

State of Mississippi FY 2009 Highway Safety Plan & Performance Plan



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TABLE OF CONTENTS

Figure 1:MS HSSP Flow chart 2
 OHS Organizational Chart.....2a
 Figure 2: HSPP Program Planning Calendar 3
 Mission Statement 3
 Executive Summary 4
 Table 1: MS Traffic Safety Data 1990-2007 4
 Legislative Issues 5
 Problem Identification Process 5
 Description of Data Sources 6
 State Demographics Analysis..... 7
 Problem Identification Summary..... 8
 Table 2: Fatalities vs. fatal Traffic Crashes in MS 1995-2007..... 9
 Table 3: Traffic Fatalities by Road System..... 9
 Figure 3: 2007 Traffic Fatalities 10
 Occupant Protection Problem Statement 10
 Table 4: Child Restraint and Safety Belt Use Rates 11
 Table 5: MS Occupant Fatalities by Age 2007 13
 Table 6: DUI Arrests in MS 2000-2007 14
 Table 7: 2000-2007 DUI Arrests for Under 21 15
 Table 8: Total Fatalities vs Alcohol-Related Fatalities 16
 Table 9: MS DUI Analysis by Rates..... 17
 Table 10: MHP DUI arrests 2000-2007 18
 Table 11: Ranking of Top 20 Counties..... 19
 Speed Problem Statement..... 20
 Table 12: Speed Related Crashes 21
 Table 13: Economic Impact of Vehicle Crashes 21
 Motorcycle Safety Problem Statement 22
 Table 14: 2007 Motorcycle Fatalities by Age and Sex 22
 Table 15: Motorcycle Fatalities 2003-2007 23
 Participation in Planning Process..... 24
 Grant Application Process 24
 Project Development Description..... 25
 HSP/Goals and Performance Measures..... 26
 Planning & Administration..... 28
 Alcohol Plan..... 30
 Occupant Protection Plan..... 75
 Traffic Records Plan..... 85
 Police Traffic Services Plan..... 93
 Roadway Safety Plan..... 102
 State Certifications and Assurances..... 107
 Program Cost Summary HS..... 115
 Appendix (Traffic Data)..... 116

Mississippi Highway Safety Performance Plan

Figure 1: HSPP Flowchart

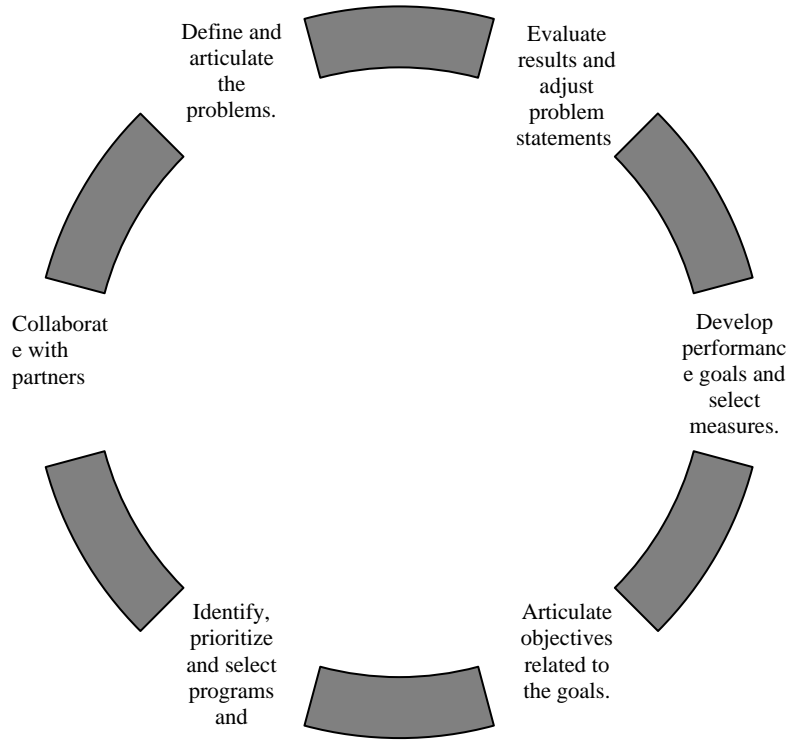


Figure 2: HSPP Program Planning Calendar

January	Debrief the previous year's programs with SHSO staff and review the NHTSA Priority Letter to set goals.
February	Determine revenue estimates and gain input from multiple partner agencies and stakeholders on program direction.
March	Begin distribution of Requests for Proposals to OHS proposed continuation grants.
April-May	Convene program area sessions to create specific plans and projects within each program area. Analyze city and county data to identify new potential problem localities, and solicit participation in OHS grant programs.
June	Grants due to OHS by June 15 th . Begin grant rating and review cycle to determine funding. Convene program areas to discuss proposed projects for HSP.
July	Finalize projects for inclusion in the HSP. Begin incorporating projects and data section in the HSP.
August	Begin revision and review process for proposed grant applications. Gain approval for grants and contracts from the appropriate officials.
September	Submit the final Performance Plan to NHTSA and FHWA. Complete in-house review process for OHS grants.
October	Implement grants and contracts. Begin work on the Annual Report.

Mission Statement:

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

Executive Summary:

The Office of Highway Safety is responsible for administering all federally funded programs aimed at reducing traffic fatalities, traffic injuries and the associated economic losses from property damage crashes in the state. The federal funds are from the U.S. Department of Transportation, National Highway Traffic Safety Administration (NHTSA). Each year projects are developed and implemented in the following areas of traffic safety: (1) Impaired driving, (2) Occupant Protection, (3) Traffic Records, (4) Police Traffic Services (Includes Speed), (5) Roadway Safety and (6) Motorcycle Safety.

Table 1: MISSISSIPPI Traffic Safety Data 1990 - 2007

Year	Fatal Crashes	Deaths	Injury Crashes	Injuries	PDO Crashes	Crash Totals	Licensed Drivers	Register Vehicles	Population	V.M.T. Millions	FTL. Rate
1990	625	750	17,453	29,527	49,087	67,165	2,009,323	1,892,941	2,573,216	24,389	3.08
1991	606	714	13,768	22,407	53,706	68,080	2,020,276	1,895,845	2,592,131	24,872	2.87
1992	649	766	17,703	31,198	51,165	69,517	2,057,480	1,969,602	2,611,459	26,114	2.93
1993	697	813	18,903	33,678	56,113	75,713	2,179,579	2,007,800	2,631,899	27,089	3.00
1994	689	791	20,671	34,158	59,306	80,666	2,273,908	2,069,835	2,669,110	28,551	2.77
1995	738	868	21,505	34,412	62,571	84,814	2,047,399	2,150,214	2,693,053	29,561	2.94
1996	695	811	19,484	27,784	65,523	85,702	2,069,522	2,188,302	2,716,115	30,516	2.66
1997	741	861	24,543	26,125	63,346	88,630	2,048,731	2,238,728	2,731,644	31,245	2.76
1998	842	948		26,399			2,158,981	2,259,172	2,752,092	34,226	2.77
1999	832	927		26,321			2,232,753	2,340,071	2,799,036	34,955	2.65
2000	846	949	25,124	39,432	65,947	91,917	1,859,487	2,442,607	2,844,658	35,552	2.67
2001	704	784	24,529	38,384	66,431	91,664	2,244,895	2,320,749	2,845,178	35,894	2.18
2002	769	885	25,100	38,840	69,927	95,796	2,269,200	2,367,592	2,858,029	36,273	2.44
2003	786	871	24,228	37,174	66,673	91,687	2,306,805	2,413,386	2,881,281	37,718	2.31
2004	786	900								38,915	2.31
2005	840	931	19,220	25,872	58,528	78,588	2,507,298	2,519,328	2,921,088	39,899	2.33
2006	812	911	21,997	31,996	55,597	78,406	2,576,977	2,581,145	2,910,540	41,030	2.22
2007	804	884	21,519	31,601	55,341	77,664	2,586,939	2,607,221	2,918,785	42,755	2.07

The preceding table entitled Mississippi Traffic Safety Data, gives a historical account of traffic safety in Mississippi for the years 1990-2007. Growth can be seen in the areas of population, registered vehicles, and the amount of vehicular miles traveled (VMT). The most important downward trend has been the fatality rate per hundred million VMT, as it declined from a high of 4.39 in 1981 to the first rate below 3.00 at 2.87 for 1991, then to 2.07 in 2007.

The 2.07 fatality rate for 2007 represents the lowest fatality rate ever recorded in Mississippi. Traffic fatalities decreased by 27 from 2006, a 3% reduction. The vehicular miles traveled for 2007 represents the highest VMT ever recorded. The VMT increased 4.2% from 2006. The combination of lower fatalities and increased VMT resulted in this improved fatality rate.

The national fatality rate for 2006 was 1.37, the lowest rate ever recorded. Mississippi remains well above the national rate (1.5 times as great) at 2.07. Fatal crashes had been in the seven hundreds since 2001 but rose to 840 in 2005, almost matching the most fatal crashes (846) since 2000. The 812 fatal crashes for 2006 were a 3.33% decrease from 2005. The fatal crashes decreased to 804 for 2007.

On May 27, 2006, Mississippi became the 22nd state to implement a primary safety belt law. With its adoption, Mississippi qualified for \$ 8.7 million dollars in incentive funds for traffic safety. The Office of Highway Safety received one million and MDOT received 7.7 million for safety infrastructure. The OHS funds were used to fund participation in the National Click It or Ticket Campaign for paid media and seat belt enforcement efforts.

Alcohol-related traffic crashes account for 40% of the total number of fatalities each year, making these crashes the MS Office of Highway Safety's first priority in program planning. Teen drivers present another problem area in this state. Teenagers (ages 16 to 20 actually) were 14.3% of occupant deaths while being only 6.4% of the licensed drivers. The teen drivers were unbelted 80% of the time when killed, and teen passengers killed were unbelted 76% of the time. Our seat belt usage rate, currently 72% continues to fall below the national average.

Legislative Issues:

The Mississippi Legislature passed a primary seat belt law in May 2006 and a booster seat law in 2008 for ages 4-6. OHS would like to see an increase in the \$25 fine for both laws, as well as increasing the age for booster seats to 4-7 during the 2009 Legislative session, and enhancing our current graduated licensing law. In Mississippi, county sheriffs and deputies are not allowed to run radar (except in Lowndes County). A bill to allow sheriffs to run radar has been introduced into the legislature for the past several years, but does not pass the House. OHS will continue in its efforts to support the sheriffs in passage of this important piece of legislation.

Problem Identification Process:

To determine the causes of Mississippi's traffic related fatalities, crashes, and injuries, current crash data and other relevant health and economic data are analyzed. In addition, motor vehicle laws are examined, and traffic safety policies reviewed for needed modification.

The purpose of problem identification and assessment is (1) to understand the scope of the crash problem and causation factors, (2) to develop effective countermeasures to reduce or eliminate the problem, (3) to design evaluation mechanisms to measure changes in problem

severity, and (4) to manage influencing factors, such as using statistical crash data to highlight a particular problem area in order to obtain the necessary support for instituting an effective countermeasures in a jurisdiction.

Using the sources of information and the analytical processes described later in this section, the OHS systematically analyzes data to determine whether a proposed project is the best alternative among the available options. Conclusions must support the available data be site specific, whether that site is a county, city, or roadway section. OHS Program Managers proceed as follows with problem identification and analysis:

- Collect available data reflecting the problems so that a target population/site can be determined.
- Identify problems and look for over-representation factors.
- Problems to be addressed can be ranked by population, crashes, injuries, and other related factors.
- Identify potential strategies and partners.
- Ensure strategies and projects are within the national priority areas and will address the identified problems.

Description of Data Sources:

To begin the process of problem identification, the Traffic Records Coordinator produces the data studies to identify the state's highway safety problems using the most current traffic records information. Crashes involving traffic fatalities are based on the official FARS data input by our analyst into the NHTSA database. The Department of Public Safety (DPS) is the repository for all crashes and has a state-of -the-art system, Reportbeam, for collection, storage and retrieval of all reportable crashes. Statistical analyses are prepared to produce tables, charts and summaries to identify traffic safety problems by geographic area, as well as systemic components (occupant protection, impaired drivers, aggressive drivers, youth, etc.).

Citation data is also maintained by DPS in the Driver History database, which includes all hazardous and non-hazardous citations in addition to DUI offenses. The Driver License files contain demographics and license status data and are used to normalize data by age, race and gender. Motor vehicle files are maintained by the State Tax Commission and roadway files are kept by the Department of Transportation (MDOT). The VMT data from MDOT is used by the Coordinator to compute rates for county data by road system.

Counties and cities are ranked using fatal, injury and total crashes to produce various rates by population, VMT and crashes per mile of road system. This ranking allows appropriate problem identification when the data is normalized to remove inherent biases. These rankings are used in project selection and development of the Highway Safety Plan for the upcoming year.

The Social Science Research Center at Mississippi State University (MSU) produces our occupant protection surveys which are based on statistical samples and yield county specific use rates and overall state rates for both seat belts and child restraints. A motorcycle helmet survey is also done by MSU. The Center houses the Mississippi Alcohol Safety Education Program (MASEP) which is the state's first offender DUI School. The Coordinator produces many DUI data studies in conjunction with the Center to identify the impaired driver problems.

The Mississippi Highway Safety Information System (MHSIS) describes the total automated traffic records system which includes traffic crashes, citations, drivers, vehicles, roadways, EMS data, vital statistics, coroner reports, crime laboratory data, demographics and travel density. MHSIS is an evolutionary records system which is a complex, volume-intensive, data collection, storage, and retrieval system. The goal is to achieve uniformity and compatibility of traffic records while reducing inefficiency of record keeping. The system will continue to support national priority areas defined by the National Highway Traffic Safety Administration (NHTSA).

State Demographics Analysis:

Mississippi is located in the southeastern region of the United States, with 2000 square miles in land area, and 60.6 persons per square mile. Based on the 2006 Census Estimate, Mississippi's current population is 2,918,785. The population by race is 61% white, 37% African American, and 2% other, including Hispanic, Asian, and American Indian. The median household income is \$34,278 per year. Approximately 19% of Mississippians fall below the poverty level income.

Mississippi has 82 counties, which can be divided into the following regions: Gulf Coast, Piney Woods, Southwestern, Central, Delta, Northern Hills, and Northeastern. Mississippi's Delta region has long been classified as the poorest region in the Nation, with a population of over 70% African American, most of which fall below the poverty line in income.

With the passage of legalized gaming in 1992, the Delta Region saw a resurrection of their economy with the development of nine casinos and hotels in Tunica County, once listed as the poorest county in the nation.. The Mississippi Gulf Coast is still in recovery from the devastation of Hurricane Katrina. With the return of the casinos along this 26 mile stretch of white, sandy beaches, the tourists are returning to this area after a two year exodus. Mississippi has 25 State Parks located throughout the state in every region as well.

Mississippi's major industries include gaming, tourism, manufacturing, and agriculture. There is only one Level One Trauma Center, the University Medical Center, in Jackson, which is located in the Central region of the state. There are 82 county sheriff's departments, one State Highway Patrol, and approximately 257 police departments in the state. Some of the police departments range in size from one part time officer to over 400 officers.

According to the State Tax Commission and the Department of Public Safety, Mississippi has 2,586,939 licensed drivers, 39,599 motorcycle registrations, and 2,607,221 registered vehicles. There are 74,622 miles of roadway, with VMT of 42,754.79 in millions.

Problem Identification Summary:

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Fatalities by road system for the last five years show a trend that has been established for quite a long time with moderate fluctuations among the components. Historically about 50% of all deaths occur on MHP highways, which include interstates, as well as state and federal routes where speeds are at least posted at 55 mph and go up to 70 mph on rural interstates. These highways accounted for 50.8% of 2007 fatalities (449 out of 884).

Most of our state is rural so vehicle miles driven per year are well above the national average based on our population. Also, there are more occupants per vehicle per trip than the national average. The gaming industry has accounted for significant increases in VMT, which has also increased congestion on highways. The factors of speed, occupancy and congestion contribute to the number of fatalities on MHP patrolled highways and interstates.

County road deaths had remained level at an average of 235 for the years 2000 to 2002. However, in 2003 these rose to 281, dropped to 228 in year 2004, and rose again to 279 in 2005. The increase in county road fatalities from 2000 to 2005 is a staggering 21.8%. Recently, there were 261 county road deaths in 2006 and these fell to 228 in 2007. County sheriffs are prohibited from running radar on their roads. There is no uniform method of posting speeds on county roads, usually set by local county supervisors with little input from traffic safety engineers

Deaths on city streets have averaged about 200 per year. Since 2000, the lowest total has been 174 in 2001 and the highest total was 223 in 2006. There were 207 city street fatalities accounting for 23.4% of the total in 2007.

There were 31,601 persons injured in traffic crashes during 2007, with an injury rate of 73.9 per 1,000,000 VMT. This is a slight decrease from 31,996 in 2006. Persons injured by type last year were: 20,841 drivers, 10,005 passengers, 62 pedestrians, 45 bicyclists, 639 motorcyclists, and 9 unknown. About 2.4% or 767 of the injuries were life threatening, incapacitating trauma, sometimes resulting in permanent spinal cord or head injury. Many will be disabled for life. About 25% or 8,034 of the injuries were serious trauma resulting in costly needs for services such as ambulance, police, fire, emergency room treatment, or hospitalization. About 72.5% or 22,800 of these persons involved minor injury and/or complaint of pain.

Table 2:

Fatalities vs Fatal Traffic Crashes in Mississippi 1995 -2007

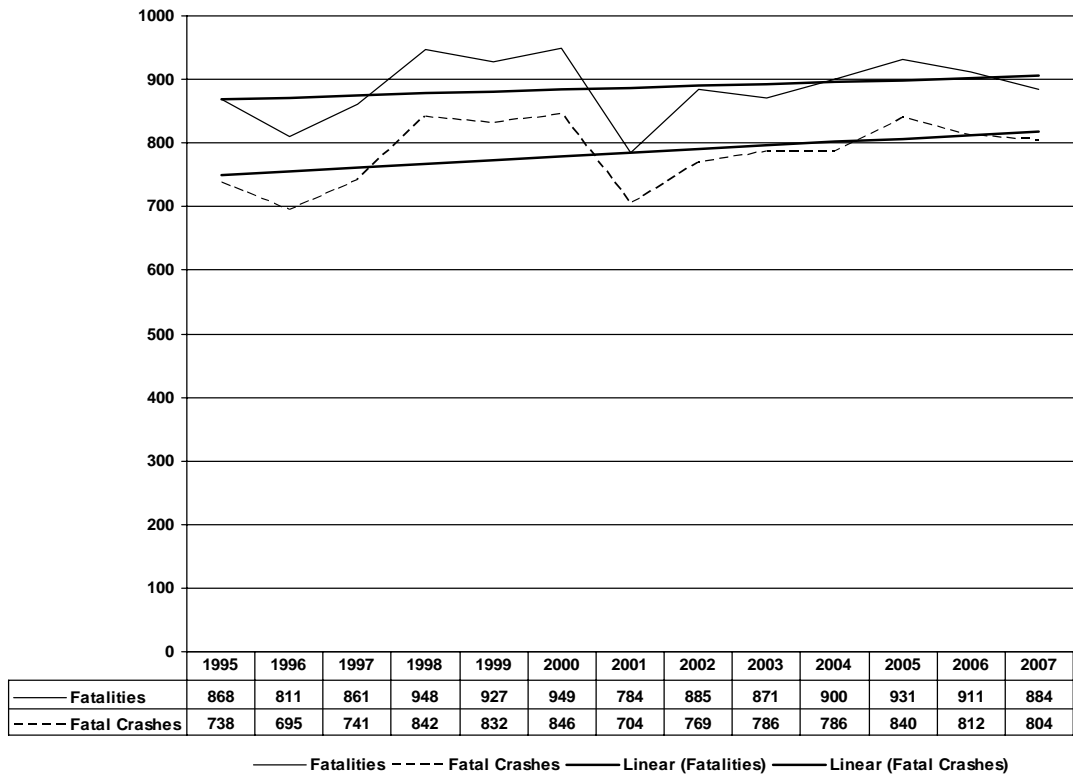


Table 3:

Traffic Fatalities by Road System

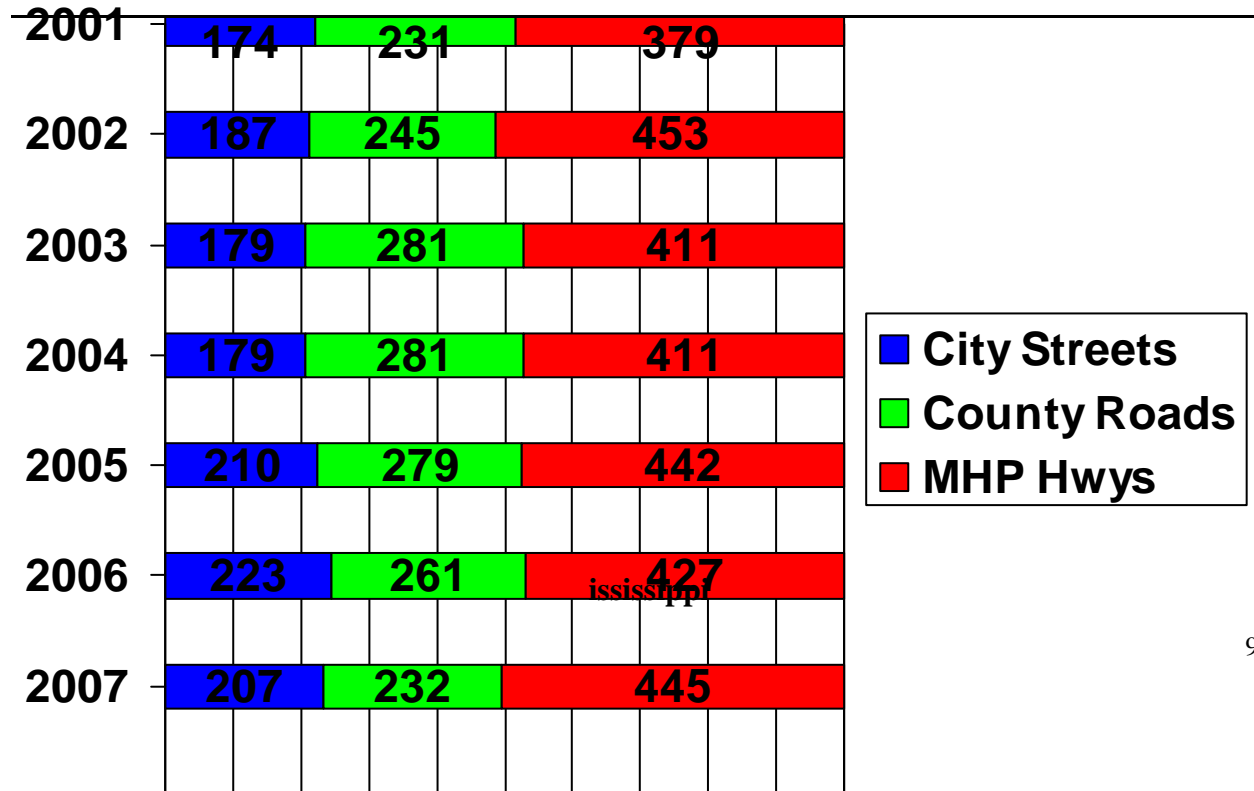
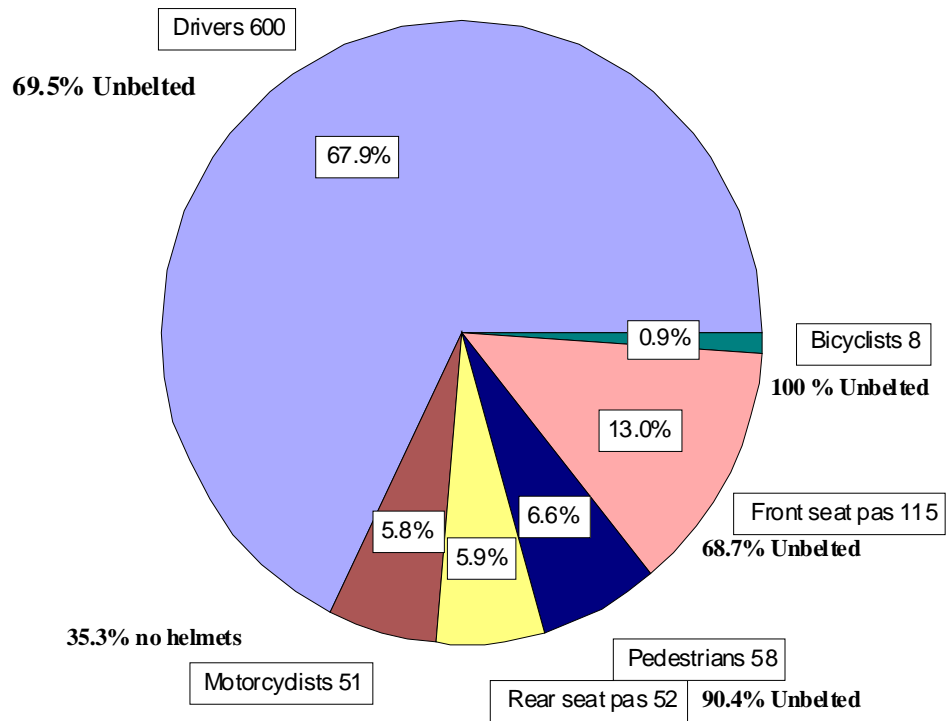


Figure 3: 2007 Traffic Fatalities

884 Total Fatalities



During 2007 in Mississippi, there were 804 fatal traffic crashes, 21,519 injury crashes and 55,341 crashes involving only property damage. This equates to 77,664 total traffic crashes for our state. The total crashes for 2006 were 78,406 with 812 fatal crashes, 21,997 injury crashes and 55,597 with property damage.

