	+8.4%
Jones	87.6%	86.8%	-0.8%
Lee	75.9%	68.4%	-7.5%
Lowndes	80.3%	72.8%	-7.5%
Madison	79.8%	75.5%	-4.3%
Monroe	74.3%	73.0%	-1.3%
Pike	84.7%	82.3%	-2.4%
Rankin	80.8%	78.4%	-2.4%
Tate	80.8%	77.7%	-3.1%
Warren	85.0%	84.9%	-0.1%
Yalobusha	67.0%	68.9%	+1.9%
Total	80.5%	79.4%	-1.1%

*MOHS State Data

As the chart shows, the MOHS has made major positive differences in Jackson (+8.4%) and Itawamba (+4.7%) and Hancock (+2.2%) counties, presumably due to an increased effort in media and enforcement in these areas of the state. There was a significant drop in seatbelt use in 2020 in Lee and Lowndes (-7.5%). All other differences among the counties surveyed were less than 5% in either a positive or negative direction.

Child Restraint Survey: According to the 2020 Seat Belt Survey Report, Mississippi currently has an 88.3% usage rate. This rate is higher than the 80.5% usage rate in 2019. Over time, the effort toward increasing and improving child restraint use has been both extensive and intensive. The child restraint rate in 2020 88.3%, which is higher than the 2019 rate of 80.5%. There is little doubt that having a primary child restraint law has made a significant impact on the high use of child restraints in Mississippi. The 2006 primary seat belt law for all front seat passengers could be an influential factor in the usage rate increase. Forty municipalities with populations of 10,000 and above were selected for the 2020 Child Restraint Survey.

Seating Position of Child	Children Observed	
Front Seat	457	9.0%
Back Seat	3701	91.0%
Totals	4,158	100%

Occupant Protection Snapshot

For 2022, the MOHS staff is looking at data like never before. The focus for MOHS has changed and has shifted the focus and priorities for the upcoming year for the MOHS. The data in a snapshot is as follows and what will be the priority for the MOHS during FY22: *MOHS State Data

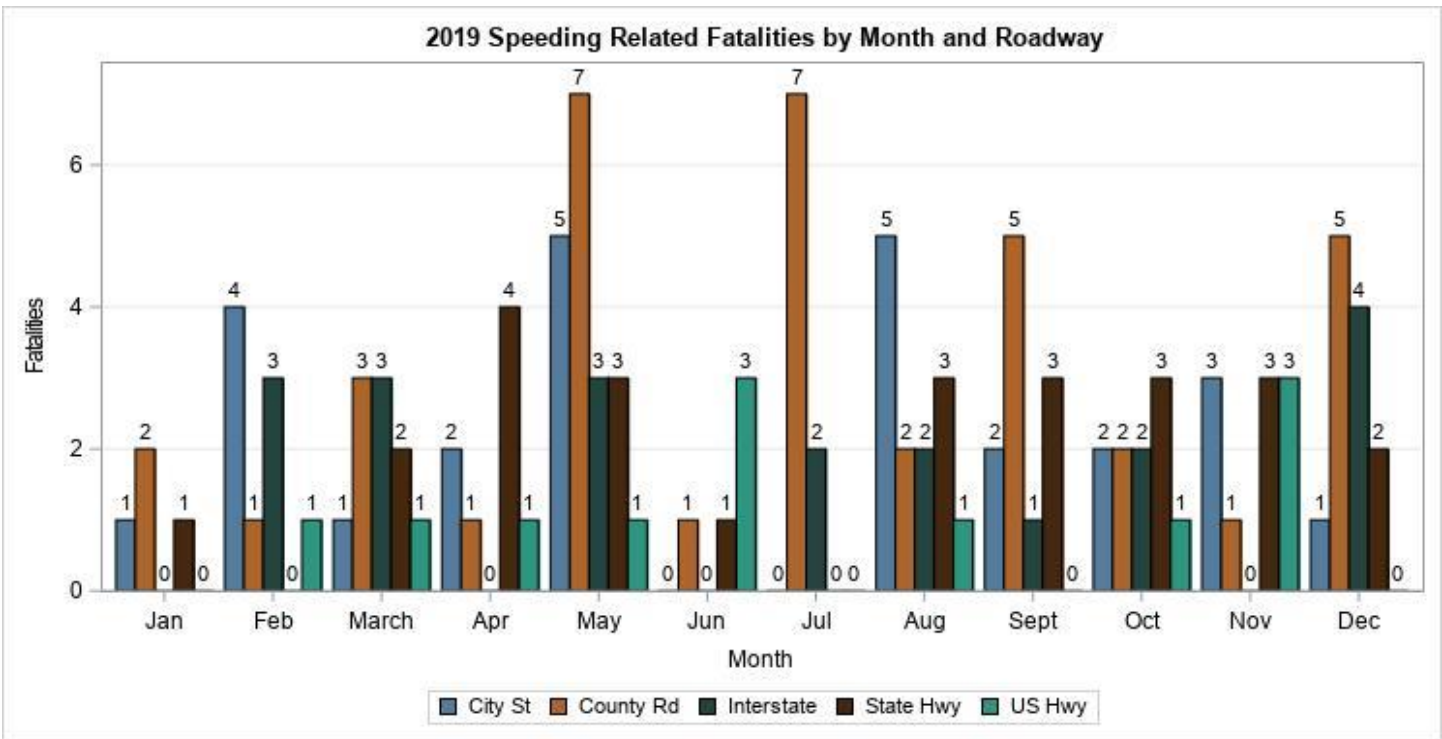
- Roadway Focus: State Highways and county roads are the deadliest roadways
- Age Group Focus: 30-39; 50-59.
- Ethnicity/Race & Gender Focus: White Males and White Females.
- Months of Focus: May and November are the deadliest months during the year.
- Day of Week Focus: Monday, Thursday and Friday are the deadliest day of the week.
- Time of Day Focus: The time of day focus for unbelted fatalities are 3:00 am, 3:00 pm, 5:00 pm, and 10:00 pm.

v.Speed:

In the 9th edition of *Countermeasures that work*, NHTSA defines a crash to be speeding-related if any driver involved in the crash is charged with a speeding related offense or if the law enforcement officer indicated that racing, driving too fast for conditions or exceeding the posted speed limit was a contribution factor for the crash. 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.

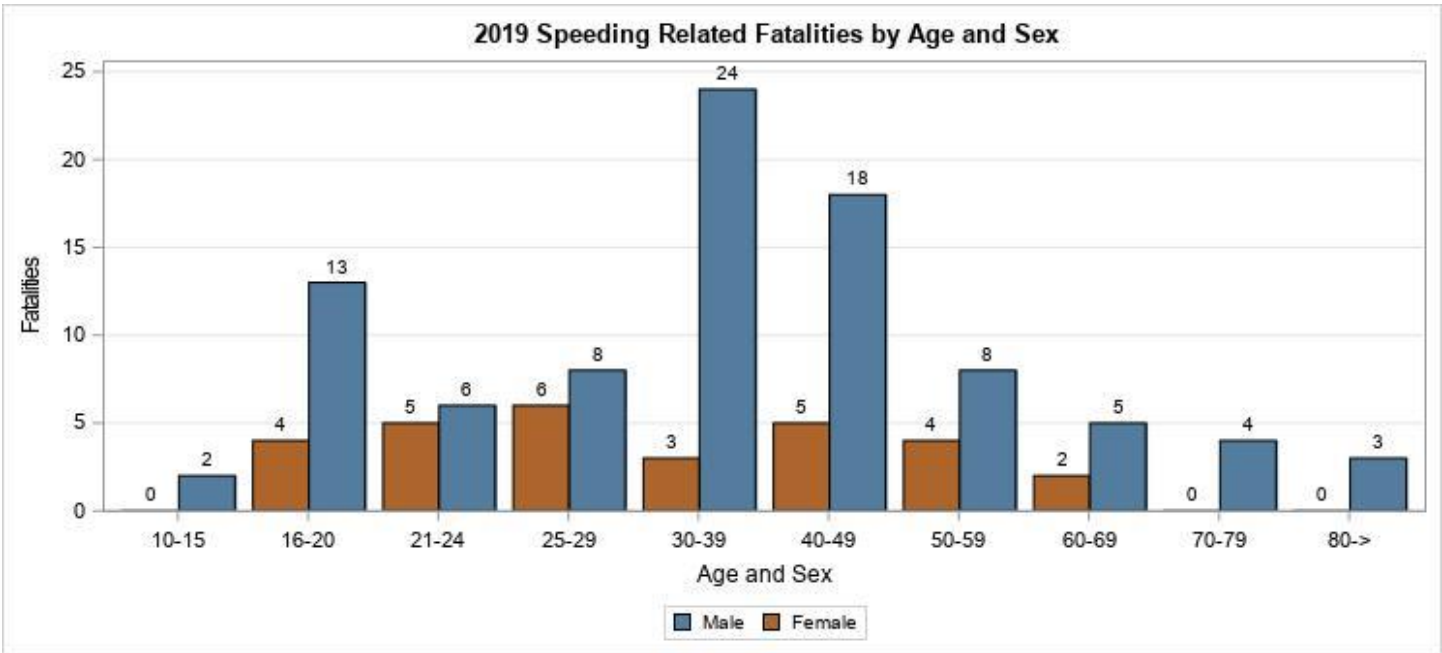
Traffic enforcement has been a long mainstay of the police profession. Increasing community demands on law enforcement agencies, rising crime rates, and shifting priorities have begun to direct resources away from traffic enforcement. MOHS, along with all awarded agencies, will implement activities in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

The 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.

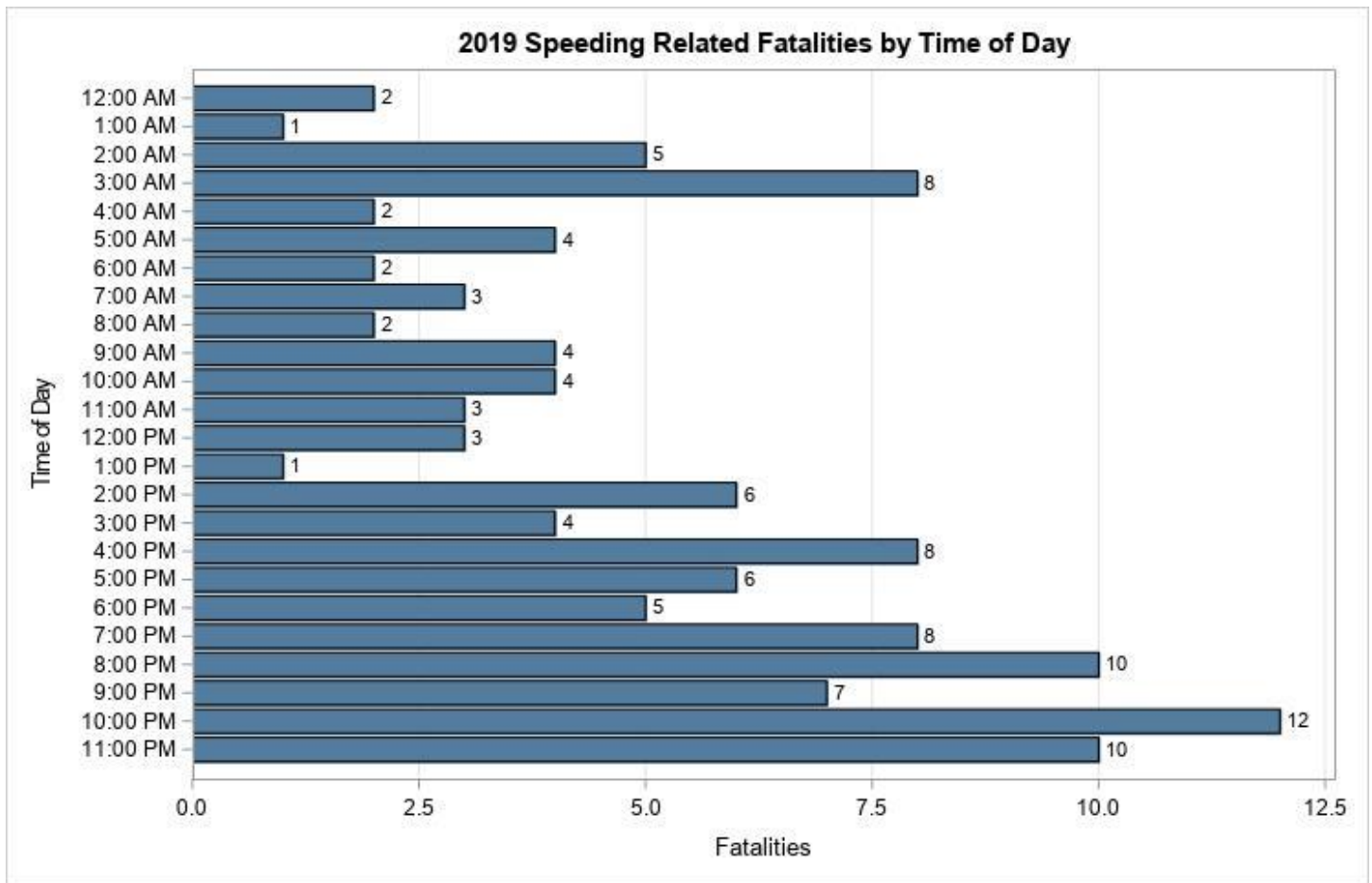


*MOHS State data

In 2019, most speed related fatalities occurred on county roads with city roads coming in next highest type of roadway. May was the highest month in speed related fatalities with 19 followed by August with 13.

