

Mississippi Office of Highway Safety



2014 Annual Report

Moving Toward a Safer Mississippi

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MISSISSIPPI
Office of Highway Safety

Executive Summary: **2014 – Moving Toward a Safer** **Mississippi**



The Mississippi Office of Highway Safety (MOHS) administers Mississippi's highway safety grant program in accordance with the provisions and all amendments of the Highway Safety Act of 1966. At the MOHS, we take our responsibilities seriously: **Saving Lives**. We administer federally-funded programs aimed at reducing traffic fatalities, traffic injuries and the associated economic losses from property damage crashes in the state.

We receive funding through federal grants, primarily from the U.S. Department of Transportation and the National Highway Traffic Safety Administration (NHTSA). The funds awarded to the MOHS include:

- Section 402-General Traffic Safety
- Section 154-Open Container Funds
- Section 405b-Occupant Protection Funds
- Section 405c-Traffic Records Funds
- Section 405d-Impaired Driving Funds

These funds support the Mississippi highway safety programs for impaired driving, occupant protection, police traffic services, public information & enforcement, traffic records, driver's education, motorcycle and youth programs.

The 2014 Annual Report reflects the federal fiscal year highlights and successes toward many of the MOHS goals and targets. The report provides detailed descriptions of goals based on national standards, achievements in performance measures and strategies for each of the program areas.

Mississippi has a proven and successful track record of increasing the public's knowledge, perception and understanding of traffic safety issues. We are proud of the state's efforts to minimize the state's fatality rate. Overall traffic fatalities increased from 582 in 2012 to 613 in 2013, which is the first rise in fatalities since 2005. The fatality rate has declined from a high of 4.39 VMT in 1981, to 1.51 in 2012, representing the lowest VMT fatality rate ever recorded in Mississippi

Alcohol fatalities continue to plague Mississippi, accounting for 31% of the total number of fatalities in year 2012, making impaired driving the department's top priority for 2014. Special attention was also given to teen drivers (ages 16 to 20). Although, teens represent merely 6.2% of all licensed drivers, they accounted for 8.97% of occupant deaths. Regrettably, more than 66.70% of teen fatalities were drivers and passengers, were unbelted.

We remain committed to serving Mississippi through best practices, data driven approaches and evidenced based programs to continue the successes of the MOHS program. Our support of law enforcement agencies, non-profit partners and state and local partners will continue and grow while meeting joint goals of reducing fatalities, decreasing injuries and crashes on the Mississippi roadways

I want to thank our Commissioner, Albert Santa Cruz, staff, state leaders, partners and sub-grantees for helping us achieve our goal of reducing injuries and fatalities on Mississippi roadways.

A handwritten signature in cursive script that reads "Shirley Thomas".

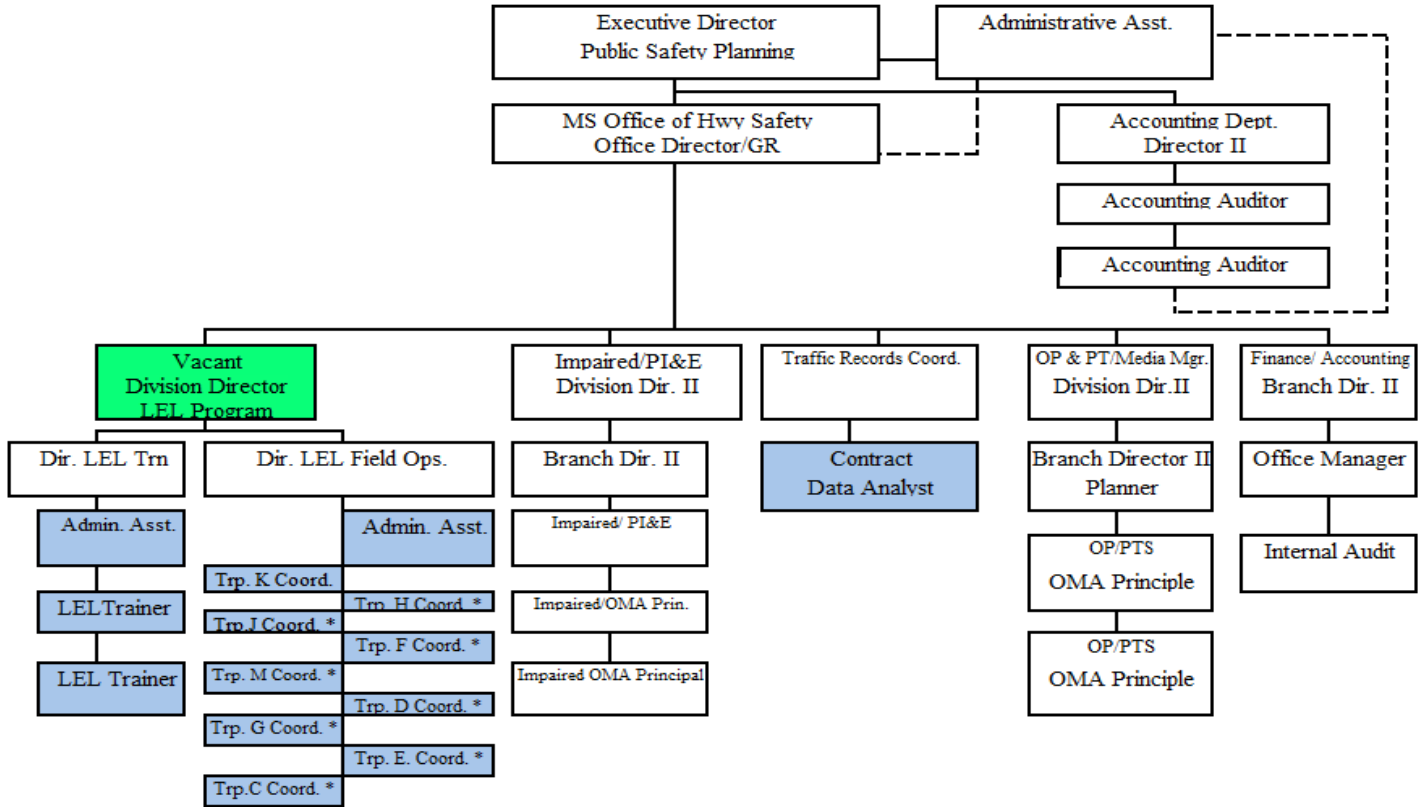
Shirley Thomas
Office Director/Governor's Representative
Mississippi Office of Highway Safety

2014 MOHS Organization Chart

The Mississippi Office of Highway Safety (MOHS) is managed by the Department of Public Safety and Division of Public Safety Planning. MOHS is located within the Public Safety Planning office. The below organization chart shows the organization of the MOHS.

MS Dept. of Public Safety/Division of Public Safety Planning

Organization Chart



MOHS Mission Statement and Mission Goal:



**MISSISSIPPI
Office of Highway Safety**

The mission of the Mississippi Office of Highway Safety 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 and police traffic services that include speed, occupant protection, traffic records, roadway safety and motorcycle safety (funded through the National Highway Traffic Safety Administration [NHTSA]).

2014 Mississippi Legislation

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

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

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



2013:

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

2013/2014:

Ignition Interlock- Passed during the 2013 Legislative Session, but took effect 7/1/2014. The State Ignition Interlock law became mandatory. Currently there are no installation stations within the State to install the devices after sentencing. This will present a major problem if left unattended. The Bill creates additional penalties for impaired drivers with the ignition interlock system and fines. The bill strengthened existing fines and penalties. Amended 63-11-30 (HB481)

Mississippi Safety Partners

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

Mississippi Statistical Summary 2009-2013

| | 2009 | 2010 | 2011 | 2012 | 2013 | 5-Year Average |
|--|--------|--------|--------|--------|--------|----------------|
| Crash Data: | | | | | | |
| Fatalities | 700 | 641 | 630 | 582 | 613 | 633 |
| Injuries (Driver-Passenger) | 26,388 | 27,571 | 27,242 | 26,886 | 26,645 | 26,946 |
| Fatalities/100M VMT | 1.73 | 1.61 | 1.62 | 1.51 | N/A | 1.65 |
| Rural Road Fatalities/100M VMT | 2.10 | 2.16 | 2.20 | 1.75 | N/A | 2.10 |
| Urban Road Fatalities/100M VMT | 1.19 | 0.82 | 0.77 | 1.13 | N/A | 1.00 |
| Occupant Protection: | | | | | | |
| Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions | 380 | 340 | 309 | 293 | 284 | 321 |
| Statewide Observed Seatbelt Use, Passenger Vehicles, Front Seat Outboard Occupants | 76% | 81% | 81.88% | 83.20% | 74.40% | 79.30% |
| Alcohol Crashes: | | | | | | |
| Fatalities Involving Driver/ Motorcycle Operator with a BAC .08 and Above | 233 | 174 | 159 | 191 | 210 | 193 |
| Speed Crashes: | | | | | | |
| Speeding-Related Fatalities | 106 | 129 | 104 | 95 | 113 | 109 |
| Motorcycle Crashes: | | | | | | |
| Motorcycle Fatalities | 47 | 42 | 58 | 39 | 39 | 45 |
| Un-helmeted Motorcycle Fatalities | 6 | 16 | 6 | 5 | 3 | 7 |
| Youth: | | | | | | |
| Fatalities Involving Drivers Age 20 or Younger | 119 | 86 | 84 | 63 | 75 | 86 |
| Pedestrian Fatalities | | | | | | |
| Pedestrian Fatalities | 58 | 50 | 47 | 48 | 53 | 51 |
| Achievement Measures: | | | | | | |
| Seat Belt Citations Issued During Grant Funded Activities | 17,549 | 21,036 | 26,375 | 20,570 | 26,785 | 22,463 |
| Impaired Driving Arrests During Grant Funded Activities | * | * | 13,315 | 11,245 | 10,667 | 11,742 |
| Speeding Citations Issued During Grant Funded Activities | * | * | 17,855 | 18,057 | 21,873 | 19,262 |
| MOHS MEASURES: | | | | | | |
| Teen Alcohol Fatalities | 119 | 86 | 84 | 64 | 28 | 76 |
| Teen Unrestrained Fatalities | | 29 | 18 | 17 | 34 | 25 |
| Teen Speed Fatalities | | 12 | 9 | 8 | 13 | 11 |
| Accessibility: Number of days crash data available electronically from event | 4.5 | 4.1 | 3.5 | 3 | 2.36 | 3.49 |
| Adjudication: Number of days citation data available electronically from event | 12 | 11 | 10 | 9.5 | 7.23 | 9.95 |
| Completeness: Percentage of agencies entering crash | 98% | 99% | 99% | 97% | 97% | 98% |

NHTSA/GHSA Core Outcome and Behavior Measures

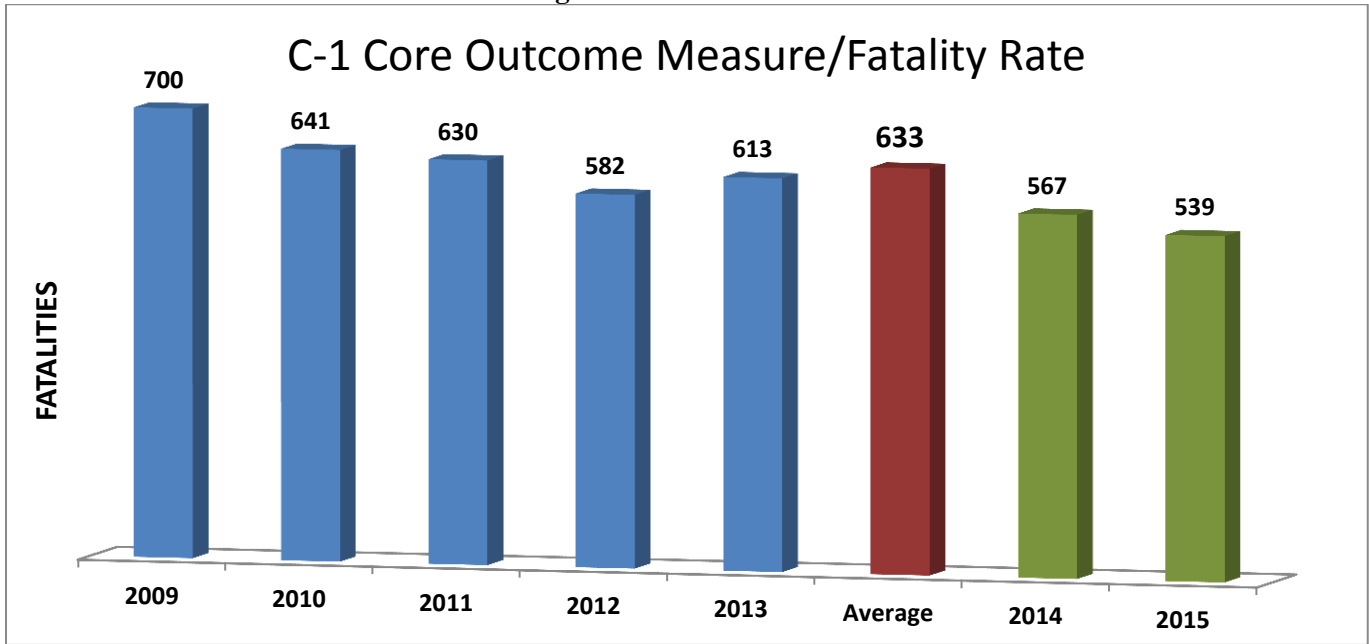
It will be a full year before the MOHS will be able to determine how many of its core performance measure were met. The trends in most cases are heading in the right direction. The reduction of law enforcement within the Mississippi Highway Patrol and local agencies is one of the challenges that the overall program faced in FY14. The MOHS works diligently working with all agencies, creating strategic plans and hosting strategic planning meetings in an effort to reach core outcome and behavior measures for FY15 and FY16.

FY14 GOAL: To reduce traffic fatalities to 545 and serious injuries to 6,028 or below by 2014.

>>C-1 Core Outcome Measure - Fatality Rate

To decrease the number of traffic fatalities by 10% from the 2011 of 630 to 567 by the end of FY14. To decrease the number of traffic fatalities by an additional 5% for a long term goal of 539 fatalities by the end of 2015.

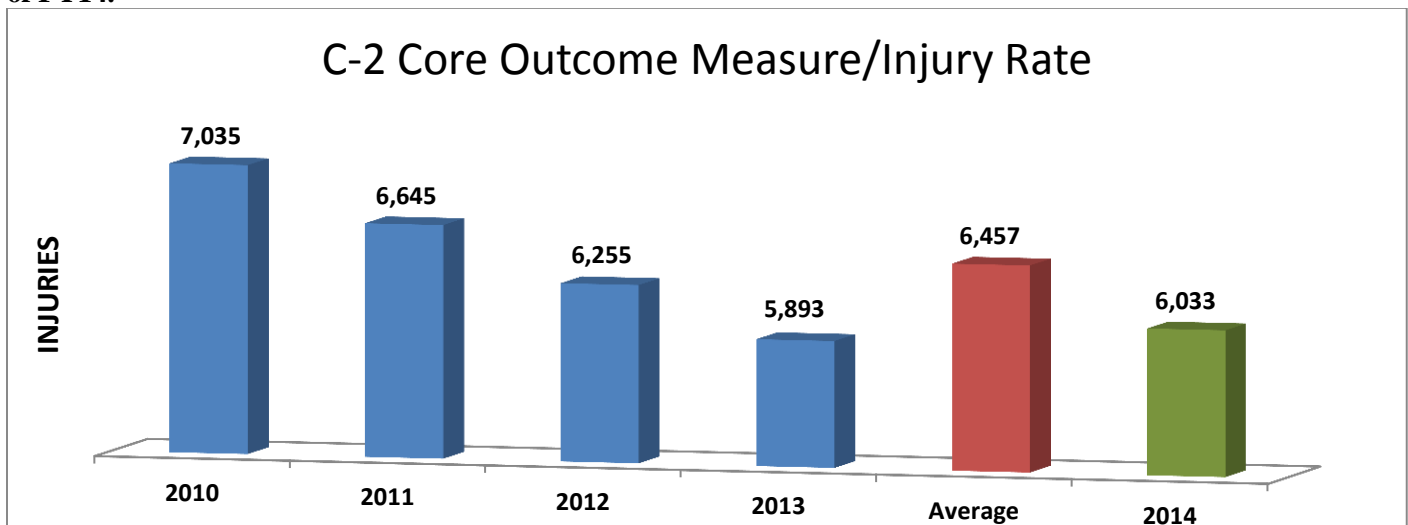
Fatalities increased from 582 in 2012 calendar year to 613 in 2013, however the number of fatalities is lower than the baseline of 630 in 2011 and below the average off 633.



>>C-2 Core Outcome Measure - Injury Rate

To decrease the number of serious traffic injuries by 10% from the calendar year 2011 of 6,670 to 6,003 by the end of FY14.

Serious traffic injuries decreased from 6,255 in 2012 to 5,893 in 2013. MOHS did meet the goal of 6,003 by the end of FY14.

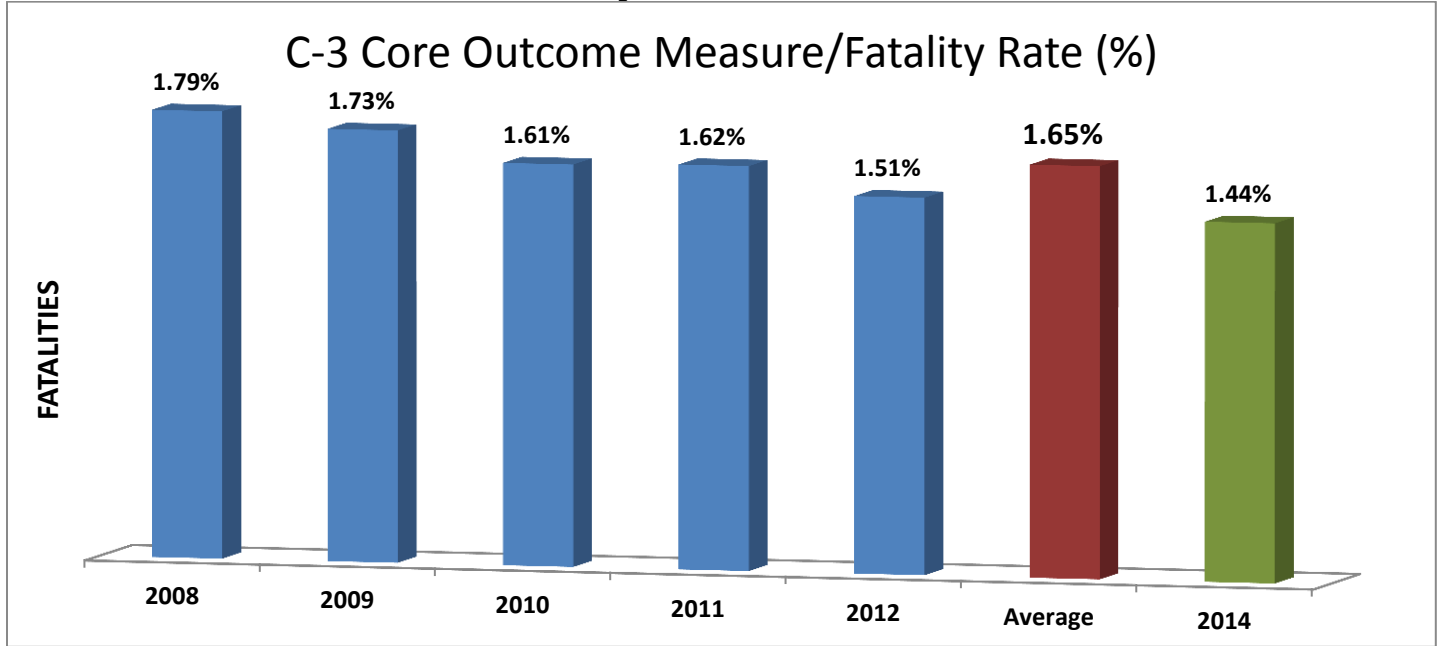


NHTSA/GHSA Core Outcome and Behavior Measures

>>C-3 Core Outcome Measure - Fatality Rate

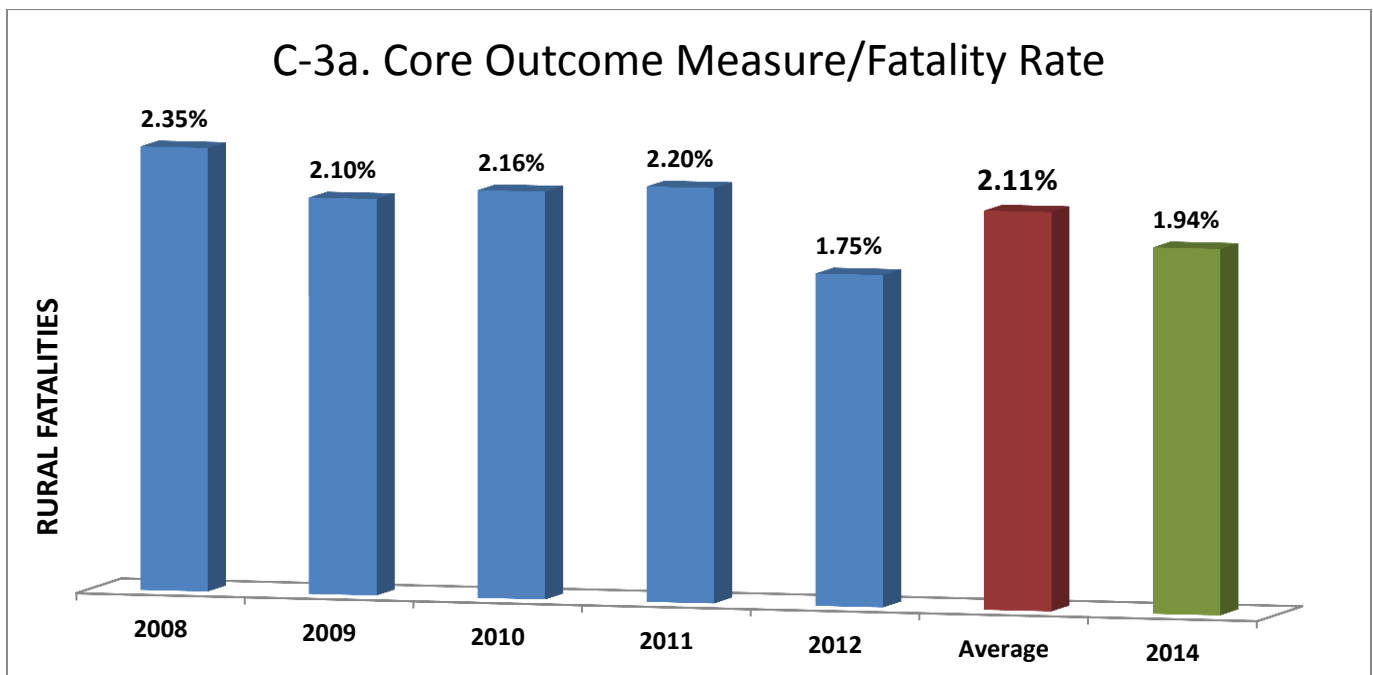
To decrease the number of fatalities by VMT 10% from the 2011 calendar year of 1.60 to 1.44 by the end of FY14.

The fatality rate decreased from 1.62 in 2011 in calendar year to 1.51 by 2012. MOHS should meet the goal of 1.44 by the end of FY14. The 1.51% VMT of 2012 is lower than the 2011 VMT and should continue to decrease. *2013 data is not available at the time of the Annual Report.



To decrease the number of rural fatalities by VMT 10% from the 2010 base calendar year of 2.16 to 1.94 by the end of FY14.

Rural fatalities by VMT decreased from 2.20 in 2011 calendar year to 1.75 by 2012. MOHS did meet the goal of 1.94 by the end of FY14. *2013 data is not available at the time of the Annual Report.

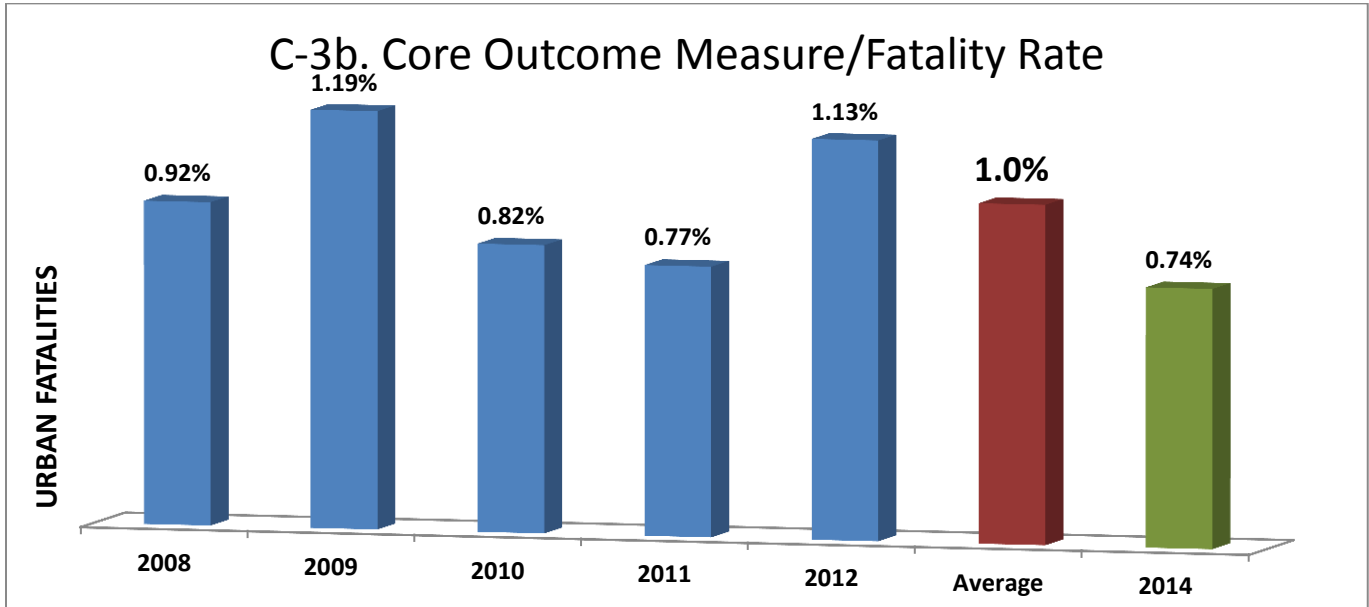


NHTSA/GHSA Core Outcome and Behavior Measures

To decrease the number of urban fatalities by VMT 10% from the 2010 base calendar year of .82 to .74 by the end of FY14.

Urban fatalities by VMT increased from .77 in 2011 calendar year to 1.13 in 2012. MOHS will continue to work on meeting the goal of .74 by the end of FY14. *2013 data is not available at the time of the Annual Report.

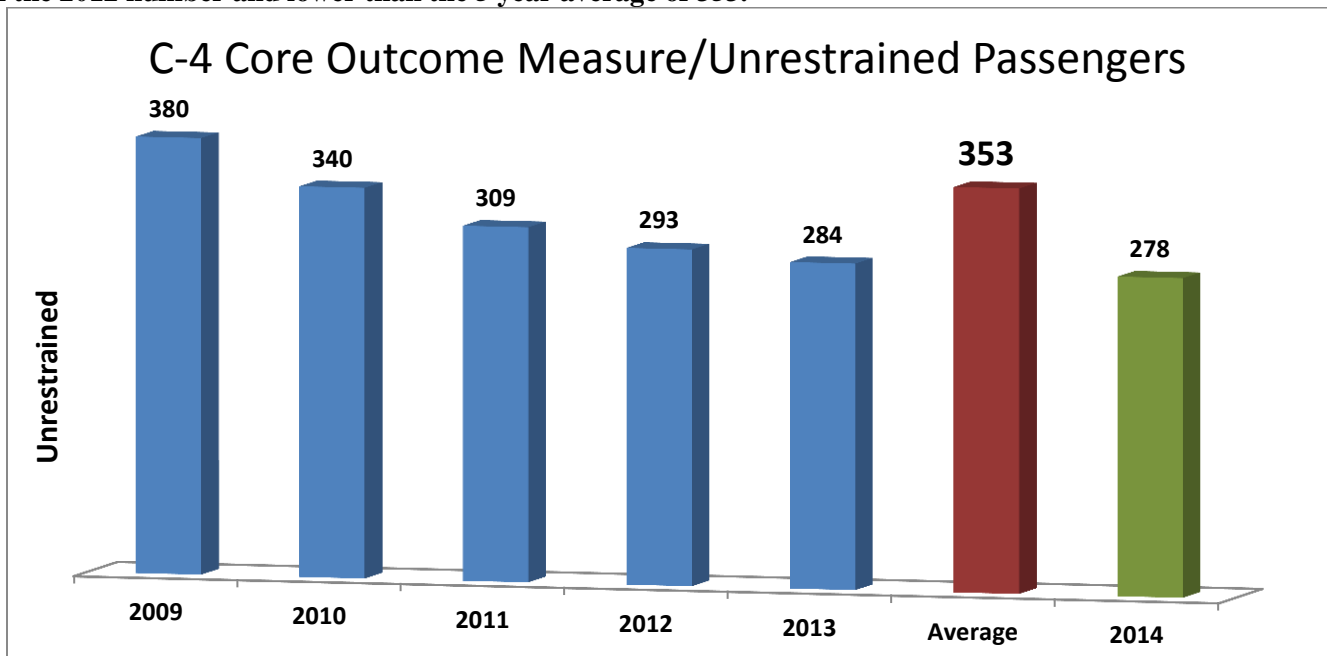
*2013 data is not available at the time of the Annual Report.



>>C-4 Core Outcome Measure -Unrestrained Passengers

To decrease the number of unrestrained passenger vehicle occupant fatalities in all seating positions by 10% in the 2011 base calendar year of 309 to 278 by the end of FY14.

Unrestrained passenger vehicle occupants in all seating positions decreased from 309 by 2011 to 284 in 2013. MOHS should meet the goal of 278 by the end of FY14, with continued efforts. The 2013 number of 284 is lower than the 2012 number and lower than the 5 year average of 353.

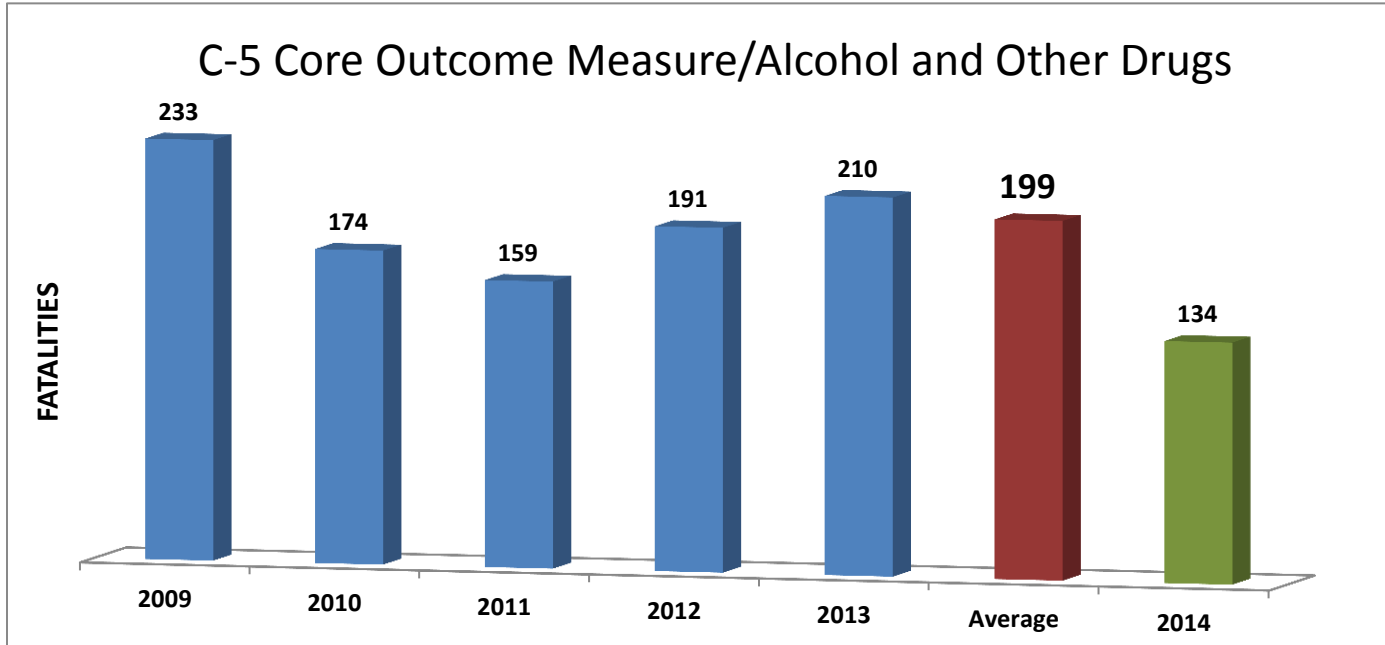


NHTSA/GHSA Core Outcome and Behavior Measures

>>C-5 Core Outcome Measure-Alcohol/Drugs

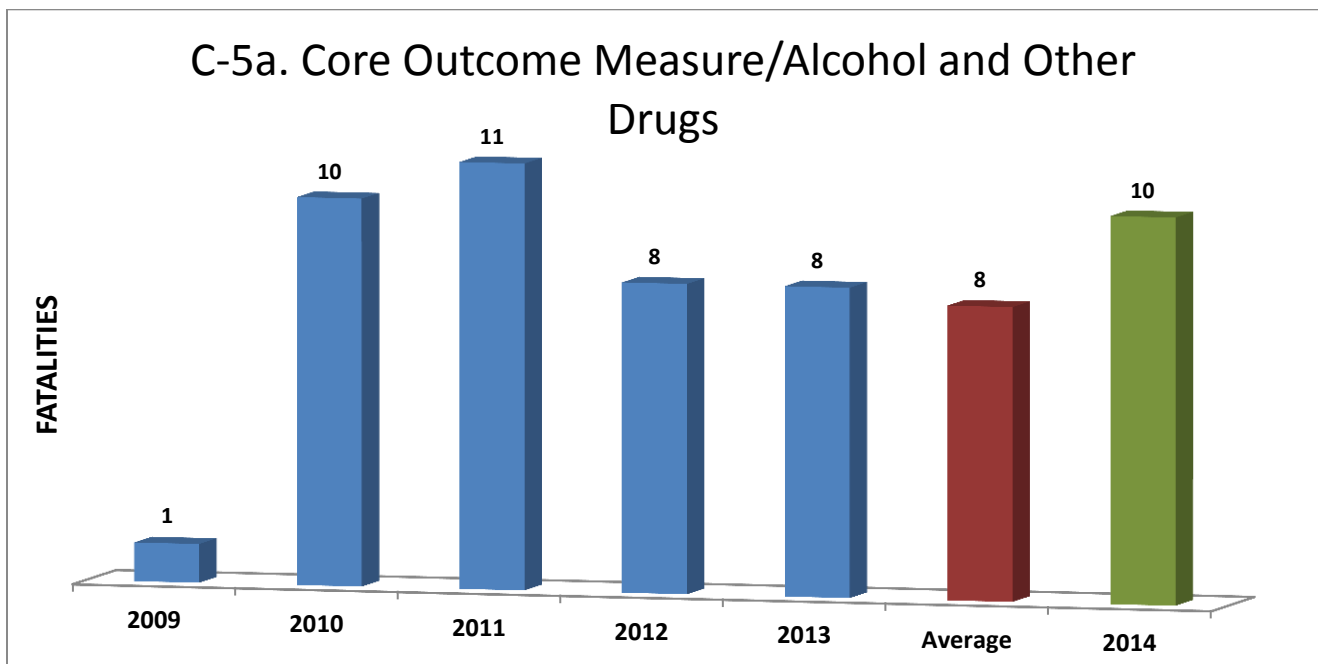
To decrease the number of fatalities in crashes involving driver or motorcycle operator with a BAC of .08 and above 15% from the 2011 calendar year of 159 to 134 by the end of FY14.

Alcohol-impaired driving fatalities increased from 159 in 2011 to 210 in 2013. It appears that the State may not meet the goal of 134 fatalities by the end of FY14, but will continue to work toward meeting the goals set by the State.



To decrease the number of alcohol related motorcyclist fatalities from 11 in 2011 to 10 by the end of FY14.

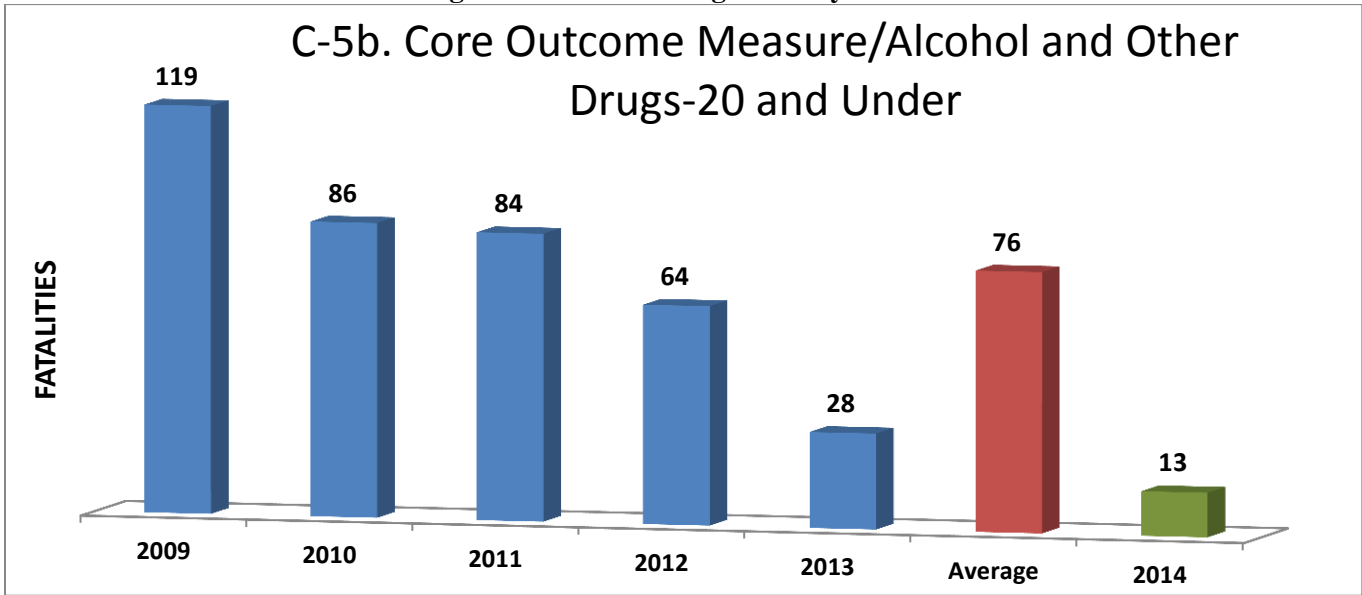
Alcohol related motorcyclist fatalities maintained from 8 in 2012 calendar year to 8 in 2013. MOHS did reach the goal of 10 by the end of FY14.



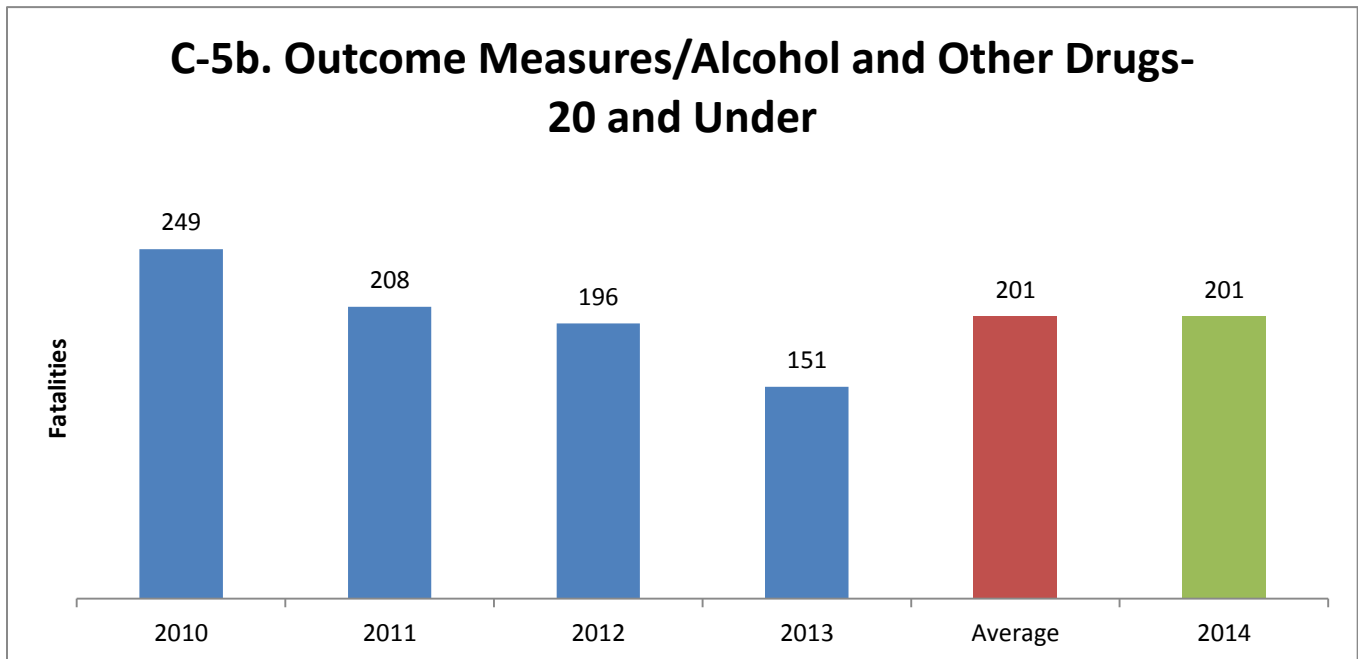
NHTSA/GHSA Core Outcome and Behavior Measures

To decrease the number of impaired related crashes involving drivers under the age of 20 from 15 in 2011 to 13 by the end of FY14. **The MOHS inadvertently used fatalities data involving drivers under the age of 20 in the goal setting and not crash data involving drivers under the age of 20 and inadvertently used the wrong data in the core outcome setting. Below is the correct data for the core measure.**

Impaired driving fatalities decreased from 84 in 2011 calendar year to 64 in 2012. MOHS did meet the goal that was set in the FY14 HSP of 13 involving drivers under the age of 20 by the end of FY14.



The impaired driving crashes involving drivers under the age of 20 decreased from 208 in 2011 calendar year to 196 in 2012. The MOHS did reduce alcohol related crashes involving drivers under the age of 20.

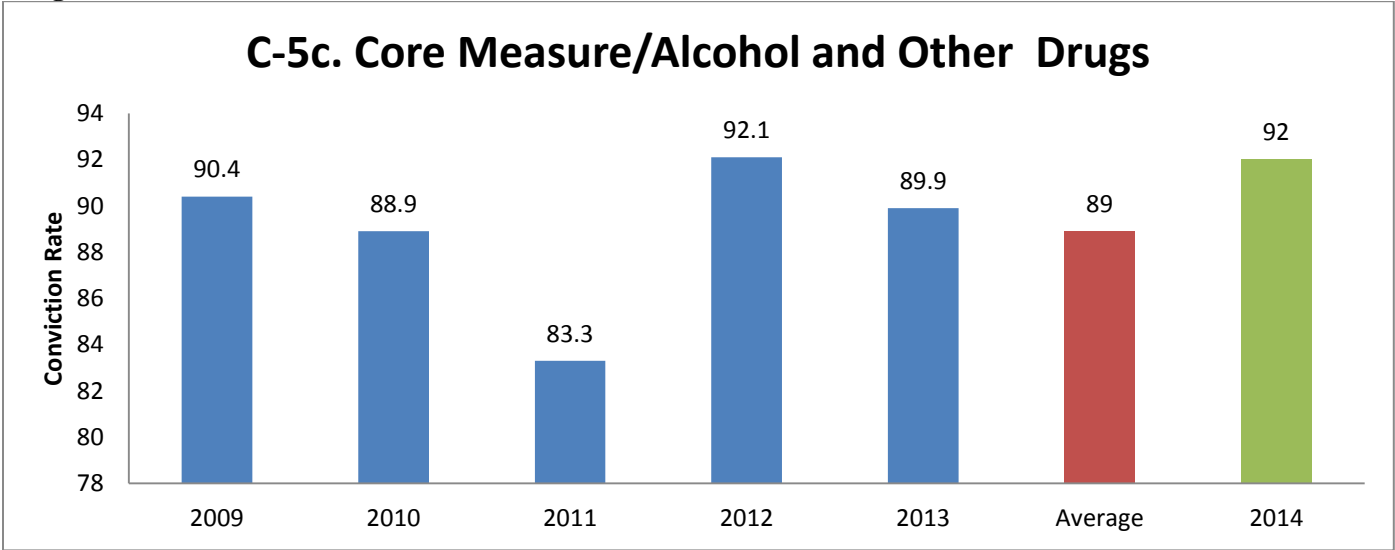


NHTSA/GHSA Core Outcome and Behavior Measures

To increase the percentage of DUI convictions by 10% from 83.3% in 2012 to 92% by the end of FY14.

Increase the percentage of DUI convictions from 83.3% in 2011 to 85.8 in 2012. MOHS may not reach the goal of 92% by the end of FY14, however the State is higher than the baseline of 83.3% in 2012 and above the 5 year average of 89. The State will continue to work on DUI convictions.

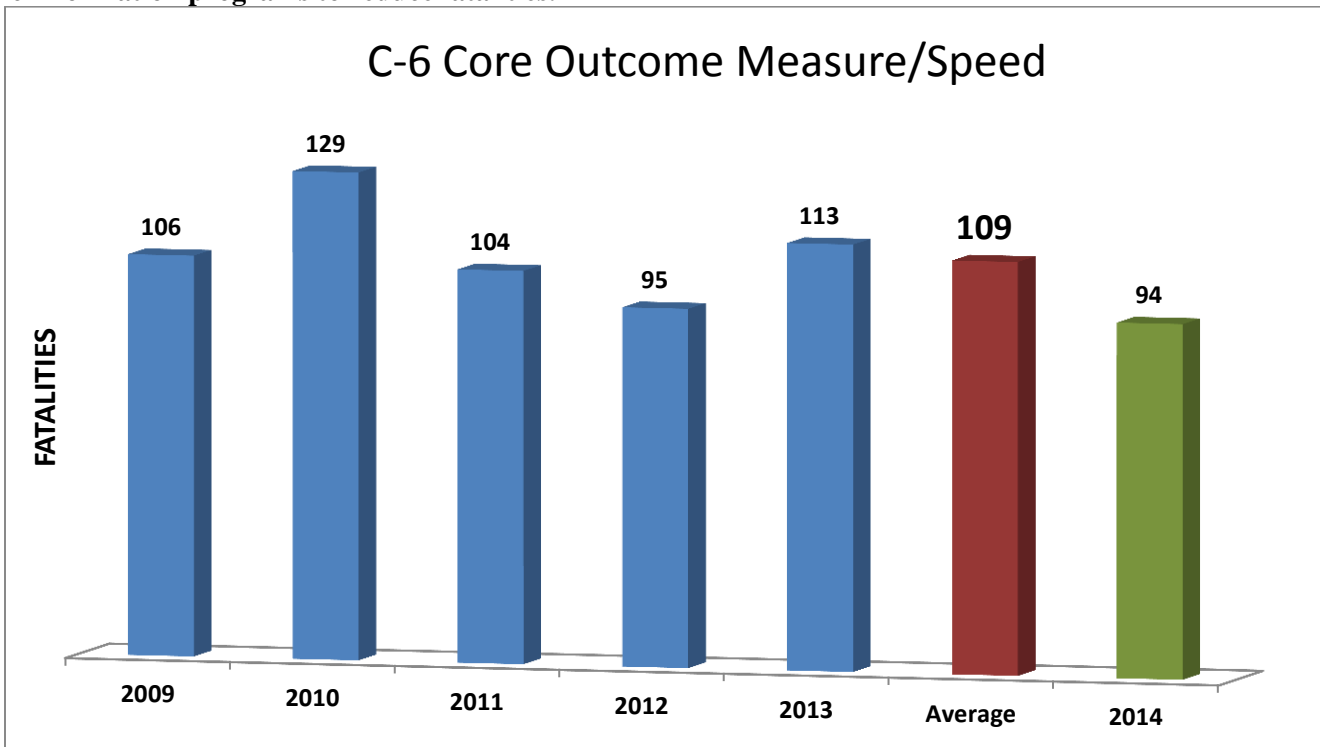
C-5c. Core Measure/Alcohol and Other Drugs



>>C-6 Core Outcome Measure - Speed

To decrease the number of speed-related fatalities by 10% from the 2011 calendar year of 104 to 94 by the end of FY14. Speed-related fatalities increased from 95 in 2012 to 113 in 2013. MOHS may not meet the goal of 94 by the end of FY14. The State will continue to work on speed related fatalities and continue to work with enforcement and public information programs to reduce fatalities.

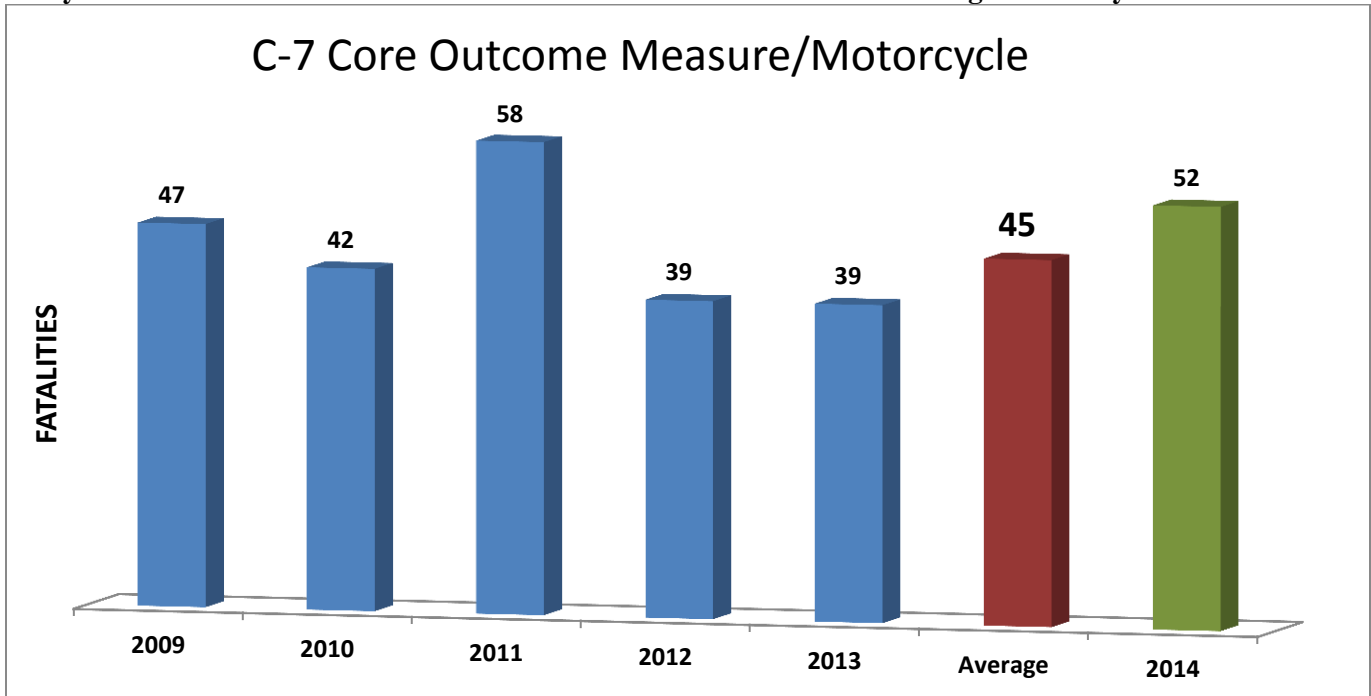
C-6 Core Outcome Measure/Speed



NHTSA/GHSA Core Outcome and Behavior Measures

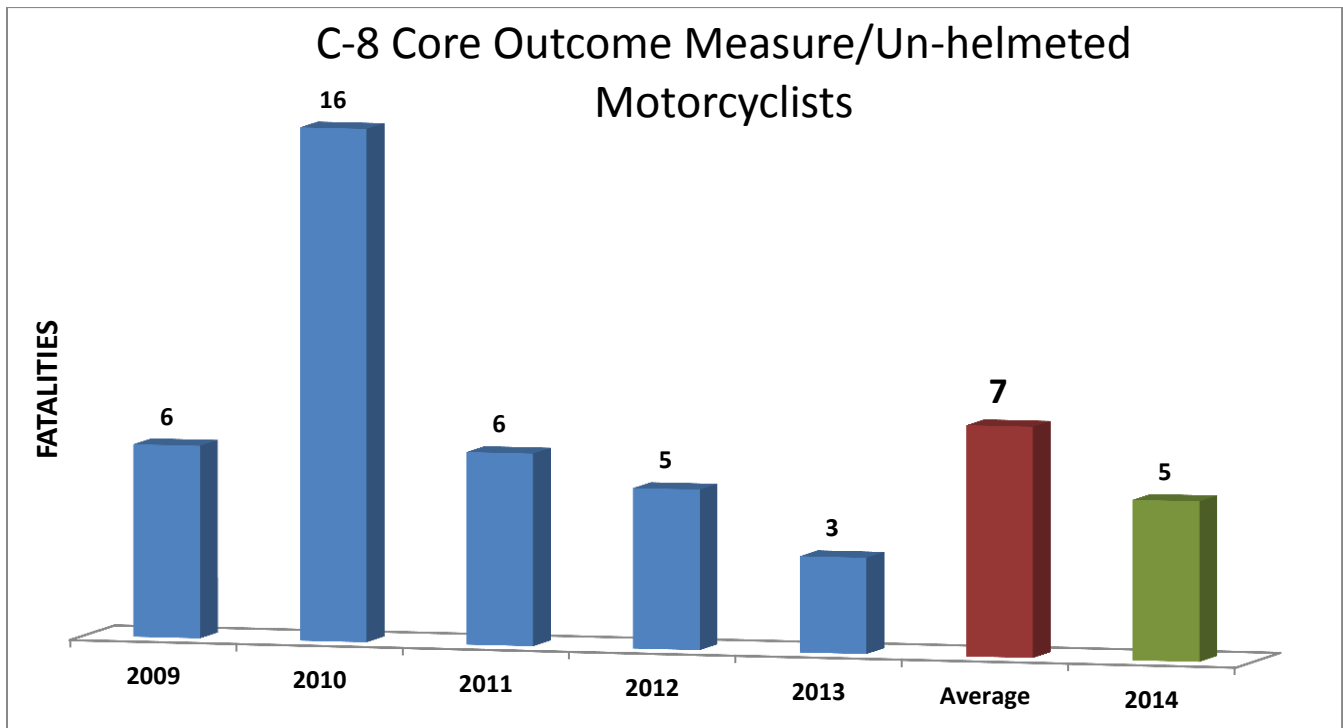
>>C-7 Core Outcome Measure – Motorcycles

To decrease the number of motorcycle fatalities by 10% from the 2011 calendar year of 58 to 52 by the end of FY14. Motorcycle fatalities maintained at 39 in 2012 and in 2013. MOHS did meet the goal of 52 by the end of FY14.



>>C-8 Core Outcome Measure–Un-helmeted Motorcyclists

To decrease the number of un-helmeted motorcyclist fatalities from the 2011 calendar year of 6 to 5 by the end of FY14. Un-helmeted motorcyclist fatalities decreased from 5 in 2012 to 3 in 2013. MOHS did meet the goal of 5 by the end of FY14.

