State of Mississippi-Highway Safety Plan Federal Fiscal Year 2017

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I. Executive Summary:

The Mississippi Office of Highway Safety (MOHS) is pleased to present the Fiscal Year 2017 Highway Safety Plan (HSP). This HSP contains the performance measures and strategies that the MOHS has set for fiscal year 2017 (October 1, 2016–September 30, 2017). 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.

Consistent with the requirements for the application for these funds, the FY17 HSP consists of the following major sections:
1. Highway Safety Planning Process;
2. Performance Plan;
3. Program Area Strategies and Projects;
4. Program Cost Summary;
5. Certifications and Assurances; and
6. Section 405 Grant Applications.

1. The Highway Safety Planning Process describes the data sources and the processes used by the State to plan for the upcoming FY17 grant year. It also provides details on how the State identifies safety problems, describes performance measures, defines performance targets, incorporates evidence based countermeasures and projects to address the problems and achieve performance targets.
2. 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. The Highway Safety Program 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 countermeasures strategy;
   - Evidence based traffic safety programs that provide analysis of crashes, fatalities and injuries in high risk areas, deployment of resources based on analysis; and
   - Adjustments and follow up to the enforcement plan.
4. 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.
5. 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.
6. The Section 405 Application is also included with the HSP for the national priority safety program grants; the State feels it best qualifies.

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 ultimate goal is to have all of 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 the National Highway Traffic Safety Administration (NHTSA).

2017 MS Office of Highway Safety Organizational Chart

Executive Director
Public Safety Planning
Vacant

Admin Assistant V
Brenda Thames

PSP Finance Director
James Stuart

Office Manager
BJ Gaye
OMAP Senior

MS Office of Highway Safety
Office Director II
Penny Corn

Operational Management
Analyst Principal
Catrina Stamps

Internal Auditor
Vacant
DD I

Programmatic Deputy
Twyla Jennings
Bureau Director II

Planning/Training/Education Director
Beth Loflin
Bureau Director I

Data Director
Helen Porter
Bureau Director II

Finance Director
Alicia Lynn
DD II

Impaired Division Director II
Tenicia Speech

OP/PTS Division Director II
Robin Layton

LEL Field Division Director II
Vacant

Education Special Projects IV
Vacant

Data Analyst Contract
Ron Sennett

Finance Program Manager
Joyce Corley

Traffic Safety Specialist
Rena Gaylor

Traffic Safety Specialist
Ginny Stubbs

Education Branch Director II
Vacant

Traffic Safety Specialist
Sedrick Montgomery

Traffic Safety Specialist
Lacey McKee

Traffic Safety Specialist

Traffic Safety Specialist

<u>Legislative Summary:</u> During the 2016 Mississippi legislative session, there were 44 highway safety related bills that were presented to the legislative committees. There were 26 DUI/Alcohol impaired; 1 Distracted Driving; 7 Speed Related; 1 GDL; 1 Traffic Records Related; 1 Bicycle and 7 Motorcycle bills were presented.

<u>2016 Legislative Bills Passed:</u> Out of the only 44, only 7 were passed both the House of Representative and Senate and presented to the Governor for signature. The following are the bills that were passed:

House Bill No. 525:	Certificate of insurance; require after certain driver's license suspensions and damages caused.
House Bill No. 845:	Alcoholic beverages; revise definition of "qualified resort area" under the Local Option Alcoholic Beverage Control Law.
House Bill No. 1223:	Local Option Alcoholic Beverage Law; authorize municipalities to establish leisure and recreation districts under.
House Bill No. 1361:	DUI test; clarify the authority to administer.
House Bill No. 1369:	Controlled substances; revise Schedules I, II, III and IV.
Senate Bill No. 2777:	DUI Modernization and Technology Act; create.
Senate Bill No. 2778:	DUI Transparency Act; create.

II. Highway Safety Planning Process:
A. Overview of Planning Process:

The MOHS planning process is a continuous process that involves numerous functions to make the program and projects run smoothly. The highway safety program (which is operated on the federal fiscal year) begins with an approved Highway Safety Plan as mandated by *23CFR Part 1300.10*. The Highway Safety Plan (HSP) contains targets, performance measures and strategies that Mississippi has set for the FY2017.

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

The steps listed below outline the planning process broadly:
- Review the previous year Annual Report and latest available data;
- Implement Planning Meetings with Sub-grantees from program areas (Traffic Records, Impaired Driving, Occupant Protection, Public Information and Education, Police Traffic Services, Media, LEL Coordination, Judicial and Youth);
- Planning Meeting with Task Forces, Coordinating Committees, Partners, Task Forces, Agency Leaders and Mississippi Association of Highway Safety Leaders (MAHSL);
- Develop the statewide Problem Identification;
- Prepare and distribute the Request for Proposals (RFP);
- Implement Grant Writing workshops with key partners and stakeholders;
- Analyze data to be used in prioritizing and setting of targets;
- Review, rate, rank and select of evidence based projects based on problem identification, analysis and performance measures to include in the HSP;
- Preparation of the HSP and 405 Applications; and
- Prepare the Annual Report 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 FY17 grant year and is provided as part of the State application for FY17 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 a number of stages:
1. Data Analysis;
2. Participation from traffic safety related partners;
3. Problem identification;
4. Issuance of Requests for Proposal (RFP);
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; and
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), Moving Ahead for the Progress in the 21st Century Act (MAP-21) and the Fixing America's Surface Transportation Act (FAST). 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 issues in program areas such as police traffic services, motorcycle safety, traffic records improvements, impaired driving, adjudication, occupant protection, and public information and education.

<u>i. Identification of the Participants in Planning Process:</u>

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.

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

Local Municipal, Sheriff's and State Law Enforcement

Public Information and Education Groups
Mississippi Mothers against Drunk Driving
Mississippi State University
Mississippi Social Science Research Center
Mississippi Associate of Highway Safety Leaders

MOHS Staff

Utilization of State and Federal Planning Partners: The MOHS utilizes its partners at various meetings:
- Obtain partner input and feedback;
- Examine needs and potential solutions;
- Analysis of problem identification;
- Assess data improvements; and
- Identify targets for the NHTSA Core Performance Measures.

The MOHS staff is integrally involved throughout the development of 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. Additional data analysis, planning and strategic meetings are planned throughout the year to assess areas of need, focus to identify solutions.

ii. Data Sources in Planning Process:

The MOHS uses a variety of data sources for the planning of highway safety issues, projects and programs for the State. The MOHS program is based on a detailed review of data and problem analysis that begins before the selection of projects. The MOHS 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, to determine priority area of the State. Projects are selected and planned to address the needs determined in the problem identification. Problem identification also helps the MOHS in setting performance targets, performance measures and strategies.

The following are the data sources that are 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)	Surveys (Motorcycle, Seatbelt & Child Restraint and Teen) (MS State University)
Surveys (Preusser Research Group-Night)	Roadway/Infrastructure Statistics (Mississippi Department of Transportation)
Large Trucks Data (Federal Motor Carrier Safety Administration)	

iii. Steps in the Planning Process:

The MOHS program staff begins the proposal process for the requests of proposals (RFP) to meet the identified problems of the State. The RFP invites 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 a RFP that will help meet the identified problems.

The MOHS Traffic Safety Specialists (TSS) reviews the incoming RFP, provide recommendations and perform a risk assessment of each RFP 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 RFP 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 TSS develop agreements with sub-grantees.

The planning process is listed in the chart below:

Activity	Date:	MOHS Staff
Meet with partners for planning, implementation and data review.	All Year	MOHS Staff
Review previous year reports, performance, risk assessments, etc.; set annual performance targets; problem identification review of recent data; project strategic meetings.	All Year	MOHS Staff
Process monthly claims; review performance and financial statistics.	All Year	MOHS Staff
Conduct desk audits; monitoring; and file review.	All Year	MOHS Staff
Proposal solicitation and return of proposals.	October/November	MOHS Staff
Grant writing workshops.	October	MOHS Staff
Assess carry forward and budget needs for upcoming FY.	January/February	MOHS Staff
Strategic planning meetings for upcoming FY.	March-May	MOHS Staff
Draft Highway Safety Plan and 405 Applications.	March-June	Planner
Approval of Enforcement and Project Plans by appropriate partners.	May-June	Review Panel
Submit HSP and 405 Application	July	Planner
Implementation Meetings for FY	September	MOHS Staff
Draft Annual Report	October	Planner
FY Closeout	November/December	MOHS Staff
Submit Annual Report to NHTSA	December	Planner

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

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 parties.

The State Strategic 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 for the upcoming fiscal year. The group meets to discuss the data and trends of where the three common measures would be in the upcoming FY and beyond. The three measures have been agreed on by all parties for the upcoming FY. The measures can be found on page 58.

The SHSP Coordination process includes:
- Hold collaboration meetings to share data;
- Determine common trends and common joint goals;
- Develop targets and performance measure; and
- Create collaborative plans to combat joint highway safety issues 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 into strategic planning meetings to help with discussion on problem identification, typically during the 2nd and 3rd quarters. During these meetings partners are asked to help the MOHS in identifying issues, problems in their areas and discuss ways to help with those issues.

MOHS Partners:

• Office of the Attorney General	•Mississippi Department of Public Safety
• MOHS Youth Programs	•Mississippi Department of Transportation
•Federal Highway Administration	•NHTSA
•Federal Motor Carrier Safety Administration	•SHSP Planning Committee
•Metro Jackson Community Development Coalition	MS Standards and Training Law Enforcement Training
•Mississippi Department of Education	
•Mississippi Department of Health	

ii. Data Sources in Problem Identification Process

The MOHS HSP is based on the most recent published data available at: http: www.nhtsa.gov. along with a variety of data sources for the identification of highway safety issues and trends. The following are the data sources that are used during the problem identification process:

Fatality Analysis Reporting System (FARS)	MS Highway Patrol (Citation)
NHTSA (National Statistics)	NHTSA Region 6 Regional Data
MS State University (Motorcycle, Child Restraint Seat; Seatbelt Survey)	Preusser Research Group(Attitudinal Survey/Night Time Survey)
Police, Sheriff's Departments & Community Partners	Mississippi State University-Social Science Research Center
Federal Highway Administration	US Census (State Demographics)
Mississippi Department of Transportation-Roadway Statistics	

iii. Steps in Problem Identification Process:

The following steps are implemented to determine needs and identify problem areas based on the 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 problem identification process take place throughout the year, as data becomes available for all data sources that are 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 to take into account the data and projections of where the data may be in future, so that funds, activities and programs can be placed in the areas with the most need.
- MOHS also reviews the following to determine sub-grantee performance, need 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 in areas in the state. Meetings can be based on:
  - Youth;
  - Alcohol/Impaired Driving;
  - Partnership Meetings (FHWA, FMCSA, MDOT, MCSD)
  - Judicial- Traffic Safety Resource Prosecutor (TSRP) and Judicial Outreach Liaison (JOL)
  - LEL Coordinators;
  - Public Information and Education;
  - Traffic Records; and
  - Occupant Protection (Adult and Child Restraint)
- Request for Proposals (RFP) are based on the problem identification identified by the partners and MOHS staff.
- RFPs require applicants to show how countermeasures and strategies proposed, relate to the problem identification information and to identify how the activities will address problems identified in the sub-grantees area of coverage.

iv. Problem Identification Process-SHSP Coordination Process

The MOHS works with the Mississippi Department of Transportation (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 injury reductions.

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 concerns 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 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.

<div align="center">C. Performance Measures Process-Overview:</div>

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 are shown on page14, to 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.

<div align="center">i. Performance Measure-Participants:</div>

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 Planning & State Patrol)	MS Department of Transportation	NHTSA
SHSP Planning Committee	MS Department of Public Safety	MS Standards and Training Law Enforcement Training

<div align="center">ii. Performance Measure Process-Data Sources:</div>

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)
MS State University (Motorcycle, Child Restraint Seat; Seatbelt Survey)	Preusser Research Group(Attitudinal Survey & Night Time Survey)
Police, Sheriff's Departments & Community Partners	MS State University-Social Science Research Center
Federal Highway Administration	Department of Transportation-Roadway Statistics

<div align="center">iii. Steps in the Performance Measure Process:</div>

Using the data and information gathered through the problem identification process, the MOHS selects key program areas for emphasis and coordinates with various partners, the development of priority traffic safety performance measures with data based targets to measure progress. Targets for performance measures are based on trend analysis of crash data, 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 is as follows:

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 and MAHSL 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 performance measure for each identified priority program area. The performance measures track progress from a baseline toward meeting the target by the 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 State's performance plan section of the HSP, 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 by the State. See 23 CFR Part 1200.11

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, the projects that will be deployed to achieve those targets may be a combination of those projects contained in the MOHS HSP, State and local plans, and the State SHSP.

Meetings and Performance Measure Process Discussion: The performance measure process begins with discussion among the MOHS Traffic Records Coordinator, Planner, 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 MOHS planning and problem identification process and strategic meetings.

During the release of the RFP, the proposed performance measures and targets are released along with the RFP. Potential applicants include data, problem identification and grant information in the RFP that would help with reaching the MOHS performance measure targets and plans for the upcoming grant year.

During the performance measure and target setting process and development of the HSP, the MOHS meets with the STRCC and the SHSP Strategic Planning Committees to determine and finalize the performance measures and their targets that will be added into the HSP.

Comparisons are made of trends over time (5 years), targets are set and performance measures are derived with input from MOHS staff. The reduction of traffic fatalities and injuries iterates the mission and the priorities are set by selecting activities that address the State 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.

C-1 Core Outcome Measure/Number of Traffic Fatalities (FARS): The trends for overall fatalities are shown with data from 2010-2014. The linear trend line shows a downward trend with an unstable R^2 value of 0.351 for the years of 2010-2014, with a reduction of 8.5 fatalities a year. The State hopes to stay on a downward trend and see reductions in the years to come and hope to see fewer fatalities. The trend is projected for 2017 to have 582 fatalities. *See Section III.C. Performance Plan – SHSP Coordination Process for HSIP Measure.*

C-1:Fatalities

$y = -8.5x + 640.1$
$R^2 = 0.3512$
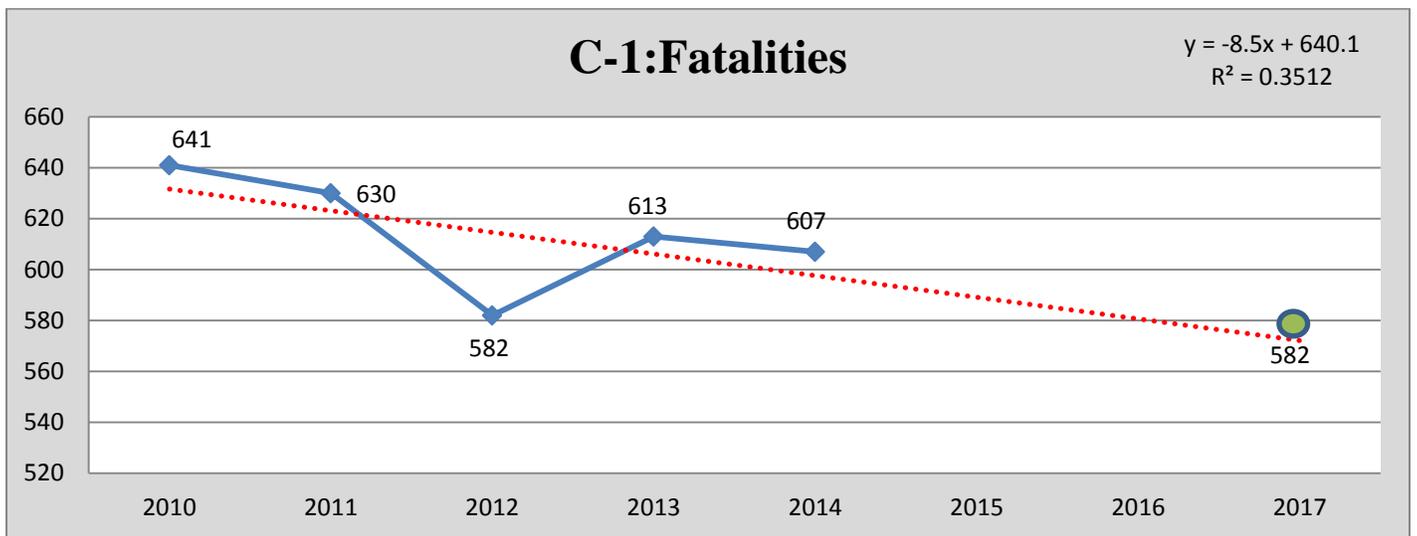
C-2 Core Outcome Measure/Serious Injury: The trends for serious overall injuries are shown with data from 2010-2014. The linear trend line shows a continued downward trend with a stable R^2 value of 0.9412, with a reduction of 305.4 injuries per year. If the injuries trend continues, the MOHS will see fewer injuries in the years to come. The trend is projected for 2017 to have 4,968 in total injuries. *See Section III.C. Performance Plan – SHSP Coordination Process for HSIP Measure.*

C-2 Serious Injuries

$y = -305.4x + 7258.6$
$R^2 = 0.9412$
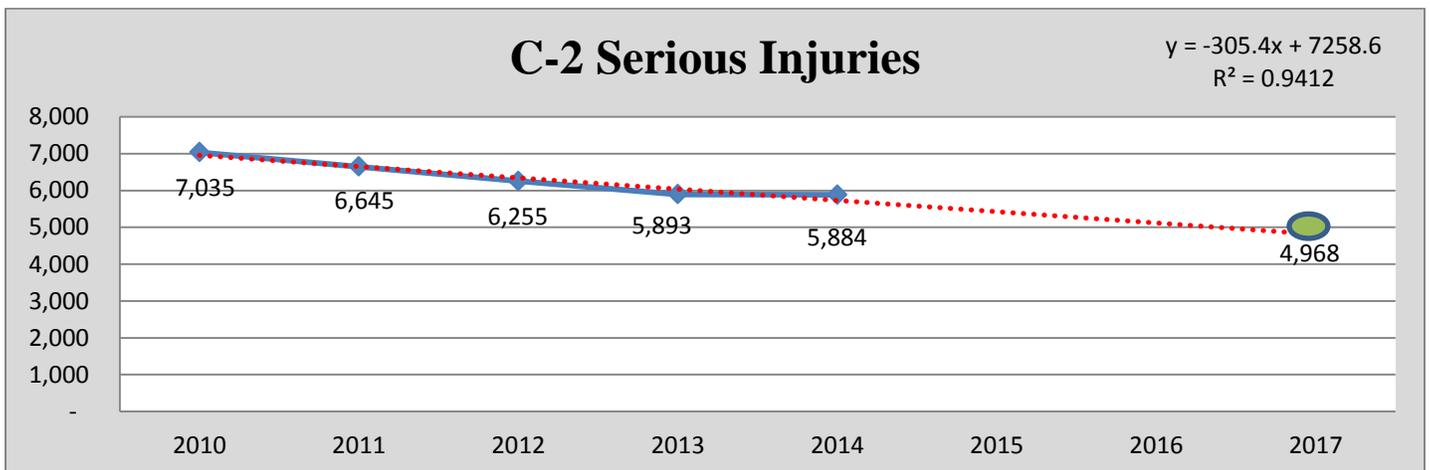
C-3 Core Outcome Measure/Fatality Rate: The trends for overall fatality rates are shown with data from 2010-2014. The linear trend line shows a continued downward trend with an unstable R² value of 0.3733. The data shows that three out of the five years, the fatality rate has decreased and in 2011, the rate increased by .07 for 2013. If the trend continues, the State will see a fatality rate lower in the years to come. The trend is projected for 2017 to have a fatality rate of 1.49. *See Section III.C. Performance Plan – SHSP Coordination Process for HSIP Measure.*
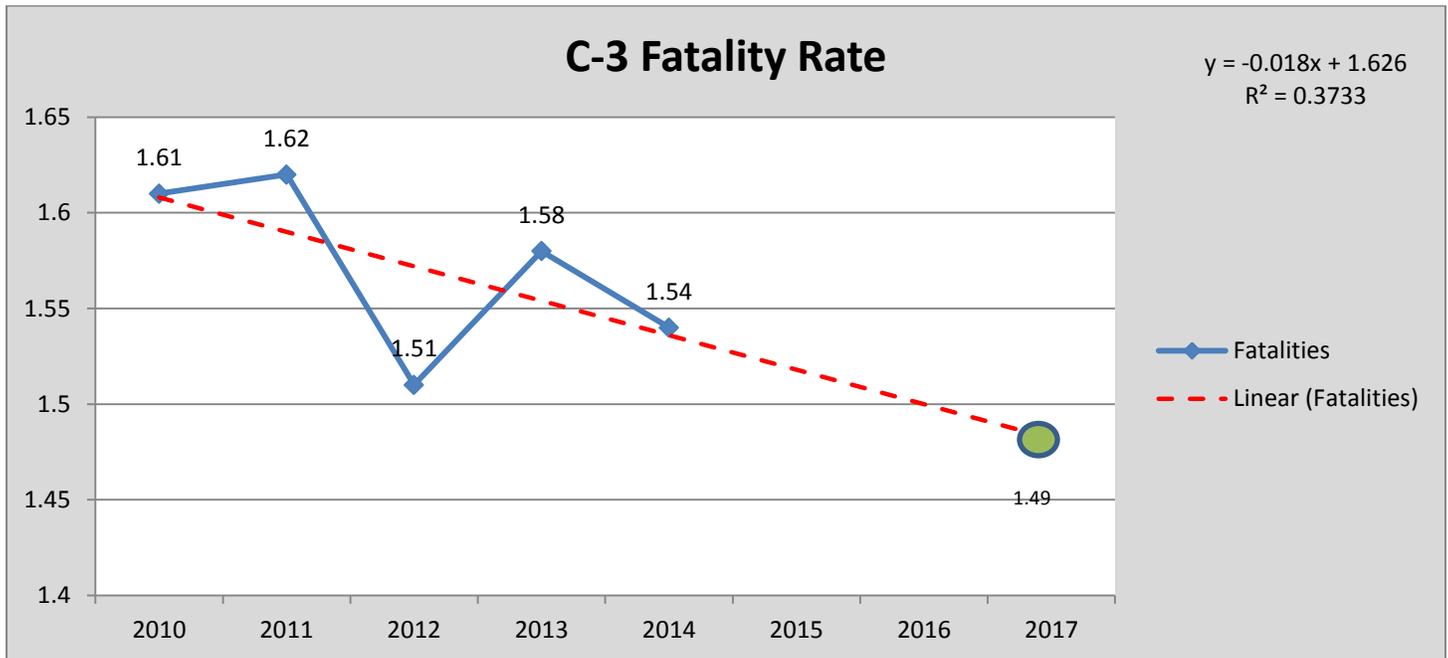
C-4 Core Outcome Measure/Unrestrained Passenger Vehicle Occupant Fatalities: The trends for overall unrestrained passengers are shown with data from 2010-2014. The linear trend line shows a continued downward trend with a very stable R² value of 0.8922. The MOHS continues to see a reduction in unrestrained fatalities for the past five years. If the trend continues, the State will see an unrestrained passenger fatality rate lower in the years to come. The trend is projected for 2017 to have unrestrained fatalities rate of 234. *See Section II. C. Steps in Performance measure process.*
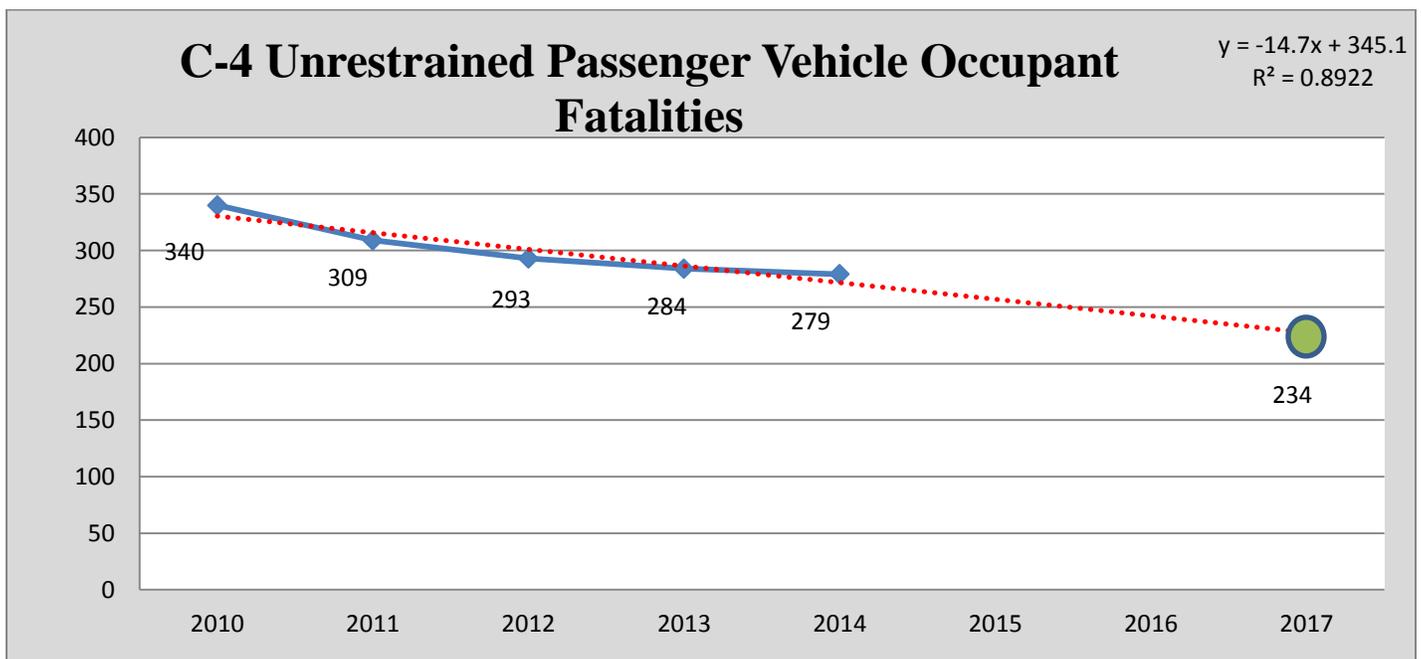
C-5 Core Outcome Measure/Alcohol and Other Drugs: The trend for overall fatalities with alcohol/other drugs with a BAC of .08 or above is shown with data from 2010-2014. The linear trend line shows a continued upward trend with a R² value of 0.2378. If the trend continues, the MOHS should see the fatality rate increase in the future, but it will be at a slow rate of increase. This area has increased in fatalities over the past three years from 159 in 2011 to 208 in 2013. The MOHS did make progress in 2014 with the first decrease in three years. The MOHS will continue to closely monitor this area to help reduce these numbers. The trend is projected for 2017 to have impaired driving fatalities of 195. *See Section II. C. Steps in Performance measure process.*

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

$y = 5.7x + 164.9$
$R^2 = 0.2378$
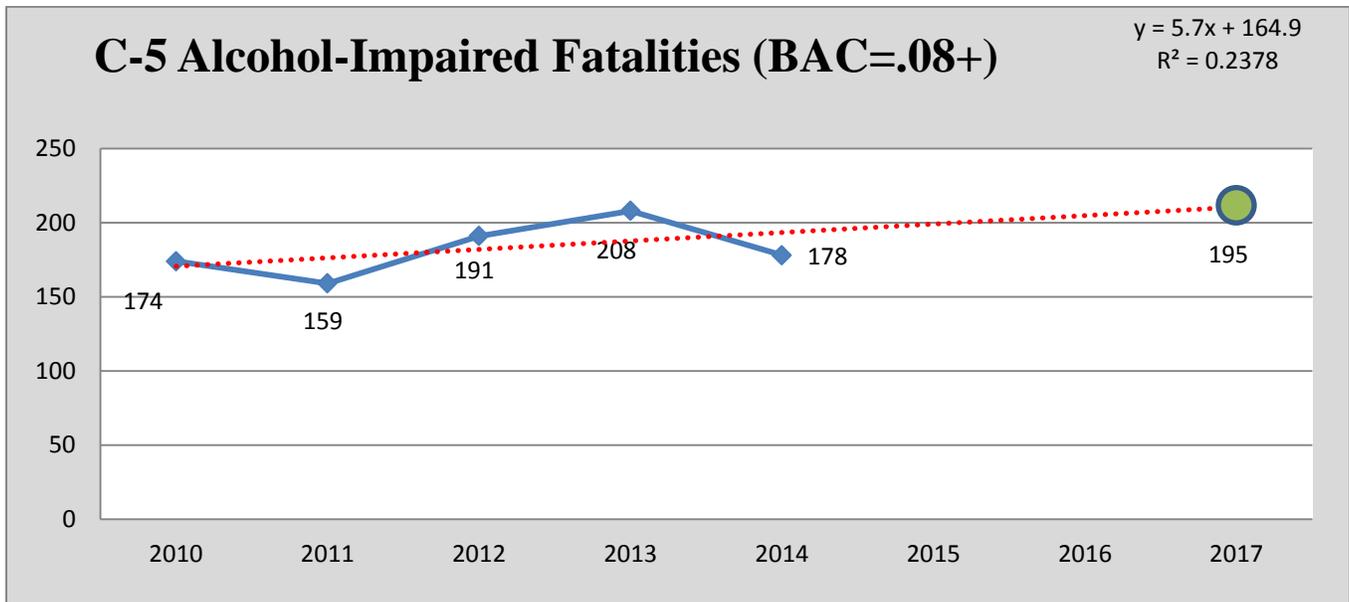
C-6 Core Outcome Measure/ Speed: The trend for speed related fatalities is shown with data from 2010-2014. The linear trend line shows a downward trend, the trend line has an unstable R² value of .01803. If the trend continues, the MOHS will likely see continued decreases in the speed related fatalities in the years to come. The MOHS saw a decrease in years 2013 and 2014. The trend is projected for 2017 to have speed fatalities at or around 82. *See Section II. C. Steps in Performance measure process.*

C-6 Core Outcome Measure/Speed

$y = -4.4x + 123.2$
$R^2 = 0.1803$
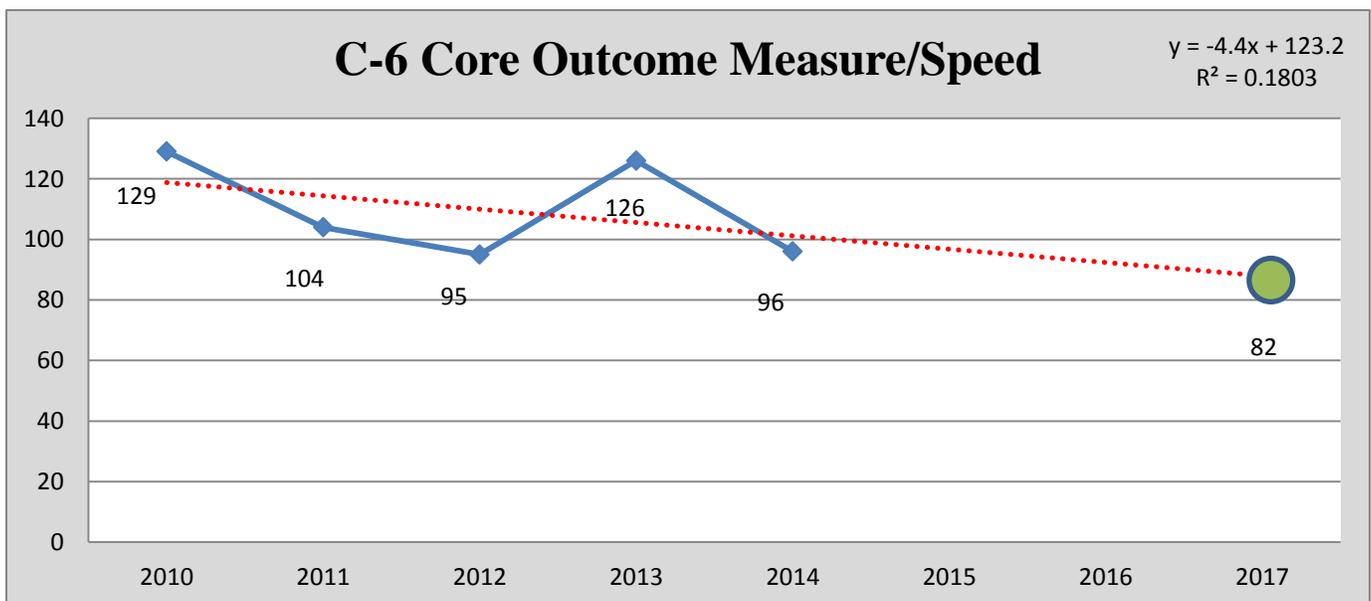
C-7 Core Outcome Measure/Motorcycles: The trend for motorcycle fatalities is shown with data from 2010-2014. The linear trend line shows a small downward trend with an unstable R² value of 0.1704. If the trend continues, the State will likely see continued motorcycles fatalities decrease in the years to come. The MOHS saw a large decrease from (58) in 2011to (39) in 2012 and the State maintained the number of (39) in 2013, but had a slight increase in 2014. The numbers show several ups and downs in the data, which makes the trend line very unstable. The MOHS will continue to monitor the motorcycle fatalities in an effort to continue the downward trend. The trend is projected for 2017 to have motorcycle driving fatalities of 35. *See Section II. C. Steps in Performance measure process.*