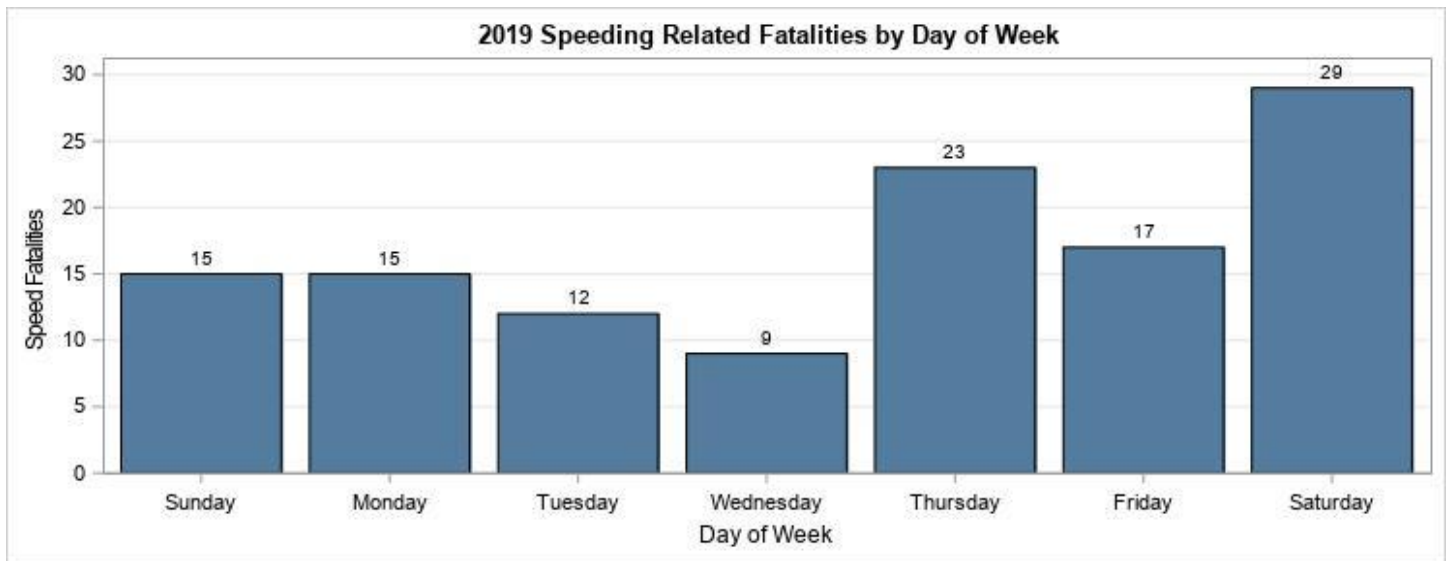


The largest age group of speed related fatalities was among the 30-39 age population with 24 fatalities and 40-49 age population with 18 fatalities during 2019. The chart also shows fatalities based on gender which makes males having the highest level of speeding fatalities with 91 fatalities, compared to 29 among females.



*FARS data

The charts above show 10:00 pm, 8:00 pm, and 11:00 pm were the times of day with the largest amounts of speeding related fatalities. This data will help the MOHS create focused programs during the times with the most speeding related fatalities



*FARS data

During 2019, Saturday and Thursday had the most speeding-related fatalities during the week with 29 fatalities on Saturday and 23 on Thursday.

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 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 consistently reports that speeding is the number 1 traffic complaint from citizens to their agencies.
- Speeding is contributing factor for 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

2019 Speed Snapshot

For 2022, the MOHS staff is looking at data like never before. The focus for MOHS has changed and has shifted the focus and priorities for the upcoming year for the MOHS. The data in a snapshot is as follows and what will be the priority for the MOHS during FY22: *MOHS State Data

- Roadway Focus: County roads are the deadliest roadways
- Age Group Focus: 30-39 and 40-49
- Ethnicity/Race & Gender Focus: White Males represent a higher fatal rate of another ethnicity and race.
- Months of Focus: May, July, September, and December are the deadliest months during the year.
- Day of Week Focus: Saturday and Thursday are the deadliest days of the week.
- Time of Day Focus: The time-of-day focus are 10:00 pm, 11:00 pm, and 8:00 pm.

Traffic Safety Enforcement Program Projects (TSEP)

vi. Areas of Highest Risk/Areas of Focus for 2022

The MOHS looks at all the data that is provided above, in each of programs areas of impaired driving, occupant protection, speed, etc., to determine the areas of needs and the areas that are considered the highest risks. The MOHS looks at all fatalities, injuries and crashes for counties and cities for each program area and determines the top high-risk areas, so that program can be solicited and developed to reduce fatalities, injuries and crashes. By developing and funding program in the highest risk areas, the MOHS, along with law enforcement and public information groups, have the highest chances for impact on those measures.

Please see the high risk and focus areas that the MOHS will focus on in FY22 below:

Impaired Driving:

Impaired Driving High Risk Areas of Focus

Fatal County	Fatal City	Injury County	Injury City
HINDS	JACKSON	HINDS	JACKSON
HARRISON	STARKVILLE	HARRISON	HATTIESBURG
MARSHALL	BILOXI	JACKSON	BILOXI
JACKSON	GREENVILLE	DESOTO	FLOWOOD
OKTIBBEHA	GULFPORT	RANKIN	GREENVILLE
TATE	OCEAN SPRINGS	FORREST	STARKVILLE
LAUDERDALE	BYHALIA	LOWNDES	BYRAM
PONTOTOC	CLEVELAND	LEE	GULFPORT
ITAWAMBA	CORINTH	MADISON	MERIDIAN
LEE	D'IBERVILLE	JONES	ABERDEEN
MADISON	FLOWOOD	LAFAYETTE	AMORY
PEARL RIVER	GAUTIER	HANCOCK	BELMONT
SUNFLOWER	HATTIESBURG	LAMAR	BROOKHAVEN
CHICKASAW	LAUREL	LAUDERDALE	BYHALIA
DE SOTO	LEXINGTON	PIKE	CALHOUN CITY
JONES	LONG BEACH	COVINGTION	CLARKSDALE
LAFAYETTE	LOUISVILLE	MONROE	CLEVELAND
PANOLA	NATCHEZ	PEARL RIVER	COLLINS
PIKE	OLIVE BRANCH	COPIAH	COLUMBUS
AMITE	OXFORD	GRENADA	CORINTH
ATTALA	SENATOBIA	LEFLORE	GAUTIER
BENTON	SOUTHAVEN	ALCORN	GREENWOOD
BOLIVAR	TERRY	OKTTIBEHA	IUKA
CLARKE	TUPELO	PANOLA	LAUREL
COVINGTON		TISHOMINGO	LOUISVILLE
FORREST		UNION	MORTON
GEORGE		BOLIVAR	NETTLETON
HUMPHREYS		WASHINGTON	NEW ALBANY
KEMPER		YAZOO	OCEAN SPRINGS
LINCOLN		ATTALA	OXFORD
LOWNDES		GEORGE	PASCAGOULA
STONE		LINCOLN	PASS CHRISTIAN
TALLAHATCHIE		NESHOBA	SALTILLO
WASHINGTON		NEWTON	SENATOBIA
ADAMS		STONE	SHANNON
HINDS		SUNFLOWER	VICKSBURG
HARRISON		WAYNE	AMORY

Occupant Protection:

Occupant Protection High Risk Areas of Focus

Fatal County	Fatal City	Injury County	Injury City
HARRISON	JACKSON	HARRISON	JACKSON
HINDS	BILOXI	HINDS	GULFPORT
LAUDERDALE	GULFPORT	DESOTO	HATTIESBURG
LEE	HATTIESBURG	JACKSON	SOUTHAVEN
MADISON	OCEAN SPRINGS	LEE	BILOXI
PEARL RIVER	BYHALIA	RANKIN	TUPELO
JONES	FLOWOOD	LOWNDES	GREENVILLE
LINCOLN	MERIDIAN	MADISON	COLUMBUS
PIKE	OXFORD	FORREST	OLIVE BRANCH
COPIAH	SALTILLO	LAUDERDALE	MERIDIAN
COVINGTON	TUPELO	LAFAYETTE	OXFORD
DE SOTO	VICKSBURG	JONES	RIDGELAND
FORREST	CLARKSDALE	HANCOCK	OCEAN SPRINGS
HANCOCK	COLUMBIA	LAMAR	PASCAGOULA
HOLMES	COLUMBUS	MONROE	D'IBERVILLE
JACKSON	CORINTH	WASHINGTON	PEARL
MARSHALL	D'IBERVILLE	PANOLA	CORINTH
SCOTT	FLORA	PIKE	SENATOBIA
SIMPSON	IUKA	LINCOLN	STARKVILLE
SUNFLOWER	LONG BEACH	PEARL RIVER	GRENADA
CLARKE	MCCOMB	MARSHALL	HERNANDO
KEMPER	MENDENHALL	SCOTT	NATCHEZ
LAFAYETTE	MORTON	TATE	HORN LAKE
LAMAR	NETTLETON	ALCORN	MCCOMB
LEAKE	OLIVE BRANCH	OKTIBBEHA	LAUREL
LOWNDES	PASCAGOULA	ADAMS	MADISON
MARION	PASS CHRISTIAN	GEORGE	BATESVILLE
PERRY	RIPLEY	UNION	BRANDON
PONTOTOC	SOUTHAVEN	GRENADA	BYRAM
TATE		ITAWAMBA	LUCEDALE
UNION		MARION	AMORY
WARREN		NESHOBA	BROOKHAVEN
WASHINGTON		COPIAH	CLINTON
BOLIVAR		LEFLORE	FOREST
CALHOUN		SIMPSON	NEW ALBANY
ITAWAMBA		TISHOMINGO	PHILADELPHIA
JASPER		YAZOO	GREENWOOD
JEFFERSON		LEAKE	MOSS POINT
NESHOBA		TIPPAH	PICAYUNE
PANOLA		CALHOUN	RICHLAND

Police Traffic Service: Speed:
Top Speed Risk Areas of Focus

Fatal County	Fatal City	Injury County	Injury City
HINDS	JACKSON	HARRISON	JACKSON
HARRISON	PEARL	HINDS	GULFPORT
JACKSON	BAY SAINT LOUIS	DESOTO	HATTIESBURG
HANCOCK	BILOXI	JACKSON	SOUTHAVEN
MARSHALL	FLOWOOD	RANKIN	RIDGELAND
PANOLA	GULFPORT	MADISON	MERIDIAN
RANKIN	HERNANDO	LAUDERDALE	OLIVE BRANCH
GEORGE	MERIDIAN	FORREST	PEARL
LAMAR	OCEAN SPRINGS	LEE	TUPELO
LAUDERDALE	VICKSBURG	JONES	COLUMBUS
MADISON	BROOKHAVEN	LOWNDES	BILOXI
PEARL RIVER	BYRAM	PEARL RIVER	D'IBERVILLE
UNION	CALHOUN CITY	GRENADA	GRENADA
DE SOTO	CLARKSDALE	SIMPSON	LAUREL
FORREST	D'IBERVILLE	LAFAYETTE	OXFORD
GRENADA	GRENADA	LAMAR	MADISON
LINCOLN		HANCOCK	STARKVILLE
OKTIBBEHA		OKTIBBEHA	GREENVILLE
PERRY		WARREN	HORN LAKE
SCOTT		STONE	PICAYUNE
SHARKEY		ADAMS	MOSS POINT
SUNFLOWER		MARSHALL	NATCHEZ
TATE		ALCORN	PASCAGOULA
WARREN		SCOTT	PETAL
WEBSTER		WASHINGTON	BRANDON
ADAMS		GEORGE	FLOWOOD
AMITE		MONROE	VICKSBURG
ATTALA		PANOLA	BYRAM
CALHOUN		PIKE	CLARKSDALE
COAHOMA		TATE	CLINTON
COVINGTON		CLAY	GREENWOOD
HOLMES		LINCOLN	MCCOMB
HUMPHREYS		NESHOBA	OCEAN SPRINGS
ITAWAMBA		SUNFLOWER	SENATOBIA

B. Performance Plan -Quantifiable Targets for Each Program
Highway Safety Plan 2022
Mississippi Traffic Safety Performance Target and Trends, 2015– 2019

Measure	2015	2016	2017	2018	2019	Average
C1. Core Outcomes Measure—Fatalities (FARS)	677	687	685	663	643	671
C2. Core Outcome Measure—Number of Serious Injuries (State Data)	596	723	627	546	1577	812
C3. Core Outcome Measure—Fatalities/100 MVMT	1.70	1.69	1.68	1.63	1.56	1.65
C4. Core Outcome Measure—Number of unrestrained passenger vehicle occupant fatalities, all seating positions	309	296	310	281	275	294
C5. Core Outcome Measure—Number of fatalities involving driver or motorcycle fatalities involving driver or motorcycle operator with .08 BAC or above	171	134	153	163	170	158
C6. Core Outcome Measure—Number of speeding-related fatalities	96	81	59	48	120	81
C7. Core Outcome Measure—Number of motorcyclist fatalities	37	50	39	41	40	41
C8. Core Outcome Measure—Number of un-helmeted motorcyclist fatalities	8	7	7	6	5	7
C9. Core Outcome Measure—Number of drivers aged 20 or younger involved in fatal crashes	105	89	101	75	73	90
C10. Core Outcome Measure—Number of pedestrian fatalities	63	58	71	89	65	69
C11. Core Outcome Measure—Number of bicycle fatalities	5	5	6	6	8	6
Core Behavioral Measure:	2016	2017	2018	2019	2020	Average
B-1. Percent observed belt use for passenger vehicles	77.9%	78.8%	80.2%	80.5%	79.4%	79.36%
Core Achievement Measures:	2016	2017	2018	2019	2020	Average
Seat Belt Citations Issued During Grant Funded Activities ¹	27,996	18,932	15,351	13,776	10,315	17,274
Impaired Driving Arrests During Grant Funded Activities ¹	12,851	8,015	6,314	5,552	5,292	7,605
Speeding Citations Issued During Grant Funded Activities ¹	34,589	13,762	12,371	11,323	20,802	18,569

*Statistical information provided by NHTSA from STSI website.