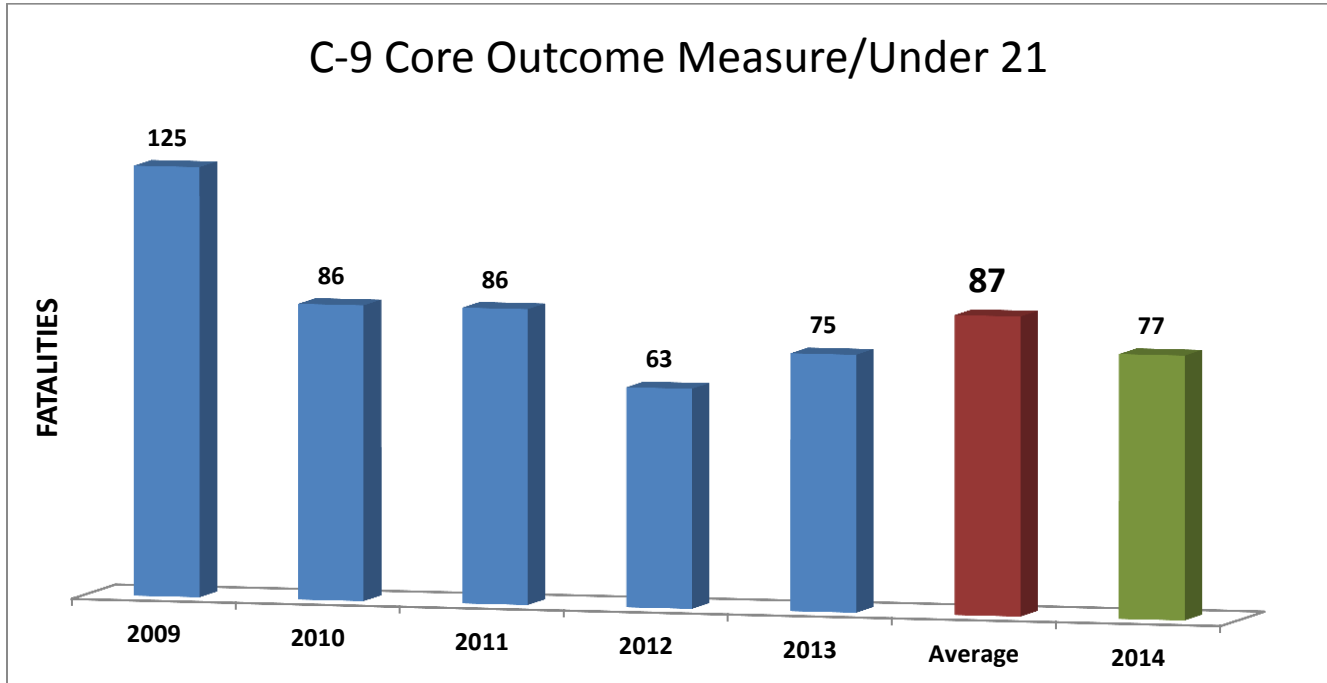


NHTSA/GHSA Core Outcome and Behavior Measures

>>C-9 Core Outcome Measure/ Under 20

To decrease the number of drivers age 20 or younger involved in fatal crashes by 15% from the 2011 calendar year of 86 to 77 by the end of FY14.

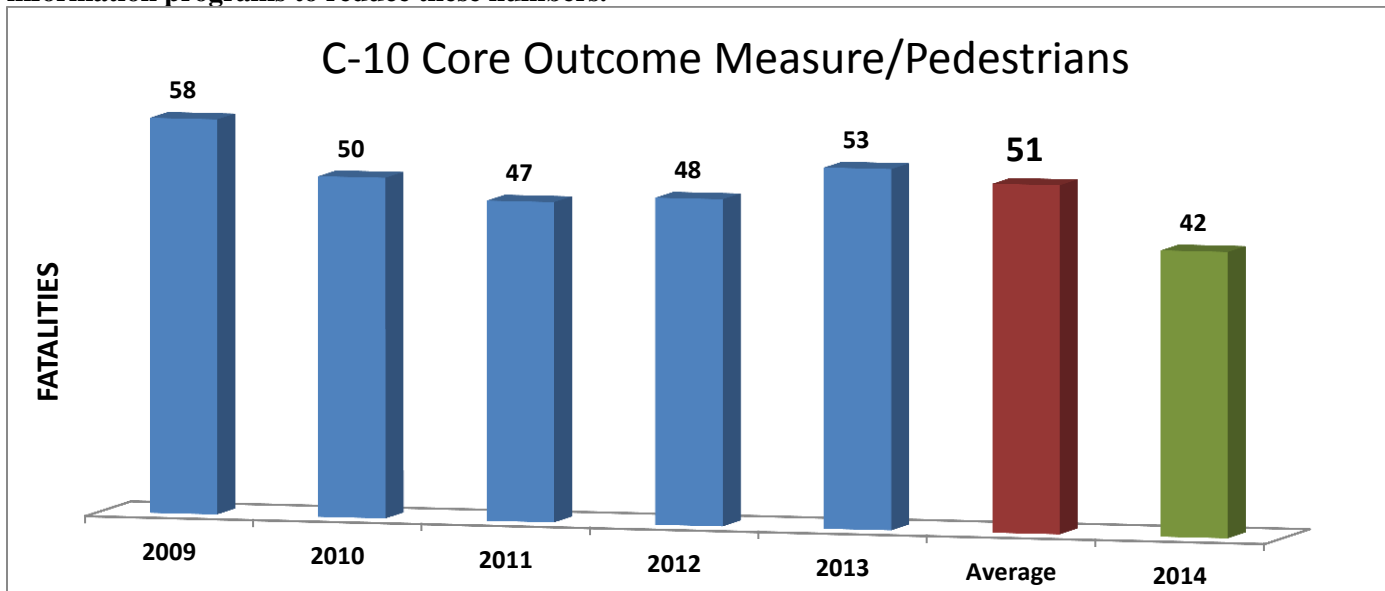
Drivers age 20 or younger involved in fatal crashes increased from 63 in 2012 to 75 in 2013. MOHS met the goal of 77 by the end of FY14.



>>C-10 Core Outcome Measures/Pedestrians

To decrease the number of pedestrian fatalities by 10% from the 2011 base calendar year baseline of 47 to 42 by the end of FY14.

Pedestrian fatalities increased from 48 in 2012 to 53 in 2013. MOHS may not meet the goal of 42 by the end of FY14. The State will continue to work on pedestrian fatalities and continue to work with enforcement and public information programs to reduce these numbers.

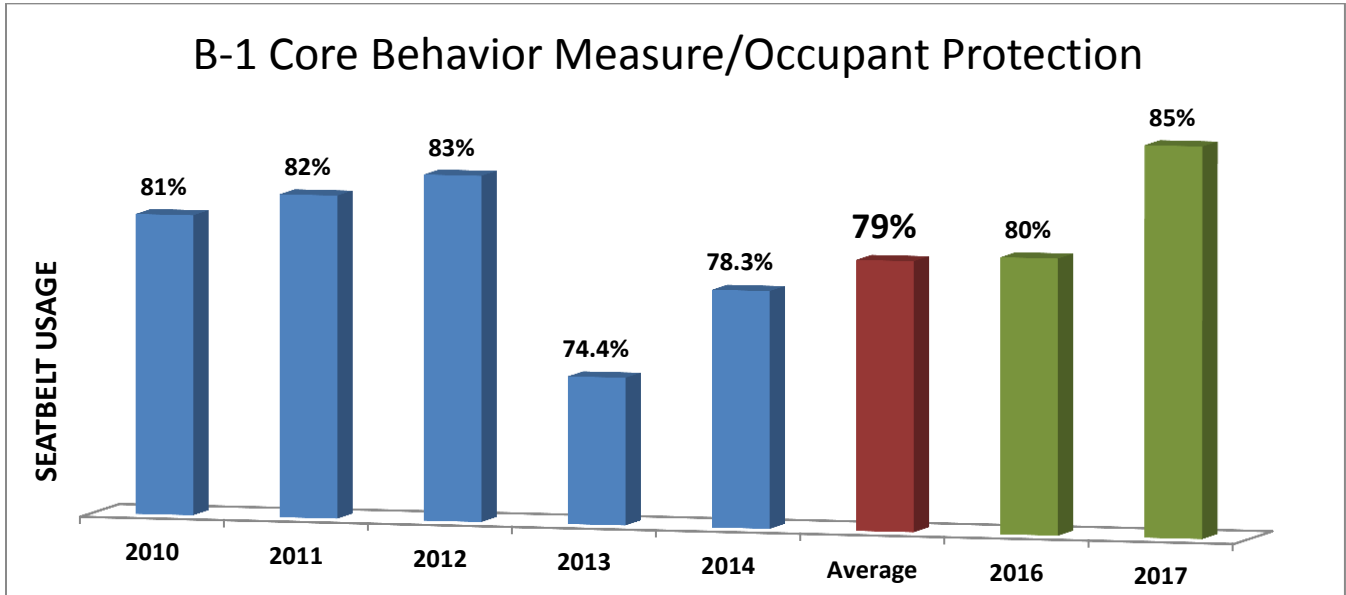


NHTSA/GHSA Core Outcome and Behavior Measures

>>B-1 Core Behavior Measure/OP

To increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles from the 2011 calendar year usage rate of 81.88% to 84% by the end of FY14.

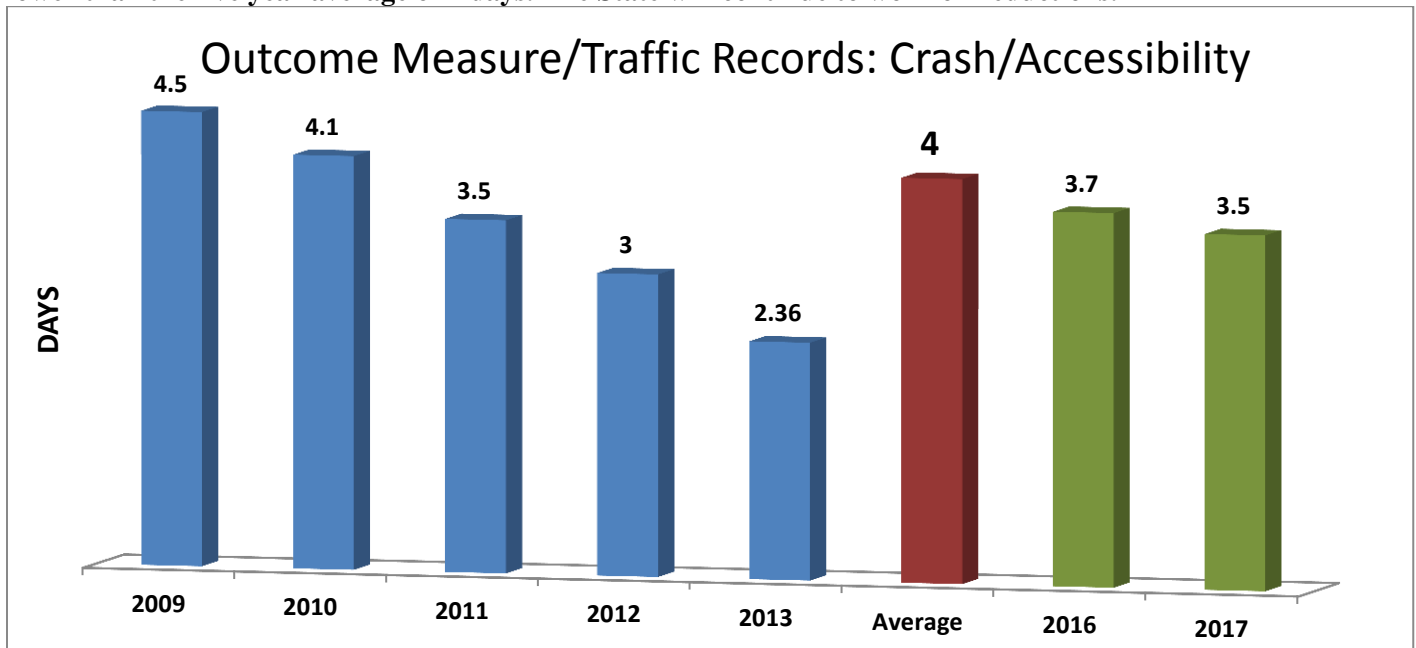
Statewide seat belt usage of all front seat outboard occupants in passenger vehicles decreased from 83.2% in 2012 to 74.4% in 2013. Although the MOHS did not meet the goal of reaching 84% by the end of FY14, the 2014 seatbelt survey shows an increase in seatbelt usage from the 74.4% in 2013 to 78.3% in the 2014 survey.



>>Outcome Measure/Traffic Records

To decrease the number of day's crash data is available electronically from the crash event by 20% from 2.7 days in 2011 to 2.16 days by the end of FY14.

The number of days before crash data is available electronically from the crash event decreased from to 3.5 days in 2011 to 2.36 in 2013. MOHS should reach the goal of 2.16 days by the end of FY14, based on the 2013 numbers continuing on the trend of reduction. The 2013 number of 2.36 is lower than the baseline of 2.7 in 2011 and much lower than the five year average of 4 days. The State will continue to work on reductions.

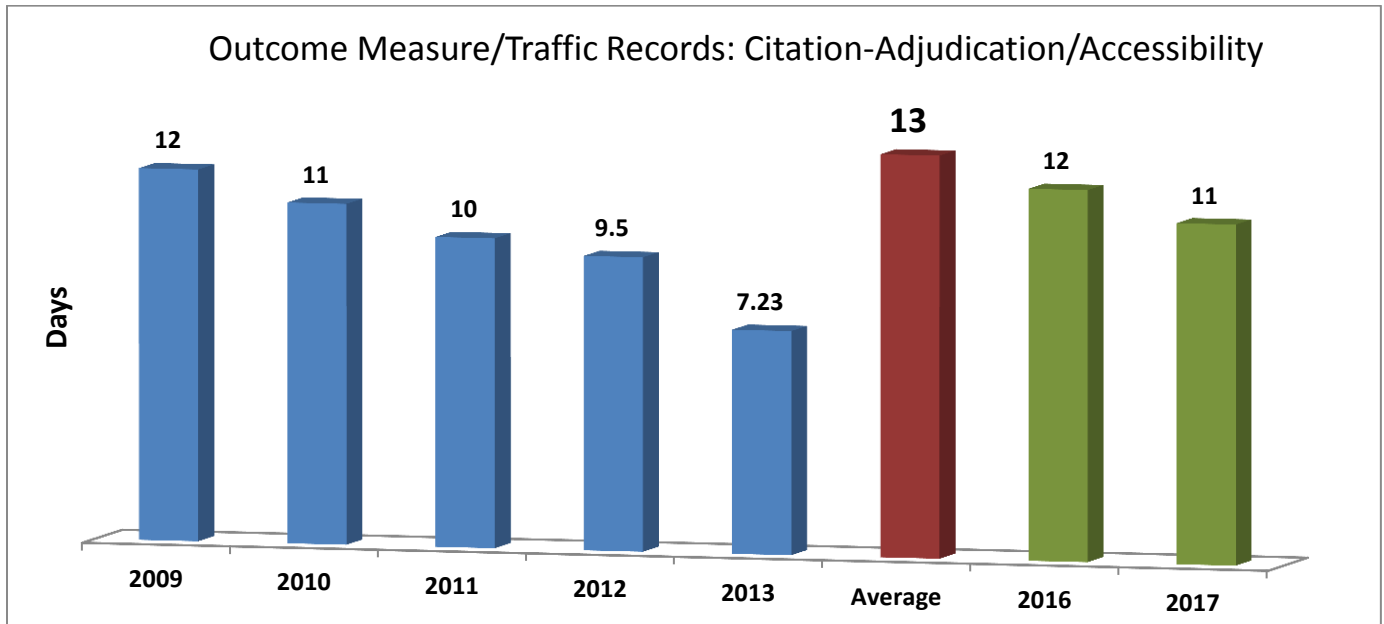


NHTSA/GHSA Core Outcome and Behavior Measures

>>Outcome Measure/Traffic Records

To decrease the number of day's citation data is available electronically from citation data by 10% from 9.5 days to 8.55 days by the end of FY14.

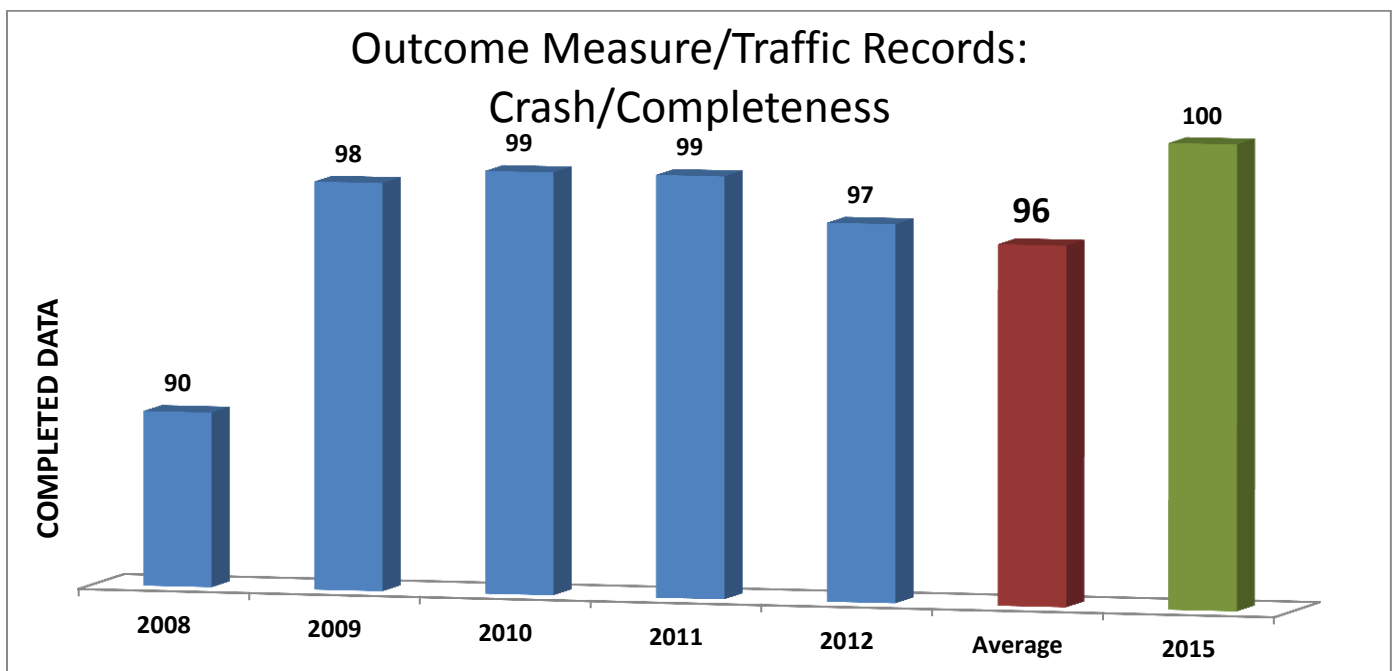
The number of days citation data is available electronically has decreased from to 9.50 days in 2012 to 7.23 in 2013. MOHS did meet the goal of 8.55 by the end of FY14.



>>Outcome Measure/Traffic Records

To increase the percentage of agencies entering crash and citation data electronically by .1% from 99.9% in 2011 to 100% by end of FY14.

The percentage of agencies entering data electronically has decreased from 99% in 2011 calendar year to 97%. MOHS may meet the goal of 100% by the end of FY14. *New agencies were developed in 2013 and 2014.



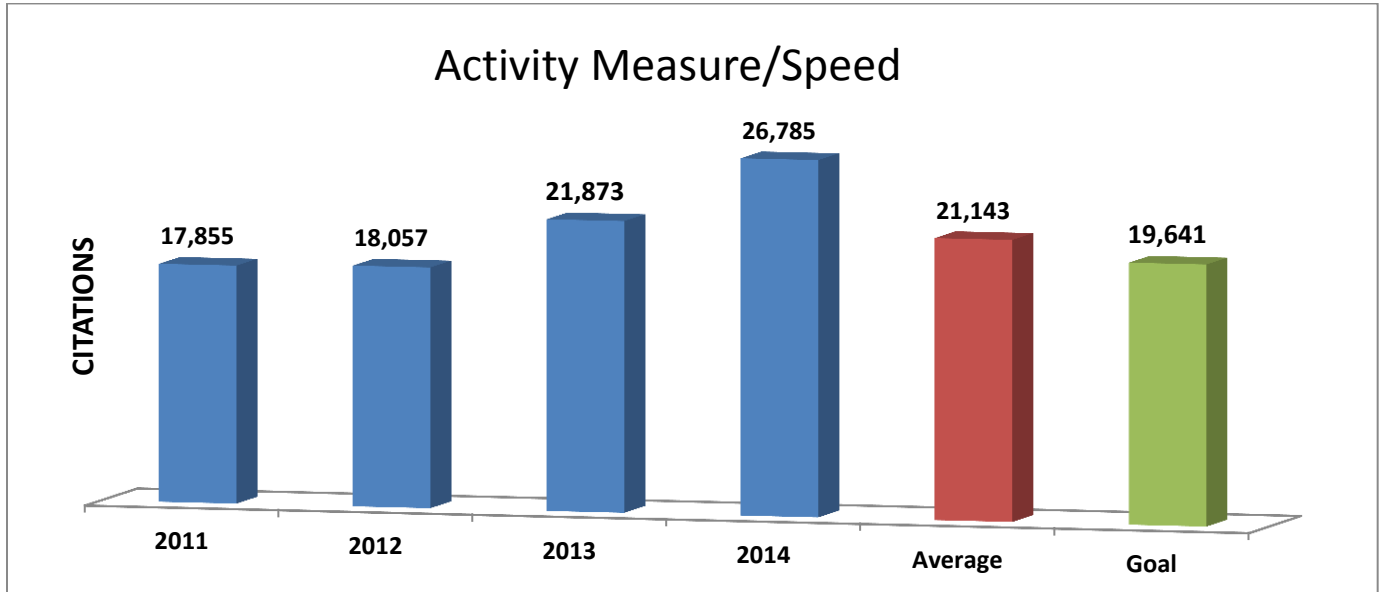
NHTSA/GHSA Core Outcome and Behavior Measures
Achievement Measures*

Citations represent citations that have been turned in to DPS from the courts as of 12/12/2014. MHP citations represent both Mississippi and out of state Drivers. The city, county and miscellaneous agency citation numbers are only those that have appeared in court or paid and represent the disposition from the courts. These citation counts represent only Mississippi Licensed Drivers.

>>Achievement Measure/Speed

To increase the number of speeding citations issued during grant-funded enforcement activities by 10% from 17,855 in 2011 to an increase goal of 19,641 by the end of FY14.

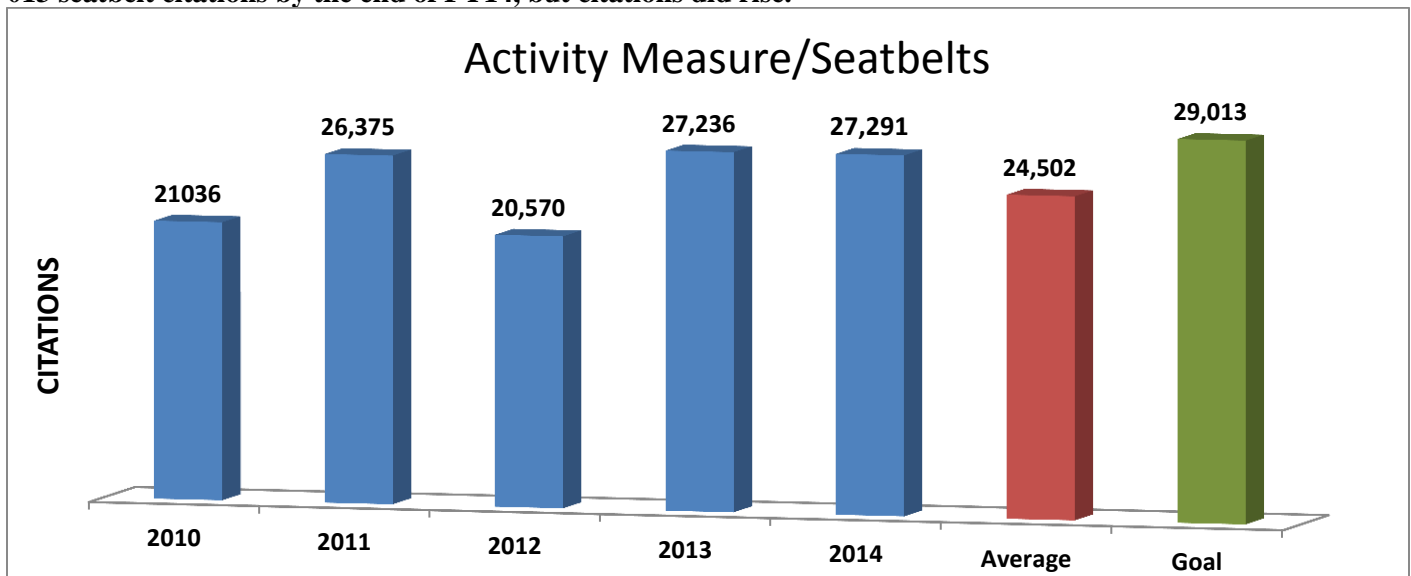
The number of grant funded speed related citations increased from 18,057 actual grant funded citations reported in 2012 by awarded projects to 26,785 speed related grant funded citations in FY14. MOHS met the goal of 19,641 speed citations by the end of FY14.



>>Achievement Measure/Seat Belts

To increase the number of seatbelt citations issued during grant-funded enforcement activities by 10% from 26,375 in 2011 to 29,013 by the end of FY14.

The number of grant funded seatbelt citations increased from 206,570 actual grant funded citations reported in 2012 by awarded projects to 27,291 grant funded seatbelt citations in FY14. MOHS did not reach the goal of 29,013 seatbelt citations by the end of FY14, but citations did rise.

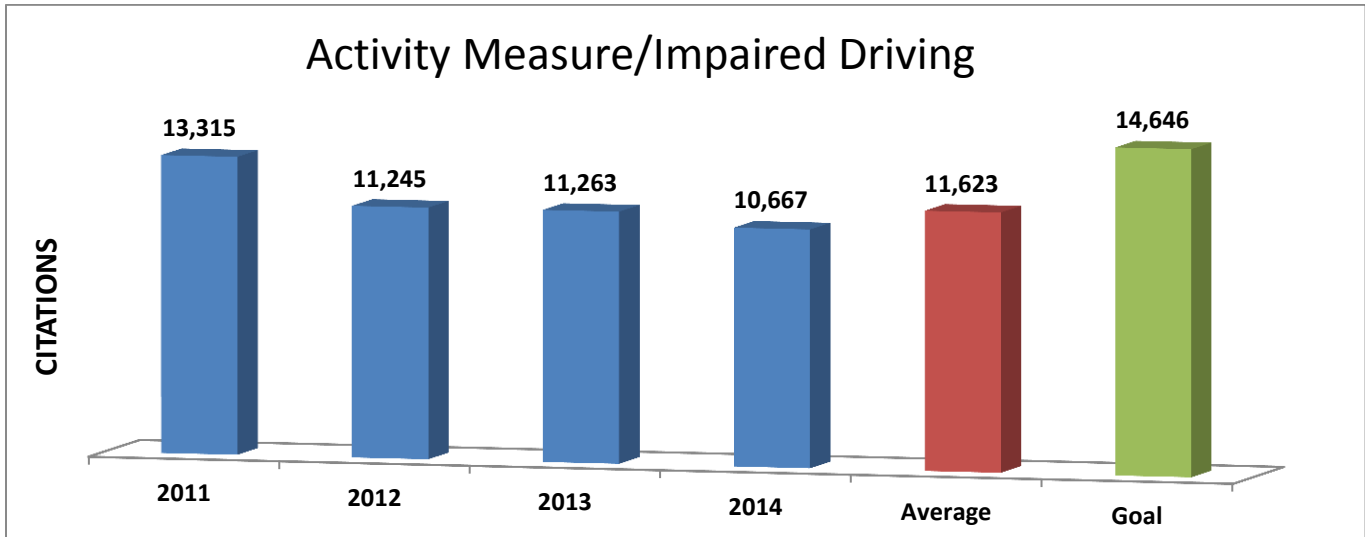


NHTSA/GHSA Core Outcome and Behavior Measures

>>Achievement Measure/Impaired Driving

To increase the number of impaired driving arrests made during grant funded activities by 10% from 13,315 in 2011 to 14,646 by the end of FY14.

In number of grant funded citations decreased from 11,245 actual grant funded DUI citations reported in 2012 by awarded projects to 11,263 in FY13. The number increased from 11,263 in FY13 to 11,623 grant funded citations in FY14. MOHS did not meet the goal of 14,646 grant funded DUI citations by the end of FY14 but will continue to work on enforcement efforts in DUI and public information efforts.

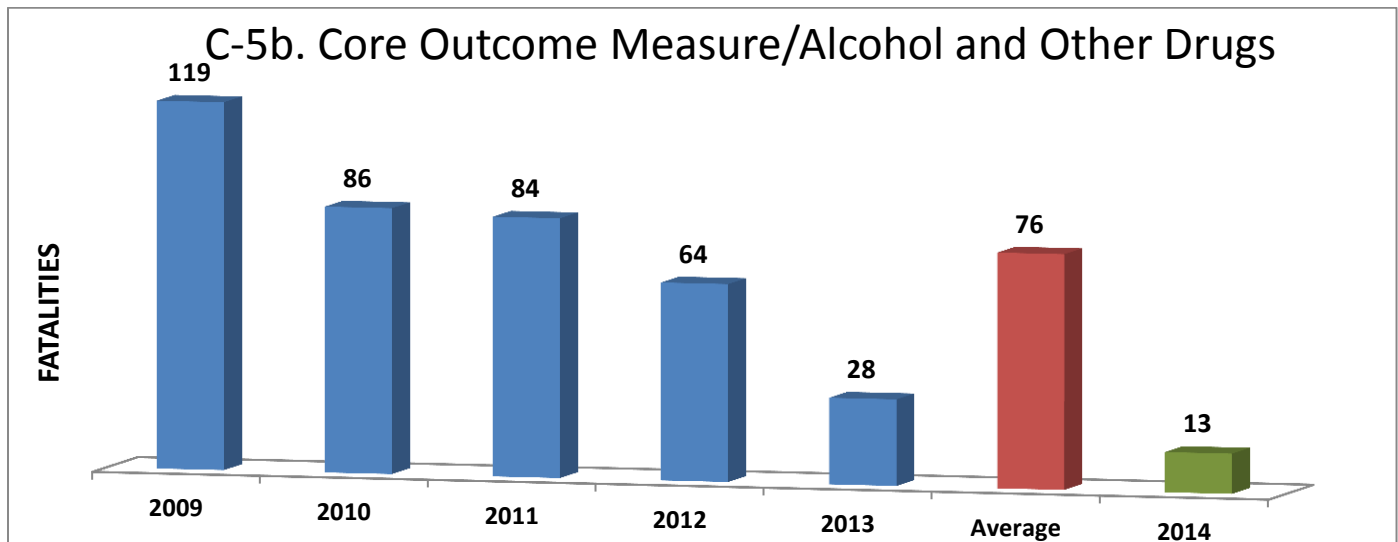


NHTSA/GHSA Core Outcome and Behavior Measures

>>MOHS Outcome Measure: Teen-Alcohol:

Reduce teen alcohol related fatalities by 20% from 15 in 2011 to 13 in FY14.

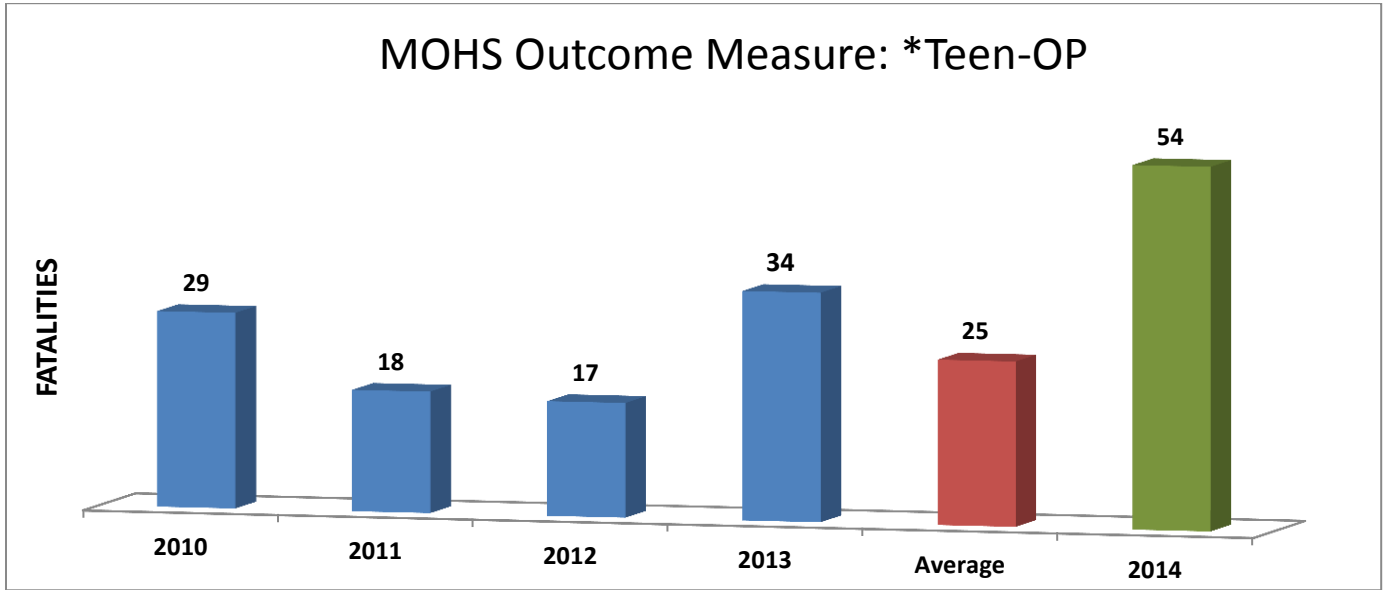
MOHS inadvertently used the wrong data set for the setting of the core measure. Below is the correct data for the measure. Teen alcohol fatalities decreased from 64 2012 to 28 in 2013.



>>MOHS Outcome Measure: Teen-OP:

Reduce teen unrestrained fatalities by 10% from 59 in 2011 to 54 in FY14.

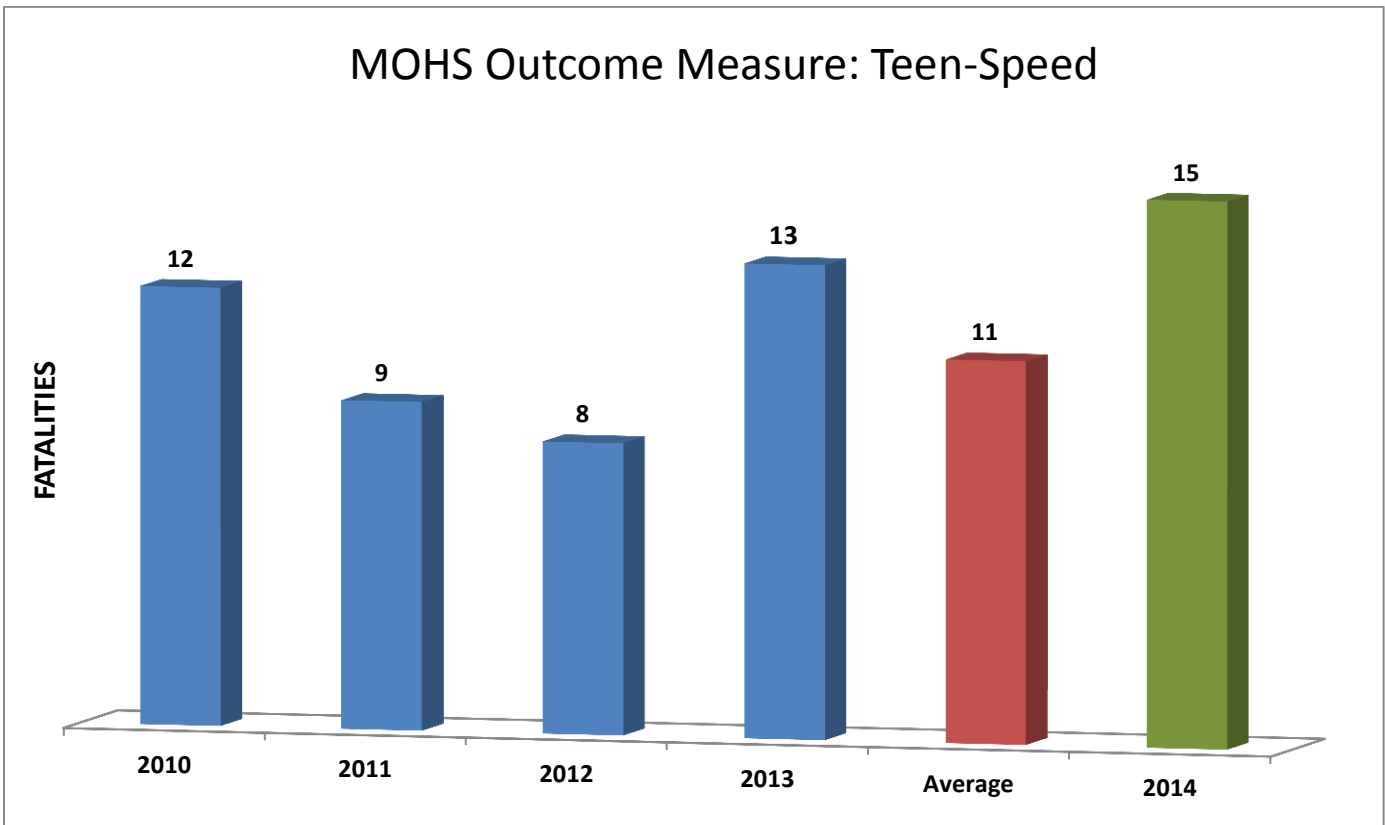
MOHS inadvertently used the wrong data set for the setting of the core measure. Below is the correct data for the measure. Teen unrestrained fatalities increased from 17 in 2012 calendar year to 34 in 2013.



>>MOHS Outcome Measure: Teen-Speed:

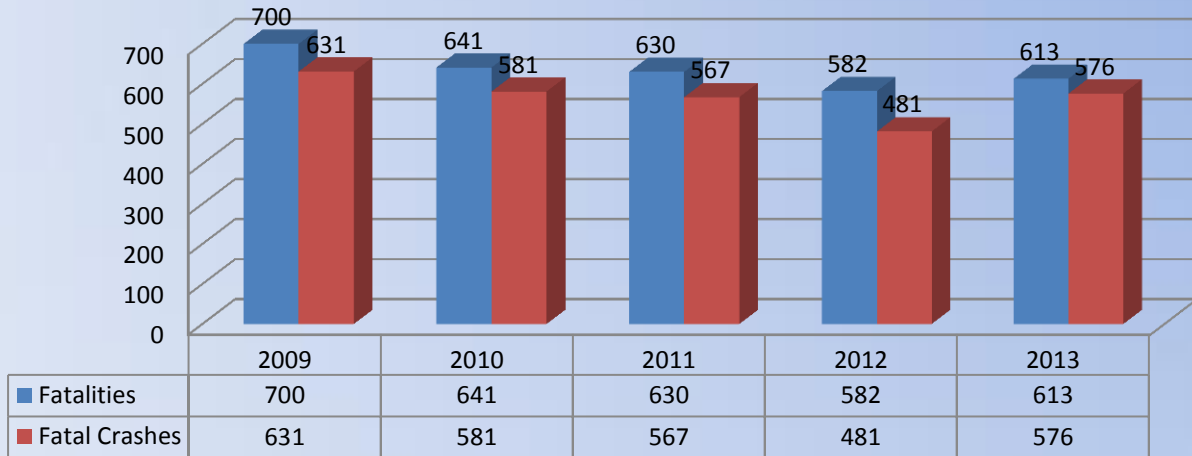
Reduce teen speed related fatalities by 10% from 16 in 2011 to 15 in FY14.

Teen speed related fatalities increased from 8 in 2012 calendar year to 13 in 2013. MOHS did not meet the goal of 15 by the end of 2014.



Mississippi Fatality and Injury Information

Fatality v. Fatal Crashes 2009-2013



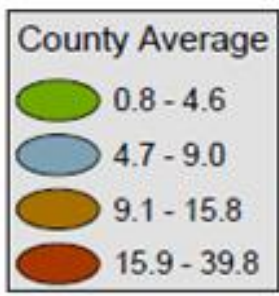
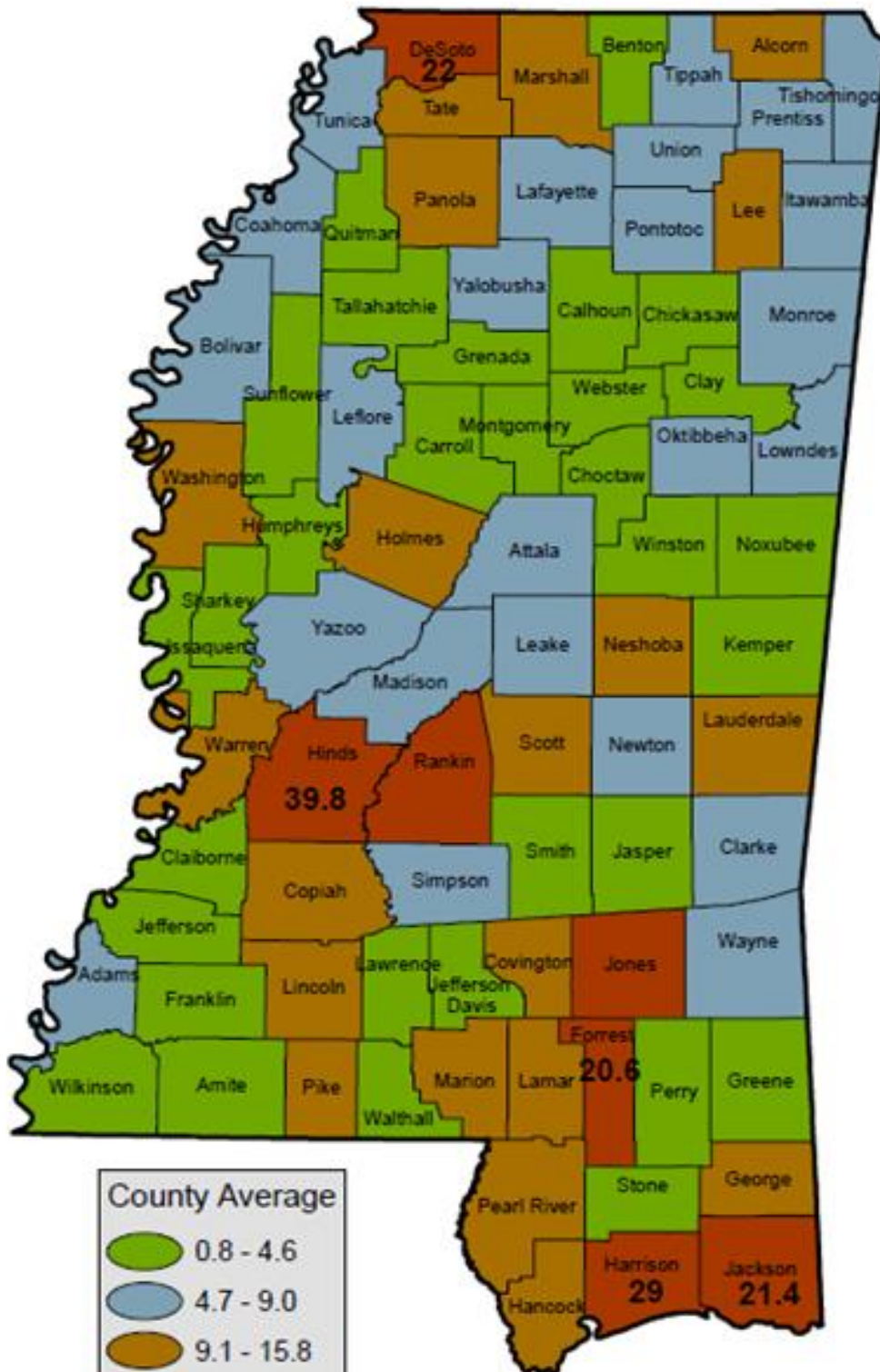
For the reporting period of 2009 through 2013, the number of fatalities has continued to decrease drastically from 700 in 2009 to 613 in 2013. Fatal crashes also decreased from 631 in 2009 to 576 in 2013.

2012 Ranking of Top Twenty Counties in Mississippi for Crashes

*Data used in for 2014

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

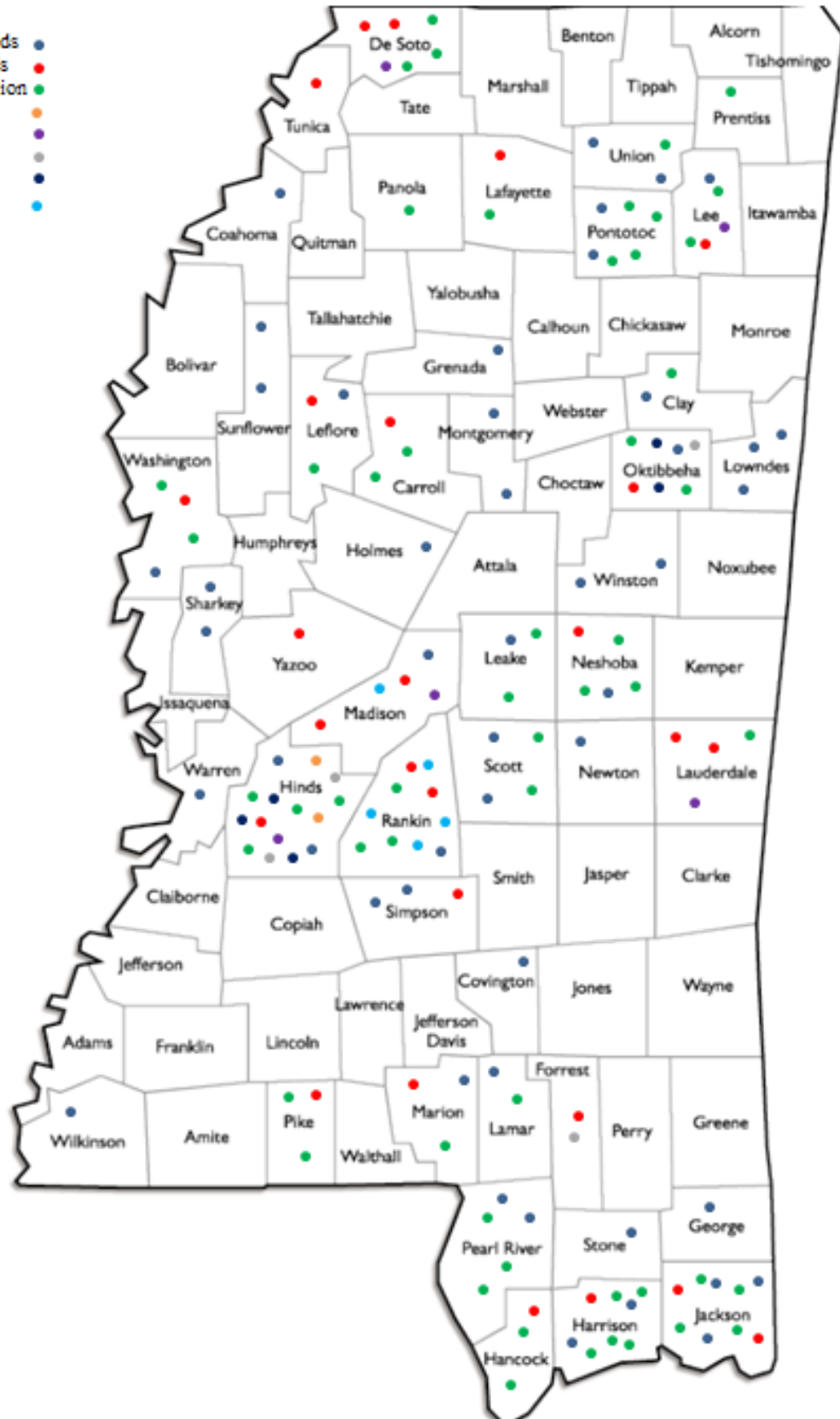
2008-2012 MS Fatalities by County



*Average # of fatalities per year based on total

FY14 MOHS Grants and Funding Sources

- 154 Alcohol Funds ●
- 410/405(d) Funds ●
- Occupant Protection ●
- 405(b) Grants ●
- Police Traffic ●
- PI & E ●
- Traffic Records ●
- Youth ●



Section 410/405(d) Alcohol/Drug Countermeasures & 154 Alcohol

The impaired driver is an important factor in fatal traffic crashes every year in Mississippi. Although speeding and other aggressive driving behaviors also cause deadly traffic crashes, alcohol remains the predominant enemy of traffic safety. When DUI arrests decrease, traffic fatalities usually increase.

The Mississippi Office of Highway Safety continues to cite impaired driving as a top priority due to the state's high number of fatalities. Extensive efforts are being made to continue to reduce this very serious offense by participating in all National Crackdowns related to impaired and drunk driving across the state. State and local law enforcement also conducted enhanced impaired driving enforcement activities throughout the grant year with emphasis on holidays and special events. In addition, public information and education was extensively emphasized through a multitude of public awareness activities throughout the year.

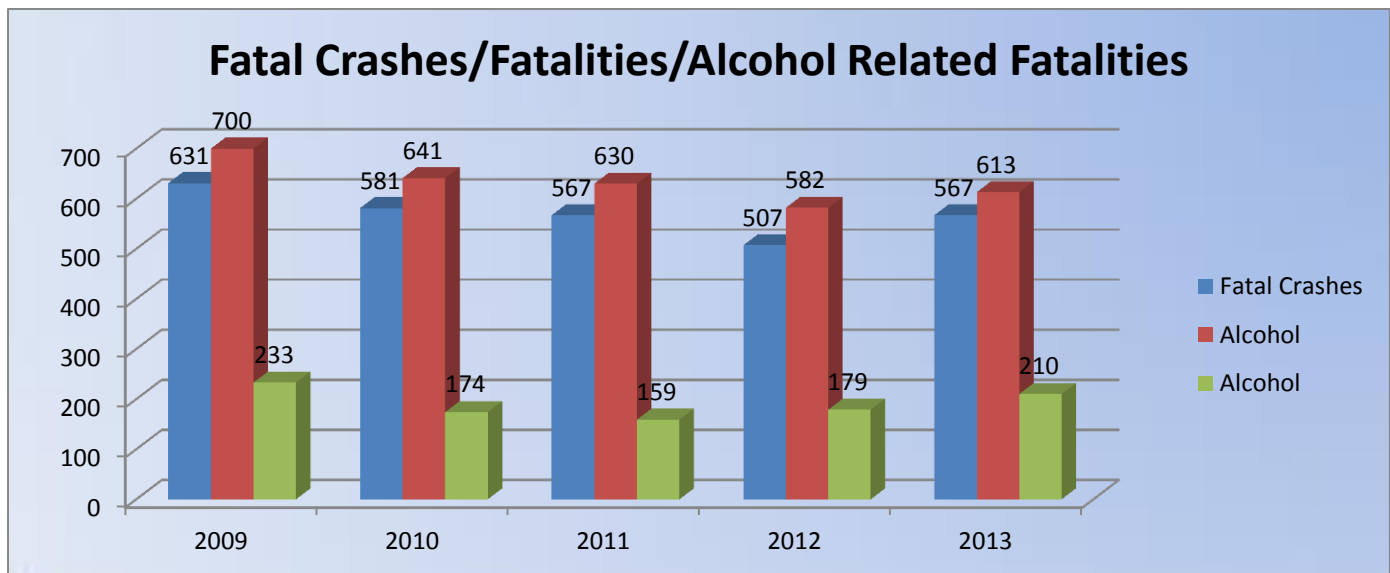
Projects that support the Impaired Driving programs can be found in Appendix A (pages 5-29). These projects helped the MOHS support the program and impact impaired drivers in Mississippi by increasing enforcement and police presence. As a result, arrests for DUI were up, and more citizens were reached with public information and education programs.

>>C-5 Core Outcome Measure-Alcohol/Drugs

To decrease the number of fatalities in crashes involving driver or motorcycle operator with a BAC of .08 and above 15% from the 2011 calendar year of 149 to 134 by the end of FY14.

Alcohol-impaired driving fatalities increased from 191 in 2012 to 210 in 2013. The State appears that it may not meet the goal of 134 fatalities by the end of FY14, but will continue to work toward meeting the goals of the State.

Mississippi Traffic Fatalities and Alcohol Involvement 2009 - 2013



Mississippi Traffic Fatalities and Alcohol Involvement 2009-2013

| Year | Fatal Crashes | Fatalities | Alcohol Related Fatalities | % of Alcohol Related Fatalities |
|------|---------------|------------|----------------------------|---------------------------------|
| 2009 | 631 | 700 | 264 | 38 % |
| 2010 | 581 | 641 | 259 | 40 % |
| 2011 | 567 | 630 | 163 | 26% |
| 2012 | 507 | 582 | 179 | 31% |
| 2013 | 576 | 613 | 210 | 35% |

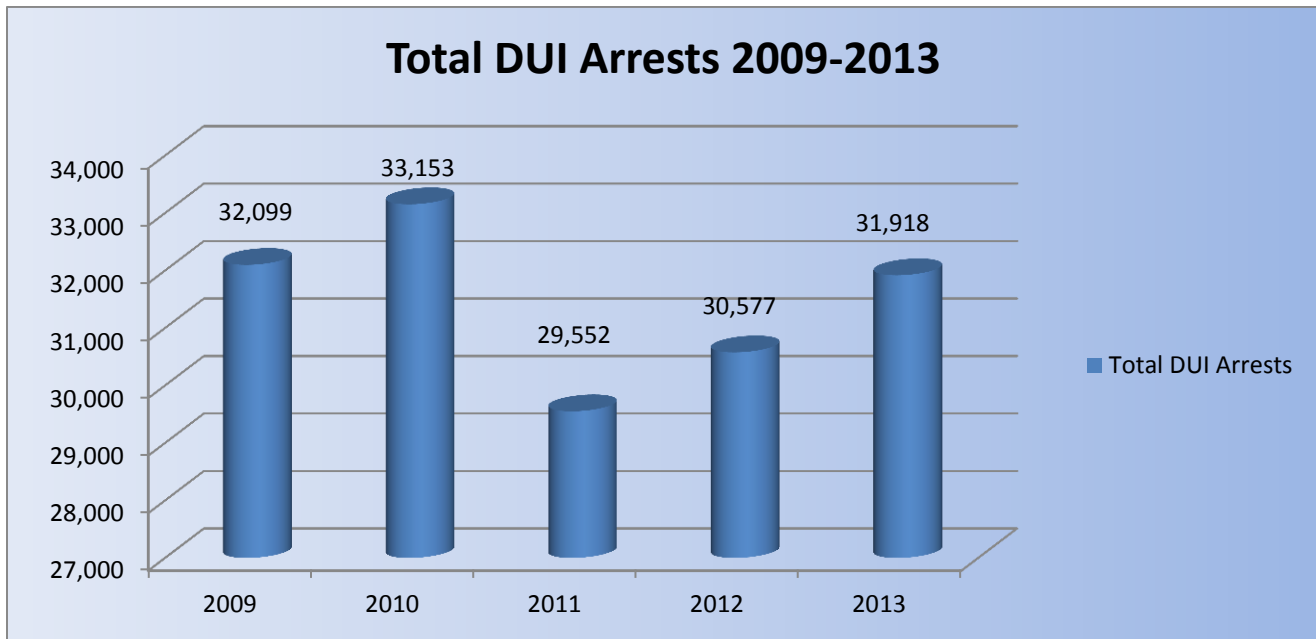
Section 410/405(d) Alcohol/Drug Countermeasures & 154 Alcohol

In 2013, there were 576 fatal traffic crashes, 95 more than the 481 fatal crashes in 2012. There were also 210 alcohol impaired fatalities, which is 19 more than 191 in 2012.