Occupant Protection

An analysis of traffic fatalities for 2007 shows that belt usage in these crashes has increased slightly after passage of the primary law. The law became effective in late May, 2006, and immediately led to strict enforcement and public awareness campaigns. Historically in Mississippi, more than three out of four traffic fatalities have not been protected by seat belts or

child restraint devices. This past year was the first time this unbelted rate fell below 75% to 69.3%.

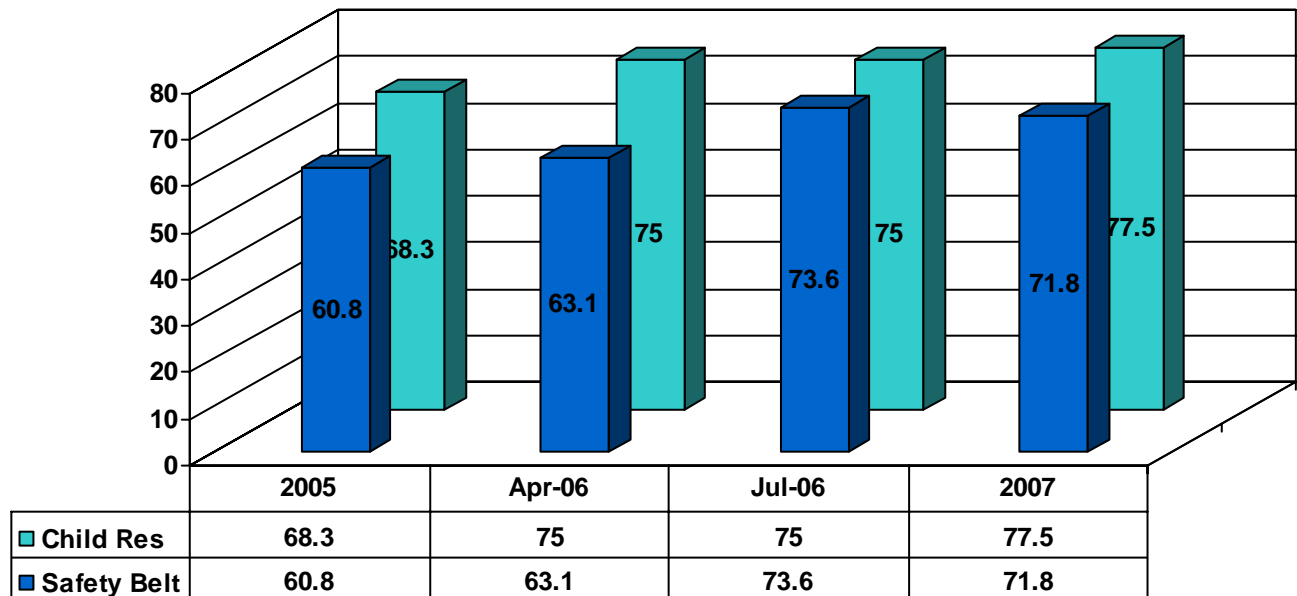
It is interesting to note that the unbelted rate of fatalities (69.3%) is very close to the latest scientific observed usage rate of 71.8% for 2007. To reduce traffic fatalities significantly, the usage rate needs to be above 80% and more in line with national rates. In the future, this analysis will be more reliable since the primary law will have been in effect more than a year.

A study of non-fatal injuries during 2007 is more revealing with respect to effectiveness because the numbers are greater representing a more valid study. There were 497 drivers sustaining life threatening injuries (A level) in 2007. These constituted those persons that would have died if not for EMS response within the “golden” hour after traumatic injury. Almost half of these (45.7%) were belted and subsequently, did not become a fatality.

During 2007, there were 5,514 drivers that were serious injuries (B level) and over three out of four were belted (77%). Most of these were transported by EMS to medical centers for observation and/or emergency room care. Moreover, there were 15,100 drivers with minor injuries (C level) because they were belted at a rate of 92%. These statistics document the fact that as belt use increases, the severity of injury decreases. There is no doubt that seat belts save lives and/or reduce injury. With sustained statewide law enforcement, coupled with public information and education, Mississippi stands poised to save hundreds of lives and reduce thousands of injuries each year from increased safety belt usage by motorists.

Table 4:

Child Restraint and Safety Belt Use Rates



■ Child Res ■ Safety Belt

The scientific observed belt usage rate has also shown an increase from 2005 to 2007. Mississippi became the 22nd state to adopt the primary safety belt law during the 2006 legislative session. Governor Barbour signed the bill into law effective May 27, 2006. Our observed rate during 2005 had fallen to 60.8%, the lowest in the nation. During late summer of 2006, the observational survey was conducted and results showed the **usage rate had climbed to 73.6%**. While this is a differential of 12.8 percentage points higher, it actually constitutes a 21% increase in the rate of change from 2005 to 2006.

The Child Restraint Usage Rate shows a dramatic increase from 2005 to 2007, from 68.3% to 77.5%. In the 2008 Legislative Session, the Mississippi Legislature passed a booster seat law, requiring all children 4 to 6 be properly fitted and seated in belt positioning booster seats. Hopefully, with the passage of this law, and the subsequent media campaign, the public will become more aware of the importance of child safety seats and booster seats, and the rate for child restraints will continue to increase.

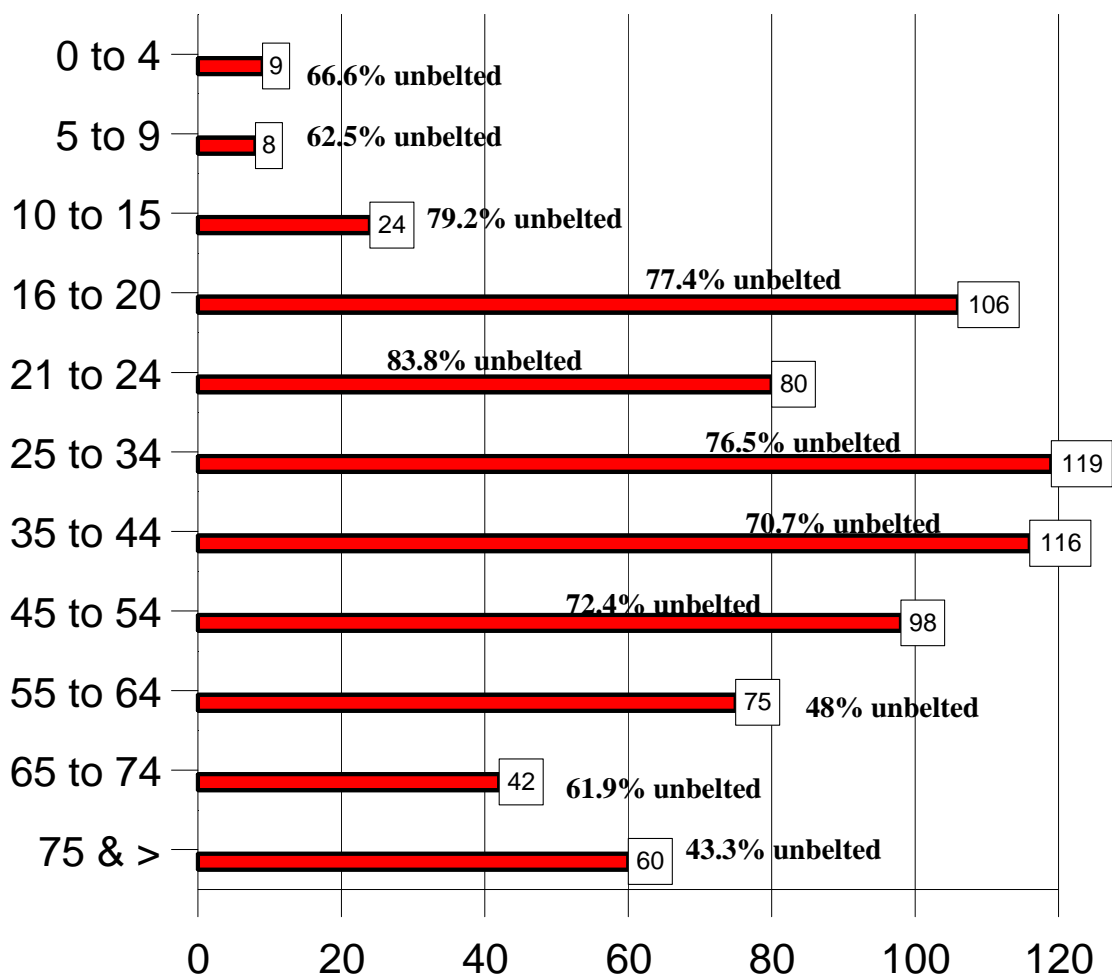
The MS Occupant Fatalities by Age Chart following this section shows occupant fatalities by age and occupant protection. There were 9 deaths of very young children, ages 0 to 4, with 6 out of 9 not in child restraint devices. The ages 10 to 15 had 24 deaths with 79.2% unbelted. Our legislature is debating a measure to mandate all juveniles under 18 be restrained in all seating positions. Presently, our law only covers to age 8 in the rear seats.

Mississippi teenagers and young adults under age 35 represent significant traffic safety problems concerning seat belts. Teenagers (ages 16 to 20 actually) were 14.3% of occupant deaths while being only 6.4% of the licensed drivers. They were unbelted 77.4% of the time when killed. Young adults, ages 21 to 24, were 10.9% of occupant deaths and 6.9% of licensed drivers with the highest unbelted rate of 83.8%. Occupant deaths ages 25 to 34 comprised 16.1% of the total and had an unbelted rate of 76.5%. Deaths of those ages 35 and older had 72.4% or less unbelted, which shows an increase in usage by mature drivers. Also, the most senior adults killed were belted 56.7% of the time.

In a multi-year study, 37% (1,000 of 2,712) of unbelted fatalities occurred on Saturday or Sunday. Another 17% (451 of 2,712) of the unbelted fatalities were on Friday. Of all jurisdictions, local roads accounted for the greatest number of unbelted fatalities (1,130 of 2,712; 43%). The roadways under State jurisdiction did account for just over half of the fatalities (1,554 of 2,712), and most of these were on the State Highways.

Mississippi's goal, in its Strategic Highway Safety Plan, is to save approximately 200 lives by reducing the number of traffic fatalities from approximately 900 to 700 or less by 2011. This would be a 25% reduction in the number of traffic fatalities. In order to achieve the goal, the number of annual unbelted fatalities needs to be reduced by approximately 105.

**Table 5: Mississippi
Occupant Fatalities by Age - 2007**



Impaired Driving

Impaired Driving continues to be a significant problem in Mississippi, with 35% of all traffic fatalities being alcohol-related. DUI arrests are slowing increasing after the downward trend seen from 2002 to 2005.

Projections are made for out-of-state DUI arrests from MHP trooper activity reports and selected major police departments in border cities and tourist areas, which enables us to compute estimates of total arrests for each year. Recently, total DUI arrests have dropped from a high of 32,121 in 2002 to a low of 22,511 in 2005. This is a 30% decrease for this period. Many factors led to this situation. Law enforcement deployments for military service have greatly affected manpower. The year 2005 arrests were impacted by Katrina and its aftermath. The rate of decrease from 2002 to 2004 was 16.1%, a better indication of the diminishing DUI arrests. However, DUI arrests for 2006 rose to 23,693, which are a 5.3% increase, and rose again in 2007 to 24,851, a 5 % increase.

DUI arrests of Mississippi drivers are maintained on our automated driver history file, but out-of-state driver arrests are not because we have no jurisdiction over their driver licenses. Mississippi shares many border miles with Alabama, Tennessee, Arkansas and Louisiana. In addition, our gaming industry is in these border areas and establishments offer free alcoholic drinks, thus raising out-of-state DUI rates from 18% to an estimated 25% since gaming began in our state during the last decade.

Table 6:

DUI Arrests in Mississippi 2000 - 2007

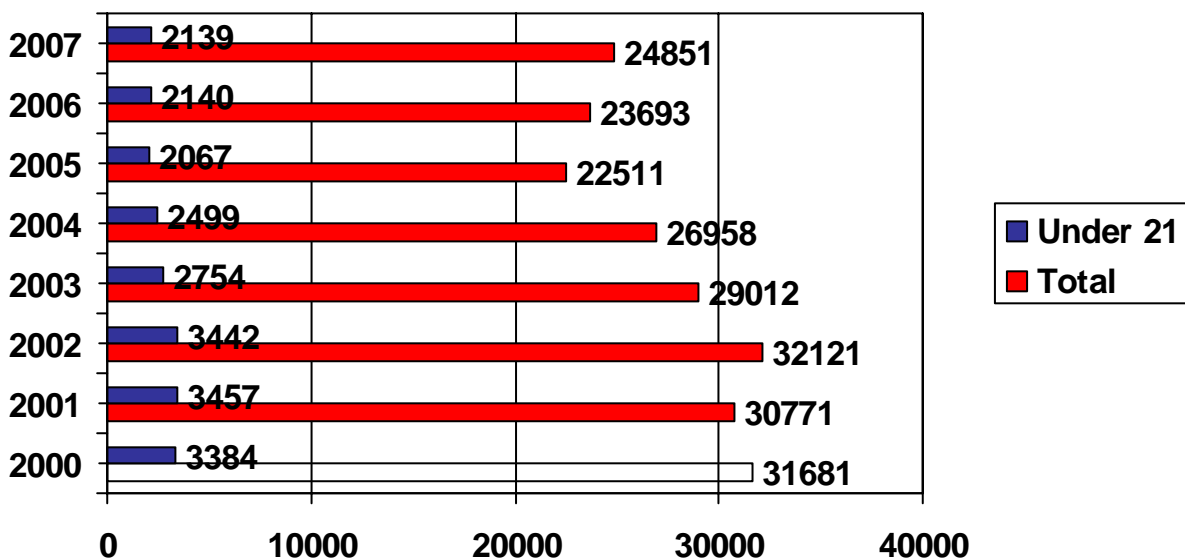


Table 7: 2000-2007 DUI Arrests for Impaired Drivers Under 21

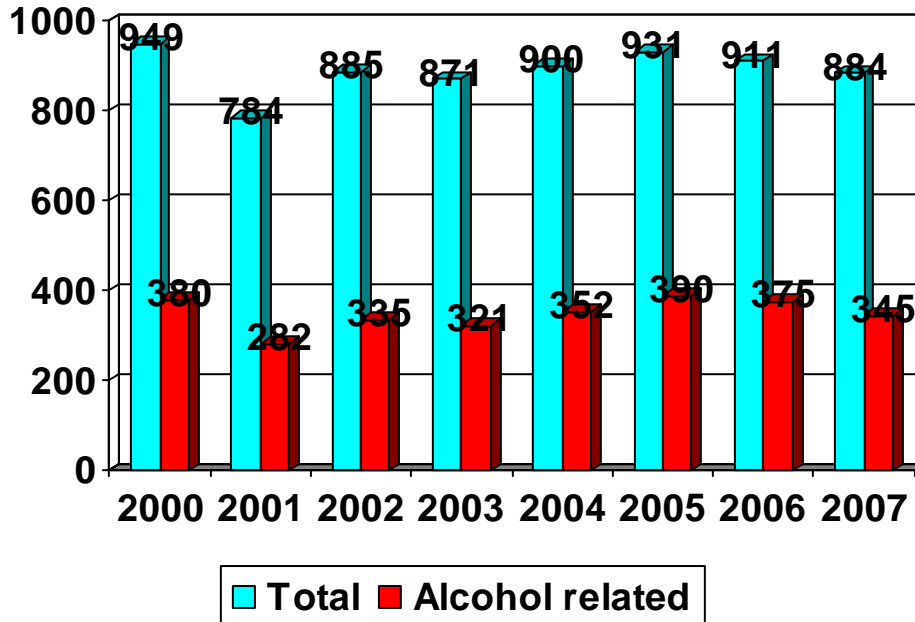
Year	Total DUI Arrests	Underage 21 DUI	% Underage DUI
2000	31,681	3,384	10.7 %
2001	30,771	3,457	11.2 %
2002	32,121	3,442	10.7 %
2003	29,012	2,754	9.5 %
2004	26,958	2,499	9.3 %
2005	22,511	2,067	9.2 %
2006	23,693	2,140	9%
2007	24,851	2,139	8.6%

The underage DUI arrests constitute major traffic safety problems. In fact, the teenage percentage of total DUI is really greater than the 8.6% to 11 % shown in the above table. This is true because the under 21 count stated is the actual number of young Mississippi drivers arrested, but the total, as noted, includes Mississippi and out-of-state drivers. We have no way of estimating the number of out-of-state underage arrests. The Mississippi underage driver accounts for 11.5% of all Mississippi drivers arrested for DUI. The most alarming fact is that these young drivers are committing two serious offenses - both drinking alcohol illegally and then driving under the influence!

The impaired driver is the primary contributing factor in fatal traffic crashes every year in Mississippi. Although speeding and other aggressive driving behaviors cause deadly traffic crashes too, alcohol remains the predominant enemy of traffic safety. When DUI arrests decrease, there are usually corresponding increases in traffic fatalities. Traffic enforcement not only saves lives, it also supplements many criminal enforcement activities.

Table 8:

Total Fatalities vs Alcohol Related Fatalities



In Mississippi for 2007, alcohol related traffic fatalities remain below the national average of 41%. For the years 2003 through 2006, the rate of alcohol deaths increased from 37% to 41%. Moreover, the number of alcohol deaths for this period has increased from 321 to 375 because total traffic fatalities had risen from 871 to 911. Both total fatalities and alcohol related deaths decreased in 2007. There were 27 fewer traffic fatalities for a 3% reduction. Alcohol related fatalities decreased by 30, an 8% reduction.

The average (mean) BAC for all DUI arrests during 2007 was .123. This is evidently well above the per se BAC of .08 and .02 for under age 21. The proximity of the mean for DUI arrests to .08 is a direct measure of the potential impact of DUI enforcement to raise the perception of risk for arrest among persons prone to drink and drive. The mean BAC of .123 is one of the lowest in the nation, which proves our SFST training and our STORM organization has been instrumental in making this possible. The fines assessed for DUI are above 7 million dollars annually.

Table 9: Mississippi DUI Analysis by Rates

Year	Police %	Sheriff %	MHP %	Refusal Rate	Conviction Rate	DUI 1 st	DUI 2 nd	DUI 3 rd
2000	54.1%	19.2%	26.7%	18.3%	91.7%	80.4%	18.2%	1.4%
2001	47.5%	21.2%	31.3%	17.3%	91.2%	82.7%	16.1%	1.2%
2002	48.5%	22.1%	29.4%	19.2%	90.7%	84.1%	14.7%	1.2%
2003	49.1%	23.2%	27.7%	20%	90.1%	84.5%	14.4%	1.2%
2004	49.5%	25.6%	24.9%	21%	90.5%	84.8%	14.3%	.9%
2005	51.7%	26.8%	21.5%	23.7%	90.5%	85.8%	13.3%	.9%
2006	48.6%	28.8%	22.6%	24.1%	91.1%	86.9%	12.6%	.5%
2007	48.9%	24%	27.1%	24.5%	97.3%	87.6%	12%	.4%

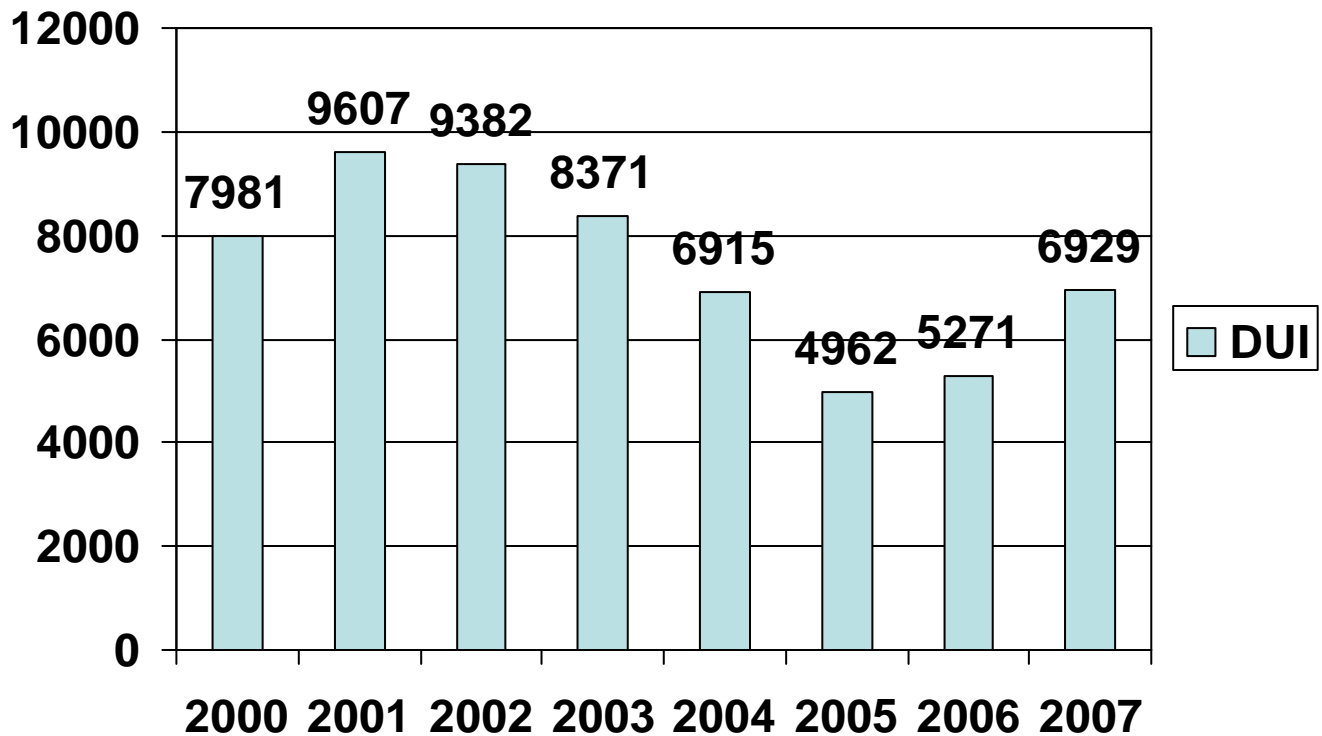
The DUI refusal rate recently has been increasing to almost one in four (24.5%). The conviction rate had remained about 91% historically. However, the 2007 rate was a record 97.8%, another testament to quality law enforcement training through the SFST and STORM efforts. Felony DUI (3rd offense) are supposed to be reported by the Circuit Court where the conviction occurred. However, most DUI abstracts come from Justice or Municipal courts. Therefore, the reported felony rate is very low (less than 1%). Historically, first offense DUI had been about 67% of DUI offenses before third offense became a felony.

This under-reporting of felony DUI accounts for the first offense DUI statistics being over 80% of arrests. Hopefully, the majority of those caught for the first time will learn a life lesson during the Mississippi Alcohol Safety Education Program (MASEP) and not become a repeat offender. During the 2007 legislative session, the Implied Consent law was amended to require completion of MASEP in order to get a driver license reinstatement after the first DUI offense. The hard-core drinking driver, if not rehabilitated, will end up killing or maiming themselves or worse yet - innocent victim(s) of impaired drivers.

Traffic enforcement not only saves lives, it also supplements many criminal enforcement activities. Reducing the incidence of DUI and increasing the use of occupant protection are two of the most cost effective methods to reduce death and injury on our roadways. Seat belts remain one of our best defenses against impaired drivers. Whether being a crime victim or crash victim; everyone pays the societal costs for health care and public safety resources.

Table 10:

MHP DUI ARRESTS 2000-2007



As shown above, the number of MHP DUI arrests has increased significantly from 2005 to 2007, showing a 40% increase, climbing to 2004 levels. This increase can be attributed to the sustained DUI enforcement projects initiated with OHS funding during those years. This year's HSP again has a substantial amount of impaired driving funds for the MHP to continue with the sustained DUI enforcement program, and to expand it to include a DUI dedicated unit with 410 funds. Hopefully, with the development of the MHP DUI task force, DUI arrests will continue to climb, and the number of alcohol-related deaths will decline.

The MHSP, with 154 and 410 funds, will continue its sustained DUI enforcement initiatives in FY 2009, adding a DUI dedicated task force to increase DUI arrests and reduce alcohol-related fatalities on MHP roads and highways.