C. Targets and Performance Measures

i. Core Measures and Behavioral Measures*

*MOHS has taken into consideration current and past trend data sets and current, projected and past State data, in the decision making process, along with SHSP discussions.

C-1 Core Outcome Measure/Number of Traffic Fatalities (FARS): To slow the expected increase of the total fatalities-five year average from 671 fatalities (2015-2019) to 723 fatalities-five year average (2018-2022) by the end of December 31, 2022

C-2 Core Outcome Measure/Serious Injury: To continue with the expected decrease of serious injuries from 854 injuries-five year average (2015-2019) to 2905 serious injuries-five year average (2018-2022) by the end of December 31, 2021. *Note that this goal factors in the new definition of injuries being collected since September 30, 2019. However, this will take time to establish a baseline metric given this change.*

C-3 Core Outcome Measure/Fatality Rate: To slow the projected increase in fatality rate from 1.65 fatalities/100M VMT-five year average (2015-2019) to 1.81 fatalities/100M VMT-five year average (2018-2022) by the end of December 31, 2022.

C-4 Core Outcome Measure/Unrestrained Passengers: To decrease the expected rise in the number of unrestrained passenger vehicle occupant fatalities in all seating positions from the five year average (2015-2019) of 294 to 333 by the end of 2018-2022.

C-5 Core Outcome Measure/Alcohol and Other Drugs: To decrease the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above by 1% of the five year average (2015-2019) of 158 to 166 by the end of (2018-2022).

C-6 Core Outcome Measure/ Speed: To decrease the number of speeding related fatalities by 5% from the five year average (2015-2019) of 81 to 87 by the end of (2018-2022).

C-7 Core Outcome Measure/Motorcycles: To decrease the expected rise of motorcycle fatalities from the five year average (2015-2019) of 41 to 43 by the end of (2018-2022).

C-8 Core Outcome Measure/Un-helmeted Motorcyclists: To maintain the number of un-helmeted motorcycle fatalities of the five year average (2015-2019) of 7 by the end of (2018-2022).

C-9 Core Outcome Measure/Under 21: To maintain the number of under the age of 21 drivers in fatal crashes from the five year average of 89 (2015-2019) by the end of (2018-2022).

C-10 Core Outcome Measures/Pedestrians: Reduce the expected rise of the number of pedestrian fatalities of the five year average (2015-2019) of 69 to 73 by the end of (2018-2022).

C-11 Core Outcome Measure/Bicyclist: Maintain the number of bicycle fatalities of the five year average (2015-2019) of 6 fatalities by the end of 2018-2022.

B-1 Core Behavior Measure/Occupant Protection: To increase the statewide observed seatbelt use of front seat outboard occupants in passenger vehicles from the five year average (2016-2020) of 79.4% to 80.28% by the end of 2018-2022.

Activity Measures:

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

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

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

ii. Additional MOHS Targets and Performance Measures:

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

MOHS Outcome Measure: Teen-OP: To maintain the number of unrestrained fatalities from 16-20 year old drivers during the five year average (2015-2019) of 22 by the end of 2018-2022.

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

MOHS Outcome Measure/Traffic Records: To increase the number of electronic submissions of completed crash record data from Mississippi law enforcement agencies to DPS from 99% in 2019 to 100% in 2022.

MOHS Outcome Measure/Traffic Records: To decrease the number of average days from the crash event to entry into the Electronic Crash System from 1.17 days in 2019 to 2.5 days in 2022.

MOHS Outcome Measure/Traffic Records: To increase the percentage of drivers involved in fatal crashes that are subsequently tested for their BAC at the 35.0% level seen in 2019 to 63% in 2022.

MOHS Outcome Measure/Traffic Records: To improve citation accuracy, timeliness, and uniformity by increasing the percentage of citation data submitted to DPS electronically by 62.4% in 2020 to 65% by the end of 2022.

MOHS Outcome Measure/Traffic Records: To continue the process of integrating data of vehicle insurance information with the vehicle VIN from the vehicle file.

MOHS Outcome Measure/Traffic Records: To continue the process of integrating data on crash reports, to link with the EMS Transport system and to the Hospital Trauma registry.

MOHS Outcome Measure/Traffic Records: To continue the process of mapping data of citation, crash and EMS run using same base layer map to overlay for proactive planning.

D. Evaluation of Each Target:

Each performance measure above was selected and evaluated by the partners and participants, as well as data sources. After selection of each target based on trends, the MOHS determined that the above performance measures are measures that the State will strive to achieve during FY22.

The State will continue to monitor the target and performance measures to evaluate if the MOHS, agencies and partners are meeting the set targets and measures in the sub-grantees agreements, in return meeting the State target and performance measures.

IV. Performance Report

The MOHS works diligently with all agencies, creating strategic plans and hosting strategic planning meetings in an effort to reach core outcome and behavior measures for 2019. The reduction of law enforcement within the Mississippi Highway Patrol and local agencies is one of the challenges that the overall program faced in FY19 and FY20.

The MOHS reviews the performance from the previous year as a planning tool for the upcoming grant year. The MOHS makes adjustment to programs and projects, based on data, trends and past performance. The MOHS continuously evaluates programs and projects to meet performance measures that are set.

V. Program Area Strategies and Projects:

This section of the HSP will discuss strategies, programs and projects that the MOHS plans to implement during the grant year. The MOHS plans to implement programs and projects in the following areas:

- Planning and Administration;
- Alcohol Countermeasures/Impaired Driving-Alcohol and Drug; (See 405(d) Application);
- Occupant Protection-(See 405b Application);
- Police Traffic Services;
- Traffic Records- (See 405c Application); and
- Driver's Education (402/154)

Highway Safety Strategies and Projects:

Selection of Countermeasures/Strategies: The MOHS uses the latest edition of *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.

A. Planning and Administration (P&A) & Program Coordination Projects:

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

The day-to-day internal management of MOHS is coordinated by the Office Director. Programs under the Directors are impaired driving, occupant protection, traffic records, motorcycle, outreach, judicial, and police traffic services. Through 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.

Strategies:

- Provide staff the opportunity to receive training and attend traffic safety conference to improve skills on a local, state and national level;
- Follow guidance provided by the MOHS financial director to limit P&A cost to the maximum amount allowed by federal guidelines;
- Provide sound financial management of the State and Federal funds;
- Provide adequate guidance to sub-grantees;
- Provide timely and accurate reimbursement to sub-grantees; and
- Provide planning and implementation of evidenced based strategies and projects to achieve State performance targets.

Programs and Projects:

Project Number: 154AL-2022-ST-41-01; 154AL-2022-ST-41-02; 154AL-2022-ST-41-03

Project Title: MOHS Alcohol/Impaired Driving Coordination & Program Management

The MOHS Impaired Driving Coordination & Program Management provides program management in the impaired driving program area to coordinate statewide and local law enforcement efforts related to DUI operations, national impaired driving blitz campaigns and other projects related to the impaired driving effort. 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 impaired 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” (DSGPO) 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, travel, supplies, and training will also be included in the project for monitoring, workshops, seminars and program management at the same percentage.

154 Program Coordination-Budget: \$310,000.00 Federal Funding Source 154 AL/\$0.00 Match/\$0.00 Local Benefit

154 Program Travel- Budget: \$10,000.00 Federal Funding Source 154 AL/\$0.00 Match/\$0.00 Local Benefit

154 Program Expenses- Budget: \$3,000.00 Federal Funding Source 154 AL/\$0.00 Match/\$0.00 Local Benefit

Project Number: 154PA-2022-PA-41-01
Project Title: MOHS P&A

Provides program management 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 assisted in developing strategies for inter-jurisdictional enforcement efforts. MOHS P&A includes salaries, fringes, and other expenses for MOHS.

FY22 PLANNING AND ADMINISTRATION 154 (P&A)

	TOTAL (100%)	FEDERAL (100%)
PERSONAL SERVICES		
Salaries & Wages	\$0.00	\$0.00
Fringe Benefits	\$0.00	\$0.00
(.340039 of Salaries which consist of: Social Security, State Retirement, Group Insurance, Unemployment insurance, and Workman's compensation)		
Travel	\$0.00	\$0.00
Total Personal Services	\$0.00	\$0.00
CONTRACTUAL SERVICES		
Office Rent	\$94,000.00	\$94,000.00
Accounting Services	\$31,576.80	\$31,576.80
Other Fees	\$7,011.45	\$7,011.45
Total Contractual Services	\$132,588.25	\$132,588.25
EQUIPMENT	\$20,000.00	\$20,000.00
COMMODITIES	\$10,000.00	\$10,000.00
GRAND TOTAL P&A	\$162,588.25	\$162,588.25

***Accounting Services include:**

State Personnel Board; Tann Brown & Russ (GAAP & Single Audits); Tort Claims

**Other Fees include ITS fees

Budget: \$400,000.00 Federal Funding Source 154/\$0.00 Match /\$0.00 Local Benefit

Project Number: 402PA-2022-PA-41-01

Project Title: MOHS P&A

Provides program management 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 assisted in developing strategies for inter-jurisdictional enforcement efforts. MOHS P&A includes salaries, fringes, and other expenses for MOHS. Impaired enforcement can also be included in police traffic service grants, as well.

FY22 PLANNING AND ADMINISTRATION 402 (P&A)

	TOTAL (100%)	FEDERAL (50%)	MATCH (50%)
PERSONAL SERVICES			
Salaries & Wages	\$371,469.47	\$185,734.74	\$185,734.74
Office Director (100%); Planning Coordinator (100%); Finance Director (100%); Media/Special Projects Coordinator (100%); Office Manager (100%); Compliance/Training Director (100%) Accounting Director (25%); Accountant (60%); and Executive Director (33%)			
Fringe Benefits	\$135,727.89	\$67,863.95	\$67,863.95
(.365381 of Salaries which consist of: Social Security, State Retirement, Group Insurance, Unemployment insurance, and Workman's compensation)			
Travel	\$20,000.00	\$10,000.00	\$10,000.00
Total Personal Services	\$527,197.36	\$263,598.68	\$263,598.68
CONTRACTUAL SERVICES			
Office Rent	\$46,110.00	\$23,055.00	\$23,055.00
Accounting Services	\$14,267.28	\$7,133.64	\$7,133.64
Other Fees	\$12,482.40	\$6,241.20	\$6,241.20
Total Contractual Services	\$72,859.68	\$36,429.84	\$36,429.84
EQUIPMENT	\$20,000.00	\$10,000.00	\$10,000.00
COMMODITIES	\$10,000.00	\$5,000.00	\$5,000.00
GRAND TOTAL P&A	\$630,057.04	\$315,028.52	\$315,028.52

***Accounting Services include:**

- 1. State Personnel Board**
- 2. Tann Brown & Russ (GAAP & Single Audits)**
- 3. Tort Claims**

****Other Fees include ITS fees**

Project Number: OP-2022-OP-41-01; OP-2022-OP-41-02; OP-2022-OP-41-03
Project Title: MOHS Occupant Protection Coordination Program Management

Provide 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 Child Passenger Seat (CPS) survey and the Click It or Ticket (CIOT) National Mobilization. Oversees projects related to CPS, including fitting stations, checkpoint stations and CPS technician training. Oversee the Occupant Protection media campaign during National CIOT blitz period. Includes travel and misc. expenses. Personnel services will include salaries and benefits, travel, supplies, and training, monitoring, workshops, seminars, and program management at the same percentage.

402OP Program Coordination-Budget: \$140,000.00 Federal Funding Source 402OP /\$28,000.00 Match/\$0.00 Local Benefit

402OP Program Travel- Budget: \$10,000.00 Federal Funding Source 402OP /\$2,000.00 Match/\$0.00 Local Benefit

402OP Program Expenses- Budget: \$3,000.00 Federal Funding Source 402OP /\$600.00 Match/\$0.00 Local Benefit

Project Number: PT-2022-PT-41-01/PT-2022-PT-41-02/PT-2022-PT-41-03
Project Title: MS Office of Highway Safety - Police Traffic Services Coordination and Program Management

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. Provided program management for the planned MOHS Seat Belt Survey, the CPS survey, the CIOT National 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. Enforcement can include impaired driving, seatbelt, child restraint and speed. Personnel services will include salaries and benefits, travel, supplies, and training, monitoring, workshops, seminars and program management at the same percentage.

402PTS Program Coordination-Budget: \$190,000.00 Federal Funding Source 402PTS /\$38,000.00 Match/\$0.00 Local Benefit

402PTS Program Travel- Budget: \$10,000.00 Federal Funding Source 402PTS /\$2,000.00 Match/\$0.00 Local Benefit

402PTS Program Expenses- Budget: \$3,000.00 Federal Funding Source 402PTS /\$600.00 Match/\$0.00 Local Benefit

Project Number: M5IDC-2022-MD-41-01
Project Title: MOHS Impaired Driving Coordination & Program Management

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 impaired 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, travel, supplies, and training will also be included in the project for monitoring, workshops, seminars and program management at the same percentage. Impaired enforcement can also be included in police traffic service grants, as well.