Total fatalities went up from a total of 582 in 2012 to 613 in 2013, the sixth year in a decade that fatalities have been below 800. In 2013, the fatal crashes rose to 576, a change of -10.58% from 2012 and fatalities rose to 613, an increase of 5.33% from 582 in 2012. The success of the public information and education campaigns, coupled with strict traffic enforcement by state and local departments, document that the state has made significant progress in reducing deaths.

Although, the number of alcohol impaired driving fatalities increased from 191 in 2012 to 210 in 2013, they are still lower than the 2009 numbers.

The total number of DUI arrests increased from 30,577 in 2012 to 31,918 in 2013. The average (mean) BAC decreased for all DUI arrests from 2012 23.2% to 18.4% in 2013. This is evidently well above the per se BAC of .08 and .02 for under age 21. The proximity of the mean for DUI arrests to .08 is a direct measure of the potential impact of DUI that enforcement has had on raising the perception of risk for arrest among persons prone to drink and drive. The fines assessed for DUI total more than \$7 million annually.



Program Narrative:

One of the alcohol countermeasure projects proposed for 2014, included designated DUI enforcement units in targeted problem localities. During FY13, Mississippi also participated in the National Impaired Driving Crackdown, “Drive Sober or Get Pulled Over” as determined by NHTSA. In addition, Mississippi also conducted high visibility enforcement campaigns on a quarterly basis at high-risk times throughout the year.

MOHS utilized its project selection process based upon problem identification to help select projects that would help the State reach its goals for impaired driving. Some of the results are highlighted in the following pages.

A high visibility DUI enforcement initiative for the first quarter of FY14 was conducted during the Christmas/New Year’s Eve holiday period. High visibility (HV) DUI enforcement for the second quarter was scheduled for New Year’s Day and for Super Bowl Sunday. The third quarter HV initiative included the Memorial Holiday period. The fourth quarter HV initiatives concluded with the Fourth of July and Labor Day. Law enforcement agencies, including state police, conducted six high visibility enforcement blitz efforts with checkpoints, saturation patrols and other detailed activities, in a joint effort to reduce the number of alcohol/drug-related fatalities in Mississippi.

Section 410/405(d) Alcohol/Drug Countermeasures & 154 Alcohol

MOHS, along with all grant-awarded agencies, implemented activities in support of national highway safety goals to reduce impaired motor vehicle-related fatalities. All awarded contracts were required to complete the HVE Compliance form, which defines the mobilizations and sustained enforcement activities.

Law enforcement used the following criteria to help identify locations in each county and city for intensified enforcement, including sobriety checkpoints and saturation patrols. Selection of intensified enforcement areas were determined by:

- Unusual number of alcohol/drug-related crashes;
- Alcohol/drug-impaired driving violations;
- Unusual number of nighttime single vehicle crashes; and/or
- Any other documented alcohol/drug-related vehicular incidents.

In 2014, during the National Impaired Driving campaigns, participating law enforcement across the state engaged in four high visibility enforcement efforts. Detailed activities included checkpoints and saturation patrols. Out of the state's 261 state and local agencies, 182 participated in the blitzes (69%) and 117 reported a total of 1,086 checkpoints and saturation patrols, utilizing 13,970 hours for 2014.

The MS Highway Patrol, county and local law enforcement agencies concentrated their efforts in the top 30 counties having 65% of the total impaired driving fatalities and severe injury crashes in the state. According to recent data, the number of MHP DUI arrests decreased approximately 4.5% from 8,151 in 2010 to 7,779 in 2011. The overall decrease is attributed to the 2011 floods in Mississippi. Through MHP DUI sustained enforcement efforts, DUI arrests are anticipated to increase or remain above 7,500 annually in the continued efforts to reduce fatal and serious injuries across the state.

The Mississippi Highway Patrol (MHP) worked diligently during FY14 to remove impaired drivers from Mississippi roads and highways. There were 457 grant funded call-back details conducted during the year, utilizing 4,437 additional troopers at approximately 9.7 troopers per detail, totaling 29,864 man hours dedicated to DUI enforcement. The Breath Alcohol Testing (BAT) vehicles, which began operating in March 2010, were utilized in 110 of these details. In FY14, MHP wrote 4,490 DUIs while working grant-funded details, which included checkpoints and saturation patrols. The BAT

vehicles assisted in increasing the overall grant-funded DUI total arrests by conducting 418 tests during FY13.

The nine PAOs (Public Affairs Officers) representing each of the nine MHP troop districts continued their efforts in raising awareness about the impact of impaired driving in schools and community based organizations. A total of 636 presentations were provided to high schools, community colleges, universities, churches, and civic organizations across the state.

Program Funding:

The MOHS funded through Section 154 funds, 71 DUI related projects (enforcement and PI&E) with a total of \$4,298,328.24 funds. These projects consist of funding for approximately 38 full-time DUI officers along with overtime to conduct high visibility enforcement, public information and education. DUI activities for these projects were conducted throughout the grant period with emphasis during national impaired driving campaigns, holidays and other special events. Under section 154, Mississippi funded one LEL Troop Network Coordinator to conduct the activities associated with the statewide LEL Network program.

Section 410 Alcohol/Drug funds were utilized to fund 5 projects with a total budget of \$3,066,490.25, which included 2 full-time officers and overtime to conduct impaired driving high visibility enforcement, public information and enforcement throughout the grant period.

| Alcohol Funding | Projects | Full Time Officers | Budget Amount |
|-----------------|------------|--------------------|------------------------|
| 154 | 71 | 38 | \$7,165,313.75 |
| 410 | 10 | 2 | \$3,696,490.25 |
| 405(d) | 35 | 24 | \$4,671,405.45 |
| Total | 116 | 64 | \$15,533,209.45 |

Section 405(d) funds were utilized for 31 projects (enforcement and PI&E) with a budget of \$2,990,698.05, which included 24 full-time DUI officers along with overtime to conduct high visibility enforcement and public information and education throughout the grant period. Funding also provided funds for One Assistant District Attorney (70%) to assist in conviction process for DUI alcohol related cases in Forrest County and one Traffic Safety Resource Prosecutor to assist in training prosecutors in DUI laws. The funds also provided funds for the 1st MOHS Judicial

Section 410/405(d) Alcohol/Drug Countermeasures & 154 Alcohol

Liaison to assist in training judges across the State in DUI laws.

Grant Funded Activity:

With the use of 154, 410 and 405(d) funds, the MOHS continues to gain success in high visibility enforcement, paid media and public information and enforcement programs. In 2014, the MOHS contracted with 107 agencies and the Mississippi Highway Patrol.

No Refusal:

During FY13, Mississippi Office of Highway Safety funded a pilot for No Refusal Enforcement which was conducted in Jackson and Hancock Counties (Troop K District). In FY14, that pilot was expanded into a program which supported twelve (12) counties: Hinds, Simpson, Lafayette, DeSoto, Marshall, Quitman, Lowndes, Clay, Oktibbeha, Forrest, Harrison and Hancock. Thirty-two (32) agencies participated in the No-Refusal program and worked more than 5,500 man hours.

One county stood out among all the details conducted – Hinds County. Fifty (50) DUI citations were written in one night. Strategic meetings are planned to support this community and the focus on Impaired Driving.

The No Refusal encompassed the Mississippi Highway Patrol supporting local counties and municipalities by conducting checkpoints and saturation patrol details from 6:00 p.m. till 6:00 a.m. These details were supported by the utilization of phlebotomist and BAT trailers. Several DREs contributed to the 10 details conducting 16 DRE evaluations. The Mississippi Crime Lab was onsite to reduce the chain of custody and expedite the process.

The activities conducted during the first FY14 “No Refusal” weekend revealed a response from the media. The legality of the “No Refusal” checkpoints was questioned. Mississippi Highway Patrol Director of Public Affairs Johnny Poulos informed the media, "This is a safety initiative to bring attention to the fact lives are still being lost due to impaired driving." Enforcement activities were conducted the second weekend of details, however, “No Refusal” checkpoints were not conducted.

**DUI “No Refusal” Call Back Totals for MHP
September 5 & 6, 26 & 27**

| Citation | Total |
|--|-------|
| DUI | 443 |
| Speeding | 335 |
| Seatbelt | 58 |
| Child Restraint | 43 |
| Blood Draws | 58 |
| Total Citations for No Refusal Program | 2,444 |



Impaired Driving Assessment:

An impaired driving assessment was conducted the week of June 23 – 27, 2014 by a five-member team of experts from across the country. An estimated fifty (50) individuals including law enforcement (LELs), education/treatment providers, DUI/drug court workers, the state’s JOL, TSRP and others collaborated with the MOHS in providing various descriptions in which the state addresses impaired driving. Areas of discussion included, but were not limited to: program management and strategic planning, prevention and criminal justice system which included impaired driving related laws, enforcement, prosecution, adjudication and administrative sanctions.

While the assessment served to provide the state with various recommendations designed to more effectively deal with impaired driving within the state, the assessment team noted the public information and enforcement programs were some of the most novel and innovative programs seen throughout the nation.

The MOHS is still in the process of reviewing suggestions provided as a result of the assessment and will be implementing and a number of the recommendations in efforts to improve the impaired driving program area.

Section 410/405(d) Alcohol/Drug Countermeasures & 154

Traffic Safety Resource Prosecutor:

The 405(d) Alcohol grant funds allowed for the continuation of the Traffic Safety Resource Prosecutor (TSRP) position, whose primary goal is to improve the state's DUI laws and conviction rate. The TSRP provides knowledge and training to state prosecutors, judges and law enforcement officers across the state. During the past five years, the TSRP has trained and provided technical assistance to over 4,500 prosecutors, law enforcement offices, judges and MS court clerks.

The TSRP collaborated with the Mississippi Law Enforcement Liaison Office (LEL) to teach *Cops in Court* testimony training at all (17) SFST classes, as well as legal sections of (5) ARIDE and DRE recertification trainings. The TSRP provided (3) trainings on Basic DUI law at the Mississippi Law Enforcement Training Academy to the Basic Recruit Class.

The TSRP developed training on how to prosecute the drugged drivers and was one of the priorities this year to provide that training state-wide. The TSRP increased efforts to coordinate the training of state prosecutors on impaired driving issues, specifically DUI prosecutions. The TSRP provided training on "Prosecuting the Drugged Driver" at the Spring Prosecutors Conference, April 23-25, 2014 in Biloxi. The TSRP also collaborated with District Attorneys to provide DUI & DUI Homicide training for local law enforcement

The TSRP is an intricate part of the Mississippi Highway Safety Leaders Association (MAHSL). During the Legislation sessions, the TSRP tracks and summarizes all traffic and DUI legislation, including the ignition interlock bill – HB412 which became law October 1, 2014 to the MAHSL membership. The TSRP also provides training at statewide conferences and the Mississippi Safety Training and Award Symposium, in which the TSRP outlines changes to new laws and issues in DUI laws.

The TSRP provides technical assistance on DUI and traffic-related issues, including Vehicular Homicide cases. The TSRP and the Judicial Outreach Liaison (JOL) collaborate on DUI trainings to give two different perspectives as well as serve as an additional resource for each of their respective anchor programs. The TSRP works in conjunction with the Mississippi Judicial College (MJC) to provide legal training and case law updates on DUI and traffic related issues to our judges statewide.

| Traffic Safety Prosecutor Training | Number of Trained |
|------------------------------------|-------------------|
| Court Clerks | 300 |
| Judges | 705 |
| Law Enforcement | 835 |
| Prosecutors | 406 |
| Other Individuals | 136 |

| Traffic Safety Prosecutor Training | Number of Classes |
|------------------------------------|-------------------|
| SFST Classes | 17 |
| DUI Basic | 3 |
| DUI In-Service | 4 |
| STORM | 1 |

Judicial Outreach Liaison:

On May 1, 2014 Mississippi's hired its first Judicial Outreach Liaison (JOL). The JOL serves to complete the National Highway Traffic Safety Administration's (NHTSA) triangle model to support the judicial system: Law Enforcement Liaison (LEL), Traffic Safety Records Prosecutor (TSRP) and JOL.

The JOL identifies traffic safety issues and concern to judges and other court officials regarding impaired driving. The JOL outreach efforts are to educate and mobilize support for the National Highway Traffic Safety Administration's impaired driving and other traffic safety initiatives.

The JOL collaborated with the Traffic Safety Resource Prosecutor (TSRP) to share the changes regarding the new DUI Law (HB 412) which became law on October 1, 2014. The JOL made presentations to the Municipal Judges, Judicial and Municipal Court Clerks, as well as, presented at the 2nd Annual Safety Training and Recognition Symposium. A JOL task force serves as partnership arm with many community members which have a significant role the Mississippi judicial system.

Law Enforcement Liaison Training/Coordination:

During FY14, the Law Enforcement Network (LEL) Project in conjunction with the University of Mississippi and Mississippi State University continued conducting Standardized Field Sobriety Training (SFST), Standardized Field Sobriety Testing Instructor Training (SFST Instructor), Drug Recognition Expert Training (DRE), Advance Roadside Impaired Driving Enforcement (ARIDE) and Complete Traffic Stops

Section 410/405(d) Alcohol/Drug Countermeasures & 154

(CTS). The LEL Staff attended and/or conducted 41 training schools.

- 20 SFST Schools-385 law enforcement officers trained.
- 8 ARIDE Schools-118 law enforcement officers trained.
- 3 CTS Training Schools-55 law enforcement officers trained.

The LEL staff provided updates for upcoming trainings opportunities at (20) LEL Quarterly Meetings throughout FY14. The LEL Staff supported Mississippi's 2nd NO Refusal Weekend in Harrison County, Forrest County and Lowndes County. The LEL Staff served in supporting roles as DRE, SFST and more.

Mississippi's DUI-Other citations are on the rise and to combat these issues, the LEL staff continued working with existing DREs throughout our state. During FY14, the LEL staff traveled to conduct (12) DRE Evaluations, administered (4) DRE Final Knowledge Exams, conducted (1) DRE Recertification and (2) DRE In-Service trainings providing National updates received at the IACP National Impaired Driving Conference.

The LEL staff and LEL Troop District Coordinators aided the Mississippi Office of Highway Safety in providing (11) agencies with \$99,924.00 in grants funds for Impaired Driving Special Wave Grants which enhanced high visibility enforcement during National Campaigns and beyond. Many of these areas received a grant for the first time to combat these issues in their communities.

Strategies:

- The MOHS participated in the National Drunk Driving Crackdowns set forth in section 410 guidelines by way of funded state and local agencies, as well as media campaigns.
- The agency funded a statewide comprehensive coordination project to oversee alcohol/drug countermeasures, including DUI enforcement.
- The agency provided logistics for the statewide Standardized Field Sobriety Training, Advanced Roadside Impaired Driving Expert, Drug Recognition Expert, and Complete Traffic Stops.
- The agency funded DUI projects which utilized high visibility enforcement activities such as checkpoints, roadblocks or saturation patrols.

- All local MOHS DUI project agencies within a high risk location conducted at least one impaired driving enforcement operation per month.
- During the FY14, the MHP in conjunction with local jurisdictions conducted at least two safety checkpoints per month within each of the top 30 counties ranked highest for alcohol-related fatalities in the state.
- Each local MOHS DUI project agency continued to conduct monthly multi-jurisdictional sobriety checkpoints, giving priority to high-risk locations by county.
- Each local project generated and utilized earned media before, during and after planned high visibility enforcement efforts conducted during the National Impaired Driving Blitz campaigns and state holiday campaigns.
- At the end of the grant year for FY14, MOHS conducted attitudinal surveys based on the NHTSA/GHSA agreed-upon questions in order to track driver attitudes and awareness related to impaired driving.

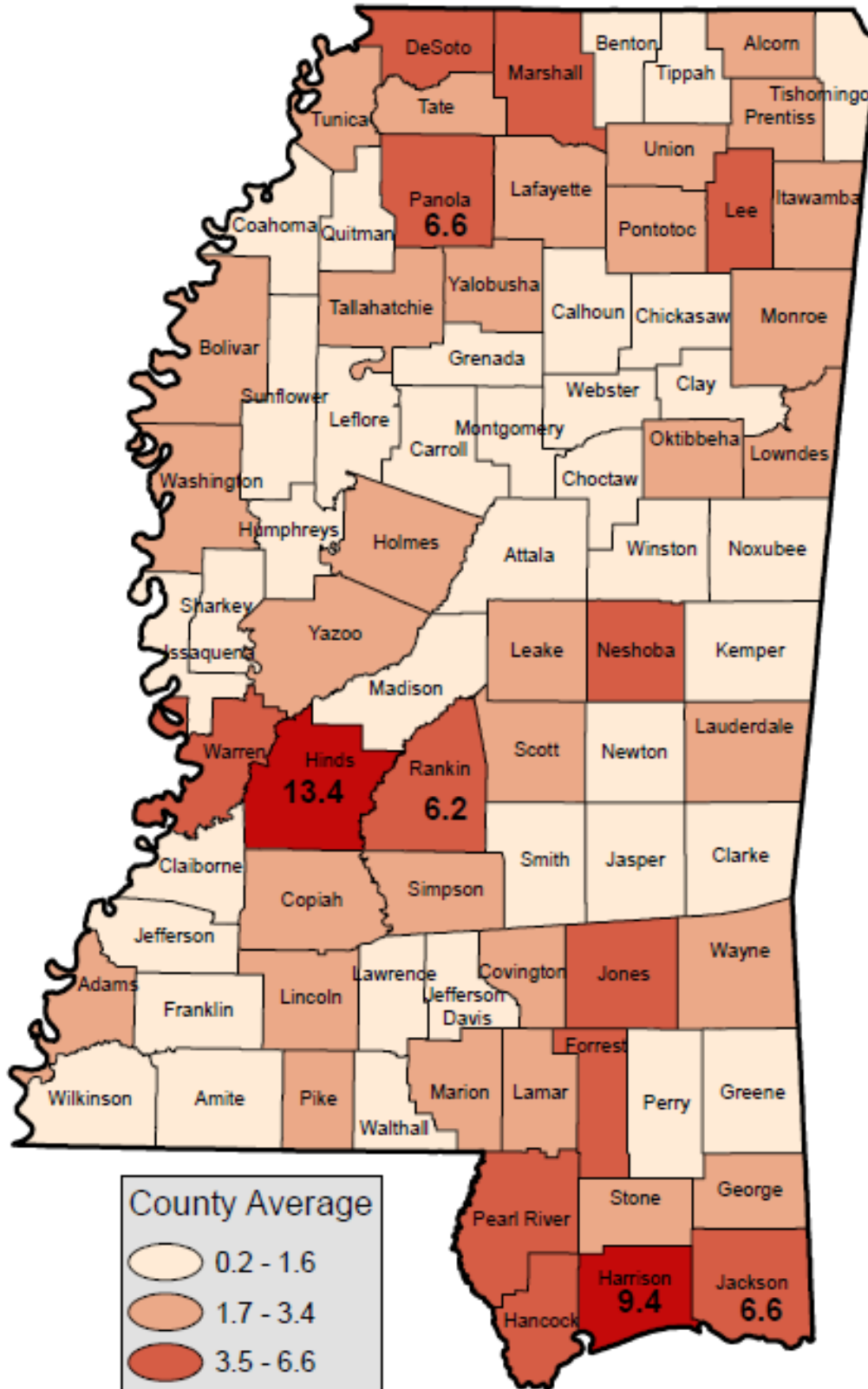


>>Achievement Measure/Impaired Driving

To increase the number of impaired driving arrests made during grant funded activities by 10% from 13,315 in 2011 to 14,646 by the end of FY14.

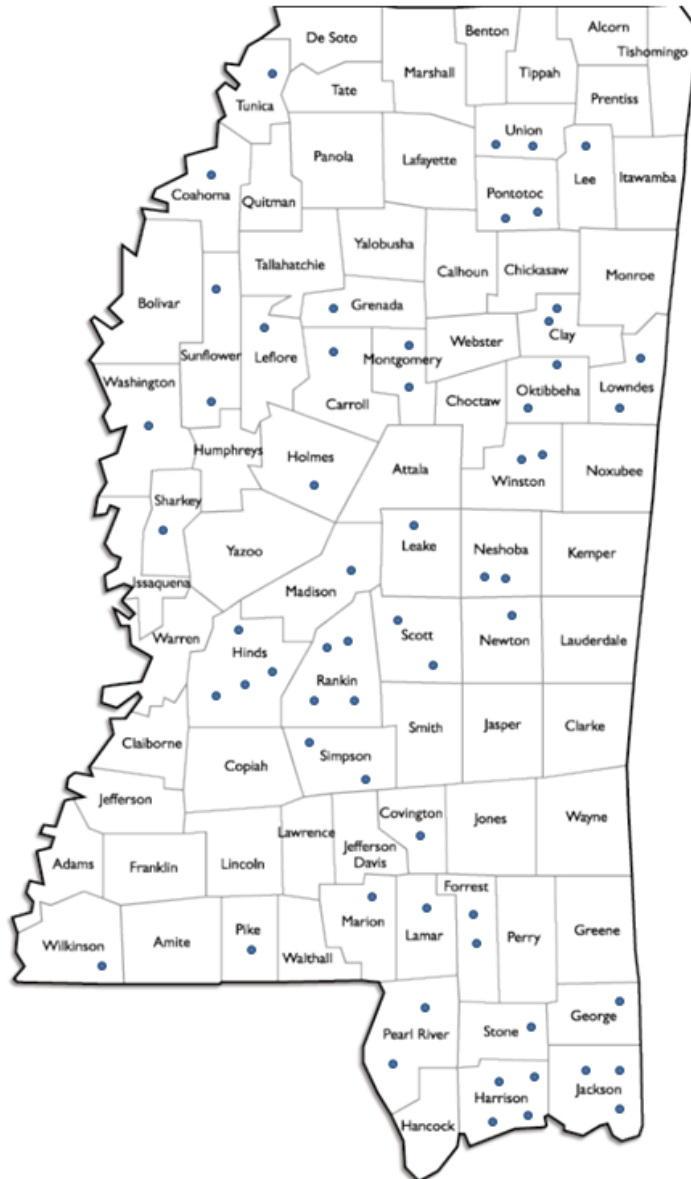
The number of grant funded citations decreased from 11,245 actual grant funded DUI citations reported in 2012 by awarded projects to 11,263 in FY13. The number decreased from 11,263 in FY13 to 11,623 grant funded citations in FY14. MOHS did not meet the goal of 14,646 grant funded DUI citations by the end of FY14.

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



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

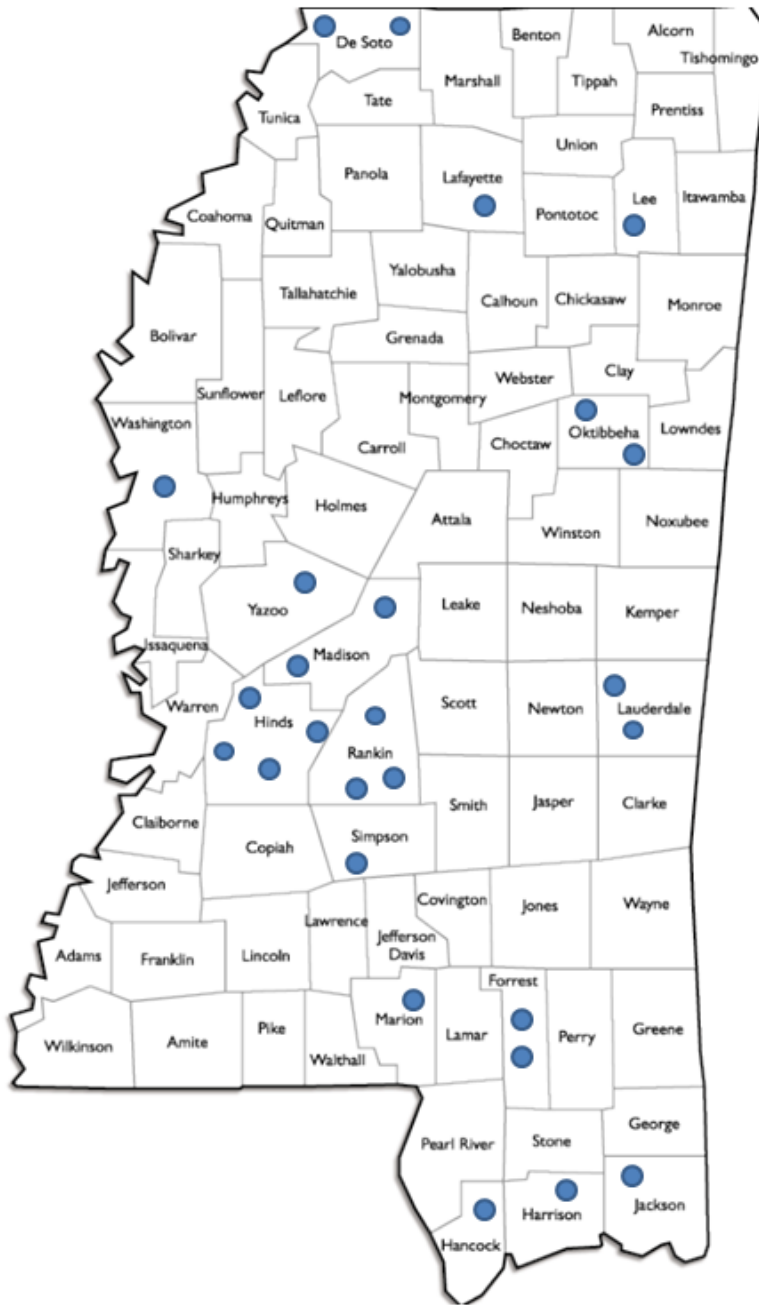
154 Alcohol Grants Map



FY14 154 Alcohol Grant Agencies

| | | | | |
|---------------------|--------------------|-------------------|--------------------|------------------|
| Carroll County | Carthage PD | Clay County | Coahoma County | Columbia PD |
| Columbus PD | Covington County | D'Iberville PD | Drew PD | Durant PD |
| Ecru PD | Florence PD | Flowood PD | Gautier PD | George County |
| Greenwood PD | Grenada PD | Gulfport PD | Hattiesburg PD | Hinds County |
| Indianola PD | Jackson PD | Lamar County | Leland PD | Long Beach PD |
| Louisville PD | Lowndes County | Lucedale PD | Magee PD | McComb PD |
| Mendenhall PD | Metro Jackson | Montgomery County | Morton PD | MS Motosteps |
| MS State University | Neshoba County | New Albany PD | Newton County | Ocean Springs PD |
| Oktibbeha County | Pearl River County | Pascagoula PD | Pearl River Valley | Philadelphia PD |
| Picayune PD | Plantersville PD | Pontotoc County | Rankin County | Ridgeland PD |
| Rolling Fork PD | Scott County | Stone County | Tunica County | Union County |
| USM-LEL | Vicksburg PD | West Point PD | Winona PD | Winston County |
| Woodville PD | | | | |

405/410 Grants Map



FY14 405/410 Grant Agencies

| | | | |
|------------------------|--|--|-------------------------------|
| Alcohol Service Center | Desoto County | Forrest Co. DA | Greenville PD |
| Hancock County | Horn Lake PD | JSU-Interdisciplinary Alcohol and Drug Studies | Judicial Outreach Liaison |
| Lauderdale County | Madison County | Madison PD | Marion County |
| Meridian PD | Mississippi Highway Safety Resource Center | MS Highway Patrol | MS Office of Attorney General |
| MADD | MSU-SSRC | Moss Point PD | Oxford PD |
| Puckett PD | Sherman PD | Simpson County | Starkville PD |
| Thompson Consulting | USM-LEL Program | Yazoo County | |

Occupant Protection Program (Section 402 & 405(b))

During 2013, fatal crashes and traffic fatalities decreased by significant percentages over 2012 on Mississippi roadways. There were 69 (567) more fatal traffic crashes in 2013, than in 2012 (517), which is a 9.67% increase.

On May 27, 2006, Mississippi became the 22nd state to implement a primary safety belt law. Mississippi qualified for \$8.7 million in incentive funds for traffic safety. The MOHS commends the Mississippi legislature for enacting this bill and the governor for his support.

Projects that supported the Occupant Protection program can be found in Appendix A (pages 29-41). These projects helped the MOHS increase belt use, support the program and impact unrestrained drivers in Mississippi. As a result, citations for seatbelts and child restraints were up, as well as more citizens were reached with public information and education programs.

Goal & Behavior Measures

To increase the seat belt usage rate above the national average of 83%.

C-4 Core Outcome Measure/Unrestrained Passengers:

To decrease the number of unrestrained passenger vehicle occupant fatalities in all seating positions 10% from the 2011 base calendar year of 309 to 278 by end of FY14.

Unrestrained passenger vehicle occupants in all seating positions decreased from 293 by 2012 to 284 in 2013. MOHS should meet the goal of 278 by the end of FY14, with continued efforts. The 2013 number of 284 is lower than the 2012 number and lower than the 5 year average of 353.

C-9 Core Outcome Measure/Under 21:

To decrease the number of drivers aged 20 or younger involved in fatal crashes by 15% from the 2011 calendar year baseline of 86 to 77 by end of FY14.

Statewide seat belt usage of all front seat outboard occupants in passenger vehicles has decreased from 83.2% in 2012 to 74.4% in 2013. Although the MOHS did not meet the goal of reaching 84% by the end of FY14, the 2014 seatbelt survey shows an increase in seatbelt usage from the 74.4% in 2013 to 78.3% in the 2014 survey.

B-1 Core Behavior Measure/Occupant Protection:

To increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles from the 2011 calendar year usage rate of 81.88% to 84% by end of FY14.

Statewide seat belt usage of all front seat outboard occupants in passenger vehicles has decreased from 83.2% in 2012 to 74.4% in 2013. Although the MOHS did not meet the goal of reaching 84% by the end of FY14, the 2014 seatbelt survey shows an increase in seatbelt usage from the 74.4% in 2013 to 78.3% in the 2014 survey.

MOHS Outcome Measure: Teen-OP:

Reduce teen unrestrained fatalities by 10% from 59 in 2011 to 54 in FY14

Teen unrestrained fatalities increased from 17 in the 2012 calendar year to 34 in 2013. MOHS did meet the goal of 54 by the end of FY14.

>>Achievement Measure - Seat Belts

In number of grant funded citations increased from 20,570 actual grant funded citations reported in 2012 by awarded projects to 27,236 in FY13. The number decreased from 27,236 in FY13 to 27,291 grant funded seatbelt citations in FY14.

Mississippi Occupant Protection Comparison Facts 2011 – 2013

| | 2011 | 2012 | Change | 2013 | Change |
|---|---------------|---------------|----------------|---------------|----------------|
| Fatal Crashes | 567 | 507 | -10.58% | 576 | 13.61% |
| Fatalities | 630 | 582 | -7.62% | 613 | 5.33% |
| Seat Belt Citations | 26,375 | 20,570 | -22.01% | 27,236 | 32.41% |
| Child Restraint Citations | 4,074 | 8,852 | 117.28% | 4116 | -53.5% |
| Fatalities not Belted | 59.0% | 62.8% | 6.44% | 58.9% | -6.21% |
| Ages 16 – 20 Killed and not Belted | 59.3% | 80% | 34.91% | 60.7% | -24.13% |

Occupant Protection Program (Section 402 & 405(b))

Program Narrative:

The MOHS participated in all national mobilizations for seat belt enforcement, including the “Click It or Ticket” (CIOT) campaign during May. MOHS utilizes 402 and 405 funds for paid media campaigns and seat belt enforcement details, and reports law enforcement activities as required by NHTSA.

Recognizing the importance of Occupant Protection, MOHS has an Occupant Protection Division Director who is assigned to provide emphasis on strengthening the program. Additionally, the LEL networks have spent an intense amount of time on CIOT special wave grants, highlighting the importance of seat belt and child restraint enforcement along with participation in the statewide CIOT campaign by law enforcement.

Historically, most of the drivers and passengers who died in traffic crashes in the state were not belted. Although safety belts cannot save all persons, it is estimated that fatalities are in fact reduced by 50 to 65 percent for those using safety belts and becoming injured rather than killed. In 2013, there were 5,893 serious injuries, three out of every four, were using safety belts. Young drivers and passengers ages 16 to 20, who were killed and were unbelted at an alarming rate of 60.7%. There were 421 drivers sustaining life-threatening injuries (A level) in 2013.

During 2012, there were 4,112 drivers with moderate injuries (B level) and 76.1% of those were belted. Most were transported by Emergency Medical Services (EMS) to medical centers for observation and/or emergency room care. Moreover, 13,840 drivers (93%) sustained minor injuries (C level). 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.

Program Funding:

The MOHS funded, through Section 402 funds, 62 Occupant Protection related projects for a total of \$1,341,095.75. These projects consist of funding for high visibility enforcement, public information and education. OP activities for these projects were conducted throughout the grant period with emphasis during national impaired driving campaigns, holidays and other special events.

The MOHS also utilized 405(b) funds to provide funds for (3) Occupant Protection related projects with a total budget of \$418,865.00. These projects provide consisted of funding for child occupant protection program, paid media and resources for occupant protection.

The Mississippi Highway Patrol (MHP) was awarded \$157,320.00 for an Occupant Protection Project to conduct enhanced enforcement efforts for seat belt and child restraint checkpoints and saturation patrol.

| OP Funding | Projects | Budget Amount |
|-------------------|-----------------|----------------------|
| 402 | 63 | \$1,330,723.67 |
| 405(b) | 3 | \$418,865.00 |
| Total | 66 | \$1,759,960.75 |

Grant Funded Activity:

With the use of 402 405(b) funds, the MOHS continues to gain success in high visibility enforcement, paid media and public information and enforcement programs. In 2014, the MOHS contracted with 59 agencies and the Mississippi Highway Patrol. These agencies worked overtime hours and checkpoints and 27,291 occupant protection citations and 3,419 child restraint citations during grant funded activities in FY14.





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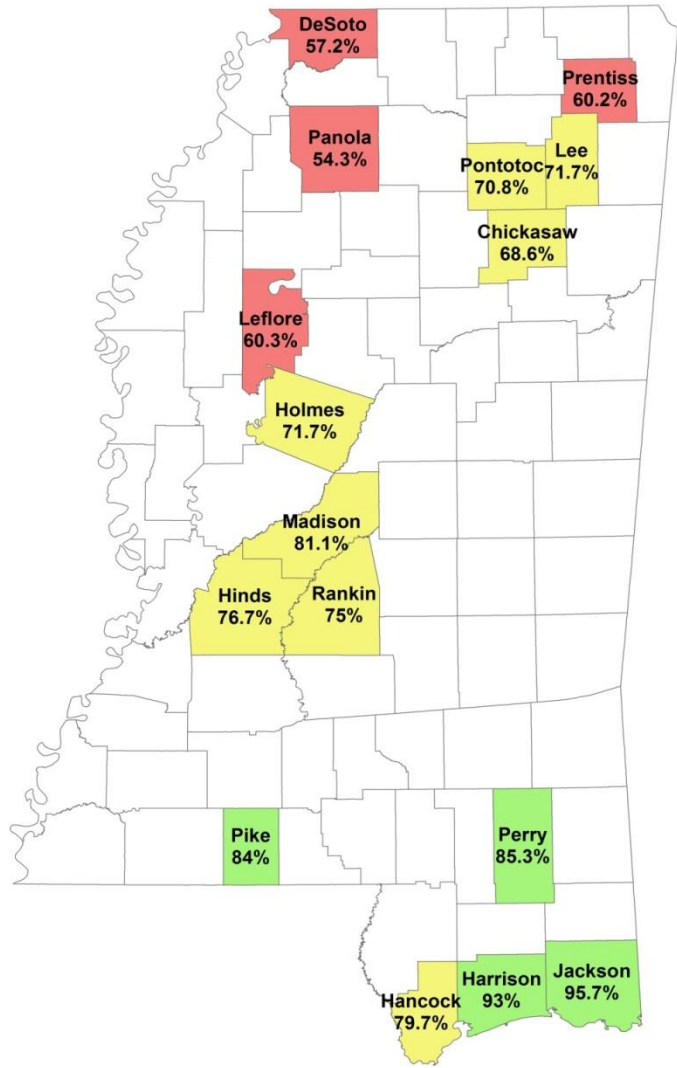
2013 Mississippi Occupant Protection
Survey Map

State Average
74.4%

Percentage of Belted

Occupants Observed

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



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

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

Night Time Occupant Protection Survey

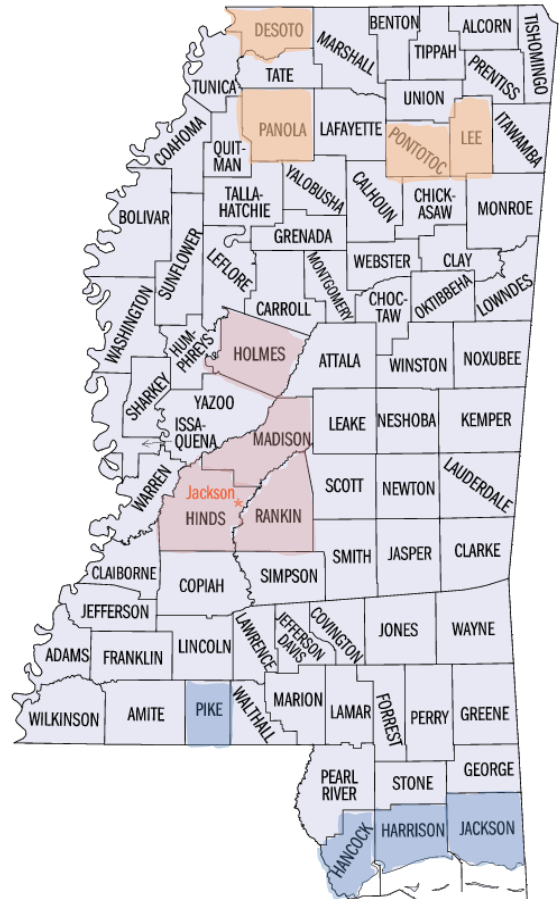
In May 2014, the MOHS surveyed for the first time the night time belt usage. The MOHS used a dual observation approach, which included a day and night survey to determine the difference in the day vs. night in the same locations, with the same surveyors. The observed rate for day belt usage rate was 79.9% and the night time belt usage was 76.7% for May 2014, which was a 4.6 percentage point difference.

May 2014 Mississippi Mini-Survey

- 30 observation sites across 12 counties;
- 1 hour observations per site at night and again at day;
- Daytime hours of observation 7AM–6PM; Nighttime hours of observation 9PM–3AM;
- Weekdays and weekend days represented;
- 2,436 front seat occupants observed at nighttime; 8,384 observed at daytime.

May 2014 Mini-Survey Results Summary - PRELIMINARY

| Overall Usage | Nighttime Usage | Daytime |
|---------------------------------------|------------------------|----------------|
| Raw Average (raw) | 76.7% | 79.9% |
| Sites Weighted (1:1) | 74.6% | 79.2% |
| | | |
| Front Seat Occupant Type Usage | Nighttime Usage | Daytime |
| Drivers (raw) | 75.4% | 80.2% |
| Passenger (raw) | 81.4% | 79.0% |
| | | |
| Road Type Usage | Nighttime Usage | Daytime |
| Interstate Ramps (raw) | 81.2% | 88.1% |
| Principal Arterials (raw) | 75.2% | 76.1% |
| Minor Arterials (raw) | 78.0% | 79.3% |



Based on the survey, the Southern Region had the highest night time usage rate with 78%, which is still below the national average of 85%. The northern region had the lowest with 70% night belt usage.

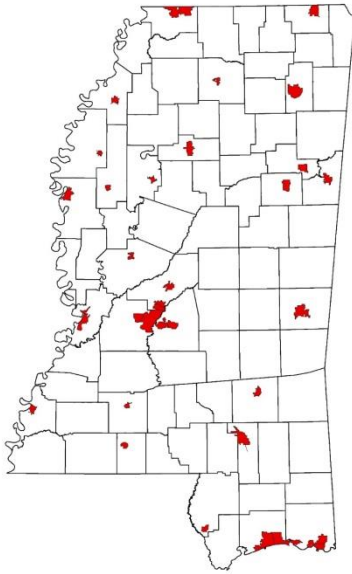
The day usage rate used for this survey is also lowest in the northern regions with 70% usage rate and 84% in the central and 81% in the southern regions. These numbers are still lower than the national average of 85%.

Belt Usage by Region

| | |
|-----------------------|------------------|
| North Region (1:1) | 70% at Nighttime |
| 70% at Daytime | |
| Central Region (1:1) | 75% at Nighttime |
| 84% at Daytime | |
| Southern Region (1:1) | 78% at Nighttime |
| 81% at Daytime | |

2013 Child Restraint Survey

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



The MOHS Occupant Protection Division has provided leadership and worked to coordinate programs with the MS Safe Kids Coalition, the MS State Department of Health (MSDH), the Law Enforcement Liaison Office and other state and local agencies, including the Mississippi Department of Transportation. MOHS promoted the 2014 Child Passenger Safety Week and “Click It or Ticket” for the Memorial Day holiday period. The Child Passenger Safety Coordination Project through the MS Safe Kids coalition provided statewide checkpoints, a data base for child passenger instructors, technicians and a permanent fitting station located in Jackson.

According to the 2014 Seat Belt Survey Report, Mississippi currently has a 78.3% usage rate. This rate is slightly higher than the 74.4% usage rate in 2013. Over time, the effort toward increasing and improving child restraint use has been both extensive and intensive. The child restraint rate is 81.1%. 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.

Mississippi is moving in the right direction with regard to child passenger safety, and perhaps with continued

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

education and enforcement, child restraint usage rates could be brought to an even higher level. Section 405 funds, were utilized in 2014 to continue funding the MS

State Department of Health’s Child Passenger Safety Program, MSU Seatbelt Survey and the Mississippi Highway Patrol.

MSDH is continuing a concerted effort along with the MOHS and Safe Kids MS to preserve the lives of children through the continued education of the public on child passenger safety awareness.

During the grant period, there were 1,600 car seats distributed throughout the state with a total of 313 CPS techs statewide for FY14. There were 13 CPS certification and 2 renewal training classes, which represented 104 new certifications and 4 re-certifications during the grant year. This addresses retention rates as it is more cost effective to recertify than to retrain.

The MOHS is moving to recruit more law enforcement officials to become CPST’s so they will be up-to-date on the state laws as well as the proper installation of child passenger safety seats.

The occupant protection program media campaign was successful during the FY14 grant year. As part of its effort to enhance its media campaigns, the MOHS issued a new RFP late during the FY13 grant year to provide more coverage. The MOHS approved a new media contractor to take the reins in FY14 in an effort to increase public awareness across the state on seat belt issues.

Educational outreach has continued for nurses and other medical staff at Blair E. Batson Children’s Hospital and the University Medical Center (UMC) maternity ward on the importance of CPS. Of course, this is a means to an end.

Occupant Protection Program (Section 402 & 405(b))

Impediments to Achievements:

Mississippi must continue to strive to increase seat belt usage in an effort to reach 100% statewide usage. The agency's biggest challenge is to reach the remaining 21.7% of Mississippians who refuse to wear their seat belts. Seat belt usage decreased from 78.3% in 2012 to 74.4%, moving Mississippi much closer to the goal of meeting and/or exceeding the national average.

2014 High Risk Occupant Protection Populations in Mississippi

*Data below is the data used to determine the high risk OP population for the 2014 405(b) Application. 2008-2012 data was the newest data at the time of the Application.

In addition to its statewide emphasis on occupant protection, in 2014, the MOHS also focused on two high risk populations in Occupant Protection; the teen population and the impoverished areas of the Delta.

Teens: Mississippi teenagers and young adults under age 35 represent significant traffic safety problems concerning seat belts. Teenagers (ages 16 to 20 actually) were 11.9% of occupant deaths while being only 6.2% of the licensed drivers. They were unbelted 80% of the time when killed. Young adults, ages 21 to 24, were 9.7% of occupant deaths with 74% unbelted. Of the occupant deaths ages 25 to 34, 98 young adults were killed and had an unbelted rate of 72%. Deaths of the ages from 35 to 44 were unbelted 69% of the time.

The most senior adults killed (75 >) were belted 58% of the time, the highest belted rate of all adults.

Mississippi focused on the counties listed below during the FY14 year, as they represent the Top 25 counties with unbelted teen drivers. During 2010-2012, there were 152 teens killed. Out of 152 teens killed, 107 were unbelted, which represent 75% of all fatal crashes were unbelted.

Restraint Use Among Fatally Injured Occupants 2008-2012* Data used during 2014 Grant Year

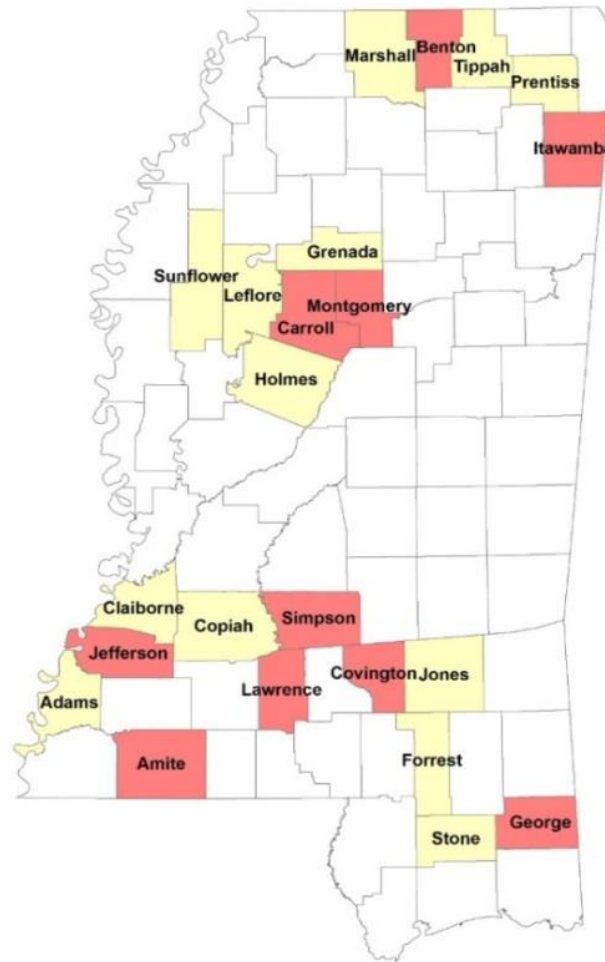
| Age Group | N | Used | Not Used | Unknown |
|--------------|--------------|------------|------------|-----------|
| <5 | 45 | 60% | 40% | 0% |
| 5-9 | 44 | 39% | 61% | 0% |
| 10-15 | 68 | 12% | 88% | 0% |
| 16-20 | 319 | 27% | 73% | <1% |
| 21-24 | 252 | 23% | 76% | 1% |
| 25-34 | 505 | 27% | 73% |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



Occupant Protection Program (Section 402 & 405(b))

FY14 Teen Seatbelt Usage Rate Survey

- Marshall County
- Benton County
- Tippah County
- Prentiss County
- Itawamba County
- Grenada County
- Sunflower County
- Leflore County
- Montgomery County
- Carroll County
- Holmes County
- Claiborne County
- Jefferson County
- Adams County
- Amite County
- Copiah County
- Simpson County
- Lawrence County
- Covington County
- Jones County
- Forrest County
- Stone County
- George County



Mississippi focused on the listed below counties during the FY14 year, as they represent the Top 25 counties with unbelted teen drivers. During 2011-2013, there were 171 teens killed. Out of 171 teens killed, 104 were unbelted, which represent 60.82% of teen fatalities for 3 year average, were unbelted.

During FY14, the MOHS took a closer look at the teen population, by performing a teen occupant protection survey that consisted of 2 observational survey separate waves. The locations were based on the locations above, due to the large number of teen occupant protection fatalities.

Wave 1 (Fall 2013)

The below chart represents, the results of the 2013 Teen Seatbelt Usage Rate survey that was conducted. There were 3,702 vehicles observed during the survey, with 5,019 occupants observed and observed belt usage rate of 60.5% in the counties that are shown on the map.

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

Occupant Protection Program (Section 402 & 405(b))

Wave 2 (Spring 2014)

The below chart represents, the results of the 2013 Teen Seatbelt Usage Rate survey that was conducted. There were 3,702 vehicles observed during the survey, with 5,019 occupants observed and observed belt usage rate of 60.5% in the counties that are shown on the map.

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

Impoverished Areas: The Mississippi Delta is the distinctive northwest section of the state of Mississippi that lies between the Mississippi and Yazoo rivers. This population group usually buckles up at rates lower than other ethnic groups, which is one reason that the Delta region was selected. It includes all or part of the following counties: Washington, Desoto, Humphreys, Carroll, Issaquena, Panola, Quitman, Bolivar, Coahoma, Leflore, Sunflower, Sharkey, Tunica, Tallahatchie, Holmes, Yazoo, and Warren.

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

Law Enforcement Liaison Training/Coordination:

During FY14, the Law Enforcement Network (LEL) Project in conjunction with the University of Mississippi and Mississippi State University continued conducting Traffic Occupant Protection Strategies (TOPS) 20 SFST Schools- 385 law enforcement officers trained.

- 11 TOPS Schools-173 law enforcement officers trained.

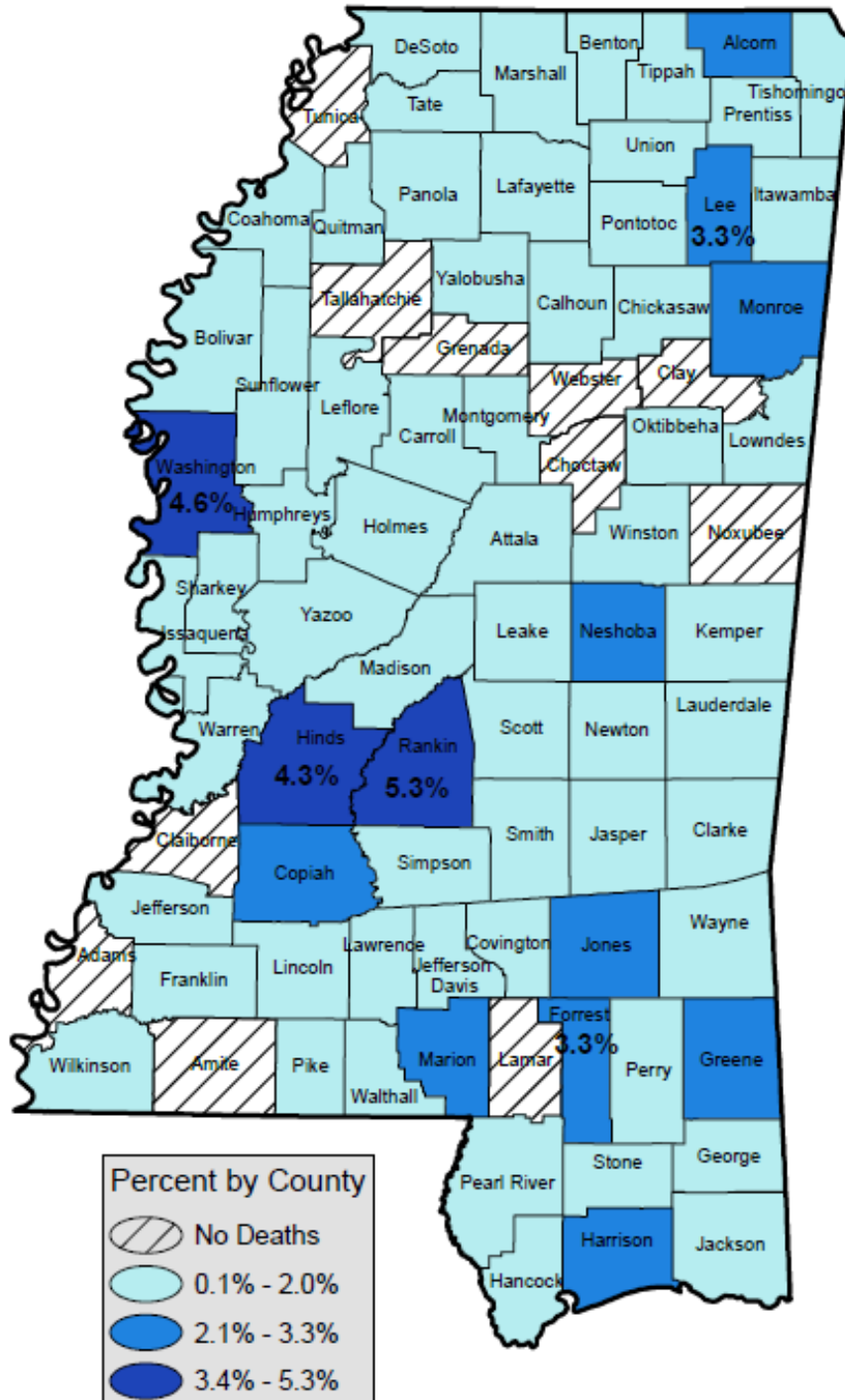
The LEL staff provided updates at (20) LEL Quarterly Meetings throughout FY14. The LEL staff and LEL Troop District Coordinators aided the Mississippi Office of Highway Safety in providing (18) agencies with \$179,989.15 in grants funds for Occupant Protection Special Wave Grants which enhanced high visibility enforcement during National Campaigns and beyond. Many of these areas received a grant for the first time to combat these issues in their communities.

Occupant Protection Program (Section 402 & 405)

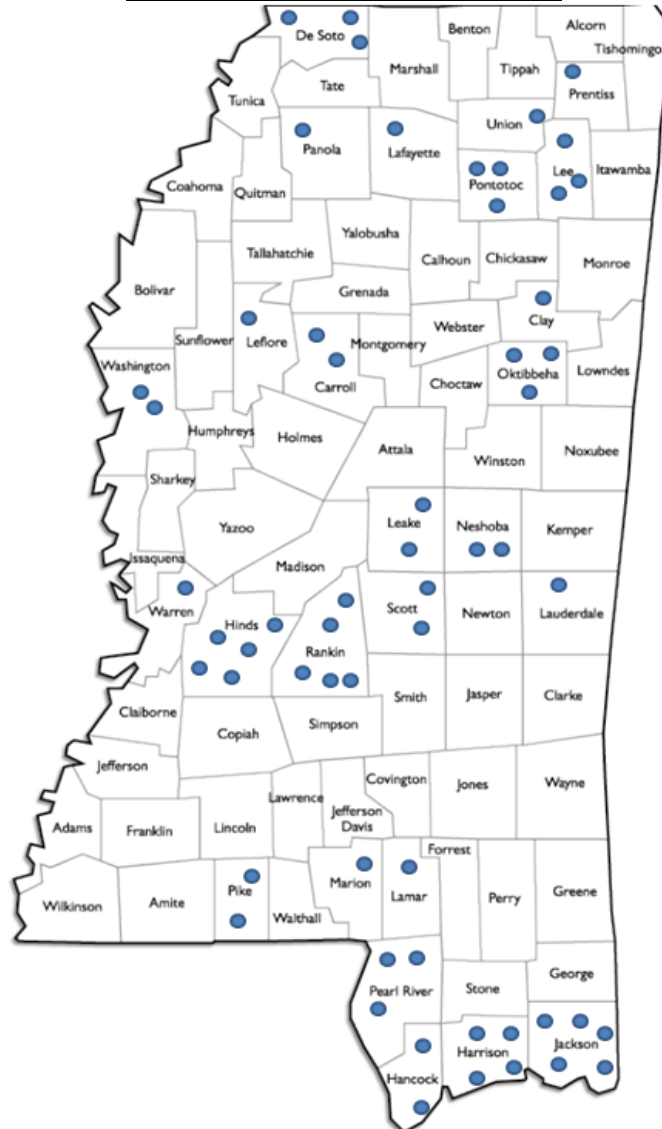
OP Assessment:

The State of Mississippi underwent the NHTSA Occupant Protection Assessment during the Spring of 2014. The assessment contained 7 Common Elements that were evaluated over a 3 day period. The Core Elements consisted of Program Management; Legislation, Regulation and Policy; Enforcement Program; Communication Program; Occupant Protection for Children Program; Outreach Program; and Data and Evaluation Program. Proof of compliance evidence for each Core Element was furnished in a briefing book, provided to the assessment team before arriving, interviews, with assessment panels of subject matter experts specific to each element. The assessment was completed and the final report was given June, 2014. The State will take the recommendations from the assessment report to use as a planning tool to improve the Occupant Protection Program and Occupant Protection Task Committee.