C-7-Core Outcome Measure/Motorcycle

$y = -2.1x + 50.1$
$R^2 = 0.1704$
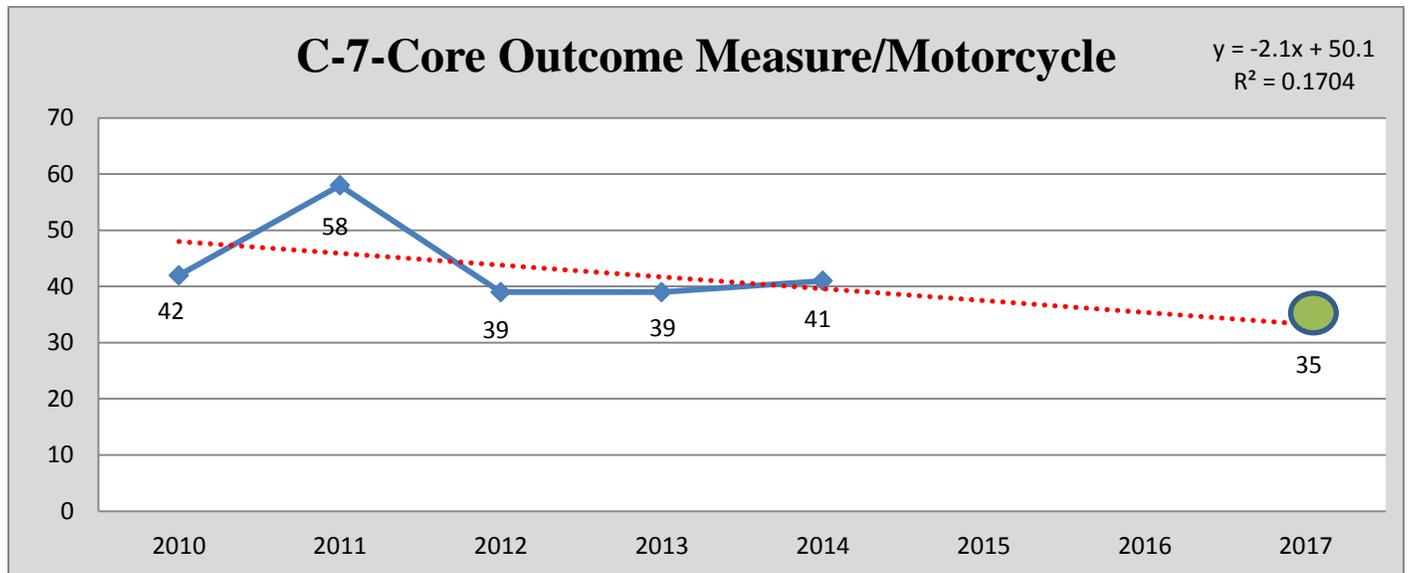
C-8 Core Outcome Measure/Un-helmeted Motorcyclists: The trend for overall un-helmeted motorcycle fatalities is shown with data from 2010-2014. The linear trend line shows a downward trend with an unstable R² value of 0.5084. The numbers show several ups and downs in the data, which makes the trend line very unstable. The State will continue to monitor the un-helmeted motorcycle fatalities in an effort to continue the downward trend. The State saw a large decrease from 16 in 2010 to 6 in 2011, which was the largest increase in the five (5) years of data. If the trend continues, the MOHS will likely see continued decreases in un-helmeted motorcycles fatalities in the years to come. The trend is projected for 2016 to have un-helmeted motorcycle driving fatalities of 0. *See Section II. C. Steps in Performance measure process.*

C-8 Core Outcome Measure Un-Helmeted Motorcyclist

$y = -2.2x + 14$
$R^2 = 0.5084$
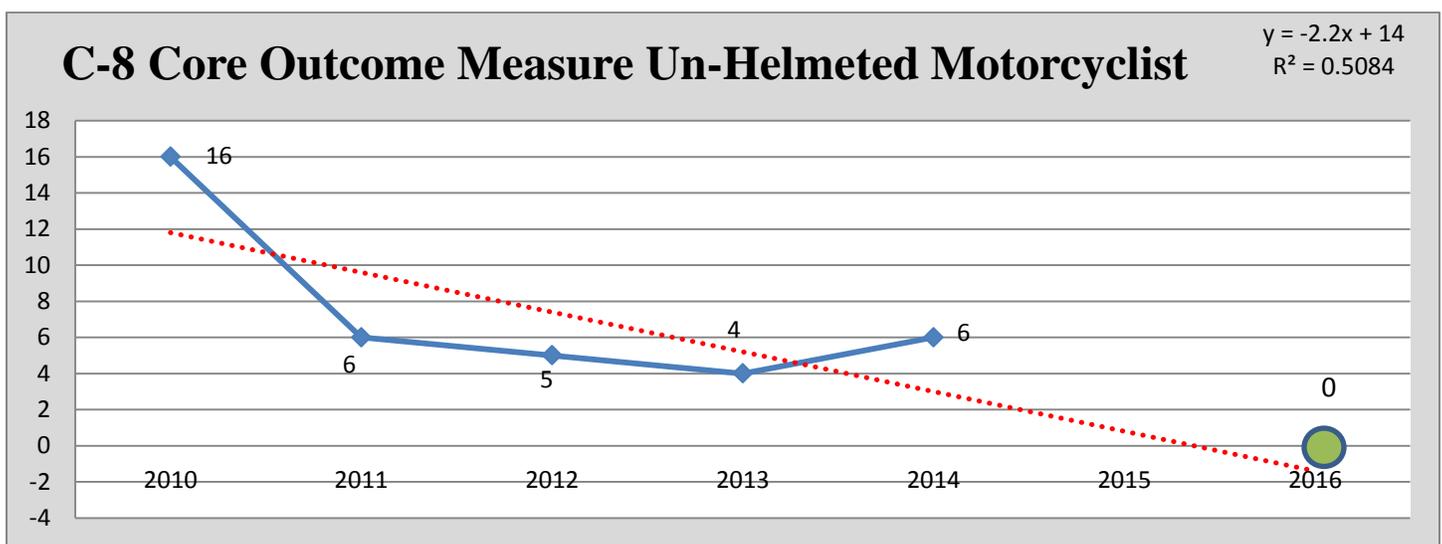
C-9 Core Outcome Measure/Under 20: The trend for overall alcohol impaired crashes for ages 21 and below is shown with data from 2010-2014. The linear trend line shows a downward trend with an R² value of 0.1193. If the trend continues to decrease, the MOHS could continue to see the teen alcohol crash rate decrease in the future. This area has had some of the largest decreases in fatalities with a difference of 45 fatalities from 86 in 2011 to 64 in 2012, but has begun an increase trend from 2013 to 2014. The MOHS will continue to monitor the alcohol impaired crashes for ages 21 and below in an effort to continue the downward trend. The trend line is projected for 2017 to have alcohol/impaired crashes 75. *See Section II. C. Steps in Performance measure process.*

C-9 Core Outcome Measure/Under 21

$y = -2x + 84.6$
$R^2 = 0.1193$

Year	Value
2010	86
2011	86
2012	64
2013	76
2014	81
2017	75
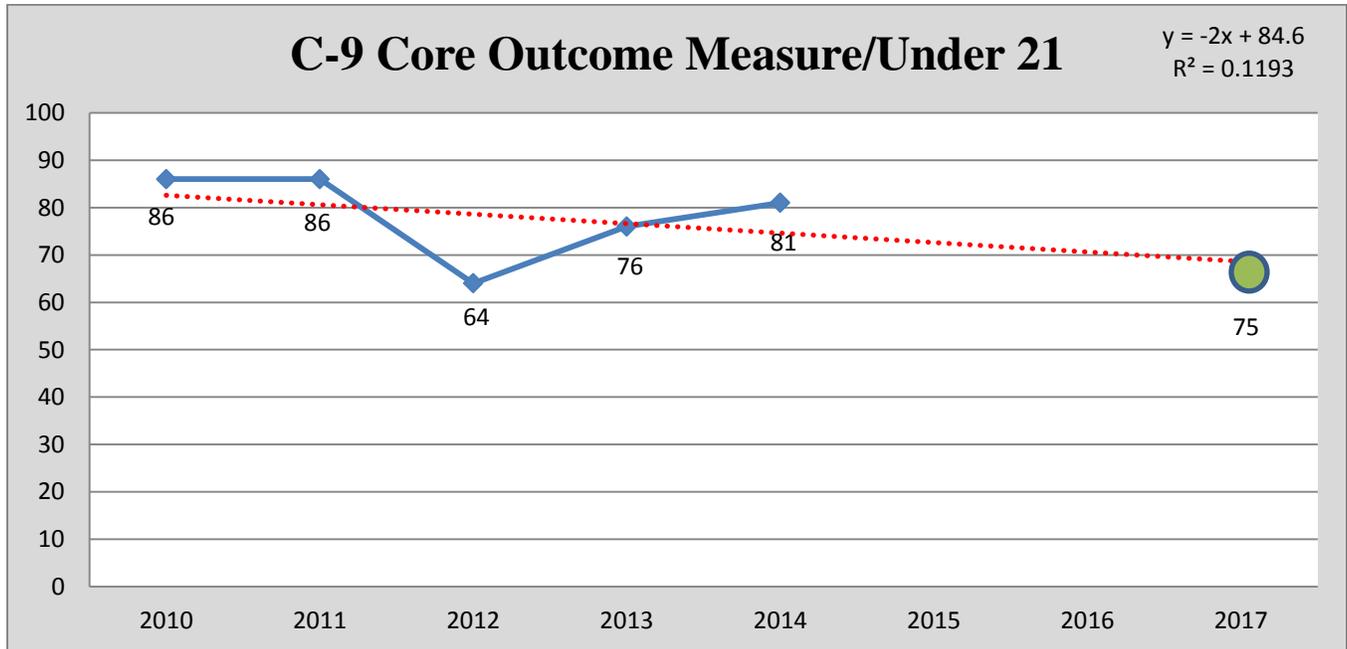
C-10 Core Outcome Measures/Pedestrians: The trend for overall pedestrian fatalities is shown above with data from 2010-2014. The linear trend line shows an increase trend with a very unstable R² value of 0.4675. The state has seen pedestrian fatalities rise since 2012 with an increase from 2011 to 47 in 2012 to 53 in 2013. If the trend continues, the MOHS will likely see continued increases in pedestrian fatalities. The numbers show a few ups and downs in the data, which makes the trend line very unstable. The MOHS will continue to monitor pedestrian fatalities in hopes of reducing fatalities in the coming years. The trend is projected for 2017 to have pedestrian fatalities of 57. *See Section II. C. Steps in Performance measure process.*

**C-10 Core Outcome Measure/Pedestrian**

$y = 1.2x + 46.6$
$R^2 = 0.4675$

Year	Value
2010	50
2011	47
2012	48
2013	53
2014	53
2017	57
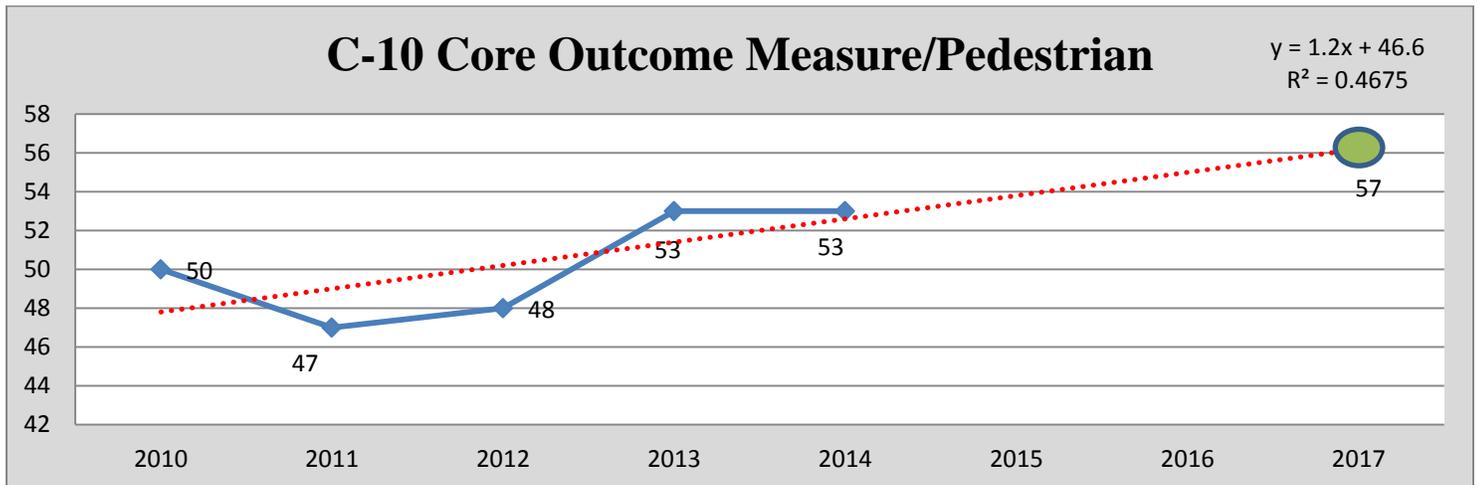
C-11 Core Outcome Measure: Bicyclist: The trend for overall bicycle fatalities is shown with data from 2010-2014. The linear trend line shows an increase trend with an unstable R² value of 0.125. If the trend continues, the MOHS will likely see continued increases in bicycle fatalities. The MOHS saw a large decrease in 2011 with 7 fatalities in 2011 to 4 fatalities in 2012, but saw an increase in bicycle fatalities in 2013. The numbers show a few ups and downs in the data, which makes the trend line very unstable. The trend is projected for 2017 to have bicycle fatalities of 7. *See Section II. C. Steps in Performance measure process.*


C-11 Core Performance Measure/Bicycle and Other Cyclist Fatalities

$y = 0.3x + 4.5$
$R^2 = 0.125$
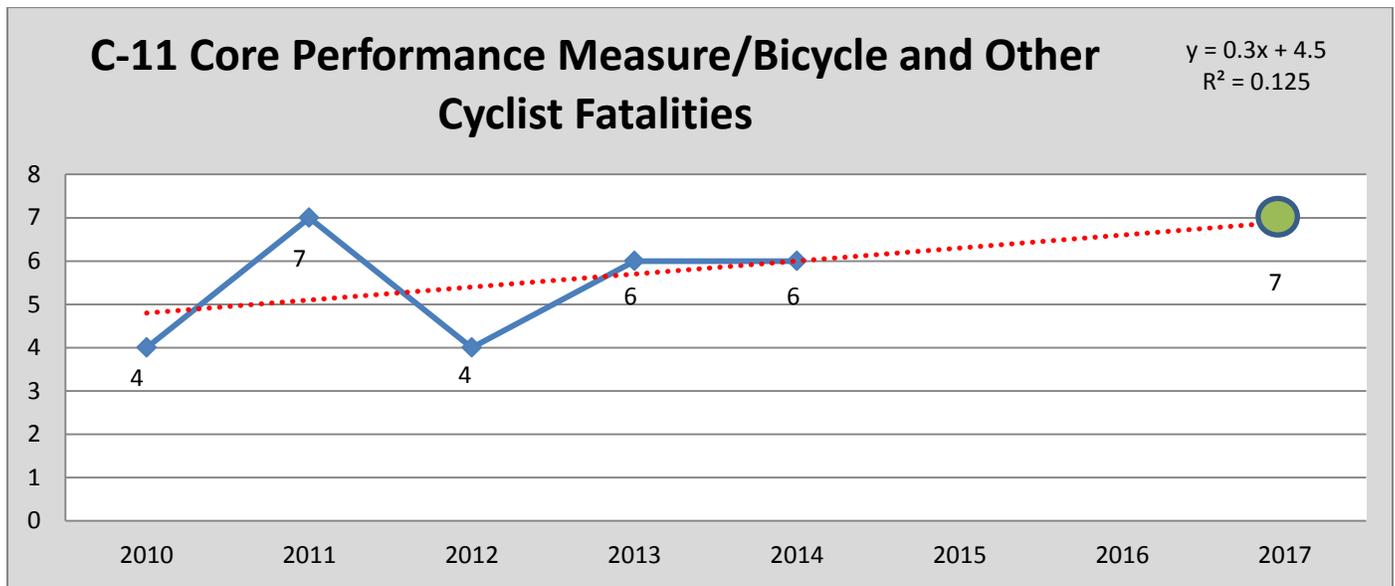
<u>v. Performance Measure Process-Table of Core Performance Measure:</u>

The table of core performance measures is prepared based on the results of the above performance measure process steps. The performance measures chart will use actual crash data numbers as shown on STSI for the previous five (5) years of data. (For the FY17 HSP, the years of data to be reviewed for the performance measures are 2010-2014.)

A performance report of the State's success in meeting the State performance targets from the previous fiscal year's Highway Safety Plan is prepared and included in Section III. Performance Plan using the recommended chart. (See page 61)

<u>vi. Performance Measure Process-SHSP Coordination:</u>

The MOHS works with the Mississippi Department of Transportation (MDOT) and additional partners to create the statewide Strategic Highway Safety Plan (SHSP) for the State of Mississippi, 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 that the agencies will work to achieve in the upcoming year and in upcoming years. The following process is used:

- Agency gathers data to include information on roadways, FARS data, injury data and VMT data;
- Strategic meeting are planned for discussion of data and selection of joint measures;
- Partners gather and review the data as a group and give input into the selection of the joint performance measures;
- Three joint performance measures are developed and agreed on by each member of the strategic planning committee; and
- Performance measures with identical targets are included in each agencies plan.

<div align="center">D. <u>Evidence Based Strategy and Project Selection Process:</u></div>

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:

<div align="center"><u>i. Evidence Based Strategy and Project Selection Process-Participants:</u></div>

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. The following are the partners and stakeholders that contribute to the HSP and the strategy and project selection process.

<div align="center"><u>MOHS Partners:</u></div>

- MOHS Staff and Management
- Federal Highway Administration
- Federal Motor Carrier Safety Administration
- MS Dept. of Public Safety (Planning & State Patrol)

- NHTSA
- SHSP Planning Committee
- Local community governments
- STRCC

<div align="center"><u>ii. Evidence Based Strategy and Project Selection Process -Data Sources:</u></div>

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

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

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, which then is collected to track trends, issues and performance.

The MOHS also uses data driven approaches through review of the most current data to engage is special enforcement efforts, pilots and special projects as the data drives shows the issues and where new focus begin to present itself.

<div align="center"><u>iii. Steps in Evidence Based Strategies and Project Selection Process:</u></div>

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 RFP, the RFP is graded based on problem identification, performance, impact of program potential risk and data analysis.
- RFP's 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 RFP has been approved by the RC.
- Agreements are prepared and forwarded to the agency for signature approval.
- Grant implementation is conducted with each awarded agency.
- Grant agreements begin with a start date of October 1, subject to the availability of federal funds.

The MOHS also uses the following as strategies 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 MOHS applicants within the Project Director's Funding Guidelines that is provided with the RFP and are also discussed in length during grant writing workshops. The evidenced based strategies are also discussed during MAHSL sub-committees, such as the STRCC and the Impaired Driving Task force to discuss the strategies that are being planned for the upcoming grant year. The project selection process takes place with all MOHS staff to discuss the selection of projects that will be funded for the upcoming grant year.

The TSS presents their assessments of the RFP, along with ratings, rankings and risk assessment to the review committee. Decisions are made for selection of projects based on problem identification, past performance (if applicable), budget requests, risk and scope of program. Decisions are made and the TSS 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 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*, Eighth Edition, 2015, 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 (See Problem Identification section), target areas and the countermeasures to continue the selection process for RFPs and to determine what the 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*, the State takes notice of 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 for the State. All the strategies selected for inclusion in the HSP, are selected from proven countermeasures and strategies and will have the highest potential to impact the HSP.

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 that the MOHS will be requesting funding for implementation of projects.

iv. Countermeasures and the Impact of the Countermeasures:

FY17 Alcohol/Impaired Driving Proposed Strategies: The MOHS reviewed the *Countermeasures that Work* and will use 21 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.

FY17 Occupant Protection Countermeasures: The MOHS reviewed the *Countermeasures that Work* and will use 12 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.

FY17 Police Traffic Services Countermeasures: The MOHS reviewed the *Countermeasures that Work* and will use 13 evidence based countermeasures 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.

FY17 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, Report Beam; Dash Board and others programs that are essential to data collection.
- Programming: Continue to improve programming of the Mississippi E-Citation program, Report Beam; Dash Board and others programs that are essential to data collection. Create new programming to collect additional data.

FY17 Driver's Education Countermeasures: The MOHS reviewed the *Countermeasures that Work* and will use 4 evidence based countermeasures 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.

FY17 Special Projects Countermeasures: The MOHS reviewed the *Countermeasures that Work* and will use 4 evidence based countermeasures 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.

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, 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.

4. Evidence Based Strategy and Project Selection Process-Solicitations and Proposal Process: The RFP is released to the public on a designated date that is set by the MOHS, along with a return date for the RFP. The RFP goes through an extensive review and is considered for the upcoming (new) fiscal year's Highway Safety Plan (October 1st – September 30th).

State agencies and other organizations interested in traffic safety issues may request an RFP from the MOHS at any time during the year, but will only be considered after completion of the RFP review and approval process.

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 for the State. If a RFP 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.

Request for Proposals: A release date for the current RFP was set for October. MOHS also set the due date for the RFP to be at the end of November giving the applicants approximately 45 days to have the RFP completed and turned in for review. MOHS released the RFP through several ways, so that anyone interested in applying for the grant funding would have an opportunity for applying.
- Letter of Notice of RFP: 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 on

the RFP and the ways that 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 RFP information regarding the application through a legal notice in the state-wide newspaper, the *Clarion Ledger*. The legal notice is published in October. 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 RFP is emailed to all continuation sub-grantees and known potential applicants through email.
- Website: The RFP is released through the MS Department of Public Safety website at: http://www.dps.state.ms.us. The website is easily accessible and viewed State-wide for anyone interested in applying. It was listed under the MOHS section, along with being listed on the front page of the web-site under "New Announcements".
- Website: The RFP is also released through the Mississippi Office of Highway Safety website at www.highwaysafety.ms.gov
- MAHSL: Information regarding the RFP is provided to all attendees at the Mississippi Association of Highway Safety Leaders (MAHSL) scheduled meetings in August, September and October.

Project Selection: RFP's 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 RFP must state in detail the problem to be addressed, project performance target, measures and strategies, and the associated implementation of activities.

RFP's 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.

The RFP's selected for funding will be incorporated into designated program area plans for review and approval. Upon approval, the program plans and an executive summary of the highway safety activities will be combined to produce the program area portion of the HSP for each fiscal year. The HSP becomes the basis for federal funding support and is submitted as a single document for federal program approval.

The MOHS adheres to the following steps in the Project Development Process:
1. Finance Director provides an estimated budget to the Office Director (OD) based on carry forward and anticipated funding for the upcoming year.
2. RFP's received in the MOHS will be logged in and checked daily by the Office Manager (OM), to ensure all RFP's have all required information and supporting documentation.
3. OM emails RFP to OD for review, then OD forwards to the Division Director (DD) for assignment.
4. All applicants will be checked on System for Award Management (debarment list) for exclusion of grant funds by the OM. *https://www.sam.gov/portal/public/SAM/*
5. Debarment results are given to the DD. After review of the debarment, DD's will give debarment results to Traffic Safety Specialist (TSS). TSS will add debarment results to each RFP and will have it placed in the annual agency file.
6. TSS reviews RFP, rate RFP using the MOHS Grant Application Risk Assessment form. TSS will maintain assessments for planning purposes and reviews. A copy of assessment is given to Review Committee (RC) for review and assessment.
7. Each RC member creates review notebooks for reviews. Review Committee represents OD, DD, Planner, Finance Mgr., Internal Auditor and Traffic Records Coordinator.
8. TSS will meet with RC to make recommendations for funding and selection of project.
9. During RFP and assessment review with RC, the RC will review all aspects of the assessment and make recommendations for funding and selection of projects.
10. Grant budgets and grant agreement details are determined by the RC.
11. Once approved by the RC, information is provided to the Planner for inclusion in the HSP. Financial information is provided to Financial Director for setting up financial files. Information is provided to the TSS preparation of the agreement, revisions and recommendations.

12.   TSS prepares project description (if needed) of the approved RFP and provides to the Planner for inclusion into the HSP.
13.   TSS will draft agreement documents to sub-grantees and give to DD for review and approval.
14.   DD will provide agreement to Accounting for second review and approval.
15.   DD will provide approved and completed applications to TSS for them to obtain final signatures from agency.
16.   TSS will contact sub-grantees, obtain signatures and route to OD for final signature.
17.   Approved agreements received at MOHS and TSS make preparations for Implementation of the grant.
18.   Approved agreements are implemented and provided to the agency at annual Implementation meetings.

Review of Proposals: During the initial review of the RFP, the TSS rates the RFP on completeness, data, risk, finance and program content. RFP's are scored with a grade ranking from 0-100 and a risk assessment of "exceeds risk to suspension/termination".

The TSS prepares a grant application risk assessment report on each RFP, with a summary of detailed previous grant performance, along with information from the RFP. 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 TSS's review of the whole program and not just the proposal. The grant application risk assessment is brought to the RC as part of the review process for all RFP.

The next step in the review process of the proposals is the review meetings. The proposals and grant application risk assessment is brought to the RC for discussion. The TSS reports out on the proposal from financials, data, program details, targets and performance measures. The TSS along with the RC looks at all aspects of the RFP. Once the RFP has been 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 Proposals are:
- *Countermeasures that Work*;
- 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; and
- 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 largest impact on state-wide issues. These projects are reviewed to ensure countermeasures will work and will have the greatest opportunity for success.

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

5. Evidence Based Strategy and Project Selection Process-Identify Funds from Sources: 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)), Moving Ahead for Progress in the 21st Century Act (MAP-21) and the Fixing America's Surface Transportation Act (FAST). 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:
- Carry forward funds from the previous year of federal funding; and
- Funding that 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. A listing of the sources that are used for the data analysis can be found on Page 8 of the HSP (Section II. Planning Process).

Mississippi Fatalities v. Fatal Crashes 2010-2014

	2010	2011	2012	2013	2014
Fatalities	641	630	582	613	607
Fatal Crashes	581	567	507	570	543
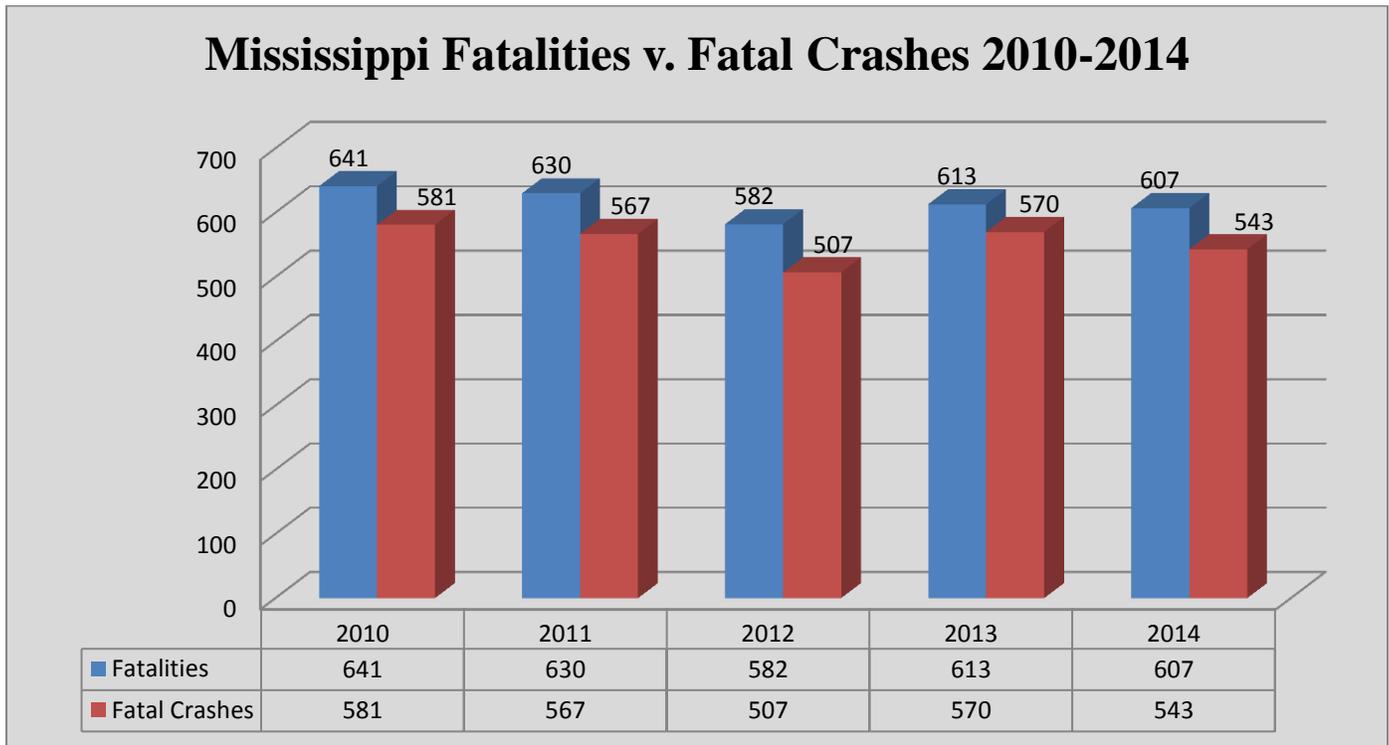
2010-2014 Mississippi Fatalities by Type of Roadway
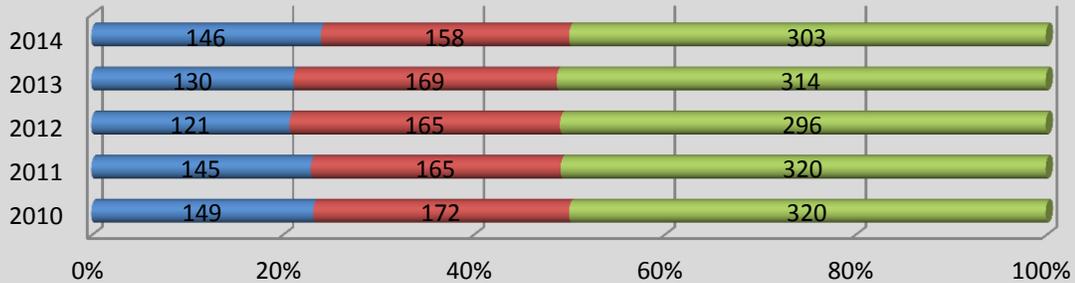
	2010	2011	2012	2013	2014
■ City Streets	149	145	121	130	146
■ County Roads	172	165	165	169	158
■ MHP Highways	320	320	296	314	303

The location of Mississippi fatalities are 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 fatal crashes in city streets, county roads and highways/interstates have all decreased from 2010-2012, but had a small increase in data during 2013 and increase in 2014, with increases in city streets, county roads and highways.

2014 Ranking of Top Twenty Counties in Mississippi for Crashes

2014 Rank	Total Injury Crash Rate/Highest VMT	MHP Crash Rate/Injuries by County	Injury Rate/Per 10,000 Population	Injuries Per Mile/County Road Injuries
1	Forrest County	Claiborne County	Pike County	Jones County
2	Marion County	Quitman County	Jefferson County	Jackson County
3	Leflore County	George County	Forrest County	Desoto County
4	Lauderdale County	Franklin County	Tunica County	Rankin County
5	George County	Jefferson County	Lauderdale County	Itawamba County
6	Harrison County	Neshoba County	Covington County	Harrison County
7	Pike County	Tunica County	Panola County	Lauderdale County
8	Adams County	Marion County	Harrison County	Madison County
9	Desoto County	Attala County	Marion County	Simpson County
10	Lowndes County	Jeff Davis County	Grenada County	Yazoo County
11	Jackson County	Wilkinson County	Jackson County	Hancock County
12	Coahoma County	Sunflower County	Lee County	Lincoln county
13	Washington County	Covington County	Coahoma County	Tate County
14	Hinds County	Greene County	Lincoln County	Panola County
15	Lee County	Tishomingo County	Lowndes County	Oktibbeha County
16	Clay County	Amite County	Hinds County	Pearl River County
17	Oktibbeha County	Leake County	Franklin County	Pike County
18	Alcorn County	Pike County	Carroll County	Lee County
19	Jefferson County	Kemper County	Adams County	Forrest County
20	Neshoba County	Walthall County	Jones County	George County

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

A ranking of Mississippi counties was performed to illustrate serious injury crashes (Injury levels A and B) in the chart above. Injury level C (Minor) and property damage only crashes were removed from the data in order to reduce the reporting bias and, more significantly, to pinpoint the most hazardous crashes. The counties are ranked by all serious crashes reported by all law enforcement jurisdictions.

Maps of State- County Rankings by Programs:

The next several pages will show charts of fatalities by program and the ranking of the top county with the most fatality to the lowest ranking county. These charts also include statistical data for 5 years, along with averages, so that comparisons can be made for each county in the State and where trends may be occurring.