Budget: \$200,000.00 Federal Funding Source 405(d)/\$40,000.00 Match

Project Number: M3DA-2022-MC-41-01/M3DA-2022-MC-41-02/M3DA-2022-MC-41-03
Project Title: MOHS Traffic Records Coordination Program Management

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.

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, travel, supplies and training will also be included in the project for monitoring, workshops, seminars and program management at same percentages.

Budget:

M3DA-2022-MC-41-01-TR Program Coordination- Budget: \$77,000.00 Federal Funding Source 405(c)/\$15,400.00 Match/\$0.00 Share to Local

M3DA-2022-MC-41-02-TR-Travel-Budget: \$5,000.00 Federal Funding Source 405(c)/\$1,000.00 Match/\$0.00 Share to Local

M3DA-2022-MC-41-03-TR-Program Expenses-Budget: \$1,500.00 Federal Funding Source 405(c)/\$300.00 Match/\$0.00 Share to Local

Project Number: TR-2022-TR-40-11
Project Title: MS State University Traffic Records

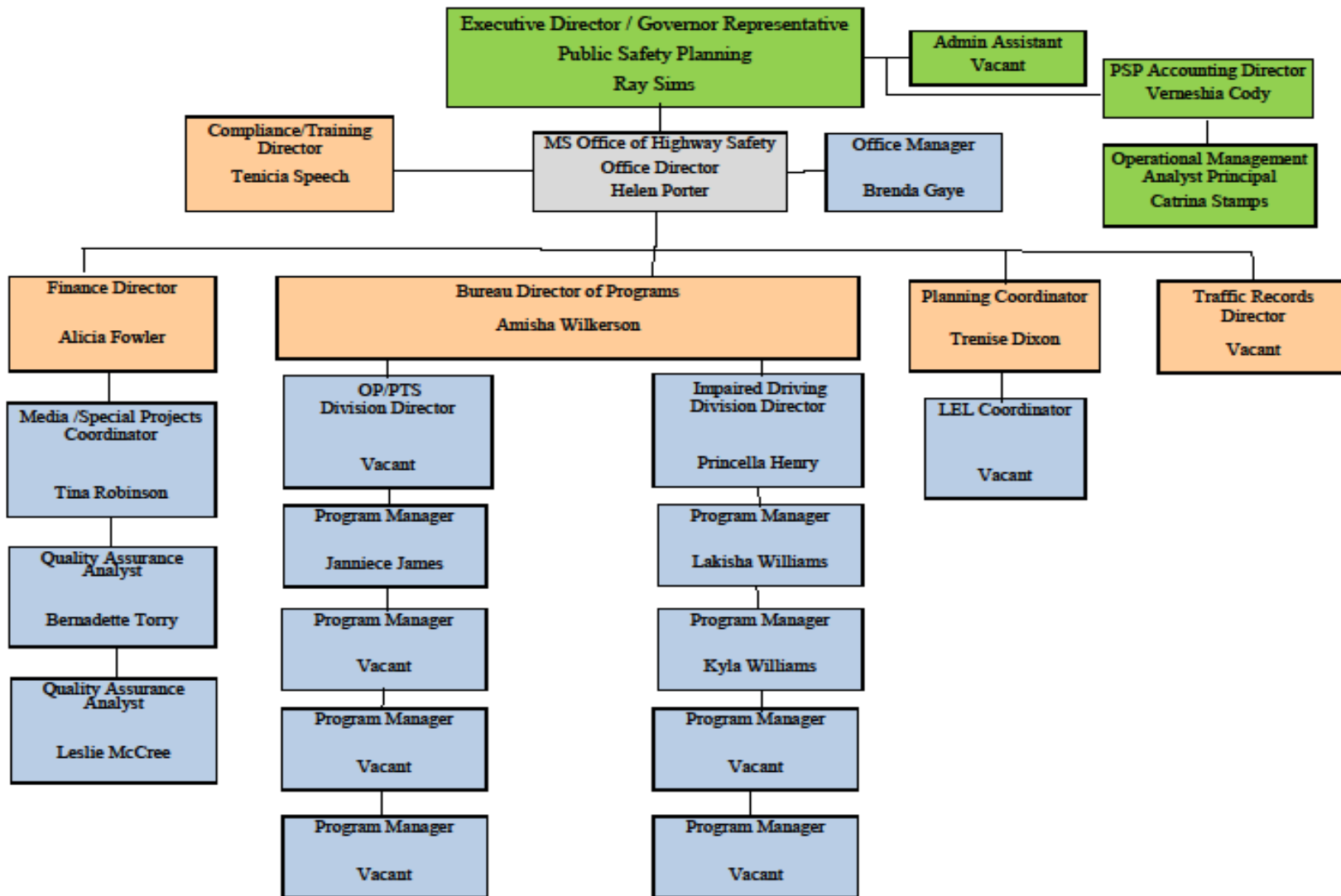
Program involves planning, organizing, and implementing a special phase of a statewide program in the field of traffic records. The work involves utilizing technical knowledge of several specialties which are necessary adjuncts to the traffic records system. The SSRC will expand the uses of crash data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

Budget: \$87,087.66 Federal Funding Source 402TR/\$17,417.53 Match/\$0.00 Share to Local

FY22 Time and Effort

1 Office Director	100% 402 PA: Helen Porter
1 Bureau Director of Programs	14% 402OP, 19% 402PTS, 43% 154AL, 24% 405D: Amisha Wilkerson
1 Planning Coordinator	100% 402PA: Trenise Dixon
1 LEL Coordinator	14% 402OP, 19% 402PTS, 43% 154AL, 24% 405D: Vacant
1 Traffic Records Director	100% 405C: Vacant
1 Finance Director	100% 402PA: Alicia Fowler
1 Media/Special Projects Coordinator	100% 402PA: Tina Robinson
1 Office Manager	100% 402PA: Brenda Gaye
1 Compliance/Training Director	100% 402PA: Tenicia Speech
1 OP/PTS Division Director	42% 402OP, 58% 402PTS: Vacant
1 Program Manager	9% 402OP, 21% 402PTS, 38% 154AL, 32% 405D: Janniece James
1 Program Manager	14% 402OP, 19% 402PTS, 43% 154AL, 24% 405D: Vacant
1 Program Manager	14% 402OP, 19% 402PTS, 43% 154AL, 24% 405D: Vacant
1 Program Manager	14% 402OP, 19% 402PTS, 43% 154AL, 24% 405D: Vacant
1 Impaired Driving Division Director	22% 402OP, 9% 402PTS, 53% 154AL, 16% 405D: Princella Henry
1 Program Manager	10% 402OP, 53% 402PTS, 18% 154AL, 19% 405D: Lakisha Williams
1 Program Manager	13% 402OP, 13% 402PTS, 47% 154AL, 27% 405D: Kyla Williams
1 Program Manager	14% 402OP, 19% 402PTS, 43% 154AL, 24% 405D: Vacant
1 Program Manager	14% 402OP, 19% 402PTS, 43% 154AL, 24% 405D: Vacant
1 Quality Assurance Analyst	14% 402OP, 19% 402PTS, 43% 154AL, 24% 405D: Bernadette Torry
1 Quality Assurance Analyst	14% 402OP, 19% 402PTS, 43% 154AL, 24% 405D: Leslie McCree
1 Executive Director	33% 402 PA: Ray Sims
1 Accounting Director	25% 402 PA: Verneshia Cody
1 Accountant	60% 402 PA: Catrina Stamps

FY22 MS Office of Highway Safety Organizational Chart



Planning and Administration Financial Chart

Project Number	Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
154AL-2022-ST-41-01	2017/2018	154AL	MOHS Alcohol Countermeasures Coordination & Program Mgmt.	\$310,000.00	\$0.00	\$0.00
154AL-2022-ST-41-02	2017/2018	154AL	MOHS Alcohol Countermeasures Coordination & Program Mgmt.-Travel	\$10,000.00	\$0.00	\$0.00
154AL-2022-ST-41-03	2017/2018	154AL	MOHS Alcohol Countermeasures Coordination & Program Mgmt. Program Expenses.	\$3,000.00	\$0.00	\$0.00
154PA-2022-PA-41-01	2017/2018	154AL	Planning and Administration Expenses for the 154 programs	\$400,000.00	\$0.00	\$0.00
402PA-2022-PA-41-01	2017/2018	402	Planning and Administration Expenses 402 Programs	\$400,000.00	\$80,000.00	\$0.00
OP-2022-OP-41-01	2017/2018	402OP	MOHS Occupant Protection Coordination & Program Management	\$140,000.00	\$28,000.00	\$0.00
OP-2022-OP-41-02	2017/2018	402OP	MOHS Occupant Protection Coordination & Program Management Travel	\$10,000.00	\$2,000.00	\$0.00
OP-2022-OP-41-03	2017/2018	402OP	MOHS Occupant Protection Coordination & Program Management Program Expenses.	\$3,000.00	\$600.00	\$0.00
PT-2022-PT-41-01	2017/2018	402PTS	MOHS Police Traffic Services Coordination & Program Management	\$190,000.00	\$38,000.00	\$0.00
PT-2022-PT-41-02	2017/2018	402PTS	MOHS Police Traffic Services Coordination & Program Management Travel	\$10,000.00	\$2,000.00	\$0.00
PT-2022-PT-41-03	2017/2018	402PTS	MOHS Police Traffic Services Coordination & Program Management Program Expenses	\$3,000.00	\$600.00	\$0.00
M5IDC-2022-MD-41-01	2019	405D	MOHS Impaired Driving Coordination & Program Management	\$200,000.00	\$40,000.00	\$0.00
M3DA-2022-MC-41-01	2016	405C	MOHS Traffic Records Coordination Program	\$77,000.00	\$15,000.00	\$0.00
M3DA-2022-MC-41-02	2016	405C	MOHS Traffic Records Coordination Program Travel	\$5,000.00	\$1,000.00	\$0.00
M3DA-2022-MC-41-03	2016	405C	MOHS Traffic Records Coordination Program. Expenses	\$1,500.00	\$300.00	\$0.00
TR-2022-TR-40-11	2017	402TR	Mississippi State University Traffic Records	\$87,087.66	\$17,417.53	\$0.00

**Note: State Match for the above projects is based on an approved formula in calculating Match for MHP.*

B. 154 Alcohol & 405(d) Impaired Enforcement Program:

C-5 Core Outcome Measure/Alcohol and Other Drugs: To decrease the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above by 1% of the five year average (2015-2019) of 158 to 166 by the end of (2018-2022).

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

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

i. Impaired Driving Area:

Impaired driving (ID) projects proposed for this fiscal year include designated impaired 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 and participate in 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.

ii. Impaired Driving Strategies:

Impaired Driving Task Force: The ID task force committee has executive committee members, along with a chairman that calls for meetings and reports from the committee members. The ID task force also reviews and approves of the ID Plan for the 405(d) NHTSA Application.

Impaired Driving Coordinated Program:

- Strategic Meetings (Countermeasure 2.1 and 2.2).
- Attend meetings to strategic plan enforcement efforts through data trends, performance measures and strategies.
- Provide a comprehensive statewide ID coordinated program;
- Fund law enforcement programs for ID enforcement;
- Assign MOHS staff to manage ID enforcement and PI&E grants;
- Provide for earned and paid media to discourage impaired driving; and
- Provide technical assistance for the ID Program.

Selective Traffic Enforcement Programs:

- STEP Programs (Countermeasure 2.1, 2.2 and 7.1);
- STEP Enforcement Period- (Countermeasure 2.1, 2.2 and 7.1);
- Fund ID checkpoints and/or saturation patrols;
- ID project agencies within a high-risk location will conduct at least one special ID enforcement operation per month;
- Distribute National Impaired Driving Campaign Blitz information/reporting packets;
- Each 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.

High Visibility Enforcement:

- High Visibility Enforcement (HVE): (Countermeasure 2.1, 2.2 and 7.1)
- Implement activities in support of national highway safety targets to reduce. All programs are required to complete the HVE compliance form in the grant agreement, which defines the mobilizations and sustained enforcement activities.
- Enforcement agencies will be advised to ensure the checkpoint 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 MHP will be concentrated in areas that have been identified as high driving fatality and severe injury crash locations in Mississippi.
- Seek to expand in the areas of enforcement, training, public awareness and community outreach, etc. in an effort to address impaired highway safety issues. The implementation of these programs will assist the State in meeting the impaired driving highway safety targets and performance measures.
- Fund special wave grants for law enforcement.

National Blitz:

- Participate in the National Blitz (Countermeasure 2.1 and 2.2)
- Distribute public information and education materials;
- Fund enforcement to multiple agencies(checkpoints/saturation patrols);
- Fund enforcement hours for DUI Officers;
- Fund STEP HVE activities;
- Issue press releases and participate in earned media; and
- Fund paid media.

Training:

- Training (Countermeasure 2.3 and 2.4)
- Continue funding the MOHS 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 pre and post seatbelt surveys and CPS surveys;
- Generate final analysis report to include in the Annual Report.

Evaluation:

- MOHS will evaluate the programs to ensure projects that are funded are having the desired effect on the Statewide ID program;
- Evaluate grant funded impaired driving activities;
- Review monthly cost and activity reports;
- Review progress reports;
- Conduct in-house and on-site monitoring; and
- Review all surveys and analysis of data collected.