2008-2012 MS Non-Seatbelt Use Fatalities



FY14 OP Grant Map



FY14 Occupant Protection Grant Agencies

| | | | |
|--------------------|---------------------|--------------------|--------------------------|
| Biloxi PD | Booneville PD | Byram PD | Carroll County |
| Carthage PD | Columbia PD | D'Iberville PD | Desoto County |
| Ecru PD | Florence PD | Greenville PD | Greenwood PD |
| Gulfport PD | Guntown PD | Hancock County | Harrison County |
| Hernando PD | Hinds County | Jackson County | Lamar County |
| Lauderdale County | Leake County | Leland PD | Long Beach PD |
| McComb PD | Moss Point PD | MS Hwy Patrol | MS Resource Center |
| MS Dept. of Health | MS State University | Morton PD | Neshoba County |
| New Albany PD | Oktibbeha County | Oxford PD | Panola County |
| Pascagoula PD | Pass Christian PD | Pearl River County | Pearl River Water Valley |
| Pelahatchie PD | Philadelphia PD | Picayune PD | Plantersville PD |
| Pontotoc PD | Pontotoc County | Poplarville PD | Puckett PD |
| Sardis PD | Scott County | Sherman PD | Southaven PD |
| Starkville PD | Summit PD | Utica PD | Vaiden PD |
| Vicksburg PD | Waveland PD | West Point PD | |

405(b) Occupant Protection Map



FY14 405(b) Agencies

MS Department of Health

MS Resource Center

Traffic Records Program (Section 408 & 405(c))

The Mississippi Highway Safety Information System (MHSIS) is a complex, volume-intensive data collection, storage, and retrieval system that support national priority areas defined by the National Highway Traffic Safety Administration (NHTSA). MHSIS encompasses the total automated traffic records system which includes traffic crashes, citations, drivers, vehicles, roadways, EMS and hospital data, vital statistics, coroner reports, crime laboratory data, demographics and travel density.

The State Traffic Records Coordinating Committee (STRCC) meets on a regularly scheduled basis to review all major traffic records projects at its member agencies. The strategic plan for data system improvements is developed and updated annually to apply for 405(C) traffic records funds.

FY14 Accomplishments

During FY14, preparation and dissemination of statistical reports were major traffic records activities. These tabulations are used for MOHS planning, problem identification, evaluation, special analyses and responses to requests for data. Ad hoc queries are made by the legislature, media, state and local agencies, law enforcement, universities, research foundations, safety associations and the general public. Special planning maps were also developed to show the picture of areas that need improvement in the state and areas to focus enforcement efforts at.

Traffic records users include MHP, local police and sheriff's departments to deploy enforcement units, engineers to identify roadway hazards, judges to determine sentencing and prosecutors to determine appropriate charges. Additionally, they include licensing agencies to identify problem drivers; emergency response teams to improve response times; health care organizations to understand implications of patient care and costs; and motor carrier officials to identify problem commercial drivers and carriers.

Blood alcohol concentration (BAC) testing for impaired drivers in fatal traffic continues to show improvement, due in part to the partnership between MOHS, State Crime Lab, law enforcement and each county coroner. According to MS FARS, there were 613 total fatalities in 2013 with 554 of those motor vehicle related. MS tested 33.6% of all 834 drivers involved in fatal crashes with known bac results and tested 45.8% drivers that were killed with known bac results.

Some of the highlights from the 405C programs that helped the MOHS reach the goals are as follows:

Program Funding:

The MOHS funded the Traffic Record through Section 408 and 405(c) funds. There were (4) 405(c) Traffic Records related projects with a total of \$344,166.46 funds and 408 funds were used for coordination of the program. These projects consist of the e-citation project, data lab and the updates.

| TR Funding | Projects | Budget Amount |
|--------------|----------|---------------|
| 405(c) | 8 | \$515,074.52 |
| Total | 8 | \$515,074.52 |

Public Safety Data Laboratory

The Mississippi Public Safety Data Laboratory (PSDL) was established in 2007 at the Social Science Research Center at Mississippi State University utilizing Section 408 funds. The lab was specifically designed to employ COMPSTAT methodology to assist with the Mississippi Office of Highway Safety in meeting its Highway Safety Performance Plan by identifying and examining traffic safety data. As such, the objectives of the lab are threefold: to provide enhanced 1) developmental, 2) technical, and 3) analytical support for the collection, utilization, and dissemination of traffic safety data in an effort to more effectively manage resources, evaluate results, prioritize countermeasures, and update planning.

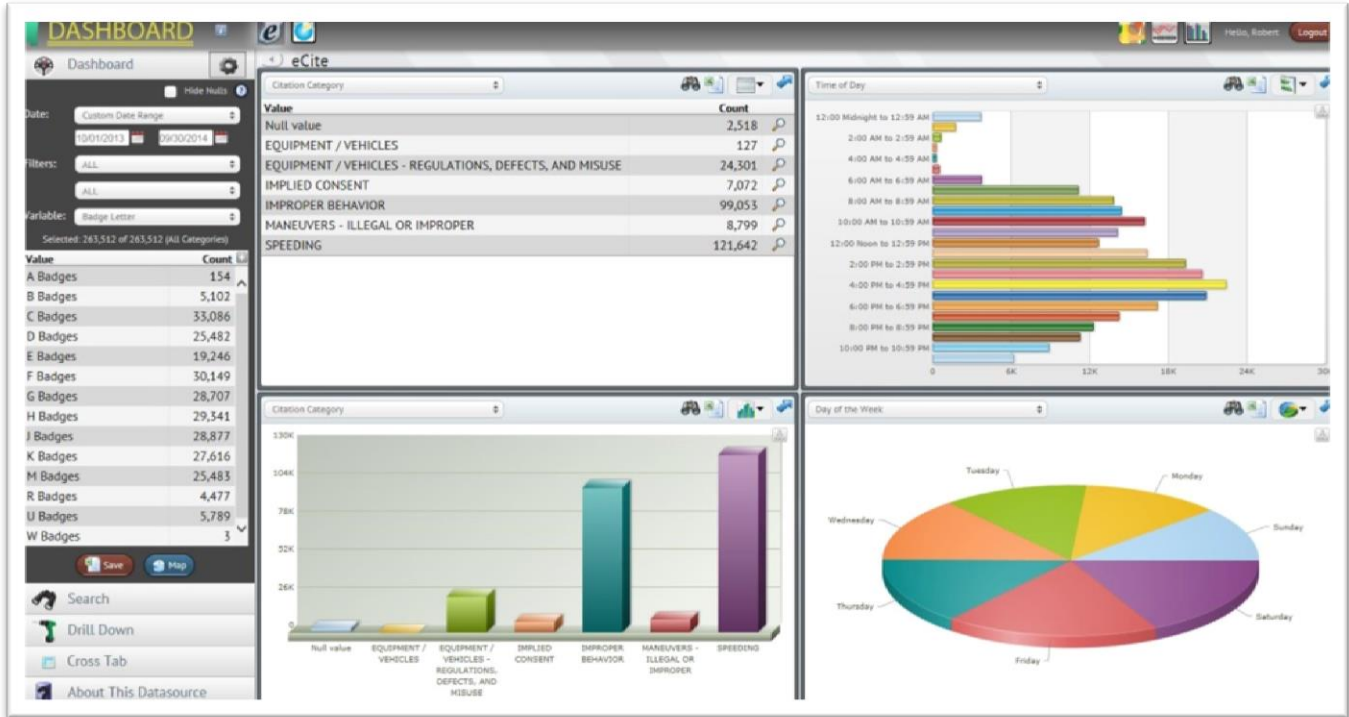
During FY14, the PSDL released its new public viewer website displaying publications on and visualizing data from traffic safety records. The website can be accessed at <http://psdl.dps.ms.gov>. The lab also substantially enhanced its personnel and performance management capabilities with the Daily Activity Reporting (DAR) system, to up-to-date layout and an easy-to-use interface. A Callback system for MHP was developed to record grant funded DUI/OP/Speed enforcement details .

As part of this continual upgrade, the DAR system will be integrated within the MOVE software platform, which houses Report Beam crash and eCITE citation statistics so that, altogether, these datasets permit OHS the ability to cross-populate data fields in its Dashboard towards enhancing the functionality of data-driven law enforcement strategies in an effort to:

- Investigate datasets to define problem areas;
- Conduct accurate and timely analyses;
- Share information for effective utilization resources;

Traffic Records Program

Dashboard: An “eCite Dashboard” has been developed for MHP and State Users. Dashboard allows large scale, real-time analysis of citation data, by trooper, violation, location, defendant, time of day, etc. Additionally, Dashboard can map citation information if GPS data is available. The Dashboard has been demonstrated to many types of potential users and developers are currently taking that feedback and making modifications.



The eCite project also provides electronic DUI citation that was updated in FY14. Electronic citations recorded from MHP from October 1, 2013 September 30, 2014 include the following:

Electronic Citations: 263,512
Electronic DUI Citations: 7,072

With the use of the electronic citations, MOVE and Citsearch, the citation become available for view in the first available record database within minutes of issuance (once electronic transfer is complete) rather than 30-45 day wait time, when tickets were manually entered into the system. The citations can then be tracked from point of issuance to download from the court.

Projects that support the Traffic Records programs can be found in Appendix A (pages 48-51). These projects helped the MOHS support the overall program providing data and statistics and impacting the traffic records program.

Police Traffic Services Program

The Police Traffic Service area covers programs in impaired driving, occupant protection and speed. For outcome measures and achievement measures for impaired driving and occupant protection, please see program sections for outcomes. Projects that support the PTS programs can be found in Appendix A (pages 42-47). These projects helped the MOHS support the overall program and impacting the police traffic services program. As a result more citations for speed, occupant protection and DUI were up, as well as more citizens were reached with public information and education.

>>C-6 Core Outcome Measure - Speed

To decrease the number of speed-related fatalities by 10% from the 2011 calendar year of 104 to 94 by the end of FY14.

Speed-related fatalities increased 95 in 2012 to 113 in 2013. MOHS may not meet the goal of 94 by the end of FY14. The State will continue to work on speed related fatalities and continue to work with enforcement and public information programs to reduce fatalities.

>>Achievement Measure/Speed

To increase the number of speeding citations issued during grant-funded enforcement activities by 10% from 17,855 in 2011 to an increase goal of 19,641 by the end of FY14.

In number of grant funded citations increased from 18,057 actual grant funded citations reported in 2012 by awarded projects to 21,873 in FY13. The number also increased from 21,873 in FY13 to 26,785 grant funded speed citations in FY14.

Grant Funded Activity:

With the use of 402 funds, the MOHS continues to gain success in high visibility enforcement, paid media and public information and enforcement programs. In 2014, the MOHS contracted with 8 agencies and the Mississippi Highway Patrol.

| PTS Funding | Projects | Budget Amount |
|------------------|----------|---------------|
| 402 Funds | 12 | \$961,031.10 |
| Total | 12 | \$961,031.10 |

Speed Related Crashes 2009-2013*2013 VMT was not ready at time of AR

| Crash Year | Total Fatalities | VMT (Millions) | Speed-Related Fatalities | Speed-Related Fatality Rate by (VMT) |
|------------|------------------|----------------|--------------------------|--------------------------------------|
| 2009 | 700 | 40,341 | 106 | .26 |
| 2010 | 641 | 39,842 | 129 | .32 |
| 2011 | 630 | 39,309 | 104 | .25 |
| 2012 | 582 | 38,561 | 95 | .25 |
| 2013 | 613 | N/A | 113 | n/a |

Program Narrative:

In conjunction with the DPS, the Mississippi Highway Patrol (MHP) Uniformed Division of Public Affairs continued the MHP Highway Safety Public Education campaign. The Public Affairs Officer (PAO) assigned within each of the nine highway patrol districts supported and promoted “Click it or Ticket” and “Drive Sober or Get Pulled Over” state/national campaigns. In addition the PAO’s also conducted educational programs in the areas of impaired driving and OP.

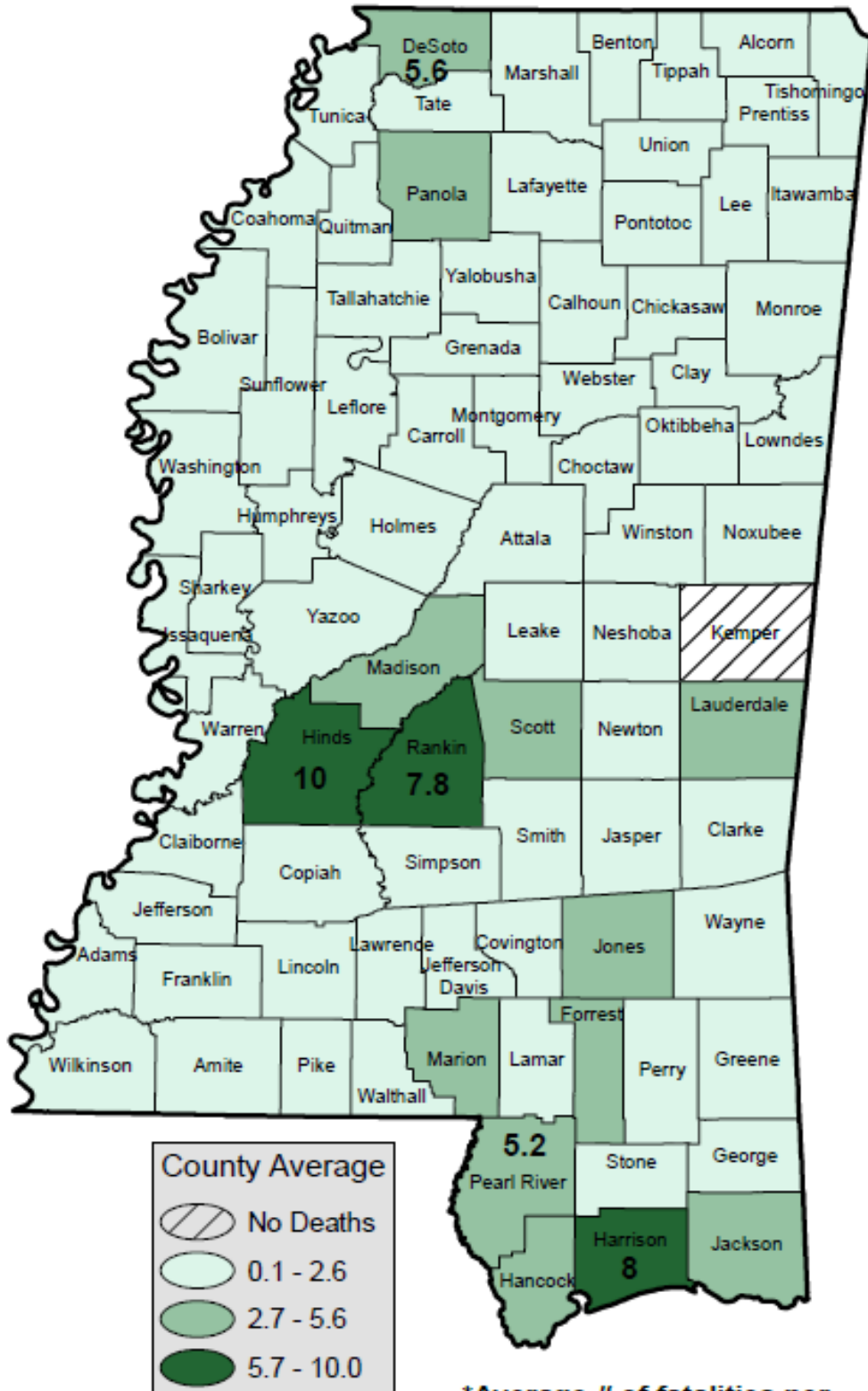
The MHP’s Collision Reconstruction Analysis on State Highways (C.R.A.S.H.) project expanded MHP’s collision investigation and reconstruction techniques.

Police Traffic Services Projects, implemented in the cities of Pearl and Hernando, focused on speed enforcement and other traffic related issues, including seat belt and DUI.

Program Funding:

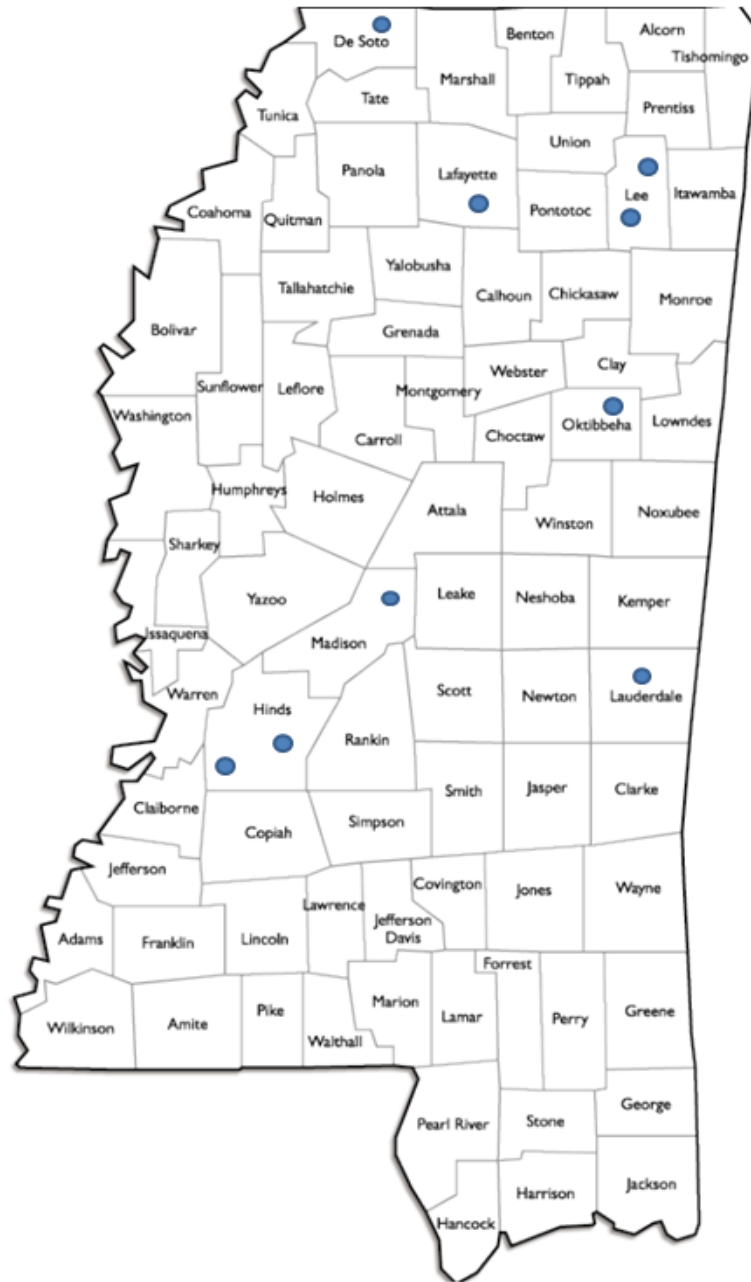
The MOHS funded through Section 402 funds, 9 Police Traffic Service related projects with a total of \$661,031.10 funds. These projects consist of funding for high visibility enforcement, public information and education. PTS activities for these projects were conducted throughout the grant period with emphasis during national impaired driving campaigns, holidays and other special events.

2008-2012 Total Speed Fatalities by County



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

FY14 402 Police Traffic Services Map



FY14 402 Police Traffic Services Agencies

| | | | |
|-------------------|---------------------|----------------|-------------|
| Clinton PD | Horn Lake PD | Madison PD | Meridian PD |
| MS Highway Patrol | MS State University | Preusser Group | Verona PD |

Motorcycle (Section 154 and 2010)

>>C-7 Core Outcome Measure – Motorcycles

To decrease the number of motorcycle fatalities by 10% from the 2011 calendar year of 58 to 52 by the end of FY14.

Motorcycle fatalities maintained 39 in 2012 and 2013. MOHS did meet the goal of 52 by the end of FY14.

>>C-8 Core Outcome Measure–Un-helmeted Motorcyclists

To decrease the number of un-helmeted motorcyclist fatalities from the 2011 calendar year of 6 to 5 by the end of FY14.

Un-helmeted motorcyclist fatalities from 5 in 2012 to 3 in 2013. MOHS did meet the goal of 5 by the end of FY14.

Mississippi did not qualify for 405(f) funding in FY13; however, the MS Office of Highway Safety (MOHS) has used Section 402 funds to continue working on motorcycle awareness campaigns and public information and education.

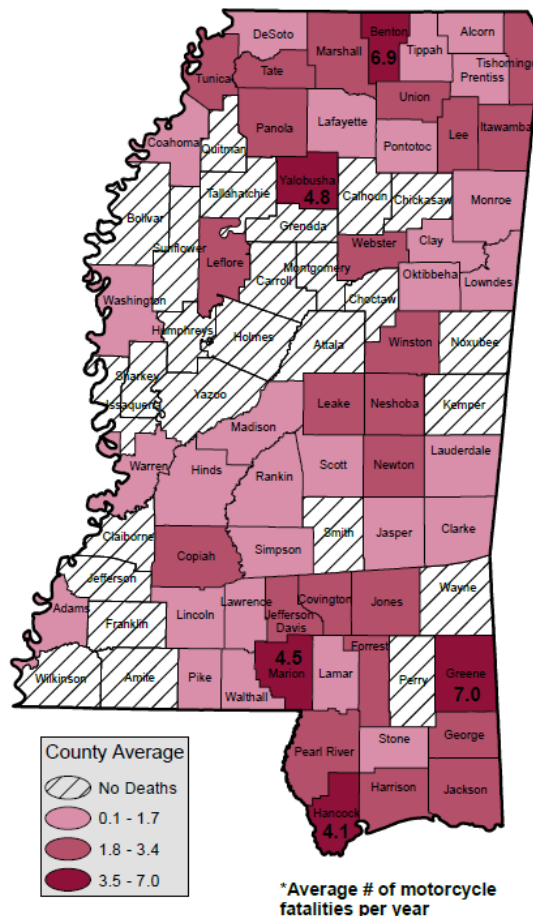
Program Funding:

The MOHS funded through Section 154 and 2010 funds, (2) motorcycle awareness campaign in 2014 with the help of the Public Information and Enforcement grants, Motosteps, provided the public information on impaired riders and being responsible riders.

| PTS Funding | Projects | Budget Amount |
|--------------|----------|--------------------|
| 154 Funds | 1 | \$30,945.00 |
| 2010 Funds | 1 | \$4,706.27 |
| Total | 2 | \$35,651.27 |

A highlight of one the MOHS motorcycle programs can be found on page 58, which features a special event that include public information and education efforts into the community.

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



Mississippi Youth Programs (Section 402/154)

Program Narrative:

The Mississippi Office of Highway Safety has funded DREAM, Inc. to coordinate the statewide youth highway fatality prevention efforts since October 2012. Car crashes are the number one killer of teens ages 16-20 in the United States. The Mississippi Youth Highway Safety Programs (MYHSP) mission is to decrease youth motor vehicle fatalities and injuries by decreasing impaired driving and increasing seat belt usage. This is accomplished by the implementation of the following program and efforts:

1. Provides interactive and fun youth highway safety presentations to youth ages 11-20 years old in schools and communities.
2. Coordinates the Mississippi Student Advisory Board (SAB).
3. Coordinates and implements two statewide youth conferences focused on highway safety: Mississippi Club Officer Training and Mississippi Teens on the Move.

4. Collaborates with prevention partners, state agencies, communities, law enforcement and youth across Mississippi to decrease youth highway fatalities.

Youth Highway Safety Presentations:

The Mississippi Youth Highway Safety Program team facilitated youth-focused school and community trainings on impaired driving and seat belt usage. Program staff provided presentations to an estimated **33,734** youth and adults. Mississippi Teens on the Move had **2,648** participants and Mississippi Club Officer Training had **695** participants. The total youth and adults served for FY14 were **37,077**.

Program Funding:

The MOHS funded through Section 154 funds, (4) alcohol related youth projects with a budget of \$447,949.00. The MOHS also funded through 402 funds, (1) occupant protection project with a budget of \$151,026.00. These projects consist of funding for public information and education.

| Youth Funding | Projects | Budget Amount |
|------------------|----------|---------------|
| 154 Funds | 3 | \$422,473.68 |
| 402 Funds | 1 | \$132,606.78 |
| Total | 4 | \$555,080.46 |

Grant Funded Activity:

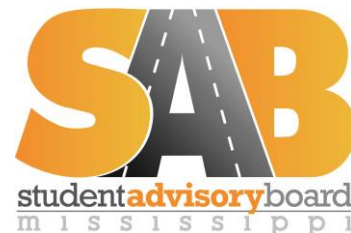
With the use of 154 and 402 funds, the MOHS continues to gain success in public information and enforcement programs.

MS SAB (Mississippi Student Advisory Board)

The Student Advisory Board (SAB) is selected by the Mississippi Youth Highway Safety Programs staff through an application and interview process which includes essays, teacher recommendations, and an example of innovative ideas applicants can bring to the table. A diverse, creative, and committed group of approximately 30 teens is chosen to serve on the board for one year. Their main goals and objectives are to develop leadership skills, to plan two major conferences (Teens on the Move and Club Officer Training) centered on highway safety, and to learn different ways to cultivate highway safety strategies among their peers and within their schools and communities. They meet one weekend a month to brainstorm ideas for keeping their peers safe on the road and keep the MYHSP staff abreast of the trending dangers to youth, all while cultivating

supportive friendships with each other and having fun. Some of their activities include evaluation of a mock car crash trauma for a local hospital; prevention, leadership and media training; team building; event planning; implementation of statewide conferences, coordinate Rock the Belt and Walk the Line in Mississippi communities.

The SAB's year is structured around their school year, August through May. Two boards function during the grant year.



Mississippi Youth Programs (Section 402/154)



Club Officer Training



The Mississippi Youth Highway Safety Programs (MYHSP) Student Advisory Board (SAB) put their school rivalry aside to end youth highway crashes as the number one killer of American teens. On September 17, 2014, the MYHSP hosted the annual, one-day Club Officer Training conference at the Hinds Community College Clyde Muse Center for 695 school club or community group officers and their sponsors. The conference provided the motivation and resources on youth highway safety to kick start the school year for school club officers and leaders. This conference focused on the fact that car crashes impact everyone. No matter the clique, group or team you belong to in school, car crashes do not discriminate. Keynote speaker, Jeff Yalden, presented his powerful leadership message to motivate the youth to stand up for what they believe and make a difference. Workshops included the following topics and activities: Mississippi Youth Highway Safety, State Farm's *Celebrate My Drive*, Advocacy 101, Law Enforcement: Officer 2 Officer workshop and Creative Programming. There was a special training for sponsors designed to assist them in incorporating conference materials throughout their schools. The day was packed with education, fun, entertainment, and invaluable toolkits and resources that were taken back to schools all over the state by youth club officers who were ready to help peers be safe drivers!



Mississippi Youth Programs (Section 402/154)



Teens on the Move

Teens on the Move is an annual statewide youth conference planned, implemented, and hosted by the Mississippi Youth Highway Safety Programs staff and its Student Advisory Board. While it is designed as a highway safety centered one day rally, Teens on the Move provides youth with the motivation and fresh, trendy ideas to utilize year round in their respective schools and communities. Two nationally known speakers are brought in to drive the message home that highway safety is of life and death importance. Student Advisory Board members become the stars of the show by performing songs, dances, and skits centered on seat belt safety and impaired driving that get the audience ready to save the world one car ride at a time.

Teens on the Move had its 25th anniversary on April 10, 2014. The conference was free to all registered participants who received lunch, a t-shirt, and important messages from national speakers; Levar Fisher and Shannon Pickard who were chosen by the Student Advisory Board. The speakers fulfilled this year's theme of "Drive to Stay Alive: You Only Get One Take in Life" by sharing personal stories of loved ones who made fatal decisions on the road. Mississippi News Radio, popular WLBT morning news anchor Jewel Hillary, along with other media outlets came out to highlight the importance of youth highway safety awareness to the public. The Student Advisory Board provided education and entertainment by changing current and trendy song lyrics to be centered on seat belts, driving sober, and putting the phone down while driving. Despite inclement weather, approximately 2,648 students and school sponsors were able to attend and participate in songs, dances. More serious reflective moments, such as a lighted memorial and a pausing during the conference where time was given to silently reflect on the 2,064 Mississippi teen fatalities between 1889 and 2013. Awards were presented to schools who creatively documented their efforts with posters, t-shirts and scrap books to include highway safety messages in their schools and communities:

- T-shirt Design Winner: Wesson Attendance School
- Activity of the Year: Brandon High School
- Student of the Year: Payton Earley, Brandon High School
- Sponsor of the Year: Amy Minor, Enterprise High School
- Club of the Year: Brandon High School
- SAB Member of the Year: Mel Groves, Murrah High School
- MYHSP Legacy Award: Harriet Turk, for starting Teens on the Move



Mississippi Youth Programs (Section 402/154)

ThinkFast Interactive:

Beginning in January 2014, a partnership was established between the MYHSP team and Nissan's ThinkFast group of game show hosts and DJs. For five months, the MYHSP team traveled the state of Mississippi with ThinkFast staff to deliver a super hyped, fun and educational highway safety trivia game show to 25 schools. This initiative was funded by Nissan and was endorsed by the Mississippi Office of Highway Safety. ThinkFast made it possible for 9,100 youth to learn the importance of wearing a seat belt and to drive sober and to stay focused on the roadways.



Mississippi SADD:



The MYHSP program director serves as the SADD State

Coordinator for Mississippi. During FY 14, Mississippi had 223 registered SADD chapters statewide. DREAM, Inc. secured funding from State Farm Insurance to provide training and support for Mississippi SADD Chapters to strengthen and support the SADD infrastructure for youth highway safety. DREAM provided regional trainings in January 2014 and developed a resource calendar for all SADD Chapters.

The Mississippi Youth Highway Safety Team and two of its Student Advisory Board (SAB) members, Logan Young (Greene County) and Kent Macon (Noxubee County) joined hundreds of SADD students and sponsors from across the nation in Washington D.C. for the 2014 SADD National Conference. The annual conference provided invaluable information and resources, along with a chance to network with other state highway safety teams. The team had the opportunity to learn about current dangerous driving trends and how best to combat them in Mississippi. The team also was able to provide two workshops for the SADD National Conference on "The 'S' in SADD is for Students: maximizing peer-to-peer education in your school" and "Roundtable: Creative Programming for SADD Chapters." The SADD national conference provided the motivation and knowledge needed to save lives on the roads of Mississippi.



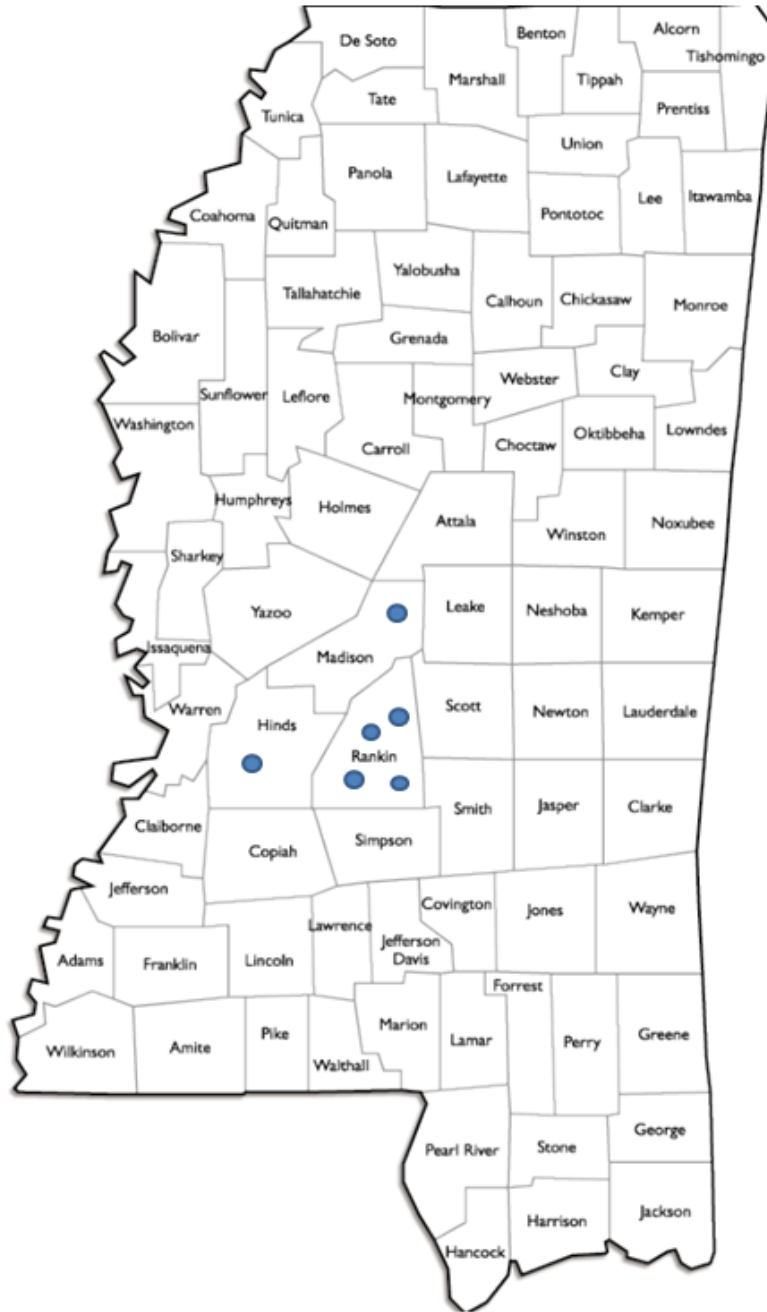
Youth Line

YOUTHLINE is a youth-focused quarterly newsletter devoted to youth highway safety initiatives in Mississippi. There were three issues designed in FY14 for September – December 2013, January – March 2014 and April – August 2014. The newsletters were emailed across Mississippi and printed to promote the youth highway safety programs.

To follow us on social media:

YOUTHLINE

FY14 Youth Programs Map



FY14 Youth Program Agencies

***Youth Programs are State-wide programs, but are housed in the areas on map.**

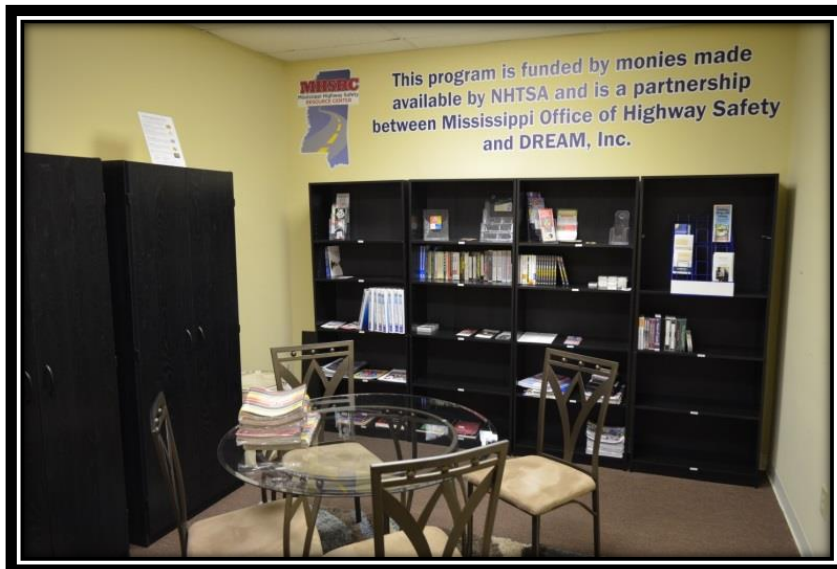
| | | |
|---------------------|--------------|----------------|
| DREAM-Alcohol | MADD-Alcohol | NCAAD-Alcohol |
| Smart Track-Alcohol | DREAM-OP | Smart Track OP |
| | | |

Mississippi Highway Safety Resource Center (Section 154, 402, 405(b) and 405(d))

Mississippi Highway Safety Resource Center (MHSRC) began construction in May of 2013 and started to stock shelves with MOHS Traffic Safety materials and promotional items on May 28, 2013. The 1st order was received and filled October 4, 2013. To date, MHSRC has received, filled and shipped over **191** orders. These safety aides have supported over **125** life-saving events such as School Safety Day, Law Enforcement Day at the Capitol, Pep Rallies, MADD events, Prom Kits, Road Block, Pedestrian Safety, Motorcycle Awareness, SADD Sponsored Trainings, Red Ribbon Week, Teens on the Move Conferences, National Night Out and Drive Sober or Get Pulled Over and Click It or Ticket Blitz campaigns.

Safety intervention topics such as, the Senior or Teen Driver, Child Restraints, Pedestrian, Bicycle, & Motorcycle safety, Impaired Driving; and Occupant Protection are essential to further educating the community on Highway Safety issues. All materials are free to existing grant-awarded agencies throughout the state of Mississippi and are distributed and shipped at no cost to the requester. The MHSRC currently stocks over 365 different items (educational materials and promotional) with several boasting dual messages; English and Spanish and still growing.

From October 1, 2013 – September 30, 2014 there were 191 orders received for the Mississippi Highway Safety Resource Center (MHSRC). The MHSRC created **42** new accounts created from Oct 2013 to Sept 2014 and made supplies available for 26 law enforcement agencies, 7 PI&E and 1 state agency.



Program Funding:

The MOHS funded through Sections 154 funds, 402OP, 405(b) and 405(d), (4) projects with a budget of \$371,594.00. These projects consist of funding for cost related to the Mississippi Highway Safety Resource Center and materials for law enforcement and public information and enforcement projects for public information presentations and projects.

| Youth Funding | Projects | Budget Amount |
|----------------------|-----------------|----------------------|
| 154 Funds | 1 | \$250,000.00 |
| 402 Funds | 1 | \$45,037.60 |
| 405(b) Funds | 1 | \$50,000.00 |
| 405(d) | 1 | \$67,556.40 |
| Total | 4 | \$371,594.00 |

Public Information and Enforcement Program (Section 154, 410, 405(d), 405(b) and 2010

Narrative:

The MOHS has long recognized the importance of combining enforcement and public education into its highway safety efforts. Thus, an educational component designed to help raise awareness about the dangers of drinking and driving, occupant protection distracted driving and teen safety has been in effect for the past five grant years.

The MOHS Public Information and Enforcement Program has a collection of sub-grantees that focus on public information and enforcement, which includes presentations at churches, schools, conferences, meetings, health fairs and many other events to increase awareness. Booths or table set-ups are displayed with relevant educational materials and promotional items

bearing 'no drinking and driving', 'buckle up', distracted driving and motorcycle safety messages.

Projects that support the PI& E programs can be found in Appendix A. These projects helped the MOHS, support multiple programs included impaired, OP unrestrained, youth and older drivers in Mississippi. These projects helped reach more citizens with public information and education .

Program Funding:

The MOHS funded PI&E Projects through Sections 154, 410, 405(b), 405(d), 402 and 2010 funds. The MOHS funded 14 PI&E projects, involving 12 separate agencies. These projects consist of funding for public information and education.

| Youth Funding | Projects | Budget Amount |
|---------------------------|-----------------|----------------------|
| 154 Funds | 5 | \$687,157.19 |
| 410 | 2 | \$242,956.55 |
| 405(d) | 5 | \$617,982.00 |
| 405(b) | 1 | \$171,712.00 |
| Youth Programs-154 | 3 | \$422,473.68 |
| Youth Programs-402 | 1 | \$132,606.78 |
| 2010 | 1 | \$4,706.27 |
| Total | 18 | \$2,279,594.47 |

*Amounts are included in previous project counts and budget amounts.

Grant Funded Activity:

With the use of 154, 402, 405(d) and 405(b) funds, the MOHS continues to gain success in public information and education programs. In 2014, the MOHS contracted with 12 agencies.

Drive to Stay Alive - November 2013

The MOHS sponsored its 4th annual 'Drive to Stay Alive' campaign the weekend before Thanksgiving 2013. The campaign is an on-going collaboration between Jackson State and Alcorn State Universities. The This initiative takes the opportunity to raise awareness regarding the importance of seat belt usage, the dangers of drinking and driving, and to point out the consequences of other driving distractions.

This campaign stemmed from a request made by President Barack Obama in 2009 to address the disproportionate number of African Americans being killed in motor vehicle crashes. An appeal was made by the administration to the U.S. Department of Transportation and to NHTSA to encourage state highway safety offices to support and promote these recommendations. Attention was directed towards historically black colleges and universities (HBCUs) across the country in attempts to reduce fatalities and serious injuries among this diverse population.

The annual football game between JSU and ASU has been utilized as a catalyst to reach the estimated tens of thousands adults and youth fans converging to the stadium to support their team. Of the 613 people killed in car crashes on Mississippi roadways in 2013, 194 were African Americans and more than 31.6% were unrestrained.

Activities began with a press event the day before the football game. University leaders, student representatives, campus police and local/state law enforcement support the cause by encouraging safe driving and riding practices. Joining the 2013 campaign were Commissioner Santa Cruz and MHP Colonel Donnell Berry. On game day, brief highway safety messages are interjected periodically during the sporting event while promotional items are dispensed encouraging football fans to be mindful of potentially deadly driving behaviors.

Public Information and Enforcement Program



Metro Jackson's Initiative: "You Be the Judge": Class Action Summer Teen Camp

Jackson State University-Metro Jackson Community Prevention Coalition, in collaboration with the Boys and Girls Club hosted the **"You Be the Judge": Class Action Summer Teen Camp** at the Tree House, in Vicksburg, MS. The Class Action Summer Program allowed youth the opportunity to participate in a four day (June 16-19, 2014) summer training project which utilized evidenced –based impaired driving prevention measures. *Class Action* looks at the real-world social and legal consequences of teens being arrested for drinking and driving. Participants are divided into six Class Action legal teams to prepare and present hypothetical civil cases in which someone has been harmed as a result of driving under the influence. Each team (with both prosecution and defense members) is given a casebook that contains the facts of their case, affidavits and depositions, and all legal and other information needed to argue their case. The highlight of the camp was on the final day, when youth were able to argue their cases before an actual district judge in an actual courtroom setting. This innovative summer camp enables youth to fully understand the legal consequences of impaired driving in hopes of encouraging them to make wise decisions.



Jackson State University: Initiates "Staying in Your Own Lane"

Jackson State University Impaired Driving Program teamed up with local neighborhood churches, JSU Campus Police and student volunteers for "Staying in Your Own Lane". This prevention strategy was created by the staff as a means to educate parents and youth about the dangers of impaired driving. The staff used a local bowling alley to raise awareness about impaired driving.

"Staying in Your Own Lane" involves using impaired goggles and bowling balls to simulate the effects of impaired driving. Over eighty five youth and parents along with JSU students attended this innovative competitive event. Groups alternated wearing the impaired goggles which represented impaired driving while bowling. The goal was to show participants how difficult it is to engage in activities, such as driving while under the influence. Following each game participants using goggles were asked to share their experiences while others described the altered behaviors.



Alcohol Services Center: Uses Alcohol Awareness Month to Campaign against Impaired Driving

Since 1987, the National Council on Alcoholism and Drug-Dependence, Inc. has recognized April as Alcohol Awareness Month. This month is used to increase public awareness regarding alcohol abuse and to educate people about treatment as well as prevention. It is also an idea to inform the motoring public on the impact of impaired driving. During the month of April, ASC Impaired Driving Program partnered with Hinds Behavioral Health Services. The partnering groups campaigned on the campuses of Tougaloo College and Hinds Community College in Raymond, MS. Booths were set up where printed information was disseminated and students were engaged one-on-one with ASC program staff that provided candid discussions with participants about the dangers of drinking and driving. Participants took impaired driving surveys and received highway safety promotional items.



MOHS and MADD Partner to Emphasize: Deadly Impact of Impaired Driving



Mothers against Drunk Driving (MADD) collaborated with MOHS in their annual to raise awareness and to carry the drive sober message during several **DRIVE SOBER OR GET PULL OVER** campaigns throughout the state. In efforts to drive the message home personal tragedies were shared by Victim Impact speakers about how loved ones lost their lives at the hands of impaired drivers. Press events featured these speakers in major districts including north, central and south districts. MADD family victims testified as to how horrific and senseless crashes changed their lives forever.

Among a number of Victim Impact speakers utilized during the campaigns, Sherrel Clark shared a profound story of how she lost her daughter and unborn twin grandchildren due to a senseless and preventable incident. By using victims, the listening public is able to put a face to this serious epidemic and hopefully will deter others from making potentially deadly decisions.

MotoSteps: 2014 State of Motorcycles on Mississippi Roadways



In Fiscal Year 2014, Mississippi MoToSteps has made significant gains in its approach to the various roadway issues related to roadway/motorcycle safety. As this innovative motorcycle safety group traveled speaking and educating the communities, many questions and concerns about solutions to addressing arose regarding motorcycle related issues in many counties. MoToSteps listened and collected the state's crash data to begin a comprehensive strategy that would target these concerns. MoToSteps established a motorcycle safety plan initiative that will hopefully serve to decrease crashes, fatalities and injuries. The plan which is in its infancy stage is referenced to as: *"The State of Motorcycles on Mississippi Roadways"* (SM²R). This strategy would involve all levels of law enforcement, medical staff, emergency responders, health professionals, and motorcycle professionals. It is designed to have a multi-leveled structure where safety professionals would present practical safe riding initiatives to designated motorcycle club representatives. This strategic motorcycle safety plan was first implemented in Central Mississippi during September 2014. The mission of *"The State of Motorcycles on Mississippi Roadways"* (SM²R) is to share and suggest cooperative safety strategies for highly problematic Mississippi counties and/or cities based on statistical information obtained from the Mississippi Department of Public Safety's Office of Highway Safety. The initiative will be instituted in other areas throughout the state during FY15.

See page 48 for motorcycle program information.

MISSISSIPPI



★ STARS ★

Changing Lanes For

Excellence • Knowledge • Safety

MOHS | MDPS | NHTSA

2nd Annual MS Stars Conference September 23-25, 2014

The Mississippi Office of Highway Safety held the 2nd Annual Mississippi Safety Training and Recognition Symposium (MS STARS) on September 23-25, 2014 at the Whispering Woods Hotel and Convention Center in Olive Branch, MS.

The conference was established to provide law enforcement, community partners, universities and others interested in highway safety issues in Mississippi to receive training, learn about emerging trends, gain program ideas and receive the latest data available. There were 309 registered for the conference, from attendees all over the State. The conference focused on impaired driving, occupant protection, youth/community partners, legal and general traffic and offered 20 separate workshops featuring State and nationally recognized speakers.

Special guests to the MS Stars Conference were NHTSA Regional Administrator Georgia Chakiris, NHTSA Regional Program Manager Pat Tucker, Montana Judicial Outreach Liaison Judge Mary Jane McCalla Knisely, Kristen Shae with the Law Institute and Miss Mississippi Jasmine Murray.



MS Stars Conference-Buckle for Life Recognition

The Buckle for Life Luncheon was held on September 23, 2014, at the MS Stars Conference to honored law enforcement and community partners across the State for their seatbelt and child restraint safety achievements.

More than 99 officers from 22 agencies, including the 9 Troop Districts were honored. Officers recognized for awards, issued more than 570 Child Restraint Citations and more than 22, 267 Seat Belt Citations in 2013.

The top three recipients for Child Restraints for 2013 were:

- Deputy Wesley Steven-Lauderdale Sheriff's Department-187 Child Restraints
- Patrolman Chris McDonald-Greenwood Police Department-140 Child Restraints
- Patrolman Josh Broman-Gulfport Police Department- 134 Child Restraints

The top three recipients for Seatbelt Citations for 2013 were:

- Patrolman Josh Broman-Gulfport Police Department-1,014 Seat Belt Citations
- Trooper First Class Joshua Dobbs-Troop H- 881 Seat Belt Citations
- Deputy Andy Matuszewski-Lauderdale Sheriff's Department-710 Seat Belt Citations



The Buckle for Life Luncheon honors those agencies that write the most Child Restraints and Seatbelt Citations. The Top City, County and Troop District are as follows:

- Top City Child Restraints-Gulfport Police Department-551
- Top County Child Restraints- Hinds County Sheriff's Department-230
- Top Troop District Child Restraints- Troop F- 2,672
- Top City Seat Belt Citations- Gulfport Police Department-3,268
- Top County Seat Belt Citations- Lauderdale County Sheriff's Department-2,273
- Top Troop District Child Restraints- Troop D- 597



The Buckle for Life Luncheon also recognizes the officer that write the most Seat Belt Citations during the 2013 Click It or Ticket Campaign (May 19th – June 1, 2013). The award was received by Pearl Police Department Officer, John Williams with 263 seat belt citations during the 2 week blitz period.



Montana Judicial Outreach Liaison Judge Mary Jane McCalla Knisely gave the luncheon speech that encouraged all attendees to continue their efforts in seatbelt and child restraint safety and to continue to keep the citizens of Mississippi safe.

MS Stars Conference-General Session Best Practices

During the MS Stars Conference a special general session was presented to the attendees of the conference that highlighted two panels of experts in the field of highway safety best practices. The session was moderated by MOHS Traffic Records Coordinator, Robert Hancock and included a special guest from the Tennessee Office of Highway Safety.

The session provided an informative session on some of the best practices that are used though out Mississippi among law enforcement, community partners and public information and enforcement programs.

The session concluded outside the conference center to display many of the best practices that were talked about during the general session, so that attendees could see first hand some new and exciting ways to make Mississippi safer.



MS Stars Conference-General Session-Mississippi Judicial Panel

During the MS Stars Conference a special general session was presented to the attendees of the conference that highlighted a panel of experts in the field of judicial expertise and highway safety. The session was moderated by Pat Tucker, NHTSA Program Manager, from the NHTSA Region VI office.

The panel of experts consisted of the following experts in judicial expertise and highway safety.

- Odell Thompson, Thompson Consulting Group
- Sharon Thompson, Forrest County Justice Court
- Samac Richardson, Mississippi Judicial Outreach Liaison
- Molly Miller, Special Asst. Attorney General's Office/Traffic Safety Resource Prosecutor
- Maury Phillips, Section Chief Implied Consent, Mississippi Crime Lab

Each presenter gave information on the upcoming changes to the impaired driving laws of the State and how they would affect law enforcement and the impact on the judicial system in the coming years. The discussion provided information on what the State is doing to help combat the issues in impaired driving and what strategies that the State is using to make the Mississippi Roads safer.

MS Stars Public Service Reception

The MS Stars Public Service Reception was held on September 24, 2014 to honor agencies and individuals for their achievements in public service which was over and beyond the call of duty in their communities and for the State.



The award categories and winners are as follows:

Best Practice Awards-For Excellence in the following areas:

- | | |
|------------------------|------------------------|
| • Media | Lewis Husband |
| • Data Tracking | Chief Joel Spellings |
| • Grant Management | Shawn Word |
| • Enforcement/Outreach | Chris McDonald |
| • Occupant Protection | Chief Walter Armstrong |
| • Law Enforcement | Captain Pat Green |

- Stone County Sheriff's Department
- Sherman Police Department
- Starkville Police Department
- Greenwood Police Department
- Vicksburg Police Department
- MHP Troop K-Biloxi, MS



Partnerships-For Excellence in Working as Partners for the State of Mississippi:

- | | | |
|--|-------------------------------|--------------------------|
| • Safe-KidsMS/Dept. of Health | Elizabeth Foster | Jackson, MS |
| • Moto Steps | Robert Walton/ Kim Catchins | Jackson, MS |
| • STORM | Harrison Matory | Jackson, MS |
| • Metro Jackson | Velesha Williams | Jackson State University |
| • SSCRCs - Social Science Research Center-Mississippi State University | PSDL - Public Safety Data Lab | |



Advocates-For Excellence in working with the MOHS and sharing their personal stories of highway safety to the State of Mississippi.

- | | | |
|---|--|--|
| <ul style="list-style-type: none"> • Click It or Ticket • DUI-Drive Sober Get Pulled Over • DUI-Drive Sober Get Pulled Over • Seat Belt - Click It or Ticket • DUI-Drive Sober Get Pulled Over | <p>Cassandra Reed Prisca Patrick & Etoile Frazier-Patrick Damien Redmond Ryan Estep Sherrell Clark</p> | <p>Vicksburg, MS Jackson, MS Cruger, MS Jackson, MS Smithville, MS</p> |
|---|--|--|



Community Service-Nominated by their Communities for excellence in going over and beyond the call of duty in Community Service.

- | | |
|---|---|
| <ul style="list-style-type: none"> • Officer Richard Harper • Chief Joel Spellins | <p>Magee Police Department Sherman Police Department</p> |
|---|---|



MS Stars Conference-DUI 100-300 Club



The DUI 100 Club was established in 1983 to recognize those law enforcement officers across the State, who each writes a minimum of 100 DUI citations within a calendar year. This year's (2013) recognition luncheon was held on September 25, 2014, which celebrated the 31st year of the DUI 100 Club.

Law enforcement officers from 34 agencies, including 19 police departments, 11 sheriff offices and three of the nine MHP districts, were recognized for making more than 6,808 DUI arrests collectively. The top three recipients for DUI arrests for 2013 were:

- Officer Richard Harper-Magee Police Department-329 DUI Arrests
- Deputy Ryan Williams-Lauderdale Sheriff's Department-251 DUI Arrests
- Sergeant Denis Smith-Covington County Sheriff's Department-243

DUI Arrests.

The DUI 100-300 Club Luncheon honors those agencies that write the most DUI Citations. The Top City, County and Troop District are as follows:

- Top City DUI Arrests- Gulfport Police Department- 799 DUI Arrests
- Top County DUI Arrests- Hinds County Sheriff's Department-510 DUI Arrests
- Top Troop District DUI Arrests-Troop D- 1,255 DUI Arrests

The DUI 100-300 Club Luncheon also recognizes the officer that writes the most DUI citations during the National Blitz, which was held August 13th – September 1st, 2013. The award was received by Magee Police Department Officer, Richard Harper with 33 DUI Arrests during the two week period.



Mississippi Judicial Outreach Liaison, Judge Samac Richardson delivered a very powerful talk on the successes of the State's Impaired Driving program and to continue enforcing the State's laws to reduce fatalities and decrease injuries and crashes.



Paid Media Report

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

Funding remained the same for paid media for FY14 in all funding areas, but the focus on media was for more television and radio advertisement and less print ads across the State.

Broadcast Placement Strategy

Network television is used as the primary medium in most MOHS campaigns to increase audience reach, and cable television is used for audience frequency. Network and cable TV programs are selected based upon current Nielson ratings. The highest-rated programs at the lowest cost per point are targeted to maximize the message's reach and frequency and to increase its exposure to the greatest number of targeted viewers. The media buy concentrates on evening prime-time shows and places special emphasis on sports, news and crime-stopper shows. Not less than one bonus spot per paid spot is requested, and most stations comply with a strong PSA schedule.