		2010 - 2014 Total Traffic Fatalities Ranked by Highest 5-Year Average						
Rank	County Name	2010 Total Fatalities	2011 Total Fatalities	2012 Total Fatalities	2013 Total Fatalities	2014 Total Fatalities	10-14 Total Fatalities	10-14 Average Fatalities per year
1	Hinds Co	40	32	29	28	31	160	32
2	Harrison Co	22	34	30	24	23	133	26.6
3	Jackson Co	26	18	16	18	28	106	21.2
4	Rankin Co	16	16	22	21	18	93	18.6
5	Desoto Co	18	20	11	17	19	85	17
6	Jones Co	14	27	15	11	14	81	16.2
7	Lee Co	10	17	15	19	20	81	16.2
8	Forrest Co	17	25	18	8	9	77	15.4
9	Lauderdale Co	9	18	15	15	17	74	14.8
10	Marshall Co	22	10	8	14	14	68	13.6
11	Pearl River Co	14	18	9	13	13	67	13.4
12	Panola Co	13	19	8	15	11	66	13.2
13	Washington Co	14	10	21	9	10	64	12.8
14	Copiah Co	14	11	12	14	7	58	11.6
15	Hancock Co	15	17	7	8	8	55	11
16	Warren Co	7	11	16	15	6	55	11
17	Lincoln Co	5	13	11	11	13	53	10.6
18	Marion Co	9	14	11	6	12	52	10.4
19	Pike Co	11	15	6	9	11	52	10.4
20	George Co	10	8	13	10	7	48	9.6
21	Covington Co	9	7	8	9	12	45	9
22	Lowndes Co	8	6	8	9	13	44	8.8
23	Monroe Co	6	11	12	10	5	44	8.8
24	Lamar Co	21	4	2	10	6	43	8.6
25	Neshoba Co	11	15	11	4	2	43	8.6
26	Holmes Co	11	6	7	8	10	42	8.4
27	Bolivar Co	5	14	8	9	5	41	8.2
28	Leake Co	9	8	10	6	8	41	8.2
29	Scott Co	11	3	8	10	9	41	8.2
30	Pontotoc Co	4	13	5	9	9	40	8
31	Alcorn Co	8	8	9	5	9	39	7.8
32	Madison Co	6	7	9	6	11	39	7.8
33	Simpson Co	11	6	8	6	8	39	7.8
34	Clarke Co	7	6	6	13	6	38	7.6
35	Tate Co	12	8	4	7	6	37	7.4

36	Yazoo Co	4	7	8	6	10	35	7
37	Itawamba Co	8	6	5	6	7	32	6.4
38	Tishomingo Co	6	8	5	8	5	32	6.4
39	Coahoma Co	4	6	5	7	9	31	6.2
40	Lafayette Co	6	6	10	7	2	31	6.2
41	Grenada Co	3	5	1	15	6	30	6
42	Prentiss Co	8	3	8	5	6	30	6
43	Adams Co	7	3	2	6	11	29	5.8
44	Sunflower Co	3	4	6	9	7	29	5.8
45	Union Co	4	4	5	8	8	29	5.8
46	Tippah Co	7	6	7	4	4	28	5.6
47	Newton Co	5	5	9	8	0	27	5.4
48	Greene Co	5	4	8	2	6	25	5
49	Oktibbeha Co	9	5	3	5	3	25	5
50	Attala Co	9	3	5	5	2	24	4.8
51	Carroll Co	3	4	8	2	7	24	4.8
52	Leflore Co	11	2	2	5	3	23	4.6
53	Tunica Co	4	4	3	5	7	23	4.6
54	Walthall Co	5	2	1	6	8	22	4.4
55	Stone Co	4	4	5	4	4	21	4.2
56	Jeff Davis Co	1	5	3	7	4	20	4
57	Montgomery Co	6	3	1	3	7	20	4
58	Tallahatchie Co	5	6	0	6	3	20	4
59	Wayne Co	2	3	4	7	4	20	4
60	Yalobusha Co	5	4	7	4	0	20	4
61	Amite Co	4	4	0	4	7	19	3.8
62	Jasper Co	4	3	3	6	3	19	3.8
63	Calhoun Co	4	5	4	1	4	18	3.6
64	Smith Co	5	2	4	1	6	18	3.6
65	Winston Co	3	4	5	4	2	18	3.6
66	Perry Co	7	3	4	2	1	17	3.4
67	Benton Co	3	1	5	3	4	16	3.2
68	Chickasaw Co	5	0	3	4	4	16	3.2
69	Lawrence Co	2	3	1	5	4	15	3
70	Jefferson Co	4	2	4	2	2	14	2.8
71	Claiborne Co	2	2	2	4	3	13	2.6
72	Kemper Co	2	2	2	2	5	13	2.6
73	Quitman Co	3	1	2	4	1	11	2.2
74	Wilkinson Co	2	1	3	1	4	11	2.2
75	Humphreys Co	2	2	3	1	2	10	2
76	Webster Co	2	0	0	6	2	10	2
77	Sharkey Co	4	3	2	0	0	9	1.8
78	Clay Co	2	2	1	1	2	8	1.6
79	Franklin Co	0	2	2	3	1	8	1.6
80	Choctaw Co	1	1	0	3	1	6	1.2
81	Issaquena Co	0	0	3	0	2	5	1
82	Noxubee Co	1	0	0	0	4	5	1

Average Fatalities Per Year
- 1 to 9
- 9 to 17
- 17 to 25
- 25 to 33
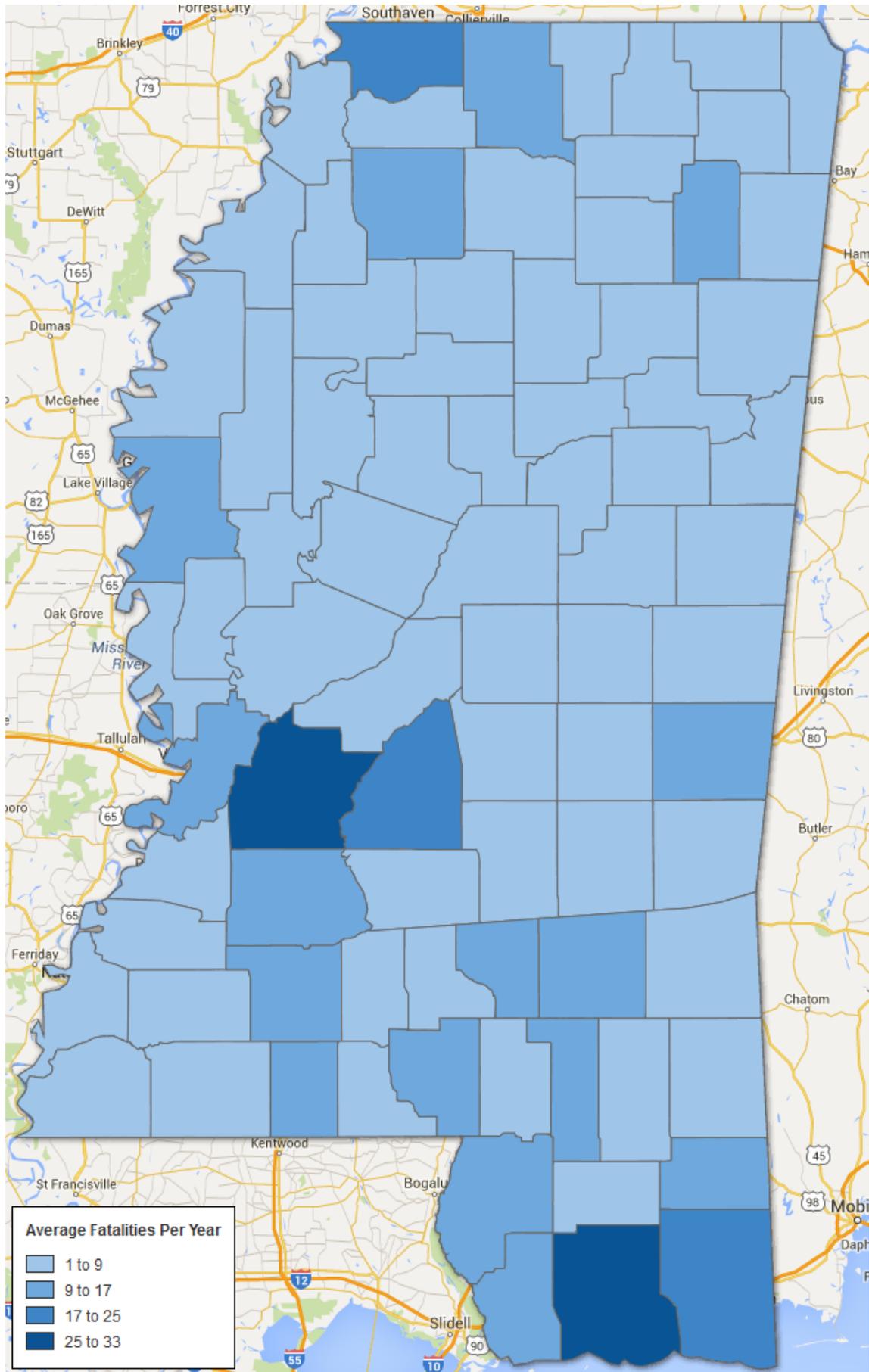
2010-2014 Fatalities Involving Alcohol

Rank	County	2010	2011	2012	2013	2014	Total	5-Yr Avg
		Ranked County with Most Alcohol Involved Fatalities						
1	Hinds	11	17	10	7	10	55	11
2	Harrison	8	12	11	12	6	49	9.8
3	Lee	3	5	10	7	8	33	6.6
4	Rankin	6	3	10	4	6	29	5.8
5	Panola	6	9	4	5	2	26	5.2
6	Jackson	6	4	4	6	5	25	5
7	Desoto	4	4	2	5	9	24	4.8
8	Neshoba	3	7	9	1	0	20	4
9	Forrest	4	5	6	3	1	19	3.8
20	Jones	3	6	4	4	2	19	3.8
11	Marshall	7	4	4	3	1	19	3.8
12	Lincoln	2	1	3	5	7	18	3.6
13	George	3	2	9	3	0	17	3.4
14	Pearl River	2	3	2	5	5	17	3.4
15	Pontotoc	1	5	2	3	5	16	3.2
16	Warren	1	4	4	6	1	16	3.2
17	Lauderdale	1	3	4	4	3	15	3
18	Leake	2	3	4	2	4	15	3
19	Monroe	4	3	3	2	3	15	3
20	Pike	4	4	2	2	3	15	3
21	Bolivar	1	5	1	4	2	13	2.6
22	Clarke	3	1	1	3	5	13	2.6
23	Copiah	2	3	2	4	2	13	2.6
24	Prentiss	6	0	2	2	3	13	2.6
25	Stone	3	2	2	3	3	13	2.6
26	Hancock	6	2	2	2	0	12	2.4
27	Oktibbeha	3	3	1	4	1	12	2.4
28	Washington	4	0	5	3	0	12	2.4
29	Covington	2	0	3	2	4	11	2.2
30	Madison	1	1	2	1	6	11	2.2
31	Tunica	2	2	0	3	4	11	2.2
32	Alcorn	1	1	4	2	2	10	2
33	Holmes	2	1	3	4	0	10	2
34	Lowndes	4	1	1	3	1	10	2
35	Tate	6	0	0	2	2	10	2
36	Union	2	1	2	2	3	10	2
37	Yalobusha	4	1	2	3	0	10	2
38	Grenada	2	1	0	5	1	9	1.8
39	Lamar	3	2	0	4	0	9	1.8
40	Winston	3	2	2	1	1	9	1.8
41	Yazoo	2	1	2	1	3	9	1.8
42	Jefferson Davis	0	0	3	4	1	8	1.6
43	Marion	2	1	2	2	1	8	1.6
44	Simpson	2	0	2	2	2	8	1.6
45	Lafayette	1	0	3	2	1	7	1.4
46	Scott	1	0	2	4	0	7	1.4
47	Smith	1	1	3	1	1	7	1.4
48	Wayne	1	2	2	2	0	7	1.4
49	Adams	2	0	0	2	2	6	1.2

50	Amite	0	1	0	2	3	6	1.2
51	Attala	2	1	1	2	0	6	1.2
52	Chickasaw	0	0	3	1	2	6	1.2
53	Claiborne	1	0	0	4	1	6	1.2
54	Greene	3	0	0	2	1	6	1.2
55	Kemper	1	1	1	1	2	6	1.2
56	Newton	0	1	1	3	1	6	1.2
57	Sunflower	0	2	2	2	0	6	1.2
58	Tishomingo	0	1	2	2	1	6	1.2
59	Humphreys	1	0	3	1	0	5	1
60	Itawamba	1	1	1	2	0	5	1
61	Jefferson	1	1	2	1	0	5	1
62	Leflore	1	0	1	1	2	5	1
63	Perry	2	0	1	2	0	5	1
64	Tallahatchie	2	2	0	1	0	5	1
65	Tippah	1	1	1	2	0	5	1
66	Wilkinson	0	1	2	0	2	5	1
67	Carroll	0	0	3	0	1	4	0.8
68	Jasper	1	1	2	0	0	4	0.8
69	Lawrence	0	1	0	2	1	4	0.8
70	Quitman	1	0	1	2	0	4	0.8
71	Walthall	2	0	0	1	1	4	0.8
72	Benton	0	0	2	0	1	3	0.6
73	Calhoun	0	1	2	0	0	3	0.6
74	Clay	0	1	0	1	1	3	0.6
75	Coahoma	0	0	0	3	0	3	0.6
76	Montgomery	0	0	0	1	2	3	0.6
77	Franklin	0	0	1	1	0	2	0.4
78	Issaquena	0	0	2	0	0	2	0.4
79	Choctaw	1	0	0	0	0	1	0.2
80	Sharkey	1	0	0	0	0	1	0.2
81	Webster	0	0	0	1	0	1	0.2
82	Noxubee	0	0	0	0	0	0	0

5-Yr Avg
- 0 to 3
- 3 to 6
- 6 to 9
- 9 to 12
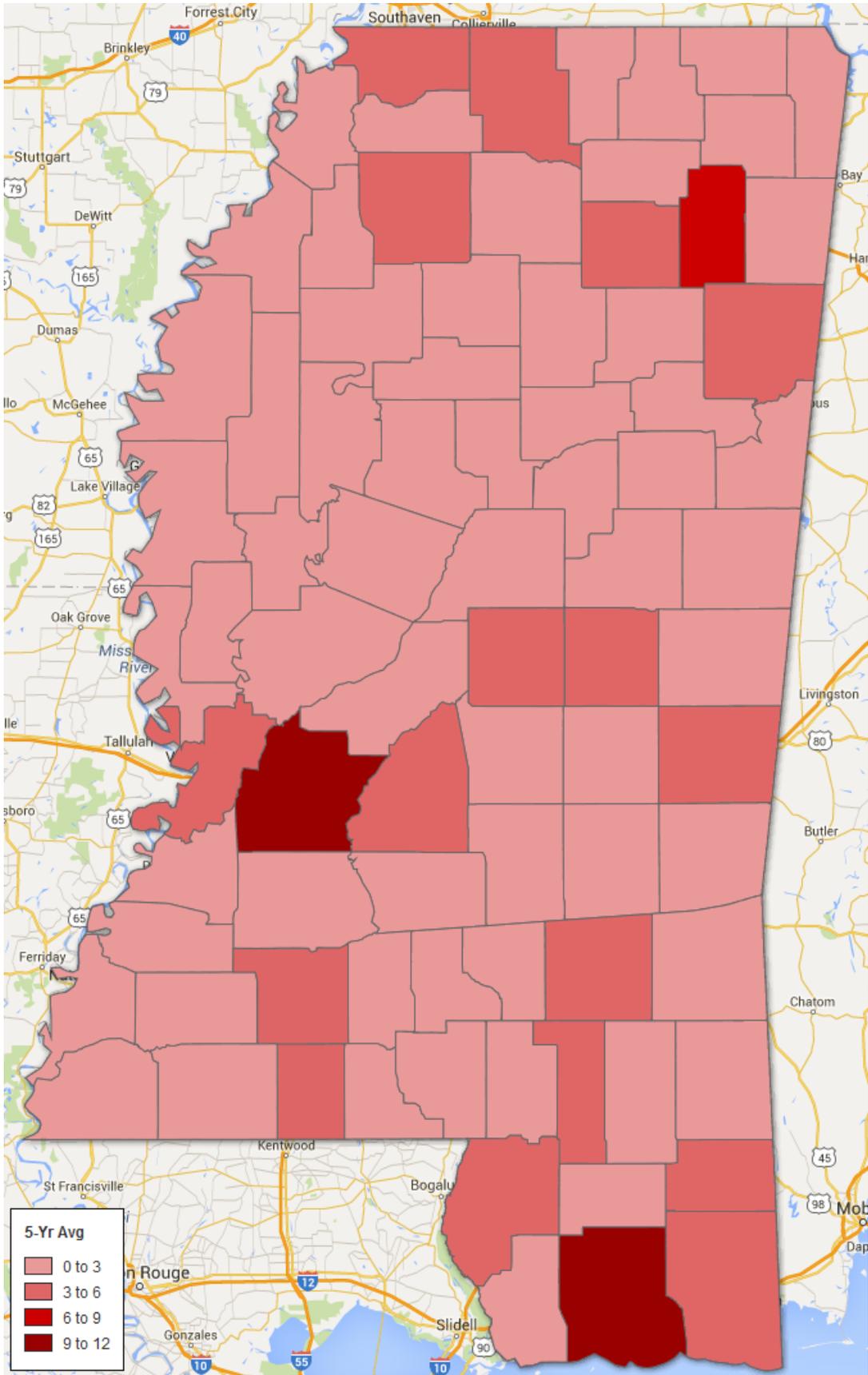
Rank	County	2010	2011	2012	2013	2014	Total	Average
				2010 - 2014 Mississippi Occupant Fatalities by Non- Belt Usage				
				Counties Ranked by Most Unbelted Fatalities				
1	Hinds	20	12	13	10	14	69	13.8
2	Harrison	10	17	9	6	9	51	10.2
3	Jones	5	20	9	4	8	46	9.2
4	Rankin	7	4	16	10	5	42	8.4
5	Lee	4	5	10	10	12	41	8.2
6	Panola	8	13	5	8	7	41	8.2
7	Pearl River	8	12	4	7	7	38	7.6
8	Jackson	12	4	6	7	7	36	7.2
9	Washington	4	3	14	9	5	35	7
10	Lincoln	4	11	4	6	9	34	6.8
11	DeSoto	8	8	3	4	9	32	6.4
12	Lauderdale	5	8	6	6	7	32	6.4
13	Marshall	12	6	3	4	7	32	6.4
14	Pike	5	9	4	5	8	31	6.2
15	Forrest	8	9	10	2	1	30	6
16	Lamar	14	3	0	8	5	30	6
17	Marion	4	8	8	1	8	29	5.8
18	Monroe	3	9	9	4	4	29	5.8
19	Copiah	6	5	7	8	2	28	5.6
20	George	6	5	6	7	4	28	5.6
21	Hancock	8	8	4	5	2	27	5.4
22	Neshoba	4	10	10	1	0	25	5
23	Bolivar	5	7	3	6	2	23	4.6
24	Covington	6	3	5	3	6	23	4.6
25	Pontotoc	4	8	2	4	5	23	4.6
26	Alcorn	6	2	8	3	3	22	4.4
27	Warren	4	4	5	7	2	22	4.4
28	Holmes	5	2	5	2	7	21	4.2
29	Simpson	7	3	3	2	6	21	4.2
30	Yazoo	2	4	5	1	9	21	4.2
31	Greene	4	2	8	1	5	20	4
32	Scott	2	2	3	8	5	20	4
33	Prentiss	5	3	5	5	1	19	3.8
34	Tate	8	2	3	3	3	19	3.8
35	Tippah	5	3	7	4	0	19	3.8
36	Newton	2	3	5	7	1	18	3.6
37	Adams	5	1	0	2	9	17	3.4
38	Attala	8	3	2	4	0	17	3.4
39	Clarke	4	2	1	7	3	17	3.4
40	Sunflower	1	4	4	5	3	17	3.4
41	Lowndes	5	0	3	2	6	16	3.2
42	Tallahatchie	4	5	0	4	3	16	3.2
43	Tishomingo	5	3	3	2	3	16	3.2
44	Walthall	5	1	1	4	4	15	3
45	Itawamba	4	3	2	3	2	14	2.8
46	Leflore	7	0	1	4	2	14	2.8
47	Madison	3	1	5	0	5	14	2.8
48	Carroll	2	2	5	1	3	13	2.6
49	Grenada	1	2	0	8	2	13	2.6

50	Leake	4	3	4	1	1	13	2.6
51	Jeff Davis	0	3	2	5	2	12	2.4
52	Lawrence	2	3	1	4	2	12	2.4
53	Oktibbeha	5	3	1	3	0	12	2.4
54	Tunica	4	3	0	5	0	12	2.4
55	Union	1	1	1	6	3	12	2.4
56	Winston	1	4	4	3	0	12	2.4
57	Yalobusha	4	1	3	4	0	12	2.4
58	Amite	3	3	0	2	3	11	2.2
59	Chickasaw	3	0	3	3	2	11	2.2
60	Lafayette	2	3	3	2	1	11	2.2
61	Montgomery	4	1	1	2	3	11	2.2
62	Wayne	2	3	2	2	2	11	2.2
63	Coahoma	0	2	1	4	3	10	2
64	Jasper	3	3	3	1	0	10	2
65	Stone	3	3	1	3	0	10	2
66	Kemper	2	1	2	1	3	9	1.8
67	Smith	3	0	3	0	3	9	1.8
68	Calhoun	1	3	2	1	1	8	1.6
69	Jefferson	2	1	1	2	2	8	1.6
70	Perry	1	2	3	2	0	8	1.6
71	Quitman	2	1	1	3	1	8	1.6
72	Benton	1	0	2	1	3	7	1.4
73	Claiborne	1	2	0	1	3	7	1.4
74	Humphreys	1	1	2	1	1	6	1.2
75	Wilkinson	1	0	2	1	2	6	1.2
76	Issaquena	0	0	3	0	1	4	0.8
77	Sharkey	2	1	1	0	0	4	0.8
78	Webster	1	0	0	2	1	4	0.8
79	Clay	1	0	0	1	1	3	0.6
80	Franklin	0	1	1	0	1	3	0.6
81	Choctaw	1	0	0	1	0	2	0.4
82	Noxubee	0	0	0	0	0	0	0

Unbelted Fatalities
- 0 to 3.7
- 3.7 to 7.4
- 7.4 to 11.1
- 11.1 to 14.8
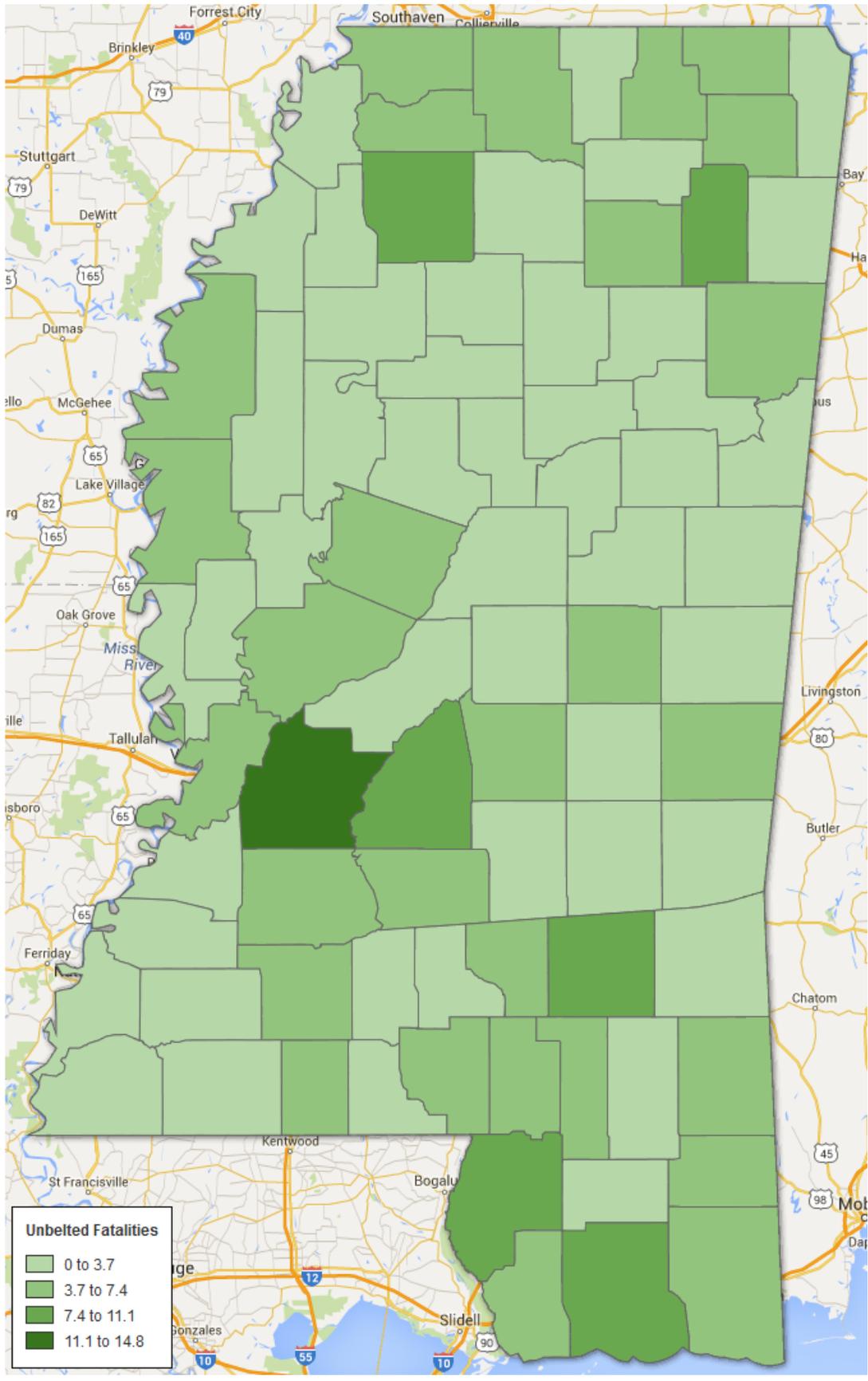
Rank	County Name	2010	2011	2012	2013	2014	Total	5-Yr AVG
	2010-2014 Fatalities Involving Speeding							
	Counties Ranked by Most Speeding Related Fatalities							
1	Harrison Co	6	13	7	7	6	39	7.8
2	Hinds Co	14	7	6	4	5	36	7.2
3	Rankin Co	4	6	13	4	4	31	6.2
4	Desoto Co	3	5	5	5	2	20	4
5	Panola Co	4	5	3	5	2	19	3.8
6	Jackson Co	4	3	3	4	4	18	3.6
7	Lauderdale Co	2	5	6	3	2	18	3.6
8	Pearl River Co	2	4	4	5	3	18	3.6
9	Jones Co	4	5	3	1	4	17	3.4
10	Madison Co	2	1	4	3	6	16	3.2
11	Lincoln Co	0	3	1	4	4	12	2.4
12	Marion Co	2	3	7	0	0	12	2.4
13	Copiah Co	1	1	2	6	1	11	2.2
14	Hancock Co	2	5	1	2	1	11	2.2
15	Lamar Co	4	0	0	4	3	11	2.2
16	Monroe Co	4	1	0	3	2	10	2
17	Scott Co	4	0	2	2	2	10	2
18	Bolivar Co	2	3	1	2	1	9	1.8
19	Stone Co	3	0	0	4	2	9	1.8
20	Alcorn Co	3	3	1	1	0	8	1.6
21	Forrest Co	3	3	2	0	0	8	1.6
22	George Co	1	2	2	2	1	8	1.6
23	Yalobusha Co	2	1	2	3	0	8	1.6
24	Lowndes Co	1	1	0	1	4	7	1.4
25	Oktibbeha Co	3	1	1	2	0	7	1.4
26	Pike Co	3	2	1	0	1	7	1.4
27	Tate Co	2	1	1	0	3	7	1.4
28	Clarke Co	3	0	0	1	2	6	1.2
29	Lee Co	0	1	1	1	3	6	1.2
30	Marshall Co	0	2	1	1	2	6	1.2
31	Adams Co	1	1	1	0	2	5	1
32	Greene Co	2	1	0	0	2	5	1
33	Jeff Davis Co	1	0	1	2	1	5	1
34	Newton Co	2	0	0	3	0	5	1
35	Tallahatchie Co	0	3	0	2	0	5	1
36	Tippah Co	3	0	0	0	2	5	1
37	Walthall Co	3	0	0	0	2	5	1
38	Warren Co	0	2	0	2	1	5	1
39	Winston Co	1	0	2	1	1	5	1
40	Claiborne Co	1	1	0	1	1	4	0.8
41	Covington Co	0	1	0	1	2	4	0.8
42	Leflore Co	2	0	0	0	2	4	0.8
43	Prentiss Co	3	0	1	0	0	4	0.8
44	Wayne Co	1	2	0	1	0	4	0.8
45	Attala Co	1	1	0	1	0	3	0.6
46	Coahoma Co	2	0	0	1	0	3	0.6
47	Grenada Co	1	0	0	2	0	3	0.6
48	Issaquena Co	0	0	1	0	2	3	0.6
49	Jasper Co	2	1	0	0	0	3	0.6
50	Lafayette Co	1	0	1	1	0	3	0.6

51	Lawrence Co	0	0	1	1	1	3	0.6
52	Neshoba Co	1	2	0	0	0	3	0.6
53	Perry Co	2	0	0	1	0	3	0.6
54	Simpson Co	1	0	0	1	1	3	0.6
55	Smith Co	0	0	2	0	1	3	0.6
56	Washington Co	0	0	2	0	1	3	0.6
57	Webster Co	0	0	0	3	0	3	0.6
58	Yazoo Co	2	1	0	0	0	3	0.6
59	Amite Co	1	0	0	1	0	2	0.4
60	Benton Co	0	0	1	1	0	2	0.4
61	Calhoun Co	1	1	0	0	0	2	0.4
62	Chickasaw Co	2	0	0	0	0	2	0.4
63	Holmes Co	1	0	1	0	0	2	0.4
64	Leake Co	1	0	0	1	0	2	0.4
65	Pontotoc Co	1	0	0	1	0	2	0.4
66	Union Co	0	0	0	1	1	2	0.4
67	Choctaw Co	0	0	0	0	1	1	0.2
68	Clay Co	1	0	0	0	0	1	0.2
69	Itawamba Co	0	0	0	0	1	1	0.2
70	Jefferson Co	0	0	1	0	0	1	0.2
71	Montgomery Co	0	0	0	1	0	1	0.2
72	Quitman Co	0	0	0	1	0	1	0.2
73	Sunflower Co	0	0	0	1	0	1	0.2
74	Tishomingo Co	0	0	0	0	1	1	0.2
75	Tunica Co	0	0	0	1	0	1	0.2
76	Carroll Co	0	0	0	0	0	0	0
77	Franklin Co	0	0	0	0	0	0	0
78	Humphreys Co	0	0	0	0	0	0	0
79	Kemper Co	0	0	0	0	0	0	0
80	Noxubee Co	0	0	0	0	0	0	0
81	Sharkey Co	0	0	0	0	0	0	0
82	Wilkinson Co	0	0	0	0	0	0	0

Fatalities Involving Speeding

- ☐ 0 to 2.2
- ☐ 2.2 to 4.4
- ☐ 4.4 to 6.6
- ☐ 6.6 to 8.8
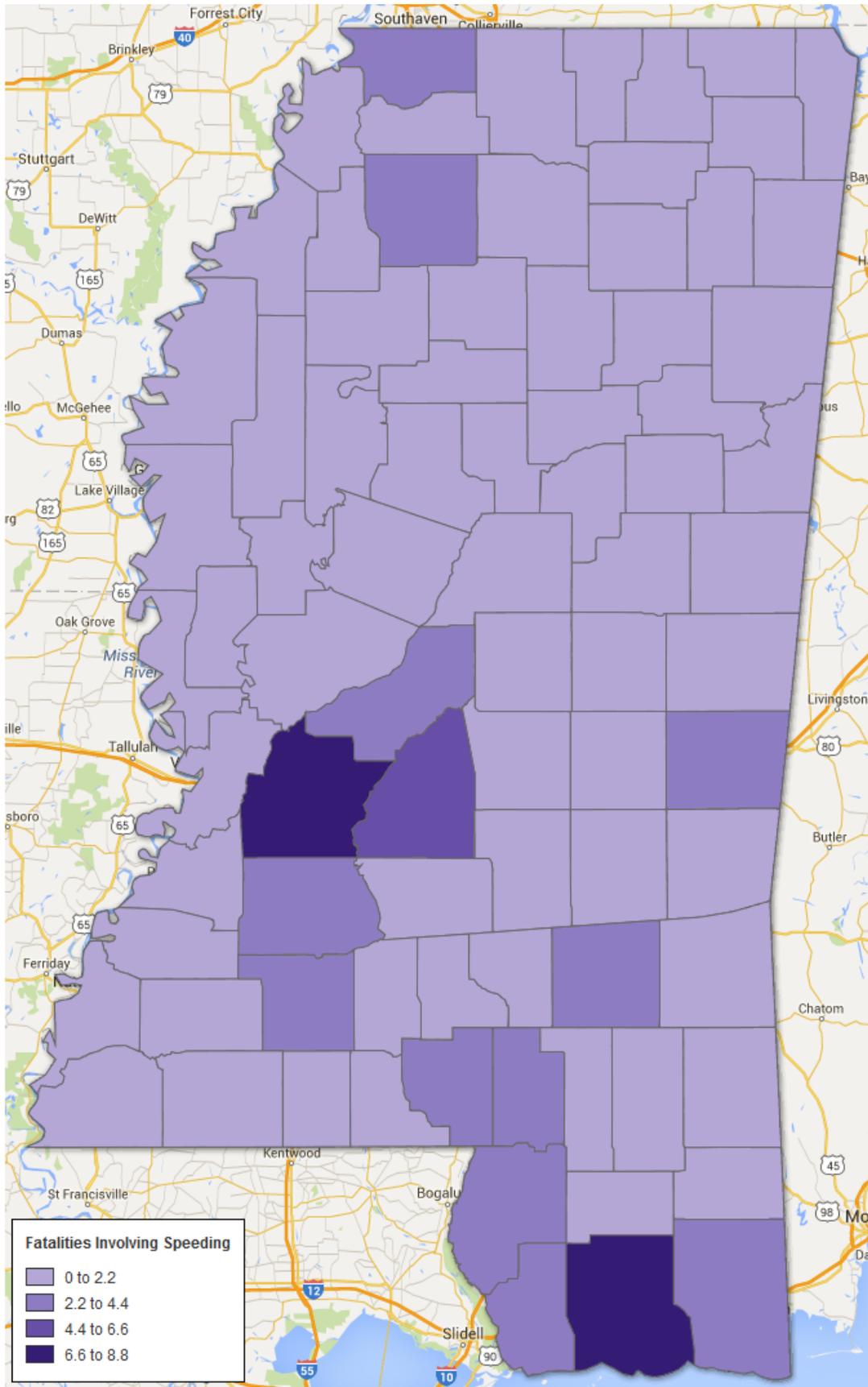
A. Problem Identification: Data Analysis-Population: Type of Fatality

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 population by type of fatality.