**Table 11: RANKING OF TOP TWENTY COUNTIES IN MISSISSIPPI
TRAFFIC SAFETY PROBLEM IDENTIFICATION**

RANK	2007 TOTAL CRASHES 100 mil VMT	2007 FTLY VMT RATE MHP HWY	2007 INJ VMT RATE MHP HWY	2007 TOTAL VMT RATE MHP HWY	2007 INJ PER MILE CO ROADS	2007 INJ RATE 10K POP
1	Forrest	Hancock	George	Jackson	Jackson	Tunica
2	Oktibbeha	George	Tallahatchie	Hancock	Harrison	Forrest
3	Leflore	Harrison	Humphreys	Warren	Lamar	George
4	Adams	Jackson	Tunica	Tunica	Warren	Stone
5	Lowndes	Leflore	Lawrence	Harrison	Tunica	DeSoto
6	Jackson	Forrest	Marion	Pearl River	DeSoto	Harrison
7	Hinds	DeSoto	Claiborne	Lamar	George	Lauderdale
8	Alcorn	Marshall	Quitman	Tate	Hinds	Jackson
9	Harrison	Lincoln	Tate	DeSoto	Lauderdale	Covington
10	Lauderdale	Copiah	Jeff Davis	Forrest	Stone	Adams
11	DeSoto	Grenada	Pearl River	Jones	Lowndes	Alcorn
12	Rankin	Perry	Leake	Lowndes	Pearl River	Hancock
13	Grenada	Hinds	Copiah	Lauderdale	Rankin	Pearl River
14	Lafayette	Lauderdale	Jefferson	Lincoln	Lee	Jones
15	Jones	Prentiss	Sharkey	Covington	Forrest	Panola
16	Neshoba	Humphreys	Clarke	Marshall	Hancock	Lee
17	Lee	Tate	Neshoba	Madison	Adams	Rankin
18	Pearl River	Tunica	Coahoma	Alcorn	Oktibbeha	Lowndes
19	Washington	Pearl River	Wilkinson	Grenada	Jones	Hinds
20	Pike	Panola	Amite	Hinds	Madison	Copiah

These six rankings by various rates can be utilized to determine the counties where specific traffic safety problems need to be further studied and/or addressed. Obviously, when a county appears in the top twenty multiple times, there are definite safety concerns; the higher the ranking the more prevalent the problem. The use of both population and VMT normalization yields unbiased rates.

The severity level of crashes should be among the characteristics that are specified in formulating countermeasures. Injury rates are the best predictor for identifying exposure to risk. Fatalities are too few comparatively, especially for sampling studies, and the magnitude of property damage (PDO) crashes may be a factor of the level of reporting. Local policy and workload will often dictate the number of PDO crashes reported, especially in large cities. Injury crash numbers are sufficient for valid statistical analyses and include the range of severe injuries to minor casualties.

Ranking of Mississippi cities was performed with rates calculated after adjusting police crash numbers. Injury level C (Minor) and PDO accidents were removed from this study in order to reduce the reporting bias and, more significantly, to pinpoint the most hazardous crashes. The table on the following page discloses the ranking by city police departments investigating crashes on municipal streets. Although all cities are included in the full study, only the top 25 are listed. The report is restricted to cities with at least 10,000+ population. There are indicators on the report to identify cities which increased or decreased at least three rank positions from 2006 to 2007.

Speed

NHTSA defines speeding as driving too fast for conditions or exceeding the posted speed limit.

- 12% of all reported crashes are Speed-related.
- 31% of all fatal crashes are Speed-related. (37% males between the age of 15-20)
- 86% of all Speed-related crashes occur on collector, arterial, and local roads.
- The cost of Speed-related crashes is estimated to be \$40.4 billion annually. (2002)

Table 12: RELATED CRASHES 2001-2007

Crash Year	Total Fatalities	VMT(Millions)	Speed-Related Fatalities	Speed-related Fatality Rate by VMT
2001	794	35,894	149	.4
2002	885	36,273	232	.6
2003	872	37,718	170	.45
2004	900	38,915	173	.44
2005	931	39,899	254	.64
2006	911	41,030	337	.82
2007	884	42,755	320	.75

Table 13: Economic Impact of Motor Vehicle Traffic Crashes, 2000

	Overall Cost	Due to Speeding-Related Crashes
Mississippi	\$2.106 Billion	\$0.414 Billion
U.S.A	\$230.568 Billion	\$40.390 Billion

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

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

- Because 87% of Speed-related crashes don't occur on the interstates we've realized that speeding is a national problem that requires local solutions.

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

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

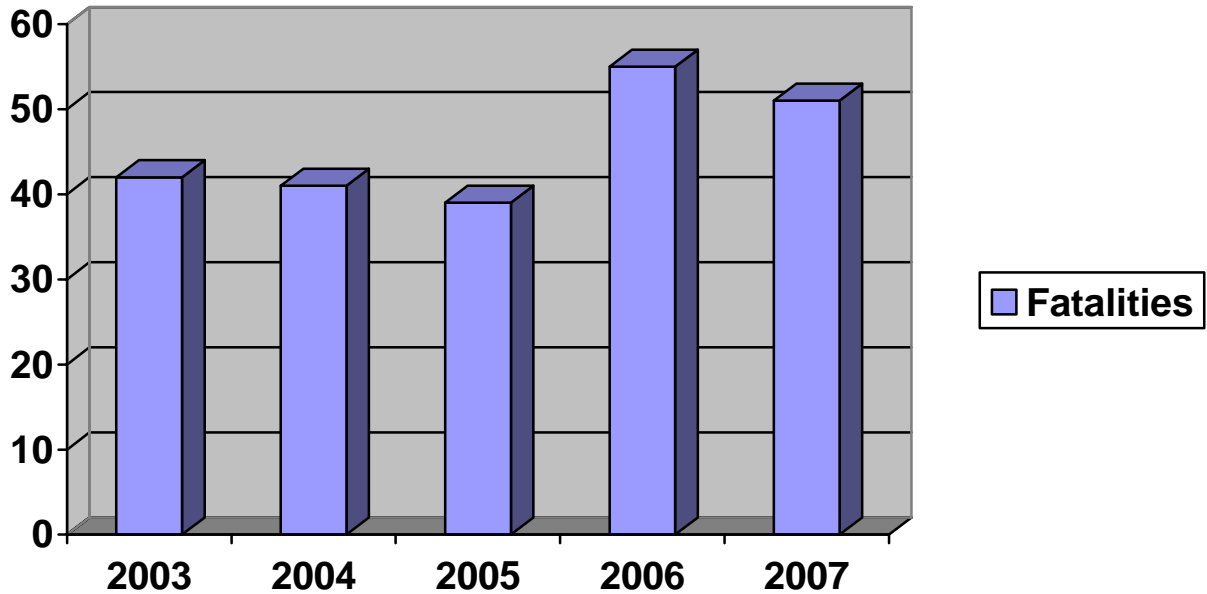
Motorcycle Safety

Mississippi has a strong motorcycle helmet law, with a 99% helmet usage rate as shown by the MSU helmet survey each year. However, with the rise in fuel costs, more and more Mississippians are riding motorcycles, with the number of motor cycle registrations climbing each year. In 2006, motorcycle registrations were 27,533, with 55 motorcycle fatalities. In 2007, motorcycle fatalities decreased by 7% to 51, but still are considerably higher than in 2005, with only 39 killed. In 2007, 20% of the motorcyclists killed were not wearing helmets. Mississippi consistently maintains a 99% motorcycle helmet usage in the annual Motorcycle Survey.

Table 14: 2007 Motorcycle Fatalities by Age and Sex

AGE	FEMALE	MALE	TOTAL
10-14	1	1	2
15-19	0	4	4
20-24	0	7	7
25-29	1	5	5
30-34	1	5	6
35-39	1	6	7
40-44	0	4	4
45-49	0	4	4
50-54	1	3	4
55-59	1	5	6
60-64	0	2	2
TOTAL	5	46	51

Table 15: Motorcycle Fatalities 2003-2007



Setting of Performance Goals:

Goals and performance measures are developed after reviewing all the problem identification studies. Comparisons are made of rates and trends over time (3 to 5 years) and goals are set and performance measures are derived. With input from each of the program coordinators, the traffic records coordinator, and the OHS Director. Projects and activities are developed based on the highway safety problems identified since our plans are always data driven. The reduction of traffic fatalities and injuries constitutes our mission and priorities are set by selecting activities that address the stated problems. All project activities must strive to incorporate at least one of the following countermeasures: decrease impaired driving, increase belt use, attack aggressive driving including speeding, or focus on demographic populations that are over-represented for traffic safety issues.

There are many users of traffic records each year. They include traffic administrators to deploy enforcement units, engineers to identify roadway hazards, judges to determine sentencing and prosecutors to determine appropriate charges. Additionally, they include licensing agencies to identify problem drivers, emergency response teams to improve response times, health care organizations to understand implications of patient care and costs, motor carrier officials to

identify problem commercial drivers and carriers. Federal, state and local administrators and elected officials need and use the traffic information to set public policy or make laws.

I

The Mississippi Highway Safety Information System (MHSIS) describes the total automated traffic records system which includes traffic crashes, citations, drivers, vehicles, roadways, EMS data, vital statistics, coroner reports, crime laboratory data, demographics and travel density. MHSIS is an evolutionary records system which is a complex, volume-intensive, data collection, storage, and retrieval system. The goal is to achieve uniformity and compatibility of traffic records while reducing inefficiency of record keeping. The system will continue to support national priority areas defined by the National Highway Traffic Safety Administration (NHTSA).

Participation in Planning Process:

The OHS staff, with input from the Department of Public Safety and the Mississippi Highway Patrol, develops the Highway Safety Plan, which includes the goals, objectives, and performance measures. Highway Safety staff involved in the planning process include all program coordinators, the program analyst, the traffic records coordinator, and the OHS Director.

Grant Application Process:

Requests for Proposals and Highway Safety Guidelines are mailed in April to local continuation grantees that are eligible for another grant year, and as requested by local law enforcement. The Law Enforcement Liaisons distribute grant application packets in person and via email to requests they receive and areas that have been identified by the traffic records as having a significant traffic safety problem. When data is available for the previous year, usually in May, they are examined, and agencies with a high incident of traffic related fatalities and injuries are contacted if not currently in the grant system. Grant applications are due to OHS by June 30st.

The Mississippi Association of Highway Safety Leaders (MAHSL) has over 100 members and represents various traffic safety disciplines, such as law enforcement, engineering, planning, public health, judiciary, insurance, and consumers. Requests for Proposals are distributed at the MAHSL meeting in April and May. Members recognize the value of traffic records in identifying problems, establishing performance measures (goals and objectives) and using statistical techniques to evaluate program outcomes.

The Associations of Chiefs of Police and Sheriffs have meet two times a year for conferences and OHS representatives are on program to present our highway safety issues each year. These groups are invited to apply for highway safety projects, and the LELs discuss possible funding options during the meeting.

After the grant applications are received, they are date stamped and placed in an Excel data base. Highway Safety Project Staff hold an initial meeting to divide the grant applications

for the review, evaluation, and rating. Each competitive grant application will be rated two times by OHS staff. Scores are then placed in the data base, averaged, and ranked from highest to lowest. By Mid- July, the initial review process should be completed. OHS staff meets to discuss each grant on an individual basis. Program Coordinators make recommendations to the OHS Director as to which grants should be included in the Highway Safety Plan for the upcoming year. These grants are then incorporated into the Highway Safety Plan and the Performance Plan.

Letters are mailed to potential subgrantees with specific revision requests, both technical and programmatic. After all corrections are made, the grant enters the Highway Safety review process, with review by the program manager, the program analyst (when position is filled), the fiscal manager, and the OHS Director. After federal funds have been approved and funds have been obligated in the Grant Tracking System, an implementation conference is held for all grant recipients during October, and grants are awarded at that time. Projects are monitored throughout the year.

Project Development description:

Projects are selected based on emphasis areas as determined by the National Highway Traffic Safety Administration (NHTSA), and data analysis as stated earlier. Each year projects are developed and implemented in the following areas of traffic safety: (1) Impaired driving, (2) Occupant Protection, (3) Traffic Records, (4) Police Traffic Services (Includes speed), (5) Roadway Safety and (6) Motorcycle Services. City and county rankings for traffic related fatalities and injuries, and alcohol-related fatalities are used to determine project locations, as well as the problem identification section located within each grant. (See City and County 2007 rankings in Appendix A)

HIGHWAY SAFETY PLAN
2009
Goals and Performance Measures

Goal 1: In keeping with the Mississippi Strategic Highway Safety Plan, to reduce traffic fatalities to 700 or below by 2011.

- **Performance Measure/Fatality Rate:** Decrease the fatality rate per 100 million vehicle miles traveled from 2.07 in 2007 to 2.00 by the end of 2009.

Goal 2: To reduce number of traffic related injuries to 28,000 or below by 2011.

- **Performance Measure/Injury Rate:** Decrease the injury rate per 100 million VMT from 74 in 2007 to 65 by the end of 2009.

Goal 3: To reduce the alcohol –related fatality rate to or below the national rate.

- **Performance Measure/Alcohol and Other Drugs:** Reduce the alcohol-related fatality rate from .8 per VMT in 2007 to .75 in 2009.
- **Performance Measure/Alcohol and Other Drugs:** Reduce the percentage of alcohol-related fatalities from 39% in 2007 to 36% by the end of 2009.
- **Performance Measure/Alcohol and Other Drugs:** Reduce the number of alcohol-related fatalities from 345 in 2007 to 320 by the end of 2009.
- **Performance Measure/Alcohol and Other Drugs:** Increase the number of DUI arrests from 24,851 in 2007 to 26,000 by the end of 2009.
- **Performance Measure/Teen alcohol-related fatalities:** Reduce percentage of driver fatalities aged 16 - 20 involved in alcohol-related fatal crashes from 10% in 2007 to 8% by the end of 2009.

Goal 4: Reduce preventable deaths and injuries by increasing the seat belt and child restraint usage rates.

- **Performance Measure/Occupant Protection:** Increase seat belt usage among all motorists from 71.8% in 2007 to 76% by the end of 2009.

- **Performance Measure/Teen Occupant Protection:** Reduce percentage of traffic deaths among teens ages 16-20 from 12% in 2007 to 10% by the end of 2009 by educating the driving teen population as to the importance of seat belt usage.
- **Performance Measure/Child Occupant Protection:** Increase child restraint usage from 77.5% in 2007 to 80% by the end of 2009.
- **Performance Measure/Child Occupant Protection:** Reduce traffic deaths among children ages 0-15 from 41 in 2007 to 35 by the end of 2009 by educating the public about the importance of correctly installing and using child safety seats, booster seats and seat belts.

Goal 5: Enhance traffic records usage for implementing data-driven comprehensive, statewide traffic safety planning.

- **Performance Measure/Traffic Records:** To increase the percentage of BAC test results in drivers involved in fatal traffic crashes from 30.7 in 2006 to 40% by the end of 2009.

Goal 6: Reduce traffic-related fatalities associated with driving in excess of the posted speed limit.

- **Performance Measure/Speed:** To reduce speed related fatalities from 320 or 36% in 2007 to 310 or 35% by the end of 2009.

Goal 7: Minimize the risk of highway crashes through targeted roadway improvements by the year 2010.

- **Performance Measure/Roadway Safety:** Implement two traffic safety studies in two sites during 2009.

PA 2009-01
PLANNING AND ADMINISTRATION

Through the planning and administration grant, continuous efforts will be made to provide the resources necessary for planning, administration and coordination of a statewide Highway Safety Program. The planning and administration grant will provide for the salaries, fringe benefits, and travel expenses for the Executive Director and Attorney (33% time), Bureau Director, the Program Analyst and two Administrative Assistants (100%), and the salaries and fringe benefits for the Office of Highway Safety Fiscal Officer (100%). In addition, it provides costs associated with operating the Highway Safety Program for both P & A personnel and project personnel located in the OHS office, including contractual services, commodities, and indirect costs for administrative support.

The Mississippi Office of Highway Safety is responsible for development and implementation of the annual Highway Safety Plan based on an evaluation of highway safety problems within the state, the involvement of local units of government in the improvement of their highway safety planning and administrative efforts, the monitoring of progress and associated expenditures on the state and local levels, and the collection and analyses of statistics and other data relevant to highway safety in the state.

The day-to-day internal management of the Highway Safety Program is coordinated under the Executive Director by the Bureau Director. Programs under the Bureau Director are Alcohol Countermeasures, Occupant Protection, Traffic Records, Roadway Safety, and Police Traffic Services. Please refer to the appropriate sections in the Planning Document for a description of program area staffing and coordination. **P & A costs are matched 50/50 with state funds. The required 20% in-kind match for the 402 program is met with MHP vehicles in a PTS grant.**

The OHS staff for state fiscal year 2009 consists of the following: (See Organizational Chart)

1 Executive Director	(33% 402 P & A; Dr. Billy White, Jr.)
1 Bureau Director, GR	(100% 402 P & A; Kim Proctor)
1 Attorney	(33% 402 P & A; Steve Coleman)
1 Administrative Assistant	(100% 402 P & A; Beth Burns)
1 Accounting Bureau Director	(33% 402 P & A; Sonya Toaster)
1 Accounting Branch Director	(100% P & A Patsy Lowery)
1 Alcohol Division Director	(100% 402 Alcohol Countermeasures – Sandra Moffett)
1 OP Branch Director	(100% OP 402; Vacant)
1 OP Program Manager	(100% OP 402; Kathy Ellis)
1 OP Special Projects Coordinator	(100% OP 402; Robin Layton)
1 PTS Branch Director	(50% PTS 402; Bobby Earnhart)

1 PTS Project Manager/LEL (100% PTS 402 Robert Hancock)
 1 Traffic Records Coordinator (100% 402 Traffic Records- Vacant)
 1 Roadway Safety Coordinator (50% PTS 402 –Bobby Earnhart)
 2 AL Program Managers/LELs (100% 154 P & A; Roger Vanlandingham, Dale Turner)
 2 AL Program Managers (100% 154 P & A; Vacant)
 Additional Staff paid through contractual arrangements with the University of Southern Mississippi: 4 Law Enforcement Liaisons 100% PTS; Markas Marbry, Tammy Moore, Mike Hemrick, Mark Costas, 1 Administrative Assistant Dianne Byrd)

**PA 2009-01
 PLANNING AND ADMINISTRATION**

	TOTAL (100%)	FEDERAL (50%)	MATCH (50%)
PERSONAL SERVICES			
Salaries & Wages: (Bureau Director; Executive Director (33%) Attorney (33.0%) Program Analyst (2) Administrative Assistants Fiscal Officer (100%))	\$206,920.32	\$103,460.16	\$103,460.16
Fringe Benefits (24.9% of Salaries which consist of: Social Security, State Retirement, Group Insurance, Unemployment Insurance, and Workman's Compensation)	\$ 51,523.16	\$ 25,761.58	\$ 25,761.58
Travel	\$ 15,000.00	\$ 7,500.00	\$ 7,500.00
Total Personal Services	\$273,443.48	\$136,721.74	\$136,721.74
CONTRACTUAL SERVICES			
Utilities	\$ 8,200.00	\$ 4,100.00	\$ 4,100.00
Telephone	12,000.00	6,000.00	6,000.00
Office Rent	95,000.00	47,500.00	47,500.00
Accounting Services	45,000.00	22,500.00	22,500.00
Other Fees	<u>10,000.00</u>	<u>5,000.00</u>	<u>5,000.00</u>
Total Contractual Services	\$ 170,200.00	\$85,100.00	\$85,100.00

GRAND TOTAL PLANNING AND ADMINISTRATION	\$443,643.48	\$221,821.74	\$221,821.74
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2009-02

ALCOHOL/DRUG COUNTERMEASURES

Problem Identification:

Mississippi’s fatalities decreased from 911 in 2006 to 884 in 2007. Alcohol-related fatalities remained constant, decreasing 8% from 375 in 2006 to 345 in 2007. The percentage of alcohol-related fatalities increased, from 38% in 2006 to 39% in 2007. The total number of DUI arrests increased, from 23,693 in 2006 to 24,851 in 2007. The average mean BAC for all DUI arrests in 2007 was .124. This low average BAC can be attributed in part to the .08 BAC required for DUI, .02 for under 21, and the strong Standardized Field Sobriety Training conducted within the state. The alcohol-fatality rate is currently 0 .8 per VMT in millions for 2007, which is a substantial decrease from 2006 at .91.

Alcohol countermeasures projects proposed for this fiscal year includes SFST and a DRE pilot training, and designated DUI enforcement units in problem localities. As a part of any 402 alcohol countermeasures project in FY 2009, all applicants are required to establish and implement safety belt use policies for their individual agencies, attend the Mississippi Association of Highway Safety Leaders meetings, support S.T.O.R.M., the DUI Officer Association and the Blitz initiatives including two national and statewide campaigns “Click it Or Ticket” and “Drunk Driving, Over the Limit, Under Arrest”.

The enforcement period for the “Drunk Driving, Over the Limit, Under Arrest” Crackdown ran from August 15 to September 1, 2008. Other proposed high visibility DUI enforcement initiatives are planned for the Christmas holiday period (December 19 - 31, 2008), New Year’s (January 1 - 4, 2009), June 26 -30, 2009, July 4th holiday (July 1- 5, 2009), and Labor Day which will be held during the 2009 National Impaired Driving campaign (August 21 - September 7, 2009). Participating law enforcement agencies, including State police, will be involved in engaging in these four high visibility enforcement blitz efforts which will include checkpoints, saturation patrols and other detailed activities in a joint effort to reduce the number of alcohol-related fatalities in Mississippi. This concerted law enforcement effort will serve more than 80% of the State’s population.

Law enforcement will use 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 will be determined by:

- Unusual incidence 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

Enforcement agencies will be strongly advised to ensure the site itself has maximum visibility from each direction and has sufficient illumination to ensure safety during night inspection.

Enforcement efforts from county and local law enforcement and the Mississippi Highway Patrol will be concentrated in the thirty counties which have been identified as having 65% of the total impaired driving fatalities and severe injuries in Mississippi. Local Office of Highway Safety DUI projects will engage in saturation patrols and sobriety checkpoints. High visibility law enforcement campaigns will be conducted within the state on a quarterly basis at high-risk times throughout the year.

Goal 3: To reduce the alcohol –related fatality rate to or below the national rate.

- **Performance Measure/Alcohol and Other Drugs:** Reduce the alcohol-related fatality rate from .8 per VMT in 2007 to .75 in 2009.
- **Performance Measure/Alcohol and Other Drugs:** Reduce the percentage of alcohol-related fatalities from 39% in 2007 to 36% by the end of 2009.
- **Performance Measure/Alcohol and Other Drugs:** Reduce the number of alcohol-related fatalities from 345 in 2007 to 320 by the end of 2009.
- **Performance Measure/Alcohol and Other Drugs:** Increase the number of DUI arrests from 24,851 in 2007 to 26,000 by the end of 2009.
- **Performance Measure/Teen alcohol-related fatalities:** Reduce percentage of driver fatalities aged 16 - 20 involved in alcohol-related fatal crashes from 10% in 2007 to 8% by the end of 2009.

Strategies:

- **MS OHS will participate in the National Drunk Driving Crackdowns as set forth by the section 410 guidelines.**
- **Fund a comprehensive alcohol countermeasures coordination project to see alcohol/drug countermeasures including DUI enforcement statewide.**
- **Provide logistics for the statewide Standardized Field Sobriety Training.**

- To fund DUI enforcement projects which utilize high visibility enforcement.
- Each local OHS DUI project agency will conduct at least one special impaired driving enforcement operation per month in a high risk location.
- During the sustained period MHP, in conjunction with the local jurisdictions, will conduct at least two safety checkpoints per month in each of the thirty high fatality ranked counties.
- Each local OHS DUI project will continue to do monthly multi-jurisdictional sobriety checkpoints, giving priority to high risk locations identified in the SES counties.
- Each local project will generate earned media and shall anticipate earned media activities before, during and after planned enforcement efforts.

402 Project Descriptions:

Project Number: 09-AL-410-1

Project Title: Alcohol/Drug Countermeasures Coordination Project

Description: Through the **Alcohol/Drug Countermeasures Coordination Project**, the OHS will continue to provide statewide coordination of all alcohol/drug traffic safety programs and activities. The Alcohol/Drug Program Specialist is responsible for planning 402 programs, and is assisted by the alcohol special projects officer and the alcohol program evaluator in managing and evaluating programs. Weaknesses in the state's system are identified through monitoring of programs and contacts by program staff with agencies and persons across the state. Evaluation plans for new projects will be developed and needed data collected by the alcohol program specialist and the alcohol program evaluator.

Budget: \$100,000 Federal 402

Project Number: 09-AL-401-1

Project Title: MASEP Standardized Field Sobriety Testing (SFST) Training

Description: Over the past years a vital need for continuation of **Standardized Field Sobriety Testing (SFST) Training** through Mississippi State University MASEP has been recognized in the state, and the requests for this training continue to increase. In FY 2008, 19 SFST training schools were held throughout the state, training a total of over 450 officers and state troopers in SFST. These officers have formed a DUI Officer Association entitled STORM (Sobriety Trained Officers Representing Mississippi), which has attributed greatly to a substantial drop in the average BAC for DUI arrests, down to .124 in 2007. The response from officers who have received the training and from law enforcement leaders across the state, including the Mississippi Highway Safety Patrol, indicates an overwhelming need for continuation of SFST. Plans are to continue the excellent working relationship with MASEP and hold at least eight additional SFST local sessions and one instructor training during FY 2009. These trainings meet the criteria of initiation, development and implementation specified in Title 23 CFR, Chapter 11, Part 1250, enabling consideration for local benefit.