When advertising to the entire state, cable is particularly helpful in reaching the northern counties bordering Memphis, Tennessee, which cannot be reached through Mississippi network TV. Broadcast ads are also placed in movie theaters throughout the state for selected campaigns during high theater traffic count periods to reach youth and young adults.

Mississippi's population is diverse, and African-American's makes up more than 75 percent in some areas. To ensure that this and all demographics are reached, the media buy pays close attention to the various demographics and target audience groups.

Post-buy analyses of gross rating points are conducted on each broadcast television buy. All paid media is monitored to confirm that ads run when and where specified and that ads are invoiced as negotiated.

Radio is often chosen to increase frequency and to extend the reach of the base created by television. It

serves as a reminder for listeners to drive safely, particularly during peak driving times in the morning, late afternoon, in the early or late evening and other potentially dangerous driving times. Radio can also target more specific audience groups: young white males with country, rock and heavy metal music, and African-American males with hip-hop and urban music.

Online and Digital Strategy

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

Rotating digital outdoor boards warned all drivers about the consequences of drinking and driving and the advantages of buckling their seat belts.

Christmas/New Year's 2013/2014

The 2013/2014 Christmas /New Year's campaign presented a strong enforcement message with the "Drive Sober or Get Pulled Over" tagline. The goal audience was all males age 18-34 although we wanted to reach every person in the State.

The MOHS wanted to emphasis the fact that not only could you kill or injury yourself but could kill or injury others that are on the road when you are. We also wanted to remind people to make the right decision and get a designated driver if you are going to be on the road.

New creative portrayed three (3) different social scenarios. The 1st scene is a group of high school students and parents leaving a football game with football players saying "can't wait for the after party", scene is a little girls birthday party with the father stating "anything for you Princess" and then a scene of young males at a convenience store getting ice talking about "tonight is going to be a blast". Then we go to three (3) different scenes of same groups; first a funeral scene with high school students at a funeral for one of the football players, a hospital scene where a doctor is telling the father the little girl might not make it and then a scene at a graveyard with young friends, family and girlfriend mourning.

Paid Media Report

This if followed by a young male in a bar stating that he has a designated driver and made the right choice. Then it ends with a highway patrol officer, deputy sheriff and police officer stating “Make the right choice. Or you will go to jail. Drive Sober or Get Pulled Over”. Media was placed on network and cable stations and emphasized major holiday sporting events.

Statewide marketing was purchased for the target audience of males age 18-34 utilizing Arbitron and Nielsen resources including television (network and cable), radio, print, outdoor/billboards and online media. Additionally a high number of bonus spots were successfully negotiated for network television, cable television and radio.

Central to every campaign is an approach that produces maximum exposure of the audience to the message. A Statewide press conference was held at the MS Office of Highway Safety in conjunction with the MS Association of Highway Safety Leaders (MAHSL) on December 13, 2013, reminding all drivers to be alert at all times and never drink and drive. During this period, the MOHS received media attention from nearly every broadcast TV outlet in the state. Using the Neilson Media Research tool, the MOHS submitted a detailed report of the earned media, providing an accurate, up-to-date account of the number of viewers and listeners. Over the Christmas holidays MOHS received \$43,135.30 in earned press, and 2172 added bonus TV and radio spots.

Memorial Day 2014

The MOHS Click It or Ticket Campaign for Memorial Day, 2014 included the enforcement period of May 19-June 1, 2014, as well as a paid and earned media campaign period from May 12-26, 2014.

The targeted markets included statewide coverage with additional targeting of 24 counties focusing on teen seat belt use (DeSoto, Tate, Tippah, Lee, Itawamba, Pontotoc, Carroll, Oktibbeha, Yazoo, Neshoba, Newton, Lauderdale, Clarke, Hinds, Rankin, Simpson, Jones, Lincoln, Marion, Greene, George, Jackson, Harrison and Hancock), and 16 survey counties (Hancock, Harrison, Jackson, Perry, Pike, Hinds, Rankin, Madison, Leflore, Holmes, Panola, DeSoto, Pontotoc, Chickasaw, Lee and Prentiss). The primary target audience was males age 18-34, and the secondary target audience was youths age 16-20.

The Click It or Ticket Campaign for Memorial Day, 2014, included television (network and cable), radio and

online media. Utilizing Arbitron and Nielsen resources, goals for each medium selected were based on achieving 70% reach of the state. Working with MOHS in conjunction with feedback from the National Highway Transportation Safety Administration (NHTSA), a media plan was developed for approval and placement. Additionally, a significant number of bonus spots were included on television and radio.

These online media strategies targeted 18-34 year-old males in the 16 targeted counties as well as targeting 16-20 year-old males and females in the 24 targeted counties. Results of the online campaign included the following details:

The MOHS purchased nearly one million online impressions and mobile ads of video pre-roll on each of the highest viewership sites in the State, including Clarion-Ledger, WFTV-TV, WLBT-TV, WAPT-TV in Jackson WLBT-TV in Hattiesburg and WLOX-TV on the Coast. Also purchased were online ads in the Jackson Free Press and WDBD-Fox and the Commercial Appeal. On average, the MOHS received a 4.13% click rate. The plan included a schedule of print ad placement in 76 newspapers across the State, in the major daily newspapers in the North, South and Central areas, and in the State’s only Hispanic newspaper, La Noticia. Online ads on Facebook and Youtube were placed where the video performed well delivering more than 100,000 views and a .55% on average click rate.

Capturing the audiences’ attention means getting people to laugh and/or strongly identify with the Protagonist. And, they need to see the local police out and in force. We kept these recommendations top of mind in developing this year’s CIOT spot strategy. The purpose of creating a new spot was:

1. To increase the percentage of people buckling up by at least 6 percent over last year during this same time period.
2. To warn citizens, particularly males 18-34, about the consequences of driving while not wearing a seatbelt.
3. To provide law enforcement with a strong creative message to get the public’s attention and increase the number of motorists driving with seat belts, thus reducing fatalities within the enforcement period.

Our creative needed to be engaging, interesting and memorable with a decidedly masculine appeal, in a language and tone that our audience understood. We built the TV spot around the idea that no matter how

Paid Media Report

hard you try to get out of it, you have to wear your seatbelt, or you could likely be stopped.

To a catchy background melody, an animated seat belt chases two young men in their car as they roll out of the driveway in a middle-class neighborhood. The driver sees the seat belt behind him in hot pursuit. Like a puppy after his owner, the seat belt doggedly tries to catch up with the car as it winds around the neighborhood. Just when the young men think they have escaped capture, they hear a tap,tap,tap on the side window, only to find a policeman holding the seat belt they had tried so hard to evade. As they attempt to talk their way out of the situation, the officer begins writing them a ticket. We cut to other law enforcement writing tickets to a young adult male and friend in a red pick-up truck, and two teenagers in a bright yellow jeep. The voice over warns that law enforcement is out and they will be writing tickets, so Click It or Ticket!

As part of the overall Click It or Ticket campaign, there were several press conferences held and other outreach that generated earned media and news stories to raise awareness of the need for seat belt use in Mississippi. A Statewide press conference was held in Jackson at the Mississippi Agricultural & Forestry Museum on May 16.

Other press conferences held around the state included ones held at Taylor's Restaurant in New Albany, Greenville at the Greenville Mall on May 21, a Hands Across the Border with TN at the MS Welcome Center in DeSoto County on May 22 and Meridian on May 23, 2014. The event in Jackson on May 16 included a truck rollover demonstration of how a passenger would be injured in the event of a rollover accident. During the Memorial holiday there was \$242,352.56 in earned press and \$177,378.00 in value added with bonus spots from TV, radio, outdoor and movie theatres.

In addition to press conferences, there were 33 live one-on-one interviews with radio and newspapers that were done around the State.

Memorial Day Earned Media and value

58 TV stories valued at \$170,606.00
33 radio interviews valued at \$43,817.50
34 Print news stories valued at \$13,964.53
34 Print online stories valued at \$13,964.53
8,064 bonus spots valued at \$177,378.00

>>Labor Day 2014

The MOHS Drive Sober or Get Pulled Over Campaign, Labor Day, 2014, included an enforcement period from August 15 – September 1, 2014, and a paid and earned media campaign period from August 11 – September 1, 2014. All Mississippi markets, statewide, were targeted, and the primary target audience was males age 18-34 in Mississippi utilizing Arbitron and Nielsen resources.

The Drive Sober or Get Pulled Over Campaign for Labor Day, 2014, included television (network and cable), radio, print, outdoor/billboard and online media. Working with MOHS in conjunction with feedback from the National Highway Transportation Safety Administration (NHTSA), a media plan was developed for approval and placement. Additionally, a high number of bonus spots were successfully negotiated for network television, cable television and radio.

As part of the overall Drive Sober or Get Pulled Over Campaign, a press conference was held on Friday, August 15, 2014 that generated earned media and news coverage to raise awareness of the need to stop impaired driving in Mississippi, and to alert the public about the increased level of law enforcement presence during the Labor Day blitz period.

The press conference on August 15, 2014, was held at the MOHS office in Ridgeland, Mississippi. Speakers included Mississippi Department of Public Safety (DPS) Commissioner Albert Santa Cruz; MS Hwy Patrol Colonel Donnell Berry; MOHS Office Director Shirley Thomas and Damien Redmond, a victim impact speaker.

Damien was in a vehicle crash in April, 2013 when he was hit by a drunk driver, who died in that crash. He has had 14 surgeries to date and will be effected mentally and physically for the rest of his life. Mississippi Highway Patrol and local law enforcement officers were also on hand as part of the event. During the Labor Day holiday there was \$315,919.02 in earned press and \$339,591.00 in value added with bonus spots from TV, radio, outdoor and movie theatres.

Labor Day Earned Media and value

58 TV stories valued at \$170,050.00
43 radio interviews valued at \$112,967.50
46 Print stories valued at \$16,450.76
46 Print online stories valued at \$16,450.76
10,268 bonus spots valued at \$339,591.00

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Monitoring

Monitoring ensures that coverage in print, broadcast and electronic media conveys appropriate messages and strategic objectives. This year all “Drive Sober or Get Pulled Over” and “Click It or Ticket” campaigns received media attention from nearly every broadcast television and radio news outlet in the state. Using the Neilson Media Research tool, the MOHS submitted a detailed earned media report, providing an accurate, up-to-date measure of the number of viewers and listeners.

Media:

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

Earned Media Report

Radio:

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

Radio is often chosen to increase frequency and to extend the reach of the base created by television. It serves as a reminder for listeners to drive safely, particularly during peak driving times in the morning, late afternoon, in the early or late evening and other potentially dangerous driving times. Radio can also target more specific audience groups: young white males with country, rock and heavy metal music; African-American males with hip-hop and urban music; and college students with local college radio networks.

Newspapers:

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

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

Television:

Mississippi has 35 television stations that are affiliated with major networks such as ABC, FOX, NBC and CBS, along with a State television program, Mississippi Public Broadcasting. Network television is used as the primary medium in most MOHS campaigns to increase audience reach, and cable television is used for audience frequency. Network and cable TV programs are selected based upon current Neilson ratings. The highest-rated programs at the lowest cost per point are targeted to maximize the message’s reach and frequency and to increase its exposure to the greatest number of targeted viewers. The media buy concentrates on evening prime-time shows and places special emphasis on sports, news and crime-stopper shows. Not less than one bonus spot per paid spot is requested, and most stations comply with a strong PSA schedule.

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

Because Mississippi’s population is diversified, and the African-American population makes up more than 75 percent in some areas, highly-rated programming is selected, such as the Fox and BET networks, the Jackson State University cable TV station, and others are used.

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

Earned Media Report

Digital Strategies:

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

Social Media

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

Facebook/Twitter/YouTube:

For MOHS Facebook pages, MOHS continued to use the national logos, Welcome pages with Flash photos, a brief write-up about the campaign, a short online opinion survey, and a section to post spots and interviews. The MOHS Facebook fans grew from 3414 to 3999 for CIOT during Memorial Day holiday and from 1361 to 1506 for the Labor Day holiday for DSOGPO.

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



MS Drive Sober: Helps promote the Drive Sober Get Pulled Over national campaign, along with DUI and Impaired Driving information throughout the year. The MS Drive Sober Facebook page has 1,520 “likes”. New information about impaired driving is updated regularly.



Earned Media Report

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

In FY14, the Facebook page had over 4,008 “like status” over the course of the campaign. As press releases, radio spots, MOHS commercials, news stories, public interest spots become available to the MOHS, those items are also added to the MS Click It or Ticket Page for the viewing public to enjoy and share comments on.



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

The MOHS Twitter page has 32 followers as of October 27, 2014 the MOHS hopes to increase that number throughout FY15 grant year to spread the message of highway safety to Mississippi. Below is a screen shot of the MOHS Twitter page.



You Tube: The MOHS has also utilized social media in the form of YouTube. The MOHS You Tube channel has videos of the MOHS most recent commercials for Drive Sober Get Pulled Over and the Click It Ticket campaign, along any additional news clips that have featured the MOHS in local news.

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)

The results which follow provides program managers data that are used to determine trends in awareness of traffic safety messages, sources of information, self-reported behaviors and perceived risk of an enforcement consequence for not complying with laws. Topical areas covered in the survey included seat belt use, drinking and driving, and speeding.

Slogan Recognition

Mississippian's recognition of the "*Click it or Ticket*" slogan is very high. The 2014 survey results indicate that 90.0% of the respondents recognized the slogan. It was by far the most recognized slogan included in the survey. "*Drive Sober or Get Pulled Over*" was the next most recognized slogan in the survey with 57.1% recognition.

Familiarity with this slogan increased nearly +6 percentage points compared to the previous year (50.6% in 2012). These two widely known slogans are key-components for Mississippi's high visibility enforcement efforts.

Seat Belt Awareness Message

More often than not (59.6%), survey respondents reported recent exposure to messages regarding seat belt enforcement. Television was the most common source for information (36.0%), followed by radio (19.5%) and then newspaper (7.8%). Most respondents (77.2%) perceived a "very/somewhat" likelihood of a ticket for not complying with the belt law. There was no appreciable gender difference regarding exposure to seat belt enforcement messages or the perceived risk of a ticket.

Age did make a difference regarding reported exposure to the seat belt enforcement messages, but younger

driver perceived less likelihood of receiving a ticket for not complying with the law.

Speed Awareness Message

Nearly half of the survey respondents (44.54%) reported recent exposure to information regarding speed enforcement. Television was the most common source of information (24.8%), followed by radio (14.6%) and then the newspaper (7.8%). Nearly 87% of the survey respondents perceived a "very/somewhat" likelihood of a ticket for not complying with speed limits.

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

Impaired Driving Message

The survey results indicate that a substantial majority of respondents (65.3%) were recently exposed to enforcement information regarding impaired driving. Television (46.6%) was again, by far, the most common source of information, followed by radio (20.3%), and then the newspaper (11.8%).

Age and gender did not make a difference regarding exposure to alcohol messaging or perceived risk of arrest for driving under the influence.

The vast majority of respondents (90.2%), regardless of age or gender, perceived a driver's chance of arrest as "very/somewhat likely" if driving impaired.

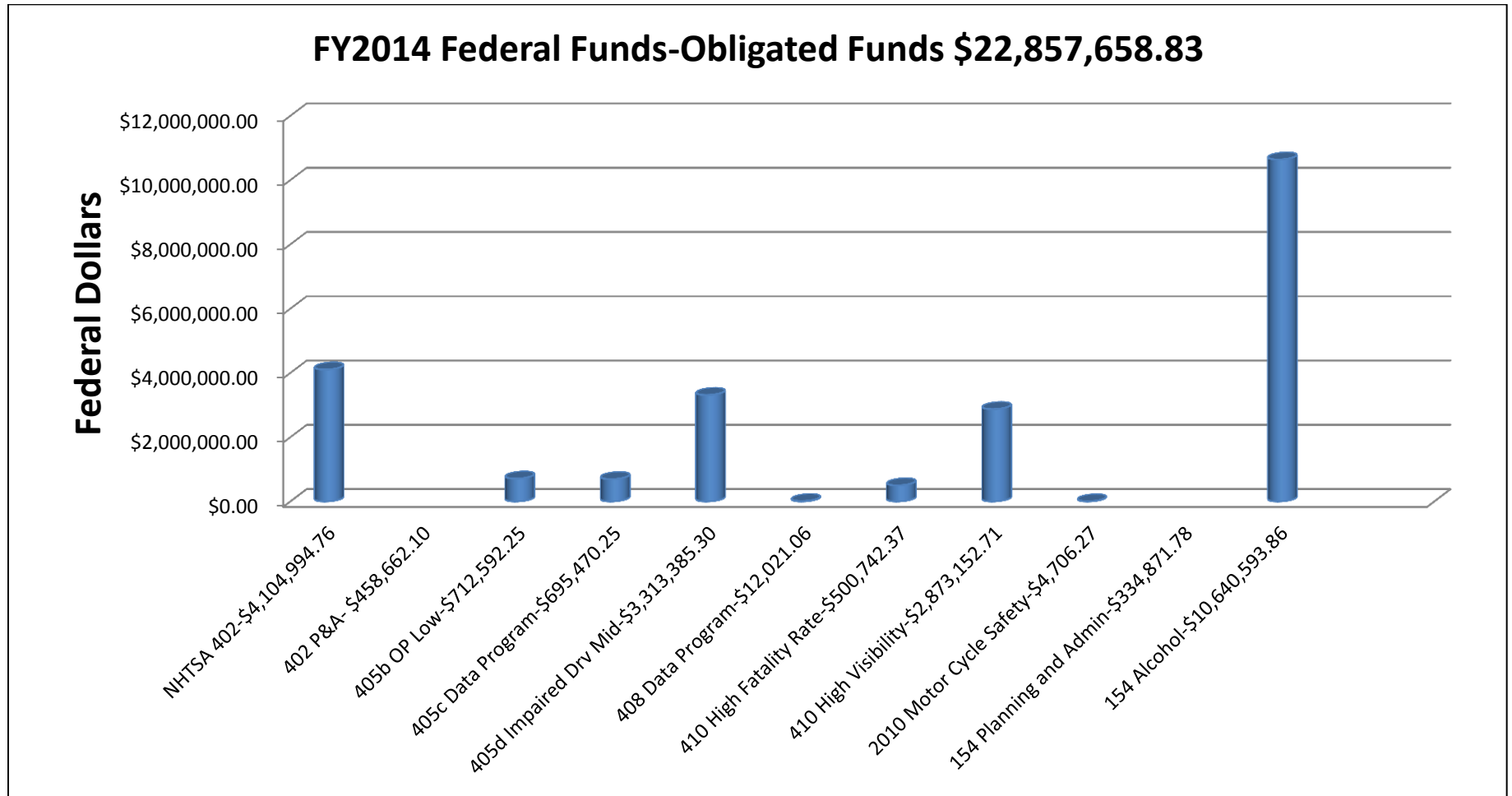
2014 Mississippi Survey Highlights:

- 90% of survey respondents recognized the **Click It or Ticket** program (-2 point drop from FY13)
- 57% recognized the **Drive Sober or Get Pulled Over** (+6.5 point gain from FY13)
- A majority of respondents reported recent exposure to seatbelt and impaired driving enforcement messages:
 - 60% for seatbelt messages (-1 point drop from FY13)
 - 65% impaired driving messages (-3 point from FY13)
 - 44% for speed messages (-2 point drop from FY13)
- A large majority of respondents perceived a "very/somewhat" likelihood of ticket/arrest if not complying with the law:
 - 77% for seatbelt (-3point drop from FY13)
 - 90% for impaired driving (Maintained from FY13)
 - 87% for speed (-3 point drop from FY13)

FY14-Financial Report

***Final Project Financial Information can be found in GTS and in the Annual Report Appendix.**

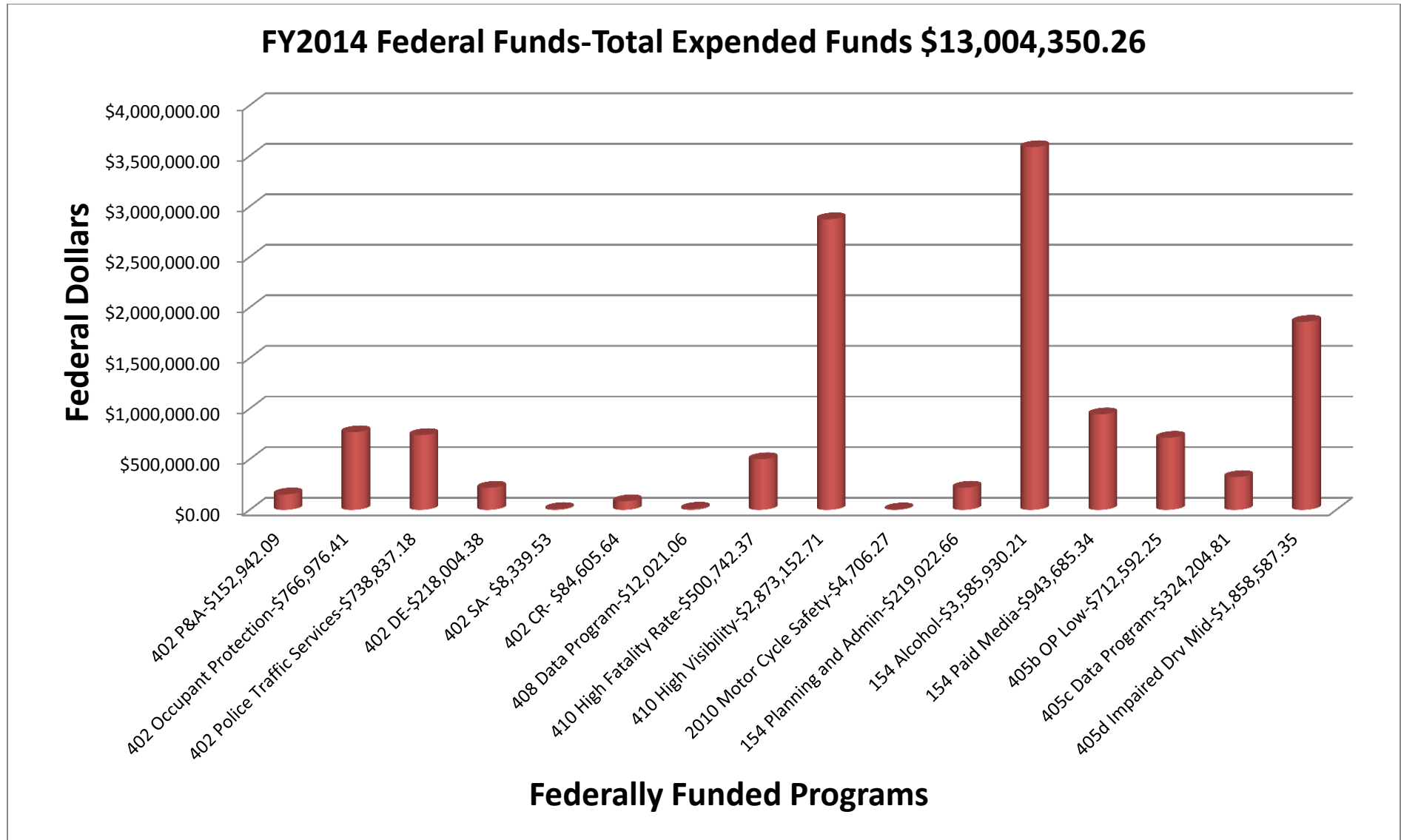
The Mississippi Office of Highway Safety funded a total of 213 highway safety grants during the FY14 grant year. The FY14 highway safety program included: (72) 154-Federally Funded Grants, (45) 410/405(d)-Federally Funded Grant, (63) 402-OP Federally Funded Grants, (3) 405(b) Federally Funded Grants, (12) 402-PT Federally Funded Grants, (8) 405(c), (4) 154/402 Teen, 5(P&A) and (1) 2010-Federally Funded Grant. The FY14 Highway Safety Plan accounted for a total of \$22,857,658.83 in highway safety related program funding.



FY14-Financial Report

***Final Project Financial Information can be found in GTS.**

During the FY14 grant year, the Mississippi Office of Highway Safety Office had a total budget in the FY14 Highway Safety Plan of \$22,857,658.83 for highway safety projects. During the grant year, the MOHS expended a total of \$13,004,350.26 in grant funds and helped make 191 programs across Mississippi a success.



Mississippi Highway Safety Highlights

Traffic Safety Statistic Highlights:

- The traffic fatality rate decreased from 1.60 in 2011 to 1.51 in 2012, the lowest fatality rate ever recorded in Mississippi according to state data.
- Urban fatalities decreased in 2013 from an all-time high of 175 in 2012 to 94 fatalities in 2013.
- The no helmet usage fatality rate decreased from 5 no helmet fatalities in 2012 to 3 no helmet fatalities in 2013.
- Motorcycle fatalities maintained from 39 in 2012 and in 2012.
- During 2013, the number of unrestrained fatalities decreased from 293 in 2012 to 284 in 2013.
- During 2013, teen alcohol related fatalities decreased from 64 in 2012 to 28 teen alcohol related fatalities in 2013.
- The MOHS increased DUI grant funded speed citations from 21,873 in FY13 to 26,785 grant funded speed citations in FY14.
- The MOHS increased speed citations to 26,701, which is a +40.39% increase from FY13 to FY14
- Seatbelt citations rose to 27,606 in FY14, which was a +13.58% increase from seatbelt citations in FY13 to FY14.

Program Highlights:

- In July 2014, the MOHS implemented the new accounting online accounting Mississippi Accountability System for Government Information and Collaboration (MAGIC) program, which will handle sub-grantee claims, payment, applications, closeouts and over all grant management.
- Mississippi hosted the NHTSA Region VI Regional Meeting on August 19-20, 2014.
- Hired Mississippi's 1st Judicial Outreach Liaison.
- Held the 2ndth Annual Mississippi STARS Conference for training and recognition of law enforcement, community partners and leaders in Olive Branch, MS on September 23-25, 2014.
- The MOHS coordinated the 2nd No Refusal Weekend with partnerships with the Mississippi Highway Patrol and 31 participating agencies. The two weekend No Refusal project yielded 443 DUI's, 16DRE evaluations, 58 Blood Draws, 335 Speed Citations, 58Seatbelt, 43 Child Restraints and a total of 2,444 Citations.



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**Mississippi
Office of Highway
Safety Annual Report
Appendix**

2014



MISSISSIPPI
Office of Highway Safety

APPENDIX A

Project Descriptions

Planning & Administration Program

The Mississippi Office of Highway Safety (MOHS) supports a planning and administration program that utilizes Section 154 and Section 402 funds. The funds are used for planning, financial management, coordination of programs, personnel and fringe and office operation costs to help support the MOHS program.

Goals and Achievements:

- To administer the Section 154 and Section 402 highway safety programs.
- To plan for highway safety activities and programs.
- To decrease crashes, fatalities and serious injuries within the State of Mississippi.

>>C-1 Core Outcome Measure - Fatality Rate

To decrease the number of traffic fatalities by 10% from the 2011 of 630 to 567 by the end of FY14. To decrease the number of traffic fatalities by an additional 5% for a long term goal of 539 fatalities by the end of 2015.

Fatalities decreased from 630 in 2011 calendar year to 582 in 2012 and FARS data indicates 613 during the FY13 grant year. MOHS did not meet the goal of 567 by the end of FY14.

>>C-2 Core Outcome Measure - Injury Rate

To decrease the number of serious traffic injuries by 10% from the calendar year 2011 of 6,670 to 6,003 by the end of FY14.

Serious traffic injuries decreased from 6,641 in 2011 calendar year to 6,255 in 2012. MOHS did not meet the goal of 6,003 by the end of FY14.

>>C-3 Core Outcome Measure - Fatality Rate

To decrease the number of fatalities by VMT 10% from the 2011 calendar year of 1.60 to 1.44 by the end of FY14.

The fatality rate decreased from 1.60 in 2011 in calendar year to 1.51 by 2012. MOHS did not meet the goal of 1.44 by the end of FY14.

Programs and Projects:

Project Number: 154AL-2014-ST-41-02, 154AL-2014-ST-41-03, 154AL-2014-ST-41-042

Project Title: MOHS Alcohol Countermeasures Coordination & Program Management

The MOHS Alcohol Countermeasures Coordination & Program Management Program provided program management in the alcohol impaired driving program area to coordinate statewide and local law enforcement efforts related to DUI operations, national impaired driving blitz campaigns and other projects related to impaired driving efforts. Program oversaw funding to state and local law enforcement agencies for overtime enforcement, and assist in developing strategies for inter-jurisdictional enforcement efforts. Collaborated with the State's law enforcement liaisons, TSRP, JOL and others alcohol related programs to increase effectiveness and efficiency of law enforcement efforts to reduce DUI.

Provided program management for the planned MOHS alcohol impaired driving outreach projects, surveys and the "Drive Sober or Get Pulled Over" National Mobilization. Program assisted with impaired driving media campaign during National DSOGPO blitz period as needed and/or requested.

Budget: \$525,000.00 Federal Funding Source 154 AL

Project Number: PA-2014-PA-42-01

Project Title: MOHS Audio Visual Conferencing

Purchased of Audio Visual Conferencing Equipment (AVC) to enhance the MOHS programmatic management and provide a more cost effective way of communication with state and federal program spending. The purchase of the AVC reduces travel costs across the state, allowing the MOHS to host and participate in meetings, training, education seminars and presentations within the MOHS offices.

The purchase of the AVC also allowed the opportunity for improved communication with sub-grantees and the NHTSA Region 6 office, state and federal partners and office outreach throughout the State. The addition of the AVC allows more training for the MOHS, partners and the Judicial Outreach Liaison for additional training and educational opportunities to spread the message of traffic safety across the State of Mississippi.

Budget: \$5,000.00 Federal Funding Source 154

Project Number: OP-2014-OP-41-01, OP-2014-OP-41-02, OP-2014-OP-41-03

Project Title: MOHS Occupant Protection Coordination Program

Provided program management in the Occupant Protection program area to coordinate statewide local law enforcement efforts related to MOHS operations. Program oversaw funding to state and local law enforcement agencies for overtime enforcement, and assisted in developing strategies for inter-jurisdictional enforcement efforts.

Provided program management for the planned MOHS Seat Belt Survey, the CPS survey and the CIOT National Mobilization. Oversaw projects related to CPS, including fitting stations, checkpoint stations and CPS technician training. Oversaw OP media campaign during National CIOT blitz period. Includes travel and misc. expenses.

Budget: \$190,000.00 Federal Funding Source 402 OP Occupant Protection

Project Number: PA-2014-PA-41-01

Project Title: MOHS P&A

Provided program management to coordinate statewide local law enforcement efforts related to MOHS operations. Program oversaw funding to state and local law enforcement agencies for overtime enforcement, and assisted in developing strategies for inter-jurisdictional enforcement efforts. Includes salaries, fringe and other expenses for MOHS.

Budget: \$458,663.00.00 Federal Funding Source 402

Project Number: 154PA-2014-PA-41-01

Project Title: MOHS P&A

Provided program management to coordinate statewide local law enforcement efforts related to MOHS operations. Program oversaw funding to state and local law enforcement agencies for overtime enforcement, and assisted in developing strategies for inter-jurisdictional enforcement efforts. Includes salaries, fringe and other expenses for MOHS.

Budget: \$540,000.00 Federal Funding Source 154

Project Number: PA-2014-PA-42-01

Project Title: MOHS Audio Visual Conferencing

Purchased of Audio Visual Conferencing Equipment (AVC) to enhance the MOHS programmatic management and provide a more cost effective way of communication with state and federal program spending. The purchase of the AVC reduces travel costs across the state, allowing the MOHS to host and participate in meetings, training, education seminars and presentations within the MOHS offices.

The purchase of the AVC also allowed the opportunity for improved communication with sub-grantees and the NHTSA Region 6 office, state and federal partners and office outreach throughout the State. The addition of the AVC allows more training for the MOHS, partners and the Judicial Outreach Liaison for additional training and educational opportunities to spread the message of traffic safety across the State of Mississippi.

Budget: \$3,300.00 Federal Funding Source 402

Project Number: PT-2014-PT-41-01, PT-2014-PT-41-02, PT-2014-PT-41-03

Project Title: MS Office of Highway Safety - Police Traffic Services Coordination Program

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.

Budget: \$300,000.00 Federal Funding Source 402-Police Traffic Services

154/410/405D- Alcohol Countermeasures

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

With the use of Section 154, 410 and 405(d) funds, the MOHS continues to gain success in high visibility enforcement, paid media and public information and enforcement programs. In 2014, the MOHS contracted with 91 agencies and the Mississippi Highway Patrol. Funds are used to support high visibility enforcement, paid media, public information, judicial training and education.

Goals and Achievements:

>>C-5 Core Outcome Measure-Alcohol/Drugs

To decrease the number of fatalities in crashes involving driver or motorcycle operator with a BAC of .08 and above 15% from the 2011 calendar year of 149 to 134 by the end of FY14.

Alcohol-impaired driving fatalities increased from 159 in 2011 calendar year to 179 by 2012. DUI arrests increased from 29,552 in 2011 calendar year to 30,577 by 2012. MOHS did not reach the goal of 134 by the end of FY14.

>>Achievement Measure/Impaired Driving

To increase the number of impaired driving arrests made during grant funded activities by 10% from 13,315 in 2011 to 14,646 by the end of FY14.

In number of grant funded citations decreased from 11,245 actual grant funded DUI citations reported in 2012 by awarded projects to 11,263 in FY13. The number decreased from 11,263 in FY13 to 11,623 grant funded citations in FY14. MOHS did not meet the goal of 14,646 grant funded DUI citations by the end of FY14.

>>MOHS Outcome Measure: Teen-Alcohol:

Reduce teen alcohol related fatalities by 20% from 15 in 2011 to 13 in FY14.

MOHS inadvertently used the wrong data set for the setting of the core measure. Below is the correct data for the measure. Teen unrestrained fatalities decreased from 8 in 2011 calendar year to 5 in 2012.

Achievements:

- Alcohol related motorcyclist fatalities decreased from 11 in 2011 calendar year to 8 in 2012.
- Impaired driving fatalities decreased from 84 in 2011 calendar year to 64 in 2012.

Programs and Projects:

Project Number: 154AL-2014-ST-52-61 (Moved from 154 to 410)

Project Title: Alcohol Service Center

The Alcohol Service Center conducted activities incorporating peer to peer education among teen leaders emphasizing impaired driving and underage drinking prevention within Rankin and Jefferson county schools. Implemented or

collaborate with existing community-based events that typically attract teens in each county 4 per quarter to raise awareness about the dangers of drinking and driving. The program supported local law enforcement efforts during the national and statewide impaired driving campaigns.

The Alcohol Service Center participated in and set up booths and provided DUI related materials during safety fairs; provide one-on-one or small group talking points with those visiting booth. Helped develop and distribute at least 250 Impaired Driving Newsletters to schools throughout communities in each county. Alcohol Service Center sponsored 'Don't Drink and Drive' Poster contests among high schools in each county and display winning poster at local merchants during the NHTSA Holiday Blitzes campaigns.

The Alcohol Service Center conducted Safety Campaigns at local schools, afterschool and/or community event prior to major holiday, i.e. Christmas, New Year's, Super Bowl, Spring Break, etc. and conducted Impaired Driving presentations during Driving Education classes utilizing Fatal Vision Goggles and conducted Impaired Driving Pledge Campaign Events during "National Distracted Driving Month" at schools, after school, and/or for social/ community events targeting teens, particularly during traditional high alcohol consumption periods (senior week, prom and graduation).

Budget: \$20,854.35 Federal Funding Source 154/\$42,956.65-410

Project Number: 154AL-2014-ST-41-07

Project Title: MOHS Constituent Travel

The funds were be used for constituent travel in and out of State to meetings, conference and trainings approved by the MOHS. The funds enhanced the MOHS program and provided training to individuals to provide information to the State and also allow information to be brought back to the State and MOHS staff. Funds were used to provide honorariums for speakers, presenters for speaking engagements, conferences, meetings and training that would enhance the MOHS program.

Budget: \$15,000.00 Federal Funding Source 154

Project Number: 154AL-2014-ST-40-02

Project Title: Metro Jackson Community Prevention Coalition

The Metro Jackson Community Prevention Coalition conducted educational information sessions on impaired driving prevention utilizing best-practices at various high schools/colleges in the MS Delta Region during the FY14 academic year. Conducted a "You be the Judge" Class Action Summer Day Camp within the MS Delta Region between June – August 2014. Class Action is an evidence-based curriculum. The curriculum consists of 8-10 group sessions.

Metro Jackson hosted Impaired Driving Prevention Rallies and helped setup information/education booths during health fairs, community festivals, cultural events, sponsored Cup Coaster Initiatives. Created and disseminated push cards that coincide with the National Highway Traffic Safety Administration (NHTSA) blitz date and themes on impaired driving prevention. Created and disseminated push cards on the consequences of impaired driving to coincide with high school events such as proms, homecoming, sporting events, graduation, etc.

Metro Jackson also disseminated "Drinking and Driving w/Alcohol Level" sliders during school and community presentations and community events. Collected *Drive Sober Pledges* and supported law enforcement during national and statewide impaired driving campaigns.

Original Budget: \$ 235,711.84 Federal Funding Source 154 AL Funds Carry Forward. (Expended \$210,199.66 Moved to 410HF 12/29/2014)

Project Number: 154AL-20140ST-40-12

Project Title: Mississippi State University- Social Science Research Center-DUI Electronic Citation System

The Mississippi State University- Social Science Research Center-DUI Electronic Citation System project performed

the following duties:

- Integrated additional forms into ECite (DUI forms and other DUI-related paperwork will be digitized);
- Meet Daily Activity Reporting (DAR) system needs to enhance the validity of DUI and UTC data in both CitSearch and the DAR;
- Addition of MapClick to increase valid Messaging system to push info to all users;
- Subpoena notification system needs assessment;
- Finalized the integration of vehicle search and import vehicle information from the MS vehicle repository, as access and data are provided by DPS;
- Started the assessment of the DUI paper ticket process, for agencies that do not have eCite equipment coverage, there is a need to still be able to enter the DUI tickets electronically. Court clerks may also have a need to enter paper DUI ticket information into ECite electronic system.
- Added in Geolocating of DUI ticket locations for mapping and tracking;
- Expanded of the CAPSLock; and
- Maintenance and support of eCite

Enhancements to the CitSearch website:

- Continued integration of DUI and UTC adjudication data into CitSearch, as data are provided by DPS; and
- Developments of auditing reports for approved administrators in CitSearch to show download times and amounts of tickets for enhancement of the traffic records process, especially DUI traffic records maintenance and support of CitSearch.

Enhancements to the Dashboard website:

- Continued development of Dashboard and training of users.

Training/Deployment and Support:

- Continued needs assessments and training of local agencies
- Expanded local agency training to include city agencies and courts, other than Justice Courts. This will allow expansion to city agencies that also write significant numbers of DUI tickets.
- The Help Desk continued to operate 40 hours per week with the intent to increase coverage as agency usage increases.

Budget: \$344,495.35 (154)/ \$69,402.92 Federal Funding Source 410;

Project Number: 154AL-2014-ST-40-11

Project Title: MSU-Social Science Research Center-Local SFST and Law Enforcement Impaired Driving Training Program

The SSRC handled the logistics for the LEL training to maintain SFST training classes, to maintain SFST Instructor School, maintain DRE Training and DRE Evaluation; maintain ARIDE Classes.

Budget: \$17,870.31 Federal Funding Source –154

Project Number: 154AL-2014-ST-BL-TZ (See Grant Numbers Below and Grant Amounts)

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

The agencies involved in the MOHS National Blitz-Drive Sober Get Pulled Over-High Visibility-Mini-Grants programs used the funds to provide overtime to officers to work overtime in conducting impaired driving enforcement during the national blitz periods of Drive Sober Get Pulled Over. The agencies conducted Special Traffic Enforcement Program (STEP) HVE/Deterrence checkpoints and Special Traffic Enforcement Program (STEP) HVE/Deterrence saturation patrols during each national “Drive Sober Get Pulled Over” (Labor Day). The agencies implemented earned media campaigns during the “Drive Sober Get Pulled Over” campaigns.

Project Number: 154-AL-2014-ST-21-91
Project Name: Jackson Police Department-Mini Enforcement Wave Grant
Budget: \$19,924.00 Federal Funding Source 154AL

Project Number: 154-AL-2014-ST-30-71
Project Name: Mendenhall Police Department-Mini Wave Enforcement Grant
Budget: \$5,000.00 Federal Funding Source 154AL

Project Number: 154-AL-2014-ST-23-41
Project Name: Vicksburg Police Department-Mini Wave Enforcement Grant
Budget: \$5,000.00 Federal Funding Source 154AL

Project Number: 154-AL-2014-ST-27-01
Project Name: Drew Police Department-Mini Enforcement Wave Grant
Budget: 5,000.00 Federal Funding Source 154AL

Project Number: 154AL-2014-ST-15-81
Project Name: Pontotoc County Sheriff's Department-Mini Wave Enforcement Grant
Budget: \$10,000.00 Federal Funding Source 154AL

Project Number: 154-AL-2014-ST-17-31
Project Name: Union County Sheriff's Department-Mini Wave Enforcement Grant
Budget: 5,000.00 Federal Funding Source 154AL

Project Number: 154-AL-2014-ST-77-01
Project Name: Ecrú Police Department-Mini Wave Enforcement Grant
Budget: 5,000.00 Federal Funding Source 154AL

Project Number: 154AL-2014-ST-14-41
Project Name: Lowndes County Sheriff's Department-Mini Wave Enforcement Grant
Budget: \$15,000.00 Federal Funding Source 154AL

Project Number: 154-AL-2014-ST-26-31
Project Name: Columbus Police Department-Mini Wave Enforcement Grant
Budget: \$10,000.00 Federal Funding Source 154AL

Project Number: 154AL-2014-ST-11-31
Project Name: Clay County Sheriff's Department-Mini Wave Enforcement Grant
Budget: \$10,000.00 Federal Funding Source 154AL

Project Number: 154AL-2014-ST-12-41
Project Name: Harrison County Sheriff's Department-Mini Wave Enforcement Grant
Budget: \$10,000.00 Federal Funding Source 154AL

Total Program Budget: \$99,924.00 Federal Funding Source 154AL

Project Number: 154PM-2014-PM-00-00
Project Title: MOHS Sustained DUI Enforcement PAID MEDIA Campaign

A comprehensive and sustained paid media campaign supported of the continual DUI enforcement efforts for the “**Drive Sober or Get Pulled Over**” campaigns utilizing Section 410 alcohol funding were implemented in the FY14 grant period. These funds were used for sustained radio and television ads, print, and outdoor space in December 2013, January 2014, February 2014, and Labor Day 2014.

The “Drive Sober or Get Pulled Over” messages were approved by NHTSA before airing. Measures were 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* were used to evaluate the effectiveness of the messaging.

Budget: \$1,585,400.00 Federal Funding Source 154AL

Number: 154AL-2014-ST-ST-BZ

Project Title: MOHS State Blitz-Impaired Driving-Special High Visibility -Mini-Grants (Not Implemented)

Agencies would use the funds to provide overtime to officers to work overtime in conducting impaired driving enforcement during the State blitz period. The agencies would 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 the State blitz. The agency would implement at least (1) earned media campaigns during the State Blitz campaigns. This project was not implemented during FY14.

Budget: \$500,000.00 Federal Funding Source 154 (Not Implemented)

Project Number: 154AL-2014-ST-41-05

Project Title: MOHS Program Initiatives

MOHS used funds to provide funding for the collaborative of special initiative programs that would help benefit the state through special emphasis projects that centered around alcohol. Projects included projects such as Smart Track, School Ads and many more projects.

Budget: \$100,000.00 Federal Funding Source 154AL

Project Number: 154AL-2014-ST-AS-SE

Project Title: MOHS Impaired Driving Assessment Project

An Impaired Driving Assessment was performed by the NHTSA to evaluate the impaired driving programs, strategies and efforts of the MOHS. The MOHS requested the assessment of the Impaired Driving program to take place for the FY14 grant year.

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

Budget: \$35,000.00 Federal Funding Source 154

Project Number: 154AL-2014-ST-75-51 and DE-2014-DE-75-51

Project Title: MS Motosteps

The MS Motosteps program incorporated public information and education regarding the consequences of impaired riding within the curriculum of 12 basic and 24 skilled motorcycle rider courses. Participated in and set up booths at motorcycle club events, including conferences, rallies and expos, such as the statewide Great Southern Motorcycle Expo and Blessings of the Bike events.

Conducted Riders Helping Riders mini seminars designed to provide effective intervention tools that can be used to discourage riders from operating motorcycles when impaired, increased collaborative partnerships with motorcycle clubs across the state in efforts to raise awareness regarding impaired driving and supported local law enforcement efforts during the national and statewide impaired driving campaigns

Budget: \$9,593.00 Federal Funding Source 154 AL/ \$21,351.91 Federal Funding Source DE

Project Number: 154AL-2014-ST-41-06
Project Title: Traffic Safety Material Distribution

In an effort to streamline processes, provide for better accountability and program relevant materials and promotional items, the MOHS removed federal funds for promotional items and materials from individual projects and programs to create a centralized system of distribution of traffic safety materials. The State has created the Mississippi Highway Safety Resource Center (MHSRC). Through the MHSRC, the MOHS ensured that the State is able to track all outgoing materials that are requested to support programs as well as be able to track the types of events that the materials will support.

The MHSRC managed the on-line ordering system that ensured that the appropriate materials are ordered and shipped for the appropriate audiences. The traffic safety material distribution plan lowered the cost that the State has been paying through multiple contracts to store materials and child safety seats and also lowered costs to the State, by ordering items in bulk, instead of each agency purchasing small quantities of items. This allowed the program to provide more resources Statewide and also ensured purchased contained consistent messages and taglines on all materials ordered.

Budget: \$250,000.00 Federal Funding Source 154 AL

Project Number: 154AL-2014-ST-41-21
Project Title: USM Law Enforcement Liaison (LEL) DUI Training Program

During FY14, the Law Enforcement Network (LEL) Project in conjunction with the University of Mississippi and Mississippi State University continued conducting Standardized Field Sobriety Training (SFST), Standardized Field Sobriety Testing Instructor Training (SFST Instructor), Drug Recognition Expert Training (DRE), Advance Roadside Impaired Driving Enforcement (ARIDE) and Complete Traffic Stops (CTS). The LEL Staff attended and/or conducted 31 training schools.

- 20 SFST Schools- 385 law enforcement officers trained.
- 8 ARIDE Schools- 118 law enforcement officers trained.
- 3 CTS Training Schools- 55 law enforcement officers trained.

The LEL staff provided updates for upcoming trainings opportunities at (27) LEL Quarterly Meetings throughout FY14. The LEL Staff supported Mississippi's 2nd NO Refusal Weekend by contributing in Harrison County, Forrest County and Lowndes County. The LEL Staff served in supporting roles as DRE, SFST and more.

Mississippi's DUI-Other citations are on the rise and to combat these issues, the LEL staff continued working with existing DREs throughout our state. During FY14, the LEL staff traveled to conduct (12) DRE Evaluations, administered (4) DRE Final Knowledge Exams, conducted (1) DRE Recertification and (2) DRE In-Service trainings providing National updates received at the IACP National Impaired Driving Conference.

The LEL staff and LEL Troop District Coordinators aided the Mississippi Office of Highway Safety in providing (11) agencies with \$99,924.00 in grants funds for Impaired Driving Special Wave Grants which enhanced high visibility enforcement during National Campaigns and beyond. Many of these areas received a grant for the first time to combat these issues in their communities.

Budget: \$399,649.00 Federal Funding Source 154

Project Number: See Listing Below
Project Title: MOHS DUI Enforcement

Law enforcement agencies conducted DUI checkpoint and saturation patrols through the 12 month grant period of FY14 and during all state and national blitz periods. Law Enforcement agencies were also

Funds were provided to agencies that were data driven in reducing the number of alcohol related fatalities in their areas and the State's target areas. Agencies participated in educational activities each quarter and worked with media to receive

earned media efforts during blitz campaigns. The enforcement activities supported the national impaired driving campaigns as well as other state holiday enforcement periods and special events.

Project Number: 154AL-2014-ST-10-81 (Moved from 405d to 154)

Project Title: Carroll County Sheriff's Office DUI Enforcement

Budget: \$42,703.93 Federal Funding Source-154

Project Number: 154-AL-2014-ST-25-51

Project Title: City of Carthage DUI Enforcement

Budget: \$53,973.00 Federal Funding Source 154 AL

Project Number: 154AL-2014-ST-11-41

Project Title: Coahoma County Sheriff's Department DUI Enforcement

Budget: \$54,911.00 Federal Funding Source 154 AL

Project Number: 154AL-2014-SA-26-21

Project Title: Columbia Police Department Impaired Driving Enforcement/LEL Network Troop J

Budget: \$116,700.00 Federal Funding Source 154 AL

Project Number: 154AL-2014-ST-11-61

Project Title: Covington County SO DUI Enforcement

Budget: \$57,332.00 Federal Funding Source 154 AL

Project Number: 154AL-2014-ST-26-91

Project Title: D'Iberville Police Department DUI Enforcement

Budget: \$57,518.00 Federal Funding Source 154 AL

Project Number: 154AL-2014-ST-27-11

Project Title: Durant Police Department DUI Enforcement

Budget: \$11,546.00 Federal Funding Source 154 AL

Project Number: 154AL-2014-ST-27-71 (Moved from 405d to 154)

Project Title: Florence Police Department DUI Enforcement

Budget: \$40,020.58 Federal Funding Source -154/\$8666.42 (405D)

Project Number: 154AL-2014-ST-27-81 (Moved from 405d to 154)

Project Title: Flowood Police Department DUI Enforcement

Budget: \$38,942.91 Federal Funding Source -154/ \$12,761.89 in 405d.

Project Number: 154AL-2014-ST-21-01

Project Title: Gautier Police Department DUI Enforcement

Budget: \$46,088.00 Federal Funding Source 154 AL

Project Number: 154AL-2014-12-01

Project Title: George County Sheriff's Office DUI Enforcement

Budget: \$54,265.00 Federal Funding Source 154 AL

Project Number: 154AL-2014-21-31 (Moved from 405d to 154)

Project Title: Greenwood Police Department DUI Enforcement/Troop D LEL Network Coordinator

Budget: \$56,979.11 Federal Funding Source-154/\$15,240.89 in 405d.

Project Number: 154AL-2014-ST-28-41

Project Title: City of Grenada DUI Enforcement

Budget: \$50,845.00 Federal Funding Source 154 AL

Project Number: 154AL-2014-MD-21-41
Project Title: Gulfport Police Department Impaired Driving Enforcement/Troop K LEL
Budget: \$151,775.00 Federal Funding Source -154 AL

Project Number: 154AL-2014-ST-21-51
Project Title: Hattiesburg Police Department DUI Enforcement (Moved from 405d to 154)
Budget: \$77,059.66 Federal Funding Source -154/ \$17,799.34 in 405d

Project Number: 154AL-2014-MD-12-51
Project Title: Hinds County Impaired Driving Enforcement /LEL Network Troop C
Budget: \$196,647.00 Federal Funding Source -154 AL

Project Number: 154AL-2014-ST-28-81
Project Title: Indianola Police Department DUI Enforcement
Budget: \$50,292.00 Federal Funding Source 154 AL

Project Number: 154AL-2014-ST-13-71
Project Title: Lamar County Sheriff's Department DUI Enforcement
Budget: \$59,825.00 Federal Funding Source 154 AL

Project Number: 154AL-2014-ST-29-61
Project Title: Leland Police Department DUI Enforcement
Budget: \$14,053.00 Federal Funding Source 154 AL

Project Number: 154AL-2014-ST-20-31 (Moved from 405d to 154)
Project Title: Long Beach Police Department Impaired Driving Enforcement
Budget: \$27,421.33 Federal Funding Source -154/ \$28,863.95 in 405(d)

Project Number: 154AL-2014-ST-22-01
Project Title: Louisville Police Department DUI Enforcement
Budget: \$55,425.00 Federal Funding Source 154 AL

Project Number: 154AL-2014-ST-29-91
Project Title: Lucedale Police Department DUI Enforcement
Budget: \$49,150.00 Federal Funding Source 154 AL

Project Number: 154AL-2014-ST-30-31
Project Title: Magee Police Department DUI Enforcement
Budget: \$85,467.00 Federal Funding Source 154 AL

Project Number: 154AL-2014-ST-30-01 (Moved from 405d to 154)
Project Title: McComb Police Department DUI Enforcement/Troop M LEL Network
Budget: \$19,102.51 Federal Funding Source -154/ \$154.49 from 405d.

Project Number: 154AL-2014-ST-14-91
Project Title: Montgomery County Sheriff's Office DUI Enforcement
Budget: \$52,537.00 Federal Funding Source 154 AL

Project Number: 154AL-2014-ST-31-11
Project Title: Morton Police Department DUI Enforcement
Budget: \$7,865.00 Federal Funding Source 154 AL

Project Number: 154AL-2014-ST-15-01
Project Title: Neshoba County Sheriff's Department DUI Enforcement
Budget: \$51,692.00 Federal Funding Source 154 AL

Project Number: 154AL-2014-ST-22-41
Project Title: New Albany DUI Enforcement
Budget: \$69,393.00 Federal Funding Source 154 AL

Project Number: 154AL-2014-ST-15-11
Project Title: Newton County Sheriff's Office DUI Enforcement
Budget: \$39,829.00 Federal Funding Source 154 AL

Project Number: 154AL-2014-ST-31-61
Project Title: Ocean Springs Police Department DUI Enforcement
Budget: \$21,713.00 Federal Funding Source 154 AL

Project Number: 154AL-2014-ST-15-31
Project Title: Oktibbeha County Sheriff's Office DUI Enforcement
Budget: \$33,263.00 Federal Funding Source 154 AL

Project Number: 154AL-2014-ST-15-51
Project Title: Pearl River County Sheriff's Department DUI Enforcement
Budget: \$97,632.00 Federal Funding Source 154 AL

Project Number: 154AL-2014-ST-42-21 (Moved from 405d to 154)
Project Title: Pearl River Valley Water Supply-Reservoir Patrol Impaired Driving Enforcement
Budget: \$61,891.00 Federal Funding Source -154

Project Number: 154AL-2014-ST-22-81 (Moved from 405d to 154)
Project Title: Philadelphia Police Department DUI Enforcement
Budget: \$38,533.42 Federal Funding Source -154/ \$15,772.33 in 405d.

Project Number: 154AL-2014-ST-22-91
Project Title: Picayune Police Department DUI Enforcement
Budget: \$26,386.83.00 Federal Funding Source 154 AL

Project Number: 154AL-2014-ST-32-31
Project Title: Plantersville Police Department DUI Enforcement
Budget: \$7,027.00 Federal Funding Source 154 AL

Project Number: 154AL-2014-ST-16-11
Project Title: Rankin County Sheriff's Department Impaired Driving Enforcement
Budget: \$113,167.00 Federal Funding Source -154AL

Project Number: 154AL-2014-ST-23-01
Project Title: Ridgeland Police Department DUI Enforcement
Budget: \$86,511.00 Federal Funding Source 154 AL

Project Number: 154AL-2014-ST-33-51
Project Title: Rolling Fork Police Department DUI Enforcement
Budget: \$13,197.00 Federal Funding Source 154 AL

Project Number: 154AL-2014-ST-16-21
Project Title: Scott County Sheriff's Department DUI Enforcement
Budget: \$25,893.00 Federal Funding Source 154 AL

Project Number: 154AL-2014-ST-16-61
Project Title: Stone County Sheriff's Department DUI Enforcement
Budget: \$99,948.00 Federal Funding Source 154 AL

Project Number: 154AL-2014-ST-13-12 (Moved from 405d to 154)
Project Title: Tunica County Sheriff's Department DUI Enforcement
Budget: \$64,482.31 Federal Funding Source -154/\$20,259.69 in 405d

Project Number: 154AL-2014-ST-35-61
Project Title: West Point Police Department DUI Enforcement
Budget: \$12,703.00 Federal Funding Source 154 AL

Project Number: 154AL-2014-ST-35-81
Project Title: Winona Police Department DUI Enforcement
Budget: \$27,843.00 Federal Funding Source 154 AL Funds

Project Number: 154AL-2014-ST-18-01
Project Title: Winston County Sheriff's Office DUI Enforcement
Budget: \$29,101.00 Federal Funding Source 154 AL

Project Number: 154AL-2014-ST-35-91 (No Expenditure)
Project Title: Woodville Police Department DUI Enforcement
Budget: \$14,750.00 Federal Funding Source 154 AL

Section 410/405(d) Alcohol/Drug

Project Number: K8FR-2014-K8-52-61 (Moved from 154 to 410)
Project Title: Alcohol Service Center

The Alcohol Service Center conducted activities incorporating peer to peer education among teen leaders emphasizing impaired driving and underage drinking prevention within Rankin and Jefferson county schools. Implemented or collaborate with existing community-based events that typically attract teens in each county 4 per quarter to raise awareness about the dangers of drinking and driving. The program supported local law enforcement efforts during the national and statewide impaired driving campaigns.