2014 Mississippi Traffic Fatalities

Driver	355
Passenger	139
Motorcyclist	36
Motorcycle Passenger	5
Pedestrian	53
Bicyclist	6
ATV	9
ATV Pass	3

2014 Mississippi Fatalities by Age-607 Fatalities

	70 &>	60 to69	50 to 59	40 to 49	30 to 39	25 to 29	21 to 24	16 to 20	10 to 15	5 to 9	0 to 4
Total	50	73	92	91	93	55	63	67	16	3	4
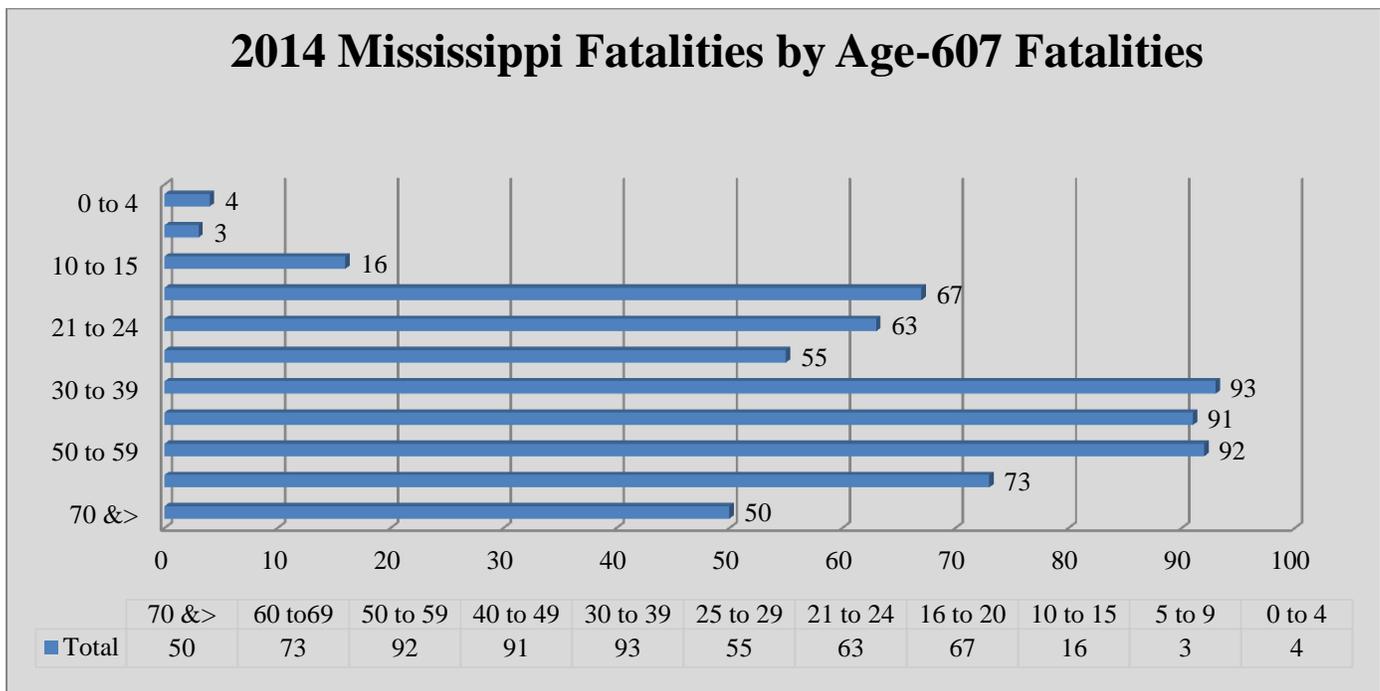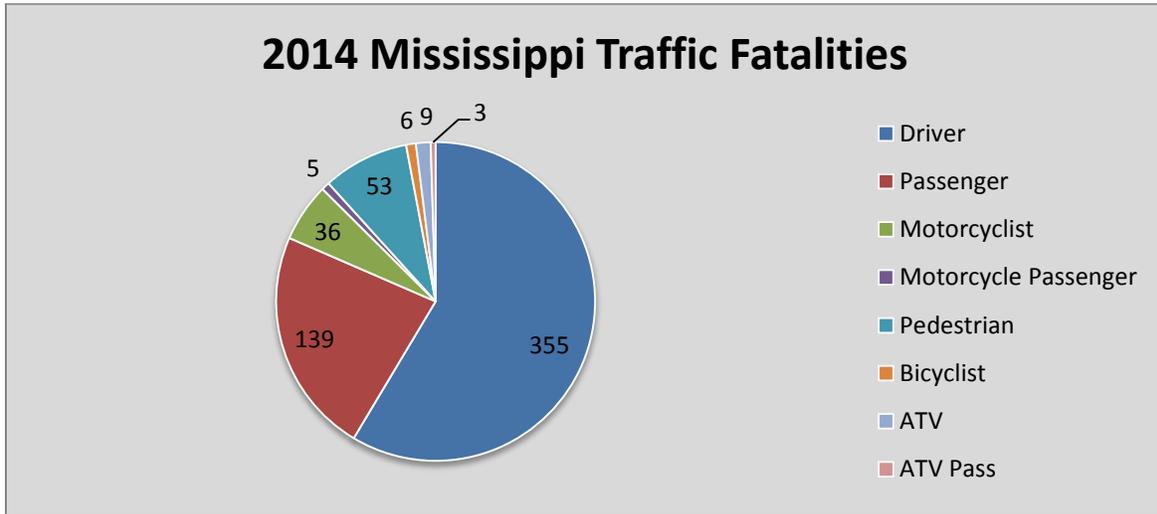
The age of persons that are involved in fatal crashes helps show the population that the MOHS needs to focus on through enforcement and education. During 2014 the age group with the most fatal crashes was the age group of 30-39, 40-49 and 50-59. This information provides information on how to target education and media campaigns to reach those age groups and help with the reductions of fatalities.

Problem Identification: Data Analysis-Time/Date Charts:
2014 Traffic Fatalities by Month and Jurisdiction

	MHP	CO	CITY	TOTAL
JAN	24	11	10	45
FEB	30	3	11	44
MAR	28	13	11	52
APR	23	16	13	52
MAY	18	20	14	52
JUN	24	15	7	46
JUL	26	19	7	52
AUG	18	12	14	44
SEP	21	19	16	56
OCT	38	11	16	65
NOV	25	12	13	50
DEC	28	7	14	49
TOTAL	303	158	146	607

In 2014, most fatalities along Mississippi roadways occurred during March, April, May, July and October, which is due to increase in tourism to the State and activities that require travel, along with travel to and from football games and starting college. 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 provided during high fatality months, to reduce crashes, injuries and fatalities in Mississippi.

2014 Traffic Fatality v. Fatal Crash by Day of Week

	Sunday	Monday	Tuesday	Wed.	Thursday	Friday	Saturday
Total Fatality	100	75	76	74	80	104	98
Total Fatal Crash	91	69	70	70	72	88	83
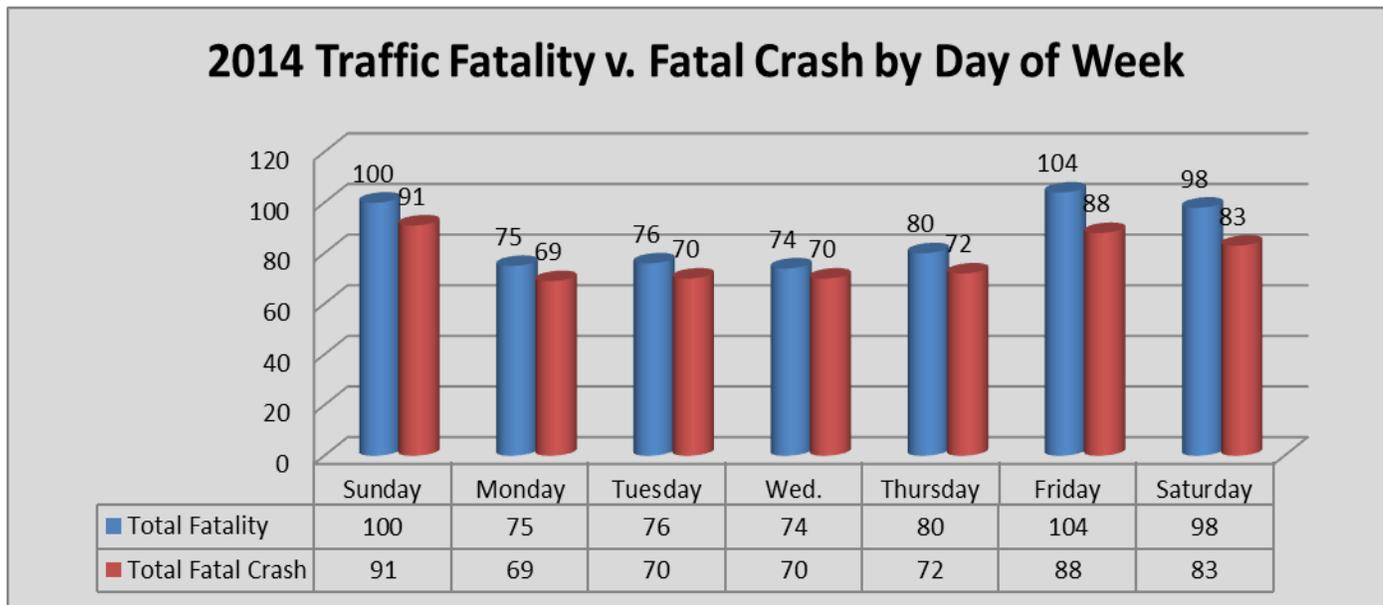
The above chart shows the number of statewide fatalities v. fatal crashes, comparing crashes and the days of the week that the fatalities occurred. The chart shows that the days of Friday-Sunday are the most fatal days of the week, with Friday having the most fatal crashes. This helps show law enforcement and educational programs when the deadliest days are in the week, so that the programs can be adjust to help during those days and reduce fatalities and fatal crashes.

2014 Statewide Fatalities by Time of Day
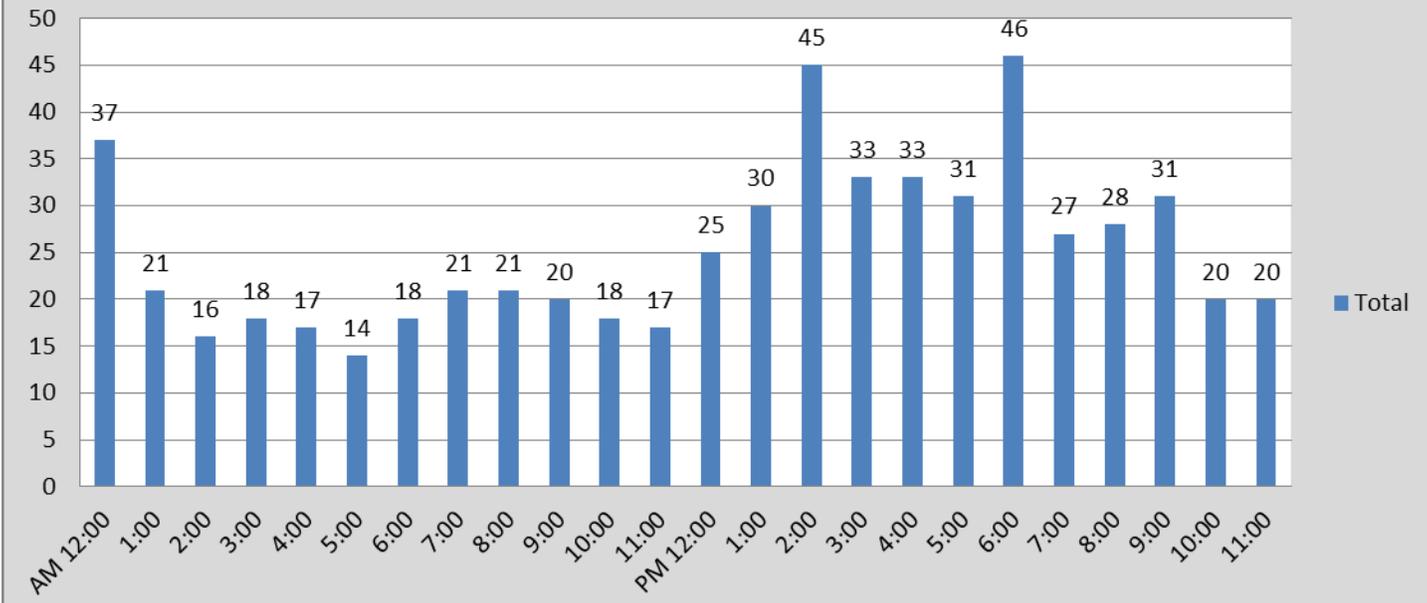
The above chart shows the time of day for 2014 statewide fatalities. The time period with the most statewide fatalities has taken a large shift from the past where traditionally fatalities occur between 4:00 p.m. and 10:00 p.m., with 7:00 p.m. and 9:00 p.m. having the most fatalities during the day. During 2014, most fatalities occur at 2:00 p.m. and 6:00 p.m.

2014 Traffic Injuries			
by Person Type and Severity of Injury			
Person	Injury		
	A	B	C	Grand Total
Law Officer	2	21	80	103
Driver	388	4191	14950	19529
Pedestrian	2	14	18	34
Bicyclist	2	4	7	13
Oth Non-Motorist			4	4
Hit & Run		3	10	13
Passenger	120	1193	4575	5888
Grand Total	514	5426	19644	25584

Mississippi had a total of 514 serious injuries (A), 5,426 moderate injuries (B) and 25,584 minor injuries (C) for 2014. The chart above breaks out the injury statistics by person type and severity of injury. Drivers sustained the majority of the injury, while passengers were the next in injury.

Contributing Factors for Mississippi Fatalities and Fatal Crashes:

There are many factors that can attribute to fatalities and fatal crashes. Impaired driving, lack of seatbelts, speed and motorcycles crashes are some of the State's biggest contributing factors for crashes. Mississippi saw a decrease in fatal crashes and traffic fatalities during 2014. There was a 0.98% decrease in traffic fatalities in 2014 with 5 fewer traffic fatalities than in 2013 and a 4.23% decrease in fatal crashes with 24 fewer fatal crashes from 2013. The following areas will break down the data by program area and give a more specific picture of each program.

Impaired Driving:

Alcohol impaired fatalities decreased from 210 in 2013 to 178 in 2014. In Mississippi for 2013, 34% of all fatalities were alcohol impaired, while the national average was 31%. In 2014, 29% of all fatalities were alcohol impaired, which is under the national average. 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.

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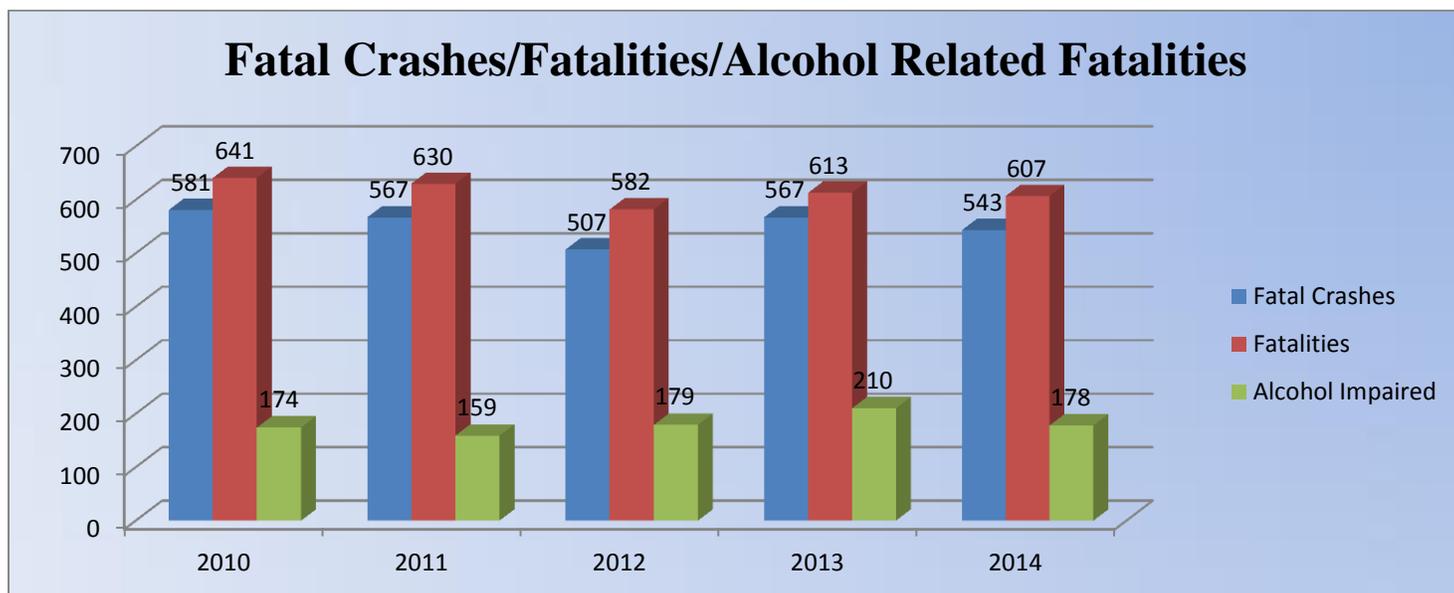
The impaired driver is a continuing and large factor in fatal traffic crashes every year in Mississippi. Although speeding and other aggressive driving behaviors cause deadly traffic crashes, alcohol impairment remains the predominant enemy of traffic safety for Mississippi. When DUI arrests decrease,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

The number of alcohol impaired deaths for this period decreased from 210 in 2013 to 178 in 2014 and total traffic fatalities fell from 613 to 607. In Mississippi for 2013, 34% of the fatalities were alcohol impaired related, while the in 2014, 29% of the fatalities were alcohol impaired.

Mississippi Traffic Fatalities and Alcohol Involvement 2010 - 2014

Year	Fatal Crashes	Fatalities	Alcohol Impaired Fatalities	% of Alcohol Impaired Fatalities
2010	581	641	174	27 %
2011	567	630	159	25%
2012	507	582	191	33%
2013	567	613	208	34%
2014	543	607	178	29%

The number of alcohol impaired fatalities did decrease from the five (5) year high of 2013 of 208 to the 2014 number of 178. The fatality percentage has dropped from 34% to 29%, which shows that there is still a lot of work to be done to lower the number of alcohol impaired fatalities.

2014 Alcohol Impaired Fatalities

Age Group	Fatalities
0 to 4	4
5 to 9	3
10 to 15	16
16 to 20	67
21 to 24	63
25 to 29	55
30 to 39	93
40 to 49	91
50 to 59	92
60 to 69	73
70+	50
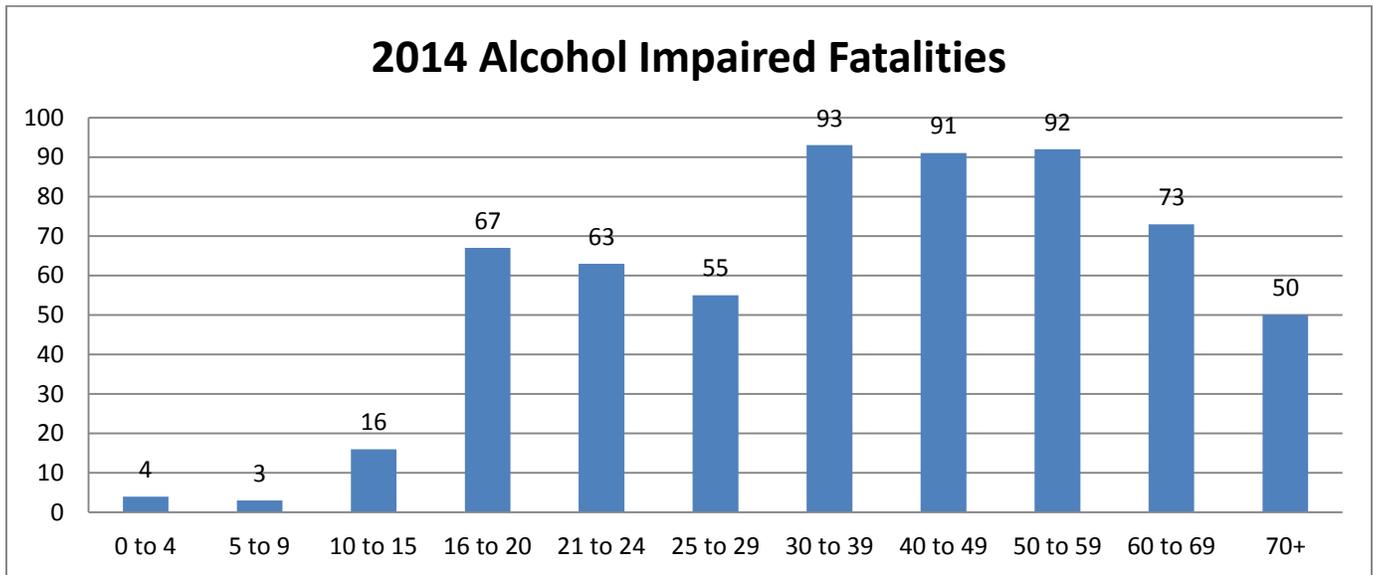
The above chart shows the alcohol impaired fatalities during 2014 by the age of the population. The data has shown a shift in alcohol impaired fatalities, which in the past was 16-20, 25-29 and 45-49, which were the age groups that had the highest fatalities.

In 2014 the age groups with most of the alcohol impaired fatalities have shifted to 30-39, 40-49 and 50-59. This data provides the MOHS on what population to direct educational programs and enforcement efforts.

2014 Traffic Injuries by Impairment and Severity				
Impairment	Injury			
	A	B	C	Grand Total
ALC	48	368	551	967
DRUG	7	55	98	160
NONE	459	5003	18995	24457
Grand Total	514	5426	19644	25584

There were 514 drivers sustaining life threatening injuries (A level) in 2014, of those 514- 48 were alcohol injury and 7 were drug use injuries, with 459 with no alcohol or drug use. Eleven percent (11%) were impaired and, but subsequently, did not become a fatality.

During 2014, there were 5,426 drivers (B level) with 368 were alcohol and 55 were drug impairment with moderate injuries (B level).

Most of these were transported by EMS to medical centers for observation and/or emergency room care. Moreover, there were 19,644 (C Level) drivers with 551 alcohol impairment and 98 with drug impairment, which resulted in minor injuries (C level).

2014 Statewide Alcohol Impaired Fatality Crash Analysis-Time of Day/Day of Week

HOURS	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Total
AM 12:00	3	0	0	2	3	1	1	10
1:00	3	1	0	0	0	0	6	10
2:00	1	2	0	0	2	1	0	6
3:00	3	0	1	0	1	1	0	6
4:00	1	0	0	2	1	0	3	7
5:00	1	0	0	1	0	2	1	5

6:00	0	0	0	2	1	0	1	4
7:00	0	0	1	0	1	0	0	2
8:00	0	0	0	0	0	0	0	0
9:00	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	2	0	2
11:00	0	2	0	1	2	0	0	5
TSS 12:00	0	0	0	0	0	0	0	0
1:00	0	0	0	0	0	1	0	1
2:00	0	2	0	0	0	0	3	5
3:00	2	0	1	0	1	0	1	5
4:00	1	1	1	1	1	1	4	9
5:00	4	1	0	1	1	0	2	9
6:00	1	1	1	3	2	3	1	12
7:00	0	0	1	3	1	1	3	9
8:00	2	0	1	0	0	5	8	16
9:00	1	0	3	0	1	7	1	13
10:00	0	1	0	2	1	6	1	11
11:00	0	0	2	0	1	0	4	7
TOTAL	23	11	12	17	20	31	40	154

During 2014, most fatality crashes occur during 6:00 p.m. and 1:00 a.m., with 8:00 and 9:00 p.m. having the most fatalities during 2014.

DUI Arrests and DUI Citations:

The total number of DUI arrests increased from 31,223 in 2013 to 33,260 in 2014. Grant funded citations also increased slightly from 10,667 in 2013 to 12,330 in 2014.

2010-2014 DUI Citations-Statewide vs. Grant Funded

	2010	2011	2012	2013	2014
Statewide Citations	33153	29552	30577	31918	33260
Grant Funded Citations	13315	11245	11263	10667	12330
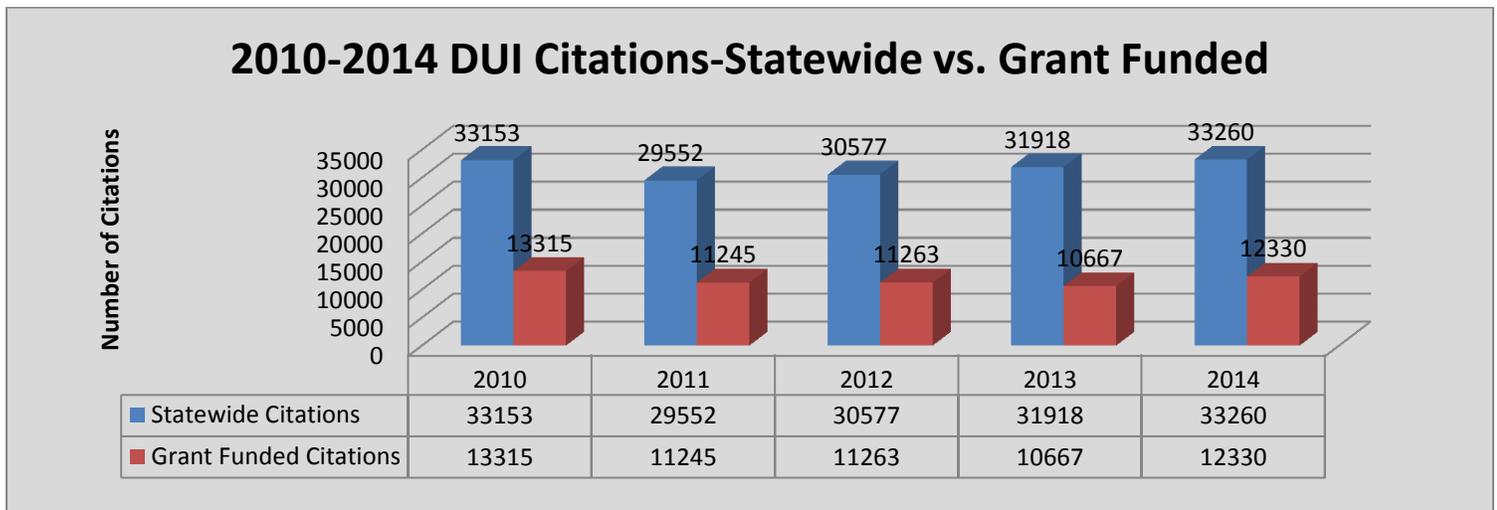
In 2014, there were 33,260 people arrested for DUI. Applying a 1% Out-of-State arrest rate, this produces an estimate of total arrests to be 33,593. During 2014, the impaired driving enforcement programs funded by the MOHS issued 12,330 DUI citations.

During FY17, the MHP plans to host a training academy for additional personnel and trained enforcement to become part of the MHP. With the increase in enforcement across the State, the numbers of DUI arrests should increase in the coming years.

The MS Standards and Training Law Enforcement Training Division will also be conducting extensive training in SFST, ARIDE and DRE during the upcoming grant year to make sure that all law enforcement are trained to perform impaired duties.

Underage:

The chart below shows the actual number of young Mississippi drivers arrested. We have no way of estimating the number of underage Out-of-State arrests. Mississippi underage drivers accounted for a little over 6.60% of the total Mississippi drivers arrested for DUI in 2014.

In the last five years DUI arrests have had up's and down's from a low of 29,552 in 2011 to a high of 33,260 in 2014. DUI arrests increased in 2013 from 31,918 to 33,186 in 2014.

Underage drinking and driving continues to be a major traffic safety problem, the number of underage DUI arrest is increasing. In 2010, there were 2,240 under 21 DUI arrests, which was 6.7% of all DUI arrest for Mississippi. By 2012, the number has been reduced to 1,747 (5.93%) of all DUI arrests being with a person under the age of 21 years of age. Although the DUI arrests have increased a great deal, the number of underage DUI arrests have decreased from 2,489 in 2013 to 2,190 in 2014, which is a 12.01% drop in one year

The most alarming fact is that these young drivers are committing two serious offenses. 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.

2010-2014 DUI Arrests

Year	Total DUI Arrests	Underage 21 DUI	% Underage DUI
2010	33,153	2,240	6.7%
2011	29,552	1,801	6.1%
2012	30,577	1,747	5.7%
2013	31,918	2,489	7.97%
2014	33,260	2,190	6.60%

2014 TOTAL DUI ALCOHOL/DUI DRUG ARREST BY MONTH			
	DUI Alcohol	DUI Drug	Total DUI
JANUARY	1438	387	1825
FEBRUARY	1510	462	1972
MARCH	1691	507	2198
APRIL	1582	534	2116
MAY	1729	455	2184
JUNE	1496	382	1878
JULY	1580	422	2002
AUGUST	1714	375	2089
SEPTEMBER	1489	378	1867
OCTOBER	1311	318	1629
NOVEMBER	1393	336	1729
DECEMBER	1281	361	1642
TOTAL	18214	4917	23131

The above chart shows the 2014 DUI alcohol and DUI impaired arrests by month for Mississippi. DUI arrests are lowest in the month of October and the highest in the month of March and May. The number of DUI impaired arrests has risen for the past 3 years, which helps the MOHS put resources in place for DUI impaired such as extra enforcement and educational programs.

Conviction Rate:

The MOHS's primary goal is to assist State, local, non-profit organizations, community groups, institutions, colleges and universities in developing and implementing innovative highway safety programs which will in turn reduce the total number of fatal and serious injury crashes, including those that are alcohol impaired. The State does have a recently completed centralized electronic reporting system in which all dispositions for citations/arrests are instantly recorded, analyzed and evaluated on a routine basis. Not all jurisdictions are using the e citation program; the MOHS is working with jurisdictions to get more agencies online with the e-citation program.

DUI arrests of Mississippi drivers are maintained on an automated driver history file, but out-of-state driver arrests are not listed, due to the State having no jurisdiction over out of state driver licenses. Mississippi shares many border miles with Alabama, Tennessee, Arkansas and Louisiana. In addition, the gaming industry is located in some of these border areas and establishments offer free alcoholic drinks, may raise out-of-state DUI rates from 23% to almost 30% since gaming began.

Projections are made for Out-of-State DUI arrests from MHP trooper activity reports and selected major police departments in border cities and tourist areas. This gives the capability to compute estimates of total arrests for each year. The conviction rate for 2014 was at 85.2%.

The next chart shows that police/municipalities made 48.70% of the DUI arrest in 2014, with sheriff/county made up 29.60% and the Mississippi Highway Patrol made up 21.70% of all DUI arrests. The refusal rate continues to decrease during the last five years from 23.9% in 2010 to 15.30% in 2014.

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

Statewide DUI Arrests, BAC Data and Conviction Rate 2010-2014

Year	Police %	Sheriff %	MHP %	Refusal Rate	Conviction Rate
2010	44.7%	30.0%	25.3%	23.9%	88.9%
2011	49.0%	24.5%	26.5%	23.5%	83.3%
2012	43.7%	26.3%	30.1%	23.2%	92.1%
2013	50.6%	27.7%	21.7%	18.4%	89.8%
2014	48.70%	29.60%	21.70%	15.30%	84.20%

Traffic enforcement not only saves lives, 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.

Occupant Protection:

On May 27, 2006, Mississippi became the 22nd State to implement a primary safety belt 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 2014, there were 494 occupant fatalities and 59.5%, which is more than 2 out of every 4, were not wearing safety belts. However, the 67 young drivers and passengers ages 16 to 20 that were killed in 2014, 37 were unbelted, which represents at an alarming rate of 55.22%. Many of these young motorists could have been saved by the seat belt.

There were 514 drivers sustaining life threatening injuries (A level) in 2014. Fifty two percent (52%) were belted and subsequently, did not become a fatality. During 2014, there were 5,426 drivers with 4,312 moderate injuries (B level) and over four out of five were belted (80.47%). Most of these were transported by EMS to medical centers for observation and/or emergency room care. Moreover, there were 19,644 drivers with 18,512 minor injuries (C level), with a belt rate of 94.3%. These statistics document the fact that as belt use increases, the severity of injury decreases.

2014 Mississippi Occupant Protection Traffic Injuries				
Occupant Protection	Injury			
	A	B	C	Grand Total
BELTED	266	4312	18512	23090
HLMT	42	228	187	457
UNBELTED	206	886	945	2037
Grand Total	514	5426	19644	25584

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 2014

Occupant Protection	Person Type								
	Driver	Passenger	Motorcyclist	Motorcycle Passenger	Pedestrian	Bicyclist	ATV	ATV Pass	Total
Child Seat	0	2	0	0	0	0	0	0	2
Helmet	0	0	30	4	0	0	0	0	34
Lap	1	0	0	0	0	0	0	0	1
Lap/Shoulder Belt	150	47	0	0	0	0	0	0	197
N/A	0	1	0	0	53	0	0	0	55
No Helmet	0	0	5	1	0	6	1	0	13
No Report	2	0	0	0	0	0	0	0	2
None	197	88	0	0	0	0	0	0	285
Other	0	0	0	0	0	0	1	0	1
Unknown Helmet	0	0	1	0	0	0	7	3	11
Unknown	5	1	0	0	0	0	0	0	6
Grand Total	355	139	36	5	53	6	9	3	607

There were 607 motor vehicle fatalities in 2014, of the 607 fatalities, 294 were unbelted which were 59.5% of those fatalities in 2014. In 2014, 204 of the fatalities were the driver, which represents 63.3% fatalities were unbelted, while the passengers made up 90 of the fatalities with 64.7% unbelted.