DUI-(TSRP)

- Judicial Training (Countermeasure 1.5, 3.3 and 7.2);
- DUI Outreach/Court Monitoring (Countermeasure 3.3);
- Continue funding a TSRP to assist with training for prosecutors and law enforcement;
- Work in conjunction with other ID programs; and
- Address the decline in impaired driving (DUI) conviction rate throughout the State.

Public Information and Enforcement:

- Implement educational ID programs aimed at reducing the number of impaired drivers under the age of 21, to include parent education;
- Continue supporting youth ID programs across the State, with a focus in youth, teens and young adults;
- Continue funding and support MOHS youth programs to reach youth through peer to peer education and programs across the State;
- Continue to support high school, college and university youth programs to reach youth through peer to peer education;
- Fund and conduct internal and external education 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 special MOHS Task Forces;
- Enforce Underage Drinking Laws thru enforcement and education;
- Provide Prosecutorial and Judicial Training through the following programs:
 - TSRP;
 - Conferences;
 - Judicial College; and MASEP.

iii. Impaired Driving-MOHS Evidence Based Enforcement Program:

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

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

Selection of Projects: The MOHS reviews data from FARS and other data source to look for impaired fatality and crash trends in areas around the State, which helps create target areas that the MOHS will work to assist in the upcoming grant year. For further information on the selection of projects for the enforcement program, see enforcement section of each program area.

After the review of the data and target areas are selected, grant applications are distributed throughout the State for the solicitation of grants. Once grants have been received within the MOHS, if target areas have not submitted a grant application, then the MOHS uses the help from the LEL program to go and solicit applications from those target areas.

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

Enforcement Analysis: The MOHS reviews the data and problem identification throughout the year and deploys resources as needed as the data analysis is developed. The resources could include addition of new projects, additional training in the area of concern and public information and education programs going to the areas with the most need and evidenced based data. The MOHS conducts this through strategic meetings, data review and review of progress reports. If support is needed in the enforcement community, the MOHS, Oxford Police Department Law Enforcement Training, PI&E partners and LEL coordinators are deployed to help with the needs and concerns.

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

In addition, program assessments are provided to each sub-grantee in the monthly program reimbursement packet to help show the agencies, cost per citation information; trend analysis and budget comparisons, so the agency is 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.

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

Each sub-grantee is to review agency data to determine where the resources should be deployed for each area the agency serves. The MHP is a statewide program but puts emphasis and program resources in the areas with the most needs based on trends and data.

iv. Impaired Driving Planned HVE Enforcement Strategies:

Areas of Enforcement: The MOHS impaired driving enforcement plan covers all areas of enforcement from HVE, 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”. 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 to local areas across the State.

v. Impaired Driving Funding and Assessment of Overall Impact of Strategies:

Within the State of Mississippi, impaired driving fatalities represent 25% of the overall State fatalities. The State will implement the use of highway safety 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 MOHS focuses on the Top Counties and Cities with the highest fatal crashes and injuries and seeks applications in the areas with the most data assessment needs. The MOHS also provides special wave grants as data becomes available and new areas of data are assessed and areas are in need.

The amount of funds being utilized is commensurate 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 HSP 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.

Funding Charts: Each project that is proposed for funding is identified in the following pages of the Plan. A chart for each sub-grantee is listed at the end of program section.

vi. 154-Alcohol & 405(d) Impaired Driving Program Area Project Descriptions:

Project Number: See Project Numbers in the Financial Chart at the End of Section

Project Title: MOHS Alcohol Countermeasures Law Enforcement Grant Program:

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

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

154 DUI Enforcement Projects:

Project numbers and budget amounts can be found in the budget chart at the end of the program area. The projects listed below will participate in reducing the performance targets, by using countermeasures and strategies.

- | | |
|--|--|
| 1. Bay St. Louis Police Department | 13. Jackson State University Youth ID |
| 2. Carroll County Sheriff's Department | 14. Jones County Sheriff's Department |
| 3. Carthage Police Department | 15. Lamar County Sheriff's Department |
| 4. Department of Public Service | 16. Laurel Police Department |
| 5. George County Sheriff's Department | 17. Leake County Sheriff's Department |
| 6. Grenada Police Department | 18. Lucedale Police Department |
| 7. Gulfport Police Department | 19. Montgomery County Sheriff's Department |
| 8. Hancock County Sheriff's Department | 20. Oktibbeha County Sherriff's Department |
| 9. Hattiesburg Police Department | 21. Philadelphia Police Department |
| 10. Hernando Police Department | 22. Pontotoc County Sheriff's Department |
| 11. Horn Lake Police Department | 23. Tunica County Sheriff's Department |
| 12. Jackson State University/Metro | |

Budget: \$3,150,236.57 Federal Funding Source 154AL/\$0.00 Match/\$3,150,236.57 Local Benefit

Project Number: 154AL-2022-ST-40-01

Project Title: Jackson State University/Metro Jackson

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

Budget: \$361,928.30 Federal Funding Source 154AL/\$0.00 Match

Project Number: 154AL-2022-ST-40-02

Project Title: JSU Youth Safety Impaired Driving Program

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

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

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

Budget: \$202,689.88 Federal Funding Source 154AL/\$0.00 Match

Project Number: 154AL-2022-ST-41-04/M5TR-2022-MD-41-01

Project Title: MOHS Contingency Travel

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

**Budget: 154AL-2020-ST-41-04 Budget: \$2,500.00 Federal Funding Source 154AL/\$0.00 Match/\$0.00 Local Benefit
Budget: M5TR-2020-MD-41-01 Budget:\$2,500.00 Federal Funding Source 405d/\$500.00 Match/\$0.00 Local Benefit**

Project Number: See Project Numbers in the Financial Chart at the End of Section

Project Title: MOHS Impaired Law Enforcement Grant Program:

Project Description: Project numbers and budget amounts can be found in the budget chart at the end of the program area. The projects listed below will participate in reducing the performance targets by using countermeasures and strategies. Each agency has a personalized performance measure and strategies that can be found in the grant agreement.

- | | |
|--|---|
| 1. Carroll County Sheriff's Department | 10. Marion County Sheriff's Department |
| 2. Carthage Police Department | 11. Neshoba County Sheriff's Department |
| 3. Covington County Sheriff's Department | 12. Oxford Police Department |
| 4. Department of Public Safety | 13. Pearl River County Sheriff's Department |
| 5. Desoto County Sheriff's Department | 14. Ridgeland Police Department |
| 6. D'Iberville Police Department | 15. Starkville Police Department |
| 7. Hinds County Sheriff's Department | 16. Stone County Police Department |
| 8. Lauderdale Sheriff's Department | 17. Tishomingo County Sheriff's Department |
| 9. Madison County Sheriff's Department | |

Budget: \$1,447,499.19 Federal Funding Source 405(d)/ \$289,499.84 Match/\$0.00 Local Benefit

Project Number: 154AL-2022-ST-41-05

Project Title: MOHS National Blitz-Drive Sober Get Pulled Over-High Visibility-Special Wave Grants

Project Description: 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 DSGPO. 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 DSGPO (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 DSGPO campaigns. Funds will be used for law enforcement in strategically targeted areas, based on problem identification during blitz periods to reduce fatalities and injuries. The number of projects will be determined based on problem identification, need and trends. The number of hours and funding amounts will be determined by need, population size and funds available. Funds will be used for: Overtime, which is over and beyond regular duties and responsibilities.

Total Budget: \$25,000.00 Federal Funding Source 154AL /\$0.00 Match/\$25,000.00 Local Benefit

Project Number: 154PM-2022-PM-00-00

Project Title: MOHS Paid Media Sustained DUI Enforcement Campaign

Project Description: A comprehensive and sustained paid media campaign in support of the continual DUI enforcement efforts for the DSGPO campaigns utilizing Section 154 alcohol funding will be implemented in the FY22 grant period. These funds will be used for sustained radio, outdoor space in December 2021, January 2022, and Labor Day 2022.

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 radio spots, and outdoor space for paid media, earned media messages for print and television, and alcohol-related vehicle crash fatalities 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 DSGPO blitz campaign.
- b. How the advertising will be implemented-thru media buys throughout the State.
- c. The amount allocated for paid advertising total amount; and
- d. The measures that will be used to assess message recognition. The blitz numbers recorded and returned from agency participants to include total number of agency participation, citations written, earned media; paid media reports; and crash fatality data during specified time period for each blitz campaign.

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

Project Number: M5CS-2022-MD-40-21

Project Title: MS Office of Attorney General - Traffic Safety Resource Prosecution Program –Impaired Program

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

The TSRP will act as a resource to impaired enforcement officers on traffic-related/impaired driving issues. 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; continue to recruit local prosecutors and pair those prosecutors with their local officers who are participants in the SFST class.

The TSRP will provide 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 ID projects by providing information and/or training to allow them to handle ID cases appropriately; provide legal support and resources for prosecutors, officers and judges by distributing and updating, the MS DUI Benchbook.

Budget: \$252,650.87 Federal Funding Source 405(d)/\$50,530.17 Match/\$0.00 Local Benefit

Project Number: M5TR-2022-MD-22-51

Project Title: Oxford Police Department- Law Enforcement Training Coordination

Project Description: The Oxford Police Department Law Enforcement Training Coordination is a statewide program to provide Alcohol and Drug Impaired Driving to all law enforcement officers. The program will expand training of the state and local law enforcement officers in Mississippi. The program proposes to provide technical assistance and training to law enforcement agencies through the state which will assist in the increase in DUI Alcohol and Drug arrest.

The Oxford Police Department Law Enforcement Training Coordination uses the funding for salaries, fringe, travel, contractual service, commodities, and indirect costs that has been reviewed and approved by the MOHS. The agency will generate at least (1) earned media campaigns during the blitz campaigns.

Budget: \$581,449.45 Federal Funding Source 405(d)/\$116,289.89/\$0.00 Local Benefit

Project Number	Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
154AL-2022-ST-20-21	2017/2018	154AL	Bay St. Louis Police Dept	\$6,000.00	\$0.00	\$6,000.00
154AL-2022-ST-10-81	2017/2018	154AL	Carroll County Sheriff's Dept	\$47,475.00	\$0.00	\$47,475.00
154AL-2022-ST-25-51	2017/2018	154AL	Carthage Police Dept	\$42,016.00	\$0.00	\$42,016.00
154AL-2022-ST-40-81	2017/2018	154AL	Dept of Public Safety/ MS Highway Patrol AL	\$2,037,490.00	\$0.00	\$2,037,490.00
154AL-2022-ST-12-01	2017/2018	154AL	George County Sheriff's Dept	\$17,245.00	\$0.00	\$17,245.00
154AL-2022-ST-28-41	2017/2018	154AL	Grenada Police Dept.	\$54,246.40	\$0.00	\$54,246.40
154AL-2022-ST-21-41	2017/2018	154AL	Gulfport Police Dept.	\$48,012.82	\$0.00	\$48,012.82
154AL-2022-ST-12-31	2017/2018	154AL	Hancock County Sheriff's Dept	\$90,671.40	\$0.00	\$90,671.40
154AL-2022-ST-21-51	2017/2018	154AL	Hattiesburg Police Dept.	\$85,899.56	\$0.00	\$85,899.56
154AL-2022-ST-28-61	2017/2018	154AL	Hernando Police Dept.	\$116,086.16	\$0.00	\$116,086.16
154AL-2022-ST-21-81	2017/2018	154AL	Horn Lake Police Dept.	\$180,900.00	\$0.00	\$180,900.00
154AL-2022-ST-13-41	2017/2018	154AL	Jones County Sheriff's Dept	\$69,694.40	\$0.00	\$69,694.40
154AL-2022-ST-13-71	2017/2018	154AL	Lamar County Sheriff's Dept	\$60,129.00	\$0.00	\$60,129.00
154AL-2022-ST-23-71	2017/2018	154AL	Laurel Police Dept.	\$63,750.00	\$0.00	\$63,750.00
154AL-2022-ST-14-01	2017/2018	154AL	Leake County Sheriff's Dept	\$10,000.00	\$0.00	\$10,000.00
154AL-2022-ST-29-91	2017/2018	154AL	Lucedale Police Department	\$33,894.00	\$0.00	\$33,894.00
154AL-2022-ST-14-91	2017/2018	154AL	Montgomery County Sheriff's Dept	\$28,510.23	\$0.00	\$28,510.23
154AL-2022-ST-15-31	2017/2018	154AL	Oktibbeha County Sheriff's Dept	\$10,000.00	\$0.00	\$10,000.00
154AL-2022-ST-22-81	2017/2018	154AL	Philadelphia Police Dept.	\$44,030.60	\$0.00	\$44,030.60
154AL-2022-ST-22-91	2017/2018	154AL	Picayune Police Dept.	\$49,776.00	\$0.00	\$49,776.00
154AL-2022-ST-15-81	2017/2018	154AL	Pontotoc Co BOS	\$35,000.00	\$0.00	\$35,000.00
154AL-2022-ST-17-21	2017/2018	154AL	Tunica County BOS	\$19,410.00	\$0.00	\$19,410.00
Total Alcohol Law Enforcement		154AL		\$3,739,854.75	\$0.00	\$3,739,854.75