Budget: 187,014 Federal 402

Project Number: 09-AL-299-1

Project Title: City of Picayune DUI Enforcement Project

Description The City of Picayune is the largest city located in Pearl River County, a county with 48,621 residents, and is the major city for the entire county trade area. Pearl River County falls within the top 30 counties for alcohol-related fatal and injury crashes. Three of the most traveled Interstate highways, I-10, I-59 and I-12, intersect only 15 miles south of Picayune. The traffic flow and population has significantly increased since the Katrina storm in 2005. Many hurricane victims displaced from the storm are now living in Picayune and Pearl River County while commuting to the roadways to work. In 2007, 119 DUI arrests were made in Picayune. By March of 2008, 52 DUI arrest had been made. In FY 2009, Picayune plans to hire two DUI officers and a DUI caseworker to address the impaired driver, and will purchase 2 PBTs.

Budget: \$100,000 Federal 402

Project Number: 09-AL-117-1

Project Title: Desoto County DUI Enforcement Project

Description: Desoto County is now rated as one of the fastest growing counties in the nation. The Desoto County sheriff's department employees approximately 223 employees, of which, 102 are patrol deputies with the counties lead law enforcement agency. The county is first in the Alcohol Fatality Rate by trend and is eighth by rank. The county is located in the northern most part of the state, directly adjacent to the State of Tennessee and the City of Memphis. Desoto County is also within a few miles of the Robinsonville and Tunica major casinos; Bally's, Fitzgeralds, Gold Strike, Grand, Hollywood, Horseshoe, Sam's Town and the Sheraton. Desoto County is only a few miles from the Tunica River Park which, in addition to the growth and the casinos draws an unbelievable number of vehicles, people and consumption of alcohol. The increased amount of the traffic, as well as the popular tourist attractions have resulted in an increase in traffic-related violations and vehicle crashes. The growth, as well as the above, has caused a tremendous financial burden on the county, simply to attempt to keep up. This grant could and would assist with the increases and would allow the Desoto county sheriff's department to aggressively enforce DUI laws to provide a better safety net for its citizen's. For the first grant year in history, Desoto County plans to implement a full DUI unit consisting of two full-time DUI officers. These officers will be equipped each with an in-car mobile video system and a PBT in order to assist them with arresting and convicting the impaired drivers in their community.

Budget: \$110,000 Federal 402

Section 154 Project Descriptions:

Project Number: 09-TA-101-1

Project Title: Adams County DUI Enforcement Project

Description: Adams County will begin a new DUI enforcement project with 1 DUI officer, 1 in-car camera, 2 PBTs, and overtime. Adams County falls within the top 30 counties with alcohol-related fatalities. Adams County will also host the LEL for Troop M.

Budget: \$35,000.00 Federal 154

Project Number: 09-TA-398-1

Project Title: Blue Mountain DUI Enforcement Project

Description: Town of Blue Mountain has three state highways that converge in the city limits. One of these, Highway 15, will soon be four lanes. Tippah county as well as Blue Mountain does not permit alcohol consumption. However, highways 2 and 15 are connected to wet counties. These are roads that are traveled by individuals who bring alcohol into Blue Mountain. Conducting checkpoints and saturation patrols will have an impact on decreasing the number of drunk drivers within the town. The police department will benefit from provisions for overtime, and the purchase of a digital video system, stop sticks(tire deflation devices) and a PBT.

Budget: \$10,000 Federal 154

Project Number: 09-TA-205-1

Project Title: Brandon DUI Enforcement Project

Description: Project Number: 09-TA-205-1

Project Title: DUI Enforcement Program

Description: Rankin County ranks number twenty-seven in the top thirty counties. A high DUI conviction rate can be attributed to the decrease number of DUI arrests made by the **City of Brandon Police Department**. With the assistance of highway safety funding, the department will be able to continue the salary for its dedicated DUI officer and will be able to purchase 3 PBTs.

Budget: \$62,896 Federal 154

Project Number: 09-TA-893-1

Project Title: Byhalia DUI Enforcement Project

Description: The proposed DUI Enforcement Project will enable the **Town of Byhalia** Police Department to continue the employment of one DUI officer and provide public information and educational literature relating to impaired driving.

Budget: \$45,000 Federal 154

Project Number: 09-TA-108-1

Project Title: Carroll County DUI Enforcement Project

Description: Motorists driving under the influence of alcohol is a major problem in **Carroll County**. Patrons frequent numerous night clubs and bars and engage in impaired driving one departing the establishment. The sheriff's department is requesting funds for one DUI officer and an in-car camera.

Budget: \$55,000 Federal 154

Project Number: 09-TA-255-1

Project Title: Carthage DUI Enforcement Project

Description: To combat the growing problem of DUI-related crashes, the **City of Carthage** police department created a DUI unit. In addition to arresting DUI offenders, public information and education programs will be conducted throughout the city. A lap computer is being purchased to maintain DUI data for the city

Budget: \$48,657.74 Federal 154

Project Number: 09-TA-113-1

Project Title: Clay County DUI Enforcement Project

Description: **Clay County** with a population of 21,979 is a growing county in Northeast Mississippi. Located in the section called the Golden Triangle Clay county has Hwy 45, Hwy 46, Hwy 47 and Hwy 50 running through it. On any given day approximately 85,000 motorist travels through this area as it is the main artery of traffic between Tupelo and cities of Starkville, Columbus, Meridian, Philadelphia and Jackson. Located approximately 15 miles from Columbus and Starkville, and less than 10 miles from the Tenn-Tom Waterway, Clay County is the gateway for traffic for the events at Mississippi State and MS University for Women. Those two universities bring in 30-40 thousand participants during the sporting events. This brings thousands of individuals in the county with a mindset of drinking that leaves the Clay County Sheriff's Department left to combat. Offenses seen are Underage Drinking, Public Drunk and a multitude of DUI Violations. Clay County is a wet county, which makes alcohol easy to obtain. With an average of five fatalities each year the Clay CO Sheriff's Department strives to create safer highways. With funding from NHTSA and MS GOHS the Clay County Sheriff's Department is seeking funding for a DUI Enforcement Officer, fringe benefits and overtime to work safety checkpoints throughout the year to assist in curbing the DUI problem.

Budget: \$40,000.00 Federal 154

Project Number: 09-TA-206-1

Project Title: Clinton DUI Enforcement Program

Description: The estimated percentage (10 – 15%) of the total vehicular crashes occurring in the **City of Clinton** is alcohol related. The city is home for the eight private and public schools, Mississippi College which enrolls approximately 3,300 students and several businesses, all generating an enormous amount of traffic. An increase of impaired driving behavior is anticipated since the passage of a new ordinance allowing the sale of beer in the city's numerous restaurants. Thus, the Clinton Police Department will proactively seek DUI violators and will maintain a zero tolerance position for underage individuals. Funding will be provided to pay the salary of a DUI officer and to make provisions to effectively conduct roadblocks, such as overtime, stop sticks and traffic cones.

Budget: \$45,000.00 Federal 154

Project Number: 09-TA-261-1

Project Title: Collins DUI Enforcement Program

Description: Collins Police Department will implement a DUI enforcement program with overtime and fringe to participate in the DDOTLUA campaign, and to conduct saturation patrols during the grant year. Collins is a growing city located on the main Highway 49 in Further, Covington County borders Forrest County which ranks 19 in counties representing the top 65% of alcohol related crashes and fatal/injury crashes in Mississippi from 1997 – 2007.

Budget: \$20,000 Federal 154

Project Number: 09-TA-262-1

Project Title: Columbia DUI Enforcement Project

Description: The **City of Columbia** is located approximately 33 miles west of Hattiesburg. Hattiesburg is a major city which has three college campuses, including the University of Southern Mississippi. There are also popular attractions for travelers and the city is also identified as a retirement haven. Approximately 12,000 vehicles travel through Columbia on US Highway 98. Within the city limits are three other highways, namely Highways 13, 35 and 44. Highway 13 south is used as a route to the coastal counties, including Hancock which is known for its gambling casinos. Further, Marion County, which harbors Columbia, is located between two counties which prohibit the sale of alcohol. The project grant would allow the employment of one full time DUI officer to actively engage in DUI enforcement, while one in-car camera system and two PBTs will serve to effectively detect impaired drivers.

Budget: \$70,000 Federal 154

Project Number: 09-TA-263-1

Project Title: Columbus DUI Enforcement Program

Description: Ranked as number eleven of the top twenty-five cities with the highest number of crashes, the City of Columbus has the Columbus Air Force Base and Mississippi University for Women. Also, over 20 bars and restaurants serve alcoholic beverages to patrons. Plan is to assign one dedicated DUI officer and to purchase an LED directional light to enhance roadblocks.

Budget: \$64,500.00 Federal 154

Project Number: 09-TA-116-1

Project Title: Covington County DUI Enforcement Project

Description: An increase in population is the primary factor that has caused a significant increase in hazardous traffic problems for **Covington County**. Since Hurricane Katrina, county residents have grown from 18,000 to 21,000. Further, Covington County borders Forrest County which ranks 19 in counties representing the top 65% of alcohol related crashes and fatal/injury crashes in Mississippi from 1997 – 2007. Federal funding will allow the sheriff's department to employ a dedicated DUI deputy to adequately address drinking and driving behavior, and purchase one in-car camera, and two PBTs.

Budget: \$50,000 Federal 154

Project Number: 09-TA-268-1

Project Title: Dekalb DUI Enforcement Program

Description: The **Town of Dekalb** is located at the intersection of Highway 16 and Highway 39, both highways are major routes to the Golden Moon, thus putting the town at risk for extensive impaired driving behavior. Dekalb is requesting overtime and two PBTs.

Project Number: 09-TA-269-1

Project Title: D'Iberville DUI Enforcement Project

Description: **City of D'Iberville** is located in Harrison County, which is ranked 2nd in number of alcohol-related fatalities. In regard to th DUI problem in this area, D'Iberville Police Department's data indicates 44 alcohol-related crashes occurred during 2007. The city is located overlooking Biloxi's Back Bay in the geographic center of the Mississippi Gulf Coast. Such events as 'Cruising the Coast' and Mardi Gras often come with alcohol consumption and driving which can be a deadly mix. D'Iberville is requesting one DUI officer, 1 PBT, 1 in car video camera, and stop sticks (tire deflation devices) used in apprehending impaired drivers fleeing the scene.

Budget: \$65,000 Federal 154

Project Number: 09-TA-270-1

Project Title: Drew DUI Enforcement Project

Description: The strategy adopted by the **Town of Drew** police department is to develop a community-based program design to address the issues of underage driving and impaired driving. The department will conduct roadblocks and saturation patrols, utilizing funds provided by OHS. Drew is requesting overtime and one PBT.

Budget: \$5,000 Federal 154

Project Number: 09-TA-278-1

Project Title: Flowood DUI Enforcement Program

Description: Alcohol consumption and failure to wear safety belts are major contributors to a drastic increase in traffic crashes for the **City of Flowood**. Total number of crashes increased from 1278 to 1556 for the period of 2005 to 2006. A DUI officer and overtime will be used to address the severity of this DUI problem. Four stop sticks will be purchased to apprehend DUIs.
Budget: \$70,000 Federal 154

Project Number: 09-TA-277-1

Project Title: Florence DUI Enforcement Program

Description Although still a ‘dry’ county except for beer and light wine sales, the City of Florence has a high volume of traffic from several ‘wet’ counties, making liquor readily available and easy to obtain. During this year, the police department stepped up patrol and traffic enforcement. Requested funding includes monies to hire a DUI officer, two PBTs and one in-car camera.

Budget: \$45,000 Federal 154

Project Number: 09-TA-118-1

Project Title: Forrest County DUI Enforcement Project

Description: Ranked nineteen among the top 65% counties, **Forrest County** has average over 30 AR and fatal/injury crashes yearly in the last nine years. The county is comprised of some major arteries for traffic between the Mississippi Gulf Coast (casino territory), Jackson, New Orleans and Mobile. This area of the state is known as the “hub, of south Mississippi due to the numerous highways that run across the county, including: U. S. Highways: 98, 49, 11, 13, 42 and Interstate 59. The project grant will provide two full time DUI deputies and one part-time grant project coordinator to provide a more comprehensive approach to DUI enforcement and program coordination.

Budget: \$142,000 Federal 154

Project Number: 09-TA-118-2

Project Title: Forrest County DUI Prosecution Felony District Attorney’ s Office

Description: Based upon inconsistencies shown between reporting of DUI felonies (17 cases) by the **Forrest County District Attorney’s** office and data reported to the Office of Highway Safety (zero cases), clearly there is a break-down in reporting. As a result of this, among other problems indicated by the district court, the 12th Judicial District is requesting funding for a dedicated DUI focused Assistant District Attorney at 75% time. The ADA will handle all aspects of felony DUI related cases as well as assist law enforcement during investigations;

review cases for Grand Jury presentation; present the case to the Grand Jury on a monthly basis in Forrest County and a quarterly basis in Perry County and will prepare the cases for trial and prosecute the cases at trial. Legal technical assistance will also be provided to other prosecutors' law enforcement officers, judges and clerks in the region.

Budget: \$85,110.00 Federal 154

Project Number: 09-TA-210-1

Project Title: Gautier DUI Enforcement Project

Description: Due to annexation in 2002, the **City of Gautier**, grew from 10 square mile to over 32 square miles, bringing with it an increase in traffic enforcement issues that have grown exponentially with each passing year. Gautier is located in Jackson County, which ranks first in the state for alcohol-related fatalities. Since 2004, fatalities have increased 33% and injuries have increased 42%. Contributing factors include heavy traffic commuters to nearby industries, tourism along the Mississippi Gulf Coast and new comers to the area after Hurricane Katrina. Gautier is requesting DUI overtime, one in car video camera, and four PBTs.

Budget: \$35,000 Federal 154

Project Number: 09-TA-121-1

Project Title: Greene County DUI Enforcement Project

Description: **Greene County** contains major U.S. Highway 98 (commonly referred to as 'Bloody 98') and highways 42, 63 57, and 594 give route to the Mississippi Gulf Coast and its gaming industries, to Hattiesburg and its university sporting events and to Mobile, AL where racing competitions are held. Unfortunately, alcohol consumption plays a huge part in each of these events; thus a high percentage of traffic crashes occurring within the county are alcohol related. Funding for the Greene County Sheriff's Department will include I DUI officer, I PBT, 1 in-car mobile video system, and 1 laptop.

Budget: \$50,000 Federal 154

Project Number: 09-TA-213-1

Project Title: Greenwood DUI Enforcement Project

Description: The **City of Greenwood** continues to rank in the top thirty counties in alcohol-related fatalities in the state. There is a need to continue federal highway safety funding in order to adequately address the city's major traffic problems brought on by impaired driving. Plan is to continue with the assignment of one DUI officer and to utilize overtime as a part of the police department's DUI enforcement strategy. Two stop sticks will be purchased as well.

Budget: \$55,000 Federal 154

Project Number: 09-TA-284-1

Project Title: Grenada DUI Enforcement Project

Description: The **City of Grenada** is the only incorporated area in Grenada County and as such is the hub for shopping, recreation, medical care, and dining for the 23,263 residents of its county as well as for surrounding counties. State Highway 51 goes right through the middle of the city and a major portion of it is currently under construction. This construction creates an additional danger for drivers. Compounding this problem is the fact that the construction is in an area where DUI behavior is very prevalent. Along with the continuation of employing a DUI officer, an in-car camera and a laptop will be purchased.

Budget: \$56,500 Federal 154

Project Number: 09-TA-214-1

Project Title: Gulfport DUI Enforcement Project

Description: The advent of the gaming industry and the sudden dramatic economic and population growth has turned the **City of Gulfport** into a cosmopolitan area with big city traffic problems, listing it as number 10 in the top 251; of cities. The city is midway between New Orleans and Mobile and is served by the area's only major route to the coast from the north – Highway 49. It is linked to the east/west by Interstate 10 and Highway 90 and boasts of having the Port of Gulfport and the Gulfport – Biloxi International Airport. One casino is located on scenic Highway 90. However, the City of Biloxi, Gulfport's neighbor to the east, has seven casinos and much of the tourist traffic travel through Gulfport. With traffic problems-inadequate infrastructure, traffic congestion, and an industry that encourages patrons to consume alcohol-comes increased numbers of DUI related crashes-injuries and fatalities. Funding for overtime will allow for significant patrol hours to engage in saturation patrols, checkpoints and other special DUI enforcement details.

Budget: \$100,000 Federal 154

Project Number: 09-TA-386-1

Project Title: Guntown DUI Enforcement Project

Description: Surrounded by three dry counties, the **Town of Guntown** is often frequently by traveling patrons purchasing alcohol within its city limits. The OHS will assist the police department by providing overtime money and by funding an in-car camera and a PBT,

Budget: \$5,000 Federal 154

Project Number: 09-TA-123-1

Project Title: Hancock County DUI Enforcement Project

Description: Traffic on **Hancock County** roadways is increasing at a rapid rate. This is due in part to the casinos that are now re-opened in Hancock County as well as along the Mississippi

Gulf Coast. With nearly 52 fatalities per 10,000 population, the county ranks number five in the top 65%. Continuation funding from the OHS will provide the ability to concentrate more manpower on the roadways at the appropriate times. DUI enforcement coordination will include the employment of two DUI officers and one part-time coordinator.

Budget: \$117,324 Federal 154

Project Number: 09-TA-124-1

Project Title: Harrison County DUI Enforcement Project

Description: Continued stress levels brought on by increased population since Katrina has brought on extensive behavior problems. These include family issues such as domestic violence and increased alcohol consumption. DUI arrests during FY 06 were 1070, a 14% increase from the previous year. A reduction in DUI arrests (805) during FY 07 reflects recognition by the public that DUI laws in **Harrison County** will be strictly enforced. The sheriff department is requesting continued funding for four DUI officers to actively engage in more saturation patrols and safety checkpoints.

Budget: \$215,423 Federal 154

Project Number: 09-TA-125-1

Project Title: Hinds County DUI Enforcement Project

Description: **Hinds County** is home to seven (7) incorporated municipalities and numerous unincorporated communities. The largest of these, Byram is a residential community located in the southeastern part of the county. Successful petitioning and rezoning of the business district by area merchants to declare portions of the Byram Community as a resort area is the result of the Hinds County Sheriff's Office continued efforts in strong DUI enforcement. This rezoning effort approved the sale of packaged liquor and the sale of liquor within area restaurants. Therefore, an increase in the number of impaired drivers is a logical expectation. The department requests continued funding for a central LEL officer not only to deal with DUI traffic issues within its boundaries but also to organize, coordinate and conduct regional DUI enforcement activities among agencies throughout central Mississippi. Three in-car video cameras are requested for the two DUI officers on the grant, and one for the DUI officer paid by Hinds County. **Budget:**

\$185,000 Federal 154

Project Number: 09-TA-218-1

Project Title: Horn Lake DUI Enforcement Project

Description: In addition to being close to Memphis, Tennessee, the **City of Horn Lake** is within a few miles of Tunica which is home to over eight major casinos which are noted for providing free consumption of alcohol to its patrons. Plan is to continue to engage the police department in at least two checkpoints/roadblocks per month during sustained enforcement and to aggressively engage in national impaired driving campaigns. Two officers will engage in DUI enforcement for this project, and two PBTs will be purchased.

Budget: \$120,000 Federal 154

Project Number: 09-TA-288-1

Project Title: Indianola DUI Enforcement Project

Description: The City of Indianola has seven night clubs from which a significant number of impaired drivers emerge. To continue to address this issue, the city is requesting financial assistance in employing a dedicated DUI officer and purchasing a printer to aid in maintaining necessary paperwork.

Budget: \$40,000 Federal 154

Project Number: 09-TA-290-1

Project Title: Itta Bena DUI Enforcement Project

Description: The population for the Town of Itta Bena is home to Mississippi Valley State University. The town also has several alcohol consuming establishments, thus attributing to impaired driving behavior. The police department will gain assistance with overtime funding and the purchase of an in-car camera and a PBT.

Budget: \$10,000 Federal 154

Project Number: 09-TA-165-1

Project Title: Jackson County DUI Enforcement Project

Description: Overtime money through the DUI Enforcement Program will permit assigned deputies of the Jackson County Sheriff's Department to work overtime DUI details during checkpoints and saturations. This is particularly important as the county is located close to the next county which harbors multiple casinos which routinely use free alcohol to "loosen the pockets" of their patrons. More importantly funding hopefully will serve to assist an area where the county ranks first in number of alcohol fatalities within the state.

Budget: \$71,395.26 Federal 154

Project Number: 09-TA-135-1

Project Title: Kemper County DUI Enforcement Program

Description: Kemper County, ranked eighth by alcohol fatality rate, has experienced a significant increase in DUI activity due to the number of highways running through the area. More specifically is Highway 16 which is a major thoroughfare leading to the Pearl River resort in Choctaw, Mississippi and which serves as host to the Golden Moon and the Silver Star casinos. Kemper County is requesting DUI overtime, one in-car video camera, and two PBTs.

Budget: \$15,000 Federal 154

Project Number: 09-TA-137-1

Project Title: Lamar County DUI Enforcement Project

Description: Ranked among the top 65% (number 29) of fatalities and injury crashes is Lamar County. In an effort to strengthen the link between OHS and law enforcement agencies throughout the Southern Region, the **Lamar County Sheriff's Department** proposes to establish an LEL program. The grant will accommodate one DUI officer, a part-time case worker and an in-car camera.

Budget: \$70,000 Federal 154

Project Number: 09-TA-231-1

Project Title: Lauderdale County DUI Enforcement Project

Description: Additional funding is necessary for the salaries of two dedicated DUI officers with the **Lauderdale County Sheriff's Department**. Since the inception of the county's DUI Enforcement Division, driving under the influence arrests have increased, down-time has decreased, and felony DUI convictions have increased. The department plans to conduct checkpoints and saturation patrols and purchase two PBTs in order to curtail impaired driving within its jurisdiction.

Budget: \$100,000 Federal 154

Project Number: 09-TA-140-1

Project Title: Leake DUI Enforcement Project

Description: According to statistics, the **Leake County Sheriff's Office** has had a tremendous increase in DUI arrests from 2005 to 2006. Though reasons for the increase can be attributed to several factors, motorists en route to the Pearl River Resort and Casinos in Philadelphia is the primary cause. A new addition to the resort is the Beach Club, which is essentially the only bar in any of the surrounding counties and offers a pool side bar which is accessible from the new water theme park. This raises concerns for the Sheriff's Department since more day time drinking and driving is prevalent. Funding will allow more day time patrols and checkpoints to combat impaired drivers. Additional funding will be used to purchase four stop sticks.

Budget: \$20,000 Federal 154

Project Number: 09-TA-142-1

Project Title: Leflore DUI Enforcement Project

Description: Motorists driving under the influence is a major problem in **Leflore County**. Past records indicate that there have been a low number of DUI arrests even though alcohol use is a contributing factor to a significant number of crashes that occur within the jurisdiction. The low number can be attributed to the lack of funds needed to hire someone designated to address this issue. Thus, the department is requesting continuation funds to hire one DUI officer, provide overtime and to purchase a PBT. **Budget: \$60,000 Federal 154**

Project Number: 09-TA-203-1

Project Title: Long Beach DUI Enforcement Project

Description: According to recent data, the **City of Long Beach** ranks 23 among the top 25 cities in fatalities. There are approximately 28 establishments that sell beer and liquor such as restaurants, convenience stores and taverns. Based upon the Annual Average Daily Traffic Count (AADT), an average of 218,640 vehicles passes through the city each day. DUI overtime will be provided to the Long Beach Police Department.

Budget: \$50,000 Federal 154

Project Number: 09-TA-581-1

Project Title: MADD Youth Program

Description: **Mothers Against Drinking Drivers** will be developing an extension of the Office of Highway Safety Youth Program directly attacking the State's growing problem with teenage and young adult alcohol-related fatalities. The Youth Coordinator will form M.A.D.D. Youth Initiative Chapters on college and university campuses and conduct M.A.D.D. Power Camps for youth.

Budget: \$76,743.04 Federal 154

Project Number: 09-TA- 307-1

Project Title: Mendenhall DUI Enforcement Program

Description: The town of Mendenhall has two major highways intersecting within its city including Highway 49 which is heavily traveled daily with a total daily estimated travel volume of 27,010 travelers. Funding for this budget limited police department will allow for needed overtime and the purchase of an in-car camera system.