2014 MS Total Occupant Protection Fatalities by Age

	70& >	60 to 69	50 to 59	40 to 49	30 to 39	25 to 29	21 to 24	16 to 20	10 to 15	5 to 9	0 to 4
Belted	13	27	33	46	52	26	37	37	11	2	1
Unbelted	30	34	30	21	26	14	18	24	0	0	3
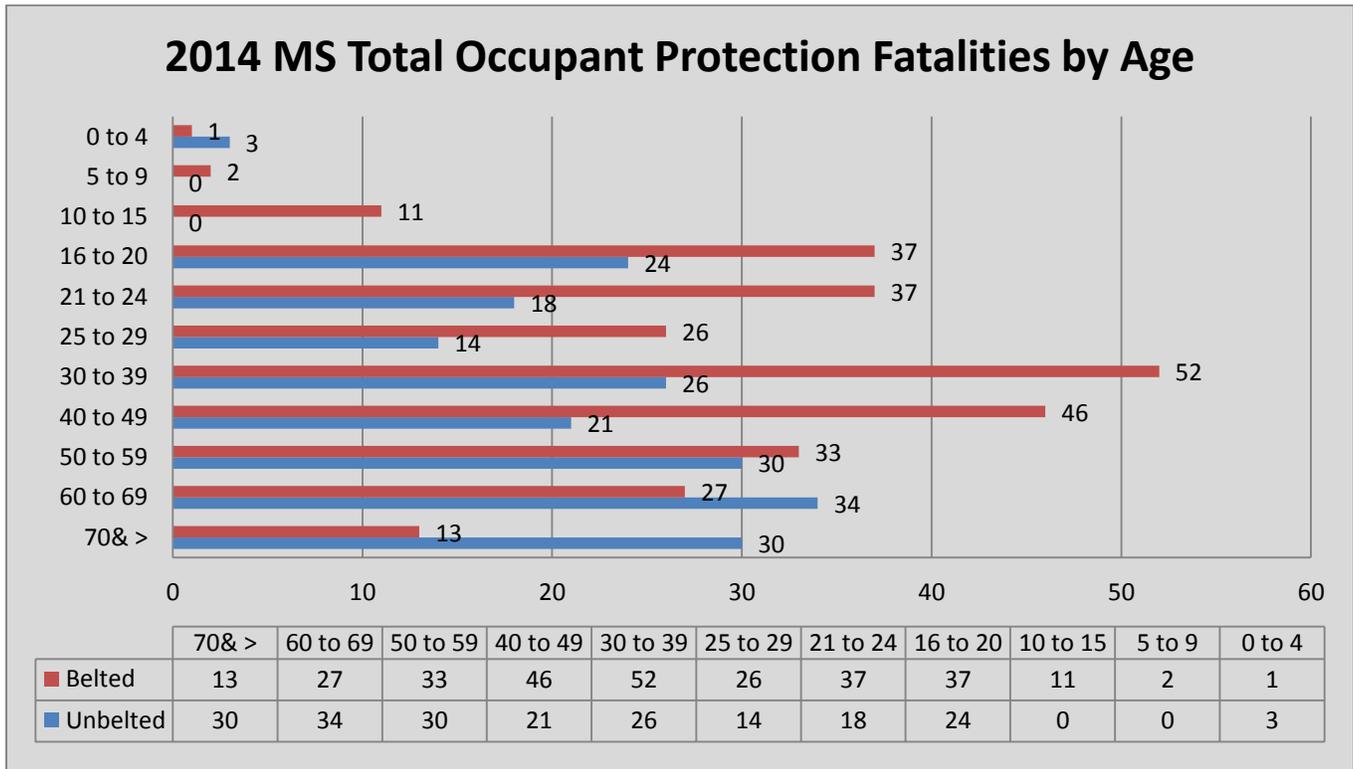
The largest age group of unbelted fatalities was among the 30-39 age population, which represented 15.99% of all fatalities. Out of the 607 fatalities 200 were belted, 285 were unbelted and 9 were unknown. Of the 285 unrestrained occupant fatalities, there were 204 drivers (197 known and 7 unknown/no reported) and there were 90 unrestrained passengers (88 known/2 unknown/no reported).

Mississippi Occupant Protection Comparison Facts 2012 – 2014

	2012	2013	2014	Change from 2013 to 2014
Fatalities	582	613	607	-.98%
Seat Belt Citations	20,570	27,236	21,781	-19.99%
Child Restraint Citations	8,852	4116	3,360	-18.37%
Fatalities Age 5 and Above Not Restrained	289	281	278	-1.07%
Ages 16 – 20 Killed and not Belted	59.3%	80%	60.7%	-24.13%

Mississippi Passenger Vehicle Occupant Fatalities Age 5 & Above by Restraint Use & Lives Saved Estimates

| Year	Fatalities Age 5 and Above					Lives Saved Estimates	
	Total	Restrained	Unrestrained	Unknown Restraint Use	Percent Known Restrained*	Lives Saved at Current Belt Use	Potential Lives Savable at 100% Usage
2010	521	186	334	1	36	242	119
2011	491	184	307	0	37	235	121
2012	452	160	289	3	36	205	83
2013	483	198	281	4	41	259	135
2014	471	189	278	4	40	232	112

Data prepared by NHTSA/STSI

The chart above shows the number of occupant protection fatalities in ages 5and above. The number of fatalities has decreased a great deal from the high of 521 in 2010 to 471 in 2014. The number of unrestrained fatalities has had little decrease, year to year. The MOHS is committed to working with partners and law enforcement to make larger decreases in unrestrained fatalities. The chart also shows potential the lives saved at the current seatbelt and child restraint usage.

Mississippi Passenger Vehicle Occupant Fatalities Age 4 & Under by Restraint Use & Lives Saved Estimates

Year	Fatalities Age 4 and Under					Lives Saved Estimates
	Total	Restrained	Unrestrained	Unknown Restraint Use	Percent Known Restrained*	Lives Saved at Current Seat Belt & Child Safety Seat Usage
2010	8	2	6	0	25	2
2011	10	8	2	0	80	10
2012	11	7	4	0	64	9
2013	6	3	3	0	50	4
2014	4	3	1	0	75	3

*Data prepared by NHTSA/STSI

The chart above shows the number of occupant protection fatalities in ages 4 and under. The number of fatalities has continued to decrease from the high in 2011 of 8 to 3 in 2014. The chart also shows potential the lives saved at the current seatbelt and child restraint usage.

Occupant Protection Citations:

Grant Funded Seatbelt vs. State Citations 2011-2015

	2011	2012	2013	2014	2015
Grant Funded Citations	26375	20,570	27,236	27,291	25,179
Statewide Citations	53680	26375	46822	38343	30177
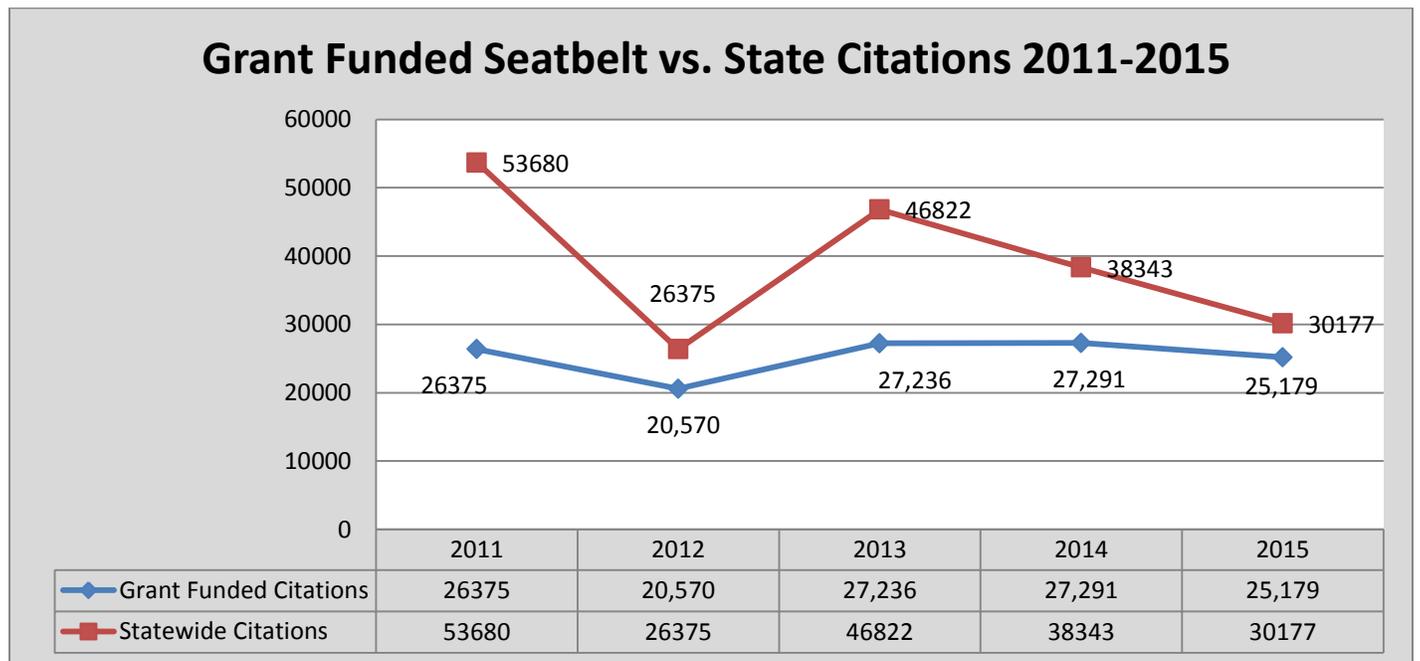
The above chart shows the grant funded citations v. statewide citations for 2011-2015. The data shows a decrease in grant funded citations from 27,291 in 2014 to 25,179 in 2015. The state wide seatbelt citations decreased 38,343 in 2014 to 30,177 in 2015. The state will continue to work on maintaining the increase of grant funded citations, along with working with all agencies across the state to work on increasing the state wide seatbelt citations.

Grant Funded Child Restraint vs. Statewide Citations 2011-2015
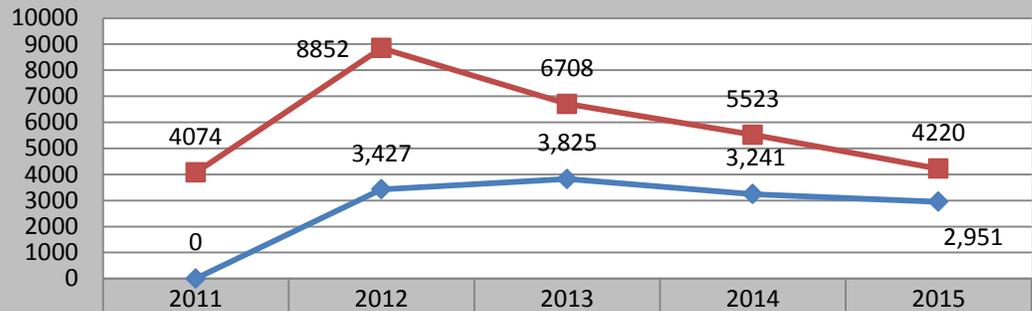
	2011	2012	2013	2014	2015
Grant Funded Child Restraint Citations	0	3,427	3,825	3,241	2,951
Statewide Citations	4074	8852	6708	5523	4220

*Grant funded citations were not tracked by MOHS until 2012.

The chart above shows the statewide child restraint citations from 2011-2015. Child restraint citations have decreased every ear from 2012 to 2015 in both statewide restraints and grant funded restraint citations. The child restraint citations increased in 2012 to 8,852, but the number has continued to decrease every year since.

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 2015 seat belt usage rate for Mississippi is 79.6%, which increased 1.3% from the 78.3% usage rate of 2014. The northern part of the State continues to be a major focus area with two surveyed areas being less than 70% usage and two under 80%. The southern part of the State remains to have some of the highest rates for seatbelt usage, with most above 83% usage rates and some above the national average of 87%.

County	2014 Survey	2015 Survey	Percentage Change
Chickasaw	68.4%	84.2%	15.8%
Desoto	86.5%	82.5%	-4.0%
Hancock	83.2%	80.3%	-2.9%
Harrison	90.3%	91.9%	1.6%
Holmes	74.5%	80.8%	6.3%
Hinds	71.9%	79.1%	7.2%
Jackson	85.2%	83.8%	-1.4%
Lee	70.3%	83.2%	12.9%
Leflore	67.4%	67.9%	0.5%
Madison	86.0%	78.2%	-7.8%
Panola	77.9%	77.7%	-0.2%
Perry	85.2%	89.3%	4.1%
Pike	84.0%	83.7%	-0.3%
Pontotoc	75.5%	72.6%	-2.9%
Prentiss	71.7%	62.5%	-9.2%
Rankin	78.7%	75.4%	-3.3%
Total	78.3%	79.6%	1.3%

As the chart shows, the MOHS has made major positive differences in Chickasaw (+15.8%), Holmes (+6.3%), Hinds (+7.2%) and Lee (+12.9%) counties, presumably due to an increased effort in media and enforcement in these areas of the state. The only significant drops in belt use from 2014 to 2015 came from Madison (-7.8%) and Prentiss (-9.2%). All other differences among the counties surveyed were less than 5% in either a positive or negative direction. These differences are considered to be due to normal fluctuations and of minimal impact.

Child Restraint Survey: According to the 2015 Seat Belt Survey Report, Mississippi currently has a 79.6% usage rate. This rate is slightly higher than the 78.3% usage rate in 2014. Over time, the effort toward increasing and improving child restraint use has been both extensive and intensive. The child restraint rate is 79.9%. 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 2015 Child Restraint Survey.

Seating Position of Child	Children Observed		Children Restrained	
Front Seat	1,374	21.1%	966	70.3%
Back Seat	5,150	78.9%	4,251	82.5%
Totals	6,524	100%	5,217	79.9%

Teen Seatbelt Survey: The MOHS conducted its 1st teen seat belt usage survey during fall 2013. The counties surveyed were based on the top teen fatality rates (per teen population base) in 2008-2011. For the 2013 Teen Seatbelt Usage Rate Survey, the observed rate for the teen population was 57.8% (n = 2,333). During the 2nd wave of the survey, which was conducted during the spring 2014, the observational belted rate for the teen population was 53.5% (n = 2,739). The 3rd wave, conducted during fall 2014, produced an observational teen belt rate of 62.9% (n = 2,539). The 4th wave of the teen belt survey was conducted during spring 2015 and showed a 62.2% (n = 2,333) teen belt rate. The 5th and final wave of this particular "teen belt" sample was conducted in the fall of 2015, and the results of that survey are currently being analyzed.

Nighttime Seat Belt Survey: MOHS surveys seat belt use during the day and at night to determine differences in usage throughout all hours of daytime and nighttime. MOHS conducted the first day/night survey in 2014 and again in 2015. The survey design that MOHS uses includes 30 observation sites, spread across 12 counties. One-hour observation periods are conducted at each site during daytime hours and then again at nighttime.

The first of these day/night surveys (May 2014) showed that belt use was clearly lower at nighttime (76.7%) compared to daytime (79.9%; raw rates). The survey conducted in February 2015 again showed belt use lower at nighttime (75.8%) compared to daytime (82.2%).

Speed:

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

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

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

Speed Related Crashes 2010-2014

Crash Year	Total Fatalities	VMT (Millions)	Speed-Related Fatalities	Speed-Related Fatality Rate by (VMT)
2010	641	39,842	129	.32
2011	630	39,309	104	.25
2012	582	38,561	95	.25
2013	613	32,719	113	.34
2014	607	N/A	96	N/A

*Based on most recent VMT (2013) data. 2014 VMT is not available at time of 2015 Annual Report.

2014 Speed Fatalities by Time of Day
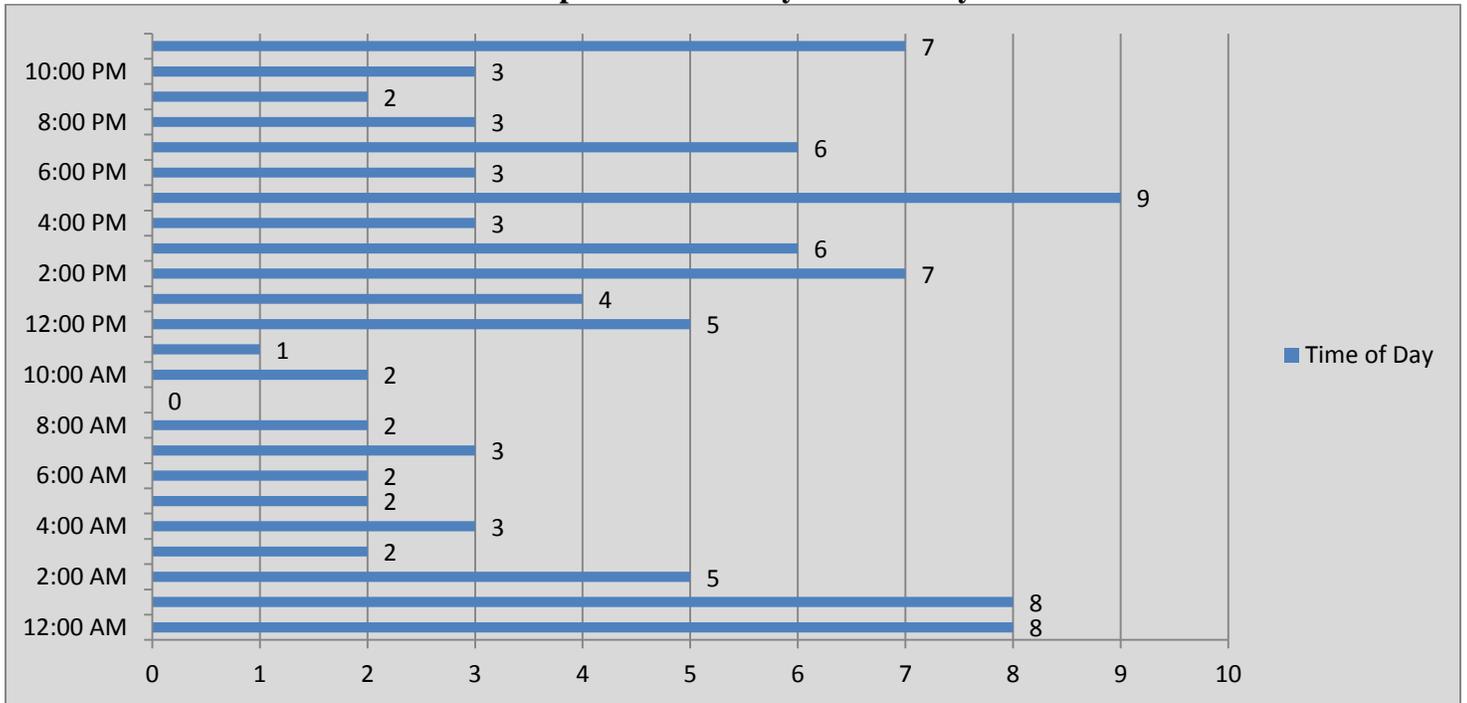
During 2014, speed related fatalities were more prevalent during 5:00 p.m., 12:00 a.m. and 1:00 a.m.

2010-2014 Speed Related Fatalities by Age

	2010	2011	2012	2013	2014
age	Total	Total	Total	Total	Total
<15	5	8	4	3	1
16-20	15	17	17	11	13
21-29	23	26	24	32	29
30-39	24	19	18	22	12
40-49	29	14	11	16	15
50-59	15	13	12	18	14
60-69	2	6	4	8	5
70-79	4	1	3	3	1
80->	2	0	2	0	1
Total	129	104	95	113	96

During 2014, speed related fatalities increased in 21-29, 30-39, 40-49 and 50-59 age populations. These are the ages that the MOHS will concentrate on during FY17 and in the future to lower the speed fatalities.

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.

Motorcycle Safety:

During the last five years, the MOHS has seen an up and down trend among motorcycle fatalities, with an increase in the number from 39 to 41 in 2014.

2010-2014 Motorcycle Fatalities

	2010	2011	2012	2013	2014
Series1	42	58	39	39	41
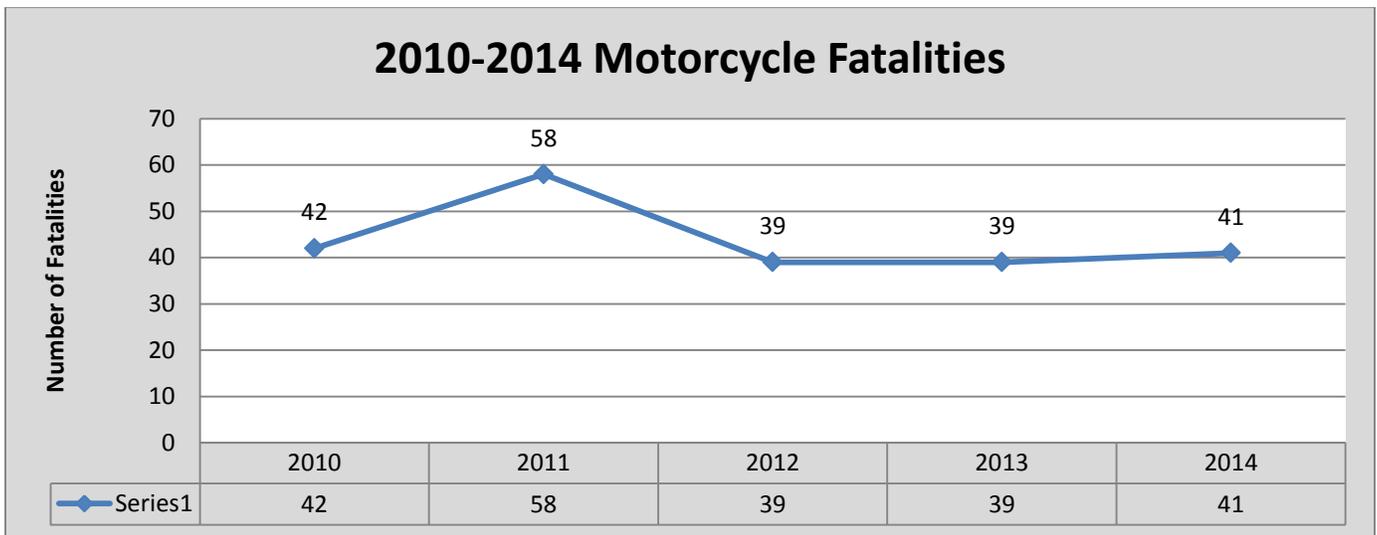
During the past 5 years, the number of impaired motorcycle fatalities had a large spike in 2011 with 6 fatalities. The number has reduced from 2 in 2013 to 1 in 2014.

2010 - 2014 Mississippi Motorcyclist Fatalities by age					
	2010	2011	2012	2013	2014
60 & >	6	14	6	5	5
50 to 49	5	15	11	10	9
40 to 49	9	8	5	10	7
30 - 39	10	10	9	6	6
20 - 29	11	11	8	7	13
Under 20	1	0	0	1	1
Total	42	58	39	39	41

The chart above illustrates motorcycle fatalities by age from 2010-2014. There was a decrease in motorcycle fatalities from 2011-2012, until the small increase of 39 fatalities in 2012 and 2013. The number of motorcycle fatalities increased in 2014 to 41. The chart above also shows increases in fatalities in the motorcycle rider (20-29) from 2013 and 2014 from 7 to 13, which is a large increase and continues to be the age group with the most fatalities.

In the last three (3) years, there has been a large number of motorcycle crashes in the State. The chart below identifies the total number of motorcycle crashes broken out by roadway systems for the past 5 years. In 2011, there were a total of 890 motorcycle crashes and a decrease in 2012, 2013 and 2014. That number has decreased steadily to 775 in 2014. There was a reduction in crashes in 2013 in city streets and county roadways, misc. roadways, but an increase on MHP highways.

2014 Motorcycle Fatalities and Injuries by Month

	Jan.	Feb.	March	April	May	June	July	August	Sept.	Oct.	Nov.	Dec.
Fatalities	1	1	3	3	4	6	2	4	4	8	1	4
Injuries	21	26	44	64	64	49	60	51	59	62	31	18
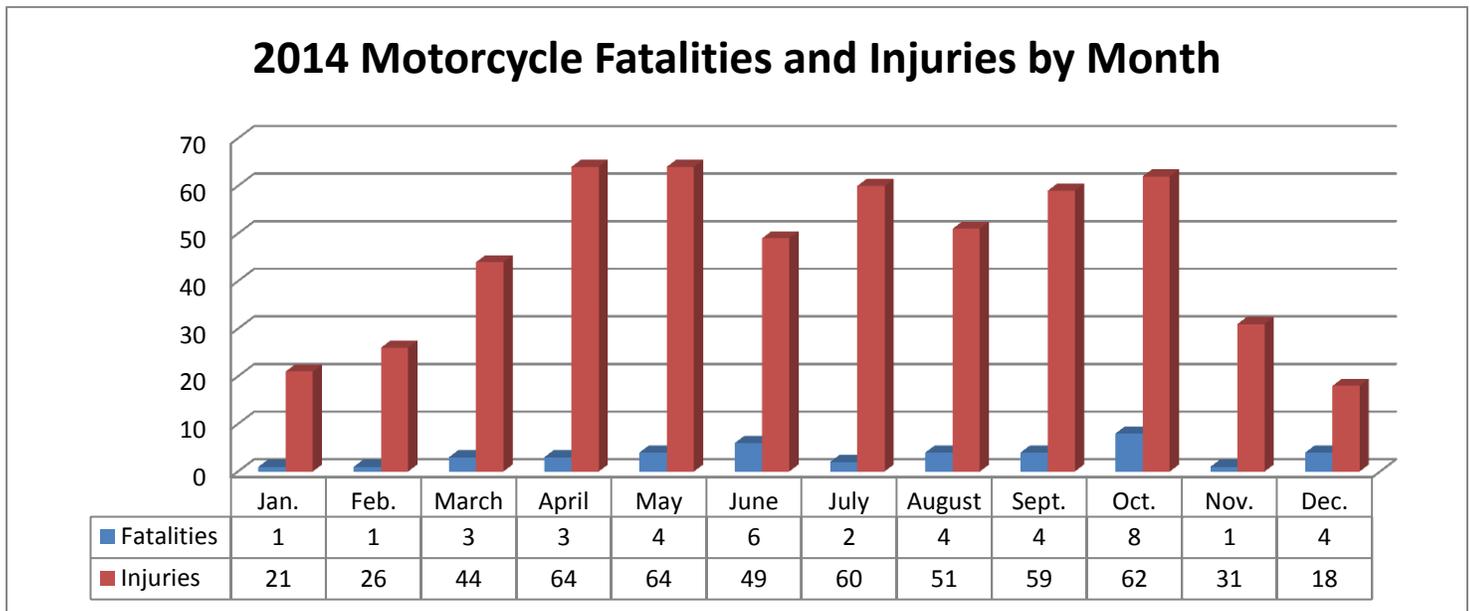
The chart above shows the 2014 motorcycle fatalities and injuries by month. The months with the highest fatalities are June and October. The months with the highest injuries are April, May and October. The MOHS will be placing special emphasis on enforcement and education during these months in the next grant year.

2010–2014 Motorcycle Crashes by Road System

Year	City Streets	County Roads	MHP Highways	Misc. Roads	Total Crashes
2010	547	224	88	6	865
2011	466	225	192	7	890
2012	476	185	169	10	840
2013	457	162	186	8	813
2014	449	170	144	12	775

The next chart shows the 2010-2014 motorcycle crashes by severity for fatal, injury and property damage. The numbers continue to decrease from year to year. Of the 775 crashes in 2014, there were 39 fatal crashes with 549 injury crashes, which is an increase from the 2013 fatalities of 35, but reduction in injury crashes of 549 injuries.

2010 – 2014 Motorcycle Crashes by Severity

Year	Fatal Crashes	Injury Crashes	Property Damage Only	Total Crashes
2010	42	622	201	865
2011	58	642	190	890
2012	39	603	198	840
2013	35	576	202	813

2014	39	549	182	775

Of the 41 fatalities in 2014, 34.10% were alcohol involved crashes which is a significant reduction over previous year of 54% alcohol impaired fatalities in 2013. This is an area that the MOHS will be working on the coming year.

2010–2014 Motorcycle Fatalities by Alcohol Involvement

Year	No Alcohol	Alcohol Involved	Total Fatalities	Percent of Fatalities Alcohol Involved
2010	32	10	42	23.8%
2011	47	11	58	19.0%
2012	26	11	39	21%
2013	18	21	39	54%
2014	27	14	41	34.10%

From the chart below, the data shows that the majority of fatal motorcycle crashes are not tested for BAC. In 2014, 20 out of the 41 motorcycle fatalities were not tested for alcohol. The largest BAC results for the fatal motorcycle crashes fell into the .11-.15 range for 2014.

Fatal Motorcycle Crash BAC Results 2010 - 2014							
	.01-.05	.06-.10	.11-.15	.16-.20	.21 & above	Not Tested	Tested Negative
2010	1	1	3	3	0	27	7
2011	1	1	1	4	3	32	16
2012	1	1	2	4	2	21	8
2013	0	1	5	3	2	23	5
2014	3	1	2	2	3	20	4

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

The State is currently working with an electronic citation system (eCite) which allows the vehicle information to be recorded automatically upon entry of a citation by an officer. Currently the eCite system is being used by the Mississippi Highway Patrol and several local jurisdictions and will continue to be implemented into additional agencies in FY17.

The eCite system will be available to train more to law enforcement agencies across the State in 2017. The vehicle identification issue will be addressed through the eCite Project and the project director will work to ensure query capabilities for all fields recorded on the electronic citation for statistical purposes in the future for identifying highway safety problem throughout the State.

Helmet Use: Mississippi has a primary motorcycle helmet law. With high fuel costs, more and more Mississippians are riding motorcycles. In 2014, 6 motorcyclists killed were not wearing helmets and 1 unknown. Fatalities maintained during 2012 and 2013 at 39 fatalities, but increased to 41 in 2014.

Helmet Survey: Mississippi consistently maintains a 100% motorcycle helmet usage in the annual Motorcycle Survey conducted by Mississippi State University. This survey is performed during the same time as the Seatbelt survey. 176 drivers were observed and 176 were helmeted drivers. The survey also observed 15 passengers and all 15 passengers were helmeted.

Mississippi Motorcyclist Fatalities by Helmet Use and Lives Saved Estimates

Year	Fatalities					Lives Saved Estimates	
	Total	Helmeted	Un-helmeted	Unknown Helmet Use	Percent Known Helmeted*	Lives Saved at Current Helmet Use	Additional Lives Savable at 100% Helmet Usage
2010	42	26	16	0	62	15	6
2011	58	52	6	0	90	31	2
2012	39	34	5	0	87	20	2
2013	39	35	4	0	90	21	1
2014	41	34	6	1	85	21	2

*Information provided by NHTS/STSI

MOHS will continue to make and build the motorcycle safety programs one of the State's focus areas during the FY17 grant period. Programs will be implemented to include training, public awareness and community outreach throughout the State. Programs not yet developed or implemented for motorcycle safety will be sought after throughout 2017 in an effort to reduce the number of motorcycle crashes in the State.

Pedestrian Safety:

In the below chart, the data shows the overall Mississippi pedestrian fatalities for the years of 2010-2014. The greatest number of pedestrian fatalities occurred in 2013 and 2014, with 53 fatalities.

Pedestrian Fatalities 2010-2014

Year	Number of Fatalities
2014	53
2013	53
2012	48
2011	47
2010	50
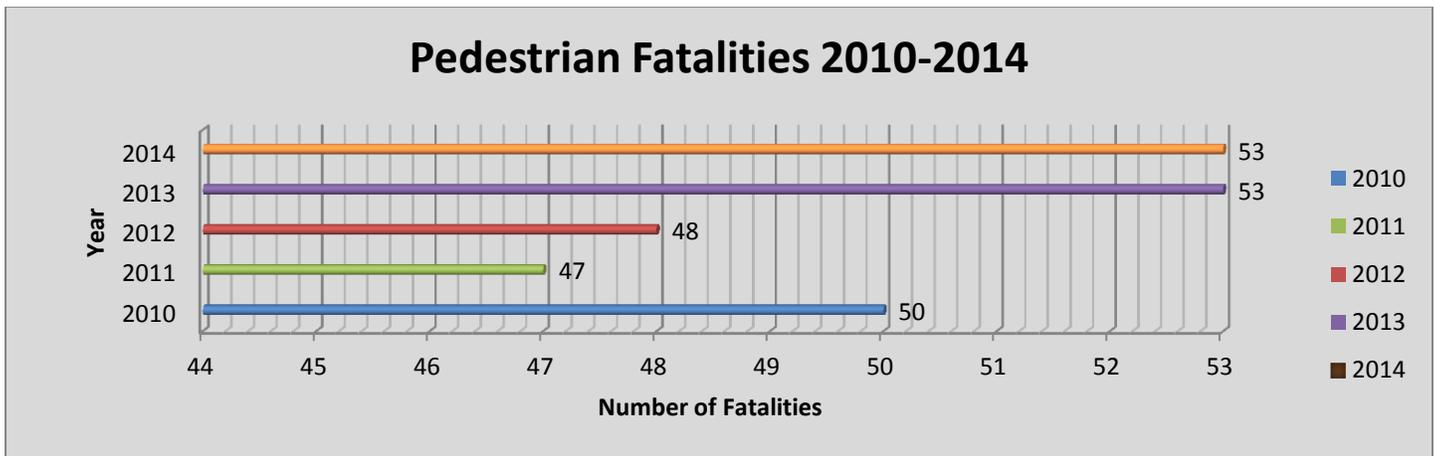
2014 Mississippi Pedestrian Fatalities by Age
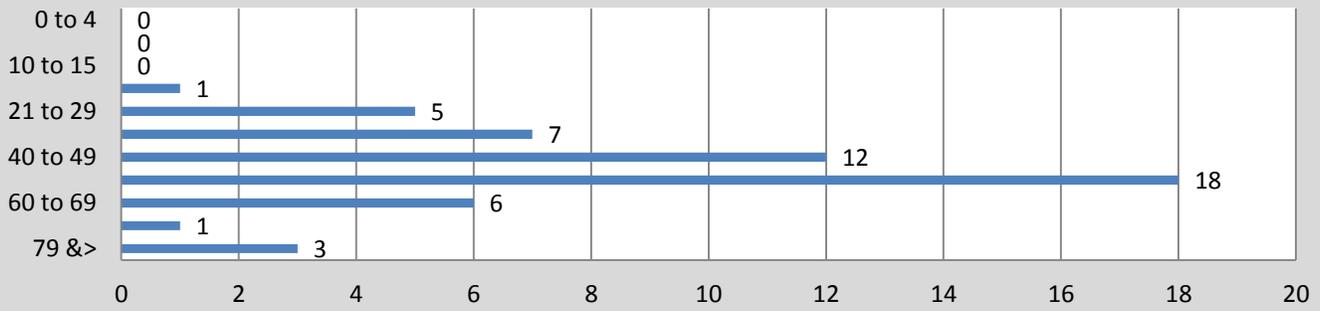
	79 &>	70 to 79	60 to 69	50 to 59	40 to 49	30 to 39	21 to 29	16 to 20	10 to 15	5 to 9	0 to 4
■ Series1	3	1	6	18	12	7	5	1	0	0	0

There were a total of 53 pedestrian fatalities in Mississippi during the years of 2013 and 2014. The highest fatalities for pedestrians fell in the age group of 50-59 years of age and 40-49 year of age. This will be an area of focus for the MOHS to work on. The MOHS will also be looking into for the upcoming year the locations of the pedestrian fatalities to see if the fatalities are rural vs. urban. The MOHS and MDOT will work on this issue together to see what the data says and if traffic safety and infrastructure strategies and help decrease this number for Mississippi.