MOHS Impaired Driving Grants

Project Number	Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
M5X-2022-MD-11-61	2019	405D	Covington County S.O.	\$49,500.00	\$1,762.13	\$0.00
M5X-2022-MD-11-71	2019	405D	Desoto County S.O.	\$165,669.76	\$10,200.00	\$0.00
M5X-2022-MD-26-91	2017/2018	405D	D' Iberville Police Dept	\$20,000.00	\$4,000.00	\$0.00
M5X-2022-MD-12-51	2017/2018	405D	Hinds County Sheriff's Dept.	\$141,078.19	\$56,436.12	\$0.00
M5X-2022-MD-13-81	2018/2019	405D	Lauderdale County S.O.	\$163,887.95	\$29,703.52	\$0.00
M5X-2022-MD-14-51	2018/2019	405D	Madison County Sheriff's Dept.	\$63,060.00	\$30,296.14	\$0.00
M5X-2022-MD-14-61	2018/2019	405D	Marion County Sheriff's Dept.	\$115,325.00	\$35,246.70	\$0.00
M5X-2022-MD-40-81	2019	405D	Dept Of Public Safety/ MS Highway Patrol	\$282,180.58	\$12,364.30	\$0.00
M5X-2022-MD-22-51	2019	405D	Oxford Police Dept	\$37,453.00	\$17,647.34	\$0.00
M5X-2022-MD-15-51	2019	405D	Pearl River County S.O.	\$123,240.37	\$21,764.96	\$0.00
M5X-2022-MD-23-01	2017/2019	405D	Ridgeland Police Dept	\$49,850.21	\$8,012.16	\$0.00
M5X-2022-MD-23-11	2019	405D	Starkville Police Dept	\$41,144.93	\$7,755.56	\$0.00
M5X-2022-MD-16-61	2019	405D	Stone County Police Dept.	\$90,979.60	\$16,220.00	\$0.00
M5X-2022-MD-17-11	2019	405D	Tishomingo County S.O.	\$54,209.60	\$10,875.92	\$0.00
Total Impaired Law Enforcement		405D		\$1,447,499.19	\$289,499.84	\$0.00
154/405D Special Programs						
Project Number	Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
154AL-2022-ST-40-02	2016/2017/2018	154AL	JSU Youth Highway Safety Programs	\$202,689.88	\$0.00	\$0.00
154AL-2022-ST-40-01	2016/2017/2018	154AL	Metro Jackson/JSU	\$361,928.30	\$0.00	\$0.00
154AL-2022-ST-41-05	2017/2018	154AL	MOHS-National DSGPO Special Wave Grant	\$25,000.00	\$0.00	\$25,000.00
154PM-2022-PM-00-00	2018/2019	154AL	MOHS Paid Media Impaired Driving	\$150,000.00	\$0.00	\$0.00
154AL-2022-ST-41-04	2016/2017/2018	154AL	MOHS Contingency Travel	\$2,500.00	\$0.00	\$0.00
M5CS-2022-MD-40-21	2018/2019	405D	MS Office of the Attorney General's	\$252,650.87	\$50,530.17	\$0.00
M5TR-2022-MD-22-51	2018/2019	405D	Oxford PD Law Enforcement Training	\$581,449.45	\$116,289.89	\$0.00
M5TR-2022-MD-41-01	2018/2019	405D	MOHS Contingency Travel	\$2,500.00	\$500.00	\$0.00
Total 154 Special Projects				\$742,118.18	\$0.00	\$25,000.00
Total 405D Special Projects				\$836,600.32	\$167,320.06	\$0.00
Total 154 Enforcement Funds:				\$3,739,854.75	\$0.00	\$3,764,854.75
Total 405D Enforcement Funds				\$1,447,499.19	\$289,499.84	\$0.00
Total Funds 154				\$4,331,972.93	\$ 0.00	\$4,331,972.93
Total 405D				\$2,284,099.51	\$456,819.90	\$0.00

*Note: State Match for the above projects is based on an approved formula in calculating Match for MHP.

C. Occupant Protection (OP):

i. Occupant Protection Area

C-4 Core Outcome Measure/Unrestrained Passengers: To decrease the expected rise in the number of unrestrained passenger vehicle occupant fatalities in all seating positions from the five year average (2015-2019) of 294 to 333 by the end of 2018-2022.

B-1 Core Behavior Measure/Occupant Protection: To increase the statewide observed seatbelt use of front seat outboard occupants in passenger vehicles from the five-year average (2016-2020) of 79.4% to 80.5% by the end of 2018-2022.

Activity Measure/Seat Belts: To increase the number of seatbelt citations and child restraint citations issued during grant funded law enforcement activities for the five-year average of 17,274 (2016-2019) to the target of 17,619. This target is based on prior rolling five-year averages

MOHS Outcome Measure: Teen-OP: To maintain the number of unrestrained fatalities from 16-20 year old drivers during the five year average (2015-2019) of 22 by the end of 2018-2022.

The MOHS uses the *Countermeasures that Work: A Highway Safety Countermeasures Guide for State Highways Safety Offices* to select strategies that will be used for the upcoming grant year. 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 special emphasis areas with low seatbelt usage rates.

The amount of funds being utilized is commensurate 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.

ii. Occupant Protection Strategies:

Occupant Protection Task Force: The current OP task force committee has executive committee members, along with a chairman that calls for meetings and reports from the committee members. The ID task force also reviews and approves of the OP Plan for the 405(b) NHTSA Application.

Occupant Protection Coordinated Program:

- Occupant Protection (OP) Coordinated Program: (Countermeasures 2.1; 2.2; 2.3);
- Statewide Child Passenger Safety Coordination program (Countermeasures: 5.1; 6.1; 6.2;7.1);
- Attend meetings to strategic plan enforcement efforts through data trends, performance measures and strategies;
- Provide a comprehensive statewide OP Coordinated Program;
- Conduct pre and post seatbelt surveys;
- Fund law enforcement programs for day and night enforcement;
- Assign MOHS staff to manage OP enforcement and outreach grants;
- Promote seatbelt safety through earned and paid media; and
- Provide technical assistance when needed for the OP Program.

Statewide Child Passenger Safety Coordination program:

- Statewide Child Passenger Safety (CPS) Program (Countermeasures 7.2)
- Provide a comprehensive Statewide CPS Coordination program;
- Conduct CPS Surveys;
- Fund the Mississippi Department of Health to provide child passenger seats; child passenger seat checks and installations
- Assign MOHS staff to manage enforcement and outreach grants, promote seatbelt safety and provide assistance where needed for the OP Program.

Child Passenger Seat Technician Training:

- Child Passenger Seat Technician Training will provide training on how to properly install, understand the use of seats to aid to law enforcement and others help groups and organizations.
- 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 law enforcement, 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:

- Child Passenger Seat Enforcement (Countermeasure 5.1)
- Increase proper use of CPS in motor vehicles;
- Increase CPS checkpoint locations throughout the State;
- Conduct pre and post seatbelt surveys;
- Fund law enforcement programs for day and night enforcement;
- Assign MOHS staff to manage OP enforcement and outreach grants;
- Promote seatbelt safety through earned and paid media; and
- Provide technical assistance when needed for the OP Program.

High Visibility Enforcement:

- Occupant Protection Enforcement (Countermeasure 1.1);
- High Visibility Enforcement (Countermeasures 2.1; 2.2; 2.3);
- Support sustained HVE of occupant protection laws, which includes supporting the National OP Enforcement Campaign, *Click It or Ticket (CIOT)*.
- Fund law enforcement programs and 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 *CIOT* mobilization; and
- Develop and promote a comprehensive media campaign for a night time enforcement mobilization.

Public Information and Education:

- Improve education on new and/or updated laws related to OP and Child Restraints;
- Supply services through the LEL Program; and
- Provide information through special MOHS Task Forces.

Teen Driver Seatbelt Program:

- Teen Seatbelt Focus Program (Countermeasure 4.1; 6.1; 7.1)
- 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;

- Conduct Seatbelt and Child Restraint Survey to track seatbelt usage across the State

iii. Occupant Protection-MOHS OP Strategic Plan

Full Version of the MOHS Occupant Protection Plan: A copy of the Occupant Protection Plan can be provided upon request.

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

Selection of Projects: The MOHS reviews data from FARS and other data source to look for occupant protection 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 enforcement section of each program area.

After the review of the data and target areas are selected, grant applications are distributed throughout the State for the solicitation of grants. Once grants have been received within the MOHS, if target areas have not submitted a grant application, then the MOHS uses the help from the LEL program to go and solicit applications from those target areas. For further information on the solicitation of grants.

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

Enforcement Analysis: The MOHS reviews the data and problem identification throughout the year and deploys resources as needed as the data analysis is developed. The resources could include addition of new projects, additional training in the area of concern and public information and education programs going to the areas with the most need and evidenced based data. The MOHS conducts this through strategic meetings, data review and review of progress reports. If support is needed in the enforcement community, the MOHS, PI&E partners and LEL coordinators are deployed to help with the needs and concerns.

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 provided to each sub-grantee in the monthly program reimbursement packet to help show the agencies, cost per citation information; trend analysis and budget comparisons, 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.

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

Each sub-grantee is to review agency data to determine where the resources should be deployed for each area the agency serves. The MHP is a statewide program but puts emphasis and program resources in the areas with the most needs based on trends and data.

iv. Occupant Protection- Planned HVE Enforcement Strategies:

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 Campaign, CIOT.

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.

v. Occupant Protection Funding and Impact of Program:

Within the State of Mississippi, unbelted fatalities represent 54.6% a large percentage of the overall State fatalities. 100% of the State’s population will be covered by enforcement efforts utilizing the MHP, city and county law enforcement agencies within the top unbelted fatality and crash locations. The MOHS focuses on the Top Counties and Cities with the highest fatal crashes and injuries and seeks applications in the areas with the most data assessment needs.

The MOHS also provides special wave grants through-out the year as data becomes available and new areas of data are assessed and areas are in need. The amount of funds being utilized is commensurate with the State-wide problem, and thus the State feels that the projects selected and if fully implemented and successful, will contribute to the overall goal of reducing fatalities, reducing crashes and injuries.

Additional Funding Sources: All funding sources in the Mississippi HSP are federal funded monies, unless otherwise noted in the additional funding section in each project description. Mississippi also utilizes MHP activities and State funds as match for projects that need additional match monies.

OP Financial Charts: Each enforcement program that is proposed for funding is identified in the following pages of the Performance Plan. A chart for each sub-grantee is listed at the end of program section.

vi. 2022 Occupant Protection Program Area Project Descriptions:

Project Number: OP-2022-OP-41-05

Project Title: MOHS Click It or Ticket Special Wave Grants

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

Budget: \$25,000.00 Federal Funding Source 402 OP/\$5,000.00 Match/\$25,000.00 Local Benefit

Project Number: OP-2022-OP-41-06

Project Title: MOHS High Risk Population Special Wave Grants

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

Budget: \$5,000.00 Federal Funding Source 402 OP/\$1,000.00 Match/\$5,000.00 Local Benefit

Project Number: OP-2022-OP-41-04

Project Title: MOHS Contingency Travel

Project Description: The funds will be used for contingency travel in and out of State to OP 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 OP 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. Travel is directly related to the support of funded strategies and projects.

Budget: \$2,500.00 Federal Funding Source 402OP/\$500.00 Match/\$0.00 Local Benefit

Project Number: See Financial Chart Below

Project Name: MOHS Occupant Protection Law Enforcement STEP Grants

MOHS will provide sub-grants to local law enforcement agencies, for high visibility and sustained overtime enforcement efforts of occupant protection traffic safety laws. Each agency will provide enforcement in support of occupant protection and child passenger safety program. All efforts will be coordinated with the annual Click It or Ticket blitz campaign, as well as other designated MOHS efforts. All law enforcement agencies participating in the highway safety program will utilize data to identify highway safety needs. Each agency will participate in efforts to reduce of state-wide and local performance targets by using countermeasures and strategies. Agencies will conduct enforcement efforts based on crash analysis and deploy resources in coordination with the state and local agency enforcement plans and make adjustments as needed. Each agency has personalized performance measures and strategies that can be found in each grant agreement. Funds can be used for salary, commodities, equipment, contractual services, in-direct cost (if applicable) and travel. All costs associated with the program are listed in the agency grant agreement.

- | | |
|--|---|
| 1. Carroll County Police Department | 11. Montgomery County Sheriff's Department |
| 2. Carthage Police Department | 12. Oktibbeha County Sheriff's Department |
| 3. Covington County Sheriff's Department | 13. Pearl River County Sheriff's Department |
| 4. DeSoto County Sheriff's Department | 14. Philadelphia Police Department |
| 5. Hancock County Sheriff's Department | 15. Pontotoc County Sheriff's Department |
| 6. Harrison County Sheriff's Department | 16. Tunica County Sheriff's Department |
| 7. Hinds County Sheriff's Department | 17. Webster County Sheriff's Department |
| 8. Jones County Sheriff's Department | 18. Winona Police Department |
| 9. Lamar County Sheriff's Department | |
| 10. Lauderdale County Sheriff's Department | |

Budget: \$434,738.04 Federal Funding Source 402OP/\$86,947.61 Match/\$434,738.04 Local Benefit

Project Number: M2PE-2022-MB-00-00

Project Title: MOHS Paid Media Sustained Occupant Protection Enforcement Campaign

Project Description: A comprehensive and sustained paid media campaign in support of the continual Occupant Protection enforcement efforts for the “CIOT” campaigns utilizing Section 405 Occupant Protection funding will be implemented in the grant period. These funds will be used for sustained radio and outdoor space in May 2021. 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 radio spots and outdoor space for paid media, earned media messages for print and television, unbelted-related vehicle crash fatalities, the results obtained from the *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 OP Campaign for the “CIOT” blitz periods
- b. How the advertising will be implemented through media buys throughout the state.
- c. The amount allocated for paid advertising and total amount.
- d. The measures that will be used to assess message recognition.
- e. The blitz numbers recorded and returned from agency participants to include total number of agency participation, citations written, earned media and the like;
- f. Paid media reports; seat belt survey and unbelted crash fatality data during specified time period for each blitz campaign.