Budget: \$20,000 Federal

Project Number: 09-TA-222-1

Project Title: Meridian DUI Enforcement Program

Description: Continued funding for the **City of Meridian** would provide overtime necessary to run details on a more frequent basis, such as weekends, holidays and for special events. Though the number of DUI arrests has declined from 502 in 2005 to 402 in 2006, this is still a significant increase compared to the 272 DUI arrests ascertained during the first year of the department establishing a traffic unit. Over the last four years the fatality rate has remained on an average, but the injuries are down along with the crashes. It is felt the heightened enforcement contributes the decrease. Two specialized DUI officers will be provided by the city and will serve to reduce the down-time for full time patrol officers who otherwise engage in DUI stops and three PBTs.

Budget: \$100,000 Federal 154

Project Number: 09-TA-408-1

Project Title: MHP Sustained HVE DUI Enforcement Project

Description: The **Department of Public Safety** plans to increase the level of DUI enforcement in the state, which will be a major priority. The requested overtime funds will be used to continue a DUI Task Force using off-duty manpower. This Task Force will be used for special DUI enforcement details in highly traveled areas such as roads leading to and from casino areas. The detail will utilize troopers, city police, county sheriffs', deputies and county constables to work in a targeted problem area at problem times in each of the nine MHSP districts. Past details of this size and nature have netted large numbers of impaired drivers taken off the roadways and untold lives saved as a result.

The "call back" details will start October 1, 2008 and run continuously through September 30, 2009, with special emphasis placed on the alcohol blitz holiday seasons. This added manpower on the busy highways should help to reduce fatal and injury crashes during this busy season. These details will be in addition to the normal hours worked by the troopers (as approved by the State Personnel Board). These enforcement periods will include checkpoints and saturation patrols by the state and local law enforcement agencies to reduce the number of alcohol-related fatalities in Mississippi.

Over \$5000 Equipment Request: Three BAC Mobile Units are requested, one for each MHP Region, to facilitate reduced downtime during saturation patrols and roadside sobriety checkpoints. Other equipment in excess of \$5,000 requested is 20 Intoxilizer 8000 models to for local and state use.

Budget: \$2,460,000 Federal 154

Project Number: 09-TA-148-1

Project Title: Monroe County DUI Enforcement Program

Description: Ranking number twelve in the top 65% of counties having the highest number of alcohol related crashes per 10,000 population is **Monroe County**. The county is located between Mississippi State University and the University of Mississippi. The sheriff's department DUI unit

will consist of one DUI deputy and overtime. An additional three PBTs will be added to enhance the project.

Budget: \$45,000 Federal

Project Number: 09-TA-149-1

Project Title: Montgomery County DUI Enforcement Project

Description: A major contributor to the high number of traffic crashes within **Montgomery County** is the number of major highways that run through the county. US 82, US 51, I-55, MS highways 407, 413 and 404 are heavily traveled by motorists who both travel at relatively high speeds and/or who are guilty of impaired driving. In addition, the county is home to a dirt race track which attracts many spectators, some of which engage in alcohol consumption prior to departing these events. Provisions for the hiring of a DUI officer and for the purchasing of a PBT will greatly enhance the sheriff department's DUI efforts.

Budget: \$55,000 Federal 154

Project Number: 09-TA-312-1

Project Title: Moss Point DUI Enforcement Project

Description: Traversed by several major highways, including I-10 and I-90, the **City of Moss Point** proposes to implement a DUI project and to engage in over time to deal with impaired driving. Moss Point is located in Jackson County, which ranks first in number of alcohol-related fatalities in the state. One in-car video camera will be purchased as well.

Budget: \$50,000 Federal 154

Project Number: 09-TA-150-1

Project Title: Neshoba County DUI Enforcement Project

Description: During the past ten years, **Neshoba County** has experienced major growth with the opening of new retail and resort businesses located near the Pearl River Casino Resort. The county also contains portions of state highways 15, 16, 19, 21 and 486. The jurisdiction is responsible for 10.6 square miles that make up the City of Philadelphia, approximately three square miles inside the Town of Union, and the 60 square miles of land on the Pearl River Indian Reservation of the Mississippi Band of Choctaw Indians (MBCI). An increased amount of traffic, as well as popular tourist attractions, has resulted in increased number of both alcohol-related violations and alcohol-related crashes to which the sheriff's department must respond. The department employs a full-time DUI officer whose duties include coordinating alcohol awareness presentations, DUI roadblocks/checkpoints and other programs related to reducing DUI behavior in the county. Two PBTs will be purchased.

Budget: \$44,539 Federal 154

Project Number: 09-TA-151-1

Project Title: Newton County DUI Enforcement Project

Description: Newton County will implement a new DUI enforcement project plans to address the extensive amount of “downtime” required to process a DUI arrest with the use of federal dollars to provide one DUI officer to work additional manpower hours in order to focus specifically on DUI related incidents. One in-car video camera was requested as well.

Budget: \$38,680 Federal 154

Project Number: 09-TA-316-1

Project Title: Ocean Springs DUI Enforcement Project

Description: Impacted by the costal casino industry is the **City of Ocean Springs** which was once a quaint community. With the increasing number of DUI arrests and with larger court dockets, the city is in need of continuation of funds for DUI overtime. Crash analysis also shows the Ocean Springs ranks 13 in the top 25 among cities, and is located in Jackson County, which ranks first in number of alcohol-related fatalities within the state.

Budget: \$25,000 Federal 154

Project Number: 09-TA-402-1

Project Title: Traffic Safety Resource Prosecution Project

Description: The Office of the Attorney General will receive a continuation grant for a **Traffic Safety Resource Prosecutor**, which will assist STORM, and train DUI prosecutors throughout the state. OHS will collaborate with the Mississippi Prosecutor=s Association and the Prosecutor=s Training Division of the Mississippi Attorney General=s Office to increase DUI conviction rates. The OHS currently funds a grant through the Prosecutor=s Training Division of the Mississippi Attorney General=s Office for a Traffic Safety Resource Prosecutor (TSRP). The TSRP will act as a liaison to increase the conviction rates in Impaired Driving cases. Funding is requested for an assistant to the Traffic Safety Resource Prosecutor.

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

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

Budget: \$183,527 Federal 154

Project Number: 09-PA-410-1

Project Title: OHS P&A Alcohol

Description: Impaired Driving Project Management will fund four program managers with the 10% Planning and Administration allowed with these funds.

Budget: \$200,000 Federal 154 P & A

Project Number: 09-PM

Project Title: Sustained DUI Enforcement PAID MEDIA Campaign

Description: Paid media in support of the sustained DUI enforcement efforts and the “**Drunk Driving, Over the Limit, Under Arrest**” campaign has been included in 154 funding. These funds will be used for sustained television radio ads in December 2009 and July 2009, with the remaining funds to be spent around Labor Day 2009. The Mississippi Highway Patrol will receive 154 and 410 funding to maintain the sustained DUI enforcement statewide and ensure concentration of DUI enforcement during the Labor Day, July 4th, Christmas and New Year’s holidays. The Department of Public Safety will contract with a media specialist for placement and purchase of all media for the OHS. The “Drunk Driving, Over the Limit, Under Arrest” messages will be approved by NHTSA before airing, **which will also include the impaired motorcycle rider.** The number of holiday alcohol-related fatalities will be used to evaluate the media messaging for December 2008, July 2009, and Labor Day 2009. The measures that will be used to assess message recognition are as follows: number of television and radio spots, ads and GPAs for paid media, earned media messages for print and television, and alcohol-related fatalities will be used to evaluate the effectiveness of the messaging. In addition, 9 in-car mobile video systems, one for each LEL troop area, and 250 PBTs will be purchased for use as incentives for local agencies to report during the Alcohol mobilization periods.

Budget: \$830,000 154 Federal

Project Number: 09-TA-318-1

Project Title: Olive Branch DUI Enforcement Project

Description: The cost effectiveness of the proposed program to address DUI far outweighs revenue generated from the **City of Olive Branch** and therefore limits the police department in addressing impaired drivers. The city is situated within a county (Desoto) which ranks number fourteen among the top 65% of alcohol related crashes. Requested continuation funds afford the department the opportunity to maintain a DUI officer and to purchase two mobile video cameras.

Budget: \$43,926.15 Federal 154

Project Number: 09-TA-227-1

Project Title: Pass Christian DUI Enforcement Project

Description: Funding will allow the purchase of equipment, such as one in-car camera and four PBTs in an effort to adequately address impaired driving in the **Town of Pass Christian.**

Strategy will be to place more officers on each shift in an effort to concentrate on specific areas impaired driving behavior is more prone.

Budget: \$50,000 Federal 154

Project Number: 09-TA-155-1

Project Title: Pearl River County DUI Enforcement Project

Description: Pearl River County is still experiencing the impact of Hurricane Katrina, especially on the population which has nearly doubled in size. This is due to the influx of people from the New Orleans and Slidell, Louisiana, as well as from Hancock County, MS. Continuation of the DUI Enforcement Unit will maintain its DUI officer and will acquire one laptop, and one in-car video camera.

Budget: \$60,000 Federal 154

Project Number: 09-TA-422-1

Project Title: Ross Barnett Reservoir DUI Enforcement Project

Description: The Pearl River Reservoir Patrol engages in patrolling over 100 miles of shoreline, over 90 miles of highway and county roads and the Natchez Trace and five counties of jurisdiction. The Jackson Metro area (within 15 miles of the Reservoir) is home to several colleges and universities and students often recreate along the Pearl River and the Reservoir, thus resulting in a major influx of drivers, some who are under the influence. The area also has an abundance of bars and restaurants. These establishments have “resort status” which allows them to stay open later than other bars in the nearby city. Continuation of the DUI Enforcement grant will allow funding for more overtime, thereby making more officers available to apprehend impaired drivers, especially during peak hours. Three in-car video cameras and four PBTs will be purchased as equipment.

Budget: \$56,773 Federal 154

Project Number: 09-TA-320-1

Project Title: Pelahatchie DUI Enforcement Project

Description: With a nine mile annexation of I-20 and surrounding area the City of Pelahatchie will continue to receive grant funds for DUI overtime enforcement and one in-car video camera. With these funds this will provide Pelahatchie the overtime necessary to run High Visibility Enforcement Efforts on a more frequent basis, such as weekends, holidays and special events. DUI officers will be aggressively seeking out impaired drivers.

Budget: \$10,000 Federal 154

Project Number: 09-TA-156-1

Project Title: Perry County DUI Enforcement Project

Description: **Perry County** is located on the Mississippi Gulf Coast in the southeastern portion of the state. As a result of an increase in population due to Hurricane Katrina the sheriff's department, traffic crashes have increased significantly. Plan is to use overtime funds to conduct blitzes and to engage in DUI checkpoints, plus purchase one in-car camera, one PBT and one flashlight. **Budget: \$55,000 Federal 154**

Project Number: 09-TA-321-1

Project Title: Petal DUI Enforcement Project

Description: There are two major arteries that flow into the **City of Petal** from neighboring Hattiesburg: East Hardy and Highway 11. These two roadways approach gridlock at peak rush hour traffic. Incidents of road rage coupled with impaired driving occur during these times causing an increase in traffic crashes. One in-car video system is requested as well.

Over \$5000 Equipment Request: Funding from OHS to purchase a BAC Trailer will serve to enhance the police department's ability to address this problem.

Budget: \$75,000 Federal 154

Project Number: 09-TA-228-1

Project Title: Philadelphia DUI Enforcement Project

Description: During late July and early August, traffic increases for the **City of Philadelphia** due to the Choctaw Indian Fair and the Neshoba County Fair, commonly known as "Mississippi's Biggest House Party". In addition, the City sees tremendous traffic from the casinos, hotels and water parks at the Pearl River Resort which is located just two miles of the Philadelphia. Grant funds will be used to pay salary for a DUI officer, and to purchase an in-car video camera, and two PBTs.

Budget: \$50,000 Federal 154

Project Number: 09-TA-324-1

Project Title: Pontotoc DUI Enforcement Project

Description: There are seven major highways that intersect within the corporate limits of the **City of Pontotoc** which is the principal municipality in Pontotoc County. These thoroughfares, as well as the city streets pose a danger to the public, because of traffic offenses such as speeding, DUI, and other traffic related problems that cause traffic crashes. The city is requesting one DUI officer and overtime funding.

Budget: \$65,000 Federal 154

Project Number: 09-TA-158-1

Project Title: Pontotoc County DUI Enforcement Project

Description: Although **Pontotoc County** is a dry county, the illegal sale and consumption of alcohol remains a major problem. Geographically, the county is located on an industrial and major transportation corridor between Birmingham and Memphis and will soon undergo major population growth due to the establishment of a new Toyota plant. Proposed funding is needed to continue DUI enforcement which will be enhanced by one in-car camera and a lap top to maintain vital data.

Budget: \$55,000 Federal 154

Project Number: 09-TA-325-1

Project Title: Poplarville DUI Enforcement Project

Description: Poplarville is located in Pearl River County, which is ranked in the top 65% of counties for alcohol-related fatalities and injuries. Poplarville is requesting a DUI officer, and one part time DUI caseworker, and two stop sticks to address the DUI problem in this area. Since Hurricane Katrina, Poplarville's population has continued to increase, with displaced residents locating within the area.

Budget: \$55,000 Federal 154

Project Number: 09-TA-326-1

Project Title: Port Gibson DUI Enforcement Project

Description: An influx of traffic via Highway 61 comes into the City of Port Gibson from the daily commute of students, staff and faculty of Alcorn State University which has an enrollment of 2,500 students. Also included in the invasion of Highway 61's traffic is the plant entrance for Grand Gulf Nuclear Plant. The historic city is located between two other historic river cities that have gaming casinos traffic as well as tourism. The financially strained police department will be able to employ a part-time a case manager to restore vital DUI arrests records (destroyed during Hurricane Katrina) and to assist the chief in maintaining and coordinating the DUI enforcement project. Port Gibson is requesting four PBTs for DUI enforcement.

Budget: \$35,000 Federal 154

Project Number: 09-TA-328-1

Project Title: Purvis DUI Enforcement Project

Description: The **City of Purvis** is the county seat of Lamar County which ranks in the top 65% of counties representing the highest in fatalities and injuries within the state. Data from the current project period suggests enforcement initiatives are increasing overall highway safety in Purvis. The police department is requesting the funding of one DUI officer and overtime.

Budget: \$40,000 Federal 154

Project Number: 09-TA-338-1

Project Title: Saltillo DUI Enforcement Project

Description: Problems within the city limits of **Saltillo** are brought on by area counties prohibiting the sale of alcoholic beverages. This enhances drinking and driving behaviors within the city due to the fact that many drivers come over to buy alcohol and/or visit the two available nightclubs there. The fact that the city is also located in Lee County which ranks 22 in the top 65% counties further enhances the problem. Plan is to continue to designate one DUI officer to address the problem of impaired driving in the city.

Budget: \$31,000 Federal 154

Project Number: 09-TA-340-1

Project Title: Senatobia DUI Enforcement Project

Description: The **Senatobia Police Department** has been a strong advocate of DUI enforcement for the past nine years. Through the DUI continuation grant, the department will maintain its DUI officer and will actively engage in sustained DUI enforcement.

Budget: \$48,060 Federal 154

Project Number: 09-TA-881-1

Project Title: Sherman DUI Enforcement Project

Description: The construction of the Toyota plant located a few miles the west of the **Town of Sherman** will greatly increase its traffic flow. The town corporate limits include parts of Pontotoc, Union and Lee counties, the latter being ranked in the top 65%. Two of the counties are dry while one is wet. This poses great concern for the town which is wet. Assistance is being offered for overtime.

Budget: \$5,000 Federal 154

Project Number: 09-TA-164-1

Project Title: Simpson County DUI Enforcement Project

Description: The **Simpson County Sheriff's Department** needs to continue to implement its DUI Unit in order to adequately respond to the large number of vehicular crashes that occur within the county. Of the four municipalities located within the 591 square miles and the over 27,000 population, only two of them has its own police department. Further DUI is a

contributing factor in a significant number of crashes. Highway 49 runs through the county with high traffic flow from Memphis/Jackson to the Gulf Coast. Plan is for the department to receive funding for two dedicated DUI officers and overtime. A laptop and a mobile video camera will be purchase for the project.

Budget: \$112,957.05 Federal 154

Project Number: 09-TA-165-1

Project Title: Smith County DUI Enforcement Project

Description: The **Smith County Sheriff's Department** is responsible for covering approximately 637 square miles, which included five municipalities. Only three of these municipalities have their own police departments, which still leaves about 627 square miles solely under the Sheriff's jurisdiction. This area includes two major state highways and county roads which have led to an increase in the number of accidents the department responds to each year. Utilizing a patrol car as local match to enhance their DUI efforts, the Smith County Sheriff's Department will continue to employ one full-time DUI officer and will engage in extensive overtime with the assistance of federal funding. One in-car video and PBT were requested.

Budget: \$45,000 Federal 154

Project Number: 09-TA-231-1

Project Title: Starkville DUI Enforcement Project

Description: In 2006 of the 1,743 crashes seen in the **City of Starkville**, 10 involved fatalities. During the school year, the city is host to thousands of visitors for various reasons including college sporting events, concerts, festivals and business events. Flashlights and one laptop for DUI paperwork are requested.

Budget: \$75,000 Federal 154

Project Number: 09-TA-166-1

Project Title: Stone County DUI Enforcement Project

Description: Characteristics that define **Stone County** as high risk for drivers under the influence include: gaming industry in adjoining county to the south; a major highway (49) that serves as a pass-through transportation artery from the state Capital to the coastal area; a large influx of construction, debris clean-up and recovery workers and a college community. A dedicated DUI officer, overtime and two PBTs are requested to remedy this huge problem.

Budget: \$50,000 Federal 154

Project Number: 09-TA-708-1

Project Title: STORM

Description: Assist STORM, the DUI officer association, in logistics for two annual conferences for speakers, hotel rooms, commodities, etc.

Budget: \$25,000.00 Federal 154

Project Number: 09-TA-376-1

Project Title: Sumrall DUI Enforcement Project

Description: The first year of the **Town of Sumrall's** DUI Enforcement project has resulted in a major increase of DUI arrests. Two significant thoroughfares, MS Highway 42 and Highway 589 route traffic through the heart of Sumrall from each of the surrounding counties as their residents travel to and from employment, entertainment and areas of commerce in and around Hattiesburg, which is located about twenty miles southeast of Sumrall. The grant will allow for overtime.

Budget: \$15,500 Federal 154

Project Number: 09-TA-167-1

Project Title: Sunflower County DUI Enforcement Project

Description: The **Sunflower County Sheriff's Department** has averaged very few DUI arrests over the past four years. While efforts have been made to make more arrests, lack of manpower and lack of funding have prevented more arrests from being realized. Aside from being located near Mississippi Valley State College and Mississippi Delta Community College, there are also three casinos located within twenty miles. Approved funding will allow for overtime and two PBTs.

Budget: \$10,000 Federal 154

Project Number: 09-TA-172-1

Project Title: Tunica County DUI Enforcement Project

Description: **Tunica County** houses the largest casino resort between Las Vegas and Atlantic City. Tunica County is also a fast growing entertainment destination with more headline entertainment than anywhere else in mid-America. Unfortunately, the influx in the number of casinos results in a horrendous impact upon the area as the county ranks number one in the top 65% of alcohol related crashes in the entire state. Coordination of the DUI Enforcement Unit will consist of a commander, a DUI officer, and a community relations officer. An LED (directional light) will be added to aid in control traffic during roadblocks.

Budget: \$78,000 Federal 154

Project Number: 09-TA-411-1

Project Title: UM Law Enforcement Mobile Video Training

Description: The University of Mississippi will contract with the **Law Enforcement Mobile Video Institute** to provide mobile video training for SFST officers statewide. Law enforcement officers around the United States are using mobile video equipment in their patrol cars without a proper procedural or legal education on the issues surrounding police video recording. The Law Enforcement Mobile Video Institute, Inc. (LEMVI) is the only law enforcement trainer that has a curriculum developed and tested in multiple states which addresses the legal, ethical and procedural use of in-car mobile video equipment. The goal of this project is to have a mobile video-educated trainer on the staff of as many law enforcement agencies as possible using mobile video equipment in Mississippi. Additionally, these trainers will have the knowledge and background necessary to offer training to officers within their respective jurisdictions. Ten mobile video training sessions will be held in FY 2009, with one per the nine MHP districts for local law enforcement, and one especially geared for MHP troopers.

Budget: \$650,000 Federal 154

Project Number: 09-TA-412-1

Project Title: NET USM Project

Description: The State of Mississippi plans to address the 21-34 year working population relevant to drinking and driving by implementing the **NETS (Network of Employers for Traffic Safety)** program designed to offer businesses the opportunity to educate their employees about the dangers of drinking and driving. Extensive efforts are being made to get relevant materials distributed and to utilize media across the state to get the message out to individuals of various work capacities about the ills of impaired driving. Alcohol Program Managers will participate in NETS training and engage in technical assistance on organizational development, public relations, product development and other components of the program in order to formulate a NETS specific strategic business and marketing plan.

Budget: \$175,000 154 Federal

Project Number: 09-TA-898-1

Project Title: Walnut DUI Enforcement Project

Description: The sale of alcoholic beverages in both Middleton, Tennessee and Corinth makes it especially problematic for the **Town of Walnut** which is a dry area. In both 2005 and 2006, half of the crashes were associated with DUI. Funding received from OHS will allow for officers to work overtime in efforts to combat drunk driving.

Budget: \$5,000 Federal 154

Project Number: 09-TA-354-1

Project Title: Waveland DUI Enforcement Project

Description: Waveland Police Department would like to continue their DUI enforcement grant in the upcoming year. The City of Waveland was almost completely demolished during Hurricane Katrina three years ago. Since that time, Waveland PD has struggled to rebuild their police department, and reestablish their strong DUI enforcement program. Waveland would like overtime and two in-car mobile video cameras to assist with rebuilding their DUI unit.

Budget: \$50,000 Federal 154

Project Number: 09-TA-356-1

Project Title: West Point DUI Enforcement Project

Description: The City of West Point is located in Clay County. The city of West Point consists of twenty- five square miles with a population of 12,500 according to the 2000 census. The city contains Hwy 45 and Hwy 50, which is the main artery of traffic between Tupelo and cities of Starkville, Columbus, Meridian, Philadelphia and Jackson. West Point/ Clay County is a wet county, which makes alcohol easy to obtain. Located approximately 15 miles from Columbus and Starkville, and less than 10 miles from the Tenn-Tom Waterway, West Point is the gateway for traffic for the events at Mississippi State and MS University for Women. Those two universities bring in 30-40 thousand participants during the sporting events. This brings thousands of individuals in the city with a mindset of drinking that leaves the West Point Police Department left to combat. Offenses seen are Underage Drinking, Public Drunk and a multitude of DUI Violations. With a average of 618.75 crashes per year (538.75 property damage, 77.5 Injury, and 2.5 Fatal), the West Point police department is requesting funding for a DUI Officer, fringe benefits and two portable breath testers. The city hopes with this funding that they can increase community awareness and DUI Enforcement therefore creating safer highways.

Budget: \$40,000 Federal 154

Project Number: 09-TA-357-1

Project Title: Wiggins DUI Enforcement Project

Description: A major factor that defines the City of Wiggins as being high risk for driving under the influence behavior include gaming industry in an adjoining county which encourages alcohol consumption. The police department plans to deal with this problem includes involving several other law enforcement agencies in regular sobriety checkpoints in an effort to remove the impaired driver. Overtime and one in-car video camera are requested for assistance with the impaired driving problem in the area.

Budget: \$45,000 Federal 154

Project Number: 09-TA-358-1

Project Title: Winona DUI Enforcement Project

Description: A need to rekindle its DUI Unit has prompted the **City of Winona** to apply for federal funding. The city is experiencing an increase in alcohol-related crashes and impaired driving violations. Federal funding will allow for one DUI officer.

Budget: \$48,000 Federal 154

Project Number: 09-TA-180-1

Project Title: Winston County DUI Enforcement Project

Description: The **Winston County Sheriff's Department** has experienced an increase in traffic due to roadways being traveled to and from the Pearl River Casino Resort in adjacent Neshoba County. The casino is known to serve alcoholic beverages to its patrons. Funding will be utilized to employ a DUI deputy and to buy an in-car video system.

Budget: \$52,863.70

Project Number: 09-TA-182-1

Project Title: Yazoo County DUI Enforcement Project

Description: **Yazoo County** contains several major traffic arteries, including: Interstate 55, Highway 51, Highway 49, and Highway 3. Also included are several major local roadways, such as: Highway 432, Highway 433, and Highway 149 just to name a few. Yazoo County consists of 934 square miles, making the county the largest county in the state of Mississippi in terms of land area, with a population of 28,149 according to the 2000 census. Yazoo County is a "wet" county, making liquor, beer, and wine readily available and easy to obtain. Yazoo City has 8 liquor stores and 4 establishments that serve liquor on-premise and approximately 86 that sell beer and light wine.

The Yazoo Co Sheriffs Dept is requesting funding for a DUI officer, an in-car camera, and 3 portable breath testers .The Yazoo County Sheriff's Department has a force of 13 sworn personnel including the Sheriff (full and part time) assigned to: patrol, investigations, and administration. There are 2 patrol deputies on duty during the day and 2 deputies on duty at night. With the county averaging over 575 crashes per year (432 property damage, 139 injuries and 4 fatalities), the county is ranked 24th by rate per 10,000 Population in MS. With funding from NHTSA and MS GOHS Yazoo Co SO hopes to assist the county in aggressively enforcing state DUI laws with one DUI officer, one in-car video camera, and three PBTs,therefore by reducing injuries and fatalities.