Bicyclist Fatalities:

Bicycle Fatalities 2010-2014
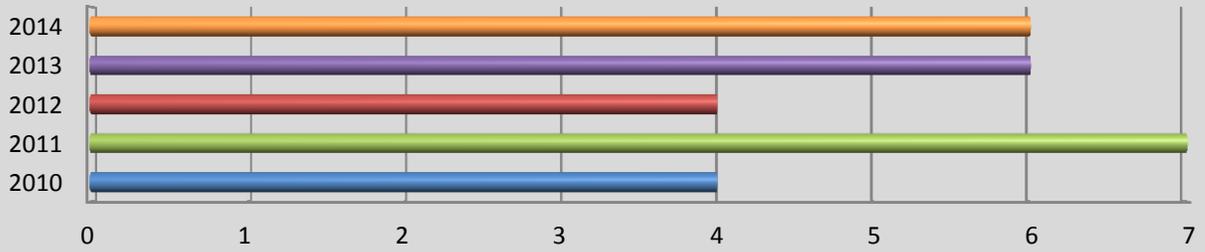
	2010	2011	2012	2013	2014
■ Bicycle Fatalities	4	7	4	6	6

The above chart shows the number of overall Mississippi bicycle fatalities for 2010-2014. The State was able to maintain the number of bicycle fatalities at (6) in 2013 and for 2013 and 2014. The MOHS is currently not able to provide accurate numbers on bicycle traffic injuries, as many go unreported and there is no way to capture this information. This is an area that will be worked on for the future.

2014 Mississippi Bicyclist Fatalities by Age

Age Group	Total
70 to 79	0
60 to 69	1
50 to 59	1
40 to 49	0
30 to 39	0
26 to 29	2
21 to 25	1
16 to 20	1
10 to 15	0
5 to 9	0
0 to 4	0
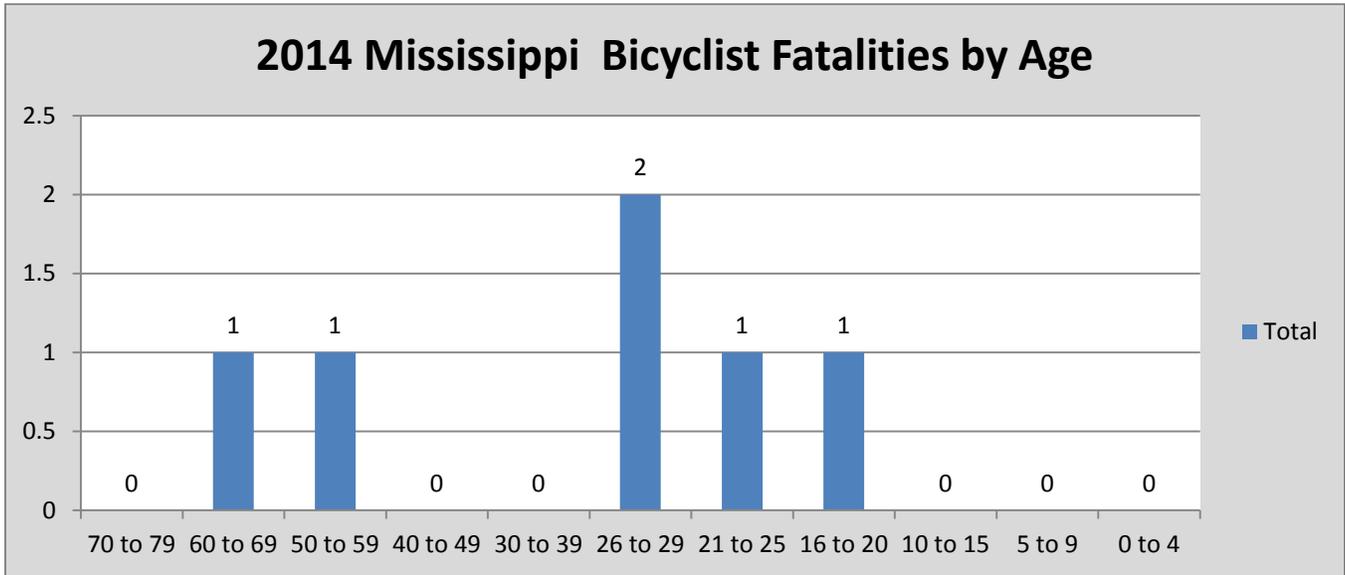
The chart above represents the six (6) fatalities for 2014 by age. There was (1) fatality in the 50-59; 60-69 population, (2) in the 26-29 population and (1) in the 21-25 and 16-20 age population. The MOHS will also be looking into for the upcoming year the locations of the bicycle fatalities to see if the fatalities are rural vs. urban. The MOHS and MDOT will work on this issue together to see what the data says and if traffic safety and infrastructure strategies and help decrease this number for Mississippi.

Fatalities:

Based on data that was provided both by the MOHS and the MDOT, the SHSP Strategic Committee used the below charts to configure the "joint performance targets for required Common measure". *See Page 10 for SHSP Coordination Process.* The data shows several ways to look at the data through fatalities, 5 year average and projections. Due to the 2015 "proposed" State fatality number of 677, the SHSP committee agreed to maintain the current number of fatalities from the FY14 average (2010-2014) finalized data for the State for FY17. Once the 2015 number has been finalized by FARS, the core measure for fatalities will be adjusted with the finalized data. * Data shows the fatality number of 607, with the 5 year moving average (2010-2014) to be at or around 617(intersection of the green and blue lines). This chart shows the trend fatality projections for 2010-2014.
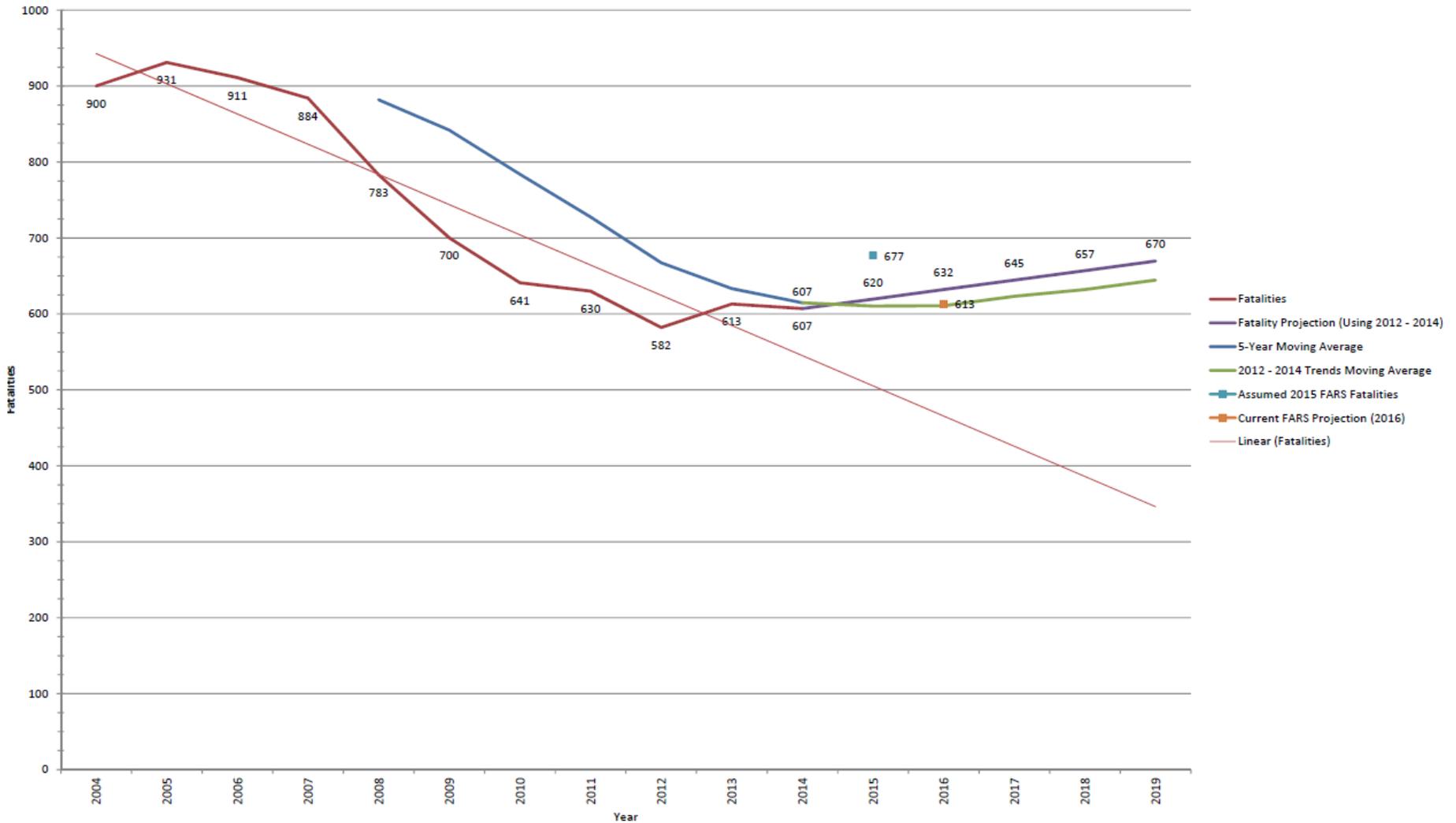
Injuries:

Based on data that was provided both by the MOHS and the MDOT, the SHSP Strategic Committee used the below charts to configure the "joint performance targets for required Common measure". *See Page 10 for SHSP Coordination Process.* The data shows several ways to look at the data through fatalities, 5 year average and projections. Due to the 2016 "proposed" State injury number of 7,345, the SHSP committee agreed to maintain the current number of fatalities from the FY14 av. (2010-20104) finalized data for the State for FY17. Once the 2015 number has been finalized by FARS, the core measure for fatalities will be adjusted with the finalized data.

Fatality Rate:

Based on data that was provided both by the MOHS and the MDOT, the SHSP Strategic Committee used the below charts to configure "joint performance targets for required Common measure". *See Page 10 for SHSP Coordination Process.* The data shows several ways to look at the data through fatalities, 5 year average and projections. Due to the 2015 "proposed" State injury number of 1.54, the SHSP committee agreed to maintain the current number of fatalities from the FY14 avg. (2010-20104) finalized data for the State for FY17. Once the 2015 number has been finalized by FARS, the core measure for fatalities will be adjusted with the finalized data.

D.   Performance Plan -Quantifiable Targets for Each Program
Highway Safety Plan 2017
Mississippi Traffic Safety Performance Target and Trends, 2010– 2014

	2010	2011	2012	2013	2014	Average
Core Performance Measures						
C1. Core Outcomes Measure- Fatalities	641	630	582	613	607	615
C2. Core Outcomes Measure –Number of Serious Injuries	7,035	6,645	6,255	5,893	5,884	6,342
C3. Core Outcome Measure-Fatalities/100M VMT	1.61	1.62	1.51	1.58	1.54	1.57
C4. Core Outcome Measure- Number of unrestrained passenger vehicle occupant fatalities, all seating positions	340	309	293	284	279	301
C5. Core Outcome Measure- Number of fatalities involving driver or motorcycle operator with .08 BAC or above	174	159	191	210	178	182
C6. Core Outcome Measure- Number of speeding-related fatalities	129	104	95	126	96	109
C7. Core Outcome Measure- Number of motorcyclist fatalities	42	58	39	39	41	44
C8. Core Outcome Measure- Number of un-helmeted motorcyclist fatalities	16	6	5	4	6	7
C9. Core Outcome Measure- Number of drivers age 20 or younger involved in fatal crashes	87	84	63	75	76	79
C10. Core Outcome Measure- Number of pedestrian fatalities	50	47	48	53	53	50
C11. Core Outcome Measure-Number of bicycle fatalities	4	7	4	6	6	5
Core Behavioral Measure	2011	2012	2013	2014	2015	Average
B-1. Percent observed belt use for passenger vehicles	81.80%	83.20%	74.40%	78.30%	79.60%	79.46%
Core Achievement Measures:	2011	2012	2013	2014	2015	Average
Seat Belt Citations Issued During Grant Funded Activities	26,375	20,570	27,236	27,291	25,179	25,330
Impaired Driving Arrests During Grant Funded Activities	13,315	11,245	11,263	10,667	12,330	11,764
Speeding Citations Issued During Grant Funded Activities	17,855	18,057	21,873	26,785	32,596	23,433

*Statistical information provided by NHTSA from STSI website.

Targets and Performance Measures*

*Due to errors with the submission of 2013 and 2014 FARS data (excluding the passenger fatality data) and the large projected increases in 2015 State fatality and injury data, the MOHS has taken into consideration all factors of the setting targets and performance measures. In the decision of target setting, the MOHS has chosen to not use the projected trend data starting on page 14, to be the determining factor in the setting projected target and performance measures for FY17. The MOHS as taken into consideration current and past trend data sets and current, projected and past State data, in the decision making process.

C-1 Core Outcome Measure/Number of Traffic Fatalities (FARS): To maintain traffic fatalities a five year average (2010-2014) of 615 by the end of 2017. To decrease the number of traffic fatalities by an additional .50% for a long term goal of 612 fatalities by the end of 2018. *Based on preliminary state data the MOHS is expecting a large increase in fatalities in 2015.

C-2 Core Outcome Measure/Serious Injury: To maintain the number of serious traffic injuries by a five year average (2010-2014) of 6,342 by the end of 2017. To decrease the number of serious injuries by an additional 1.0% for a long term goal of 6,279 by the end of 2018.

C-3 Core Outcome Measure/Fatality Rate: To maintain the number of fatalities by VMT from a five year average (2010-2014) of (1.57) by the end of 2017. To maintain the fatality rate of (1.57) for a long term target of by the end of 2018.

C-4 Core Outcome Measure/Unrestrained Passengers: To decrease the number of unrestrained passenger vehicle occupant fatalities in all seating positions by 2.5% from a five year average (2010-2014) of 301 to 293 by the end of 2017. To decrease the number of unrestrained passenger vehicle occupant fatalities by an additional 1% for a long term goal of 291 by the end of 2018.

C-5 Core Outcome Measure/Alcohol and Other Drugs: To decrease the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above by 1.0% from five year average (2010-2014) of 182 to 180 by the end of 2017. To decrease the number of fatalities by an additional 1% for a long term goal of 178 by the end of 2018.

C-6 Core Outcome Measure/ Speed: To decrease the number of speeding-related fatalities by 4% from five year average (2010-2014) of 110 to 106 by the end of 2017. To decrease the number of speeding related fatalities by an additional 5% for a long term goal of 100 by the end of 2018.

C-7 Core Outcome Measure/Motorcycles: To decrease the number of motorcyclist fatalities by 3.00% from five year average (2010-2014) of 44 to 42 by the end of 2017. To maintain the number of motorcyclist fatalities for a long term goal of 42 by the end of 2018.

C-8 Core Outcome Measure/Un-helmeted Motorcyclists: To decrease the number of un-helmeted motorcyclist fatalities 15% from five year average (2010-2014) of 7 to 6 by the end of 2017. To decrease the number of un-helmeted motorcyclist fatalities for a long term goal of 5 by the end of 2018.

C-9 Core Outcome Measure/Under 21: To decrease the number of drivers aged 20 or younger involved in fatal crashes by 3.0% from five year average (2010-2014) of 79 to 76 by the end of 2017. To decrease the number of drivers aged 20 or younger by an additional 1% for a long term goal of 75 by the end of 2018.

C-10 Core Outcome Measures/Pedestrians: To decrease the number of pedestrian fatalities by 3% from five year average (2010-2014) of 50 to 49 by the end of 2017. To decrease the number of pedestrian fatalities by an additional 1% for a long term goal of 48 by the end of 2018.

C-11 Core Outcome Measure: Bicyclist: To maintain the number of bicycle fatalities of the five year average (2010-2014) of 5 by the end of 2017. To reduce the number of pedestrian fatalities by 20% for a long term target of 4 by the end of 2018.

B-1 Core Behavior Measure/Occupant Protection: To increase statewide observed seatbelt use of front seat outboard occupants in passenger vehicles from the 2015 annual survey number of 79.60% to 80% by the end of 2016. To increase the statewide observed seatbelt use rate to 80.26% by the end of 2017.

Activity Measures:

Activity Measure/Speed: To increase the number of speeding citations issued during grant funded enforcement activities by10% from five year average (2011-2015) of 23,433 to an increased goal of 25,777 by the end of FY17. To increase the number of speeding citations issued during grant funded enforcement activities by an additional 5% for a long term goal of 27,065 by the end of 2018.

Activity Measure/Seat Belts: To increase the number of seatbelt citations during grant funded enforcement activities by 3% from five year average (2011-2015) of 25,330 to 26,090 by the end of FY17. To increase the number of seatbelt citations issued during grant funded activities by an additional 2% for a long term goal of 26,612 by the end of 2018.

Activity Measure/Impaired Driving: To maintain the number of impaired driving arrests made during grant funded activities for the five year average (2011-2015) of 11,764 by the end of FY17. To increase the number of impaired driving arrests issued during grant funded activities by an additional 1% for a long term goal of 11,882 by the end of 2018.

Additional MOHS Targets and Performance Measures:

MOHS Outcome Measure: Teen-AL: Maintain alcohol impaired fatalities from 16-20 year old drivers at the five year average (2010-2014) of 12 by the end of FY17. Decrease alcohol impaired fatalities from 16-20 year old drivers by an additional 10% for a long term goal of 11 by the end of 2018.

MOHS Outcome Measure: Teen-OP: Maintain unrestrained fatalities from 16-20 year old drivers by the five year average (2010-2014) of 27 by the end of FY17. To decrease unrestrained fatalities from 16-20 year old drivers by an additional 5% for a long term goal of 26 by the end of 2018.

MOHS Outcome Performance Measure: Alcohol Impaired: Reduce motorcycle fatalities involving alcohol impaired riders 8% from the 2014 state data number of 12 to 11 by the end of FY17. To decrease the number of motorcycle fatalities involving alcohol impaired riders for a long term goal of 10 by the end of 2018.

MOHS Outcome Performance Measure: Impaired Motorcycle: Reduce motorcycle impaired related fatalities by 25% from the five year average (2010-2014) of 3 to 2 by the end of FY17. To decrease motorcycle impaired fatalities by an additional 50% for a long term goal of 1 by the end of 2018.

Outcome Measure/Traffic Records: Crash, Citation- Adjudication, Driver/ Accessibility, Timeliness
To decrease the period from 365 days in FY2013 between when traffic safety data is first available and when summary statistics using this data are posted to the state's public website to at least a 9-month sliding window.

MOHS Outcome Measure/Crash/Completeness: To maintain the electronic submission of completed crash record data from Mississippi law enforcement agencies to DPS at 100% in FY2017.

Outcome Measure/Traffic Records: Driver/ Timeliness: To maintain the percentage of drivers involved in fatal crashes that are subsequently tested for their BAC at the 45% level seen in 2014 for FY2017.

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

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

Outcome Measure/Traffic Records: Crash- Citation—Roadway- EMS- Injury Surveillance/ Uniformity: To continue the process of mapping data of citation, crash and EMS run using same base layer map to overlay for proactive planning.

Outcome Measure/Traffic Records: Citation/ Adjudication- Accessibility: To decrease the timeframe that citation data is accessible to the court from the citation date by a total of 25% - from an average of 10 days from 2009-2013 to 7.5 days by the end of 2017 - and maintain this performance level.

Outcome Measure/Traffic Records: Citation/ Timeliness: To increase the percentage of citation data submitted to DPS electronically by 2.5% from 51.2% in 2015 to 53.7% by the end of FY17

Outcome Measure/Traffic Records: Roadway/ Accuracy: To maintain the percentage of crash records requiring position reference adjustment before importation into the SAMS roadway linear referencing system by MDOT at an 80% level in FY17.

E. Evaluation of Each Target:

Each performance measure above was selected and evaluated by the partners and participants listed on page 10. Data sources were reviewed and the process can be found on page 10. 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 FY17.

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. Below is the performance report from 2015 to reflect the achievement of the measures that were provided in the FY15 HSP.

Below is a chart are for the 10 core measures, behavioral measure and the activity measure for 2015. In FY15, the MOHS began to use a 5 year average to base the targets on, so numbers did increase due the average being used and not a single year. The MOHS has also begun using trend analysis and the averages of the 5 years to create a "cushion" in the data. (Example: 2012-582 fatalities/2013-613 fatalities)

2015 Performance Plan-Performance Report

Performance Measure Type	TSS ID	Performance Measure	2014 Target	2014 Actual	2014 Target Met	Percent Difference (Actual versus Target)	2015 Target
Core Outcome Measures	C-1	Fatalities*	567	607	◯	+7.05%	620
	C-2	Serious Injuries*	6,003	5,884	●	-1.98%	6,016
	C-3	Fatalities per 100 MVMT*	1.44		⊗		1.64
	C-4	Unrestrained passenger vehicle occupant fatalities*	278	279	◯	+0.36%	317
	C-5	Alcohol-impaired fatalities (driver or motorcycle operator with BAC 0.08 or higher)*	134	178	◯	+32.84%	179
	C-6	Speeding-related fatalities*	94	96	◯	+2.13%	114
	C-7	Motorcycle fatalities*	52	41	●	-21.15%	42
	C-8	Un-helmeted motorcycle fatalities*	5	6	◯	+20.00%	7
	C-9	Young drivers (20 or under) involved in fatal crashes*	77	81	◯	+5.19%	78
	C-10	Pedestrian fatalities*	42	53	◯	+26.19%	47
Core Behavior	B-1	Observed seat belt use	84%	78.3%	●	-6.79%	79.6%

Performance Measure Type	TSS ID	Performance Measure	2014 Target	2014 Actual	2014 Target Met	Percent Difference (Actual versus Target)	2015 Target
Measure							
Activity Measures[1] (during grant-funded activities)	A-1	Seat belt citations	29,013	27,291	○	-5.94%	22,131
	A-2	Impaired driving arrests	11,263	10,667	○	-5.29%	12,587
	A-3	Speeding citations	19,641	26,785	●	+36.37%	18,584

Key: ○ = Did Not Meet Target; ● = Met or Exceeded Target; and ⊗ = Data Missing or Not Applicable. *2014 target numbers were based off of FY14 targets from HSP, Data from 2014 and the FY15 targets were based on targets from the FY15 HSP.

2015 Awareness Survey:

The National Highway Traffic Safety Administration (NHTSA) and the Governor's Highway Safety Association (GHSA) have agreed on a minimum set of performance measures that States should use in the development and implementation of behavioral highway safety plans and programs. Among these performance measures, behavioral measures provide a link between specific activities and outcomes by assessing whether highway safety activities have influenced behavior and/or awareness.

States can use awareness surveys to track driver attitudes of highway safety enforcement, communication activities and self-reported driving behavior. The survey presented was developed and conducted by Preusser Research Group, Inc. (PRG) during November 2015.

The results which follow provide Traffic Safety Specialists data that are used to determine trends in awareness of traffic safety messages, sources of information, self-reported behaviors and perceived risk of an enforcement consequence for not complying with laws. Topical areas covered in the survey included seat belt use, drinking and driving, and speeding. The survey had 1,264 respondents, though not all answered every question.

Slogan Recognition
Recognition of the "*Click it or Ticket*" slogan is very high among Mississippians. The 2015 survey results indicate that 87.8% of the respondents recognized the slogan. It was by far the most recognized slogan included in the survey. "*Drive Sober or Get Pulled Over*" was the next most recognized slogan in the survey with 61.9% recognition. Familiarity with this slogan increased nearly 5 percentage points compared to the previous year (57.1% in 2014). These two widely known slogans are key-components for Mississippi's high visibility enforcement efforts.

Seat Belt Awareness Message
More often than not (61.0%), survey respondents reported recent exposure to messages regarding seat belt enforcement. Television was the most common source for information (37.1%), followed by radio (19.6%), and then "other" (8.8%). Most respondents (79.4%) perceived a "very/somewhat" likelihood of a ticket for not complying with the belt law. There was no appreciable gender difference regarding exposure to seat belt enforcement messages, although females appeared to have a higher perceived risk of a ticket than males (82.0% vs. 77.4%) but that was not a statistically significant difference. Respondents under 35 reported a significantly higher rate of exposure to seatbelt messages than those 35 and over. As for perceived risk of getting a ticket for not wearing a seatbelt, there was no measurable difference among the age groups.

Speed Awareness Message
Less than half of the survey respondents (42.1%) reported recent exposure to information regarding speed enforcement. Again, television was the most common source of information (23.2%), followed by radio (15.8%), and then "other" (7.8%). Nearly nine out of ten (88.9%) survey respondents perceived a "very/somewhat" likelihood of a ticket for not

complying with speed limits. Males and females reported near the same level of exposure to speed enforcement messages and female respondents perceived a higher risk of getting ticketed. Drivers under 35 years of age were more likely to report exposure to messages, and there was evidence of a difference among that age group regarding the perceived risk of a speeding ticket.

Impaired Driving Message
The survey results indicated that a substantial majority of respondents (62.9%) were recently exposed to enforcement information regarding impaired driving. Television (43.8%) was again, by far, the most common source of information, followed by radio (23.9%), and then the internet (9.3%).

Age made no apparent difference regarding exposure to the alcohol enforcement messages but results suggest that respondents under the age of 35 years perceived greater risk of arrest for driving under the influence. The vast majority of respondents (90.8%), regardless of age or gender, perceived a driver's chance of arrest as "very/somewhat" likely if driving impaired.

IV. 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);
- Driver's Education; and
- Special Projects

1. Highway Safety Strategies And Projects:

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.

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.

FY 2017
PLANNING AND ADMINISTRATION 402 (P&A)

	TOTAL (100%)	FEDERAL (50%)	MATCH (50%)
PERSONAL SERVICES			
Salaries & Wages	$143,618.83	$71,809.42	$71,809.42

Office Director (100%); Planning/Training/Education Director (30%); Finance Director (30%); Office Manager (30%); Financial Program Manager (30%); Internal Auditor (30%) Accounting Director (10%); Accounting Clerk (24%); and Executive Director (0%)

Fringe Benefits	$48,836.00	$24,418.00	$24,418.00

(.340039 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	$212,454.83	$106,227.42	$106,227.42
CONTRACTUAL SERVICES			
Telephone	$4,704.00	$2,352.00	$2,352.00
Office Rent	$40,080.00	$20,040.00	$20,040.00
Accounting Services	$61,502.40	$30,751.20	$30,751.20
Other Fees	$3,374.40	$1,687.20	$1,687.20
Total Contractual Services	**$109,660.80**	**$54,830.40**	**$54,830.40**
GRAND TOTAL P&A	**$322,115.63**	**$161,057.82**	**$161,057.82**

*Accounting Services include:
1. State Personnel Board
2. **MAGIC**
3. Tann Brown & Russ (GAAP & Single Audits)
4. **Audit Fees**
5. MMRS
6. **Tort Claims**
**Other Fees include ITS fees

FY 2017
PLANNING AND ADMINISTRATION 154 (P&A)

	TOTAL (100%)	FEDERAL (100%)
PERSONAL SERVICES		
Salaries & Wages	$172,355.28	$172,355.28

Planning/Training/Education Director (70%); Finance Director (70%); Office Manager (70%)
Financial Program Manager (70%); Internal Auditor (70%); Accounting Director (15%);
Accounting Clerk (36%); and Executive Director (0%)

Fringe Benefits	$58,607.52	$58,607.52

(.340039 of Salaries which consist of: Social Security, State Retirement, Group Insurance,
Unemployment insurance, and Workman's compensation)

Travel	$20,000.00	$20,000.00
Total Personal Services	**$250,962.80**	**$250,962.80**
CONTRACTUAL SERVICES		
Telephone	$7,056.00	$7,056.00
Office Rent	$60,120.00	$60,120.00
Accounting Services	$92,253.60	$92,253.60
Other Fees	$5,061.60	$5,061.60
Total Contractual Services	**$164,491.20**	**$164,491.20**
GRAND TOTAL P&A	**$415,454.00**	**$415,454.00**

*Accounting Services include:
1. State Personnel Board
2. **MAGIC**
3. Tann Brown & Russ (GAAP & Single Audits)
4. **Audit Fees**
5. MMRS
6. **Tort Claims**

**Other Fees include ITS fees

The MOHS staff for the State fiscal year 2016/2017 consists of the following: (See Organization Chart)

1 Office Director	100% 402 PA: Penny Corn
1 Planning/Training/Education Director	30% 402PA, 70% 154PA: Beth Loflin
1 Traffic Records Coordinator	100% 405C: Helen Porter
1 Finance Director	30% 402PA, 70% 154PA: Alicia Lynn
1 Office Manager	30% 402PA, 70% 154PA: Brenda Gaye
1 Financial Program Manager	30% 402PA, 70% 154PA: Joyce Corley
1 Internal Auditor	30% 402PA, 70% 154PA: Vacant
1 Programmatic Deputy	10% 402OP, 20% 402PTS, 40% 154AL, 30% 405D: Twyla Jennings
1 OP/PTS Division Director	40% 402OP, 40% 402PTS, 10% 154AL, 10% 405D: Robin Layton
1 OP/PTS/Impaired Driving Traffic Safety Specialist	20% 402OP, 10% 402PTS, 50% 154AL, 20% 405D: Ginny Stubbs
1 OP/PTS/Impaired Driving Traffic Safety Specialist	10% 402OP, 10% 402PTS, 40% 154AL, 40% 405D: Lacey McKee
1 OP/PTS/Impaired Driving Traffic Safety Specialist	5% 402OP, 25% 402PTS, 40% 154AL, 30% 405D: Vacant-Gulfport
1 Impaired Driving Division Director	60% 154AL, 40% 405D: Tenicia Speech
1 OP/PTS/Impaired Driving Traffic Safety Specialist	15% 402OP, 15% 402PTS, 60% 154AL, 10% 405D: Rena Gaylor
1 OP/PTS/Impaired Driving Traffic Safety Specialist	40% 402OP, 5% 402PTS, 40% 154AL, 15% 405D: Vacant- Starkville
1 OP/PTS/Impaired Driving Traffic Safety Specialist	10% 402OP, 15% 402PTS, 25% 154AL, 50% 405D: Sedrick Montgomery
1 Field Outreach Coordinator	15% 402OP, 15% 402PTS, 40% 154AL, 30% 405D: Vacant
1 Executive Director	0%
1 Accounting Director	10% 402 PA; 15% 154PA: James Stuart
1 Accounting Clerk	24% 402 PA; 36% 154PA: Catrina Stamps

Contract staff providing support to MOHS are:
1 Consultant: Ron Sennett

Percentages are based on the amount of grants that each staff person, Traffic Safety Specialist or management staff over sees according to program and/or project load.

Programs and Projects:

Project Number: 154AL-2017-ST-41-01/154AL-2017-ST-41-02/154AL-2017-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.

Budget: $301,000.00 Federal Funding Source 154 AL

Project Number: 154PA-2017-PA-41-01/ 402PA-2017-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, fringe and other expenses for MOHS. Impaired enforcement can also be included in police traffic service grants, as well.

Budget: $600,000.00 Federal Funding Source 154/ $700,000.00 Federal Funding Source 402

Project Number: OP-2017-OP-41-01/OP-2017-OP-41-02/OP-2017-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.

Budget: $115,000.00 Federal Funding Source 402OP Occupant Protection

Project Number: PT-2017-PT-41-01/PT-2017-PT-41-02/PT-2017-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.

Budget: $114,000.00 Federal Funding Source 402-Police Traffic Services

Project Number: M5IDC-2017-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: $176,000.00 Federal Funding Source 405(d)

Project Number: M3DA-2017-MC-41-01/M3DA-2017-MC-41-02/M3DA-2017-MC-41-03/M3DA-2017-MC-41-04
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: $101,000.00 Federal Funding Source 405c

Project Number: M3DA-2017-MC-41-04
Project Title: MOHS Traffic Records Consultant

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

For FY17, the traffic records consultant 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.

Budget: $38,501.00 Federal Funding Source 405c

Project Number	Project Title	Budget	Funding Source
154AL-2017-ST-41-01	MOHS Alcohol Countermeasures Coordination & Program Mgmt.	$226,000.00	154AL
154AL-2017-ST-41-02	MOHS Alcohol Countermeasures Coordination & Program Mgmt.-Travel	$55,000.00	154AL

154AL-2017-ST-41-03	MOHS Alcohol Countermeasures Coordination & Program Mgmt. Program Expenses.	$20,000.00	154AL
154PA-2017-PA-41-01	Planning and Administration Expenses for the 154 program	600,000.00	154AL
402PA-2017-PA-41-01	Planning and Administration Expenses 402 programs	700,000.00	402
OP-2017-OP-41-01	MOHS Occupant Protection Coordination & Program Management	$92,000.00	402OP
OP-2017-OP-41-02	MOHS Occupant Protection Coordination & Program Management Travel	$15,000.00	402OP
OP-2017-OP-41-03	MOHS Occupant Protection Coordination & Program Management Program Expenses.	$8,000.00	402OP
PT-2017-PT-41-01	MOHS Police Traffic Services Coordination & Program Management	$89,000.00	402PTS
PT-2017-PT-41-02	MOHS Police Traffic Services Coordination & Program Management Travel	$15,000.00	402PTS
PT-2017-PT-41-03	MOHS Police Traffic Services Coordination & Program Management Program Expenses	$10,000.00	402PTS
M5IDC-2017-MD-41-01	MOHS Impaired Driving Coordination & Program Management	$176,000.00	405D
M3DA-2017-MC-41-01	MOHS Traffic Records Coordination Program	$72,000.00	405C
M3DA-2017-MC-41-02	MOHS Traffic Records Coordination Program-Travel	$11,000.00	405C
M3DA-2017-MC-41-03	MOHS Traffic Records Coordination Program Program- Expenses.	$15,000.00	405C
M3DA-2017-MC-41-04	MOHS Contract for Contract Traffic Records Consultant	$38,501.00	405C
Total Program Management		$2,142,501.00	405C

A. 154 Alcohol & 405(d) Impaired Enforcement Program: *All Sections (A-E are part of the EBE)

C-5 Core Outcome Measure/Alcohol and Other Drugs: To decrease the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above by 1.0% from five year average (2010-2014) of 182 to 180 by the end of FY17. To decrease the number of fatalities by an additional 1% for a long term goal of 178 by the end of 2018.