Budget: \$70,000.00 Federal Funding Source 405(b)/\$14,000.00 Match/\$0.00 Local Benefit

Project Number: CR-2022-CR-40-71

Project Title: MS Department of Health Child Restraint Seat Program

Project Description: The Department of Health is responsible for enforcement activities for the entire State of Mississippi through extensive enforcement. The population of Mississippi is 2,992,333, according to the 2015 census. The program covers square miles 48,434 and county miles 10,958. The Department of Health will conduct child safety seat checkpoints at local health departments, daycares, or preschools. Will conduct publicized community child safety seat checkpoints at community events, shopping centers, or health and safety fairs to promote correct usage statewide and distribute 1,850 child passenger restraints. The Department of Health will collaborate with Safe Kids Mississippi, Mississippi Department of Education, and other local partners to conduct school-based occupant protection activities (e.g. presentations, safety fairs, workshops, countdown to drive program) for children ages 0-15 years. Collaborate with Safe Kids Mississippi and Public Health District Educators to conduct child passenger safety presentations on regulations and recommendations at schools and community/public events in all nine Health Districts. Schedule CPST courses to increase the number of Child Passenger Safety Technicians throughout the state. Conduct child safety seat checkpoints and publicized community child safety seat checkpoints. Distribute child restraints, increase knowledge about proper usage, and ensure they are being utilized and distribute fact sheets and child passenger safety brochures that target children, ages 0-15 years that come into local health clinics.

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

Budget: \$86,400.00 Federal Funding Source 402CR/\$17,280.00 Match/\$0.00 Local Benefit

Project Number: M2PE-2022-MB-40-71

Project Title: MS Department of Health Child Occupant Protection Program

Supplemental to CR-2022-CR-40-11

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

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

Budget: \$197,449.12 Federal Funding Sources 405(b)/\$39,489.82 Match/\$0.00 Local Benefit

Project Number: SO-2022-SO-40-11

Project Title: Mississippi State University-Occupant Restraints Survey –Stennis Institute

Project Description: 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. The agency will utilize the grant funds for; salary; overtime; fringe; contractual service; travel; commodities and indirect cost to conduct described program activities above and beyond the agency's daily activities and responsibilities.

Budget: \$242,316.01 Federal Funding Source 402SO/\$48,463.20 Match/\$0.00 Local Benefit

Project Number	Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
MOHS OP Enforcement Projects						
OP-2022-OP-10-81	2017/2018	402OP	Carroll County S.O.	\$16,380.00	\$3,276.00	\$16,380.00
OP-2022-OP-25-51	2017/2018	402OP	Carthage Police Department	\$9,000.00	\$1,800.00	\$9,000.00
OP-2022-OP-11-61	2017/2018	402OP	Covington County S.O.	\$49,500.00	\$9,900.00	\$49,500.00
OP-2022-OP-11-71	2017/2018	402OP	DeSoto County S.O.	\$23,100.00	\$4,620.00	\$23,100.00
OP-2022-OP-12-31	2017/2018	402OP	Hancock County S.O.	\$7,500.00	\$1,500.00	\$7,500.00
OP-2022-OP-12-41	2016/2017	402OP	Harrison County S.O.	\$60,807.00	\$12,161.40	\$60,807.00
OP-2022-OP-12-51	2017/2018	402OP	Hinds County S.O.	\$9,450.00	\$1,890.00	\$9,450.00
OP-2022-OP-13-41	2017/2018	402OP	Jones County S.O.	\$69,297.00	\$13,859.40	\$69,297.00
OP-2022-OP-13-71	2017/2018	402OP	Lamar County S.O.	\$8,120.00	\$1,624.00	\$8,120.00
OP-2022-OP-13-81	2016/2017	402OP	Lauderdale County S.O.	\$61,383.74	\$12,276.75	\$61,383.74
OP-2022-OP-14-91	2017/2018	402OP	Montgomery County S.O.	\$11,985.00	\$2,397.00	\$11,985.00
OP-2022-OP-15-31	2017/2018	402OP	Oktibbeha County S.O.	\$15,000.00	\$3,000.00	\$15,000.00
OP-2022-OP-15-51	2017/2018	402OP	Pearl River County S.O.	\$21,442.80	\$4,288.56	\$21,442.80
OP-2022-OP-22-81	2017/2018	402OP	Philadelphia Police Dept.	\$8,533.00	\$1,706.60	\$8,533.00
OP-2022-OP-15-81	2017/2018	402OP	Pontotoc Police Dept.	\$25,000.00	\$5,000.00	\$25,000.00
OP-2022-OP-17-21	2017/2018	402OP	Tunica County S.O.	\$12,940.00	\$2,588.00	\$12,940.00
OP-2022-OP-17-81	2017/2018	402OP	Webster County S.O.	\$17,846.40	\$3,569.28	\$17,846.40
OP-2022-OP-35-81	2017/2018	402OP	Winona Police Dept.	\$7,453.10	\$1,490.62	\$7,453.10
Total OP Enforcement				\$434,738.04	\$89,947.61	\$434,738.04
OP-2022-OP-41-05	2017/2018	402OP	MOHS-CIOT Special Wave	\$25,000.00	\$5,000.00	\$25,000.00
OP-2022-OP-41-06	2017/2018	402OP	MOHS High Risk Population-Special Wave	\$5,000.00	\$1,000.00	\$5,000.00
OP-2022-OP-41-04	2017/2018	402OP	MOHS Contingency Travel	\$2,500.00	\$500.00	\$0.00
OP-2022-OP-41-07	2017/2018	402OP	MOHS Occupant Protection Assessment	\$40,000.00	\$8,000.00	\$0.00

M2PE-2022-MB-00-00	2018/2019	405B	MOHS Paid Media-OP	\$70,000.00	\$14,000.00	\$0.00
M2PE-2022-MB-40-71	2018/2019	405B	MS Dept. of Health-OP Program	\$197,449.12	\$39,489.82	\$0.00
CR-2022-CR-40-71	2016/2017	402CR	MS Dept. of Health -Child Restraint Seat	\$86,400.00	\$17,280.00	\$0.00
SO-2022-SO-40-11	2017/2018	402SO	Mississippi State University-Stennis Institute- SB Survey	\$242,316.01	\$48,463.20	\$0.00
Total 402OP				\$507,238.04	\$104,447.61	\$464,738.04
Total 402CR				\$86,400.00	\$17,280.00	\$0.00
Total 405B				\$267,449.12	\$53,489.82	\$0.00
Total 402SO				\$242,316.01	\$48,463.20	\$0.00
Total OP Program				\$1,103,403.17	\$ 223,680.63	\$464,738.04

**Note: State Match for the above projects is based on an approved formula in calculating Match for MHP. Occupant protection is also provided under the Police Traffic Services program.*

D. Police Traffic Services
i. Police Traffic Services Area

C-4 Core Outcome Measure/Unrestrained Passengers: To decrease the expected rise in the number of unrestrained passenger vehicle occupant fatalities in all seating positions from the five year average (2015-2019) of 294 to 333 by the end of 2018-2022.

C-5 Core Outcome Measure/Alcohol and Other Drugs: To decrease the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above by 1% of the five year average (2015-2019) of 158 to 166 by the end of (2018-2022).

C-6 Core Outcome Measure/ Speed: To decrease the number of speeding related fatalities by 5% from the five year average (2015-2019) of 81 to 87 by the end of (2018-2022).

C-7 Core Outcome Measure/Motorcycles: To decrease the expected rise of motorcycle fatalities from the five year average (2015-2019) of 41 to 43 by the end of (2018-2022).

C-8 Core Outcome Measure/Un-helmeted Motorcyclists: To maintain the number of un-helmeted motorcycle fatalities of the five year average (2015-2019) of 7 by the end of (2018-2022).

C-9 Core Outcome Measure/Under 21: To maintain the number of under the age of 21 drivers in fatal crashes from the five year average of 89 (2015-2019) by the end of (2018-2022).

C-10 Core Outcome Measures/Pedestrians: Reduce the expected rise of the number of pedestrian fatalities of the five year average (2015-2019) of 69 to 73 by the end of (2018-2022).

C-11 Core Outcome Measure/Bicyclist: Maintain the number of bicycle fatalities of the five year average (2015-2019) of 6 fatalities by the end of 2018-2022.

ii. Police Traffic Services Strategies:

Police Traffic Services Coordination program:

- Assign MOHS staff to manage enforcement, promote seatbelt safety and provide assistance where needed for the OP Program; ID Program and Speed.
- Fund law enforcement programs that provide HVE of speed, OP, ID, distracted driving and other moving violations;
- Participate in CIOT and DSGPO National Mobilization periods;
- Provide training for law enforcement; and

Public Information and Education:

- Provide education and outreach for all traffic safety related issues and campaigns; and
- Provide funding to public information and education programs.

Enforcement:

- Enforcement: (Countermeasure 2.2)
- Increase and sustain HVE for speed and other moving violation.
- Fund law enforcement programs to focus on speeding and enforcing speed limits;
- Provide local law enforcement training.

iii. Police Traffic Services-MOHS Evidence Based Enforcement Plan

Selection of Projects: The MOHS reviews data from FARS and other data source to look for impaired, occupant protection, speed and other traffic safety 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 enforcement section of each program area.

After the review of the data and target areas are selected, grant applications are distributed throughout the State for the solicitation of grants. Once grants have been received within the MOHS, if target areas have not submitted a grant application, then the MOHS uses the help from the LEL program to go and solicit applications from those target areas. For further information on the solicitation of grants.

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

Enforcement Analysis: The MOHS reviews the data and problem identification throughout the year and deploys resources as needed as the data analysis is developed. The resources could include addition of new projects, additional training in the area of concern and public information and education programs going to the areas with the most need and evidenced based data. The MOHS conducts this through strategic meetings, data review and review of progress reports. If support is needed in the enforcement community, the MOHS, PI&E partners and LEL coordinators are deployed to help with the needs and concerns.

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.

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

In addition, program assessments are provided to each sub-grantee in the monthly program reimbursement packet to help show the agencies, cost per citation information; trend analysis and budget comparisons, 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.

The EBE continues to be updated (as necessary) as the grant year progresses, with the addition of strategies used, projects added and descriptions of enforcement activities that are conducted, example Special Wave grants. Adjustments are made to projects based on data analysis that includes fatal and injury crash data. Each sub-grantee is to review agency data to determine where the resources should be deployed for each area the agency serves. The MHP is a statewide program but puts emphasis and program resources in the areas with the most needs based on trends and data.

iv. Police Traffic Services- Planned HVE Enforcement Strategies

Areas of Enforcement Covered: The MOHS enforcement plan covers all areas of enforcement from HVE, sustained and STEP enforcement programs. Each enforcement program that is funded through the MOHS participated in the National Blitz Campaigns, such as DSGPO and CIOT. Each enforcement project participates in earned media in their areas, during the Blitz campaigns and throughout the year.

v. Police Traffic Services Funding:

Within the State of Mississippi, unbelted fatalities, impaired fatalities, speed related fatalities represent a large percentage of the overall State fatalities. The State is budgeting in 402 PTS funds during FY20 to combat its unbelted, impaired driving and speed related problems. 100% of the State’s population will be covered by police traffic services enforcement efforts utilizing the MHP, city and county law enforcement agencies within the top impaired driving fatality and crash locations. The MOHS focuses on the Top Counties and Cities with the highest fatal crashes and injuries and seeks applications in the areas with the most data assessment needs. The MOHS also provides special wave grants through-out the year as data becomes available and new areas of data are assessed and areas are in need. The amount of funds being utilized is commensurate with the State-wide police traffic services problem, and thus the State feels that the projects selected and if fully implemented and successful, will contribute to the overall goal of reducing ID, impaired driving, unbelted and speed related fatalities, reducing crashes and injuries.

Additional Funding Sources: All funding sources in the Mississippi HSP 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.

Police Traffic Services Projects and Financial Charts: Each enforcement program that is proposed for funding is identified in the following pages of the Performance Plan. A chart for each sub-grantee is listed at the end of program section.

vi. 2022 Police Traffic Services Program Area Project Descriptions

Project Number: PT-2022-PT-41-04

Project Title: MOHS Contingency Travel

Project Description: The MOHS will provide financial support for approved contingency travel for agency partners requesting in and out of State travel expenses to meetings, conferences and trainings benefitting the police traffic service highway safety programs. Funds can include airfare, baggage fees, hotel accommodation, transportation, per diem for meals, tips and an additional travel fees approved by the MOHS. Travel is directly related to the support of funded strategies and projects.