Section 410 Project Descriptions:

Project Number: 09-K8-254-1

Project Title: Canton DUI Enforcement Project

Description: The **City of Canton** is intersected by four heavily traveled highways which includes traffic leading to and from plant entrances including the recently constructed Nissan plant, hospitals, businesses, schools and casinos. Like many agencies, budget constraints have limited the Canton police department in adequately addressing the impaired driver. Therefore, funding is requested to hire a DUI officer and to purchase 5 PBTs.

Budget: \$60,000 Federal 410

Project Number: 09-K8-215-1

Project Title: Hattiesburg DUI Enforcement Project

Description: The **City of Hattiesburg's** police department has been able to aggressively enforce DUI laws and to reduce alcohol related crashes since the initial award from the OHS in 1992. However, expanding businesses, rapid population growth primarily due to Katrina and property annexation has brought an influx of traffic problems. The University of Southern Mississippi houses several sororities and fraternities organizations. The city also hosts twenty nightclubs which were the source of some 1,002 calls during 2006. Travel from these establishments poses potential safety hazards, and has strong implications for DUI enforcement. Hattiesburg would like to fund one DUI officer, and overtime for High visibility DUI enforcement efforts.

Budget: \$91,089.00 Federal 410

Project Number: 09-K8-219-1

Project Title: Jackson DUI Enforcement Project

Description: Traffic problems associated with inadequate infrastructure, disaster relief from Hurricane Katrina, traffic congestion, commercial trucking, and tourism lend to increased alcohol consumption as well as increased DUI related crashes, injuries and fatalities experienced by the **City of Jackson**, the state capital. These, along with other traffic related factors, have recently compelled the police department to seriously direct its attention towards addressing this crucial problem. Plan is to designate a DUI officer for each of the four precincts and to place them under the supervision of the traffic director who will serve as the grant administrator. Overtime funded through the OHS will allow the DUI and patrol officers to regularly engage in special details, including checkpoints and saturation patrols. A case manager will be hired to maintain statistics for reporting purposes. Equipment will include 1 BAT mobile unit and 1 DUI van, and a patrol vehicle which will serve as local match

Over \$5,000 equipment request: JPD would like to fund one BAC mobile unit and 1 DUI van to use at roadside sobriety checkpoints throughout Mississippi's largest city. Cost estimate not given.

Budget: \$250,000 Federal 410

Project Number: 09-K8-408-1

Project Title: MHP DUI Task Force High Visibility Enforcement

Description: The Mississippi Highway Safety Patrol will coordinate with the local jurisdictions, in conducting two checkpoints per month during the “Drunk Driving, Over the Limit, Under Arrest” campaign. Further, the two checkpoints per month will be conducted in the thirty counties that have been identified as having the top 65% of alcohol related crashes in the State of Mississippi. These counties were ranked by the total number crashes from 1997 thru 2007. Overall, enforcement efforts will be concentrated in these top thirty counties. All participating agencies will conduct four enforcement activities during the campaigns and at least one sustained activity of a quarterly basis. Agencies participating in the Labor Day Crackdown period will be conducting checkpoints and/or saturations patrols on at least four nights during the annual National Impaired driving campaign and will conduct checkpoints and/or saturation patrols on the other days shown above.

The MHP will continue the sustained DUI enforcement efforts beginning August 15, 2008 to September 30, 2009 with special emphasis during Christmas/New Year’s, and the Labor Day Initiatives. These call back details will be conducted throughout the state of Mississippi. This added manpower on the busy MHP highways should help to reduce fatal and injury crashes during this busy season. The sustained DUI enforcement efforts with the MHP will consist of at least two checkpoints or saturation patrols per month per each of the high ranking fatalities. The MHP will receive 410 alcohol funds to ensure that the Sustained DUI enforcement program is maintained. A DUI Dedicated Task Force will be put into place in FY 2009 to assist further in increasing DUI arrests through high visibility enforcement.

Budget: \$1,000,000 410 Federal

Project Number: 09-K8-408-2

Project Title: MS Crime Lab Enhancement

Description: For calendar year 2007, the MS Crime Lab received 1,359 DUI traffic related cases. Only 431 were from MHP (32%). The rest were from the other 400 local agencies that the Crime Lab services in the state. The Mississippi Crime Lab would like to enhance their DUI/Drug recognition program.

Over \$5,000 Equipment Request: The Mississippi Crime Lab would like to purchase an additional gas chromatograph mass spectrometer/mass spectrometer for use in another region of the states. Estimated purchase is \$360,000.

Budget: \$400,000 Federal 410

Project Number: 09-K8-411-1

Project Title: Mississippi Judicial College DUI Training Project

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

Budget: \$40,000 Federal 410

Project Number: 09-K8-315-1

Project Title: Newton DUI Enforcement Project

Description: The City of Newton would like to continue their DUI enforcement project, with 1 DUI officer for saturation patrols in the City Limits.

Budget: \$35,000 Federal 154

Project Number: 09-K8-225-1

Project Title: Oxford DUI Enforcement Project

Description: Based on the 2000 census plus the estimated addition of residences annexed, the population of the **City of Oxford** is 17,500. The total University of Mississippi population is another 14,500. Subsequently the city is experiencing significant alcohol-related traffic issues and thus has developed a DUI comprehensive enforcement and education plan which includes the employment of two DUI officers and purchasing two laptops and 2 warning lights for roadblocks.

Budget: \$70,000 Federal 410

Project Number: 09-K8-230-1

Project Title: Ridgeland DUI Enforcement Project

Description: The population for the **City of Ridgeland** has exploded from 11,711 to 20,173. Also, with the housing of the Nissan plant in nearby Canton, the amount of traffic within the city has continued to increase dramatically. Roadway arteries include Interstate 55, Highway 51, County Line Road, Old Canton Road, Lake Harbor Drive (which runs parallel to the Reservoir) and Pear Orchard Road which all serve to accommodate high levels of congested traffic. This grant will encompass salary for a dedicated DUI officer, overtime enforcement, as well as

purchase of mobile video cameras to enhance prosecution in this area of the state. Ridgeland is located in Madison County, which ranks 7th in the state by alcohol-related fatality numbers.

Budget: \$50,000 Federal 410

Project Number: 09-K8-161-1

Project Title: Rankin County DUI Enforcement Project

Description: Rankin County Sheriff's Department is requesting a DUI enforcement grant during this grant year. Rankin County is one of the fastest growing areas in Mississippi and even the U.S. The present population has grown from \$115,000 in 2000 to over \$133,000 in 2006. A large retail mall with several restaurants has also been built within the past three years. Rankin County would like to request a DUI officer and overtime to address the alcohol-related crashes in their area, plus one laptop. Rankin County ranks 8th in the state by alcohol-related fatality numbers.

Budget: \$56,500 Federal 410

Project Number: 09-K8-176-1

Project Title: Washington County DUI Enforcement Project

Description: Listed as the fifth largest populated county in the state, Washington County is seemingly plagued with hazardous motor vehicle violators. The sheriff department is proposing to implement a DUI unit comprised of a dedicated DUI officer. The program will further be enhanced by conducting road blocks and other special details, and with purchase of 4 PBTs and one laptop. Washington County ranks in the top 30 counties for alcohol-related fatalities and injuries.

Budget: \$66,347.24 Federal 410

Program Area Cost Summary (See HS 217)

Planning and Administration:

Planning and Administration for 154 funds are 10%. Two current program manager positions, and two additional positions are requested for alcohol-related personnel, since the majority of OHS funds are in this program area. Two alcohol program managers, are currently are funded with P & A 100% from section 154. Also included is equipment for use as incentives for the local agencies to participate in the impaired driving mobilizations. This incentive method, as well as the regional LEL meetings, has been very successful in increasing the number of local law enforcement that report statewide. Mississippi's reporting during blitzes is the highest in Region VI.

Over \$5000 Equipment Request: Five BAC Mobile Units are requested, one for each MHP Region, one for City of Petal, located in Forrest County, and one for the City of Jackson, located in Hinds County, the largest, most populated area in the state, to facilitate reduced downtime during saturation patrols and roadside sobriety checkpoints. These vehicles range from \$50,000 to \$100,000. Exact amounts will be forwarded to NHTSA after the bid process. Jackson Police Department is also requesting a **DUI van** to reach other areas of Jackson for DUI roadblocks. Again, no cost estimate is available until the bidding process is complete. Exact amounts will be forwarded to NHTSA upon receipt. Other equipment in excess of \$5,000 requested is **20 Intoxilizer 8000 models** to for local and state use, approximately \$8,000 each for a total of \$160,000. The Mississippi Crime Lab would like to purchase an additional gas chromatograph mass spectrometer/mass spectrometer for use in another region of the states. Estimated purchase is \$360,000, if the caseload allows.

Paid Media:

A comprehensive, sustained paid media campaign in support of the sustained DUI enforcement efforts and the **“Drunk Driving, Over the Limit, Under Arrest”** campaign has been included in 154 and 410 alcohol funding. These funds will be used for sustained radio and television ads, print, and outdoor space in December 2008, January 2009, June 2009, July 4th 2009, and Labor Day 2009. The Mississippi Highway Patrol will receive 154 and 410 funding to maintain the sustained DUI enforcement statewide and ensure concentration of DUI enforcement during the Labor Day, July 4th, Christmas and New Year’s holidays. A media contractor will be hired for placement and purchase of all media for the OHS. The **“Drunk Driving, Over the Limit, Under Arrest”** messages will be approved by NHTSA before airing, **which will also include the impaired motorcycle rider.** The number of holiday alcohol-related fatalities will be used to evaluate the media messaging for December 2008, July 2009, and Labor Day 2009. The measures that will be used to assess message recognition are as follows: number of television and radio spots, ads and GPAs for paid media, earned media messages for print and television, and alcohol-related fatalities will be used to evaluate the effectiveness of the messaging.

2009-02
402 ALCOHOL COUNTERMEASURES

Subgrantee	Project Title	Federal	Match	402 to Local
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Office of Highway Safety	1. Alcohol/Drug Countermeasures Coordination Personnel: (Salary, Fringe, Travel) 1 Alcohol Coordinator Contractual Services Commodities Indirect Costs	\$100,000.00	\$20,000.00	-0-
Mississippi State University	2. SFST Training Contractual Services	\$187,014.00	\$17,888.00	\$187,014.00
Picayune	3. DUI Enforcement Project 2 DUI Officer 1 DUI Case Worker (Overtime, Fringe, Travel) Equipment: 2 PBTS	\$100,000.00	\$10,000.00	\$100,000.00
Desoto County	4. DUI Enforcement Project 2 DUI officers Fringe Commodities Equipment: 2 in-car cameras 2 PBTS	\$110,000.00	\$11,000.00	\$110,000.00
	TOTAL	\$497,014.00	\$58,888.00	\$397,014.00

HE 154:

SECTION 154 2009 Hazard Elimination FUNDS

Subgrantee	Project Title	Federal	Match	154 to Local
Mississippi Department of Transportation	1. Hazard Elimination Project Traffic Records Improvement Drive Smart Mississippi Campaign Total 154 H.E.funds	\$2,500,000.00 \$2,500,000.00	-0- -0-	-0- -0- N/A

2009 SECTION 154 ALCOHOL FUNDS

Subgrantee	Project Title	Federal	Match	154 to Local
Adams County Sheriff's Department	1. DUI Enforcement Project Personnel: DUI Officer/Overtime, Fringe Equipment: 1 In-Car Camera, 2 PBTs	\$35,000.00	-0-	\$35,000.00
Blue Mountain	2. DUI Enforcement Project Overtime Equipment: 1 Digital Video System, Stop Sticks, 1 PBT	\$10,000.00	-0-	\$10,000.00
Brandon Police Department	3. DUI Enforcement Program Personnel: 2 DUI Officers/Overtime Equipment: 3 PBTs	\$62,896.00	-0-	\$62,896.00
Byhalia Police Department	4. DUI Enforcement Program Personnel: 1 DUI Officer/ Fringe Commodities	\$45,000.00	-0-	\$45,000.00
Carroll County	5. DUI Enforcement Project Personnel: 1 DUI Officer/ Fringe Equipment: 1 In Car Camera	\$55,000.00	-0-	\$55,000.00
Carthage Police Department	6. DUI Enforcement Program Personnel: 1 DUI Officer/ Fringe Equipment: Lap Top Computer	\$48,657.740	-0-	\$48,657.40
Clay County	7. DUI Enforcement Personnel: 1 DUI Officer/ Overtime, Fringe	\$40,000.00	-0-	\$40,000.00
Clinton Police Department	8. DUI Enforcement Program Personnel: 1 DUI Officer/ Overtime Equipment: 1 Mobile Video Camera, Stopsticks, Traffic Cones	\$45,000.00	-0-	\$45,000.00
Collins Police Department	9. DUI Enforcement Project Overtime, Fringe	\$20,000.00	-0-	\$20,000.00
Columbia Police Department	10. DUI Enforcement Program: Personnel: 1 DUI Officer, Overtime, Fringe Equipment: In-Car Camera, 2 PBTs	\$70,000.00	-0-	\$70,000.00
Columbus Police Department	11. DUI Enforcement Program: Personnel: 1 DUI Officer Equipment: 4 Flashlights, 4 PBTS, 1 LED Light	\$64,500.00	-0-	\$64,500.00

2009 SECTION 154 ALCOHOL FUNDS

Subgrantee	Project Title	Federal	Match	154 to Local
Covington County	12. Personnel: 1 DUI Officer/ Fringe, Travel, Commodities Equipment: 1 In Car Camera, 2 PBTs	\$50,000.00	-0-	\$50,000.00
Dekalb Police Department	13. DUI Enforcement Program Overtime Equipment: 2 PBTs	\$5,000.00	-0-	\$5,000.00
D'Iberville	14. DUI Enforcement Program Personnel: 1 DUI Officer, Fringe, Overtime Equipment: 1 PBT, 1 In Car Camera, Stop Sticks	\$65,000.00	-0-	\$65,000.00
Drew Police Department	15. DUI Enforcement Program Overtime, Fringe Equipment: 1 PBT	\$5,000.00	-0-	\$5,000.00
Flowood Police Department	16. DUI Enforcement Program Personnel: 1 DUI Officer, Overtime, Fringe, Travel, Commodities Equipment: 4 Stop Sticks	\$70,000.00	-0-	\$70,000.00
Florence Police Department	17. DUI Enforcement Project 1 DUI Officer, Overtime, Fringe Equipment: 2 PBTs, 1 in-car camera	\$45,000.00	-0-	\$45,000.00
Forrest County Sheriff's Department	18. DUI Enforcement Program Personnel: 2 DUI Officers, Overtime, 1 Part-Time Project Coordinator, Fringe, Travel, Commodities Equipment: 1 Mobile Video Camera, 2 Lap Tops, 3 PBTs	\$142,000.00	-0-	\$142,000.00
Forrest County District Attorney	19. DUI Assistant DA Project 1 75% ADA Fringe, Travel	\$85,110.09	-0-	\$85,110.09
Gautier Police Department	20. DUI Enforcement Program Overtime, Fringe, Commodities Equipment: 1 In Car Camera, 4 PBTs	\$35,000.00	-0-	\$35,000.00
Greene County Sheriff's Department	21. DUI Enforcement Program Personnel: 1 DUI Officer, Fringe Equipment: 1 In-Car Camera, 1 PBT, 1 Lap Top	\$50,000.00	-0-	\$50,000.00

2009 SECTION 154 ALCOHOL FUNDS

Subgrantee	Project Title	Federal	Match	154 to Local
Greenwood Police Department	22. DUI Enforcement Program Personnel: 1 DUI Officer, Overtime, Fringe, Travel, Contractual Services, Commodities Equipment: 2 Stop Sticks	\$55,000.00	-0-	\$55,000.00
Grenada Police Department	23. DUI Enforcement Program 1 DUI Officer/Fringe, Overtime Equipment: 1 in-car camera, 1 laptop	\$56,500.00	-0-	\$56,500.00
Gulfport Police Department	24. DUI Enforcement Program Personnel: Overtime, Fringe, Travel	\$100,000.00	-0-	\$100,000.00
Guntown Police Department	25. DUI Enforcement Program Overtime, Fringe Equipment: 1 in-car camera, 1 PBT	\$5,000.00	-0-	\$5,000.00
Hancock County Sheriff's Department	26. DUI Enforcement Program Personnel: 2 DUI Officers/ 1Part Time Coordinator, Fringe, Travel, Commodities	\$117,324.00	-0-	\$117,324.00
Harrison County Sheriff's Department	27. DUI Enforcement Program Personnel: 4 DUI Officers, Fringe, Over time	\$215,423.08	-0-	\$215,423.08
Hinds County Sheriff's Department	28. DUI Enforcement Program 2 DUI Officers, Overtime, Travel, Commodities, Contractual Services Equipment: 3 In-Car Cameras	\$185,000.00	-0-	\$185,000.00
Horn Lake Police Department	29. DUI Enforcement Program 2 DUI Officers, Overtime, Fringe, Commodities Equipment: 2 PBTs	\$120,000.00	-0-	\$120,000.00
Indianola Police Department	30. DUI Enforcement Program Personnel: 1 DUI Officer, Fringe, Travel Equipment: 1 Printer	\$40,000.00	-0-	\$40,000.00
Itta Bena Police Department	31. DUI Enforcement Program Personnel: Overtime Equipment: 1 PBT, 1 in-car camera	\$10,000.00	-0-	\$10,000.00

2009 SECTION 154 ALCOHOL FUNDS

Subgrantee	Project Title	Federal	Match	154 to Local
Jackson County Sheriff's Department	32. DUI Enforcement Program Overtime, Fringe	\$71,395.26	-0-	\$71,395.26
Kemper County Sheriff Department	33. DUI Enforcement Program Overtime Equipment: 1 In-car camera 2 PBTs	\$15,000.00	-0-	\$15,000.00
Lamar County Sheriff's Department	34. DUI Enforcement Program Personnel: 1 DUI Officer/ 1 Part-Time Case Worker, Fringe, Travel Equipment: 1 In-Car Camera	\$70,000.00	-0-	\$70,000.00
Lauderdale County Sheriff's Department	35. DUI Enforcement Program Personnel: 2 DUI Officers, Overtime, Fringe, Travel Equipment: 2 PBT's	\$100,000.00	-0-	\$100,000.00
Leake County Sheriff's Department	36. DUI Enforcement Program Personnel: Overtime, Fringe, Travel, Commodities Equipment: 4 Stop Sticks	\$20,000.00	-0-	\$20,000.00
Leflore County Sheriff's Department	37. DUI Enforcement Program Personnel: 1 DUI Officer, Overtime, Fringe, Travel, Commodities Equipment: 1 PBT	\$60,000.00	-0-	\$60,000.00
Long Beach Police Department	38. DUI Enforcement Program Personnel: Overtime, Fringe	\$50,000.00	-0-	\$50,000.00
M.A.D.D	39. Youth Projects Grant Personnel: 1 Youth Coordinator, Fringe, Travel, Commodities Contractual Services	\$76,743.04	-0-	-0-
Mendenhall Police Department	40. DUI Enforcement Program Personnel: Overtime Equipment: 1 In-Car Camera	\$30,000.00	-0-	\$30,000.00

2009 SECTION 154 ALCOHOL FUNDS

Subgrantee	Project Title	Federal	Match	154 to Local
Meridian Police Department	41. DUI Enforcement Program Personnel: 2 DUI Officers, Fringe, Travel, Commodities Contractual Services, 3 PBTs	\$100,000.00	-0-	\$100,000.00
Mississippi Highway Safety Patrol	42. DUI Enforcement Call Back Project/ Crackdowns Personnel: Overtime, Fringe, Travel, Commodities	\$2,460,000	-0-	-0-
Monroe County Sheriff's Department	43. DUI Enforcement Program Personnel: 1 DUI Officer, Overtime Equipment: 3 PBTS	\$45,000.00	-0-	45,000.00
Montgomery County Sheriff's Department	44. DUI Enforcement Program Personnel: 1 DUI Officer, Fringe, Travel Equipment: 1 PBT	\$55,000.00	-0-	\$55,000.00
Moss Point Police Department	45. DUI Enforcement Program Personnel: 1 DUI Officer, Overtime, Fringe, 1 in-car video	\$50,000.00	-0-	\$50,000.00
Neshoba County Sheriff's Department	46. DUI Enforcement Program Personnel: 1 DUI Officer, Overtime, Fringe, Commodities Equipment: 2 PBTs	\$44,539.00	-0-	\$44,539.00
Newton County Sheriff's Department	47. DUI Enforcement Project Personnel: 1 DUI Officer, Fringe Equipment: 1 In-car Camera	\$38,680.00	-0-	\$38,680.00
Ocean Springs Police Department	48. DUI Enforcement Program Personnel: Overtime, Fringe, Commodities	\$25,000.00	-0-	\$25,000.00
Office of the Attorney General	49. Traffic Safety Resource Prosecutor Personnel: 1 Staff Attorney/ 1 Asst., Fringe, Travel, Commodities, Contractual Services	\$183,527.00	-0-	-0-

2009 SECTION 154 ALCOHOL FUNDS

Subgrantee	Project Title	Federal	Match	154 to Local
Office of Highway Safety	50. Impaired Driving Project Management (Salaries P&A) 4 Program Managers, Commodities, Contractual Services	\$200,000.00	-0-	\$-0-
Office of Highway Safety	51. Drunk Driving, Over the Limit, Under Arrest Paid Media Media Contractor Equipment: 9 In Car Systems 250 PBT's for Locals	\$830,000.00	-0-	\$830,000.00
Olive Branch Police Department	52. DUI Enforcement Program Personnel: 1 DUI Officer, Fringe, Travel Equipment: 2 In-Car Cameras	\$43,926.15	-0-	\$43,926.15
Pass Christian Police Department	53. DUI Enforcement Program Personnel: 1 DUI Officer, Overtime, Fringe, Commodities Equipment: 1 In Car Camera 4 PBTs	\$50,000.00	-0-	\$50,000.00
Pearl River Sheriff's Department	54. DUI Enforcement Program Personnel: 1 DUI Officer, Overtime, Fringe, Travel Equipment: 1 Lap Top, 1 In-Car Camera	\$60,000.00	-0-	\$60,000.00
Pearl River Valley Water Supply District Reservoir Patrol	55. DUI Enforcement Program Personnel: 1 DUI Officer, Overtime, Fringe, Commodities Equipment: 4 PBTs, 3 In-Car Cameras	\$56,773.00	-0-	\$56,773.00
Pelahatchie Police Department	56. DUI Enforcement Program Personnel: Overtime, Commodities Equipment: 1 In-Car Camera	\$10,000.00	-0-	\$10,000.00
Perry County Sheriff's Department	57. DUI Enforcement Program 1 DUI officer, Overtime/Fringe Equipment: 1 In-car camera, 1 PBT, 1 Flashlight	\$55,000.00	0	\$55,000.00

2009 SECTION 154 ALCOHOL FUNDS

Subgrantee	Project Title	Federal	Match	154 to Local
Petal Police Department	58. DUI Enforcement Program Personnel: Part Time Coordinator, Overtime, Fringe, Travel Commodities, Contractual Services Equipment: 1 Bat Trailer, 1 In Car Camera	\$75,000.00	-0-	\$75,000.00
Philadelphia Police Department	59. DUI Enforcement Program Personnel: 1 DUI Officer, Overtime, Fringe, Commodities Equipment: 1 In Car Camera, 2 PBTs	\$50,000.00	-0-	\$50,000.00
Pontotoc Police Department	60. DUI Enforcement Program Personnel: 1 DUI Officer, Overtime, Travel, Commodities, Contractual Services	\$65,000.00	-0-	\$65,000.00
Pontotoc County Sheriff's Department	61. DUI Enforcement Program Personnel: 1 DUI Officer, Overtime, Fringe, Travel Equipment: In Car Camera, Lap Top	\$55,000.00	-0-	\$55,000.00
Poplarville Police Department	62. DUI Enforcement Program Personnel: 1 DUI Officer, Part Time DUI Coordinator, Overtime, Fringe, Travel, Commodities Equipment: 2 Stop Sticks	\$55,000.00	-0-	\$55,000.00
Port Gibson Police Department	63. DUI Enforcement Program Personnel: Part Time Case Mgr., Overtime Equipment: 4 PBTs	\$35,000.00	-0-	\$35,000.00
Purvis Police Department	64. DUI Enforcement Program Personnel: 1 DUI Officer, Fringe, Travel, Overtime	\$40,000.00	-0-	\$40,000.00