Activity Measure/Impaired Driving: To maintain the number of impaired driving arrests made during grant funded activities for the five year average (2011-2015) of 11,764 by the end of FY17. To increase the number of impaired driving arrests issued during grant funded activities by an additional 1% for a long term goal of 11,882 by the end of 2018.

MOHS Outcome Measure: Teen-AL Maintain alcohol impaired fatalities from 16-20 year old drivers at the five year average (2010-2014) of 12 by the end of FY17. Decrease alcohol impaired fatalities from 16-20 year old drivers by an additional 10% for a long term goal of 11 by the end of 2018.

MOHS Outcome Performance Measure: Alcohol Impaired: Reduce motorcycle fatalities involving alcohol impaired riders 8% from the 2014 state data number of 12 to 11 by the end of FY17. To decrease the number of motorcycle fatalities involving alcohol impaired riders for a long term goal of 10 by the end of 2018.

MOHS Outcome Performance Measure: Impaired Motorcycle: Reduce motorcycle impaired related fatalities by 25% from the five year average (2010-2014) of 3 to 2 by the end of FY17. To decrease motorcycle impaired fatalities by an additional 50% for a long term goal of 1 by the end of 2018.

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, attend and participate in the Mississippi Association of Highway Safety Leaders (MAHSL) meetings, and the National Impaired Driving Blitz initiatives including statewide campaigns utilizing the national message **"*Drive Sober or Get Pulled Over*"**. Sub-grantees awarded under alcohol countermeasure programs are encouraged to attend impaired driving related training conferences along with utilization of resources and training offered by the LE Training Program as it relates to the impaired driver.

B. Strategies:

Impaired Driving Task Force: The ID sub-committee of MAHSL, established in September 1995, has been active since the establishment of the work group. The current ID task force committee has 47 standing 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. (FY17 405(d)-Impaired Driving: Appendix A)

Impaired Driving Coordinated Program:
- Strategic Meetings and Monthly Information Meetings: (Countermeasure 2.1 and 2.2).
- Attends monthly MAHSL Meetings at least (1) per quarter to stay up to date on the latest information.
- 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;
- MHP will conduct at least two safety checkpoints per month within each of the areas ranked highest for impaired fatalities in the State;
- Each local project will generate earned media and shall utilize the earned media before, during and after planned high visibility enforcement efforts conducted during the National Impaired Driving Blitz Campaigns and State holiday campaigns.

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 fatalities (according to their specific funding source). All awarded contract are required to complete the HVE compliance form in the grant agreement, which defines the mobilizations and sustained enforcement activities.
- Enforcement agencies will be strongly 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 full time 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 an attitudinal survey;
- Contract with a research group to perform behavioral measures survey;
- Conduct survey within final quarter of grant period; and
- 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, such as Metro Jackson Coalition, MADD, SADD, NCADD and others 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, and programs across the State;
- Continue funding the MOHS Safety Training and Recognition Symposium, which provides training to law enforcement, partners and other groups through a 3 day educational conference on highway safety issues, including impaired programs;
- 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 MAHSL meetings and special MOHS Task Forces;
- Enforce Underage Drinking Laws (EUDL) thru enforcement and education;
- Provide Prosecutorial and Judicial Training through the following programs:
  - TSRP;
  - Conferences;
  - Judicial College; and MASEP.

C. Alcohol and Impaired Driving-MOHS Evidence Based Enforcement Program:

**Full Version of the MOHS Evidence Based Enforcement Plan: A copy of the complete Impaired Evidence Based Enforcement Plan can be provided upon request. **

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 (pages 25-57), trend analysis (pages 14-19) and crash location data (pages 25-57). All factors are considered when trying to reach the impaired targets of the State.

Based on the Top 20 Counties for Crashes (Page 27) and the Top Fatality Locations (page 25-38), 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 (see pages 12-Data Sources) 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. For further information on the solicitation of grants. (See page 23).

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, MS Standards and Training 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.

<div align="center">**D. Alcohol and Impaired Driving Planned HVE Enforcement Strategies:**</div>

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.

Impaired Driving Funding and Assessment of Overall Impact of Strategies: Within the State of Mississippi, impaired driving fatalities represent 29.3% of the overall State fatalities. The State is budgeting in impaired driving during FY17, 70% of its 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 25 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 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.

E. 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.

F. 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.

<div align="center">**F. 154-Alcohol & 405(d) Impaired Driving Program Area Project Descriptions:**</div>

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 FY17.

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 (part time and full time), travel, contractual service (Installations and Rental of Meeting Space) and equipment (In Car Camera, PBT and Computers), that has been reviewed and approved by the MOHS. All information on budget can be found in the agency agreements. The agency will generate at least (1) earned media campaigns during the DSGPO campaigns. Each agency has a personalized performance measure and strategies that can be found in the grant agreement.

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 on page 71, by using countermeasures and strategies that are listed on pages 72.

1. Adams County Sheriff's Department
2. Bay St. Louis Police Department
3. Carroll County Sheriff's Department
4. Carthage Police Department
5. Coahoma County Sheriff's Department
6. Columbia Police Department
7. D'Iberville Police Department
8. Gautier Police Department
9. Greenwood Police Department
10. Grenada Police Department
11. Gulfport Police Department
12. Hancock County Sheriff's Department
13. Hattiesburg Police Department
14. Hernando Police Department
15. Hinds County Sheriff's Department
16. Jones County Sheriff's Department
17. Lamar County Sheriff's Department
18. Long Beach Police Department
19. Meridian Police Department
20. Mississippi Highway Patrol
21. Montgomery County Sheriff's Department
22. Monticello Police Department
23. Neshoba County Sheriff's Department
24. Oktibbeha County Sheriff's Department
25. Oxford Police Department
26. Pascagoula Police Department
27. Philadelphia Police Department
28. Ridgeland Police Department
29. Tunica County Sheriff's Department
30. Waveland Police Department
31. Winona Police Department
32. Yazoo City Police Department

Budget: $3,358,528.35 Federal Funding Source 154AL

Project Number: 154AL-2017-ST-41-04/M5TR-2017-MD-41-02
Project Title: MOHS Constituent Travel

Project Description: The MOHS will provide financial support for approved constituent travel for agency partners requesting in and out of State travel expenses to 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: $12,000.00 Federal Funding Source 154AL/$6,000.00 Federal Funding Source 405d

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 on page 71 by using countermeasures and strategies that are listed on pages 72. Each agency has a personalized performance measure and strategies that can be found in the grant agreement.

1. Clinton Police Department
2. Covington County Sheriff's Department
3. Desoto County Sheriff's Department
4. George County Sheriff's Department
5. Horn Lake Police Department
6. Jackson County Sheriff's Department
7. Lauderdale Sheriff's Department
8. Madison Police Department
9. Madison County Sheriff's Department
10. Magee Police Department
11. Marion County Sheriff's Department
12. Mendenhall Police Department
13. New Albany Police Department
14. Pearl River County Sheriff's Department
15. Reservoir Police Department
16. Simpson County Sheriff's Department
17. Southaven Police Department
18. Starkville Police Department
19. Stone County Sheriff's Department
20. Walthall County Sheriff's Department

21. Wiggins Police Department   22. Yazoo County Sheriff's Department

Budget: $1,454,491.00 Federal Funding Source 405(d)

Project Number: 154AL-2017-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.

Budget: $150,000.00 Federal Funding Source 154AL

Project Number: 154PM-2017-PM-00-00/ M5PEM-2017-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 405d alcohol funding will be implemented in the FY17 grant period. These funds will be used for sustained radio and television ads, print, and outdoor space in December 2016, January 2017, February 2017, and Labor Day 2017.

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

This project will address the following items:
a. What program/policy the advertising is supporting-This advertising will be in support of the national Impaired Driving Campaigns for the **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 and the like; paid media reports; behavioral awareness survey; and crash fatality data during specified time period for each blitz campaign.

Budget: $895,000.00 Federal Funding Source 154AL/ $805,000.00 Federal Funding Source 405(d)

Project Number: 154AL-2017-ST-41-06/M5TR-2017-MD-41-01
Project Title: MOHS/MS Safety Training and Recognition Symposium (MS STARS)

Project Description: The Mississippi Office of Highway Safety/Safety Training and Recognition Symposium (MS STARS) for FY17 will be implemented during August 2017.

The MS STARS program will address a wide range of safety topics from impaired driving, traffic records, occupant protection to an emphasis on youth. It will offer the latest information on advances in highway safety, highlights from successful programs and address emerging safety issues. The conference will offer a variety of workshops on priority topics in highway safety. This project will bring together non-profit organizations, educational leaders, community leaders, law enforcement, and other groups. The MS STARS Conference is attended by more than 300 attendees annually.

The MS STARS program will include the DUI 100 Club event for officers with outstanding work in issuing ID violations to impaired drivers as dictated by Mississippi's laws. Funds will be used to for law enforcement and support staff to participate in the MS STARS Conference through: contractual services, award luncheon, speakers/presenters; travel; training; supplies; enforcement awards; conference expenses; and lodging, etc.

Budget: $110,000.00 Federal Funding Source 154AL/$35,000.00 Federal Funding Source 405D

Project Number: 154AL-2017-ST-41-07
Project Title: MOHS Youth Highway Safety Programs-Statewide Impaired Driving Teen Program

Project Description: The MOHS Youth Highway Safety Program 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.

The MOHS 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. MOHS Youth Highway Safety Programs will develop and distribute relevant youth impaired driving PI&E; conduct educational outreach activities, participate in safety fairs, sobriety checkpoints, and community events. Each year the MOHS Youth Highway Safety Programs reaches more than 5,000 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, supplies and program expenses.

Budget: $205,214.00 Federal Funding Source 154AL

Project Number: 154-AL-2017-ST-40-82
Project Title: MS Dept. of Public Safety-Public Safety Awareness Officers Public Information Outreach Program Pay Attention or Pay the Fine/Stop the Knock

Project Description: The Department of Public Safety Awareness Officers-Public Information Outreach program is a statewide program covering the whole state and all populations from children to adult. The Mississippi Highway Patrol (MHP) has of nine (9) Troop districts throughout the State, that are divided into three (3) Troop Districts in the Northern, Central and South. Each district has a Public Awareness Officer (PAO) that goes into the local jurisdictions to speak with schools, colleges, local community events to bring awareness to that area on driving issues such driving under the influences of alcohol and drugs. The program will coordinate with law enforcement agencies to promote not driving impaired, provide education/information to support and enhance law enforcement efforts during National Blitz campaigns: July 4th, Labor Day, Christmas/New Years and the Superbowl by facilitating 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.

The program will continue a full scale pilot program in which the 9 PAO officers will work on the program Pay Attention or Pay a Fine and Stop the Knock. The program will focus on impaired driving with an enhanced education program, media campaign and enforcement program. Evaluation of the program will be provided on the effectiveness of the program. Funding will be utilized for travel expenses, equipment, overtime and fringe for the program.

Budget: $84,385.35 Federal Funding Source 154AL

Project Number: M5CS-2017-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: $163,164.00 Federal Funding Source 405(d)

Project Number: 154AL-2016-ST-40-31/ M5X-2017-MD-40-31
Project Title: MS Standards and Training Law Enforcement Training Coordination

Project Description: The MS Standards and Training Law Enforcement Training Coordination program is a statewide program to provide impaired driving training to all law enforcement officers. The MS Standards and Training Law Enforcement Training Coordination program will expand training of the (9,904 State and local law enforcement officers within the State; which includes 540 new officers annually. The MS Standards and Training Law Enforcement Training Coordination proposes to provide technical assistance and training to law enforcement agencies throughout the State which will assist in the increase in ID arrests. A training plan can be provided on the number of classes, students to be trained and types of training that will be provided during the grant year.

Funds will be used for salary for the LE training staff which includes proportional funding for coordinator, finance/accounting/training coordinator; contractual services; travel and supplies for the program.

Budget: $137,636.28 Federal Funding Source 154AL/ $103,350.68 Federal Funding Source 405(d)

Project Number: AL-2017-AL-41-01
Project Title: MOHS Impaired Driving Assessment

Project Description: An Impaired Driving Assessment is performed by NHTSA to evaluate the impaired driving programs, strategies and efforts of the MOHS. The MOHS has requested an assessment of the Impaired Driving program to take place during the FY17 grant year.

A team of impaired driving experts will conduct an on-site assessment by conducting interviews, file review and preparing reports. The State will used the final report and recommendations of the Impaired Driving assessment s team for the improvements and targets for the Impaired Driving program.

Budget: $32,000.00 Federal Funding Source 402AL

Project Number	Project Title	Budget	Funding Source
MOHS Alcohol Countermeasures Enforcement Grants			
154-AL-2017-ST-10-11	Adams County S.O.	$86,233.00	154AL

154-AL-2017-ST-20-21	Bay St. Louis Police Dept.	$13,652.00	154AL
154AL-2017-ST-10-81	Carroll County S.O.	$39,102.00	154AL
154AL-2017-ST-25-51	Carthage Police Dept.	$45,192.00	154AL
154AL-2017-ST-11-41	Coahoma County S.O.	$23,760.00	154AL
154AL-2017-ST-26-21	Columbia Police Dept.	$51,653.00	154AL
154AL-2017-ST-26-91	D'Iberville Police Dept.	$40,874.00	154AL
154-AL-2017-ST-21-01	Gautier Police Dept.	$21,732.00	154 AL
154AL-2017-ST-21-31	Greenwood Police Dept.	$52,211.00	154AL
154AL-2017-ST-28-41	Grenada Police Dept.	$49,245.00	154AL
154AL-2017-ST-21-41	Gulfport Police Dept.	$119,394.00	154AL
154AL-2017-ST-12-31	Hancock County S.O.	$70,704.00	154AL
154AL-2017-ST-21-51	Hattiesburg Police Dept.	$68,257.00	154AL
154AL-2017-ST-28-61	Hernando Police Dept.	$95,142.00	154AL
154AL-2017-ST-12-51	Hinds County Sheriff's Dept.	$151,427.00	154AL
154AL-2017-ST-13-41	Jones County Sheriff's Dept.	$31,814.00	154AL
154AL-2017-ST-20-31	Long Beach Police Dept.	$14,125.00	154AL
154AL-2017-ST-13-71	Lamar County S.O.	$39,908.00	154AL
154AL-2017-ST-22-21	Meridian Police Dept.	$50,401.00	154AL
154AL-2017-ST-14-91	Montgomery County S.O.	$42,471.00	154AL
154-AL-2017-ST-30-91	Monticello Police Dept.	$29,270.00	154AL
154AL-2017-ST-40-81	MS Highway Patrol	$1,749,021.00	154AL
154AL-2017-ST-40-82	MS Highway Patrol-PAO	$84,385.35	154AL
154AL-2017-ST-15-01	Neshoba County S.O	$31,062.00	154AL
154AL-2017-ST-15-31	Oktibbeha County S.O.	$20,726.00	154AL
154AL-2017-ST-22-51	Oxford Police Dept.	$112,088.00	154AL
154AL-2017-ST-22-61	Pascagoula Police Dept.	$15,411.00	154AL
154AL-2017-ST-22-81	Philadelphia Police Dept.	$42,966.00	154AL
154AL-2017-ST-23-01	Ridgeland Police Dept.	$76,704.00	154AL
154AL-2017-ST-17-21	Tunica County S.O.	$43,146.00	154AL
154AL-2017-ST-35-41	Waveland Police Dept.	$20,000.00	154AL
154AL-2017-ST-35-81	Winona Police Dept.	$10,726.00	154AL
154AL-2017-ST-36-01	Yazoo City Police Dept.	$15,726.00	154AL
	Total Alcohol Law Enforcement	**$3,358,528.35**	**154AL**
	MOHS Impaired Driving Grants		
M5X-2017-MD-20-61	Clinton Police Dept.	$50,390.00	405D
M5X-2017-MD-11-61	Covington County S.O.	$47,648.00	405D
M5X-2017-MD-11-71	Desoto County S.O.	$154,577.00	405D
M5X-2017-MD-12-01	George County S.O.	$44,781.00	405D
M5X-2017-MD-21-81	Horn Lake Police Dept.	$123,044.00	405D
M5X-2017-MD-13-01	Jackson County S.O.	$27,500.00	405D
M5X-2017-MD-13-81	Lauderdale County S.O.	$105,608.00	405D
M5X-2017-MD-30-21	Madison Police Department	$21,126.00	405D
M5X-2017-MD-14-51	Madison County S.O.	$96,116.00	405D
M5X-2017-MD-30-31	Magee Police Dept.	$67,795.00	405D
M5X-2017-MD-14-61	Marion County S.O.	$81,985.00	405D
M5X-2017-MD-30-71	Mendenhall Police Department	$47,079.00	405D
M5X-2017-MD-22-41	New Albany Police Dept.	$50,589.00	405D
M5X-2017-MD-15-51	Pearl River County S.O.	$50,992.00	405D
M5X-2017-MD-42-21	Pearl River Valley Water (Reservoir Patrol)	$43,306.00	405D
M5X-2017-MD-16-41	Simpson County S.O.	$87,257.00	405D
M5X-2017-MD-34-41	Southaven Police Dept.	$121,564.00	405D
M5X-2017-MD-23-11	Starkville Police Dept. LEL	$95,453.00	405D
M5X-2017-MD-16-61	Stone County S.O.	$47,480.00	405D
M5X-2017-MD-17-41	Walthall County S.O.	$10,039.00	405D

M5X-2017-MD-35-71	Wiggins Police Department	$47,325.00	405D
M5X-2017–MD-18-21	Yazoo County S.O.	$32,837.00	405D
Total Impaired Law Enforcement		**$1,454,491.00**	**405D**
154/405D Special Programs			
154AL-2017-ST-41-05	MOHS-National DSGPO Special Wave Grant	$150,000.00	154AL
154PM-2017-PM-00-00	MOHS Paid Media Impaired Driving	$895,000.00	154AL
154AL-2017-ST-41-06	MOHS STARS Conference	$110,000.00	154AL
154AL-2017-ST-41-07	MOHS Youth Program-Impaired	$205,214.00	154AL
154AL-2017-ST-41-04	MOHS Constituent Travel	$12,000.00	154AL
154AL-2017-ST-40-31	MS Standards and Training Law Enforcement Training	$137,636.28	154AL
M5PEM-2017-PM-00-00	MOHS Paid Media Impaired Driving	$805,000.00	405D
M5TR-2017-MD-41-01	MOHS STARS Conference	$35,000.00	405D
M5CS-2017-MD-40-21	MS Office of the Attorney General's Office TSRP	$163,164.00	405D
M5X-2017-MD-40-31	MOHS Law Enforcement Training Coordination	$103,350.68	405D
M5TR-2017-MD-41-02	MOHS Constituent Travel	$6,000.00	405D
AL-2017-AL-41-01	MOHS Impaired Driving Assessment	$32,000.00	402AL
Total 402 Special Projects		**$32,000.00**	**402AL**
Total 154 Special Projects		**$1,509,850.28**	**154AL**
Total 405D Special Projects		**$1,106,514.68**	**405D**
Total 154 Enforcement Funds:		**$3,358,528.35**	**154AL**
Total 405D Funds		**$1,454,491.00**	**405D**
Total Funds		**$7,461,384.31**	

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

A. Occupant Protection (OP):

C-4 Core Outcome Measure/Unrestrained Passengers: To decrease the number of unrestrained passenger vehicle occupant fatalities in all seating positions by 2.5% from a five year average (2010-2014) of 301 to 293 by the end of FY17. To decrease the number of unrestrained passenger vehicle occupant fatalities by an additional 1% for a long term goal of 291 by the end of 2018.

B-1 Core Behavior Measure/Occupant Protection: To increase statewide observed seatbelt use of front seat outboard occupants in passenger vehicles from the 2015 annual survey number of 79.60% to 80% by the end of 2016. To increase the statewide observed seatbelt use rate to 80.26% by the end of 2017.

MOHS Outcome Measure: Teen-OP: Maintain unrestrained fatalities from 16-20 year old drivers by the five year average (2010-2014) of 27 by the end of FY17. To decrease unrestrained fatalities from 16-20 year old drivers by an additional 5% for a long term goal of 26 by the end of 2018.

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. Within the State of Mississippi, unbelted fatalities represent 59.5%, which is a large representation of the State's fatalities. The State is utilizing in FY16, 20% of all funds, which includes 402 and 100% 405B funds to combat the problems of occupant protection.

100% of the State's population will be covered by occupant protection enforcement efforts utilizing the MHP, city and county law enforcement agencies within the top occupant protection fatality and crash locations, along with the survey counties and special emphasis areas such as the Delta region 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.

<div align="center">**B. Strategies:**</div>

Occupant Protection Coordinated Program:
- Occupant Protection (OP) Coordinated Program: (Countermeasures 2.1; 2.2; 2.3);
- Statewide Child Passenger Safety Coordination program (Countermeasures: 8.1; 11.1; 11.2);
- Strategic Meetings and Monthly Information Meetings: Attend monthly MAHSL Meetings at least (1) per quarter to stay up to date on the latest information;
- Attend 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 for FY17;
- Fund the Mississippi Department of Health to provide child passenger seats;
- Provide funding for law enforcement programs to conduct specific HVE seat belt and child passenger seat enforcement checkpoints and saturation patrols; and
- Assign MOHS staff to manage enforcement and outreach grants, promote seatbelt safety and provide assistance where needed for the OP Program.

-
Child Passenger Seat Technician Training:
- Child Passenger Seat Technician Training will provide training for police, fires, EMS and others 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 local law enforcement and the MHP, 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 MAHSL Meetings and special MOHS Task Forces.

Teen Driver Seatbelt Program:
- Teen Seatbelt Focus Program (Countermeasure 4.1; 6.1)
- 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:
- Conduct an attitudinal survey;
- 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; and
- Conduct a Night Time Seatbelt Usage Survey.

C. Occupant Protection-MOHS Evidence Based Enforcement Plan

Full Version of the MOHS Evidence Based Enforcement Plan: A copy of the complete Evidence Based Enforcement Plan can be provided upon request.

Crash Analysis: The MOHS recognizes that a strong impaired 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 (pages 25-57), trend analysis (pages 14-19) and crash location data (pages 25-57). All factors are considered when trying to reach the occupant protection targets of the State.

Based on the Top 20 Counties for Crashes (Page 27) and the Top Fatality Locations (page 25-38), 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 (see pages 12-Data Sources) 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. (See page 23).

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, MS Standards and Training 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, 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.

D. 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.

E. Occupant Protection Funding: Within the State of Mississippi, unbelted fatalities represent a large percentage of the overall State fatalities. The State is budgeting in 402 OP during FY17, 10% of its highway safety funds to combat its unbelted problems. 100% of the State's population will be covered by 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 25 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.

F. 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.

F. 2016 Occupant Protection Program Area Project Descriptions:

Project Number: OP-2017-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: $200,000.00 Federal Funding Source 402 OP

Project Number: OP-2017-OP-41-04
Project Title: MOHS Constituent Travel
Project Description: The funds will be used for constituent 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: $5,000.00 Federal Funding Source 402OP

Project Number: See Financial Chart Below
Project Name: MOHS Occupant Protection Law Enforcement STEP Grants

Project Description: The agencies will use the funds to provide salary and fringe to non-funded agencies for officers to work full time or overtime hours conducting impaired driving enforcement during FY17 and with special emphasis during the national blitz periods of CIOT. The agencies will conduct a minimum of (2) Special Traffic Enforcement Program (STEP), HVE checkpoints and a minimum of (2) Special Traffic Enforcement Program (STEP) HVE saturation patrols during each national CIOT (Memorial Day), for a total of (4) Checkpoints and (4) Saturation Patrols.

The agency will generate at least (1) earned media campaigns during the "CIOT" campaigns. 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 on page 82, by using countermeasures and strategies that are listed on pages 82. Each agency has a personalized performance measure and strategies that can be found in the grant agreement.

1. Carthage Police Department
2. Carroll County Police Department
3. Desoto County Sheriff's Department
4. Hancock County Sheriff's Department
5. Harrison County Sheriff's Department
6. Jackson County Sheriff's Department
7. Jones County Sheriff's Department
8. Lauderdale County Sheriff's Department
9. Leland Police Department
10. Long Beach Police Department
11. McComb Police Department
12. Mississippi Highway Patrol
13. Ocean Springs Police Department
14. Oktibbeha County Sheriff's Department
15. Oxford Police Department
16. Philadelphia Police Department
17. Pike County Sheriff's Department
18. Prentiss County Sheriff's Department
19. Puckett Police Department
20. Purvis Police Department
21. Reservoir Police Department
22. Sardis Police Department
23. Tunica County Sheriff's Department
24. Vicksburg Police Department
25. Walthall County Sheriff's Department
26. Yazoo City Police Department

Budget: $589,328.00 Federal Funding Source 402OP

Project Number: M2PE-2017-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 television ads, print, and outdoor space in May 2017 and September 2017.

The number of holiday unbelted vehicle crash fatalities will be used to evaluate the media messaging. The measures that will be used to assess message recognition are as follows: number of television and radio spots, ads and GPAs for paid media, earned media messages for print and television, unbelted-related vehicle crash fatalities, the results obtained from the *behavioral measures awareness survey and seat belt survey* will be used to evaluate the effectiveness of the messaging.

This project will address the following items:
a. What program/policy the advertising is supporting this advertising will be in support of the national 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; behavioral awareness survey; seat belt survey and unbelted crash fatality data during specified time period for each blitz campaign.

Budget: $350,000.00 Federal Funding Source 405(b)

Project Number: CR-2017-CR-40-11
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 2,500 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 5-14 years. Collaborate with Safe Kids Mississippi and Public Health District Educators to conduct child passenger safety presentations on regulations and recommendations at schools and community/public events in all nine Health Districts. Schedule CPST courses to increase the number of Child Passenger Safety Technicians throughout the state. Conduct child safety seat checkpoints and publicized community child safety seat 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 5-14 years that come into local health clinics.

Budget: $85,000.00 Federal Funding Source 402CR

Project Number: M2PE-2017-MB-40-71
Project Title: MS Department of Health Child Occupant Protection Program
Supplemental to 17-CR-401-1

Project Description: The Department of Health is responsible for child passenger activities for the entire State of Mississippi. The Child Occupant 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 5-14 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. The Department of Health will use funding for salary; fringe; travel; training and contractual services.

Budget: $45,447.99 Federal Funding Sources 405(b)

Project Number: M2TR-2017-MB-63-91
Project Title: University Medical Center/MS Safe Kids Program

Project Description: The University Medical Center is responsible for child passenger training for the entire State of Mississippi. The Child Occupant Protection Program will conduct child passenger safety presentations, child safety seat checkpoints, Child Passenger Safety Technician training courses and child passenger safety renewal course.

The University Medical Center will plan occupant protection awareness activities for student's ages 5-14 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. Schedule CPST courses within all 9 public health districts for fire and police department personnel, MSDH staff, social workers, nurses, and/or individuals interested in promoting child passenger safety in their community. The University Medical Center will use funding for salary; fringe; travel; training and contractual services.

Budget: $104,927.20 Federal Funding Source 405(b)

Project Number: SO-2017-SO-40-11
Project Title: Mississippi State University-Occupant Restraints Survey

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 the mileage; salary; overtime and fringe to conduct described program activities above and beyond the agency's daily activities and responsibilities.

Budget: $199,264.05 Federal Funding Source 402SO

Project Number: TR-2017-TR-88-01
Project Title: Preusser Research Group, Inc. (PRG) - Behavioral Measures Survey

Project Description: PRG will utilize the funding from the 402 Federal Funding Source to conduct a behavioral measures awareness survey and a nighttime seat belt survey. PRG will conduct the behavioral measures survey to satisfy the requirement per Federal Regulations 23 CFR 1300. Survey a minimum of 5 sites (to be decided with MOHS) and collect 800 surveys to complete the behavioral measure awareness survey. Behavioral measure awareness surveys will be conducted at driver's license service locations in Greenwood, Gulfport, Jackson, Meridian and Olive Branch. Nighttime seat belt survey (pre and post) will be conducted on roadways within the following 12 counties: DeSoto, Panola, Pontotoc, Lee, Holmes, Madison, Hinds, Rankin, Pike, Hancock, Harrison and Jackson. Will utilize contractual funds for collection of data, travel expenses, material preparation and preparation for final reports due to MOHS.

Budget: $73,453.00 Federal Funding Source 402TR

Project Number: OP-2017-OP-41-06
Project Title: MOHS Occupant Protection Assessment

Project Description: An Occupant Protection Assessment is performed by NHTSA to evaluate the occupant protection programs, strategies and efforts of the MOHS. The MOHS has requested an assessment of the Occupant Protection program to take place during the FY17 grant year.

A team of occupant protection and child restraint experts will conduct an on-site assessment by conducting interviews, file review and preparing reports. The State will used the final report and recommendations of the Occupant Protection assessment s team for the improvements and targets for the Occupant Protection program.

Budget: $30,000.00 Federal Funding Source 402OP

Project Number	Project Title	Budget	Budget Source
	MOHS OP Enforcement Projects		
OP-2017-OP-10-11	Adams County S.O.	$15,800.00	402OP
OP-2017-OP-25-51	Carthage Police Dept.	$4,052.00	402OP
OP-2017-OP-10-81	Carroll County S.O.	$10,000.00	402OP
OP-2017-OP-11-71	Desoto County S.O.	$22,040.00	402OP
OP-2017-OP-12-31	Hancock County S.O.	$5,000.00	402OP
OP-2017-OP-12-41	Harrison County S.O.	$33,871.00	402OP
OP-2017-OP-13-01	Jackson County S.O.	$5,000.00	402OP
OP-2017-OP-13-41	Jones County S.O.	$16,748.00	402OP
OP-2017-OP-13-81	Lauderdale County S.O.	$33,296.00	402OP
OP-2017-OP-29-61	Leland Police Dept.	$4,770.00	402OP
OP-2017-OP-20-31	Long Beach Police Dept.	$17,000.00	402OP
OP-2017-OP-30-01	McComb Police Dept.	$19,601.00	402OP
OP-2017-OP-40-81	MS Hwy Patrol	$279,049.00	402OP
OP-2017-OP-31-61	Ocean Springs PD	$5,000.00	402OP
OP-2017-OP-15-31	Oktibbeha County S.O.	$12,500.00	402OP
OP-2017-OP-22-51	Oxford Police Dept.	$7,021.00	402OP
OP-2017-OP-22-81	Philadelphia Police Dept.	$3,000.00	402OP
OP-2017-OP-15-71	Pike County S.O.	$7,776.00	402OP
OP-2017-OP-15-91	Prentiss County S.O.	$11,046.00	402OP
OP-2017-OP-77-51	Puckett Police Dept.	$4,800.00	402OP
OP-2017-OP-32-81	Purvis Police Dept.	$5,726.00	402OP
OP-2017-OP-42-21	Reservoir Police Department	$8,295.00	402OP
OP-2017-OP-33-91	Sardis Police Department	$10,726.00	402OP
OP-2017-OP-17-21	Tunica County Sheriff's Dept.	$12,725.00	402OP

OP-2017-OP-23-41	Vicksburg Police Dept.	$23,186.00	402OP
OP-2017-OP-17-41	Walthall County Sheriff's Dept.	$1,300.00	402 OP
OP-2017-OP-36-01	Yazoo City Police Dept.	$10,000.00	402OP
Total OP Enforcement		**$589,328.00**	**402OP**
OP-2017-OP-41-05	MOHS-CIOT Special Wave	$200,000.00	402OP
OP-2017-OP-41-04	MOHS Constituent Travel	$5,000.00	402OP
M2PE-2017-MB-00-00	MOHS Paid Media-OP	$350,000.00	405B
M2PE-2017-MB-40-71	MS Dept. of Health-OP Program	$45,447.99	405B
M2TR-2017-MB-63-91	University Medical Center	$104,927.20	405B
CR-2017-CR-40-11	MS Dept. of Health -Child Restraint Seat	$85,000.00	402CR
SO-2017-SO-40-11	MS State University-Seat Belt/Helmet/Child Restraint Survey	$199,264.05	402SO
OP-2017-OP-41-06	MOHS OP Assessment	$30,000.00	402OP
TR-2017-TR-88-01	Preusser Research Group	$79,453.00	402TR
Total 402 SO		**$199,264.05**	**402SO**
Total 402OP		**$1,608,967.24**	**402OP**
Total 402CR		**$85,000.00**	**402CR**
Total 402TR		**$79,453.00**	**402TR**
Total 405B		**$500,375.19**	**405B**
Total OP Program		**$2,473,059.48**	

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.

A. Police Traffic Services*All Sections (A-E are part of the EBE)

C-4 Core Outcome Measure/Unrestrained Passengers: To decrease the number of unrestrained passenger vehicle occupant fatalities in all seating positions by 2.5% from a five year average (2010-2014) of 301 to 293 by the end of FY17. To decrease the number of unrestrained passenger vehicle occupant fatalities by an additional 1% for a long term goal of 291 by the end of 2018.

C-5 Core Outcome Measure/Alcohol and Other Drugs: To decrease the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above by 1.0% from five year average (2010-2014) of 182 to 180 by the end of FY17. To decrease the number of fatalities by an additional 1% for a long term goal of 178 by the end of 2018.

C-6 Core Outcome Measure/ Speed: To decrease the number of speeding-related fatalities by 4% from five year average (2010-2014) of 110 to 106 by the end of FY17. To decrease the number of speeding related fatalities by an additional 5% for a long term goal of 100 by the end of 2018.

C-7 Core Outcome Measure/Motorcycles: To decrease the number of motorcyclist fatalities by 3.00% from five year average (2010-2014) of 44 to 42 by the end of FY17. To maintain the number of motorcyclist fatalities for a long term goal of 42 by the end of 2018.

C-8 Core Outcome Measure/Un-helmeted Motorcyclists: To decrease the number of un-helmeted motorcyclist fatalities 15% from five year average (2010-2014) of 7 to 6 by the end of FY16. To decrease the number of un-helmeted motorcyclist fatalities for a long term goal of 5 by the end of 2017.