Budget: \$2,500.00 Federal Funding Source 402PT/\$500.00 Match/\$0.00 Local Benefit

Project Number: See Below Financial Chart Below

Project Name: MOHS Law Enforcement Police Traffic Services STEP Grants

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

- | | |
|--------------------------------------|--------------------------------------|
| 1. Adams County Sheriff's Department | 13. Jackson Police Department |
| 2. Bay St. Louis Police Department | 14. Laurel Police Department |
| 3. Biloxi Police Department | 15. Long Beach Police Department |
| 4. Brandon Police Department | 16. Madison Police Department |
| 5. Columbia Police Department | 17. Noxubee Sheriff's Department |
| 6. Canton Police Department | 18. Oxford Police Department |
| 7. D'Iberville Police Department | 19. Pass Christian Police Department |
| 8. Department of Public Safety | 20. Pearl Police Department |
| 9. Flowood Police Department | 21. Richland Police Department |
| 10. Greenwood Police Department | 22. Sherman Police Department |
| 11. Gulfport Police Department | 23. Starkville Police Department |
| 12. Horn Lake Police Department | 24. Waveland Police Department |

Budget: \$1,758,775.29 Federal Funding Source 402PT/\$351,755.06 Match/\$1,758,775.29 Share to Local

Project Number	Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
PTS Enforcement Program						
PT-2022-PT-20-21	2017/2018	402PTS	Adams County Sheriff's Department.	\$49,380.79	\$9,876.16	\$58,666.94
PT-2022-PT-20-21	2017/2018	402PTS	Bay St. Louis Police Department	\$25,000.00	\$5,000.00	\$25,000.00
PT-2022-PT-20-41	2017/2018	402PTS	Biloxi Police Department	\$8,873.48	\$1,774.70	\$8,810.64
PT-2022-PT-20-51	2016/2017	402PTS	Brandon Police Dept.	\$75,000.00	\$15,000.00	\$75,000.00
PT-2022-PT-25-41	2017/2018	402PTS	Canton Police Dept.	\$61,346.90	\$12,269.38	\$62,891.40
PT-2020-PT-26-21	2017/2018	402PTS	Columbia Police Dept.	\$18,152.00	\$3,630.40	\$11,940.00
PT-2022-PT-26-91	2017/2018	402PTS	D'Iberville Police Dept.	\$20,000.00	\$4,000.00	\$20,000.00
PT-2022-PT-40-81	2017/2018	402PTS	Department of Public Safety	\$548,555.00	\$109,711.00	\$548,555.00
PT-2022-PT-27-81	2016/2017	402PTS	Flowood Police Dept.	\$98,062.00	19,612.40	\$98,062.00
PT-2022-PT-21-31	2017/2018	402PTS	Greenwood Police Dept.	\$31,382.90	\$6,366.58	\$31,382.90
PT-2022-PT-21-41	2017/2018	402PTS	Gulfport Police Dept.	\$25,116.00	\$5,023.20	\$25,116.00
PT-2022-PT-21-81	2016/2017	402PTS	Horn Lake Police Dept.	\$50,400.00	\$10,080.00	\$50,400.00
PT-2022-PT-21-91	2017/2018	402PTS	Jackson Police Dept.	\$300,000.00	\$60,000.00	\$300,000.00
PT-2022-PT-23-71	2017/2018	402PTS	Laurel Police Dept	\$63,750.00	\$12,750.00	\$63,750.00
PT-2022-PT-29-91	2016/2017	402PTS	Long Beach Police Dept	\$14,850.02	\$2,970.00	\$14,850.02
PT-2022-PT-30-21	2017/2018	402PTS	Madison Police Dept.	\$33,300.00	\$6,660.00	\$33,300.00
PT-2022-PT-22-41	2016/2017	402PTS	Noxubee County Sheriff's Dept.	\$16,344.00	\$3,268.80	\$16,344.00
PT-2022-PT-22-51	2017/2018	402PTS	Oxford Police Dept.	\$14,599.20	\$2,919.84	\$14,599.20
PT-2022-PT-22-71	2017/2018	402PTS	Pass Christian Police Dept.	\$23,000.00	\$4,600.00	\$23,000.00
PT-2022-PT-31-91	2020	402PTS	Pearl Police Dept.	\$119,767.00	\$23,953.40	\$119,767.00
PT-2022-PT-33-21	?	402PTS	Richland Police Dept.	\$50,000.00	\$10,000.00	\$50,000.00
PT-2022-PT-88-11	2017/2018	402PTS	Sherman Police Department	\$57,750.00	\$11,550.00	\$57,750.00
PT-2022-PT-23-11	2017/2018	402PTS	Starkville Police Dept.	\$23,696.00	\$4,739.20	\$23,696.00
PT-2022-PT-35-41	2017/2018	402PTS	Waveland Police Dept.	\$30,000.00	\$6,000.00	\$30,000.00
Total PTS Enforcement Program		402PTS		\$1,758,775.29	\$351,755.06	\$1,758,775.29
PT-2022-PT-41-04	2017/2018	402PTS	MOHS Contingency Travel	\$2,500.00	\$500.00	\$0.00
Total PTS Special Projects		402PTS		\$2,500.00	\$500.00	\$0.00
Total PTS Program		402PTS		\$1,761,275.29	\$352,255.06	\$1,758,775.29

*Note: State Match for the above projects is based on an approved formula in calculating Match for MHP

E. Traffic Records Evidenced Based Reference for Traffic Records Program

i. Traffic Records Program Area

MOHS Outcome Measure/Traffic Records: To increase the number of electronic submissions of completed crash record data from Mississippi law enforcement agencies to DPS from 99% in 2019 to 100% in 2022.

MOHS Outcome Measure/Traffic Records: To decrease the number of average days from the crash event to entry into the Electronic Crash System from 1.17 days in 2019 to 2.5 days in 2022.

MOHS Outcome Measure/Traffic Records: To increase the percentage of drivers involved in fatal crashes that are subsequently tested for their BAC at the 35.0% level seen in 2019 to 63% in 2022.

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

MOHS Outcome Measure/Traffic Records: To continue the process of integrating data of vehicle insurance information with the vehicle VIN from the vehicle file.

MOHS Outcome Measure/Traffic Records: To continue the process of integrating data on crash reports, to link with the EMS Transport system and to the Hospital Trauma registry.

MOHS Outcome Measure/Traffic Records: To continue the process of mapping data of citation, crash and EMS run using same base layer map to overlay for proactive planning

ii. Traffic Records Strategies

The State is utilizing in FY22, 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 commensurate 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.

Traffic Records Coordinated Program:

- Contribute data and statistical information to the MOHS staff, local, county and state jurisdictions for the identification, reduction, and strategic planning of target areas across the state for impaired driving, occupant protection, speed, youth, motorcycle, pedestrian and bicyclist fatalities.
- Strategic Meetings: Attend, host and implement strategic meetings with partners from the STRCC, community partners and law enforcement to strategic plan traffic records efforts through data trends, performance measures and strategies.
- Provide a comprehensive statewide Traffic Records Coordinated Program.
- Fund traffic records programs approved and based on MOHS and STRCC recommendations.
- Attend all State Traffic Records Committee meetings and serve as a technical liaison to other state agency personnel involved in traffic records activities (e.g., MDOT, State Health Department, Department of Revenue)
- Test and evaluate new software development of E-Cite, Daily Activity Reporting and Dashboard applications to ensure data is accurate, timely and complete.
- Produce statistical tables and charts of traffic fatalities and injuries (subset by severity) for evaluation of components in the Strategic Highway Safety Plan.
- Compile traffic crash and citation data for all law enforcement agencies by Federal fiscal year, State fiscal year and calendar year into agreed reports and collections for posting on the MS Public Safety Data Website.
- Access data from the coroner and state crime laboratory to complete investigations into alcohol and other drug involvement in MS traffic crashes. Provide data input to the FARS analyst for all tested drivers and occupants in fatal crashes.

- Evaluation: MOHS continually evaluate its programs to ensure projects that are funded are having the desired effect on the statewide program.
- Software Updates: MOHS continually update its software to ensure projects that are funded are having the desired effect on the statewide program.
- Equipment Purchases: MOHS continually evaluate its equipment to ensure projects that are funded are having the desired effect on the statewide program.

Additional Funding Sources: All funding sources in the Mississippi HSP are federal funded monies, unless otherwise noted in the additional funding section in each project description.

iii. Traffic Records Services Projects and Financial Charts:

Each enforcement program that is proposed for funding during FY22 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. A chart for each sub-grantee is listed at the end of program section.

Traffic Records Program Area Project Descriptions

Project Number: M3DA-2022-MC-41-04
Project Title: MOHS Contingency Travel

Project Description: The MOHS will provide financial support for approved contingency travel for agency partners requesting in and out of State travel expenses to traffic records meetings, conferences and trainings benefitting the traffic records program. Funds can include airfare, baggage fees, hotel accommodation, transportation, per diem for meals, tips and an additional travel fees approved by the MOHS. Travel is directly related to the support of funded strategies and projects.

Budget: \$2,500.00 Federal Funding Source 405C/\$500.00 Match/\$0.00 Local Benefit

Traffic Records Programs

Project Number	Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
M3DA-2022-MC-41-04	MOHS Contingency Travel	405C	MOHS Contingency Travel	\$2,500.00	\$500.00	\$0.00
Total				\$2,500.00	\$500.00	\$0.00

Note: State Match for the above projects is based on an approved formula in calculating Match for MHP.

F. FY22 402 Driver’s Education Program
i. Driver’s Education Program Area

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 education focusing on 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.

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.

Driver's Education*All Sections

Activity Measures:

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

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

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

The State is utilizing in FY22, 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.

ii. Driver's Education Strategies:

Driver's Education Coordination program:

- Assign MOHS staff to manage promotion of impaired driving, seatbelt safety, speed and provide assistance where needed for the ID, OP and Police Traffic Services Program.
- Fund law educational programs that provide education of speed, occupant protection, impaired driving, distracted driving and other moving violations.
- Participate in CIOT and DSGPO National Mobilization periods.

Public Information and Education:

- Provide education and outreach for all traffic safety related issues and campaigns; and
- Provide funding to public information and education programs.

Additional Funding Sources: All funding sources in the Mississippi HSP are federal funded monies, unless otherwise noted in the additional funding section in each project description.

iii. Driver's Education Projects and Financial Charts:

Each enforcement program that is proposed for funding during FY22 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. A chart for each sub-grantee is listed at the end of program section.

FY 2022 Driver’s Education Program Area Project Descriptions

Project Number: DE-2022-DE-40-02

Project Title: Jackson State University Youth Highway Safety Program

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

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

The program will also work with local law enforcement and local schools across the State to bring the message of the consequences of seatbelt usage, speed control, distracted driving and more highway safety issues. The program measures the effectiveness of the program with pre- and post-evaluations after each program. Funding will be used to provide salaries, fringe, contractual services, travel, commodities, and indirect cost.

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

Project Number: FESX-2022-FE-00-00

Project Title: MOHS Distracted Driving Projects

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

Budget: \$154,713.79 Federal Funding Source 405E/\$30,942.76/\$0.00 Local Benefit

Driver's Education						
Project Number	Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
DE-2022-DE-40-02	2016/2017	402DE	Jackson State University Youth Highway Safety Program	\$199,976.42	\$39,995.28	0.00
FESX-2022-FE-00-00	2017	405E	FAST ACT 405E MOHS Projects	\$154,713.79	\$30,942.76	\$0.00
Total				\$354,690.21	\$70,938.04	\$0.00

VI. Section 405 Grant and Racial Profiling Data Collection Grant Application:

The MOHS will be applying for Section 405 funding in occupant protection, impaired driving, traffic records and driver’s education. Please see attached Section 405 application, as Appendix B, to the HSP. The MOHS does not seek to qualify for the racial profiling data collection as the State does not gather the data to meet the criteria for the program. The MOHS also does not seek to qualify under ignition interlock, as the Mississippi laws do not support the requirements.

VII. State Certifications and Assurances:

The MOHS has provided all required State certifications and assurances that are required for the submission of the HSP and Section 405 application. State certifications and assurances are attached as Appendix A.

VIII. (E.) Teen Traffic Safety Program:

The MOHS has chosen to not participate in the certification for the teen traffic safety program as several teen traffic safety programs have been reduced and/or eliminated out of the HSP. The MOHS will continue 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.

List of Acronyms:

AL	Alcohol and Other Drugs
ARIDE	Advanced Roadside Impaired Driving Enforcement
BAC	Blood Alcohol Concentration
BD	Bureau Director
CIOT	Click It or Ticket
CPS	Child Passenger Safety
DD	Division Director
DPS	Department of Public Safety
DRE	Drug Recognition Expert
DSGPO	Drive Sober Get Pulled Over
DUI	Driving Under the Influence of Intoxicants
EBE	Evidence Base Enforcement
FARS	Fatal Analysis Reporting System
FAST	Fixing America's Surface Transportation Act
FHWA	Federal Highway Administration
FMCSA	Federal Motor Carrier Safety Administration
FY	Fiscal Year
GR	Governor's Representative
GHSA	Governor's Highway Safety Association
GTS	Grant Tracking System
HSP	Highway Safety Plan
HVE	High Visibility Enforcement
ID	Impaired Driving
LEL	Law Enforcement Liaison
MASEP	Mississippi Alcohol Safety Education Program
NHTSA	National Association Traffic Safety Administration
MCSA	Mississippi Motor Carrier Safety Division
MDOT	Mississippi Department of Transportation
MHP	Mississippi Highway Patrol
MMUCC	Model Minimum Uniform Crash Criteria
MOHS	Mississippi Office of Highway Safety
MSU	Mississippi State University
NHTSA	National Highway Traffic Safety Administration
OD	Office Director
OM	Office Manager
OP	Occupant Protection
P&A	Planning and Administration
PAO	Public Awareness Officers
PI & E	Public Information and Education
PM	Program Manager
PTS	Police Traffic Services
RC	Review Committee
SFST	Standardized Field Sobriety Testing
SHSP	Strategic Highway Safety Plan
STEP	Selective Traffic Enforcement Program
STRCC	State Traffic Safety Coordinating Committee
STSI	State Traffic Safety Information
TR	Traffic Records
TSRP	Traffic Safety Resource Prosecutor
U.S.C.	United States Code
U.S. DOT	United States Department of Transportation
VMT	Vehicles Miles Traveled