2009 SECTION 154 ALCOHOL FUNDS

Subgrantee	Project Title	Federal	Match	154 to Local
Salttillo Police Department	65. DUI Enforcement Program Personnel: 1 DUI Officer, Fringe, Travel, Commodities	\$31,000.00	-0-	\$31,000.00
Senatobia Police Department	66. DUI Enforcement Program Personnel: 1 DUI Officer, Fringe, Travel	\$48,060.00	-0-	\$48,060.00
Sherman Police Department	67. DUI Enforcement Program Personnel: 1 DUI Officer, Overtime Equipment: 2 PBTs	\$5,000.00	-0-	\$5,000.00
Simpson County Sheriff's Department	68. DUI Enforcement Program Personnel: 2 DUI Officer Overtime, Fringe, Travel, Commodities Equipment: 1 In-Car Camera, 1 Laptop Computer	\$112,957.05	-0-	\$112,957.05
Smith County Sheriff's Department	69. DUI Enforcement Program Personnel: 1 DUI Officer , Fringe, Commodities Equipment: 1 In Car Camera, 1 PBT	\$45,000.00	-0-	\$45,000.00
Starkville Police Department	70. DUI Enforcement Program Personnel: 1 DUI Officer , Overtime, Fringe, Travel, Contractual, Commodities Equipment:15 Flashlights, Laptop	\$75,000.00	-0-	\$75,000.00
Stone County Sheriff's Department	71. DUI Enforcement Program Personnel: 1 DUI Officer , Fringe, Commodities, Overtime, Travel Equipment: 2 PBTs	\$50,000.00	-0-	\$50,000.00
Sumrall Police Department	72. DUI Enforcement Program Overtime& Fringe	\$15,500.00	-0-	\$15,500.00
Sunflower County Sheriff' Department	73. DUI Enforcement Program Overtime, Fringe Equipment: 2 PBTs	\$10,000.00	-0-	\$10,000.00
STORM	74. STORM Assistance	\$25,000.00	-0-	-0-

2009 SECTION 154 ALCOHOL FUNDS

Subgrantee	Project Title	Federal	Match	154 to Local
Tunica Police Department	75. DUI Enforcement Program Personnel: 1 DUI Officer , Fringe, Commodities, Overtime, Travel, Equipment: 1 LED Light	\$78,000.00	-0-	\$78,000.00
University of Mississippi	76. DUI/Mobile Video Training Personnel: 1 Coordinator Fringe, Travel, Contractual Ser.	\$650,000.00	-0-	\$650,000.00
University of Southern Mississippi	77. NETS Project Commodities Contractual Services	\$175,000.00	-0-	-0-
Walnut Police Department	78. DUI Enforcement Program Personnel: Commodities, Overtime,	\$5,000.00	-0-	\$5,000.00
Waveland Police Department	79. DUI Enforcement Program Personnel: Overtime, Fringe Equipment:2 in-car camera	\$50,000.00	-0-	\$50,000.00
West Point Police Department	80. DUI Enforcement Program Personnel: 1 DUI Officer, Fringe Equipment: 2 PBTS	\$40,000.00	-0-	\$40,000.00
Wiggins Police Department	81. DUI Enforcement Program Personnel: 1 DUI Officer, Fringe, Overtime Equipment: 1 In-Car Camera	\$45,000.00	-0-	\$45,000.00
Winona Police Department	82. DUI Enforcement Program Personnel: 1 DUI Officer Fringe & Travel	\$48,000.00	-0-	\$48,000.00
Winston County Sheriff's Department	83. DUI Enforcement Program Personnel: 1 DUI Officer, Overtime, Fringe, Travel, Commodities Equipment: 1 In-Car System	\$52,863.70	-0-	\$52,863.70
Yazoo County Sheriff's Department	84. DUI Enforcement Program Personnel: 1 DUI Officer, Overtime, Fringe, Equipment: 3 PBTs 1 In-Car Camera	\$50,000.00	-0-	\$50,000.00
TOTAL		\$8,759,375.11	-0-	\$5,839,105.07

2009
SECTION 410 ALCOHOL COUNTERMEASURES

Subgrantee	Project Title	Federal	Match	402 to Local
Canton Police Department	1. DUI Enforcement Program Personnel: 1 DUI Officer Overtime, Fringe, Travel Commodities Contractual Services Equipment: 5PBTs	\$60,000.00	\$25,000.00	\$60,000.00
Hattiesburg Police Department	2. DUI Enforcement Program Personnel: 1 DUI Officer Overtime, Fringe, Travel Commodities	\$91,089.00	\$30,363.00	\$91,089.00
Jackson Police Department	3. DUI Enforcement Program Personnel: 5 DUI Officers Overtime, Fringe, Travel Commodities Contractual Services Equipment: 1 BAT Trailer 1 DUI Van	\$250,000.00	\$46,667.00	\$250,000.00
Mississippi Highway Safety Patrol	4. Sustained DUI Enforcement Project Personnel: Overtime, Fringe, Travel	\$1,000,000.00	\$250,000.00	-0-
Newton Police Department	5. DUI Enforcement Program Personnel: 1 DUI Officer Fringe, Commodities	\$35,000.00	\$12,000.00	\$35,000.00

2009

SECTION 410 ALCOHOL COUNTERMEASURES

Subgrantee	Project Title	Federal	Match	402 to Local
Office of Highway Safety	6. "Drunk Driving, Over the Limit, Under Arrest " Sustained Paid Media Campaign MATCH BONUS SPOTS	\$1,000,000.00	\$250,000.00	-0-
Oxford Police Department	7. DUI Enforcement Program Personnel: 2 DUI Officers Fringe, Travel Contractual Services Equipment: 2 Lap Tops 2 Warning Lights	\$70,000.00	\$30,000.00	\$70,000.00
Rankin County	8. DUI Enforcement Program Personnel: 1 DUI Officer Overtime, Travel Equipment: 1 Lap Top	\$56,500.00	\$25,000.00	\$56,500.00
Ridgeland Police Department	9. DUI Enforcement Program Personnel: 1 DUI Officer Overtime Travel Fringe	\$50,000.00	\$16,667.00	\$50,000.00
University of Mississippi	10. DUI Judicial Training	\$40,000.00	\$10,000.00	-0-
Mississippi Crime Lab	11. Crime Lab Enhancement Project Equipment: 1 Mass spectrometer/mass spectrometer and related expenses	\$400,000.00	\$100,000.00	-0-

2009

SECTION 410 ALCOHOL COUNTERMEASURES

Subgrantee	Project Title	Federal	Match	402 to Local
Washington County	12. DUI Enforcement Program Personnel: 1 DUI Officer Fringe, Travel, Commodities Equipment: 4 PBT's 1 Laptop	\$66,347.24	\$17,843.00	\$66,347.24
	TOTAL	\$3,118,936.24	813,540.00	\$678,936.24

FY 2009-03
OCCUPANT PROTECTION

Problem Identification:

The scientific observed belt usage rate has also shown an increase from 2005 to 2007. Mississippi became the 22nd state to adopt the primary safety belt law during the 2006 legislative session. Governor Barbour signed the bill into law effective May 27, 2006. Our observed rate during 2005 had fallen to 60.8%, the lowest in the nation. During late summer of 2006, the observational survey was conducted and results showed the **usage rate had climbed to 73.6%**. While this is a differential of 12.8 percentage points higher, it actually constitutes a 21% increase in the rate of change from 2005 to 2006. The current rate of 71.8% in 2007 shows a slight decrease in percentage, although not statistically significant with margin of error. The 2008 rate is not yet available.

The Child Restraint Usage Rate shows a dramatic increase from 2005 to 2007, from 68.3% to 77.5%. In the 2008 Legislative Session, The Mississippi Legislature passed a booster seat law, requiring all children 4 to 6 be properly fitted and seated in belt positioning booster seats. Hopefully, with the passage of this law, and the subsequent media campaign, the public will become more aware of the importance of child safety seats and booster seats, and the rate for Child Restraints will continue to increase.

Mississippi teenagers represent a significant traffic safety problem concerning seat belts. Teenagers (ages 16 to 20) were 14.3% of occupant deaths while being only 6.4% of the licensed drivers. This group was unbelted 77.4% of the time when killed. Young adults, ages 21 to 24, were 10.9% of occupant deaths and 6.9% of licensed drivers with the highest unbelted rate of 83.8%. Occupant deaths ages 25 to 34 comprised 16.1% of the total and had an unbelted rate of 76.5%. Deaths of those ages 35 and older had 72.4% or less unbelted, which shows an increase in usage by mature drivers. Also, the most senior adults killed were belted 56.7% of the time.

Section 405 funded projects will only be used for Occupant Protection activities, as required in 23CFR 1345. Occupant Protection continues to be a priority emphasis area for NHTSA and for the Mississippi GOHS. The current seat belt usage rate of 71.8% is substantially low for a primary belt state. Over the past three years, law enforcement has written seat belt citations throughout the year and during CIOT, and paid media campaigns have been aired since 2001. New methods are needed in this state to get the remaining 30% of our population to wear seat belts. Teen drivers are especially vulnerable with their lack of driving experience.

Goal 4: Reduce preventable deaths and injuries by increasing the seat belt and child restraint usage rates.

- **Performance Measure/Occupant Protection:** Increase seat belt usage among all motorists from 71.8% in 2007 to 76% by the end of 2009.
- **Performance Measure/Teen Occupant Protection:** Reduce percentage of traffic deaths among teens ages 16-20 from 12% in 2007 to 10% in 2009 by educating the driving teen population as to the importance of seat belt usage.
- **Performance Measure/Child Occupant Protection:** Increase child restraint usage from 77.5% in 2007 to 80% by the end of 2009.
- **Performance Measure/Child Occupant Protection:** Reduce traffic deaths among children ages 0-15 from 41 in 2007 to 35 in 2009 by educating the public about the importance of correctly installing and using child safety seats, booster seats and seat belts.

Strategies:

- **Provide a comprehensive statewide Occupant Protection Coordination Program.**
- **Provide a comprehensive Statewide Child Passenger Safety Coordination program**
- **To heighten seat belt enforcement by funding mini-grants to local agencies.**
- **To develop a comprehensive media campaign for the Click It or Ticket Mobilization.**
- **To participate in the Click It Or Ticket Seatbelt Initiative for Teens and the National Click It or Ticket Mobilization.**
- **To conduct pre- and post seat belt surveys for FY 2009.**
- **To conduct Child Passenger Safety surveys for FY 2009.**
- **Provide assistance to the MS Department of Health to ensure child safety seats and information reach the underserved population of Mississippi.**
- **Provide enforcement support for the Click It or Ticket May Mobilization**
- **Provide enforcement support for the Region VI Teen Seat Belt Initiative for the May Mobilization.**
- **Host a statewide Occupant Protection Diversity Conference.**

402 Project Descriptions:

Project Number: 09-OP-410-1

Project Title: Occupant Protection Coordination Project

Description: Continued coordination among the many public, private and government entities promoting the use of occupant and child restraint devices is vital in order to achieve maximum impact. A central basis of leadership, planning and guidance is also essential be provided to achieve a comprehensive statewide program that is both effective and efficient. Through the **Occupant Protection Coordination Project**, a program specialist in the Mississippi Office of Highway Safety will continue to provide the leadership, planning, evaluation and coordination in occupant and child passenger safety programming statewide. The program specialist will continue a comprehensive statewide effort to increase safety belt and child passenger safety usage among Mississippi citizens. The statewide program consists of several mechanisms for providing safety belt education, training and enforcement. Local community traffic safety programs throughout the state carry out a variety of programs designed to promote safety belt use. Educational activities at schools, health and safety fairs, day care centers, local businesses and at other special events complement other cooperative law enforcement initiatives. The program specialist will work in conjunction with the Child Passenger Safety Coordinator housed at the Mississippi Safe Kids Coalition, Ms Department of Health, the Law Enforcement Liaison Office, as well as all state and local agencies, project cities and law enforcement communities in promoting the Year 2009 Child Passenger Safety Week and the “Click It or Ticket” Campaign. Program development capabilities will be targeted at schools, businesses, industries, hospitals, local and state government agencies, and others to implement education, promotion and awareness programs.

Budget: \$145,000 Federal 402

Project Number: 09-OP-670-1

Project Title: Mississippi Safe Kids CPS Coordination Project

Description: The Mississippi Office of Highway Safety will continue the **Child Passenger Safety Coordination Project** during FY 2009. The Director of Safe Kids will serve as the Statewide Child Passenger Safety and Buckle for Life Coordinator. Located in downtown Jackson, the MS Safe Kids Office houses a permanent child passenger safety seat fitting station. The fitting station will be operated by child passenger safety technicians. This project is responsible for maintaining a statewide data base for instructors, technicians and permanent fitting stations. This project will also be the lead agency in conducting recertification classes. The Buckle for Life citizen reporting system and child safety seat usage training will be continued in this project, if available.

Budget: \$173,135 Federal 402

Project Numbers: 09-OP- XXX-1 (See each location below for individual project nos.)

Project Title: Occupant Protection Mini-Grant Enforcement Projects

Description: At least ten mini-grants will be awarded to target low usage rate areas planned in **Greenwood Police Department (213) Petal Police Department (321), Long Beach Police Department(203), Meridian Police Department (222), Lauderdale County Sheriff’s Department (231), Forrest County Sheriff’s Department (118), Gulfport (214), Perry County (156), Hinds County(125), Adams County Sheriff’s Department (101), Leland Police Department (296), Starkville Police Department (231), and Vicksburg Police Department (234).** These grants will include overtime pay for officers to work during the

enforcement periods for the “Teen Seat Belt” and “Click It or Ticket” mobilizations in May 2009.

Budget: \$173,387 Federal 402

Project Number: 09-OP-401-1

Project Title: Mississippi State Occupant Restraints/Motorcycle Safety Survey Project

Description: The **Mississippi State University, Social Science Research Center**, will conduct a post mobilization observation and survey of seatbelt and child restraint use immediately after the May 2009 mobilization. A thorough evaluation report will be prepared. The **Mississippi State Occupant Restraints/Motorcycle Safety Survey Project** will continue to conduct safety belt, child safety seat and motorcycle helmet use surveys in FY-2009. This project is responsible for all aspects of the sampling methodology, training of all surveyors, and reporting the results of the completed survey.

Budget: 136,958 Federal 402

Project Number: 09-OP-235-1

Project Title: Waynesboro Occupant Protection Project

Description: The “**Grab-it and Click-it**” **Program** is a 5th year program being taught by officers of the **Waynesboro Police Department** to implement proper seatbelt usage among young children. The program targets children in pre-school, kindergarten and elementary students up to the age of eleven. At the present time, over 300 children in the Wayne County School System including city and county schools have successfully completed the program. The “**Grab-it and Click-it**” program, in conjunction with our safety check points, have increased seatbelt usage in our area. The **Waynesboro Police Department** utilizing grant funding provided by the Mississippi Office of Highway Safety initiated the “**Grab-it and Click-it**” program in public schools through the years of 2002-2008. The **Waynesboro Police Department** would like to apply for additional funding for the fiscal year 2009, in order to continue our “**Grab-it and Click-it**” program.

Budget: 15,000 Federal 402

Project Number: 09-OP-412-1

Project Title: USM Special Projects Occupant Protection Coordination Project

Description: The **Special Projects Coordinator** and the Mississippi Student Advisory Board will plan and host a statewide conference. The conference, “**Teens on the Move**” will be a continuation of a 20 year program. There are approximately 1500 attendees at the conference, all of whom are involved in peer-to-peer alcohol/drug prevention groups. The Special Projects Coordinator, along with input from the SAB, will plan and host a statewide club officer training. The training will reach approximately 300 students who are seen as leaders in their communities’ or schools’ peer-to-peer groups. The training will offer workshops in highway safety issues including occupant protection, leadership skills, alcohol/drug prevention, violence prevention, victimization and related topics. The special projects coordinator will also be the point of contact for the **Region VI Teen Seat Belt Demonstration** Grant in FY 2009, and will work closely on this project in the upcoming year.

Budget: 175,000 Federal 402

Project Number: 09-PM

Project Title: Paid Media Occupant Protection Project

Description: Paid Media will be purchased for the **Click It or Ticket Campaign**, and the Teen Demonstration Project during the May 2009 enforcement period, utilizing both 402 and 405 funding. The media specialist contract will be sent out for statewide bids, which will place all media buys for each campaign. Television and radio spots will be aired statewide during the May 2009 blitz, as well as print ads and outdoor space. With Mississippi leading the nation in teen fatalities, OHS plans to focus messaging on the teen target population in accordance with the **Region VI Teen Demonstration Project**, drivers of pickup trucks, and strong CIOT enforcement messaging for the general population. The measures that will be used to assess message recognition include the following: (1) The statewide seat belt survey results held in June 2009 will be used to evaluate the success of the paid media campaigns. (2) The number of fatalities for each enforcement period will be used for evaluation of the campaigns as well. (3) The possibility of conducting DMV surveys through the Preusser Research Group will be examined for the May 2009 campaign (4) GPAs for television and radio will be used to evaluate the success of the paid media campaign as well. Click It or Ticket paid media will be used for benefit to local agencies. Paid Media and Earned media will be discussed at the LEL quarterly meetings during the 2nd quarter FY 2009 for participation in the upcoming CIOT mobilization and the Teen Demonstration Project. Lists of participants documenting the local agencies in attendance and meeting agendas will be used as documentation to show benefit to local agencies. Paid Media will be purchased for the Teen Seat Belt initiative during early May, 2009 in conjunction with the Region VI Demonstration Teen Project. A media contractor will be hired to place the paid media ads, who will work with Region VI on all aspects of this project.

Budget: **\$300,000 Federal 402**

405 Project Descriptions:

Project Number: 09-K2-407-1

Project Title: Mississippi Department of Health CPS Project

Description: The Mississippi Department of Health requests funding to continue promoting child passenger safety efforts within the state. Funding will be used to prevent motor vehicle deaths and injuries to children ages 0-14, educate parents and care givers on the proper installation and use of child restraint devices, train additional Child Passenger Safety Technicians, distribute child safety seats, promote seat belt usage among adolescents, develop public service announcements advocating child passenger safety and provide technical assistance and support to public health department staff, clients and community based partners. Implementation of the program will begin at the state level. The Injury and Violence Prevention Director will be responsible for overseeing all activities of the Child Occupant Grant. The Injury

and Violence Prevention staff will work with the Office of Epidemiology to collect and analyze all data related to motor vehicle injuries and deaths within the state.

The program will focus on reaching minority, rural and low-income populations. Health educators and community partners trained as Child Passenger Safety Technicians (DPST) in all nine public health districts will maintain partnerships with local Head Start programs, daycare centers and schools within their districts to ensure CPS activities. The activities will include conducting CPS training classes, installing and distributing car safety seats, conducting checkpoints, participating in health and safety fairs and conducting traffic safety seminars for middle and high school students.

The overall goal of this project is to help *reduce injuries and deaths by educating the public about the importance of correctly installing and using child safety seats, booster seats and seat belts*. This public education will be accomplished by providing child safety education, certifying new Child Passenger Safety Technicians, checkpoints, the installation of safety seats and through an awareness campaign using various media.

Budget: \$175,000 Federal 405

Project Number: 09-K2-400-1

Project Title: Jackson State University OP Diversity Conference Project

Description: Jackson State University will develop and host a statewide occupant protection diversity conference in FY 2009. This conference will include sessions on Teen Seat belt usage as well.

Budget: \$60,000 Federal 405

Project Number: 09-K2-408-1

Project Title: Mississippi Highway Patrol CIOT Enforcement Project

Description: The Mississippi Highway Patrol will provide enforcement for occupant protection during the May 2009 Memorial Day Blitz CIOT campaign, and the Teen Seatbelt initiative immediately preceding CIOT. These enforcement funds will provide for extra trooper details for occupant protection checkpoints during the three-week enforcement time- frame, May 11-31, 2009.

Budget: \$187,908.00 Federal 405

Project Number: 09-PM

Project Title: CIOT Teen Paid Media

Description: Paid Media will be purchased for the Teen Seat Belt initiative during early May, 2009 in conjunction with the Region VI Demonstration Teen Project. A media contractor will be hired to place the paid media ads, who will work with Region VI on all aspects of this project. The media specialist contract will be sent out for statewide bids, which will place all media buys for each campaign. Television and radio spots will be aired statewide during the May 2009 blitz, as well as print ads and outdoor space. With Mississippi leading the nation in teen fatalities, OHS plans to focus messaging on the teen target population in accordance with the **Region VI Teen Demonstration Project**, drivers of pickup trucks, and strong CIOT

enforcement messaging for the general population. The measures that will be used to assess message recognition include the following: (1) The statewide seat belt survey results held in June 2009 will be used to evaluate the success of the paid media campaigns. (2) The number of fatalities for each enforcement period will be used for evaluation of the campaigns as well. (3) The possibility of conducting DMV surveys through the Preusser Research Group will be examined for the May 2009 campaign (4) GPAs for television and radio will be used to evaluate the success of the paid media campaign as well. Click It or Ticket paid media will be used for benefit to local agencies. Paid Media and Earned media will be discussed at the LEL quarterly meetings during the 2nd quarter FY 2009 for participation in the upcoming CIOT mobilization and the Teen Demonstration Project. Lists of participants documenting the local agencies in attendance and meeting agendas will be used as documentation to show benefit to local agencies. Paid Media will be purchased for the Teen Seat Belt initiative during early May, 2009 in conjunction with the Region VI Demonstration Teen Project. A media contractor will be hired to place the paid media ads, who will work with Region VI on all aspects of this project.

Budget: **\$150,000 Federal 405**

Program Area Cost Summary (See HS 217)

Planning and Administration: None

Over \$5000 Equipment Request: None

Paid Media: Paid Media will be purchased for the **Click It or Ticket Campaign**, and the Teen Demonstration Project during the May 2009 enforcement period, utilizing both 402 and 405 funding. The media specialist contract will be sent out for statewide bids, which will place all media buys for each campaign. Television and radio spots will be aired statewide during the May 2009 blitz, as well as print ads and outdoor space. With Mississippi leading the nation in teen fatalities, OHS plans to focus messaging on the teen target population in accordance with the **Region VI Teen Demonstration Project**, drivers of pickup trucks, and strong CIOT enforcement messaging for the general population. The measures that will be used to assess message recognition include the following: (1) The statewide seat belt survey results held in June 2009 will be used to evaluate the success of the paid media campaigns. (2) The number of fatalities for each enforcement period will be used for evaluation of the campaigns as well. (3) The possibility of conducting DMV surveys through the Preusser Research Group will be examined for the May 2009 campaign (4) GPAs for television and radio will be used to evaluate the success of the paid media campaign as well. Click It or Ticket paid media will be used for benefit to local agencies. Paid Media and Earned media will be discussed at the LEL quarterly meetings during the 2nd quarter FY 2009 for participation in the upcoming CIOT mobilization and the Teen Demonstration Project. Lists of participants documenting the local agencies in attendance and meeting agendas will be used as documentation to show benefit to local agencies. Paid Media will be purchased for the Teen Seat Belt initiative during early May, 2009 in conjunction with the Region VI Demonstration Teen Project. A media contractor will be hired to place the paid media ads, who will work with Region VI on all aspects of this project.

Budget: **\$300,000 Federal 402 / \$150,000 Federal 405 TOTAL \$450,000**

**2009-03
OCCUPANT PROTECTION**

Subgrantee	Project Title	Federal	Match	402 to Local
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Subgrantee	Project Title	Federal	Match	402 to Local
OHS	1. OP Coordination Personnel: Occupant Restraint Coordinator Special Projects Coordinator Travel Contractual Services Commodities	\$145,000.00	-0-	-0-
Safe Kids Coalition	2. Safe Kids Coalition/BFL Personnel: 3 CPS specialists Travel Contractual Services Commodities Car seats	\$173,135.00	\$25,150.00	-0-
USM	3. Special OP/Teen Demonstration Commodities Contractual Services Indirect Costs	\$175,000.00	\$25,000.00	-0-
Greenwood Police Dept.	4. Safety Belt Mini-grant Enforcement Overtime	\$10,000.00	-0-	\$10,000.00
Mississippi State University	5. Safety Belt Survey	\$136,958.00	\$15,218.00	-0-
Petal	6. Safety Belt Mini-grant Enforcement Overtime Fringe	\$10,000.00	-0-	\$10,000.00
Long Beach	7. Safety Belt Mini-grant Enforcement Overtime Commodities	\$10,000.00	-0-	\$10,000.00
Meridian	8. Safety Belt Mini-grant Enforcement Overtime Commodities	\$15,000.00	-0-	\$15,000.00
Lauderdale	9. Safety Belt Mini-grant Enforcement Overtime	\$10,000.00	-0-	\$10,000.00
Leland	10. Safety Belt Mini-grant Enforcement Overtime	\$10,000.00	-0-	\$10,000.00

**OP 2009-03
OCCUPANT PROTECTION**

Subgrantee	Project Title	Federal	Match	402 to Local
Perry County	11. Safety Belt Mini-grant Enforcement Overtime Commodities	\$10,000.00	-0-	\$10,000.00
Forrest County	12. Safety Belt Mini-grant Enforcement Overtime	\$10,000.00	-0-	\$10,000.00
Waynesboro	13. Safety Belt Mini-grant Enforcement Overtime Commodities	\$15,000.00	-0-	\$15,000.00
Adams County	14. Safety Belt Mini-grant Enforcement Overtime Fringe	\$10,000.00	-0-	\$10,000.00
Vicksburg	15. Safety Belt Mini-grant Enforcement Overtime Fringe Commodities Car Seats	\$10,000.00	-0-	\$10,000.00
OHS	16. FY 2008 "Click It or Ticket" Campaign/Teen demonstration grant Paid Media	\$300,000.00	-0-	\$300,000.00
Gulfport	17. Seat Belt Enforcement Project Enforcement Overtime Fringe	\$23,387.00	-0-	\$23,387.00
Starkville	18. Seatbelt Enforcement Project Overtime Fringe	\$10,000.00	-0-	\$10,000.00
Hinds County	19. Seatbelt Enforcement Project Overtime Fringe	\$10,000.00	-0-	\$10,000.00
Pearl River Valley	20. Seatbelt Enforcement Project Overtime, Fringe	\$10,000.00	-0-	\$10,000.00
	TOTAL	\$1,103,480.00	\$65,368.00	\$473,387.00

**2009
SECTION 405**

Subgrantee	Project Title	Federal	Match	405 to Local
Mississippi State Department of Health	1. Child Passenger Safety Project Personnel: Travel, Commodities, Contractual Services	\$175,000.00	\$56,250.00	-0-
Jackson State University	2. Occupant Protection Diversity Project/Teen Contractual Services	\$60,000.00	20,000.00	-0-
Mississippi Highway Patrol	3. Occupant Protection Enforcement CIOT/Teen initiative Overtime, Travel	\$187,908.00	\$75,000.00	-0-
Office of Highway Safety	4. CIOT/Teen Media Project Match (Bonus Spots)	\$150,000.00	\$50,000.00	-0-
	TOTAL	\$572,908.00	\$201,250.00	-0-

TRAFFIC RECORDS

Problem Identification:

During FY 2008, traffic records management was focused on the development of the revised Strategic Plan for Traffic Records Systems and the formal application for third year Federal 408 Traffic Records Funds. The State Traffic Records Committee (STRC) met numerous times to refine the plan and set priorities for automation projects over the next three years. Two major milestones for traffic records involved crash and citation core systems. The increase in agencies using the new uniform crash report system, *Reportbeam*, shows that a vast majority of local agencies are entering their own crash data. The MDOT Safety Analysis Management System (SAMS) uses this crash database to attach the roadway environment data using GIS methodologies. Electronic transfer of citation data continued with most Justice Courts and some of the largest Municipal Courts. This is producing timely updates of the Driver History file.