The Alcohol Service Center participated in and set up booths and provided DUI related materials during safety fairs; provide one-on-one or small group talking points with those visiting booth. Helped develop and distribute at least 250 Impaired Driving Newsletters to schools throughout communities in each county. Alcohol Service Center sponsored 'Don't Drink and Drive' Poster contests among high schools in each county and display winning poster at local merchants during the NHTSA Holiday Blitzes campaigns.

The Alcohol Service Center conducted Safety Campaigns at local schools, afterschool and/or community event prior to major holiday, i.e. Christmas, New Year's, Super Bowl, Spring Break, etc. and conducted Impaired Driving presentations during Driving Education classes utilizing Fatal Vision Goggles and conducted Impaired Driving Pledge Campaign Events during "National Distracted Driving Month" at schools, after school, and/or for social/ community events targeting teens, particularly during traditional high alcohol consumption periods (senior week, prom and graduation).

Budget: \$42,956.40 Federal Funding Source 410/\$20,854.35-154

Project Number: M5CS-2014-MD-11-82

Project Title: Forrest County-District Attorney 12th Circuit Court District Impaired Driving Conviction Project

The ADA continued to work the team approach to investigating and prosecuting DUI Death and Aggravated DUI cases in Hattiesburg and surrounding areas to achieve more through DUI crash investigations and therefore more successful DUI crash prosecutions. The ADA continued to maintain contact with all local agencies involved in fatal and impaired driving fatal crashes.

The ADA worked with the local law enforcement agencies and other District Attorneys Offices to ensure that each team members knew and understood their roles in DUI Crash investigations and prosecutions. The ADA contacted local law enforcement agencies and established speaking engagements with each agency to review the DUI statute, along with any DUI case law updates, and will further addressed any procedural issues. The ADA provided local in-service training opportunities to enhance the caliber of Felony DUI investigations.

The ADA corroborated with the University of Southern Mississippi and William Carey University to reduce the number of underage DUI offenses and DUI offenders within the 21-34 years of age category. The ADA distributed to the local Universities a Quick Reference Fact Sheet with DUI Related information so that professors and students can be more easily and often educated.

The ADA sought out opportunities to speak to students in classroom settings (e.g., Criminal Justice classes) to educate this targeted age group on DUI issues. The ADA corroborated with local high schools and youth organizations to educate new drivers and decrease underage DUI arrests and fatal crash rates within the 14 to 20 years of age group. The ADA distributed to local high schools and youth organizations both a Quick Reference Fact Sheet and Power Point Presentation regarding DUI related information, so that teachers and students can be more easily and often educated. The ADA will contact local high schools and youth organizations to establish speaking engagements to discuss and educate both students and teachers about the many dangers and consequences of driving while under the influence.

Budget: \$94,091.00 Federal Funding Source -405(d)

Project Number: M5OT-2014-MD-JS-UX

Project Title: JSU-Interdisciplinary Alcohol and Drug Studies Center

The Jackson State University Interdisciplinary Alcohol and Drug Studies Center conducted impaired driving related presentations during regular scheduled classes (Driver's Education, Health Classes, etc.) and at dormitories, incorporated planned activities with existing campus events, such as sports, Greek activities other crowd-drawing events.

The group hosted two "Drive to Stay Alive" workshops per quarter in collaboration with the Campus Safety Prevention and Tips program including emphasis on impaired driving which were facilitated by student peer educators and supported local law enforcement efforts during the national and statewide impaired driving campaigns, collaborated with campus police to engage in checkpoints and issued 'no drinking and driving' bi-monthly messages via campus newsletters, campus television and/or through email-blasts.

Budget: \$80,656.00 Federal Funding Source-405(d)

Project Number: M5CS-2014-MD-41-07

Project Title: 2014 Judicial Outreach Liaison

The JOL worked with the MOHS to review and determine areas of concern that needed to be addressed in each area within the State; established and maintained a working relationship with the State Judicial Educator, State Drug Court Coordinator, and others relevant individuals within the State; developed a network of contacts with judges and judicial educators to promote training and judicial education related to impaired driving and traffic safety using key resources, such as data systems, research, and partner organizations.

The JOL helped identify issues of concern to judges and other court officials regarding impaired driving or other traffic issues and bring them to the attention of the MOHS and other appropriate highway safety officials; review materials developed by others and provide comments and judicial insights. Advised and assisted in the creation of resource materials needed to enable judges to remain current on the latest developments in traffic safety laws; advise MOHS and other appropriate highway safety officials on programs and strategic planning regarding outreach to judges and the courts, and other issues involving the criminal justice system.

The JOL attended meetings, conferences, workshops, media events and other gatherings, focusing on impaired driving and other traffic safety issues to help identify barriers that hamper effective training, education or outreach to the courts and recommend alternative means to address these issues and concerns. Shared information and coordinate with other criminal justice professionals.

The JOL shared information and coordinated with MOHS, Mississippi Department of Public Safety, NHTSA, Regional JOL, Law Enforcement Liaisons (LELs), Traffic Safety Resource Prosecutors (TSRPs), program partners, Mississippi Judicial College and Prosecutor and Probation Fellows, as appropriate, to help identify and assist in efforts to promote, strategize and help formulate new ideas involving the criminal justice system as it pertains to impaired driving and other traffic safety issues. Assist in outreach efforts and opportunities.

The JOL promoted the use of DWI Courts; promoted the use of ignition interlocks and improvements to the ignition interlock programs; and promoted other evidence-based and promising court, sentencing and supervision practices.

The JOL also participated in the State Traffic Records Coordinating Committee (TRCC), promote electronic DWI tracking systems, and assisted in linking court data with other available data systems.

Budget: \$128,250.00 Federal Funding Source-405(d)

Project Number: K8HF-2014-SA-40-20

Project Title: Metro Jackson Community Prevention Coalition

The Metro Jackson Community Prevention Coalition conducted educational information sessions on impaired driving prevention utilizing best-practices at various high schools/colleges in the MS Delta Region during the FY14 academic year. Conducted a “*You be the Judge*” Class Action Summer Day Camp within the MS Delta Region between June – August 2014. Class Action is an evidence-based curriculum. The curriculum consists of 8-10 group sessions.

Metro Jackson hosted Impaired Driving Prevention Rallies and helped setup information/education booths during health fairs, community festivals, cultural events, sponsored Cup Coaster Initiatives. Created and disseminated push cards that coincide with the National Highway Traffic Safety Administration (NHTSA) blitz date and themes on impaired driving prevention. Created and disseminated push cards on the consequences of impaired driving to coincide with high school events such as proms, homecoming, sporting events, graduation, etc.

Metro Jackson also disseminated “*Drinking and Driving w/Alcohol Level*” sliders during school and community presentations and community events. Collected *Drive Sober Pledges* and supported law enforcement during national and statewide impaired driving campaigns.

Original 154 Budget: \$235, 711.84/Expended\$ 210,199.66 Federal Funding Source 410HF (Moved from 154 to 410HF 12/29/2014)

Project Number: M5OT-2014-MD-52-11

Project Title: Mississippi Highway Safety Resource Center (DREAM)

In an effort to streamline processes, provide for better accountability and program relevant materials and promotional items, the MOHS removed federal funds for promotional items and materials from individual projects and programs to create a centralized system of distribution of traffic safety materials. The State has created the Mississippi Highway Safety Resource Center (MHSRC). Through the MHSRC, the MOHS ensured that the State is able to track all outgoing

materials that are requested to support programs as well as be able to track the types of events that the materials will support.

The MHSRC managed the on-line ordering system that ensured that the appropriate materials are ordered and shipped for the appropriate audiences. The traffic safety material distribution plan lowered the cost that the State has been paying through multiple contracts to store materials and child safety seats and also lowered costs to the State, by ordering items in bulk, instead of each agency purchasing small quantities of items. This allowed the program to provide more resources Statewide and also ensured purchased contained consistent messages and taglines on all materials ordered.

Budget: \$67,556.40 Federal Funding Source 405(d)

Project Number: K8-HV-2014-SA-40-82

Project Title: MOHS No-Refusal Weekend Mini-Grants

As an effort to decrease impaired driving, law enforcement and the Mississippi Highway Patrol, across the State propose to hold multiple no refusal weekends during FY14. Data and FARS reports will target the time periods and no refusal weekends will be established in communities throughout the nine (9) MHP districts.

The agencies used the funds to provide overtime for the collaborative of law enforcement, support staff, judicial support, phlebotomist, dispatchers, etc. for conducting impaired driving enforcement during the State blitz period. The agencies will conduct Special Traffic Enforcement Program (STEP) HVE/Deterrence checkpoints and patrols during the no refusal weekend. The agency will implement at least (1) earned media campaigns during the State Blitz campaigns.

Budget: \$415,893.43 Federal Funding Source 410

Project Number: K8HV-2014-SA-40-81

Project Title: Mississippi Highway Patrol - DUI Enforcement Program

The MHP utilized funds to conduct a statewide alcohol/impaired driving enforcement program that focused on areas of need and with highest alcohol related crashes and fatalities. The MHP accomplished this through DUI enforcement with STEP enforcement and high visibility enforcement activities. The MHP conducted HVE Alcohol Impaired Driving Enforcement checkpoints/saturations patrols each quarter for each Troop District for a total of (63) during the 12 month grant period.

Overtime funds were used to continue funding the Mississippi Highway Patrol DUI Task Force using off-duty manpower. This Task Force used special DUI enforcement details locations in identified as problem areas. The MHP utilized the 3 BAT vehicles assigned to each of the 3 regions when conducting checkpoints and multi-jurisdictional enforcement activities.

The enforcement activities supported the national impaired driving campaigns, as well as other State holiday period's enforcement or special events. The MHP's Public Affairs Officers participated and conducted educational presentation on the dangers of drinking and driving with primary focus during the National and State holiday campaigns.

Budget: \$2,063,607.00 Federal Funding Source 410

Project Number: K8HV-2014-SA-40-12

Project Title: Mississippi State University- Social Science Research Center-DUI Electronic Citation System

The **Mississippi State University- Social Science Research Center-DUI Electronic Citation System** project performed the following duties:

- Integrated additional forms into ECite (DUI forms and other DUI-related paperwork will be digitized);
- Meet Daily Activity Reporting (DAR) system needs to enhance the validity of DUI and UTC data in both CitSearch and the DAR;
- Addition of MapClick to increase valid Messaging system to push info to all users;

- Subpoena notification system needs assessment;
- Finalized the integration of vehicle search and import vehicle information from the MS vehicle repository, as access and data are provided by DPS;
- Started the assessment of the DUI paper ticket process, for agencies that do not have eCite equipment coverage, there is a need to still be able to enter the DUI tickets electronically. Court clerks may also have a need to enter paper DUI ticket information into ECite electronic system.
- Added in Geolocating of DUI ticket locations for mapping and tracking;
- Expanded of the CAPSLock; and
- Maintenance and support of eCite

Enhancements to the CitSearch website:

- Continued integration of DUI and UTC adjudication data into CitSearch, as data are provided by DPS; and
- Developments of auditing reports for approved administrators in CitSearch to show download times and amounts of tickets for enhancement of the traffic records process, especially DUI traffic records maintenance and support of CitSearch.

Enhancements to the Dashboard website:

- Continued development of Dashboard and training of users.

Training/Deployment and Support:

- Continued needs assessments and training of local agencies
- Expanded local agency training to include city agencies and courts, other than Justice Courts. This will allow expansion to city agencies that also write significant numbers of DUI tickets.
- The Help Desk continued to operate 40 hours per week with the intent to increase coverage as agency usage increases.

Budget: \$69,402.92 Federal Funding Source 410; \$344,495.35 (154)

Project Number: K8HF-2014-K8-40-11/M5-TR-2014-MD-40-11

Project Title: MSU-Social Science Research Center-Local SFST and Law Enforcement Impaired Driving Training Program

The SSRC handled the logistics for the LEL training to maintain SFST training classes, to maintain SFST Instructor School, maintain DRE Training and DRE Evaluation; maintain ARIDE Classes.

Budget: \$15,939.85 Federal Funding Source –410/ \$155,186.76 (405(d)/ \$17,870.31 (154)

Project Number: M5CS-2014-MD-40-21

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

The TSRP utilized the grant funds to conduct educational activities per quarter. The TSRP provided one to three day educational courses for prosecutors, officers, and judges to prepare them to more effectively handle DUI cases, thus resulting in more DUI convictions. Provided courses on Basic DUI Course, Legal Updates on recent DUI and traffic-related case law, Search & Seizure Legal Update, SFST/ARIDE/DRE legal sections, Trial Advocacy Training for Prosecutors (& Officers when appropriate) – to teach trial advocacy unique to DUI prosecutions.

Acted as a resource to Mississippi’s Law Enforcement Liaison Office and impaired enforcement officers on DUI and traffic-related/impaired driving issues. Also, the TSRP collaborated with the MS LEL Office and impaired driving organizations to provide training for prosecutors, officers, and judges, including joint training for prosecutors and officers when possible.

Provided education and training during the Cops in Court Trainings (depending on LEL schedule) at each SFST class (approx. 15-20 students per class), ARIDE classes (approx. 15 students per class), and DRE School (approx. 20 students). SFST/Cops in Court Training is a training designed to train officers (and prosecutors when available) on how to effectively and efficiently present testimony in the courtroom. The TSRP continued to recruit local prosecutors (when possible), and paired those prosecutors with their local officers who are participants in the SFST class. Prosecutors who participated were allowed an opportunity to direct and cross-examine LEOs. Critiques are done on style and strategy. ARIDE & DRE training is designed to assist in the prosecution of DUI Drug cases, including a review of Mississippi DUI Drug case law.

The TSRP developed curriculum, as needed, for in-service training programs to assist law enforcement officers and prosecutors and assisted with in-service trainings when requested by law enforcement agencies. The TSRP encouraged District Attorneys, City, and County Prosecutors to continue involvement in DUI & traffic-related projects by providing information and/or training to allow them to handle DUI & traffic-related cases appropriately. Developed and implemented curricula for DUI Drug cases, specifically involving DREs, as well as, officers trained in ARIDE.

Budget: \$204,366.00 Federal Funding Source -405(d)

Project Number: M5IDC-2014-MD-41-02

Project Title: MOHS Impaired Driving Coordination & Program Management

The MOHS Impaired Driving Coordination & Program Management Program provided 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 impaired driving efforts. Program oversaw funding to state and local law enforcement agencies for overtime enforcement, and assist in developing strategies for inter-jurisdictional enforcement efforts. Collaborated with the State's law enforcement liaisons, TSRP, and others alcohol related programs to increase effectiveness and efficiency of law enforcement efforts to reduce DUI. Provided program management for the planned MOHS alcohol impaired driving outreach projects, surveys and the "Drive Sober or Get Pulled Over" National Mobilization. MOHS assisted with impaired driving media campaign during National DSOGPO blitz period as needed and/or requested.

Budget: \$530,924.00 Federal Funding Source -405(d)

Project Number: K8FR-2014-K8-41-02, K8FR-2014-K8-41-03, K8FR-2014-K8-41-04,

Project Title: MOHS Impaired Driving Coordination & Program Management

The MOHS Impaired Driving Coordination & Program Management Program provided 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 impaired driving efforts. Program oversaw funding to state and local law enforcement agencies for overtime enforcement, and assist in developing strategies for inter-jurisdictional enforcement efforts. Collaborated with the State's law enforcement liaisons, TSRP, and others alcohol related programs to increase effectiveness and efficiency of law enforcement efforts to reduce DUI.

Provided program management for the planned MOHS alcohol impaired driving outreach projects, surveys and the "Drive Sober or Get Pulled Over" National Mobilization. MOHS assisted with impaired driving media campaign during National DSOGPO blitz period as needed and/or requested. Includes travel and other expenses for the program.

Budget: \$630,000.00 Federal Funding Source -410

Project Number: K8HV-2014-SA-40-83

Project Title: MOHS Sustained DUI Enforcement PAID MEDIA Campaign

A comprehensive and sustained paid media campaign supported of the continual DUI enforcement efforts for the "Drive Sober or Get Pulled Over" campaigns utilizing Section 410 alcohol funding were implemented in the FY14 grant

period. These funds were used for sustained radio and television ads, print, and outdoor space in December 2013, January 2014, February 2014, and Labor Day 2014.

The “Drive Sober or Get Pulled Over” messages were approved by NHTSA before airing. Measures were 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* were used to evaluate the effectiveness of the messaging.

Budget: \$450,000.00 Federal Funding Source 410

Project Number: M5PEM-2014-MD-41-03

Project Title: MOHS Sustained DUI Enforcement PAID MEDIA Campaign

A comprehensive and sustained paid media campaign supported of the continual DUI enforcement efforts for the “Drive Sober or Get Pulled Over” campaigns utilizing Section 410 alcohol funding were implemented in the FY14 grant period. These funds were used for sustained radio and television ads, print, and outdoor space in December 2013, January 2014, February 2014, and Labor Day 2014.

The “Drive Sober or Get Pulled Over” messages were approved by NHTSA before airing. Measures were 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* were used to evaluate the effectiveness of the messaging.

Budget: \$1,500,000.00 Federal Funding Source 405(d)

Project Number: M5TR-2014-MD-41-01

Project Title: Mississippi Office of Highway Safety/Safety Training and Recognition Symposium (MS/STARS)

The Mississippi Office of Highway Safety/Safety Training and Recognition Symposium (MS/STARS) program addressed a wide range of safety topics from impaired driving, traffic records and occupant protection to an emphasis on youth. The symposium offered the latest information on advances in highway safety, highlights from successful programs and address emerging safety issues. The symposium offered a variety of workshops on priority topics in highway safety. This project brought together non-profit organizations, educational leaders, community leaders and law enforcement.

The MS STARS program hosted the 100 Club Recognition events, which has honored law enforcement since 1983, Mississippi law enforcement officers their extended efforts in removing impaired drivers from streets and roadways throughout the state. Officers who have written at least 100 DUI citations are inducted into the DUI 100 Club for the year were honored.

Budget: \$60,000.00 Federal Funding Source 405(d)

Project Number: M5-TR-2014-MD-40-11

Project Title: MSU-Social Science Research Center-Local SFST and Law Enforcement Impaired Driving Training Program

The SSRC handled the logistics for the LEL training to maintain SFST training classes, to maintain SFST Instructor School, maintain DRE Training and DRE Evaluation; maintain ARIDE Classes.

Budget: \$155,186.76 Federal Funding Source –405(d)

Project Number: K6-2014-MC-42-61

Project Title: MAC Motorcycle Awareness Campaign

The MAC Motorcycle Awareness Campaign helped educate the motoring public about motorcyclist and the primary focus of the “Share the Road” campaign and the dangers of impaired riding. Project reached motorist engaging members of the MAC chapters across the state to disseminate materials and work in community events and activities.

Budget: \$4,706.27 Federal Funding Source 2010

Project Number: M5CS-2014-MD-92-61

Project Title: Thompson Consulting Group

The Thompson Consulting Group conducted a technology needs assessment of Justice and Municipal Courts; determined the type of software systems and computer equipment being utilized by the Justice and Municipal Courts; determined equipment that is needed to capture Court DUI data files for electronic transmission to the Mississippi Highway Patrol.

The agency determined a software interface that could be created to transfer current DUI court electronic data or DUI court documents to the Mississippi Highway Patrol; compiled a cost list of specific technology equipment needed for court electronic data transfer. i.e. Software, Interface, Scanners, Computers, Monitors, etc.; created standards for electronic DUI court records transfer to the Mississippi Highway Patrol; and created a method for tracking DUI cases filed and adjudicated in court.

Budget: \$110,619.00 Federal Funding Source 405(d)

Project Number: K8HV-2014-41-21/K8FR-2014-K8-41-21

Project Title: USM Law Enforcement Liaison (LEL) Impaired Driving Training Program

The LEL office oversaw and coordinated Standardized Field Sobriety Testing training, Standardized Field Sobriety Testing Refresher Certification, Complete Traffic Stops , Advanced Roadside Impaired Driving Enforcement , Standardized Field Sobriety Testing Instructor; Mobile Video Practitioners Training and Drug Recognition Expert Training.

Oversaw and coordinated statewide Traffic Occupant Protection Strategies within the Standardized Field Sobriety Testing training classes, as well as additional Traffic Occupant Protection Strategies training sessions at the request of the Law Enforcement Liaison Troop Coordinator during Troop Traffic Enforcement Network meetings/luncheons; as well as, providing in-service training for individual agencies upon agency request.

Disseminated and assisted law enforcement agencies in promoting and extending all National Highway Traffic Safety Administration (NHTSA) National Campaign messages, provide Public Information and Education campaigns, traffic enforcement safety checkpoints, DUI saturation patrols, safety fairs and other various community presentations as needed during the year through the statewide Law Enforcement Liaison network, Mississippi Association of Chiefs of Police, Mississippi Sheriff’s Association, Mississippi Association of Highway Safety Leaders and all other available avenues of information sharing.

Budget: \$200,000.00 Federal Funding Source 410 Carry Forward (166,442.10-HF) (33,557.90 HV)

Project Number: See Listing Below

Project Title: MOHS 410/405(d) Impaired Enforcement

Law enforcement agencies conducted DUI/DUI Other checkpoint and saturation patrols through the 12 month grant period of FY14 and during all state and national blitz periods.

Funds were provided to agencies that were data driven in reducing the number of alcohol related fatalities in their areas and the State’s target areas. Agencies participated in educational activities each quarter and worked with media to receive

earned media efforts during blitz campaigns. The enforcement activities supported the national impaired driving campaigns as well as other state holiday enforcement periods and special events.

Project Number: K8HV-2014-SA-10-81
Project Title: Carroll County Sheriff's Office DUI Enforcement
Budget: \$18,561.73 Federal Funding Source-410)

Project Number: M5SP-2014-MD-11-71
Project Title: Desoto County Sheriff's Department Impaired Driving Enforcement
Budget: \$157,433.00 Federal Funding Source-405(d)

Project Number: M5SP-2014-MD-27-71 (Moved from 405d to 154)
Project Title: Florence Police Department DUI Enforcement
Budget: \$8,666.42 (405D)/\$40,020.58 Federal Funding Source -154

Project Number: M5SP-2014-MD-27-81 (Moved from 405d to 154)
Project Title: Flowood Police Department DUI Enforcement
Budget: \$12,761.89 in 405d/ \$38,942.91 Federal Funding Source -154/

Project Number: M5SP-2014-MD-21-21
Project Title: Greenville Police Department-Impaired Driving Enforcement
Budget: \$64,205.00 Federal Funding Source -405(d)

Project Number: M5SP-2014-MD-21-31 (Moved from 405d to 154)
Project Title: Greenwood Police Department DUI Enforcement/Troop D LEL Network Coordinator
Budget: \$15,240.89 in 405d/ \$56,979.11 Federal Funding Source-154

Project Number: M5SP-2014-MD-12-31
Project Title: Hancock County Sheriff's Department Impaired Driving Enforcement/DRE
Budget: \$117,673.00 Federal Funding Source -405(d)

Project Number: M5SP-2014-MD-21-51
Project Title: Hattiesburg Police Department DUI Enforcement (Moved from 405d to 154)
Budget: \$17,799.34 in 405d/ \$77,059.66 Federal Funding Source -154

Project Number: M5SP-2014-MD-21-81
Project Title: Horn Lake Impaired Driving Enforcement/ LEL Troop E Network
Budget: \$162,131.00 Federal Funding Source -405(d)

Project Number: M5SP-2014-MD-13-81
Project Title: Lauderdale County Sheriff's Department Impaired Driving Enforcement
Budget: \$110,131.00 Federal Funding Source -405(d)

Project Number: M5SP-2014-MD-20-31 (Moved from 405d to 154)
Project Title: Long Beach Police Department Impaired Driving Enforcement
Budget: \$28,863.95 in 405(d)/\$27,421.33 Federal Funding Source -154

Project Number: M5SP-2014-MDS-14-51
Project Title: Madison County Sheriff's Department Impaired Driving Enforcement
Budget: \$92,405.00 Federal Funding Source -405(d)

Project Number: M5SP-2014-MD-30-21
Project Title: Madison Police Department Impaired Driving Enforcement
Budget: \$67,062.00 Federal Funding Source -405(d)

Project Number: K8HV-2014-SA-14-61
Project Title: Marion County Sheriff's Department Impaired Driving Enforcement
Budget: \$59,277.00 Federal Funding Source -410

Project Number: M5TR-2014-MD-30-01 (Moved from 405d to 154)
Project Title: McComb Police Department DUI Enforcement/Troop M LEL Network
Budget: \$154.49 Federal Funding Source 405(d)/. \$19,102.51 Federal Funding Source -154

Project Number: M5SP-2014-MD-22-21
Project Title: Meridian Police Department Impaired Driving Enforcement/LEL Network Troop H/DRE
Budget: \$143,736.00 Federal Funding Source -405(d)

Project Number: K8HV-2014-SA-31-21/M5SP-2014-MD-31-21
Project Title: City of Moss Point Impaired Driving Enforcement
Budget: \$62,511.00 Federal Funding Source 410/405(d)

Project Number: K8HV-2014-SA-22-51
Project Title: Oxford Police Department Impaired Driving Enforcement/DRE
Budget: \$124,152.00 Federal Funding Source Carry Forward 410

Project Number: M5SP-2014-MD-22-61
Project Title: Pascagoula Police Department DUI Enforcement
Budget: \$51,048.32 Federal Funding Source -405(d)

Project Number: M5SP-2014-MD-22-81 (Moved from 405d to 154)
Project Title: Philadelphia Police Department DUI Enforcement
Budget: \$15,772.33 in 405d/ \$38,533.42 Federal Funding Source -154

Project Number: K8HV-2014-SA-88-11
Project Title: Puckett Police Department Impaired Driving
Budget: \$7,883.00 Federal Funding Source 410

Project Number: K8HV-2014-SA-88-11
Project Title: Sherman Police Department Impaired Driving Enforcement/LEL Network Troop F/DRE
Budget: \$53,905.00 Federal Funding Source -410

Project Number: K8HV-2014-SA-16-41
Project Title: Simpson County Sheriff's Office Impaired Driving Enforcement
Budget: \$102,609.00 Federal Funding Source -410

Project Number: M5SP-2014-MD-23-11
Project Title: Starkville Police Department Impaired Driving Enforcement/LEL Network Troop G/DRE
Budget: \$145,830.00 Federal Funding Source -405(d)

Project Number: K8HV-2014-SA-13-12
Project Title: Tunica County Sheriff's Department DUI Enforcement
Budget: \$20,259.69 in 410/\$64,482.31 Federal Funding Source -154

Project Number: K8HV-2014-SA-18-21
Project Title: Yazoo County Sheriff's Department Impaired Driving Enforcement
Budget: \$40,657.00 Federal Funding Source 410

154 Grant Funds by Agency-Federal Budget v. Federal Amount Claimed

| Section 154 Funds Grant Number | Sub-grantee Name | Federal Budget | Federal Amount Claimed | Federal Funds Unexpended |
|--------------------------------|------------------------------------|----------------|------------------------|--------------------------|
| 154AL-2014-ST-52-61 | Alcohol Service Center | \$20,854.35 | \$20,854.35 | \$0.00 |
| 154AL-2014-ST-10-81 | Carroll County S.O. | \$42,703.93 | \$39,848.17 | \$2,855.76 |
| 154-AL-2014-ST-25-51 | Carthage Police Dept. | \$53,973.00 | \$51,262.15 | \$2,710.85 |
| 154-AL-2014-ST-11-31 | Clay County Sheriff's Dept. | \$10,000.00 | \$4,079.00 | \$5,921.00 |
| 154AL-2014-ST-11-41 | Coahoma County S.O. | \$54,911.00 | \$39,157.55 | \$15,753.45 |
| 154AL-2014-SA-26-21 | Columbia Police Dept. LEL Project | \$116,700.00 | \$65,463.73 | \$51,236.27 |
| 154AL-2014-ST-26-31 | Columbus Police Dept, | \$10,000.00 | \$8,011.80 | \$1,988.20 |
| 154AL-2014-ST-11-61 | Covington County S.O. | \$57,332.00 | \$51,636.20 | \$5,695.80 |
| 154AL-2014-ST-26-91 | D'Iberville Police Dept. | \$57,518.00 | \$51,865.69 | \$5,652.31 |
| 154-AL-2014-ST-27-01 | Drew Police Department | \$5,000.00 | \$0.00 | \$5,000.00 |
| 154AL-2014-ST-27-11 | Durant Police Dept. | \$11,546.00 | \$0.00 | \$11,546.00 |
| 154AL-2014-ST-77-01 | Ecru Police Department | \$5,000.00 | \$4,132.07 | \$867.93 |
| 154AL-2014-ST-27-71 | Florence Police Dept. | \$40,020.58 | \$35,945.84 | \$4,074.74 |
| 154AL-2014-ST-27-81 | Flowood Police Department | \$38,942.91 | \$35,614.92 | \$3,327.99 |
| 154AL-2014-ST-21-01 | Gautier Police Dept. | \$46,088.00 | \$43,876.32 | \$2,211.68 |
| 154AL-2014-ST-12-01 | George County S.O. | \$54,265.00 | \$50,426.45 | \$3,838.55 |
| 154AL-2014-ST-21-31 | Greenwood Police Dept. LEL Project | \$56,979.11 | \$51,905.15 | \$5,073.96 |
| 154AL-2014-ST-28-41 | Grenada Police Dept. | \$50,845.00 | \$50,137.95 | \$707.05 |
| 154AL-2014-MD-21-41 | Gulfport Police Dept. | \$151,775.00 | \$150,301.30 | \$1,473.70 |
| 154AL-2014-ST-12-41 | Harrison County S.O. | \$10,000.00 | \$9,960.03 | \$39.97 |
| 154AL-2014-ST-21-51 | Hattiesburg Police Dept. | \$77,059.66 | \$76,336.70 | \$722.96 |
| 154AL-2014-MD-12-51 | Hinds County Sheriff's Dept. | \$194,647.00 | \$173,535.12 | \$21,111.88 |
| 154AL-2014-ST-28-81 | Indianola Police Dept. | \$50,292.00 | \$38,578.95 | \$11,713.05 |
| 154-AL-2014-ST-21-91 | Jackson Police Department | \$19,924.00 | \$15,134.80 | \$4,789.20 |
| 154AL-2014-ST-13-71 | Lamar County S.O. | \$59,825.00 | \$28,721.10 | \$31,103.90 |
| 154AL-2014-ST-29-61 | Leland Police Dept. | \$14,053.00 | \$63.60 | \$13,989.40 |
| 154AL-2014-ST-20-31 | Long Beach Police Dept. | \$27,421.33 | \$26,162.92 | \$1,258.41 |
| 154AL-2014-ST-22-01 | Louisville Police Dept. | \$55,425.00 | \$49,422.06 | \$6,002.94 |
| 154-AL-2014-ST-14-41 | Lowndes County Sheriff Dept. | \$15,000.00 | \$15,000.00 | \$0.00 |

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|--|--|----------------|--------------|--------------|
| 154AL-2014-ST-29-91 | Lucedale Police Dept. | \$49,150.00 | \$48,138.31 | \$1,011.69 |
| 154AL-2014-ST-30-31 | Magee Police Dept. | \$85,467.00 | \$74,127.43 | \$11,339.57 |
| 154AL-2014-ST-30-01 | McComb Police Dept. | \$19,102.51 | \$7,531.75 | \$11,570.76 |
| 154AL-2014-ST-30-70 | Mendenhall Police Dept. | \$5,000.00 | \$4,032.67 | \$967.33 |
| 154AL-2014-ST-40-02 | Metro Jackson Community | \$0.00 | \$0.00 | \$0.00 |
| 154AL-2014-ST-40-82 | MHP PAO | \$0.00 | \$0.00 | \$0.00 |
| 154AL-2014-ST-41-02, 154AL-2014-ST-41-03, 154AL-2014-ST-41-04 | MOHS Alcohol Countermeasures Coordination & Program Mgmt. | \$525,000.00 | \$211,181.08 | \$313,818.92 |
| 154PA-2014-PA-41-01 | MOHS P&A | \$540,000.00 | \$219,022.66 | \$320,977.34 |
| 154AL-2014-PA-42-01 | MOHS Audio Visual Conferencing | \$5,000.00 | \$5,000.00 | \$0.00 |
| 154AL-2014-ST-41-07 | MOHS Constituent Travel | \$15,000.00 | \$9,593.97 | \$5,406.03 |
| 154AL-2014-ST-BL-TZ | MOHS-DSGPO Mini Grants * See Listing of Grants and Grant Numbers | \$0.00 | \$0.00 | \$0.00 |
| 154AL-2014-ST-ST-BZ | MOHS-State Blitz Mini Grants | \$0.00 | \$0.00 | \$0.00 |
| 154AL-2014-ST-41-05 | MOHS Initiatives | \$100,000.00 | \$70,999.12 | \$29,000.88 |
| 154AL-2014-ST-AS-SE | MOHS Impaired Driving Assessment Program | \$35,000.00 | \$33,152.52 | \$1,847.48 |
| 154PM-2014-PM-00-00 | MOHS Impaired Driving Paid Media | \$1,585,400.00 | \$943,685.34 | \$641,714.66 |
| 154AL-2014-ST-14-91 | Montgomery County S.O. | \$52,537.00 | \$46,422.11 | \$6,114.89 |
| 154AL-2014-ST-31-11 | Morton Police Dept. | \$7,865.00 | \$2,427.43 | \$5,437.57 |
| 154AL-2014-ST-75-51 & DE-2014-DE-75-51 | MS MotoSteps \$9,593.69 & \$21,351.91 | \$30,945.00 | \$20,346.70 | \$10,598.30 |
| 154AL-2014-ST-40-12 | MS State University-SSRC | \$425,612.54 | \$344,495.35 | \$81,117.19 |
| 154AL-2014-ST-40-11 | MS State University - SSRC Training | \$17,870.31 | \$17,870.31 | \$0.00 |
| 154AL-2014-ST-22-41 | New Albany Police Dept. | \$69,393.00 | \$61,695.90 | \$7,697.10 |
| 154AL-2014-ST-15-01 | Neshoba County Sheriff's Dept | \$51,692.00 | \$36,376.86 | \$15,315.14 |
| 154AL-2014-ST-15-11 | Newton County S.O. | \$39,829.00 | \$36,407.50 | \$3,421.50 |
| 154AL-2014-ST-31-61 | Ocean Springs Police Dept. | \$21,713.00 | \$19,800.96 | \$1,912.04 |
| 154AL-2014-ST-15-31 | Oktibbeha County S.O. | \$33,263.00 | \$21,614.95 | \$11,648.05 |
| 154AL-2014-ST-15-51 | Pearl River County S.O. | \$97,632.00 | \$92,336.13 | \$5,295.87 |
| 154AL-2014-ST-42-21 | Pearl River Valley Water/Reservoir Police Dept. | \$61,891.00 | \$41,550.30 | \$20,340.70 |
| 154AL-2014-ST-22-91 | Picayune Police Dept. | \$26,386.83 | \$2,571.35 | \$23,815.48 |
| 154AL-2014-ST-22-81 | Philadelphia Police Dept. | \$38,533.42 | \$26,492.55 | \$12,040.87 |
| 154AL-2014-ST-32-31 | Plantersville Police Dept. | \$7,027.00 | \$3,994.96 | \$3,032.04 |

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|--|---|-----------------------|-------------------------------|---------------------------------|
| 154AL-2014-ST-15-81 | Pontotoc County S.O. | \$10,000.00 | \$9,123.69 | \$876.31 |
| 154AL-2014-ST-16-11 | Rankin County S.O. | \$113,167.00 | \$78,924.24 | \$34,242.76 |
| 154AL-2014-ST-23-01 | Ridgeland Police Dept. | \$86,511.00 | \$85,482.19 | \$1,028.81 |
| 154AL-2014-ST-33-51 | Rolling Fork Police Dept. | \$13,197.00 | \$1,987.87 | \$11,209.13 |
| 154AL-2014-ST-16-21 | Scott County S.O. | \$25,893.00 | \$8,025.84 | \$17,867.16 |
| 154AL-2014-ST-16-61 | Stone County S.O. | \$99,948.00 | \$83,993.97 | \$15,954.03 |
| 154AL-2014-ST-41-06 | Traffic Safety Material Distribution | \$250,000.00 | \$63,590.27 | \$186,409.73 |
| 154AL-2014-ST-13-12 | Tunica County S.O. | \$64,482.31 | \$56,595.55 | \$7,886.76 |
| 154AL-2014-ST-41-21 | USM LEL Project | \$399,649.00 | \$366,433.00 | \$33,216.00 |
| 154AL-2014-ST-23-41 | Vicksburg Police Dept. | \$5,000.00 | \$4,786.42 | \$213.58 |
| 154-AL-2014-ST-17-31 | Union County S.O. | \$5,000.00 | \$4,998.95 | \$1.05 |
| 154AL-2014-ST-35-61 | West Point Police Dept. | \$12,703.00 | \$5,467.24 | \$7,235.76 |
| 154AL-2014-ST-35-81 | Winona Police Dept. | \$27,843.00 | \$14,078.35 | \$13,764.65 |
| 154AL-2014-ST-18-01 | Winston County S.O. | \$29,101.00 | \$183.26 | \$28,917.74 |
| 154AL-2014-ST-35-91 | Woodville Police Dept. | \$14,750.00 | \$0.00 | \$14,750.00 |
| TOTAL 154 | | \$6,511,654.79 | \$4,371,972.97 | \$2,139,681.82 |
| Section 410 Funds Grant Number | Sub-grantee Name | Federal Budget | Federal Amount Claimed | Federal Funds Unexpended |
| K8FR-2014-K8-52-61 | Alcohol Service Center | \$42,956.55 | \$40,864.99 | \$2,091.56 |
| K8HV-2014-SA-10-81 | Carroll County S.O. | \$18,561.73 | \$18,561.73 | \$0.00 |
| K8HV-2014-SA-14-61 | Marion County S.O. | \$59,277.00 | \$58,209.87 | \$1,067.13 |
| K8-HF-2014-K8-40-20 | Metro Jackson Community | \$210,199.66 | \$210,199.66 | \$0.00 |
| K8HV-2014-SA-40-83 | MOHS Impaired Driving Paid Media | \$450,000.00 | \$0.00 | \$450,000.00 |
| K8FR-2014-K8-41-02, K8FR-2014-K8-41-03, K8FR-2014-K8-41-04, | MOHS Impaired Driving Coord. & Program Management | \$630,000.00 | \$11,741.04 | \$618,258.96 |
| K8-HV-2014-SA-40-82 | MOHS-No Refusal Weekends | \$305,669.68 | \$305,669.68 | \$0.00 |
| K8HV-2014-SA-40-81 | MS Highway Patrol | \$2,063,607.00 | \$1,933,637.97 | \$129,969.03 |
| K8HV-2014-SA-31-21 | Moss Point Police Dept. | \$31,255.50 | \$21,735.99 | \$9,519.51 |
| K8HV-2014-41-21/K8FR-2014-K8-41-21 | USM LEL Project(166,442.10-HF) (33,557.90 HV) | \$200,000.00 | \$186,151.81 | \$13,848.19 |
| K8HV-2014-SA-40-12 | MSU University-E-Citation | \$185,774.70 | \$185,774.70 | \$0.00 |
| K8HV-2014-SA-40-11 | MS State University - SSRC Training | \$15,939.85 | \$15,939.85 | \$0.00 |
| K8HV-2014-SA-22-51 | Oxford Police Dept. /DRE | \$124,152.00 | \$115,154.42 | \$8,997.58 |

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|--|--|-----------------------|-------------------------------|---------------------------------|
| K8HV-2014-SA-88-11 | Puckett Police Dept. | \$7,883.00 | \$6,099.15 | \$1,783.85 |
| K8HV-2014-SA-88-11 | Sherman Police Dept. LEL Project | \$53,905.00 | \$41,876.83 | \$12,028.17 |
| K8HV-2014-SA-16-41 | Simpson County S.O. | \$102,609.00 | \$96,587.79 | \$6,021.21 |
| K8HV-2014-SA-13-12 | Tunica County S.O. | \$20,259.69 | \$20,259.69 | \$0.00 |
| K8HV-2014-SA-18-21 | Yazoo County S.O. | \$40,657.00 | \$36,026.98 | \$4,630.02 |
| Total | | \$4,562,707.36 | \$3,304,492.15 | \$1,258,215.21 |
| Impaired Driving Funds-405(d) Funds | Sub-grantee Name | Federal Budget | Federal Amount Claimed | Federal Funds Unexpended |
| M5SP-2014-MD-11-71 | Desoto County S.O. | \$157,433.00 | \$155,241.23 | \$2,191.77 |
| M5SP-2014-MD-27-71 | Florence Police Dept. | \$8,666.42 | \$8,666.42 | \$0.00 |
| M5SP-2014-MD-27-81 | Flowood Police Department | \$12,761.89 | \$12,761.89 | \$0.00 |
| M5CS-2014-MD-11-82 | Forrest County District Attorney | \$94,091.00 | \$91,034.58 | \$3,056.42 |
| M5SP-2014-MD-21-21 | Greenville Police Dept. | \$64,205.00 | \$47,924.54 | \$16,280.46 |
| M5SP-2014-MD-21-31 | Greenwood Police Dept. LEL Project | \$15,240.89 | \$15,240.89 | \$0.00 |
| M5SP-2014-MD-12-31 | Hancock County S.O. | \$117,673.00 | \$113,256.84 | \$4,416.16 |
| M5SP-2014-MD-21-81 | Horn Lake Police Dept. LEL Project | \$162,131.00 | \$135,058.42 | \$27,072.58 |
| M5SP-2014-MD-21-51 | Hattiesburg Police Dept. | \$17,799.34 | \$17,799.34 | \$0.00 |
| M5OT-2014-MD-JS-UX | JSU-Interdisciplinary | \$80,656.00 | \$42,882.61 | \$37,773.39 |
| M5CS-2014-MD-41-07 | Judicial Outreach Liaison | \$128,250.00 | \$23,516.25 | \$104,733.75 |
| M5SP-2014-MD-13-81 | Lauderdale County S.O. | \$110,131.00 | \$108,035.20 | \$2,095.80 |
| M5SP-2014-MD-20-31 | Long Beach Police Dept. | \$28,863.95 | \$28,863.95 | \$0.00 |
| M5SP-2014-MDS-14-51 | Madison County S.O. | \$92,405.00 | \$85,240.39 | \$7,164.61 |
| M5SP-2014-MD-30-21 | Madison Police Dept. | \$67,062.00 | \$49,059.28 | \$18,002.72 |
| M5TR-2014-MD-30-01 | McComb Police Dept. | \$154.49 | \$154.49 | \$0.00 |
| M5SP-2014-MD-22-21 | Meridian Police Dept. LEL Project | \$143,736.00 | \$66,274.97 | \$77,461.03 |
| M5OT-2014-MD-52-11 | Mississippi Highway Safety Resource Center | \$67,556.40 | \$61,366.27 | \$6,190.13 |
| M5CS-2014-MD-40-21 | MS Attorney General's Traffic Safety Resource Prosecutor | \$204,366.00 | \$154,296.82 | \$50,069.18 |
| M5TR-2014-MD-41-01 | MOHS STARS Symposium | \$60,000.00 | \$49,867.71 | \$10,132.29 |
| M5IDC-2014-MD-41-02 | MOHS Impaired Driving Coord. & Program Management | \$530,924.00 | \$90,830.94 | \$440,093.06 |
| M5PEM-2014-MD-41-03 | MOHS Impaired Driving Paid Media | \$1,500,000.00 | \$21,074.74 | \$1,478,925.26 |
| M5-TR-2014-MD-40-11 | MS State University - SSRC Training | \$155,186.76 | \$155,186.76 | \$0.00 |

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|----------------------------|-------------------------------------|------------------------|-----------------------|-----------------------|
| M5SP-2014-MD-31-21 | Moss Point Police Dept. | \$31,255.50 | \$24,097.00 | \$7,158.50 |
| M5SP-2014-MD-22-61 | Pascagoula Police Dept. | \$51,048.32 | \$45,153.03 | \$5,895.29 |
| M5SP-2014-MD-22-81 | Philadelphia Police Dept. | \$15,772.33 | \$15,772.23 | \$0.10 |
| M5SP-2014-MD-23-11 | Starkville Police Dept. LEL Project | \$145,830.00 | \$138,210.40 | \$7,619.60 |
| M5CS-2014-MD-92-61 | Thompson Consulting Group | \$110,619.00 | \$101,720.06 | \$8,898.94 |
| TOTAL 405(d) | | \$13,256,276.46 | \$8,426,706.56 | \$4,829,569.90 |
| 2010 Funds-Impaired | | | | \$0.00 |
| K6-2014-MC-42-61 | MAC Motorcycle Awareness Campaign | \$4,706.27 | \$4,706.27 | \$0.00 |
| Total 2010 | | \$4,706.27 | \$4,706.27 | \$0.00 |

Occupant Protection

Problem Identification:

Occupant Protection continues to be a priority emphasis area for NHTSA and for the Mississippi Office of Highway Safety (MOHS). Paid media campaigns continued to be aired prior to and during the national CIOT campaign. New media messages are continually being reviewed, developed and implemented, including nighttime enforcement, to get the remaining 18.2% of the population to wear seat belts through education, outreach, media and enforcement activities. Teen drivers are especially vulnerable with their lack of driving experience and will continue to be an emphasis area for occupant protection.

The MOHS has been operating under a Seatbelt State Action Plan prescribed by NHTSA for increasing safety belt numbers and improving the overall seatbelt program

There are approximately forty-eight (48) occupant protection enforcement projects and programs being implemented in MS during FY14. These consist of the enforcement, public information/outreach, education and training. The MOHS funds officers in the State, the MS Law Enforcement Liaison (LEL) Office, including nine (9) LEL Troop Network Coordinators assigned to each of the nine (9) troop districts throughout the State, Social Science Research Center conducted by Mississippi State University (MSU), and many others.

The MS LEL Office conducts training for law enforcement agencies throughout the State. The MOHS, along with all funded agencies, will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities according to their specific funding source. Programs that will be used to increase seatbelt use include; paid media, enforcement of primary seat belt laws and participation in State and national mobilizations. All awarded contracts are required to complete the HVE Compliance form of the contract which defines the mobilizations and sustained enforcement activities. Additionally, the MOHS will be conducting the annual statewide safety belt use survey in accordance with criteria established by the Secretary 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.

Goals and Achievements for FY14:

C-4 Core Outcome Measure/Unrestrained Passengers:

To decrease the number of unrestrained passenger vehicle occupant fatalities in all seating positions 10% from the 2011 base calendar year of 309 to 278 by end of FY14. To decrease the number of unrestrained passenger vehicle occupant fatalities by an additional 5% for a long term goal of 264 by the end of 2015.

Unrestrained passenger vehicle occupants in all seating positions decreased from 309 in 2011 to 302 by 2012. MOHS did not meet the goal of 278 by the end of FY14.

C-9 Core Outcome Measure/Under 21:

To decrease the number of drivers aged 20 or younger involved in fatal crashes by 15% from the 2011 calendar year baseline of 86 to 77 by end of FY14. To decrease the number of drivers aged 20 or younger by an additional 5% for a long term goal of 74 by the end of 2015.

Drivers age 20 or younger involved in fatal crashes decreased from 84 in 2011 calendar year to 64 in 2012. MOHS met the goal of 77 by the end of FY14.

>>Achievement Measure/Seat Belts

To increase the number of seatbelt citations issued during grant-funded enforcement activities by 10% from 26,375 in 2011 to 29,013 by the end of FY14.

In number of grant funded seatbelt citations increased from 206,570 actual grant funded citations reported in 2012 by awarded projects to 27,236 in FY13. The number decreased from 27,236 in FY13 to 27,291 grant funded seatbelt citations in FY14. MOHS did not reach the goal of 29, 013 seatbelt citations by the end of FY14.

>>MOHS Outcome Measure: Teen-OP:

Reduce teen unrestrained fatalities by 10% from 59 in 2011 to 54 in FY14.

MOHS inadvertently used the wrong data set for the setting of the core measure. Below is the correct data for the measure. Teen unrestrained fatalities decreased from 18 in 2011 calendar year to 17 in 2012

Programs and Projects:

Project Number: OP-2014-OP-40-81

Project Title: Mississippi Highway Safety Patrol Occupant Protection Enforcement Project

MHP participated in high visibility enforcement and providing overtime hours to officers for occupant protection enforcement on weekends and holidays with an extra emphasis on the national blitz campaign (Click or Ticket) as well as other special events. MHP funded Highway Safety Patrol Troopers during the established Click It or Ticket blitz period, May 19, 2014 through June 1, 2014. The MHP conducted safety checkpoints and HVE enforcement.

Budget: \$157,320.00 Federal Funding Source 402 OP

Project Number: OP-2014-OP-52-11

Project Title: Mississippi Highway Safety Resource Center (DREAM)

In an effort to streamline processes, provide for better accountability and program relevant materials and promotional items, the MOHS removed federal funds for promotional items and materials from individual projects and programs to create a centralized system of distribution of traffic safety materials. The State has created the Mississippi Highway Safety Resource Center (MHSRC). Through the MHSRC, the MOHS ensured that the State is able to track all outgoing materials that are requested to support programs as well as be able to track the types of events that the materials will support.

The MHSRC managed the on-line ordering system that ensured that the appropriate materials are ordered and shipped for the appropriate audiences. The traffic safety material distribution plan lowered the cost that the State has been paying through multiple contracts to store materials and child safety seats and also lowered costs to the State, by ordering items in bulk, instead of each agency purchasing small quantities of items. This allowed the program to provide more resources Statewide and also ensured purchased contained consistent messages and taglines on all materials ordered.

Budget: \$45,037.60 Federal Funding Source 402

Project Number: SA-2014-SA-41-07

Project Title: MOHS Constituent Travel

The funds were used for constituent travel in and out of State to meetings, conference and trainings approved by the MOHS. The funds enhanced the MOHS program and provided training to individuals to provide information to the State and also allow information to be brought back to the State and MOHS staff. Funds were used to provide honorariums for speakers, presenters for speaking engagements, conferences, meetings and training that would enhance the MOHS program.

Budget: \$15,000.00 Federal Funding Source 402

Project Number: See Project Numbers Below

Project Title: Mississippi Office of Highway Safety/Click It or Ticket Mini-Enforcement Wave Grants

The agencies used the funds to provide overtime to officers to work overtime in conducting Occupant Protection enforcement. The agencies conducted Special Traffic Enforcement Program (STEP) HVE/Deterrence checkpoints/saturation patrols during the national "Click It or Ticket" (Memorial Day & Labor Day). The agencies also conducted public outreach/educational campaigns on the dangers of seatbelt/child restraint and teen safety. The agencies implemented earned media campaigns during the "Click It or Ticket It" campaigns.

Project Number: OP-2014-OP-15-81
Project Name: Pontotoc County Sheriff's Department-Mini Enforcement Wave Grant
Budget: \$15,000.00 Federal Funding Source 402 OP

Project Number: OP-2014-OP-38-61
Project Name: Guntown Police Department-Mini Enforcement Wave Grant
Budget: \$5,000.00 Federal Funding Source 402 OP

Project Number: OP-2014-OP-31-21
Project Name: Moss Point Police Department-Mini Enforcement Wave Grant
Budget: 15,000.00 Federal Funding Source 402 OP

Project Number: OP-2014-OP-24-91
Project Name: Booneville Police Department-Mini enforcement Wave Grant
Budget: 15,000.00 Federal Funding Source 402 OP

Project Number: OP-2014-OP-32-41
Project Name: Pontotoc Police Department-Mini Enforcement Wave Grant
Budget: \$10,000.00 Federal Funding Source 402 OP

Project Number: OP-2014-OP-77-01
Project Name: Ecrú Police Department-Mini Enforcement Wave Grant
Budget: \$10,000.00 Federal Funding Source 402 OP

Project Number: OP-2014-OP-28-61
Project Name: Hernando Police Department-Mini Enforcement Wave Grant
Budget: \$10,000.00 Federal Funding Source 402 OP

Project Number: OP-2014-OP-33-91
Project Name: Sardis Police Department-Mini Enforcement Wave Grant
Budget: \$5,000.00 Federal Funding Source 402 OP

Project Number: OP-2014-OP-15-41
Project Name: Panola County Sheriff's Department-Mini Enforcement Wave Grant
Budget: \$15,000.00 Federal Funding Source 402 OP

Project Number: OP-2014-OP-22-61
Project Name: Pascagoula Police Department-Mini Enforcement Wave Grant
Budget: \$7,500.00 Federal Funding Source 402 OP

Project Number: OP-2014-OP-32-01
Project Name: Pelahatchie Police Department-Mini Enforcement Wave Grant
Budget: \$2,500.00 Federal Funding Source 402 OP

Project Number: OP-2014-OP-34-41
Project Name: Southaven Police Department-Mini Enforcement Wave Grant
Budget: \$15,000.00 Federal Funding Source 402 OP

Project Number: OP-2014-OP-35-11
Project Name: Utica Police Department-Mini Enforcement Wave Grant
Budget: \$2,500.00 Federal Funding Source 402 OP

Project Number: OP-2014-OP-32-51
Project Name: Poplarville Police Department-Mini Enforcement Wave Grant
Budget: \$7,489.15 Federal Funding Source 402 OP

Project Number: OP-2014-OP-20-41 (Did not Make)
Project Name: Biloxi Police Department-Mini Enforcement Wave Grant
Budget: \$15,000.00 Federal Funding Source 402 OP

Project Number: OP-2014-OP-73-51
Project Name: Byram Police Department-Mini Enforcement Wave Grant
Budget: \$10,000.00 Federal Funding Source 402 OP

Project Number: OP-2014-OP-22-71
Project Name: Pass Christian Police Department-Mini Enforcement Wave Grant
Budget: \$5,000.00 Federal Funding Source 402 OP

Project Number: OP-2014-OP-13-01
Project Name: Jackson County Sheriff's Department-Mini Enforcement Wave Grant
Budget: \$15,000.00 Federal Funding Source 402 OP

Budget: \$179,989.15 Federal Funding Source 402 OP

Project Number: OP-2014-OP-XA-XX
Project Title: Mississippi Office of Highway Safety Occupant Protection Assessment

An Occupant Protection Assessment was performed by the 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 for the FY14 grant year. A team of impaired driving experts conducted an on-site assessment by conducting interviews, file review and preparing reports. The State will be to use the final report and recommendations of the Impaired Driving assessment team for improvements and targets for the Impaired Driving program.