C-9 Core Outcome Measure/Under 21: To decrease the number of drivers aged 20 or younger involved in fatal crashes by 3.0% from five year average (2010-2014) of 79 to 76 by the end of FY17. To decrease the number of drivers aged 20 or younger by an additional 1% for a long term goal of 75 by the end of 2018.

C-10 Core Outcome Measures/Pedestrians: To decrease the number of pedestrian fatalities by 3% from five year average (2010-2014) of 50 to 49 by the end of FY16. To decrease the number of pedestrian fatalities by an additional 1% for a long term goal of 48 by the end of 2018.

C-11 Core Outcome Measure: Bicyclist: To maintain the number of bicycle fatalities of the five year average (2010-2014) of 5 by the end of FY17. To reduce the number of pedestrian fatalities by 20% for a long term target of 4 by the end of 2018.

Activity Measure/Speed: To increase the number of speeding citations issued during grant funded enforcement activities by10% from five year average (2011-2015) of 23,433 to an increased goal of 25,777 by the end of FY17. To increase the number of speeding citations issued during grant funded enforcement activities by an additional 5% for a long term goal of 27,065 by the end of 2018.

B. 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 by conducting SFST training, Complete Traffic Stops, DRE, ARIDE, Speed management workshops, and TOPS; and
- Strategic Meetings and Monthly Information Meetings: Attend monthly MAHSL Meetings at least (1) per quarter to stay up to date on the latest information. Attend quarterly meetings to strategic plan enforcement efforts through data trends, performance measures and strategies.

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; and
- Utilize the attitudinal survey to track driver attitude awareness related to speeding issues.

C. Police Traffic Services-MOHS Evidence Based Enforcement Plan

Full Version of the MOHS Evidence Based Enforcement Plan: A copy of the complete Evidence Based Enforcement Plan can be provided upon request.

Crash Analysis: The MOHS recognizes that a strong impaired enforcement plan is a key to reducing impaired, occupant protection, speed and other traffic safety 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 (pages 25-57), trend analysis (pages 14-19) and crash location data (pages 25-57). All factors are considered when trying to reach the impaired, occupant protection, speed and other traffic safety targets of the State.
Based on the Top 20 Counties for Crashes (Page 27) and the Top Fatality Locations (page 25-38), 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 (see pages 12-Data Sources) 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. (See page 23).

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, MS Standards and Training Law Enforcement Training, 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.

D. 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. 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.

E. 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 during FY17, 20% of its highway safety funds 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 25

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, 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.

F. 2017 Police Traffic Services Program Area Project Descriptions

Project Number: PT-2017-PT-41-04
Project Title: MOHS Constituent Travel

Project Description: The MOHS will provide financial support for approved constituent travel for agency partners requesting in and out of State travel expenses to meetings, conferences and trainings benefitting the 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: $5,000.00 Federal Funding Source 402PT

Project Number: See Below Financial Chart Below
Project Name: MOHS Law Enforcement Police Traffic Services STEP Grants

The agencies will use the funds to provide salary and fringe to non-funded agencies for officers to work full time or overtime hours conducting impaired driving enforcement during FY17 and with special emphasis during the national blitz periods of DSGPO and CIOT. The agencies will conduct a minimum of (2) Special Traffic Enforcement Program (STEP) HVE checkpoints and a minimum of (2) Special Traffic Enforcement Program (STEP) HVE saturation patrols during each national DSGPO (Christmas/New Year) and CIOT (Memorial Day), for a total of (4) Checkpoints and (4) Saturation Patrols. The agency will generate at least (1) earned media campaigns during the DSGPO (Christmas/New Year) and CIOT (Memorial Day) campaigns.

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 on page 90, by using countermeasures and strategies that are listed on pages 90. Each agency has a personalized performance measure and strategies that can be found in the grant agreement.

1. Bay St. Louis Police Department
2. Clinton Police Department
3. Columbia Police Department
4. D'Iberville Police Department
5. Flowood Police Department
6. Gautier Police Department
7. Greenwood Police Department
8. Greenville Police Department
9. Gulfport Police Department
10. Hattiesburg Police Department
11. Hinds County Sheriff's Department
12. Horn Lake Police Department
13. Lucedale Police Department
14. Madison Police Department
15. Meridian Police Department
16. Mississippi Highway Patrol

17. Morton Police Department
18. Sherman Police Department
19. Starkville Police Department
20. Tylertown Police Department
21. Waveland Police Department

Budget: $841,715.00 Federal Funding Source 402PT

Project Number: PM-2017-PM-00-00
Project Title: MOHS Paid Media Sustained Police Traffic Services Enforcement Campaign

Project Description: A comprehensive and sustained paid media campaign in support of the continual Police Traffic Service enforcement efforts for the DSGPO and CIOT campaigns utilizing Section 402 Police Traffic Service funding will be implemented in the FY17 grant period. These funds will be used for sustained radio and television ads, print, and outdoor space in May 2017 and September 2017.

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

This project will address the following items:
a. What program/policy the advertising is supporting this advertising will be in support of the national   Occupant Protection Campaign for the DSGPO and 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; behavioral awareness survey; seat belt survey and unbelted crash fatality data during specified time period for each blitz campaign.

Budget: $195,000.00 Federal Funding Source 402PT

Project Number: PT-2017-PT-41-05
Project Title: MOHS Speed Special Wave Grants

Project Description: The agency will use the funds to provide overtime to officers to work overtime in conducting Speed enforcement. 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: $ 250,000.00 Federal Funding Source 402PT
Project Number: PT-2017-PT-40-81
Project Title: MS Dept. of Public Safety-Public Safety Awareness Officers Public Information Outreach Program Pay Attention or Pay the Fine/Stop the Knock

Project Description: The Department of Public Safety Awareness Officers-Public Information Outreach program is a statewide program covering the whole state and all populations from children to adult. The MHP has of nine (9) Troop districts throughout the State, that are divided into three (3) Troop Districts in the Northern, Central and South. Each district has a PAO that goes into the local jurisdictions to speak with schools, colleges, local community events to bring awareness to that area on driving issues such as not wearing a seatbelt, driving distracted or speeding. The program will

coordinate with law enforcement agencies to promote wearing a seatbelt, driving distracted or speeding prevention; provide not wearing a seatbelt, driving distracted or speeding 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 press conferences; assist law enforcement agencies with the dissemination of educational information and materials during checkpoint efforts; conduct ID prevention, OP and speed awareness presentations and generate earned media.

The program will also participate in a full scale pilot program in which the 9 PAO officers will work on the program Pay Attention or Pay a Fine and Stop the Knock. The program will focus on distracted driving, speed, seatbelt, child restraint and ID with an enhanced education program, media campaign and enforcement program. Evaluation of the program will be provided on the effectiveness of the program. Funding will be utilized for travel expenses, equipment, overtime and fringe for the program.

Budget: $77,065.35 Federal Funding Source 402PT

Project Number: PT-2017-PT-40-31
Project Title: MS Standards and Training Law Enforcement Training Coordination
See MOHS Law Enforcement Coordination 154AL-2017-ST-40-31/M5X-2017-MD-40-31

The MS Standards and Training Law Enforcement Training Coordination program is to advance or expand training of the 9,904 State and local law enforcement officers within the State; which includes 540 new officers annually. Recertification of 111 officers will be conducted for advanced training to law enforcement officers statewide. The MS Standards and Training Law Enforcement Training Coordination program will conduct no less than (2) TOPS training courses in FY17. The MS Standards and Training Law Enforcement Training Coordination program will also be creating a new training program for the MOHS and state law enforcement on speed and distracted driving that will be conducted in the latter part of FY17. A training plan can be provided on the number of classes, students to be trained and types of training that will be provided during the grant year. Funds will be used for salary for the LE training staff which includes proportional funding for coordinator, finance/accounting/training coordinator; contractual services; travel and supplies for the program.

Budget: $35,440.00 Federal Funding Source 402PT

Project Number	Project Title	Budget	Funding Source
	PTS Enforcement Program		
PT-2017-PT-20-21	Bay St. Louis Police Dept.	$11,820.00	402PT
PT-2017-PT-20-51	Brandon Police Dept.	$50,982.00	402PT
PT-2017-PT-20-61	Clinton Police Dept.	$40,000.00	402PT
PT-2017-PT-26-21	Columbia Police Dept.	$16,391.00	402PT
PT-2017-PT-26-91	D'Iberville Police Dept.	$20,000.00	402PT
PT-2017-PT-27-81	Flowood Police Department	$50,718.00	402PT
PT-2017-PT-21-01	Gautier Police Dept.	$13,855.00	402PT
PT-2017-PT-21-31	Greenwood Police Dept.	$14,226.00	402PT
PT-2017-PT-21-21	Greenville Police Dept.	$8,934.00	402PT
PT-2017-PT-21-41	Gulfport Police Dept.	$44,646.00	402PT
PT-2017-PT-21-51	Hattiesburg PD	$22,857.00	402PT
PT-2017-PT-12-51	Hinds County S.O.	$7,505.00	402PT
PT-2017-PT-21-81	Horn Lake Police Dept.	$29,620.00	402PT
PT-2017-PT-29-91	Lucedale Police Dept.	$54,875.00	402PT
PT-2017-PT-30-21	Madison Police Department	$13,600.00	402PT
PT-2017-PT-22-21	Meridian Police Dept.	$15,334.00	402PT
PT-2017-PT-40-82	MS Highway Patrol-Speed	$380,882.00	402PT
PT-2017-PT-31-11	Morton Police Dept.	$2,752.00	402PT
PT-2017-PT-88-11	Sherman Police Dept.	$41,689.00	402PT
PT-2017-PT-23-11	Starkville Police Dept.	$19,769.00	402PT
PT-2017-PT-23-31	Tylertown Police Dept.	$9,132.00	402PT

PT-2017-PT-35-41	Waveland Police Dept.	$23,110.00	402PT
	Total PTS Enforcement Program	**$892,697.00**	
PT-2017-PT-40-81	MS Dept. of Public Safety-PAO Program	$77,065.35	402PT
PM-2017-PM-00-00	MOHS Paid Media Police Traffic Service	$195,000.00	402PT
PT-2017-PT-41-05	MOHS Speed Special Wave Grants	$250,000.00	402PT
PT-2017-PT-40-31	MOHS Law Enforcement Training Coordination	$35,440.00	402PT
PT-2017-PT-41-04	MOHS Constituent Travel	$5,000.00	402PT
Total PTS Program		**$1,455,202.35**	

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

A. Traffic Records Evidenced Based Reference for Traffic Records Program

Outcome Measure/Traffic Records: Crash / Accessibility: To maintain the CY2015 average time frame of 2.6 days from the occurrence of a crash event to the population of a crash record in the database maintained by the Mississippi Department of Public Safety.

Outcome Measure/Traffic Records: Crash, Citation- Adjudication, Driver/ Accessibility, Timeliness: To decrease the period from 365 days in FY2013 between when traffic safety data is first available and when summary statistics using this data are posted to the state's public website to at least a 9-month sliding window.

MOHS Outcome Measure/Crash/Completeness: To maintain the electronic submission of completed crash record data from Mississippi law enforcement agencies to DPS at 100% in FY2017.

Outcome Measure/Traffic Records: Driver/ Timeliness: To maintain the percentage of drivers involved in fatal crashes that are subsequently tested for their BAC at the 45% level seen in 2014 for FY2017.

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

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

Outcome Measure/Traffic Records: Crash- Citation—Roadway- EMS- Injury Surveillance/ Uniformity: To continue the process of mapping data of citation, crash and EMS run using same base layer map to overlay for proactive planning.

Outcome Measure/Traffic Records: Citation/ Adjudication- Accessibility: To decrease the timeframe that citation data is accessible to the court from the citation date by a total of 25% - from an average of 10 days from 2009-2013 to 7.5 days by the end of 2017 - and maintain this performance level.

Outcome Measure/Traffic Records: Citation/ Timeliness: To increase the percentage of citation data submitted to DPS electronically by 2.5% from 51.2% in 2015 to 53.7% by the end of FY17.

Outcome Measure/Traffic Records: Roadway/ Accuracy: To maintain the percentage of crash records requiring position reference adjustment before importation into the SAMS roadway linear referencing system by MDOT at an 80% level in FY17.

B. Strategies

The State is utilizing in FY17, 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.

<div align="center">**Traffic Records Coordinated Program:**</div>

<u>Strategic Meetings and Monthly Information Meetings:</u> Attend monthly MAHSL Meetings at least (1) per quarter to stay up to date on the latest information. Attend meetings to strategic plan enforcement efforts through data trends, performance measures and strategies.

- Provide a comprehensive statewide Traffic Records Coordinated Program.
- Fund traffic records programs;
- Assign MOHS staff to manage Traffic Records grants; and
- Provide technical assistance when needed for the Traffic Records Program.
- <u>Evaluation:</u> MOHS continually evaluate its programs to ensure projects that are funded are having the desired effect on the statewide program.
- <u>Program Updates</u>: MOHS continually update its programs to ensure projects that are funded are having the desired effect on the Statewide Impaired program.
- <u>Software Updates:</u> MOHS continually update its software to ensure projects that are funded are having the desired effect on the statewide program.
- <u>Training:</u> MOHS continually train programs and sub-grantees to ensure projects that are funded are having the desired effect on the statewide program.
- <u>Equipment Purchases:</u> 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.

<div align="center">**C. Traffic Records Services Projects and Financial Charts:**</div>

Each enforcement program that is proposed for funding during FY17 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.

<div align="center">**Traffic Records Program Area Project Descriptions**</div>

Project Number: M3DA-2017-MC-41-05
Project Title: MOHS eCite Maintenance and Daily Activity Reporting System

Project Description: Mississippi is continuing the process of a statewide, automated citation/conviction system for citations. The ECitation system will permit electronic issuance and management of tickets for the State of Mississippi. Improve the timeliness of arrest/adjudication systems by reducing the time between issuance, availability in the database and disposition.

The MOHS will continue to increase the number of law enforcement agencies submitting citations and arrest electronically; decrease the average number of days participating agencies issuance of a citation and the date the citation is entered into the first available repository. The MOHS will also increase the percentage of citations from participating agencies that can be mapped on the Dashboard and compared to Crash data. Continued development of paper ticket entry system for citations; continue maintenance and support of eCite; monitor the changes in the laws and the eCite-generated ticket; ensure all ticket data being received and processed by the courts; provide data files that contain MapClick-generated location data for tickets. The MOHS e-citation program currently has 15 agencies have been trained and/or using the system, that are writing e-citations, with the plans during FY17 to reach 30 agencies during the grant year. The MOHS will utilize funds for proportional funding for a project director and field specialist, fringe, contractual service and indirect costs.

Budget: $314,539.42 Federal Funding Source 405C

Project Number: M3DA-2017-MC-40-81
Project Title: Department of Public Safety-Reportbeam Crash System Maintenance and Upgrade Crash System Upgrade

Performance Measures: Integration/ Accuracy

Project Description: During FY17, a working sub-committee of the State Traffic Records Coordinating Committee (STRCC), along with the recommendations and results of the 2013 Traffic Records Assessment will identify Crash records improvements that need to be addressed as well as cost associated with maintenance of the record system.

Target: By the end of FY17, the Crash reporting system will be updated and include both new and revised edit routines. The updates will make the program more user- friendly for all users and agencies. The system will provide enhanced query options for data extraction to allow enhanced data driven strategies.

Performance Measure: Ensure edits will comply with Model Minimum Uniform Crash Criteria (MMUCC). Additional mapping program will be added to increase the accuracy of the location of crashes.

Strategy: Use the STRCC to review the Statewide Uniform Crash Report and agree on material to edit while ensuring the stakeholders information and needs.

Budget: $75,000.00 Federal Funding Source 405(c)
Project Number: M3DA-2017-MC-40-82
Project Title: Enhancing the Exchange of Driver Information between States (PILOT PROJECT)

Overview: The Mississippi Department of Public Safety will be the lead state in a nationwide effort to enhance the interstate exchange of driver control information, making this exchange more effective, efficient and less costly which will create a means for more timely, accurate and complete records. Because of the interstate nature of this exchange, Mississippi will work cooperatively with other states to ensure that deliverables address the needs of states across the country.

Background: Mississippi is the lead state for the DL/ID Verification Systems (DIVS) Program, a cooperative effort involving more than thirty states. A project within DIVS is the development and pilot testing of an information system intended to be used by all US driver licensing agencies that will, among other things, allow states to prevent a person from holding more than one US-issued driver's license. This DIVS project is called the State-to-State Verification (S2S) Service. Although S2S was originally intended as a homeland security effort, the participating states soon realized that S2S could also serve as an effective highway safety tool, providing states with an improved ability to execute their driver control responsibilities. However, because of limitations imposed by the DHS grant that funded the scope of the DIVS program, DIVS has not been able to formally evaluate how S2S could be used to improve highway safety.

For the project, Enhancing the Exchange of Driver Information between States, the Mississippi Department of Public Safety (MSDPS) will act as the lead state for a nationwide effort to develop aspects of S2S that will enhance the interstate exchange of driver control information for highway safety purposes.
Project Description: As the lead state, the MSDPS will facilitate the efforts of a working group composed of states from across the country. The first deliverable from this project will be the "S2S Highway Safety plan", a plan that will detail the tasks needed to maximize the highway safety potential of S2S. The Plan will include budget estimates for implementing each task within the Plan.

The working group will serve as the key resource guiding the development of the S2S Highway Safety Plan. Key tasks include the following:

- Conduct an analysis to determine how the Problem Driver Pointer System (PDPS), Commercial Driver License Information System (CDLIS), S2S and the Driver License Compact/Driver License Agreement (DLC/DLA) can best be used in concert with one another to detect and deter driver license applicant fraud and improve the ability of the states to share driver information for driver control purposes.
- Quantify the highway safety benefit that would result from all states participating in S2S.
- Identify incentives for states to participate in S2S.
- Determine what assistance is needed and can be provided to states to facilitate the timely exchange and accurate posting of out of state convictions.
- Determine what assistance can be provided to define common definitions to standardize driver history codes for non-CDL violations. This common definition already exists for CDL violations.

Once the Plan and budget estimates are complete, it is anticipated that Mississippi will seek additional grants in future years to support implementation of the S2S Highway Safety plan. These future grant funds will allow MSDPS to continue providing the oversight needed for the nationwide execution of the S2S Highway Safety plan developed by the state-led working group and to implement changes to Mississippi's internal highway safety information systems in accordance with the S2S Highway Safety plan so that Mississippi can make the best use of funds.

Budget: $55,000.00 Federal Fund Source 405C

Project Number: M3DA-2017-MC-41-06
Project Title: Special Mini-Grants for E-Citation Equipment/Full-Time Officer Integration into E-Citation Program

Mississippi is continuing the process of a statewide, automated citation/conviction system for citations. The ECitation system will permit electronic issuance and management of tickets for the State of Mississippi. Improve the timeliness of arrest/adjudication systems by reducing the time between issuance, availability in the database and disposition.

MOHS will continue to help the Mississippi State University SSRC to increase the number of Law Enforcement Agencies submitting citations and arrest electronically; decrease the average number of days participating agencies issuance of a citation and the date the citation is entered into the first available repository. The MOHS will issue special mini-grants to local law enforcement agencies for the purchase of equipment for the e-citation program, which will include a laptop, scanner and printer for the use of the e-citation program. More agencies would be able to utilize the e-citation program, if the equipment were available for their use.

The MOHS will use the selection of agencies for grants that are established sub-grantees that have DUI full time officers. The special mini-grants will be given to officers based on the impaired driving fatalities. The MOHS has researched the equipment costs and all equipment can be purchased for $2,000.00 for each unit, if there is any additional equipment needed, the agency will take on the additional costs for the program.

MOHS will utilize funds for equipment for 25 full time DUI officers/agencies to purchase the equipment needed to integrate into the e-citation program.

Budget: $55,000.00 Federal Fund Source 405C

Project Number	Project Title:	Budget	Funding Source
M3DA-2017-MC-41-05	MOHS-Electronic Citation Program	$314,539.42	405C
M3DA-2016-MC-40-81	MS Dept. of Public Safety-Report Beam Update	$75,000.00	405C
M3DA-2017-MC-40-82	MS. Dept. of Public Safety- Driver Services	$55,000.00	405C
M3DA-2017-MC-41-06	MOHS Mini Grants for E-Citation Performance & Equipment	$55,000.00	405C
Total		$499,539.42	

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

FY17 402 Driver's Education Program
Mississippi Statewide Driver's Education Program

In addition to traffic enforcement, the MOHS will focus on programs that involve an emphasis on driver's education program that will provide public information and education to the citizens of Mississippi about the consequences driving behaviors. Both NHTSA and MOHS recognize the importance of education focusing toward the citizens of Mississippi, as a means of preventing erratic driving behaviors, such as driving under the influence for vehicles, lack of seat belt use, speed and distracted driving.

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.

A. Driver's Education*All Sections

C-4 Core Outcome Measure/Unrestrained Passengers: To decrease the number of unrestrained passenger vehicle occupant fatalities in all seating positions by 2.5% from a five year average (2010-2014) of 301 to 293 by the end of FY17. To decrease the number of unrestrained passenger vehicle occupant fatalities by an additional 1% for a long term goal of 291 by the end of 2018.

C-5 Core Outcome Measure/Alcohol and Other Drugs: To decrease the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above by 1.0% from five year average (2010-2014) of 182 to 180 by the end of FY17. To decrease the number of fatalities by an additional 1% for a long term goal of 178 by the end of 2018.

C-6 Core Outcome Measure/ Speed: To decrease the number of speeding-related fatalities by 4% from five year average (2010-2014) of 110 to 106 by the end of FY17. To decrease the number of speeding related fatalities by an additional 5% for a long term goal of 100 by the end of 2018.

C-7 Core Outcome Measure/Motorcycles: To decrease the number of motorcyclist fatalities by 3.00% from five year average (2010-2014) of 44 to 42 by the end of FY17. To maintain the number of motorcyclist fatalities for a long term goal of 42 by the end of 2018.

C-8 Core Outcome Measure/Un-helmeted Motorcyclists: To decrease the number of un-helmeted motorcyclist fatalities 15% from five year average (2010-2014) of 7 to 6 by the end of FY17. To decrease the number of un-helmeted motorcyclist fatalities for a long term goal of 5 by the end of 2018.

C-9 Core Outcome Measure/Under 21: To decrease the number of drivers aged 20 or younger involved in fatal crashes by 3.0% from five year average (2010-2014) of 79 to 76 by the end of FY17. To decrease the number of drivers aged 20 or younger by an additional 1% for a long term goal of 75 by the end of 2018.

C-10 Core Outcome Measures/Pedestrians: To decrease the number of pedestrian fatalities by 3% from five year average (2010-2014) of 50 to 49 by the end of FY17. To decrease the number of pedestrian fatalities by an additional 1% for a long term goal of 48 by the end of 2018.

C-11 Core Outcome Measure: Bicyclist: To maintain the number of bicycle fatalities of the five year average (2010-2014) of 5 by the end of FY17. To reduce the number of pedestrian fatalities by 20% for a long term target of 4 by the end of 2018.

B-1 Core Behavior Measure/Occupant Protection: To increase statewide observed seatbelt use of front seat outboard occupants in passenger vehicles from the 2015 annual survey number of 79.60% to 80% by the end of 2016. To increase the statewide observed seatbelt use rate to 80.26% by the end of 2017.

<center>**Activity Measures:**</center>

Activity Measure/Speed: To increase the number of speeding citations issued during grant funded enforcement activities by 10% from five year average (2011-2015) of 23,433 to an increased goal of 25,777 by the end of FY17. To increase the number of speeding citations issued during grant funded enforcement activities by an additional 5% for a long term goal of 27,065 by the end of 2018.

Activity Measure/Seat Belts: To increase the number of seatbelt citations during grant funded enforcement activities by 3% from five year average (2011-2015) of 21,313 to 21,953 by the end of FY16. To increase the number of seatbelt citations issued during grant funded activities by an additional 4% for a long term goal of 22,831 by the end of 2017.

Activity Measure/Impaired Driving: To maintain the number of impaired driving arrests made during grant funded activities for the five year average (2011-2015) of 11,764 by the end of FY17. To increase the number of impaired driving arrests issued during grant funded activities by an additional 1% for a long term goal of 11,882 by the end of 2018.

MOHS Outcome Measure: Teen-AL Reduce alcohol impaired fatalities from 16-20 year old drivers by 2% from five year average (2011-2015) of 76 to 75 by the end of FY17. Decrease alcohol impaired fatalities from 16-20 year old drivers by an additional 2 for a long term goal of 73 by the end of 2018.

MOHS Outcome Measure: Teen-OP: Reduce unrestrained fatalities from 16-20 year old drivers by 2.5% from four year average (2010-2014) of 27 to 26 by the end of FY17. To decrease unrestrained fatalities from 16-20 year old drivers by an additional 5% for a long term goal of 25 by the end of 2018.

MOHS Outcome Measure: Teen-Speed: Maintain speed related fatalities from 16-20 year old drivers by the five year average (2010-2014) of 11 to 10 by the end of FY17. To decrease speed related fatalities from 16-20 year old drivers by an additional 5% for a long term goal of 10 by the end of 2018.

MOHS Outcome Performance Measure: Alcohol Impaired: Reduce motorcycle fatalities involving alcohol impaired riders 10% from the 2014 state data number of 14 to 13 by the end of FY17. To decrease the number of motorcycle fatalities involving alcohol impaired riders for a long term goal of 12 by the end of 2018.

MOHS Outcome Performance Measure: Impaired Motorcycle: Reduce motorcycle impaired related fatalities by 25% from the five year average (2010-2014) of 3 to 2 by the end of FY17. To decrease motorcycle impaired fatalities by an additional 50% for a long term goal of 1 by the end of 2018.

Within the State of Mississippi, there was an average of 615 fatalities from 2010-2014. The State is utilizing in FY17, 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.

<center>**B. Strategies:**</center>

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;
- Strategic Meetings and Monthly Information Meetings: Attend monthly MAHSL Meetings at least (1) per quarter to stay up to date on the latest information. Attend meetings to strategic plan enforcement efforts through data trends, performance measures and strategies.

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.

C. Driver's Education Projects and Financial Charts:

Each enforcement program that is proposed for funding during FY17 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 2017 Driver's Education Program Area Project Descriptions

Project Number: DE-2017-DE-41-02
Project Title: MOHS Youth Highway Safety Programs-Statewide Police Traffic Services Teen Program

Project Description: The Mississippi Youth Highway Safety Program will be the state's primary teen occupant protection/speed and distracted driving awareness program. The program will focus on the top counties of the State with the most teen occupant protection/speed and distracted driving awareness fatalities.

The Mississippi Youth Highway Safety Programs will increase the awareness and work statewide to provide public information and materials on the consequences of not wearing seatbelts/speeding and driving while distracted awareness for young drivers aged 16-20 years old. Mississippi Youth Highway Safety Program will develop and distribute relevant youth impaired driving PI&E; conduct educational outreach activities, including participate in health and safety fairs, seatbelt checkpoints, and community events. The program will also work with local law enforcement and local schools across the state to bring the message of the consequences of not wearing seatbelts/speeding and driving while distracted. 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, supplies, program expenses.

Budget: $136,683.00 Federal Funding Source 402DE

Project Number: DE-2017-DE-41-01
Project Title: MOHS/Safety Training and Recognition Symposium (MS STARS)

Project Description: The Mississippi Office of Highway Safety/Safety Training and Recognition Symposium (MS STARS) for FY17 will be implemented during August/September, 2017.

The MS STARS program will address a wide range of safety topics from impaired driving, traffic records, occupant protection to an emphasis on youth. It will offer the latest information on advances in highway safety, highlights from successful programs and address emerging safety issues. The conference will offer a variety of workshops on priority topics in highway safety. This project will bring together non-profit organizations, educational leaders, community leaders, law enforcement, and other groups not yet identified together. The MS STARS Conference is attended by more than 300 attendees annually.

The MS STARS program will also include the Buckle for Life event for officers with outstanding work in issuing seatbelt and child restraint violations to drivers as dictated by Mississippi's laws. Funds will be used to for law enforcement, support staff, support to participate in the MS STARS Conference through: contractual services, award luncheon, speakers/presenters; travel; training; supplies; enforcement awards; conference expenses and lodging, etc.

Budget: $60,000.00 Federal Funding Source 402DE

Driver's Education			
Project Number	Project Title	Budget	Funding Source
DE-2017-DE-41-01	MS STARS Conference	$60,000.00	402 DE
DE-2017-DE-41-02	MOHS Youth Education Program	$136,683.00	402DE
Total		$196,683.00	402DE

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

A. FY16 402/405F Motorcycle Program
Mississippi Statewide Motorcycle Program

In addition to traffic enforcement, the MOHS will focus on programs that involve an emphasis on motorcycle program that will provide public information and education to the citizens of Mississippi about the consequences driving behaviors and motorcycles.

Both NHTSA and MOHS recognize the importance of public information and education focusing toward the citizens of Mississippi, as a means of preventing erratic driving behaviors, such as driving under the influence for motorcycles, 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 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.

A. Motorcycle Projects *All Sections

C-7 Core Outcome Measure/Motorcycles: To decrease the number of motorcyclist fatalities by 3.00% from five year average (2010-2014) of 44 to 42 by the end of FY17. To maintain the number of motorcyclist fatalities for a long term goal of 42 by the end of 2018.

C-8 Core Outcome Measure/Un-helmeted Motorcyclists: To decrease the number of un-helmeted motorcyclist fatalities 15% from five year average (2010-20134 of 7 to 6 by the end of FY17. To decrease the number of un-helmeted motorcyclist fatalities for a long term goal of 5 by the end of 2018.

C-9 Core Outcome Measure/Under 21: To decrease the number of drivers aged 20 or younger involved in fatal crashes by 3.0% from five year average (2010-2014) of 79 to 76 by the end of FY17. To decrease the number of drivers aged 20 or younger by an additional 1% for a long term goal of 75 by the end of 2018.

Outcome Measures:

MOHS Outcome Performance Measure: Alcohol Impaired: Reduce motorcycle fatalities involving alcohol impaired riders 10% from the 2014 state data number of 14 to 13 by the end of FY17. To decrease the number of motorcycle fatalities involving alcohol impaired riders for a long term goal of 12 by the end of 2018.

MOHS Outcome Performance Measure: Impaired Motorcycle: Reduce motorcycle impaired related fatalities by 25% from the five year average (2010-2014) of 3 to 2 by the end of FY17. To decrease motorcycle impaired fatalities by an additional 50% for a long term goal of 1 by the end of 2018.

Within the State of Mississippi, there was an average of 615 fatalities from 2010-2014. The State is utilizing in FY17, funds, which includes 402 & 405F 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 motorcycle 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.

B. Strategies:

Special Projects- Motorcycle Program:
- National Blitz (Countermeasure 2.1, 2.2 and Motorcycle 1.1 and 2.1)
- Distribute education and public information and education materials;
- Fund enforcement to multiple agencies(checkpoints/saturation patrols);
- Fund STEP high visibility enforcement activities;
- Issue press releases and participate in earned media;
- Fund paid media;
- Training (Countermeasure 2.3 and 2.4);
- Assign MOHS staff to manage promotion of the MOHS Motorcycle program;
- Fund law enforcement and educational programs that provide education of speed, occupant protection, impaired driving, distracted driving and other moving violations;
- Fund law enforcement programs that promote the universal helmet use law and enforcement in alcohol and impaired violations. (Motorcycle 1.1 and 2.1)
- DSGPO Mobilization periods;
- Strategic Meetings and Monthly Information Meetings: Attend monthly MAHSL Meetings at least (1) per quarter to stay up to date on the latest information. Attend meetings to strategic plan enforcement efforts through data trends, performance measures and strategies.
  Evaluation: MOHS continually evaluate its programs to ensure projects that are funded are having the desired effect on the Statewide Impaired Driving 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.

C. Motorcycle Projects and Financial Charts:

Each enforcement program that is proposed for funding 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.

Project Number: MC-2017-MC-41-01
Project Title: MOHS Motorcycle Program (Pilot)

Project Description: The MOHS is in the beginning stages of the planning of a statewide motorcycle program. The agency will utilize the grant funds for the mileage; salary; overtime and fringe to conduct described program activities above and beyond the agency's daily activities and responsibilities.

Budget: $50,000.00 Federal Funding Source 402MC

Motorcycle Projects			
Project Number	Project Title	Budget	Funding Source
MC-2017-MC-41-01	MOHS Motorcycle Program	50,000.00	402MC
Total		$50,000.00	

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.

F. 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, motorcycle, distracted driving, graduated driver's license and non-motorized safety. Please see attached Section 405 application, as Appendix D 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.

G. 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.

H. Highway Safety Program Cost Summary (HS-217):

The MOHS provides the State's proposed allocation of funds by program area based on the targets identified in the HSP and the projects and activities identified in the Performance Plan. The Highway Safety Program Cost Summary or HS-217, along with additional financial information is attached to the HSP.

List of Acronyms:

AL	Alcohol and Other Drugs
ARIDE	Advanced Roadside Impaired Driving Enforcement
BAC	Blood Alcohol Concentration
CIOT	Click It or Ticket
CTS	Complete Traffic Stops Program
CTW	Countermeasures that Work
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
EUDL	Enforce Underage Drinking Laws
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
MAHSL	Mississippi Association of Highway Safety Leaders
MASEP	Mississippi Alcohol Safety Education Program
NHTSA	National Association Traffic Safety Administration
MADD	Mothers against Drunk Driving
MAP-21	Moving Ahead for Progress in the 21st Century
MCSD	Mississippi Motor Carrier Safety Division
MDOT	Mississippi Department of Transportation
MHP	Mississippi Highway Patrol
MJCPC	Metro Jackson Community Prevention Coalition
MMUCC	Model Minimum Uniform Crash Criteria
MOHS	Mississippi Office of Highway Safety
MS STARS	Mississippi Safety Training Award Recognition Symposium
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
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
TSS	Traffic Safety Specialist
TSRP	Traffic Safety Resource Prosecutor
U.S.C.	United States Code
U.S. DOT	United States Department of Transportation
VMT	Vehicles Miles Traveled