Budget: \$40,000.00 Federal Funding Source -402 OP

Project Number: DE-2014-DE-41-01
Project Title: Mississippi Office of Highway Safety/Safety Training and Recognition Symposium (MS/STARS)

The Mississippi Office of Highway Safety/Safety Training and Recognition Symposium (MS/STARS) program addressed a wide range of safety topics from impaired driving, traffic records, occupant protection to an emphasis on youth. The symposium offered the latest information on advances in highway safety, highlights from successful programs and address emerging safety issues. The symposium offered a variety of workshops on priority topics in highway safety. MS STARS brings together non-profit organizations, educational leaders, community leaders and law enforcement.

The MS STARS program included the Buckle for Life Recognition event for officers with outstanding work in issuing safety belt violations to unrestrained drivers, front seat passengers as dictated by Mississippi's primary safety belt law, and to drivers operating vehicles in which children less than 8 years of age are unrestrained.

Budget: \$40,000.00 Federal Funding Source 402 DE

Project Number: DE-2014-DE-41-02
Project Title: MOHS Program Initiatives

MOHS used funds to provide funding for the collaborative of special initiative programs that would help benefit the state through special emphasis projects that centered around seatbelts and child restraints. Projects included projects such as Smart Track, School Ads and many more projects.

Budget: \$100,000.00 Federal Funding Source 402DE

Project Number: CR-2014-CR-40-11/OP-2014-OP-40-71

Project Title: MS Department of Health

The MS Department of Health collaborated with Mississippi Safe Kids to conduct CPST training courses in all nine (9) Public Health Districts; recruited volunteers from Mississippi Safe Kids to assist District Health Educators with implementation of car seat checkpoints; distribute child restraints to all nine (9) Public Health Districts; collaborated with Mississippi Safe Kids, the Mississippi Department of Education, and other local partners to conduct school based educational activities.

The MS Department of Health also targeted child safety seat distribution primarily to health department patients; require all persons distributing child restraints to be certified as CPSTs; recorded distribution of safety seats and report progress; recruited volunteers from local fire and police departments to create and maintain inspection stations; established stations at local community health centers and clinics.

Created a brochure promoting child passenger safety that is specific to the needs and laws of Mississippi; continued to update the MSDH Injury Prevention website; Designed and distributed promotional items encouraging good child safety practices; Prepare events promoting National Child Passenger Safety Awareness Week; worked closely with District Health Educators and community-based organizations to promote child safety at both the neighborhoods and community levels; participated in annual educational trainings held for the District Health Educators; volunteered to speak at staff meetings and Brown Bag lunches; and attended safety-related meetings and conferences as appropriate, with approval.

Budget: \$85,000.00 Federal Funding Source 402 Child Restraint

\$16,783.92 Federal Funding Source 402OP

Project Number: See Project Numbers Below

Project Title: MOHS 402 Occupant Protection

Law enforcement agencies use funds to increase the awareness of the importance of occupant restraints and consequences of not being properly restrained in the event of a crash through high visibility enforcement increased media exposure, demonstrations. Focus on importance of child and infant restraints through information presentations, check points, safety fairs, etc.

Agencies participate in checkpoints and saturation patrols through high visibility enforcement. Funds were provided to agencies that were data driven in reducing the number of occupant related fatalities in their areas and the State's target areas. Agencies participated in educational activities each quarter and worked with media to receive earned media efforts during blitz campaigns. The enforcement activities supported the national impaired driving campaigns as well as other state holiday enforcement periods and special events.

Project Number: OP-2014-XX-XX (Project Never Made-ADMINISTRATIVE CLOSEOUT)

Budget: \$20,000.00 Federal Funding Source 402 OP Funds.

Project Title: Mississippi Band of Choctaw Indians (MBCI) Occupant Protection Enforcement

Project Number: OP-2014-OP-10-81

Project Title: Carroll County Sheriff's Department Occupant Protection Enforcement

Budget: \$10,150.00 Federal Funding Source 402 OP

Project Number: OP-2014-OP-25-51

Project Title: Carthage Police Department Occupant Protection Enforcement

Budget: \$10,000.00 Federal Funding Source 402 OP

Project Number: OP-2014-OP-26-21

Project Title: Columbia Police Department Occupant Protection Enforcement/LEL

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

Project Number: OP-2014-OP-26-91

Project Title: D'Iberville Police Department Occupant Protection Enforcement

Budget: \$12,340.00 Federal Funding Source 402 OP

Project Number: OP-2014-OP-11-71

Project Title: Desoto County Sheriff's Department Occupant Protection Enforcement

Budget: \$24,000.00 Federal Funding Source 402 OP

Project Number: OP-2014-OP-27-71

Project Title: Florence Police Department Occupant Protection Enforcement

Budget: \$15,671.00 Federal Funding Source 402 OP

Project Number: OP-2014-OP-21-21

Project Title: Greenville Police Department Occupant Protection Enforcement

Budget: \$10,000.00 Federal Funding Source 402 OP

Project Number: OP-2014-OP-21-31

Project Title: Greenwood Police Department Occupant Protection Enforcement/LEL

Budget: \$17,000.00 Federal Funding Source 402 OP

Project Number: OP-2014-OP-21-41

Project Title: Gulfport Police Department Occupant Protection Enforcement/LEL

Budget: \$36,450.00 Federal Funding Source 402 OP

Project Number: OP-2014-OP-12-31

Project Title: Hancock County Sheriff's Department Occupant Protection Enforcement

Budget: \$10,035.00 Federal Funding Source 402 OP

Project Number: OP-2014-OP-12-41

Project Title: Harrison County Sheriff's Department Occupant Protection Enforcement

Budget: \$24,830.00 Federal Funding Source 402 OP

Project Number: OP-2014-OP-12-51

Project Title: Hinds County Sheriff's Department Occupant Protection Enforcement/LEL

Budget: \$13,590.00 Federal Funding Source 402 OP

Project Number: OP-2014-OP-13-71

Project Title: Lamar County Sheriff's Department Occupant Protection Enforcement

Budget: \$10,000.00 Federal Funding Source 402 OP

Project Number: OP-2014-OP-13-81

Project Title: Lauderdale County Sheriff's Department Occupant Protection Enforcement

Budget: \$30,000.00 Federal Funding Source 402 OP

Project Number: OP-2014-OP-14-01

Project Title: Leake County Sheriff's Department Occupant Protection Enforcement

Budget: \$5,305.00 Federal Funding Source 402 OP

Project Number: OP-2014-OP-29-61
Project Title: Leland Police Department Occupant Protection Enforcement
Budget: \$5,075.00 Federal Funding Source 402 OP

Project Number: OP-2014-OP-20-31
Project Title: Long Beach Police Department Occupant Protection Enforcement
Budget: \$8,145.00 Federal Funding Source 402 OP

Project Number: OP-2014-OP-30-01
Project Title: McComb Police Department Occupant Protection Enforcement/LEL
Budget: \$15,000.00 Federal Funding Source 402 OP

Project Number: OP-2014-OP-31-11
Project Title: Morton Police Department Occupant Protection Enforcement
Budget: \$2,500.00 Federal Funding Source 402 OP

Project Number: OP-2014-OP-15-01
Project Title: Neshoba County Sheriff's Department Occupant Protection Enforcement
Budget: \$5,000.00 Federal Funding Source 402 OP

Project Number: OP-2014-OP-22-41
Project Title: New Albany Police Department Occupant Protection Enforcement
Budget: \$11,800.00 Federal Funding Source 402 OP

Project Number: OP-2014-OP-15-31
Project Title: Oktibbeha County Sheriff's Department Occupant Protection Enforcement
Budget: \$15,000.00 Federal Funding Source 402 OP

Project Number: OP-2014-OP-15-31
Project Title: Oxford Police Department Occupant Protection Enforcement
Budget: \$7,185.00 Federal Funding Source 402 OP

Project Number: OP-2014-OP-15-51
Project Title: Pearl River County Sheriff's Department Occupant Protection Enforcement
Budget: \$5,022.00 Federal Funding Source 402 OP

Project Number: OP-2014-OP-422-1
Project Title: Pearl River Water Valley - Reservoir Patrol Police Department Occupant Protection Enforcement
Budget: \$10,000.00 Federal Funding Source 402 OP

Project Number: OP-2014-OP-22-81
Project Title: Philadelphia Police Department Occupant Protection Enforcement
Budget: \$9,248.00 Federal Funding Source 402 OP

Project Number: OP-2014-OP-22-91
Project Title: Picayune Police Department Occupant Protection Enforcement
Budget: \$5,000.00 Federal Funding Source 402 OP

Project Number: OP-2014-OP-32-31
Project Title: Plantersville Police Department Occupant Protection Enforcement
Budget: \$3,575.00 Federal Funding Source 402 OP

Project Number: OP-2014-OP-77-51
Project Title: Puckett Police Department Occupant Protection Enforcement
Budget: \$3,500.00 Federal Funding Source 402 OP

Project Number: OP-2014-OP-162-1
Project Title: Scott County Sheriff's Department Occupant Protection Enforcement
Budget: \$10,000.00 Federal Funding Source 402 OP

Project Number: OP-2014-OP-88-11
Project Title: Sherman Police Department Occupant Protection Enforcement/LEL
Budget: \$10,002.00 Federal Funding Source 402 OP

Project Number: OP-2014-OP-23-11
Project Title: Starkville Police Department Occupant Protection Enforcement/LEL
Budget: \$26,456.00 Federal Funding Source 402 OP

Project Number: OP-2014-OP-34-61
Project Title: Summit Police Department Occupant Protection Enforcement/LEL
Budget: \$5,876.00 Federal Funding Source 402 OP

Project Number: OP-2014-OP-90-21
Project Title: Vaiden Police Department Occupant Protection Enforcement
Budget: \$3,000.00 Federal Funding Source 402 OP

Project Number: OP-2014-OP-23-41
Project Title: Vicksburg Police Department Occupant Protection Enforcement
Budget: \$21,463.00 Federal Funding Source 402 OP

Project Number: OP-2014-OP-35-41
Project Title: Waveland Police Department Occupant Protection Enforcement
Budget: \$15,075.00 Federal Funding Source 402 OP

Project Number: OP-2014-OP-35-61
Project Title: West Point Police Department Occupant Protection Enforcement
Budget: \$5,000.00 Federal Funding Source 402 OP

405(b) Occupant Protection

Project Number: M2PE-2014-MB-40-71
Project Title: MS Department of Health Child Occupant Protection Program

The MS Department of Health collaborated with Mississippi Safe Kids to conduct CPST training courses in all nine (9) Public Health Districts; recruited volunteers from Mississippi Safe Kids to assist District Health Educators with implementation of car seat checkpoints; distribute child restraints to all nine (9) Public Health Districts; collaborated with Mississippi Safe Kids, the Mississippi Department of Education, and other local partners to conduct school based educational activities.

The MS Department of Health also targeted child safety seat distribution primarily to health department patients; require all persons distributing child restraints to be certified as CPSTs; recorded distribution of safety seats and report progress; recruited volunteers from local fire and police departments to create and maintain inspection stations; established stations at local community health centers and clinics.

Created a brochure promoting child passenger safety that is specific to the needs and laws of Mississippi; continued to update the MSDH Injury Prevention website; Designed and distributed promotional items encouraging good child safety practices; Prepare events promoting National Child Passenger Safety Awareness Week; worked closely with District Health Educators and community-based organizations to promote child safety at both the neighborhoods and community levels; participated in annual educational trainings held for the District Health Educators; volunteered to speak at staff meetings and Brown Bag lunches; and attended safety-related meetings and conferences as appropriate, with approval.

Budget: \$171,712.00 Federal Funding Source 405(b)

Project Number: M2PE-2014-MB-41-06

Project Title: MOHS Sustained Impaired Driving Enforcement PAID MEDIA Campaign

The MOHS developed a comprehensive and sustained paid media campaign in support of the continual Occupant Protection enforcement efforts for the “Click It or Ticket” campaigns utilizing Section 405 Occupant Protection funding that was implemented in the FY14 grant period. These funds were used for sustained radio and television ads, print, and outdoor space in May 2014 and September 2014.

The “Click It or Ticket” messages were approved by NHTSA before airing. The number of holiday unbelted vehicle crash fatalities were used to evaluate the media messaging. The measures that were used to assess message recognition were 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* and were used to evaluate the effectiveness of the messaging.

Budget: \$700,000.00 Federal Funding Source 405(b)

Project Number: M2CPS-2014-MB-41-0X

Project Title: Traffic Safety Material Distribution

In an effort to streamline processes, provide for better accountability and program relevant materials and promotional items, the MOHS removed federal funds for promotional items and materials from individual projects and programs to create a centralized system of distribution of traffic safety materials. The State has created the Mississippi Highway Safety Resource Center (MHSRC). Through the MHSRC, the MOHS ensured that the State is able to track all outgoing materials that are requested to support programs as well as be able to track the types of events that the materials will support.

The MHSRC managed the on-line ordering system that ensured that the appropriate materials are ordered and shipped for the appropriate audiences. The traffic safety material distribution plan lowered the cost that the State has been paying through multiple contracts to store materials and child safety seats and also lowered costs to the State, by ordering items in bulk, instead of each agency purchasing small quantities of items. This allowed the program to provide more resources Statewide and also ensured purchased contained consistent messages and taglines on all materials ordered.

Budget: \$50,000.00 Federal Funding Source 405(b)

Project Number: M2CPS-2014-MB-40-11

Project Title: MSU Occupant Restraints/Motorcycle Safety Survey Program

Budget: \$197,153.00 Federal Funding Source 402

The Mississippi State University Occupant Restraints/Motorcycle Survey Program provided the following for the survey program.

Part A: Seat Belt Survey: The Seat Belt Survey was administered using the newly designed and NHTSA-approved methodology and sample. A baseline mini survey of 54 observation locations in 8 Mississippi counties was conducted before media and enforcement portions of the CIOT campaign. Follow-up survey of 173 sites took place after the media and enforcement efforts of the campaign. The post-CIOT survey serves as the data collection mechanism for producing

Mississippi's official seat belt usage rate for the state in 2014. The data was gathered, cleaned, analyzed, and reported to the Mississippi Governor's Office of Highway Safety.

Part B: Child Restraint Survey: The Child Restraint Survey was administered in the same manner and using the same methodology as in years past. One survey of 340 locations in 40 Mississippi municipal areas was conducted to ascertain the rate at which Mississippi motorists are buckling up children throughout the state. The data gathered was cleaned, analyzed, and reported to the Mississippi Governor's Office of Highway Safety.

Part C: Teen Belt Survey with Video Seat Belt Subsample Surveying: The SSRC conducted two teen seat belt surveys during the year. The surveys were conducted in the spring and fall months while school is in session. Wave 1 was scheduled for inclusion in FY 12-13. Each teen belt survey included a maximum of 8 counties and includes a maximum of 100 surveys time periods per survey. The top 25 counties in terms of teen fatalities (provided by MOHS) will be the sampling frame for this study.

Part D: Motorcycle Survey: The Motorcycle Survey was administered in the same manner and using the same methodology as in years past. One survey of 54 sites in 8 counties in Mississippi was conducted to ascertain the rate at which Mississippi motorcyclist are buckling wearing helmets throughout the state. The data gathered was cleaned, analyzed, and reported to the Mississippi Governor's Office of Highway Safety.

Budget: \$197,153.00 Federal Funding Source 405(b)

**402/405(b) Occupant Protection Grant Funds by Agency
Federal Budget v. Federal Amount Claimed**

| Section 402 Funds Grant Number | Sub-grantee Name | Federal Budget | Federal Amount Claimed | Federal Funds Unexpended |
|---|-------------------------------------|-----------------------|-----------------------------------|-------------------------------------|
| OP-2014-OP-20-41 | Biloxi Police Department | \$15,000.00 | \$0.00 | \$15,000.00 |
| OP-2014-OP-24-91 | Booneville Police Department | \$15,000.00 | \$7,277.09 | \$7,722.91 |
| OP-2014-OP-XX-XX | Bureau of Indian Affairs | \$20,000.00 | \$0.00 | \$20,000.00 |
| OP-2014-OP-73-51 | Byram Police Department | \$10,000.00 | \$6,771.21 | \$3,228.79 |
| OP-2014-OP-10-81 | Carroll County Sheriff's Office | \$10,150.00 | \$10,051.56 | \$98.44 |
| OP-2014-OP-25-51 | Carthage Police Dept. | \$10,000.00 | \$3,993.73 | \$6,006.27 |
| OP-2014-OP-26-21 | Columbia Police Dept. LEL Project | \$16,000.00 | \$15,902.12 | \$97.88 |
| OP-2014-OP-26-91 | D'Iberville Police Dept. | \$12,340.00 | \$11,276.19 | \$1,063.81 |
| OP-2014-OP-11-71 | Desoto County S.O. | \$24,000.00 | \$22,534.67 | \$1,465.33 |
| OP-2014-OP-77-01 | Ecrú Police Department | \$10,000.00 | \$8,161.56 | \$1,838.44 |
| OP-2014-OP-27-71 | Florence Police Dept. | \$15,671.00 | \$15,668.62 | \$2.38 |
| OP-2014-OP-21-21 | Greenville Police Dept. | \$10,000.00 | \$6,337.27 | \$3,662.73 |
| OP-2014-OP-21-31 | Greenwood Police Dept. LEL Project | \$17,000.00 | \$12,225.38 | \$4,774.62 |
| OP-2014-OP-21-41 | Gulfport Police Dept. LEL Project | \$36,450.00 | \$35,990.69 | \$459.31 |
| OP-2014-OP-38-61 | Guntown Police Department | \$5,000.00 | \$1,601.35 | \$3,398.65 |
| OP-2014-OP-12-31 | Hancock County S.O. | \$10,035.00 | \$2,904.57 | \$7,130.43 |
| OP-2014-OP-12-41 | Harrison County S.O. | \$24,830.00 | \$24,830.00 | \$0.00 |
| OP-2014-OP-28-61 | Hernando Police Department | \$10,000.00 | \$7,501.89 | \$2,498.11 |
| OP-2014-OP-12-51 | Hinds County S.O.LEL Project | \$13,590.00 | \$8,367.61 | \$5,222.39 |
| OP-2014-OP-13-01 | Jackson County Sheriff's Department | \$15,000.00 | \$14,661.71 | \$338.29 |
| OP-2014-OP-13-71 | Lamar County S.O. | \$10,000.00 | \$9,241.40 | \$758.60 |
| OP-2014-OP-13-81 | Lauderdale County S.O. | \$30,000.00 | \$28,175.67 | \$1,824.33 |
| OP-2014-OP-14-01 | Leake County S.O. | \$5,305.00 | \$5,088.43 | \$216.57 |
| OP-2014-OP-29-61 | Leland Police Dept. | \$5,075.00 | \$695.13 | \$4,379.87 |
| OP-2014-OP-20-31 | Long Beach Police Dept. | \$8,145.00 | \$4,078.70 | \$4,066.30 |
| OP-2014-OP-30-01 | McComb Police Dept. LEL Project | \$15,000.00 | \$14,414.96 | \$585.04 |
| OP-2014-OP-40-81 | MS Hwy Patrol | \$157,320.00 | \$157,320.00 | \$0.00 |

| | | | | |
|---|---|--------------|--------------|--------------|
| OP-2014-OP-41-01, OP-2014-OP-41-02, OP-2014-OP-41-03 | MOHS Occupant Protection Coordination Program | \$190,000.00 | \$75,267.30 | \$114,732.70 |
| OP-2014-OP-52-11 | Mississippi Highway Safety Resource Center | \$45,037.60 | \$40,847.66 | \$4,189.94 |
| PA-2014-PA-41-01 | 402 Planning and Administration | \$458,663.00 | \$152,942.09 | \$305,720.91 |
| PA-2014-PA-42-01 | MOHS Audio Visual Conference Equipment | \$3,300.00 | \$3,300.00 | \$0.00 |
| SA-2014-SA-41-07 | MOHS Constituent Travel | \$15,000.00 | \$8,339.53 | \$6,660.47 |
| See Projects Above | MOHS-CIOT Mini Grants * See Listing of Grants and Grant Numbers | \$0.00 | \$0.00 | \$0.00 |
| OP-2014-OP-XA-XX | MOHS OP Assessment | \$40,000.00 | \$31,829.74 | \$8,170.26 |
| DE-2014-DE-41-02 | MOHS Initiatives | \$100,000.00 | \$47,520.25 | \$52,479.75 |
| DE-2014-DE-41-01 | MOHS STARS Conference | \$40,000.00 | \$33,717.52 | \$6,282.48 |
| OP-2014-OP-31-11 | Morton Police Dept. | \$2,500.00 | \$1,940.86 | \$559.14 |
| OP-2014-OP-31-21 | Moss Point Police Department | \$15,000.00 | \$9,869.83 | \$5,130.17 |
| CR-2014-CR-40-11 | MS Dept. of Health | \$85,000.00 | \$84,605.64 | \$394.36 |
| OP-2014-OP-40-71 | MS. Dept of Health | \$16,783.92 | \$16,783.92 | |
| OP-2014-OP-15-01 | Neshoba County S.O. | \$5,000.00 | \$0.00 | \$5,000.00 |
| OP-2014-OP-22-41 | New Albany Police Dept. | \$11,800.00 | \$11,799.90 | \$0.10 |
| OP-2014-OP-15-31 | Oktibbeha County S.O. | \$15,000.00 | \$13,446.54 | \$1,553.46 |
| OP-2014-OP-22-51 | Oxford Police Dept. | \$7,185.00 | \$5,358.97 | \$1,826.03 |
| OP-2014-OP-15-41 | Panola County Sheriff's Department | \$15,000.00 | \$4,196.04 | \$10,803.96 |
| OP-2014-OP-22-61 | Pascagoula Police Department | \$7,500.00 | \$0.00 | \$7,500.00 |
| OP-2014-OP-22-71 | Pass Christian Police Department | \$5,000.00 | \$3,289.41 | \$1,710.59 |
| OP-2014-OP-15-51 | Pearl River County S.O. | \$5,022.00 | \$577.81 | \$4,444.19 |
| OP-2014-OP-42-21 | Pearl River Valley Water Reservoir Patrol | \$10,000.00 | \$9,776.18 | \$223.82 |
| OP-2014-OP-32-01 | Pelahatchie Police Department | \$2,500.00 | \$0.00 | \$2,500.00 |
| OP-2014-OP-22-81 | Philadelphia Police Dept. | \$9,248.00 | \$2,234.49 | \$7,013.51 |
| OP-2014-OP-22-91 | Picayune Police Dept. | \$5,000.00 | \$758.09 | \$4,241.91 |
| OP-2014-OP-32-31 | Plantersville Police Dept. | \$3,575.00 | \$133.49 | \$3,441.51 |
| OP-2014-OP-32-41 | Pontotoc Police Department | \$10,000.00 | \$6,748.80 | \$3,251.20 |
| OP-2014-OP-15-81 | Pontotoc County Sheriff's Department | \$15,000.00 | \$13,986.14 | \$1,013.86 |
| OP-2014-OP-32-51 | Poplarville Police Department | \$7,489.15 | \$0.00 | \$7,489.15 |
| OP-2014-OP-77-51 | Puckett Police Dept. | \$3,500.00 | \$3,496.02 | \$3.98 |
| OP-2014-OP-33-91 | Sardis Police Department | \$5,000.00 | \$5,000.00 | \$0.00 |

| | | | | |
|--|--|-----------------------|-------------------------------|---------------------------------|
| OP-2014-OP-16-21 | Scott County S.O. | \$10,000.00 | \$1,413.57 | \$8,586.43 |
| OP-2014-OP-88-11 | Sherman Police Dept. LEL Project | \$10,002.00 | \$4,967.98 | \$5,034.02 |
| OP-2014-OP-34-41 | Southaven Police Department | \$15,000.00 | \$0.00 | \$15,000.00 |
| OP-2014-OP-23-11 | Starkville Police Dept. LEL Project | \$26,456.00 | \$25,127.25 | \$1,328.75 |
| OP-2014-OP-34-61 | Summit Police Dept. | \$5,876.00 | \$4,580.91 | \$1,295.09 |
| OP-2014-OP-35-11 | Utica Police Department | \$2,500.00 | \$0.00 | \$2,500.00 |
| OP-2014-OP-90-21 | Vaiden Police Dept. | \$3,000.00 | \$0.00 | \$3,000.00 |
| OP-2014-OP-23-41 | Vicksburg Police Dept. | \$21,463.00 | \$21,215.92 | \$247.08 |
| OP-2014-OP-35-41 | Waveland Police Dept. | \$15,075.00 | \$14,440.36 | \$634.64 |
| OP-2014-OP-35-61 | West Point Police Dept. | \$5,000.00 | \$2,817.72 | \$2,182.28 |
| TOTAL 402 OP | | \$1,799,386.67 | \$1,097,401.44 | \$701,985.23 |
| Section 405(b) Funds Grant Number | Sub-grantee Name | Federal Budget | Federal Amount Claimed | Federal Funds Unexpended |
| M2PE-2014-MB-40-71 | MS Dept. of Health | \$171,712.00 | \$121,459.39 | \$50,252.61 |
| M2PE-2014-MB-41-06 | MOHS Paid Media CIOT | \$700,000.00 | \$395,536.20 | \$304,463.80 |
| M2CPS-2014-MB-41-0X | Traffic Safety Material Distribution | \$50,000.00 | \$27,787.00 | \$22,213.00 |
| M2CPS-2014-MB-40-11 | MSU - Seat Belt/Helmet/Child Restraint and Teen Survey | \$197,153.00 | \$167,809.66 | \$29,343.34 |
| Total Funds | | \$1,118,865.00 | \$712,592.25 | \$406,272.75 |

Police Traffic Services

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

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

There are approximately nine (9) police traffic service enforcement projects and programs being implemented in MS during FY14. These consist of the following types of programs and projects: enforcement, public information/outreach, education and training.

The MOHS, along with all funded agencies, will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities according to their specific funding source. Programs that will be used to increase seatbelt use include; paid media, enforcement of primary seat belt laws and participation in State and national mobilizations. All awarded contracts are required to complete the HVE Compliance form of the contract which defines the mobilizations and sustained enforcement activities.

Goals and Achievements for FY2014

>>C-1 Core Outcome Measure - Fatality Rate

To decrease the number of traffic fatalities by 10% from the 2011 of 630 to 567 by the end of FY14. To decrease the number of traffic fatalities by an additional 5% for a long term goal of 539 fatalities by the end of 2015.

Fatalities decreased from 630 in 2011 calendar year to 582 in 2012 and FARS data indicates 613 during the FY13 grant year. MOHS did not meet the goal of 567 by the end of FY14.

>>C-2 Core Outcome Measure - Injury Rate

To decrease the number of serious traffic injuries by 10% from the calendar year 2011 of 6,670 to 6,003 by the end of FY14.

Serious traffic injuries decreased from 6,641 in 2011 calendar year to 6,255 in 2012. MOHS did not meet the goal of 6,003 by the end of FY14.

>>C-3 Core Outcome Measure - Fatality Rate

To decrease the number of fatalities by VMT 10% from the 2011 calendar year of 1.60 to 1.44 by the end of FY14.

The fatality rate decreased from 1.60 in 2011 in calendar year to 1.51 by 2012. MOHS did not meet the goal of 1.44 by the end of FY14.

To decrease the number of rural fatalities by VMT 10% from the 2010 base calendar year of 2.16 to 1.94 by the end of FY14.

Rural fatalities by VMT increased from 2.20 in 2011 calendar year to 1.76 by 2012. MOHS did meet the goal by the end of FY14.

To decrease the number of urban fatalities by VMT 10% from the 2010 base calendar year of .82 to .74 by the end of FY14.

Urban fatalities by VMT decreased from .77 in 2011 calendar year to 1.14 in 2012. MOHS did not meet the goal of .74 by the end of FY14.

>>C-4 Core Outcome Measure -Unrestrained Passengers

To decrease the number of unrestrained passenger vehicle occupant fatalities in all seating positions by 10% in the 2011 base calendar year of 309 to 278 by the end of FY14.

Unrestrained passenger vehicle occupants in all seating positions decreased from 309 in 2011 to 302 by 2012. MOHS did not meet the goal of 278 by the end of FY14.

>>C-5 Core Outcome Measure-Alcohol/Drugs

To decrease the number of fatalities in crashes involving driver or motorcycle operator with a BAC of .08 and above 15% from the 2011 calendar year of 149 to 134 by the end of FY14.

Alcohol-impaired driving fatalities increased from 159 in 2011 calendar year to 179 by 2012. DUI arrests increased from 29,552 in 2011 calendar year to 30,577 by 2012. MOHS did not reach the goal of 134 by the end of FY14.

-To decrease the number of alcohol related motorcyclist fatalities from 11 in 2011 to 10 by the end of FY14.

Alcohol related motorcyclist fatalities decreased from 11 in 2011 calendar year to 8 in 2012. MOHS did reach the goal of 10 by the end of FY14.

To decrease the number of impaired related crashes involving drivers under the age of 20 from 15 in 2011 to 13 by the end of FY14.

The MOHS inadvertently used fatalities data involving drivers under the age of 20 in the goal setting and not crash data involving drivers under the age of 20 and inadvertently used the wrong data in the core outcome setting. Below is the correct data for the core measure,

Impaired driving fatalities decreased from 84 in 2011 calendar year to 64 in 2012. MOHS did meet the goal that was set in the FY14 HSP of 13 involving drivers under the age of 20 by the end of FY14.

The impaired driving crashes involving drivers under the age of 20 decreased from 208 in 2011 calendar year to 196 in 2012. The MOHS did reduce alcohol related crashes involving drivers under the age of 20.

To increase the percentage of DUI convictions by 10% from 83.3% in 2012 to 92% by the end of FY14.

The percentage of DUI convictions 83.3% in 2011 to 85.8 in 2012. MOHS did not reach the goal by the end of FY13.

>>C-6 Core Outcome Measure - Speed

To decrease the number of speed-related fatalities by 10% from the 2011 calendar year of 104 to 94 by the end of FY14.

Speed-related fatalities decreased from 104 in 2011 calendar year to 95 in 2012. MOHS did not meet the goal of 94 by the end of FY14.

>>C-7 Core Outcome Measure – Motorcycles

To decrease the number of motorcycle fatalities by 10% from the 2011 calendar year of 58 to 52 by the end of FY14.

Motorcycle fatalities increased from 58 in 2011 calendar year to 39 in 2012. MOHS did meet the goal of 52 by the end of FY14.

>>C-8 Core Outcome Measure–Un-helmeted Motorcyclists

To decrease the number of un-helmeted motorcyclist fatalities from the 2011 calendar year of 6 to 5 by the end of FY14.

Un-helmeted motorcyclist fatalities from 6 in 2011 calendar year to 4 in 2012. MOHS did meet the goal of 5 by the end of FY14.

>>C-9 Core Outcome Measure/ Under 20

To decrease the number of drivers age 20 or younger involved in fatal crashes by 15% from the 2011 calendar year of 86 to 77 by the end of FY14.

Drivers age 20 or younger involved in fatal crashes decreased from 84 in 2011 calendar year to 64 in 2012. MOHS met the goal of 77 by the end of FY14.

>>C-10 Core Outcome Measures/Pedestrians

To decrease the number of pedestrian fatalities by 10% from the 2011 base calendar year baseline of 47 to 42 by the end of FY14.

Pedestrian fatalities increased from 47 in 2011 calendar year to 48 in 2012. MOHS did not meet the goal of 42 by the end of FY14.

>>B-1 Core Behavior Measure/OP

To increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles from the 2011 calendar year usage rate of 81.88% to 84% by the end of FY14.

Statewide seat belt usage of all front seat outboard occupants in passenger vehicles has decreased from 83.2% in 2012 to 74.4% in 2013. Although the MOHS did not meet the goal of reaching 84% by the end of FY14, the 2014 seatbelt survey shows an increase in seatbelt usage from the 74.4% in 2013 to 78.3% in the 2014 survey.

Achievement Measures*

Citations represent citations that have been turned in to DPS from the courts as of 12/12/2014. The city, county and miscellaneous agency citation numbers are only those that have appeared in court or paid and represent the disposition from the courts. These citation counts represent only Mississippi Licensed Drivers.

>>Achievement Measure/Speed

To increase the number of speeding citations issued during grant-funded enforcement activities by 10% from 17,855 in 2011 to an increase goal of 19,641 by the end of FY14.

In number of grant funded speed related citations increased from 18,057 actual grant funded citations reported in 2012 by awarded projects to 21,873 in FY13. The number also increased from 21,873 in FY13 to 26,785 speed related grant funded citations in FY14. MOHS met the goal of 19,641 speed citations by the end of FY14.

>>Achievement Measure/Seat Belts

To increase the number of seatbelt citations issued during grant-funded enforcement activities by 10% from 26,375 in 2011 to 29,013 by the end of FY14.

In number of grant funded seatbelt citations increased from 206,570 actual grant funded citations reported in 2012 by awarded projects to 27,236 in FY13. The number decreased from 27,236 in FY13 to 27,291 grant funded seatbelt citations in FY14. MOHS did not reach the goal of 29,013 seatbelt citations by the end of FY14.

>>Achievement Measure/Impaired Driving

To increase the number of impaired driving arrests made during grant funded activities by 10% from 13,315 in 2011 to 14,646 by the end of FY14.

In number of grant funded citations decreased from 11,245 actual grant funded DUI citations reported in 2012 by awarded projects to 11,263 in FY13. The number decreased from 11,263 in FY13 to 11,623 grant funded citations in FY14. MOHS did not meet the goal of 14,646 grant funded DUI citations by the end of FY14.

>>MOHS Outcome Measure: Teen-Alcohol:

Reduce teen alcohol related fatalities by 20% from 15 in 2011 to 13 in FY14.

MOHS inadvertently used the wrong data set for the setting of the core measure. Below is the correct data for the measure. Teen unrestrained fatalities decreased from 8 in 2011 calendar year to 5 in 2012.

>>MOHS Outcome Measure: Teen-OP:

Reduce teen unrestrained fatalities by 10% from 59 in 2011 to 54 in FY14.

MOHS inadvertently used the wrong data set for the setting of the core measure. Below is the correct data for the measure. Teen unrestrained fatalities decreased from 18 in 2011 calendar year to 17 in 2012.

>>MOHS Outcome Measure: Teen-Speed:

Reduce teen speed related fatalities by 10% from 16 in 2011 to 15 in FY14.

Teen speed related fatalities from 9 in 2011 calendar year to 8 in 2012. MOHS met the goal of 15 by the end of 2014.

Programs and Projects:

Project Number: PT-2014-PT-40-83

Project Title: MS Hwy Patrol Speed Enforcement

MHP participated in high visibility enforcement and providing overtime hours to officers for speed enforcement on weekends and holidays with an extra emphasis on the national blitz campaigns, as well as other special events. The MHP conducted safety checkpoints and HVE enforcement. The Mississippi Highway Patrol conducted speed enforcement details in each district.

Budget: \$409,522.00 Federal Funding Source 402 Speed

Project Number: PT-2014-PT-XX-XX

Project Title: MS Office of Highway Safety – Speed Enforcement-Mini-Grants (Not Implemented)

The agencies will conduct at least two (2) STEP speed saturation patrols during each quarter, for a total of eight (8) saturation patrols during FY14.

Budget: \$350,000.00 Federal Funding Source 402-Police Traffic Services (Not Implemented)

Project Number: 14-PT-401-1

Project Title: Mississippi State Social Science Research Center

The Mississippi State Social Science Research Center conducted CTS regional workshops and assisted in the coordination of the SFST instructor training school, regional workshops for the CTS school. The SSRC scheduled the training programs, procured the meeting places, secured hotel accommodations for instructors and project staff, obtained needed supplies and training materials for the workshops.

Budget: \$20,987.00 Federal Funding Source 402-Police Traffic Service

Project Number: PT-2014-PT-88-01 (Modification-Increase in Services \$24,501.60 to \$73,201.60)

Project Title: Preusser Research Group, Inc. (PRG) - Behavioral Measures Survey

PRG performed and collected 800 surveys at five (5) separate driver's license services locations in Greenwood, Gulfport, Jackson, Meridian and Olive Branch. PRG conducted the MOHS Strategic Planning meeting to help prepare and help the MOHS staff/ State leaders and sub-grantees develop strategies for the issues of Occupant Protection across the State. PRG conducted a night time survey in the top unbelted fatality areas in the State and provided the MOHS with night time belted usage rates. PRG compiled all information and presented a report on the findings, to the Mississippi Office of Highway Safety for inclusion in the Annual Report.

Budget: \$73,201.60 Federal Funding Source 402 PTS

Project Number: See Graph Below

Project Title: MOHS 402 Police Traffic Service Projects

The agencies utilize the funds for overtime for officers to conduct described program activities above and beyond the agency's daily activities and responsibilities. The overtime will allow work with additional officers to checkpoints and/or saturation patrols during national "Drive Sober or Get Pulled Over" and the "Click It or Ticket It" campaigns, and a checkpoints and/or saturation patrols during the state holidays and other special events. The agencies conducted school, community and/ or public information presentation per quarter on the dangers of drinking and driving and the safety of

seatbelt, child restraint and speed. The agency implemented earned media campaigns during the national impaired driving and seatbelt campaigns.

Project Number: PT-2014-PT-20-61

Project Title: Clinton Police Department Police Traffic Services Enforcement

Budget: \$51,812.00 Federal Funding Source 402 Police Traffic Services

Project Number: PT-2014-PT-21-81

Project Title: Horn Lake Police Department Police Traffic Services Enforcement

Budget: \$39,500.00 Federal Funding Source-402 PTS

Project Number: PT-2014-PT-30-21 (Modification-Increase in Contractual Services and Equipment)

Project Title: Madison Police Department Police Traffic Services Enforcement

Budget: \$20,773.50 Federal Funding Source 402 Police Traffic Services

Project Number: PT-2014-PT-22-21

Project Title: Meridian Police Department-Police Traffic Enforcement

Budget: \$34,330.00 Federal Funding Source 402-Police Traffic Services

Project Number: PT-2014-PT-35-21

Project Title: City of Verona Police Traffic Services Enforcement

Budget: \$10,875.00 Federal Funding Source 402

**402 Police Traffic Services Grant Funds by Agency
Federal Budget v. Federal Amount Claimed**

| Section 402 Funds Grant Number | Sub-grantee Name | Federal Budget | Federal Amount Claimed | Federal Funds Unexpended |
|---|------------------------------------|---------------------|------------------------|--------------------------|
| PT-2014-PT-20-61 | Clinton Police Dept. | \$51,812.00 | \$40,704.72 | \$11,107.28 |
| PT-2014-PT-21-81 | Horn Lake Police Dept. | \$39,500.00 | \$34,365.79 | \$5,134.21 |
| PT-2014-PT-30-21 | Madison Police Dept. | \$20,773.50 | \$20,754.36 | \$19.14 |
| PT-2014-PT-22-21 | Meridian Police Dept. | \$34,330.00 | \$11,793.13 | \$22,536.87 |
| PT-2014-PT-41-01, PT-2014-PT-41-02, PT-2014-PT-41-03 | MOHS PTS Program Coordination | \$300,000.00 | \$98,530.10 | \$201,469.90 |
| PT-2014-PT-XX-XX | MOHS Speed Mini Grants | \$0.00 | \$0.00 | \$0.00 |
| PT-2014-PT-40-83 | MS Highway Patrol | \$409,552.00 | \$389,044.33 | \$20,507.67 |
| PT-2014-PT-40-11 | MS State University - CTS/Training | \$20,987.00 | \$5,909.60 | \$15,077.40 |
| PT-2014-PT-88-01 | Preusser Research Group, Inc. | \$73,201.60 | \$73,114.44 | \$87.16 |
| PT-2014-PT-35-21 | Verona Police Dept. | \$10,875.00 | \$2,712.51 | \$8,162.49 |
| TOTAL 402 PTS | | \$961,031.10 | \$676,928.98 | \$284,102.12 |

Traffic Records

During FY14, the traffic records program of the MOHS and the STRCC focused on the updating of the Strategic Plan for Traffic Records Systems and the formal application for Federal 405 (c) Traffic Records Funds. The State Traffic Records Coordinating Committee (STRCC) met periodically to refine the strategic plan and set priorities for automation projects for the upcoming three years. The STRCC workgroup met after the monthly Mississippi Association of Highway Safety Leaders (MAHSL) meeting to address key issues with the current 405(c) projects. Two major improvements for traffic records involved crash and citation core systems. There was an increase in agencies using the automated uniform crash report system, *ReportBeam*, showing that less than 5 local agencies reported on crashes on paper forms to DPS. The MDOT Safety Analysis Management System (SAMS) used the crash database to attach the roadway environment data using GIS methodologies. Electronic transfer of citation data continued with most Justice Courts and some of the largest Municipal Courts.

There are approximately four (4) Traffic Records projects and programs being implemented in MS during FY14. These consist of the following types of programs and projects: data collection, software updates, programming training.

Goals and Achievements for FY14

>>Outcome Measure/Traffic Records

To decrease the number of day's crash data is available electronically from the crash event by 20% from 2.7 days in 2011 to 2.16 days by the end of FY14.

The number of days before crash data is available electronically from the crash event decreased from to 3.5 days in 2011 to 2.36 in 2013. MOHS did not meet the goal of 2.16 days by the end of FY14.

>>Outcome Measure/Traffic Records

To decrease the number of day's citation data is available electronically from citation data by 10% from 9.5 days to 8.55 days by the end of FY14.

The number of days citation data is available electronically has decreased from to 9.5 days in 2012 to 7.23 in 2013. MOHS did meet the goal of 8.55 by the end of FY14.

>>Outcome Measure/Traffic Records

To increase the percentage of agencies entering crash and citation data electronically by .1% from 99.9% in 2011 to 100% by end of FY14.

The percentage of agencies entering data electronically has decreased from 99% in 2011 calendar year to 97%. MOHS did not meet the goal of 100% by the end of FY14. *New agencies were developed in 2013 and 2014.

Programs and Projects:

Project Number: M3DA-2014-MD-EC-IT

Project Title: Department of Public Safety- eCitation equipment (Pilot Program)

The Department of Public Safety tested equipment for the use of local law enforcement agencies: card reader scan devices, printers for citation prints, and either laptop computers or tablets for use in the field to write electronic citations. Test pilot section also involved the Mississippi Highway Patrol (MHP) Motorcycle Unit tested tablet and card readers for use as stated above. Equipment used was testing equipment (listed equipment above) for use with the MS eCite/DUI citation system at no charge. The program is still on the process of testing for compatibility.

Budget: \$20,000 Federal Funding Source 405(c)

Project Number: M3DA-2014-MD-40-84

Project Title: Department of Public Safety-Reportbeam Crash System Maintenance and Upgrade Crash System Upgrade

During FY14, a working sub-committee of the State Traffic Records Coordinating Committee (STRCC), along with the recommendations and results of the 2013 Traffic Records Assessment, identified Crash records improvements that needed to be addressed. By the end of FY14, the Crash reporting system was updated and included both new and revised edit routines. The updates were made the program more user- friendly for all users and agencies. The system provides enhanced query options. Needed edits in data dictionary edits, linkage and mapping capabilities are still being discussed and methods of mapping are still be formulated and tested.

Budget: \$20,000.00 Federal Funding Source 405 (c)

Project Number: PT-2014-PT-40-82/TR-2014-TR-40-82

Project Title: MS Hwy Patrol CRASH Reconstruction

The MHP C.R.A.S.H. Team investigated and reconstructed all felony prosecutable collisions which occur on roadways patrolled by the MHP. The team provided investigation and reconstruction services to other jurisdictions within the State. The MHP C.R.A.S.H. Team worked extensively with law enforcement agencies within the State and assists the District Attorneys with felony collision prosecutions by ensuring the CRASH reports are accurate and timely.

**Budget: \$62,853.00 Federal Funding Source 402 PT
\$62,853.00 Federal Funding Source 408**

Project Number: M3DA-2014-MC-41-01, M3DA-2014-MC-41-02, M3DA-2014-MC-41-03

Project Title: MOHS Traffic Records Coordination Program

The program provides for the 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 assisted the MOHS staff with analytical data for application planning and development, review process, managing of programs, evaluating programs, monitoring, implementation, identifying high risk locations, research, and studies.

For FY14, the traffic records coordinator expanded the uses of crash data and citation data to improve accessibility to statistical reports, charts and analyses. The coordinator and consultant worked 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 was 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 Highway Safety Information Systems shared by MDOT and DPS. Includes travel and contract services.

Budget: \$161,389.00 Federal Funding Source 405(c)

Project Number: K9-2014-K9-41-01

Project Title: MOHS Traffic Records Coordination Program

The program provides for the 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 assisted the MOHS staff with analytical data for application planning and development, review process, managing of programs, evaluating programs, monitoring, implementation, identifying high risk locations, research, and studies.

For FY14, the traffic records coordinator expanded the uses of crash data and citation data to improve accessibility to statistical reports, charts and analyses. The coordinator and consultant worked 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 was 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 Highway Safety Information Systems shared by MDOT and DPS. Includes travel and contract services.

Budget: \$12,021.06 Federal Funding Source 408

Project Number: M3DA-2014-Md-40-11

Project Title: MSU/SRCC Public Safety Data Laboratory and WEB Interface

The Mississippi State University Public Safety Data Lab helped reduce the amount of errors found during data audits of critical traffic safety records data elements in the Daily Activity Reporting System. Increased increase the percentage of complete data from the officers entering information being recorded in the Daily Activity Reporting System, continued to make all data transcripts uniform by 100%; increased training for principal users of the Daily Activity system; decreased the time accidents, arrests, citations and other duty activities recorded in the Daily Activity Reporting System and increased the percentage of electronic citations being transferred from the eCitation program to the Daily Activity System.

The Public Safety Data Lab also Provided technical support and developmental enhancements to MHP for the entry of human resource and traffic safety; developed a DAR Call Back System for MHP; operated the DAR System Dashboard to provide continued support and developmental enhancements for the evaluation; maintained a unified login authorization for the access of human resource and traffic safety data; shared with other state and local law enforcement agencies the DAR System and DAR System Dashboard technological frameworks; operated the MS PSDL website for public use by providing continued technical support and developmental enhancements; created the MS Traffic Safety Data Book will provide relevant traffic safety data for a state and local jurisdiction; and offered MS PSDL Website Training Sessions.

Budget: \$238,811.46 Federal Funding Source 405(c)

**405(c) Traffic Records Grant Funds by Agency
Federal Budget v. Federal Amount Claimed**

| Traffic Records Fund | Federal Budget | Federal Amount Claimed | Federal Funds Unexpended |
|---|-----------------------|-------------------------------|---------------------------------|
| DPS-e-Citation Equipment- M3DA-2014-MD-EC-IT | \$20,000.00 | \$0.00 | \$20,000.00 |
| DPS-Reportbeam Update M3DA-2014-MD-40-84 | \$20,000.00 | \$0.00 | \$20,000.00 |
| MSU Data Lab M3DA-2014-Md-40-11 | \$238,811.46 | \$217,939.18 | \$20,872.28 |
| MS Highway Patrol PT-2014-PT-40-82 | \$62,853.00 | \$54,408.20 | \$8,444.80 |
| MS Highway Patrol TR-2014-TR-40-82 | \$62,853.00 | \$7,500.00 | \$55,353.00 |
| MOHS Traffic Records Coordination Program M3DA-2014-MC-41-01, M3DA-2014-MC-41-02, M3DA-2014-MC-41-03 | \$161,389.00 | \$106,265.63 | \$55,123.37 |
| MOHS Traffic Records Coordination Program K9-2014- K9-41-01 | \$12,021.06 | \$12,021.06 | \$0.00 |
| <i>TOTAL Traffic Records</i> | \$577,927.52 | \$398,134.07 | \$15,713.25 |

FY14 Teen Traffic Safety Program

In addition to traffic enforcement, the MOHS will focusing on a youth drivers program that will provide public information and education to young drivers about the consequences driving behaviors.

Both NHTSA and MOHS recognize the importance of public information and education focusing toward young drivers, as a means of preventing erratic driving behaviors, such as driving under the influence for vehicles, lack of seat belt use, speed and distracted driving.

For FY14, the MOHS will create the Youth Collaborative Initiative, which will act on behalf of the Mississippi Office of Highway Safety, MS Department of Public Safety, Division of Public Safety Planning as the umbrella organization to provide a comprehensive coordinated youth program with the approach to reduce the number of motor vehicle crashes, injuries and fatalities among vehicle or motorcycle operators by providing an innovative technical assistance program designed with an overall goal of strengthening the implementation processes of grantees funded to provide public information and education.

There are approximately six (6) Teen Traffic Safety projects and programs being implemented in MS during FY14. These consist of the following types of programs and projects: enforcement, public information/outreach, education and training.

The MOHS, along with all funded agencies, will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities according to their specific funding source. Programs that will be used to increase seatbelt use include; paid media, enforcement of primary seat belt laws and participation in State and national mobilizations.

Goals & Achievements for FY14:

C-9 Core Outcome Measure/ Under 20

To decrease the number of drivers age 20 or younger involved in fatal crashes by 15% from the 2011 calendar year of 86 to 77 by the end of FY14.

Drivers age 20 or younger involved in fatal crashes decreased from 84 in 2011 calendar year to 64 in 2012. MOHS met the goal of 77 by the end of FY14.

>>MOHS Outcome Measure: Teen-Alcohol:

Reduce teen alcohol related fatalities by 20% from 15 in 2011 to 13 in FY14.

MOHS inadvertently used the wrong data set for the setting of the core measure. Below is the correct data for the measure. Teen unrestrained fatalities decreased from 8 in2011 calendar year to 5 in 2012.

>>MOHS Outcome Measure: Teen-OP:

Reduce teen unrestrained fatalities by 10% from 59 in 2011 to 54 in FY14.

MOHS inadvertently used the wrong data set for the setting of the core measure. Below is the correct data for the measure. Teen unrestrained fatalities decreased from 18 in2011 calendar year to 17 in 2012.

>>MOHS Outcome Measure: Teen-Speed:

Reduce teen speed related fatalities by 10% from 16 in 2011 to 15 in FY14.

Teen speed related fatalities from 9 in 2011 calendar year to 8 in 2012. MOHS met the goal of 15 by the end of 2014.

Programs and Projects:

Project Number: 154AL-2014-ST-52-11

Project Title: DREAM-Alcohol Youth Program

The DREAM Alcohol Youth Program recruited, trained, and convened a 31-member Student Advisory Board (SAB) to help plan two youth highway safety conferences and provide guidance on teen highway safety program; incorporated the MAP 21 focus areas into teen highway safety programming, which are impaired driving, seatbelt safety, distracted driving, parent education and nighttime, and peer-to-peer education; coordinated the annual Teens on the Move

conference in April with students and adult sponsors featuring a speaker on impaired driving; coordinated the annual Club Officer Training with officers in various student organizations during September featuring workshops on impaired driving.

DREAM coordinated and implemented the National Teen Driver's Safety Week activities in each region of the state during October 2013; conducted youth-focused programs; developed and distributed a press release once per month to be used on the regional levels in local newspapers and on social media.

DREAM coordinated intensive educational initiatives during the project year targeting prom, homecoming, graduation, summer, back-to-school, and sporting events; supported Red Ribbon Week; conduct December/January awareness presentations focused on holiday impaired driving to teens in school and community settings; submitted articles to newspapers during Alcohol Awareness Month in April; coordinated the *Ford Driving Skills for Life* program for youth at Mississippi schools from areas that are high risk for youth traffic injuries and fatalities; participate in statewide campaigns; attended the Mississippi Association of Highway Safety Leaders meetings quarterly (MAHSL) and supported local law enforcement efforts during the national and statewide campaigns.

Budget: \$223,573.68 Federal Funding Source 154 AL

Project Number: 154AL-2014-ST-58-11

Project Description: Mothers against Drunk Driving-Youth Coordination

The Mothers against Drunk Driving Youth Coordination project partnered with schools to conduct awareness presentations to Drivers Education Classes conducted impaired driving prevention presentations in schools, churches and civic organizations, particularly during Red Week and also during traditional high alcohol consumption periods (senior week, prom and graduation).

The MADD program conducted Sticker Shock Campaigns (stickers placed on alcoholic beverages with illegal to sell to minors notice) in Hinds, Jackson and Oktibbeha County to preventatively increase the awareness of the legal implications to retailers and consumers who might provide alcohol to underage persons. Participated in and conducted community awareness fairs to increase awareness of underage drinking and driving.

Conducted Compliance Checks utilizing youth as decoys to assist in identifying non-compliant retailers, supported local law enforcement efforts during the national and statewide impaired driving campaigns and distribute Power of Youth handbooks to teen drivers.

Budget: \$139,900.00 Federal Funding Source 154

Project Number: 154AL-2014-ST-54-11

Project Title: National Council on Alcoholism and Drug Dependence (NCADD)

National Council on Alcoholism and Drug Dependence (NCADD) conducted impaired driving awareness presentations each quarter in junior high schools in each of the two targeted counties; implemented and coordinated activities during Red Ribbon Week sponsoring a poster and/or essay contest; incorporated impaired driving awareness activities, including 'no drinking and driving, during junior high school during sporting events in each county; provided public information and educational presentations each quarter on the issues of underage drinking during community based events; and supported local law enforcement efforts during the national and statewide impaired driving campaigns.

Budget: \$59,000.00 Federal Funding Source 154 AL

Project Number: DE-2014-DE-51-21

Project Title: DREAM

The DREAM Occupant Protection Youth Program recruited, trained, and convened a 31-member Student Advisory Board (SAB) to help plan two youth highway safety conferences and provide guidance on teen highway safety program; incorporated the MAP 21 focus areas into teen highway safety programming, which are impaired driving, seatbelt safety, distracted driving, parent education and nighttime, and peer-to-peer education; coordinated the annual Teens on the Move conference in April with students and adult sponsors featuring a speaker on impaired driving; coordinated the annual Club Officer Training with officers in various student organizations during September featuring workshops on impaired driving.

DREAM coordinated and implemented the National Teen Driver's Safety Week activities in each region of the state during October 2013; conducted youth-focused programs; developed and distributed a press release once per month to be used on the regional levels in local newspapers and on social media.

DREAM coordinated intensive educational initiatives during the project year targeting prom, homecoming, graduation, summer, back-to-school, and sporting events; supported Red Ribbon Week; conduct December/January awareness presentations focused on holiday impaired driving to teens in school and community settings; submitted articles to newspapers during Alcohol Awareness Month in April; coordinated the *Ford Driving Skills for Life* program for youth at Mississippi schools from areas that are high risk for youth traffic injuries and fatalities; participate in statewide campaigns; attended the Mississippi Association of Highway Safety Leaders meetings quarterly (MAHSL) and supported local law enforcement efforts during the national and statewide campaigns.

Budget: \$132,606.78 Federal Funding Source 402 DE

**154/402 Youth Programs Grant Funds by Agency
Federal Budget v. Federal Amount Claimed**

| Section 154/402 Funds Grant Number | Sub-grantee Name | Federal Budget | Federal Amount Claimed | Federal Funds Unexpended |
|---|-------------------------|-----------------------|-------------------------------|---------------------------------|
| 154AL-2014-ST-52-11 | DREAM | \$223,573.68 | \$206,395.70 | \$17,177.98 |
| 154AL-2014-ST-58-11 | M.A.D.D. | \$139,900.00 | \$127,411.12 | \$12,488.88 |
| 154AL-2014-ST-54-11 | NCADD | \$59,000.00 | \$58,610.95 | \$389.05 |
| Total Youth-154 | | \$422,473.68 | \$392,417.77 | \$30,055.91 |
| Youth Program-402 | | | | \$0.00 |
| DE-2014-DE-51-21 | DREAM | \$132,606.78 | \$116,419.91 | \$16,186.87 |
| Total Youth-402 | | \$132,606.78 | \$116,419.91 | \$16,186.87 |



MISSISSIPPI
Office of Highway Safety

Appendix B

2014 Legislation

House Bill 412

(As Sent to Governor)

AN ACT TO AMEND SECTIONS 63-11-30 AND 63-11-31, MISSISSIPPI CODE OF 1972, TO REVISE THE USE OF IGNITION INTERLOCK AND NONADJUDICATION IN IMPLIED CONSENT VIOLATIONS; TO AMEND SECTIONS 63-1-46 AND 63-11-23, MISSISSIPPI CODE OF 1972, TO CONFORM; TO CREATE THE INTERLOCK DEVICE FUND; AND FOR RELATED PURPOSES.

BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF MISSISSIPPI:

SECTION 1. Section 63-11-30, Mississippi Code of 1972, is amended as follows:

[Until * * * October 1, 2014, this section shall read:]

63-11-30. (1) It is unlawful for any person to drive or otherwise operate a vehicle within this state who (a) is under the influence of intoxicating liquor; (b) is under the influence of any other substance which has impaired such person's ability to operate a motor vehicle; (c) has an alcohol concentration of eight one-hundredths percent (.08%) or more for persons who are above the legal age to purchase alcoholic beverages under state law, or two one-hundredths percent (.02%) or more for persons who are below the legal age to purchase alcoholic beverages under state law, in the person's blood based upon grams of alcohol per one hundred (100) milliliters of blood or grams of alcohol per two hundred ten (210) liters of breath as shown by a chemical analysis of such person's breath, blood or urine administered as authorized by this chapter; (d) is under the influence of any drug or controlled substance, the possession of which is unlawful under the Mississippi Controlled Substances Law; or (e) has an alcohol concentration of four one-hundredths percent (.04%) or more in the person's blood, based upon grams of alcohol per one hundred (100) milliliters of blood or grams of alcohol per two hundred ten (210) liters of breath as shown by a chemical analysis of such person's blood, breath or urine, administered as authorized by this chapter for persons operating a commercial motor vehicle.

(2) (a) Except as otherwise provided in subsection (3), upon conviction of any person for the first offense of violating subsection (1) of this section where chemical tests provided for under Section 63-11-5 were given, or where chemical test results are not available, such person shall be fined not less than Two Hundred Fifty Dollars (\$250.00) nor more than One Thousand Dollars (\$1,000.00), or imprisoned for not more than forty-eight (48) hours in jail, or both; and the court shall order such person to attend and complete an alcohol safety education program as provided in Section 63-11-32. The court may substitute attendance at a victim impact panel instead of forty-eight (48) hours in jail. In addition, the Department of Public Safety, the Commissioner of Public Safety or his duly authorized agent shall, after conviction and upon receipt of the court abstract, suspend the driver's license and driving privileges of such person for a period of not less than ninety (90) days and until such person attends and successfully completes an alcohol safety education program as herein provided. Commercial driving privileges shall be suspended as provided in Section 63-1-216.

The circuit court having jurisdiction in the county in which the conviction was had or the circuit court of the person's county of residence may reduce the suspension of driving privileges under subsection (2)(a) of this section if the denial of which would constitute a hardship on the offender, except that no court may issue such an order reducing the suspension of driving privileges under this subsection until thirty (30) days have elapsed from the effective date of the suspension. Hardships shall only apply to first offenses under subsection (1) of

this section, and shall not apply to second, third or subsequent convictions of any person violating subsection (1) of this section. A reduction of suspension on the basis of hardship shall not be available to any person who refused to submit to a chemical test upon the request of a law enforcement officer as provided in Section 63-11-5. When the petition is filed, such person shall pay to the circuit clerk of the court where the petition is filed a fee of Fifty Dollars (\$50.00), which shall be deposited into the State General Fund to the credit of a special fund hereby created in the State Treasury to be used for alcohol or drug abuse treatment and education, upon appropriation by the Legislature. This fee shall be in addition to any other court costs or fees required for the filing of petitions.

The petition filed under the provisions of this subsection shall contain the specific facts which the petitioner alleges to constitute a hardship and the driver's license number of the petitioner. A hearing may be held on any petition filed under this subsection only after ten (10) days' prior written notice to the Commissioner of Public Safety, or his designated agent, or the attorney designated to represent the state. At such hearing, the court may enter an order reducing the period of suspension.

The order entered under the provisions of this subsection shall contain the specific grounds upon which hardship was determined, and shall order the petitioner to attend and complete an alcohol safety education program as provided in Section 63-11-32. A certified copy of such order shall be delivered to the Commissioner of Public Safety by the clerk of the court within five (5) days of the entry of the order. The certified copy of such order shall contain information which will identify the petitioner, including, but not limited to, the name, mailing address, street address, social security number and driver's license number of the petitioner.

At any time following at least thirty (30) days of suspension for a first offense violation of this section, the court may grant the person hardship driving privileges upon written petition of the defendant, if it finds reasonable cause to believe that revocation would hinder the person's ability to:

- (i) Continue his employment;
- (ii) Continue attending school or an educational institution; or
- (iii) Obtain necessary medical care.

Proof of the hardship shall be established by clear and convincing evidence which shall be supported by independent documentation.

(b) Except as otherwise provided in subsection (3), upon any second conviction of any person violating subsection (1) of this section, the offenses being committed within a period of five (5) years, such person shall be fined not less than Six Hundred Dollars (\$600.00) nor more than One Thousand Five Hundred Dollars (\$1,500.00), shall be imprisoned not less than five (5) days nor more than one (1) year and sentenced to community service work for not less than ten (10) days nor more than one (1) year. The minimum penalties shall not be suspended or reduced by the court and no prosecutor shall offer any suspension or sentence reduction as part of a plea bargain. Except as may otherwise be provided by paragraph (d) of this subsection, the Commissioner of Public Safety shall suspend the driver's license of such person for two (2) years. Suspension of a commercial driver's license shall be governed by Section 63-1-216. Upon any second conviction as described in this paragraph, the court shall ascertain whether the defendant is married, and if the defendant is married shall obtain the name and address of the defendant's spouse; the clerk of the court shall submit this information to the Department of Public Safety. Further, the commissioner shall notify in writing, by certified mail, return receipt requested, the owner of the vehicle and the spouse, if any, of the person convicted of the second violation of the possibility of forfeiture of the vehicle if such person is convicted of a third violation of subsection (1) of this section. The owner of the vehicle and the spouse shall be considered notified under this paragraph if the notice is deposited in the United States mail and any claim that the notice was not in fact received by the addressee shall not affect a subsequent forfeiture proceeding.

For any second or subsequent conviction of any person under this section, the person shall also be subject to the penalties set forth in Section 63-11-31.

(c) Except as otherwise provided in subsection (3), for any third or subsequent conviction of any person violating subsection (1) of this section, the offenses being committed within a period of five (5) years, such

person shall be guilty of a felony and fined not less than Two Thousand Dollars (\$2,000.00) nor more than Five Thousand Dollars (\$5,000.00), shall serve not less than one (1) year nor more than five (5) years in the custody of the Department of Corrections; provided, however, that for any such offense which does not result in serious injury or death to any person, any sentence of incarceration may be served in the county jail rather than in the State Penitentiary at the discretion of the circuit court judge. The minimum penalties shall not be suspended or reduced by the court and no prosecutor shall offer any suspension or sentence reduction as part of a plea bargain. The law enforcement agency shall seize the vehicle operated by any person charged with a third or subsequent violation of subsection (1) of this section, if such convicted person was driving the vehicle at the time the offense was committed. Such vehicle may be forfeited in the manner provided by Sections 63-11-49 through 63-11-53. Except as may otherwise be provided by paragraph (e) of this subsection, the Commissioner of Public Safety shall suspend the driver's license of such person for five (5) years. The suspension of a commercial driver's license shall be governed by Section 63-1-216.

(d) Except as otherwise provided in subsection (3), any person convicted of a second violation of subsection (1) of this section shall receive an in-depth diagnostic assessment, and if as a result of such assessment is determined to be in need of treatment of his alcohol and/or drug abuse problem, such person shall successfully complete treatment of his alcohol and/or drug abuse problem at a program site certified by the Department of Mental Health. Such person shall be eligible for reinstatement of his driving privileges upon the successful completion of such treatment after a period of one (1) year after such person's driver's license is suspended. Each person who receives a diagnostic assessment shall pay a fee representing the cost of such assessment. Each person who participates in a treatment program shall pay a fee representing the cost of such treatment.

(e) Except as otherwise provided in subsection (3), any person convicted of a third or subsequent violation of subsection (1) of this section shall receive an in-depth diagnostic assessment, and if as a result of such assessment is determined to be in need of treatment of his alcohol and/or drug abuse problem, such person shall enter an alcohol and/or drug abuse program approved by the Department of Mental Health for treatment of such person's alcohol and/or drug abuse problem. If such person successfully completes such treatment, such person shall be eligible for reinstatement of his driving privileges after a period of three (3) years after such person's driver's license is suspended.

(f) The Department of Public Safety shall promulgate rules and regulations for the use of interlock ignition devices as provided in Section 63-11-31 and consistent with the provisions therein. Such rules and regulations shall provide for the calibration of such devices and shall provide that the cost of the use of such systems shall be borne by the offender. The Department of Public Safety shall approve which vendors of such devices shall be used to furnish such systems.

(3) (a) This subsection shall be known and may be cited as Zero Tolerance for Minors. The provisions of this subsection shall apply only when a person under the age of twenty-one (21) years has a blood alcohol concentration of two one-hundredths percent (.02%) or more, but lower than eight one-hundredths percent (.08%). If such person's blood alcohol concentration is eight one-hundredths percent (.08%) or more, the provisions of subsection (2) shall apply.

(b) Upon conviction of any person under the age of twenty-one (21) years for the first offense of violating subsection (1) of this section where chemical tests provided for under Section 63-11-5 were given, or where chemical test results are not available, such person shall have his driver's license suspended for ninety (90) days and shall be fined Two Hundred Fifty Dollars (\$250.00); and the court shall order such person to attend and complete an alcohol safety education program as provided in Section 63-11-32. The court may also require attendance at a victim impact panel.

The court in the county in which the conviction was had or the circuit court of the person's county of residence may reduce the suspension of driving privileges under subsection (2)(a) of this section if the denial of which would constitute a hardship on the offender, except that no court may issue such an order reducing the suspension of driving privileges under this subsection until thirty (30) days have elapsed from the effective date of the suspension. Hardships shall only apply to first offenses under subsection (1) of this section, and shall not apply to second, third or subsequent convictions of any person violating subsection (1) of this section. A

reduction of suspension on the basis of hardship shall not be available to any person who refused to submit to a chemical test upon the request of a law enforcement officer as provided in Section 63-11-5. When the petition is filed, such person shall pay to the circuit clerk of the court where the petition is filed a fee of Fifty Dollars (\$50.00), which shall be deposited into the State General Fund to the credit of a special fund hereby created in the State Treasury to be used for alcohol or drug abuse treatment and education, upon appropriation by the Legislature. This fee shall be in addition to any other court costs or fees required for the filing of petitions.

The petition filed under the provisions of this subsection shall contain the specific facts which the petitioner alleges to constitute a hardship and the driver's license number of the petitioner. A hearing may be held on any petition filed under this subsection only after ten (10) days' prior written notice to the Commissioner of Public Safety, or his designated agent, or the attorney designated to represent the state. At such hearing, the court may enter an order reducing the period of suspension.

The order entered under the provisions of this subsection shall contain the specific grounds upon which hardship was determined, and shall order the petitioner to attend and complete an alcohol safety education program as provided in Section 63-11-32. A certified copy of such order shall be delivered to the Commissioner of Public Safety by the clerk of the court within five (5) days of the entry of the order. The certified copy of such order shall contain information which will identify the petitioner, including, but not limited to, the name, mailing address, street address, social security number and driver's license number of the petitioner.

At any time following at least thirty (30) days of suspension for a first offense violation of this section, the court may grant the person hardship driving privileges upon written petition of the defendant, if it finds reasonable cause to believe that revocation would hinder the person's ability to:

- (i) Continue his employment;
- (ii) Continue attending school or an educational institution; or
- (iii) Obtain necessary medical care.

Proof of the hardship shall be established by clear and convincing evidence which shall be supported by independent documentation.

(c) Upon any second conviction of any person under the age of twenty-one (21) years violating subsection (1) of this section, the offenses being committed within a period of five (5) years, such person shall be fined not more than Five Hundred Dollars (\$500.00) and shall have his driver's license suspended for one (1) year.

(d) For any third or subsequent conviction of any person under the age of twenty-one (21) years violating subsection (1) of this section, the offenses being committed within a period of five (5) years, such person shall be fined not more than One Thousand Dollars (\$1,000.00) and shall have his driver's license suspended until he reaches the age of twenty-one (21) or for two (2) years, whichever is longer.

(e) Any person under the age of twenty-one (21) years convicted of a second violation of subsection (1) of this section, may have the period that his driver's license is suspended reduced if such person receives an in-depth diagnostic assessment, and as a result of such assessment is determined to be in need of treatment of his alcohol and/or drug abuse problem and successfully completes treatment of his alcohol and/or drug abuse problem at a program site certified by the Department of Mental Health. Such person shall be eligible for reinstatement of his driving privileges upon the successful completion of such treatment after a period of six (6) months after such person's driver's license is suspended. Each person who receives a diagnostic assessment shall pay a fee representing the cost of such assessment. Each person who participates in a treatment program shall pay a fee representing the cost of such treatment.

(f) Any person under the age of twenty-one (21) years convicted of a third or subsequent violation of subsection (1) of this section shall complete treatment of an alcohol and/or drug abuse program at a site certified by the Department of Mental Health.

(g) The court shall have the discretion to rule that a first offense of this subsection by a person under the age of twenty-one (21) years shall be nonadjudicated. Such person shall be eligible for nonadjudication only once. The Department of Public Safety shall maintain a confidential registry of all cases which are nonadjudicated as provided in this paragraph. A judge who rules that a case is nonadjudicated shall forward

such ruling to the Department of Public Safety. Judges and prosecutors involved in implied consent violations shall have access to the confidential registry for the purpose of determining nonadjudication eligibility. A record of a person who has been nonadjudicated shall be maintained for five (5) years or until such person reaches the age of twenty-one (21) years. Any person whose confidential record has been disclosed in violation of this paragraph shall have a civil cause of action against the person and/or agency responsible for such disclosure.

(4) In addition to the other penalties provided in this section, every person refusing a law enforcement officer's request to submit to a chemical test of his breath as provided in this chapter, or who was unconscious at the time of a chemical test and refused to consent to the introduction of the results of such test in any prosecution, shall suffer an additional suspension of driving privileges as follows:

The Commissioner of Public Safety or his authorized agent shall suspend the driver's license or permit to drive or deny the issuance of a license or permit to such person as provided for first, second and third or subsequent offenders in subsection (2) of this section. Such suspension shall be in addition to any suspension imposed pursuant to subsection (1) of Section 63-11-23. The minimum suspension imposed under this subsection shall not be reduced and no prosecutor is authorized to offer a reduction of such suspension as part of a plea bargain.

(5) Every person who operates any motor vehicle in violation of the provisions of subsection (1) of this section and who in a negligent manner causes the death of another or mutilates, disfigures, permanently disables or destroys the tongue, eye, lip, nose or any other limb, organ or member of another shall, upon conviction, be guilty of a separate felony for each such death, mutilation, disfigurement or other injury and shall be committed to the custody of the State Department of Corrections for a period of time of not less than five (5) years and not to exceed twenty-five (25) years for each such death, mutilation, disfigurement or other injury, and the imprisonment for the second or each subsequent conviction, in the discretion of the court, shall commence either at the termination of the imprisonment for the preceding conviction or run concurrently with the preceding conviction. Any person charged with causing the death of another as described in this subsection shall be required to post bail before being released after arrest.

(6) Upon conviction of any violation of subsection (1) of this section, the trial judge shall sign in the place provided on the traffic ticket, citation or affidavit stating that the person arrested either employed an attorney or waived his right to an attorney after having been properly advised. If the person arrested employed an attorney, the name, address and telephone number of the attorney shall be written on the ticket, citation or affidavit. The judge shall cause a copy of the traffic ticket, citation or affidavit, and any other pertinent documents concerning the conviction, to be sent to the Commissioner of Public Safety. A copy of the traffic ticket, citation or affidavit and any other pertinent documents, having been attested as true and correct by the Commissioner of Public Safety, or his designee, shall be sufficient proof of the conviction for purposes of determining the enhanced penalty for any subsequent convictions of violations of subsection (1) of this section.

(7) Convictions in other states of violations for driving or operating a vehicle while under the influence of an intoxicating liquor or while under the influence of any other substance that has impaired the person's ability to operate a motor vehicle occurring after July 1, 1992, shall be counted for the purposes of determining if a violation of subsection (1) of this section is a first, second, third or subsequent offense and the penalty that shall be imposed upon conviction for a violation of subsection (1) of this section.

(8) For the purposes of determining how to impose the sentence for a second, third or subsequent conviction under this section, the indictment shall not be required to enumerate previous convictions. It shall only be necessary that the indictment state the number of times that the defendant has been convicted and sentenced within the past five (5) years under this section to determine if an enhanced penalty shall be imposed. The amount of fine and imprisonment imposed in previous convictions shall not be considered in calculating offenses to determine a second, third or subsequent offense of this section.

(9) Any person under the legal age to obtain a license to operate a motor vehicle convicted under this section shall not be eligible to receive such license until the person reaches the age of eighteen (18) years.

(10) Suspension of driving privileges for any person convicted of violations of subsection (1) of this section shall run consecutively.

(11) The court may order the use of any ignition interlock device as provided in Section 63-11-31.

(12) A person who violates subsection (1) of this section while transporting in a motor vehicle a child under the age of sixteen (16) years is guilty of the separate offense of endangering a child by driving under the influence of alcohol or any other substance which has impaired such person's ability to operate a motor vehicle. The offense of endangering a child by driving under the influence of alcohol or any other substance which has impaired such person's ability to operate a motor vehicle shall not be merged with an offense of violating subsection (1) of this section for the purposes of prosecution and sentencing. An offender who is convicted of a violation of this subsection shall be punished as follows:

(a) A person who commits a violation of this subsection which does not result in the serious injury or death of a child and which is a first conviction shall be guilty of a misdemeanor and, upon conviction, shall be fined not more than One Thousand Dollars (\$1,000.00) or shall be imprisoned for not more than twelve (12) months, or both;

(b) A person who commits a violation of this subsection which does not result in the serious injury or death of a child and which is a second conviction shall be guilty of a misdemeanor and, upon conviction, shall be fined not less than One Thousand Dollars (\$1,000.00) nor more than Five Thousand Dollars (\$5,000.00) or shall be imprisoned for one (1) year, or both;

(c) A person who commits a violation of this subsection which does not result in the serious injury or death of a child and which is a third or subsequent conviction shall be guilty of a felony and, upon conviction, shall be fined not less than Ten Thousand Dollars (\$10,000.00) or shall be imprisoned for not less than one (1) year nor more than five (5) years, or both; and

(d) A person who commits a violation of this subsection which results in the serious injury or death of a child, without regard to whether such offense was a first, second, third or subsequent offense shall be guilty of a felony and, upon conviction, shall be punished by a fine of not less than Ten Thousand Dollars (\$10,000.00) and shall be imprisoned for not less than five (5) years nor more than twenty-five (25) years.

[From and after * * * October 1, 2014, this section shall read:]

63-11-30. (1) It is unlawful for * * * a person to drive or otherwise operate a vehicle within this state * * * if the person:

(a) Is under the influence of intoxicating liquor;

(b) Is under the influence of any other substance that has impaired the person's ability to operate a motor vehicle;

(c) Is under the influence of any drug or controlled substance, the possession of which is unlawful under the Mississippi Controlled Substances Law; or

(d) Has an alcohol concentration in the person's blood, based upon grams of alcohol per one hundred (100) milliliters of blood, or grams of alcohol per two hundred ten (210) liters of breath, as shown by a chemical analysis of the person's breath, blood or urine administered as authorized by this chapter, of:

(i) Eight one-hundredths percent (.08%) or more for * * * a person who * * * is above the legal age to purchase alcoholic beverages under state law * * *;

(ii) Two one-hundredths percent (.02%) or more for * * * a person who * * * is below the legal age to purchase alcoholic beverages under state law * * *;

; or * * *

(iii) Four one-hundredths percent (.04%) or more * * * for * * * a person operating a commercial motor vehicle.

(2) (a) **First offense DUI.** (i) Except as otherwise provided in * * * subsection (3) of this section, upon conviction of any person for the first offense of violating subsection (1) of this section where chemical tests provided for under Section 63-11-5 were given, or where chemical test results are not available, the person shall be fined not less than Two Hundred Fifty Dollars (\$250.00) nor more than One Thousand Dollars (\$1,000.00), or imprisoned for not more than forty-eight (48) hours in jail, or both; * * * the court shall order the person to attend and complete an alcohol safety education program as provided in Section 63-11-32 within one (1) year. The court may substitute attendance at a victim impact panel instead of forty-eight (48) hours in jail. * * * Fifteen (15) days after receipt of the court abstract, the Department of Public Safety shall suspend the

driver's license and driving privileges of the person for *** ninety (90) days *** unless the person has surrendered his driver's license *** to be voided and obtained a new driver's license that is restricted to operation of vehicles equipped with an ignition interlock device that complies with Section 63-11-31; the person will not be eligible for an unrestricted license for ninety (90) days and until the person has attended and successfully completed an alcohol safety education program as provided in Section 63-11-32.

(ii) Commercial driving privileges shall be suspended as provided in Section 63-1-216 for a violation of subsection (1) of this section.

(iii) A qualifying first offense under subsection (1) of this section may be nonadjudicated by the court under subsection (14) of this section. The holder of a commercial driver's license or a commercial learning permit is ineligible for nonadjudication.

(b) **Second offense DUI.** (i) Except as otherwise provided in subsection (3), upon any second conviction of any person violating subsection (1) of this section, the offenses being committed within a period of five (5) years, the person shall be fined not less than Six Hundred Dollars (\$600.00) nor more than One Thousand Five Hundred Dollars (\$1,500.00), shall be imprisoned not less than five (5) days nor more than one (1) year and sentenced to community service work for not less than ten (10) days nor more than one (1) year. The minimum penalties shall not be suspended or reduced by the court and no prosecutor shall offer any suspension or sentence reduction as part of a plea bargain. *** Fifteen (15) days after receipt of the court abstract, the *** Department of Public Safety shall suspend the driver's license of the person for *** one (1) year unless the person has surrendered his driver's license *** to be voided and obtained a new driver's license that is restricted to operation of vehicles equipped with an ignition interlock device that complies with Section 63-11-31; the person will not be eligible for an unrestricted license until the person has either been subject to a full one-year suspension of license or has exercised the driving privilege solely under an interlock-restricted driver's license for one (1) full year.

(ii) Suspension of *** commercial *** driving privileges shall be governed by Section 63-1-216.

(c) **Third and subsequent offense DUI.** (i) Except as otherwise provided in subsection (3), for any third conviction of any person violating subsection (1) of this section, the offenses being committed within a period of five (5) years, the person shall be guilty of a felony and fined not less than Two Thousand Dollars (\$2,000.00) nor more than Five Thousand Dollars (\$5,000.00), and shall serve not less than one (1) year nor more than five (5) years in the custody of the Department of Corrections. For any offense that does not result in serious injury or death to any person, the sentence of incarceration may be served in the county jail rather than in the State Penitentiary at the discretion of the circuit court judge. The minimum penalties shall not be suspended or reduced by the court and no prosecutor shall offer any suspension or sentence reduction as part of a plea bargain. *** The person *** may exercise the privilege *** to drive only under *** a driver's license that is restricted to operation of vehicles equipped with an ignition interlock device that complies with Section 63-11-31 for three (3) years following release from incarceration and *** will not be eligible for an unrestricted driver's license for three (3) years.

(ii) The suspension of *** commercial *** driving privileges shall be governed by Section 63-1-216.

(***d) Except as otherwise provided in subsection (3), any person convicted of a second or subsequent violation of subsection (1) of this section shall receive an in-depth diagnostic assessment, and if as a result of the assessment is determined to be in need of treatment for alcohol or drug abuse, the person shall successfully complete treatment at a program site certified by the Department of Mental Health. Each person who receives a diagnostic assessment shall pay a fee representing the cost of the assessment. Each person who participates in a treatment program shall pay a fee representing the cost of treatment.

(***e) The *** use of ignition interlock devices shall be as provided in Section 63-11-31. ***

(3) **Zero Tolerance for Minors.** (a) This subsection shall be known and may be cited as Zero Tolerance for Minors. The provisions of this subsection shall apply only when a person under the age of twenty-one (21)

years has a blood alcohol concentration of two one-hundredths percent (.02%) or more, but lower than eight one-hundredths percent (.08%). If *** the person's blood alcohol concentration is eight one-hundredths percent (.08%) or more, the provisions of subsection (2) shall apply.

(b) (i) A person under the age of twenty-one (21) is eligible for nonadjudication of a qualifying first offense by the court pursuant to subsection (14) of this section.

(ii) Upon conviction of any person under the age of twenty-one (21) years for the first offense of violating subsection (1) of this section where chemical tests provided for under Section 63-11-5 were given, or where chemical test results are not available, *** the person *** shall be fined Two Hundred Fifty Dollars (\$250.00); *** the court shall order *** the person to attend and complete an alcohol safety education program as provided in Section 63-11-32 within one (1) year. Fifteen (15) days after receipt of the court abstract, the Department of Public Safety shall suspend the driver's license and driving privileges of the person for ninety (90) days unless the person has surrendered his driver's license to be voided and obtained a new driver's license that is restricted to operation of vehicles equipped with an ignition interlock device that complies with Section 63-11-31; the person will not be eligible for any other form of license for ninety (90) days. The court may also require attendance at a victim impact panel.

(c) *** A person under the age of twenty-one (21) years *** who is convicted of a second violation of subsection (1) of this section, the offenses being committed within a period of five (5) years, *** shall be fined not more than Five Hundred Dollars (\$500.00) ***. Fifteen (15) days after receipt of the court abstract, the Department of Public Safety shall *** suspend the driver's license *** of the person for one (1) year unless the person has surrendered his driver's license to be voided and obtained a new driver's license that is restricted to operation of vehicles equipped with an ignition interlock device that complies with Section 63-11-31; the person will not be eligible for an unrestricted license until the person has either been subject to a full one-year suspension or has exercised the driving privilege solely under an interlock restricted license for one (1) full year.

(d) *** A person under the age of twenty-one (21) years *** who is convicted of a third or subsequent violation of subsection (1) of this section, the offenses being committed within a period of five (5) years, *** shall be fined not more than One Thousand Dollars (\$1,000.00) and, upon receipt of the court abstract, the Department of Public Safety shall *** suspend the driver's license *** of the person until the person reaches the age of twenty-one (21) or for two (2) years, whichever is longer.

(e) Any person under the age of twenty-one (21) years convicted of a second violation of subsection (1) of this section, may have the period *** of driver's license *** suspension reduced to six (6) months if *** the person receives an in-depth diagnostic assessment, and as a result of *** the assessment is determined to be in need of treatment *** for alcohol *** or drug abuse *** and successfully completes treatment *** for alcohol *** or drug abuse *** at a program site certified by the Department of Mental Health. *** Each person who receives a diagnostic assessment shall pay a fee representing the cost of such assessment. Each person who participates in a treatment program shall pay a fee representing the cost of such treatment.

(f) Any person under the age of twenty-one (21) years convicted of a third or subsequent violation of subsection (1) of this section shall complete treatment of an alcohol *** or drug abuse program at a site certified by the Department of Mental Health.

(4) **DUI test refusal.** In addition to the other penalties provided in this section, every person refusing a law enforcement officer's request to submit to a chemical test of *** the person's breath as provided in this chapter, or who was unconscious at the time of a chemical test and refused to consent to the introduction of the results of the test in any prosecution, shall suffer an additional administrative suspension of driving privileges as *** set forth in Section 63-11-23 unless the person surrenders his driver's license to be voided and obtains a new driver's license that is restricted to operation of vehicles equipped with an ignition interlock device that complies with Section 63-11-31; the person will be limited to exercise of the driving privilege only under an interlock-restricted driver's license for twice the period imposed for administrative driver's license suspension under Section 63-11-23. *** Any other license restriction or suspension imposed upon the person under this

chapter will run consecutively and not concurrently with the administrative suspension for test refusal imposed under this section or Section 63-11-23

(5) **Aggravated DUI.** (a) Every person who operates any motor vehicle in violation of the provisions of subsection (1) of this section and who in a negligent manner causes the death of another or mutilates, disfigures, permanently disables or destroys the tongue, eye, lip, nose or any other limb, organ or member of another shall, upon conviction, be guilty of a separate felony for each *** victim who suffers death, mutilation, disfigurement or other injury and shall be committed to the custody of the State Department of Corrections for a period of time of not less than five (5) years and not to exceed twenty-five (25) years for each *** death, mutilation, disfigurement or other injury, and the imprisonment for the second or each subsequent conviction, in the discretion of the court, shall commence either at the termination of the imprisonment for the preceding conviction or run concurrently with the preceding conviction. Any person charged with causing the death of another as described in this subsection shall be required to post bail before being released after arrest.

(b) The court may order an ignition-interlock restriction on the offender's privilege to drive as a condition of probation or post-release supervision not to exceed four (4) years.

(6) **DUI citations.** Upon conviction of any violation of subsection (1) of this section, the trial judge shall sign in the place provided on the traffic ticket, citation or affidavit stating that the person arrested either employed an attorney or waived his right to an attorney after having been properly advised. If the person arrested employed an attorney, the name, address and telephone number of the attorney shall be written on the ticket, citation or affidavit. The *** court clerk shall *** send a copy of the traffic ticket, citation or affidavit, and any other pertinent documents concerning the conviction or other order of the court, *** to the *** Department of Public Safety. A copy of the traffic ticket, citation or affidavit and any other pertinent documents, having been attested as true and correct by the Commissioner of Public Safety, or his designee, shall be sufficient proof of the conviction for purposes of determining the enhanced penalty for any subsequent convictions of violations of subsection (1) of this section.

(7) **Out-of-state prior convictions.** Convictions in *** another state, territory or possession of the United States, or under the law of a federally recognized Native American tribe, of violations for driving or operating a vehicle while under the influence of an intoxicating liquor or while under the influence of any other substance that has impaired the person's ability to operate a motor vehicle occurring *** within five (5) years before an offense shall be counted for the purposes of determining if a violation of subsection (1) of this section is a second, third or subsequent offense and the penalty that shall be imposed upon conviction for a violation of subsection (1) of this section.

(8) **Charging of subsequent offenses.** For the purposes of determining how to impose the sentence for a second, third or subsequent conviction under this section, the indictment shall not be required to enumerate previous convictions. It shall only be necessary that the indictment state the number of times that the defendant has been convicted and sentenced within the past five (5) years under this section to determine if an enhanced penalty shall be imposed. The amount of fine and imprisonment imposed in previous convictions shall not be considered in calculating offenses to determine a second, third or subsequent offense of this section.

(9) **License eligibility for underage offenders.** Any person under the legal age to obtain a license to operate a motor vehicle convicted under this section shall not be eligible to receive a driver's license until the person reaches the age of eighteen (18) years.

(10) **License suspensions and restrictions to run consecutively.** Suspension or restriction of driving privileges for any person convicted of or nonadjudicated for violations of subsection (1) of this section shall run consecutively and not concurrently.

(11) **Ignition interlock.** The court *** shall order *** installation and use of *** an ignition interlock device as provided in Section 63-11-31 for every vehicle operated by a person convicted or nonadjudicated under this section. ***

(12) **DUI child endangerment.** A person over the age of twenty-one (21) who violates subsection (1) of this section while transporting in a motor vehicle a child under the age of sixteen (16) years is guilty of the separate offense of endangering a child by driving under the influence of alcohol or any other substance which has impaired the person's ability to operate a motor vehicle. The offense of endangering a child by driving

under the influence of alcohol or any other substance which has impaired the person's ability to operate a motor vehicle shall not be merged with an offense of violating subsection (1) of this section for the purposes of prosecution and sentencing. An offender who is convicted of a violation of this subsection shall be punished as follows:

(a) A person who commits a violation of this subsection which does not result in the serious injury or death of a child and which is a first conviction shall be guilty of a misdemeanor and, upon conviction, shall be fined not more than One Thousand Dollars (\$1,000.00) or shall be imprisoned for not more than twelve (12) months, or both;

(b) A person who commits a violation of this subsection which does not result in the serious injury or death of a child and which is a second conviction shall be guilty of a misdemeanor and, upon conviction, shall be fined not less than One Thousand Dollars (\$1,000.00) nor more than Five Thousand Dollars (\$5,000.00) or shall be imprisoned for one (1) year, or both;

(c) A person who commits a violation of this subsection which does not result in the serious injury or death of a child and which is a third or subsequent conviction shall be guilty of a felony and, upon conviction, shall be fined not less than Ten Thousand Dollars (\$10,000.00) or shall be imprisoned for not less than one (1) year nor more than five (5) years, or both; and

(d) A person who commits a violation of this subsection which results in the serious injury or death of a child, without regard to whether the offense was a first, second, third or subsequent offense, shall be guilty of a felony and, upon conviction, shall be punished by a fine of not less than Ten Thousand Dollars (\$10,000.00) and shall be imprisoned for not less than five (5) years nor more than twenty-five (25) years.

(13) **Expunction.** (a) Any person * * * convicted under subsection (2) or (3) of this section of a first offense of driving under the influence and who was not the holder of a commercial driver's license or a commercial learning permit may petition the circuit court of the county in which the conviction was had for an order to expunge the record of the conviction at least five (5) years after successful completion of all terms and conditions of the sentence imposed for the conviction. Expunction under this subsection will only be available to a person:

(i) Who has successfully completed all terms and conditions of the sentence imposed for the conviction;

(ii) Who did not refuse to submit to a test of his blood or breath;

(iii) Whose blood alcohol concentration tested below sixteen one-hundredths percent (.16%) if test results are available;

(iv) Who has not been convicted of * * * and does not have pending any other offense of driving under the influence; and

(v) Who has provided the court with justification as to why the conviction should be expunged.

(b) A person is eligible for only one (1) expunction under this subsection, and the Department of Public Safety shall maintain a confidential registry of all cases of expunction under this subsection for the sole purpose of determining a person's eligibility as a first offender under this section.

(c) The court in its order of expunction shall state in writing the justification for which the expunction was granted and forward the order to the Department of Public Safety within five (5) days of the entry of the order.

(14) **Nonadjudication.** (a) For the purposes of this chapter, "nonadjudication" means that the court withholds adjudication of guilt, either at the conclusion of a trial on the merits, or upon the entry of a plea of guilt by a defendant. Nonadjudication must be conditioned upon the successful completion of any conditions imposed by the court under this subsection.

(b) The court may rule that a qualifying first offense under subsection (1) or (3) of this section be nonadjudicated. A person is eligible for nonadjudication only one (1) time. A qualifying first offense is one where a breath test was not refused unless the court provides written findings why nonadjudication is being allowed where a breath test was refused.

(c) Nonadjudication may be initiated upon the filing of a petition for nonadjudication or at any stage of the proceedings before conviction in the discretion of the court; the court may withhold adjudication of guilt, defer sentencing, and enter an order imposing requirements on the offender.

(i) The court shall order the person to:

1. Pay the nonadjudication fee imposed under Section 63-11-31;
2. Pay all fines, penalties and assessments that would have been imposed for conviction;
3. Attend and complete an alcohol safety education program as provided in Section 63-11-32;
4. Install an ignition interlock device on every motor vehicle driven by the person, obtain an interlock restricted license, and maintain that license for one hundred twenty (120) days; failure to obtain an interlock restricted license will result in a ninety-day driver's license suspension pursuant to Section 63-11-31; and

5. Obtain from the interlock vendor proof that the person has not had violations of an ignition interlock device.

(ii) Other conditions to be imposed by the court may include, but are not limited to, alcohol or drug screening, or both, proof that the person has not committed any other traffic violations while under court supervision, proof of immobilization or impoundment of vehicles owned by the offender if required, and attendance at a victim-impact panel.

(d) The court may enter an order of nonadjudication only if the court finds, after a hearing, that the offender has successfully completed all conditions imposed by law and the court.

(e) The clerk shall forward a record of every nonadjudicated case to the Department of Public Safety which shall maintain a confidential registry of all cases that are nonadjudicated as provided in this subsection (14). Judges and prosecutors involved in the trial of implied consent violations shall have access to the confidential registry for the purpose of determining whether a person has previously been the subject of a nonadjudicated case and is therefore ineligible for another nonadjudication. The Driver Services Bureau of the department shall have access to the confidential registry for the purpose of determining whether a person is eligible for a form of license not restricted to operating a vehicle equipped with an ignition interlock device.

SECTION 2. Section 63-11-31, Mississippi Code of 1972, is amended as follows:

[Until October 1, 2014, this section shall read:]

63-11-31. (1) In addition to the penalties authorized for any second or subsequent convictions of Section 63-11-30, the court shall order either the impoundment or immobilization of all vehicles registered to the person convicted for the entire length of license suspension to commence upon conviction and persist during the entire driver's license suspension period. However, a county, municipality, sheriff's department or the Department of Public Safety shall not be required to keep, store, maintain, serve as a bailee or otherwise exercise custody over a motor vehicle impounded under the provisions of this section.

(2) (a) If other licensed drivers living in the household are dependent upon the vehicle subject to impoundment or immobilization for necessary transportation, the court may order the installation of an ignition interlock system on the vehicle in lieu of impoundment or immobilization. Additionally, the court shall order the installation of an ignition interlock system on all vehicles registered to the person for a minimum period of six (6) months to occur upon reinstatement of the person's driver's license if the court determines it is a vehicle to which the person has access and which should be subject to ignition interlock. The cost associated with impoundment, immobilization or ignition interlock shall be paid by the person convicted. For the purpose of this section, "ignition interlock device" means a device which connects a motor vehicle ignition system to a breath-alcohol analyzer and prevents a motor vehicle ignition from starting if the driver's blood alcohol level exceeds the calibrated setting on the device.

(b) A person may not tamper with, or in any way attempt to circumvent the immobilization or impoundment of vehicles ordered by the court. A violation of this paragraph (b) is a misdemeanor and upon conviction the violator shall be fined an amount not less than Two Hundred Fifty Dollars (\$250.00) nor more than One Thousand Dollars (\$1,000.00) or imprisoned for not more than one (1) year or both.

(c) When a court orders a person to operate only a motor vehicle which is equipped with a functioning ignition interlock device, the court shall establish a specific calibration setting no lower than two one-hundredths percent (.02%) nor more than four one-hundredths percent (.04%) blood alcohol concentration at which the ignition interlock device will prevent the motor vehicle from being started.

(d) Upon ordering use of an ignition interlock device, the court shall:

(i) State on the record the requirement for and the period of use of the device, and so notify the Department of Public Safety;

(ii) Direct that the records of the department reflect that the person may not operate a motor vehicle that is not equipped with an ignition interlock device;

(iii) Direct the department to attach or imprint a notation on the driver's license of any person restricted under this section stating that the person may operate only a motor vehicle equipped with an ignition interlock device;

(iv) Require proof of the installation of the device and periodic reporting by the person for verification of the proper operation of the device;

(v) Require the person to have the system monitored for proper use and accuracy by an entity approved by the department at least semiannually, or more frequently as the circumstances may require;

(vi) Require the person to pay the reasonable cost of leasing or buying, monitoring, and maintaining the device, and may establish a payment schedule therefore.

(e) (i) 1. A person prohibited under this section from operating a motor vehicle that is not equipped with an ignition interlock device may not solicit or have another person attempt to start or start a motor vehicle equipped with such a device.

2. A person may not attempt to start or start a motor vehicle equipped with an ignition interlock device for the purpose of providing an operable motor vehicle to a person who is prohibited under this section from operating a motor vehicle that is not equipped with an ignition interlock device.

3. A person may not tamper with, or in any way attempt to circumvent, the operation of an ignition interlock device that has been installed in a motor vehicle.

4. A person may not knowingly provide a motor vehicle not equipped with a functioning ignition interlock device to another person who the provider of such vehicle knows or should know is prohibited from operating a motor vehicle not equipped with an ignition interlock device.

(ii) A violation of this paragraph (e) is a misdemeanor and upon conviction the violator shall be fined an amount not less than Two Hundred Fifty Dollars (\$250.00) nor more than One Thousand Dollars (\$1,000.00) or imprisoned for not more than one (1) year, or both.

(iii) A person shall not be in violation of this paragraph (e) if:

1. The starting of a motor vehicle equipped with an ignition interlock device is done for the purpose of safety or mechanical repair of the device or the vehicle, and the person subject to the court order does not operate the vehicle; or

2. The court finds that a person is required to operate a motor vehicle in the course and scope of the person's employment. If the vehicle is owned by the person's employer, the person may operate that vehicle during regular working hours for the purposes of employment without installation of an ignition interlock device if the employer has been notified of such driving privilege restriction and if proof of that notification is kept with the vehicle at all times. This employment exemption does not apply if the business entity that owns the vehicle is owned or controlled by the person who is prohibited from operating the motor vehicle not equipped with an ignition interlock device.

(f) (i) A judge may also order that the vehicle owned or operated by a person or a family member of any person who committed a violation of Section 63-11-30 be equipped with an ignition interlock device for all or a portion of the time the driver's license of the operator of such vehicle is suspended or restricted pursuant to this section, if:

1. The operator of the vehicle used to violate Section 63-11-30 has at least one (1) prior conviction for driving a motor vehicle when such person's privilege to do so is cancelled, suspended or revoked as provided by Section 63-11-30; or

2. The driver's license of the operator of such vehicle was cancelled, suspended or revoked at the time of the violation of Section 63-11-30.

(ii) The provisions of this paragraph (f) shall not apply if the vehicle used to commit the violation of Section 63-11-30, was, at the time of such violation, rented or stolen.

(3) The provisions of this section are supplemental to the provisions of Section 63-11-30.

[From and after * * * October 1, 2014, this section shall read:]

63-11-31. (1) (a) The provisions of this section are supplemental to the provisions of Section 63-11-30.

(b) (i) * * * "Ignition interlock device" means a device approved by the Department of Public Safety that connects a motor vehicle ignition system to a breath-alcohol analyzer and prevents a motor vehicle ignition from starting if the driver's blood alcohol level exceeds the calibrated setting on the device.

(ii) "Interlock restricted license" means a driver's license bearing a restriction that limits the person to operation of vehicles equipped with an ignition interlock device.

(c) A person who can exercise the privilege of driving only under an interlock restricted license:

(i) Must have an ignition interlock device installed and operating on all motor vehicles driven by the person; or

(ii) If the person does not obtain an interlock restricted license within fifteen (15) days after the department receives the court abstract of a conviction or other order affecting the person's privilege to drive under Section 63-11-30:

1. The Department of Public Safety must suspend the person's driving privilege; notice of the suspension shall be given as provided in Section 63-1-52; and

2. For a second or subsequent violation of Section 63-11-30, all motor vehicles owned by the person must be either impounded or immobilized as provided in subsection (6) of this section.

(d) A person who installs an ignition interlock device and obtains an interlock restricted license before conviction or nonadjudication shall be given credit for the time period the ignition interlock device has been in use at the time of sentencing or nonadjudication.

(2) (a) The cost of installation and operation of an ignition interlock device shall be borne by the person to whom * * * an * * * interlock-restricted driver's license is issued unless * * * the person is determined to be indigent.

(b) * * * (i) A person convicted under Section 63-11-30 shall be assessed by the court, in addition to the criminal fines, penalties and assessments provided by law for violations of Section 63-11-30, a fee of * * * Fifty Dollars (\$50.00), to be deposited in the * * * Interlock Device Fund in the State Treasury.

* * * (ii) A person nonadjudicated under Section 63-11-30 shall be assessed by the court, in addition to the criminal fines, penalties and assessments provided by law for violations of Section 63-11-30, a fee of Two Hundred Fifty Dollars (\$250.00) to be deposited in the * * * Fund in the State Treasury.

(3) (a) The * * * Department of Public Safety shall promulgate rules and regulations for the use of an ignition interlock device * * *. The Department of Public Safety shall approve which vendors shall be used to furnish the systems, may assess fees to the vendors, and shall prescribe the maximum costs to the offender for installation, removal, monthly operation, periodic inspections, calibrations and repairs.

(b) A person who has an ignition interlock device installed in a vehicle shall:

(i) Provide proof of the installation of the device and periodic reporting for verification of the proper operation of the device;

(ii) Have the system monitored for proper use and accuracy * * * as required by departmental regulation;

(iii) Pay the reasonable cost of leasing or buying, monitoring, and maintaining the device * * * unless the person is determined to be indigent.

(4) (a) (i) A person who is limited to driving only under an * * * interlock-restricted driver's license shall not operate a vehicle that is not equipped with an ignition interlock device.

(ii) A person prohibited from operating a motor vehicle that is not equipped with an ignition interlock device may not solicit or have another person attempt to start or start a motor vehicle equipped with such a device.

(iii) A person may not start or attempt to start a motor vehicle equipped with an ignition interlock device for the purpose of providing an operable motor vehicle to a person who is prohibited from operating a motor vehicle that is not equipped with an ignition interlock device.

(iv) A person may not tamper with, or in any way attempt to circumvent, the operation of an ignition interlock device that has been installed in a motor vehicle.

(v) A person may not knowingly provide a motor vehicle not equipped with a functioning ignition interlock device to another person who the provider of the vehicle knows or should know is prohibited from operating a motor vehicle not equipped with an ignition interlock device.

(b) A violation of this subsection (4) is a misdemeanor and upon conviction the violator shall be fined an amount not less than Two Hundred Fifty Dollars (\$250.00) nor more than One Thousand Dollars (\$1,000.00) or imprisoned for not more than one (1) year, or both * * *

, unless the starting of a motor vehicle equipped with an ignition interlock device is done for the purpose of safety or mechanical repair of the device or the vehicle, and the person subject to the restriction does not operate the vehicle * * *

* * *

(* * *5) * * * (a) In order to obtain an interlock restricted license, a person must:

(i) Be otherwise qualified to operate a motor vehicle, and will be subject to all other restrictions on the privilege to drive provided by law;

(ii) Submit proof that an ignition interlock device is installed and operating on all motor vehicles driven by the person; and

(iii) Pay the fee set forth in Section 63-1-43 to obtain the license.

(b) (i) If the person's privilege to drive has been suspended due to the person's violation of Section 63-11-30, the person must also pay the reinstatement fee set forth in Section 63-1-46(2)(a).

(ii) If the person obtains an interlock restricted license before suspension of the driving privilege is imposed, the reinstatement fee will not be assessed.

(6) (a) In addition to the penalties authorized for any second or subsequent conviction under Section 63-11-30, the court shall order that all vehicles owned by the offender that are not equipped with an ignition interlock device must be either impounded or immobilized pending further order of the court lifting the offender's driving restriction. However, no county, municipality, sheriff's department or the Department of Public Safety shall be required to keep, store, maintain, serve as a bailee or otherwise exercise custody over a motor vehicle impounded under the provisions of this section. The cost associated with any impoundment or immobilization shall be paid by the person convicted without regard to ability to pay.

(b) A person may not tamper with, or in any way attempt to circumvent, vehicle immobilization or impoundment ordered by the court under this section. A violation of this paragraph (b) is a misdemeanor and upon conviction the violator shall be fined an amount not less than Two Hundred Fifty Dollars (\$250.00) nor more than One Thousand Dollars (\$1,000.00) or imprisoned for not more than one (1) year, or both.

(7) (a) The Department of Public Safety shall promulgate rules and regulations for the use of monies in the Interlock Device Fund to offset the cost of device installation and operation by indigent offenders.

(b) Indigence shall be determined based on proof of enrollment in one or more of the following types of public assistance:

(i) Temporary Assistance for Needy Families (TANF);

(ii) Medicaid assistance;

(iii) The Supplemental Nutritional Assistance Program (SNAP), also known as "food stamps";

(iv) Supplemental security income (SSI);

(v) Participation in a federal food distribution program;

(vi) Federal housing assistance;

(vii) Unemployment compensation; or

(viii) Other criteria approved by the department.

(c) No more than ten percent (10%) of the money in the Interlock Device Fund in any fiscal year shall be expended by the department for the purpose of administering the fund.

(d) (i) Money in the Interlock Device Fund will be appropriated to the department to cover part of the costs of installing, removing and leasing ignition interlock devices for indigent people who are required, pursuant to a conviction or nonadjudication under Section 63-11-30, to install an ignition interlock device in all vehicles driven by the person.

(ii) If money is available in the Interlock Device Fund, the department shall pay to the vendor, for one (1) vehicle per offender, up to Fifty Dollars (\$50.00) for the cost of installation, up to Fifty Dollars (\$50.00) for the cost of removal, and up to Thirty Dollars (\$30.00) monthly for verified active usage of the ignition interlock device. The department shall not pay any amount above what an offender would be required to pay for the installation, removal or usage of an ignition interlock device.

(8) In order to reinstate a form of driver's license that is not restricted to operation of an ignition interlock equipped vehicle, the person must:

(a) Submit proof of successful completion of an alcohol safety program as provided in Section 63-11-32 if so ordered by the court;

(b) Pay the reinstatement fee required under Section 63-1-46(1)(a);

(c) Pay the driver's license fee required under Section 63-1-43.

SECTION 3. Section 63-1-46, Mississippi Code of 1972, is amended as follows:

63-1-46. (1) (a) Except as otherwise provided in this section, a fee of One Hundred Dollars (\$100.00) shall be charged for the reinstatement of a license issued under this article to every person whose license has been validly suspended, revoked or cancelled.

(b) The funds received under the provisions of this subsection shall be distributed as follows:

(i) Twenty-five Dollars (\$25.00) shall be deposited into the State General Fund in accordance with Section 45-1-23;

(ii) Twenty-five Dollars (\$25.00) shall be paid to the Board of Trustees of the Public Employees' Retirement System for funding the Mississippi Highway Safety Patrol Retirement System as provided under Section 25-13-7;

(iii) Twenty-five Dollars (\$25.00) shall be deposited into the special fund created in Section 63-1-45(3) for purchases of equipment by the Mississippi Highway Safety Patrol; and

(iv) Twenty-five Dollars (\$25.00) shall be deposited into the * * * Interlock Device Fund created in Section * * * 5 of this act.

(2) (a) A fee of One Hundred Seventy-five Dollars (\$175.00) shall be charged for the reinstatement of a license issued under this article to every person whose license has been validly suspended or revoked under the provisions of the Mississippi Implied Consent Law or as a result of a conviction of a violation of the Uniform Controlled Substances Law under the provisions of Section 63-1-71.

(b) The funds received under the provisions of this subsection shall be distributed as follows:

(i) One Hundred Dollars (\$100.00) shall be deposited into the State General Fund in accordance with Section 45-1-23;

(ii) Twenty-five Dollars (\$25.00) shall be paid to the Board of Trustees of the Public Employees' Retirement System for funding the Mississippi Highway Safety Patrol Retirement System as provided under Section 25-13-7;

(iii) Twenty-five Dollars (\$25.00) shall be deposited into the special fund created in Section 63-1-45(3) for purchases of equipment by the Mississippi Highway Safety Patrol; and

(iv) Twenty-five Dollars (\$25.00) shall be deposited into the * * * Interlock Device Fund created in Section * * * 5 of this act.

(3) A fee of Twenty-five Dollars (\$25.00) shall be charged for the reinstatement of a license issued under this article to every person whose license has been validly suspended for nonpayment of child support under the provisions of Sections 93-11-151 through 93-11-163. The funds received under the provisions of this subsection shall be deposited into the State General Fund in accordance with Section 45-1-23.

(4) The procedure for the reinstatement of a license issued under this article that has been suspended for being out of compliance with an order for support, as defined in Section 93-11-153, and the payment of any fees

for the reinstatement of a license suspended for that purpose, shall be governed by Section 93-11-157 or 93-11-163, as the case may be.

(5) All reinstatement fees charged under this section shall be in addition to the fee provided for application for a driver's license in Section 63-1-43.

SECTION 4. Section 63-11-23, Mississippi Code of 1972, is amended as follows:

63-11-23. (1) The Commissioner of Public Safety, or his authorized agent, shall review the sworn report by a law enforcement officer as provided in Section 63-11-21. If upon review the Commissioner of Public Safety, or his authorized agent, finds (a) that the law enforcement officer had reasonable grounds and probable cause to believe the person had been driving a motor vehicle upon the public highways, public roads and streets of this state while under the influence of intoxicating liquor or any other substance that may impair a person's mental or physical ability; (b) that he refused to submit to the test upon request of the officer; and (c) that the person was informed that his license and driving privileges would be suspended or denied if he refused to submit to the chemical test, then the Commissioner of Public Safety, or his authorized agent, shall give notice to the licensee that his license or permit to drive, or any nonresident operating privilege, shall be suspended thirty (30) days after the date of the notice for a period of ninety (90) days in the event the person has not previously been convicted of a violation of Section 63-11-30, or, for a period of one (1) year in the event of any previous conviction of the person under Section 63-11-30. In the event the commissioner or his authorized agent determines that the license should not be suspended, he shall return the license or permit to the licensee.

The notice of suspension shall be in writing and given in the manner provided in Section 63-1-52(2)(a).

(2) If the chemical testing of a person's breath indicates the blood alcohol concentration was eight one-hundredths percent (.08%) or more for persons who are above the legal age to purchase alcoholic beverages under state law, or two one-hundredths percent (.02%) or more for persons who are below the legal age to purchase alcoholic beverages under state law, based upon grams of alcohol per one hundred (100) milliliters of blood or grams of alcohol per two hundred ten (210) liters of breath as shown by a chemical analysis of such person's blood, or breath, or urine, the arresting officer shall seize the license and give the driver a receipt for his license on forms prescribed by the Commissioner of Public Safety and shall promptly forward the license together with a sworn report to the Commissioner of Public Safety. The receipt given a person as provided herein shall be valid as a permit to operate a motor vehicle for a period of thirty (30) days in order that the defendant be processed through the court having original jurisdiction and a final disposition had. If the defendant requests a trial within thirty (30) days and trial is not commenced within thirty (30) days, then the court shall determine if the delay in the trial is the fault of the defendant or his counsel. If the court finds that it is not the fault of the defendant or his counsel, then the court shall order the defendant's driving privileges to be extended until the defendant is convicted. If a receipt or permit to drive issued pursuant to the provisions of this subsection expires without a trial having been requested as provided for in this subsection, then the Commissioner of Public Safety or his authorized agent shall suspend the license or permit to drive or any nonresident operating privilege for the applicable period of time as provided for in subsection (1) of this section.

(3) If the person is a resident without a license or permit to operate a motor vehicle in this state, the Commissioner of Public Safety, or his authorized agent, shall deny to the person the issuance of a license or permit for a period of one (1) year beginning thirty (30) days after the date of notice of such suspension.

(4) It shall be the duty of the county prosecuting attorney, an attorney employed under the provisions of Section 19-3-49, or in the event there is no such prosecuting attorney for the county, the duty of the district attorney to represent the state in any hearing held under the provisions of Section 63-11-25, under the provisions of Section 63-11-37(2) or under the provisions of Section 63-11-30(2)(a).

* * *

SECTION 5. There is created in the State Treasury a special fund to be known as the Interlock Device Fund. The purpose of the fund shall be to provide funding for the Driver's License Bureau of the Department of Public Safety and also to provide funding assistance for ignition interlock devices for persons determined to be unable to afford the installation and maintenance of an ignition interlock device. Monies from the fund shall be distributed by the State Treasurer upon warrants issued by the Department of Public Safety. The fund shall be a continuing fund, not subject to fiscal-year limitations, and shall consist of:

- (a) Monies appropriated by the Legislature for the purposes of funding the Driver's License Bureau;
- (b) The interest accruing to the fund;
- (c) Monies paid by a person for deposit into the fund under Section 63-11-31; and
- (d) Monies received from such other sources as may be provided by law.

SECTION 6. This act shall take effect and be in force from and after July 1, 2014.