The most recent traffic records assessment was conducted during the first week of April, 2008, in order to examine the status of traffic records systems both statewide and local. This process produced a report outlining a review of the current strategic plan for traffic records and provided recommendations for new projects and activities over the next three to five years (FY-2009 thru FY-2011).

The State Traffic Records Committee (STRC) is the oversight body for all improvements and coordination of traffic records systems. The Mississippi Association of Highway Safety Leaders (MAHSL) has been designated as an advisory group of SAMS and STRC is a permanent work committee of MAHSL.

MAHSL has over 100 members and represents various traffic safety disciplines, such as law enforcement, engineering, planning, public health, judiciary, insurance, and consumers. Members recognize the value of traffic records in identifying problems, establishing performance measures (goals and objectives) and using statistical techniques to evaluate program outcomes. The Associations of Chiefs of Police and Sheriffs have representatives on STRC and provide inputs to traffic records activities and plans.

The automated crash data collection system of Mississippi is *Reportbeam*. This product has increased the capabilities for usage of crash report data to design new operational procedures to access and update Driver History files, share electronic data with insurance companies, suspend drivers with no insurance, and link crash data to EMS and hospital trauma registries. These capabilities are in addition to the problem identification and evaluation utilities of the automated crash data. This *Reportbeam* data is also directly input into the Safety Analysis Management System (SAMS) for MDOT roadway environment linkage and subsequent studies by traffic safety engineers for Hazard Elimination projects, collision diagrams, corridor or road segment analyses, etc.

Reportbeam allows the officer to enter the electronic crash report either on the scene

or from field notes after the crash site is cleared. The officer also creates a computer diagram of the crash and produces the narrative report. The crash case is then accessible to all entities that are given permission to retrieve the record, i.e., SAMS, law enforcement agencies for driver history, insurers, and the drivers that were involved in the crash.

Goal 5: Enhance traffic records usage for implementing data-driven comprehensive, statewide traffic safety planning.

- **Performance Measure/Traffic Records: To increase the percentage of BAC test results in drivers involved in fatal traffic crashes from 30.7% in 2006 to 40% by the end of 2009.**

Strategies:

- **Implement a comprehensive Traffic Records Coordination Project.**
- **Continue support of the State Traffic Records Committee**
- **Implement a uniform coroner automated system for BAC reporting on traffic fatalities and surviving drivers.**
- **Establish a Comprehensive Citation/Conviction System**
- **Implement traffic records analyses utilizing GIS technologies and creating Web-based information.**

Project Number: 09-TR-410-1

Project Title: Traffic Records Coordination Project

Project Description: During FY 2009, the traffic records coordinator will expand the uses of crash data and improve accessibility to statistical reports, charts and analyses. *Reportbeam* files are SQL databases and can be easily exported to ASCII for special purpose analytical files. Since our state is using the product for all law enforcement departments, there is continuing dialog from DPS and local departments when any problems are encountered. Visual Statements, Inc. is the company that markets the *Reportbeam* product. They were recently acquired by Trimble - a mature GIS company. This product is used at all law enforcement academies and is taught in basic crash reporting courses.

For many years, all citations have been mailed to DPS Driver Services Bureau, Driver Improvement Branch (DI) for clerical data entry. There had always been a backlog of citations until the *Reportbeam* automated crash report significantly reduced the quantity of crash reports sent to DPS by mail. Over the past two years, the majority of the Safety Responsibility (SR) clerical staff has been re-directed to enter citations rather than crash reports because the quantity had dwindled so dramatically.

However, the SR staff will soon begin processing license suspensions based on failure to have liability insurance in crashes. This is possible now with the *Reportbeam* feature that flags those drivers by case number and name when they are involved in a crash without insurance. This is another example of the effectiveness and efficiencies as byproducts of the automated crash system.

During FY 2009, preparation and dissemination of statistical reports will continue to be major traffic records activities. These reports are used for OHS planning, problem identification, evaluation, special analyses and responses to outside requests for data. Ad hoc queries come from the legislature, media, state and local agencies, law enforcement, universities, research foundations, safety associations and the general public. Analyses of Mississippi crash data and EMS data were used to document the enormity of the problem with low belt use. Our primary law was passed, the Governor signed it effective May, 27, 2006.

As one can see, traffic records data are used to present facts related to highway safety legislation and strengthen public awareness of traffic safety concerns. Public information and education themes are formulated using graphics and other statistical studies. The concept of integrating innovative and emerging technologies to build our new state crash system has produced a strong foundation for the Safety Analysis Management System to be shared by MDOT and DPS. Local agencies have on-line access to their crash data for standard reports and ad-hoc queries.

A continuing contract with M.A.D.D. is funded to examine DUI cases involving minors, especially targeting the adjudication process with other funding sources. This project requires extensive traffic records data and monitoring of courts statewide using our state-of-the-art DUI tracking system. DUI arrests are entered within 24 hours with an affidavit record sent by the officer. This is followed by the adjudication record and disposition information. If no court record is found within 60 days, a list of outstanding DUI affidavits is given to the court monitor for review.

The Mississippi legislature funds the Statewide Trauma System with assessments from traffic fines. As of 2008, there are complete ambulance run reporting data, emergency room data and trauma registry data for participating hospitals across the state. The EMS Division of the State Department of Health accepts electronic transfer of ambulance reports and expanded the software/hardware for trauma registries. The EMS assessment was conducted during April, 2004, with 411 funding. Our state is currently not compliant with the National Emergency Medical Services Information System (NEMSIS) standards. However, the new crash form has direct links to EMS data since the officer collects the EMS provider and hospital code numbers.

There are many users of traffic records each year. They include traffic administrators to deploy enforcement units, engineers to identify roadway hazards, judges to determine sentencing and prosecutors to determine appropriate charges. Additionally, they include licensing agencies to identify problem drivers, emergency response teams to improve response times, health care organizations to understand implications of patient care and costs, motor carrier officials to identify problem commercial drivers and carriers. Federal, state and local administrators and elected officials need and use the traffic information to set public policy or make laws.

The Traffic Records Coordination program continues to plan, develop and implement traffic records projects and activities as authorized for continued implementation of the strategic plan. Many activities funded thus far have increased efficiency of crash collection, driver record updates and suspension actions for drivers without insurance when at-fault in crashes. An extensive study of our compulsory liability law is planned for FY-2009. The Performance and Expenditure Review Committee (PEER) of the legislature has contacted the traffic records coordinator for data analyses about crashes, driver history actions, insurance status and citations issued for failure to comply with this law.

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

The Mississippi Highway Safety Information System (MHSIS) describes the total automated traffic records system which includes traffic crashes, citations, drivers, vehicles, roadways, EMS data, vital statistics, coroner reports, crime laboratory data, demographics and travel density. MHSIS is an evolutionary records system which is a complex, volume-intensive, data collection, storage, and retrieval system. The goal is to achieve uniformity and compatibility of traffic records while reducing inefficiency of recordkeeping. The system will continue to support national priority areas defined by the National Highway Traffic Safety Administration (NHTSA).

Budget: \$106,389 Federal 402

Section 408

Project Number: 09-K9-408-1

Project Title: Uniform coroner automated system for BAC on traffic fatalities, Department of Public Safety - Medical Examiner/Crime lab

Description: Need to improve blood alcohol testing for traffic fatalities and all drivers in fatal crashes. The documented blood alcohol data for drivers involved in fatal crashes has dropped from 75% to 40% over the last ten years. When case law by our Supreme Court negated our mandatory statute for testing of all drivers in fatal crashes regardless of driver physical conditions, our testing decreased significantly. There is a need to mandate that coroners coordinate with local law enforcement officers to order blood/breath tests performed on surviving drivers where probable cause for impairment is a factor in fatal crashes. Alcohol tests on traffic fatalities have also plummeted. A sound death investigation requires blood and vitreous fluids be collected for analyses.

Our state needs an automated death record (ME-1) from the state coroners. This system would include a laptop for each county coroner (82 counties) and a server at the crime lab for

the database repository. This requires a comprehensive case record management system that would include all deaths, including motor vehicle fatalities.

The blood alcohol results from this system would be exported in an automated format to be input into the FARS database. The coroner database would be relational to allow unlimited search and query capabilities. It would include scanning and digital photography. The system would have management information reports, statistics and graphics. There would be a case checklist to pinpoint records with missing data or needing updates.

Budget: \$200,000 408 Federal

Project Number: 09-K9-408-2

Project Title: Establish a Comprehensive Citation/Conviction System

Description: This project is a technology venture to collect citation data by computer in the law enforcement officer's vehicle. This would allow retrieval of personal identification from magnetic stripe or bar-code. The citations would be printed in the vehicle and given to the offender. An electronic citation would then be sent to the court jurisdiction. This will promote timely, accurate and complete citation data from issuance to court adjudication to final placement on the driver history file.

Budget: \$400,000 408 Federal

Project Number: 09-K9-401-1

Project Title: Traffic Records analyses utilizing GIS technologies, creating Web-based information and facilitating State Traffic Records Committee Support, Social Science Research Center at Mississippi State University

Description: The Social Science Research Center in partnership with the Mississippi Highway Safety Patrol and the Mississippi Department of Public Safety proposes to establish an ongoing program of analyses and reporting of Mississippi traffic and related data sources (Driver Licenses Services, Trooper Reporting System, ReportBeam, Federal Fatal Accident Reporting System, e.g.). The goal of the program will be to develop an Information Management System that will 1) provide accurate and timely analyses of key traffic safety and other indicators, 2) provide information for more effective utilization of highway safety resources, 3) provide information for follow-ups and assessments of ongoing and special projects, and 4) provide information for managing personnel and resources. In addition, the project will provide an ongoing ad hoc capacity for answering specific questions and providing information about highway safety and patrol issues for Mississippi. The Office of Highway Safety in cooperation with the Social Science Research Center conducted a traffic records assessment project during the spring of 2008. This timely study provides an assessment by national experts on Mississippi's needs to improve safety and related records as well as making recommendations about strategies for improving information, reporting, and analyses. The current proposed project is seen as an extension and enhancement of this initial assessment activity.

The SSRC has nearly 60 years of experience in conducting a broad array of projects for federal, state, and private organizations. The Center conducts between 40 and 50 research and applied projects each year with expenditures in \$7 to \$8 million range

(www.ssrc.msstate.edu). The Center has approximately 100 Research Fellows, Research Associates, Graduate Students, and Support Staff conducting research on applied projects. The SSRC maintains several laboratories that are available for the proposed project: the Wolfgang Frese Survey Laboratory, the Decision Support Laboratory, Societal Monitoring Laboratory (GIS/spatial analysis), several secure data facilities, and the Public Safety Data Laboratory. The Center also developed and operates the Mississippi Alcohol and Safety Education Program (MASEP), which is the state's mandated intervention program for first-time DUI offenders. The Public Safety Data Laboratory has currently established a longitudinal database of drivers, DUIs, citations, and accident files with over a decade of data on DUI offenders. The SSRC has an unparalleled combination of scientific and professional expertise, state-of-the-art laboratories, information technology infrastructure, project administration capabilities, and track record to carry out a major project focusing on the assessment, improvement, and enhancement of safety data and analysis for the Mississippi Highway Safety Patrol and associated partners.

MSU Contact: Dr. Arthur Cosby, Director, Social Science Research Center, Mississippi State University, (662) 325-7127, arthur.cosby@ssrc.msstate.edu

There is a vast need for utilizing the GIS capabilities of our present traffic records systems. Reportbeam requires coordinates on all traffic crashes. DUI citations include coordinates also. MSU-SSRC has many data structures that contain GIS attributes, such as demographics, topography, road environments, etc. The university research associates have the expertise to create unlimited analyses of the traffic records data to promote pro-active traffic enforcement for the Mississippi Highway Patrol and local law enforcement.

The STRC support component will be developed to cover costs associated with activities of the committee, such as meetings, training, and professional development workshops/conferences. Funds will also be used for research and evaluation studies to establish statistical tables, charts and other analytical studies for placement on the Internet site for Public Safety Planning. Computer hardware and software will be purchased and developed to accommodate this process.

Although publication of traffic records information remains a priority, printing costs will be significantly reduced by placing statistical data on the Internet, which will also decrease the amount of time necessary for the traffic records coordinator to respond to the many requests for data. This project will also allow more time for planning and evaluation that require more quality concentration and more effectiveness to OHS in the long-term.

Budget: \$400,000 Federal 408

Program Area Cost Summary (See HS 217)

Planning and Administration: None

Over \$5000 Equipment Request: None

Paid Media: None

TR 2009-04
TRAFFIC RECORDS COORDINATION

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

Section 408 Traffic Records

Subgrantee	Project Title	Federal	Match	402 to Local
DPS/ MS Crime Lab	1. Uniform Coroner Automated System	200,000.00	\$ 50,000.00	-0-
DPS	2. Citation/Conviction System	\$400,000.00	\$ 100,000.00	-0-
Mississippi State University Social Science Research Center	3. Mississippi Highway Safety Data and Analysis Program	\$400,000.00	\$ 100,000.00	-0-
TOTAL		\$1,000,000.00	\$ 250,000.00	N/A

2009-05
POLICE TRAFFIC SERVICES

Problem Identification:

Mississippi Police Traffic Services plans to increase enforcement, education, and training in traffic law enforcement and effective adjudication, and reduce the incidence of aggressive driving including speeding. 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.

Besides solving crimes, traffic enforcement works to reduce the huge human and financial cost of automobile crashes. With an average cost of \$150 billion per year, more people are killed each year in traffic crashes (a fatality every 13 minutes) than by murder (one every 21 minutes). Seatbelts, air bags, other restraint systems and anti-lock brakes have significantly contributed to reducing injuries and deaths from traffic crashes. But these technological advances are only a step in the process. Continued improvements in vehicle design are necessary to protect occupants, along with education and behavior modification.

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

The public's lack of compliance with traffic laws and the view that driving beyond the speed limit is acceptable must be changed. People have to come to understand that driving under the influence of alcohol, driving too fast and not wearing their seatbelt is dangerous. Therefore, more education to the public and increased enforcement is necessary for Mississippi to have safer highways.

Goal 6: Reduce traffic-related fatalities associated with driving in excess of the posted speed limit.

- **Performance Measure/Speed: To reduce speed related fatalities from 320 or 36% in 2007 to 310 or 35% during 2009.**

Strategies:

- **Provide for comprehensive Police Traffic Services Coordination through a Law Enforcement Liaison Statewide Network.**

- **Participate in Blue Talon with Region VI.**
- **Participate in Click It or Ticket and Over the Limit, Under Arrest National Mobilization periods.**
- **To ensure local law enforcement receive as much training as possible by conducting SFST training, Complete Traffic Stops, the DRE-ARIDE Pilot Program, Speed Management Workshops, and TOPS.**
- **To enhance the CRASH reconstruction level for the Mississippi Highway Patrol.**
- **To provide public information and education to the public for all traffic safety related issues and campaigns.**
- **To provide funding for four police traffic services grants to local law enforcement, offering speed, traffic, seat belt and DUI components.**

Project Descriptions:

Project Number: 09-PT-410-1

Project Title: Police Traffic Services Coordination Project

Description: The **Police Traffic Services Coordination Project** for the State of Mississippi has a highway safety plan in place. The Police Traffic Services program will assist Law Enforcement agencies statewide to assist them in establishing a highway safety plan for their agency. This program will assist law enforcement agencies statewide develop and implement more strategic traffic enforcement among their agencies to include but not limited to: program coordination; enforcement; prosecution and adjudication; assessment and treatment; public information & education; occupant protection policy; pursuit policy; plans for self sufficiency; goals, objectives and tasks of the traffic unit; evaluating the unit for effectiveness; training required for officer safety and prosecution of offenders. That in return will help enhance the Mississippi Highway Safety Plan and encourage more agencies/officers get more involved in the highway safety enforcement activities. This program will focus on the main goal which is to provide education, training and enforcement assistance to increase the seatbelt usage rate and decrease number of intoxicated drivers on Mississippi highways therefore reducing vehicle crashes, injuries and fatalities.

The Police Traffic Services Coordinator will oversee the Law Enforcement Liaison –Traffic Enforcement Network (T.E.N.) program that has been established this past year. The networks consist of 82 counties (that contain approximately 257 local municipalities) that are broken down into nine (9) districts of the Mississippi Highway Patrol troops. There is a Law Enforcement Liaison Network Coordinator assigned to each MHP district. Three full-time State Regional Law Enforcement Liaison Officers oversee the project that is currently broken down into the Northern, Central and Southern regions. The Law Enforcement Liaison serves as a field representative and will contact and visit law enforcement agency heads and conduct in-service training to the agencies in order to keep them informed on current traffic safety trends and issues. By doing this, the MS Office of Highway Safety has started to bring back a

positive enthusiasm for the enforcement and education of highway safety. Namely, greater law enforcement participation, increased and improved reporting and a significant increase in alcohol countermeasure enforcement grant applications are but a few of these benefits. This was accomplished by having quarterly meetings in each troop to share ideas, educational material, training needs and a coordinated effort to traffic safety.

The function of the Law Enforcement Liaison will establish communication between the State, Local Police Departments and Sheriff's Departments. In addition, the OHS Staff Liaison to the Mississippi Highway Safety Patrol will coordinate activities with State agencies and OHS Sub-Grantee Agencies. Activities will include Public Information and Education Campaigns, Training for Law Enforcement, Targeted Enforcement Blitzes, Saturation Patrols, Safety Checkpoints, and other High Visibility Enforcement (HVE) efforts. As per the norm, the LELs will continue to be relied upon heavily by agencies in the State for assistance with report writing, training, enforcement coordination/ activation, and any other special enforcement-related concerns or objective achievements. The LELs are the cornerstone of the strategic implementation measure to be conducted throughout the twelve (12) month sustained enforcement period.

The coordinator of this project will work under the direction of the MS Governors Office of Highway Safety Director and work in conjunction with the State Law Enforcement Liaison Office. The coordinator will assist in coordinating the Central, Northern and Southern Law Enforcement Liaison Network program. The Central region is the largest segment of population and highest alcohol-fatality rates in Mississippi. The State of Mississippi is planning to implement the **Speed Management Strategy** to all law enforcement officers and the public in Mississippi. The training outline, objectives, and speed training plan will be constructed with input and approval from all attendees (Public Policy, Law Enforcement, Traffic Engineering, and Judicial). The MS Governors Office of Highway Safety will train officers, City/ County officials, and the public on the Speed Management Strategy . The training will take place through the Office of Highway and the LEL training schedule that is currently offered with the SFST, TOPS, CTS, and Spanish for the Traffic Officer training. At least nine speed workshops are being planned for FY 2009. The training will take place at various workshops and meetings across the state.

Another training component that will be added this year is in-car camera training (154) Mobile video/audio recording equipment has been demonstrated to be of value in the prosecution of traffic violations and related offenses, in evaluation of officer performance as well as in training. This class is designed for both Instructors and for the Patrol Officers desiring to legally collect evidence for court using in-car video equipment, such as DUI/DWI, and Accident Investigation.

Budget: 150,000 Federal 402

Project Number: 09-PT-412-1

Project Title: USM Law Enforcement Liaison (LEL) Project

Description: The Law Enforcement Liaison (LEL) Project with the University of Southern Mississippi continues to expand. The LEL will continue to oversee SFST training,

S.T.O.R.M., STEP Blitz activities, and provide technical assistance to the 82 sheriff's departments and approximately 257 municipal and other law enforcement agencies. To assist in the demand for training, the LEL project will continue to facilitate Standardized Field Sobriety Training (SFST), Traffic Occupant Protection Strategies (TOPS), Complete Traffic Stops (CTS), and a pilot (DRE-ARIDE) training. The LEL program should be better able to bridge the gap between law enforcement, the private sector, and Office of Highway Safety. Standardized Field Sobriety Training has become an intricate part of the Mississippi alcohol countermeasures system. Local and state law enforcement officers have formed a DUI officer association called S.T.O.R.M., which stands for Sobriety Trained Officers Representing Mississippi. This group meets bi-annually to be advised on updates in the law, proper child restraint use, and the proactive nature of traffic enforcement, SFST, TOPS, CTS, DAR and other aspects of highway safety. Since the beginning of increased SFST courses and the formation of S.T.O.R.M., Mississippi has seen a steady increase in the number of DUI arrests.

Budget: \$450,157.97 Federal 402

Project Number: 09-PT

Project Title: MHSP Speed Enforcement (PROPOSED)

Description: The Mississippi Highway Safety Patrol (MHSP) conducts speed enforcement as part of their on-going statewide patrol and do not have additional funding for speed enforcement at this time. However, with the initiation of the Blue Talon Campaign within Region VI, 402 police traffic services carryover funding, if available, could be used to pay for sustained speed enforcement during this campaign. (Provided that OHS still is able to maintain 402 to local requirement of 40% with the addition of this project)

Budget:\$0 Funding determined on carry forward funds and 40% to local requirements

Project Number: 09-PT-408-1

Project Title: MHSP Uniformed Division of Public Affairs P I & E Project

Description: The MHSP Uniformed Division of Public Affairs within the Department of Public Safety have requested purchasing commodities and for travel money for the MHP statewide Highway Safety Public Education campaign. This campaign is conducted by each of the nine Public Affairs Officers in the nine Highway Patrol Districts. The PAO support and promote the "Click it or Ticket" and the "Drunk Driving: Over the Limit, Under Arrest" national campaigns. Educating the public is the key to assist a person in making the right choices in life. By showing and presenting to them the dangers associated with Driving Under the Influence, not wearing a seat belt, not properly using a child restraint device, teen driver demonstrations and driving while distracted the state can influence the targeted audience to make the right decision. This along with good media relations with TV news and the local newspapers can assist in getting the word out to a large population to help promote safe driving practices and choices early.

Budget: \$30,000 Federal 402

Project Number: 09-PT-408-2

Project Title: MHSP CRASH Project

Description: The **Mississippi Highway Safety Patrol C.R.A.S.H. (Collision Reconstruction Analysis on State Highways)** project is seeking funding to enhance the capabilities of the CRASH team. This project will expand in depth MHP's collision investigation and reconstruction techniques. This grant will fund five crash data retrieval systems, five PCM (interface kits for crash data retrieval, software, and travel for further training for the CRASH team. The states required 25% match to 402 is located within the grant, which is a MHP vehicle. In the year 2007 the MHP CRASH team reconstructed 123 of the 345 fatal collisions on MHP controlled roadways. These 345 fatal collisions resulted in 392 fatalities on MHP patrolled roadways and interstates. With this new technology and training, team members will be equipped with the knowledge and equipment to analyze a crash and prepare a comprehensive report that will aid the prosecutors in holding those responsible for their actions. The ultimate goal of the unit remains to enhance and expand the capabilities of the unit in their in-depth and comprehensive investigation and reconstruction of collisions and the causation factors of these collisions that are significant in their resulting of serious injuries and or death of the persons involve in these collisions.

Budget: \$64,247 Federal 402

Project Number: 09-PT-202-1

Project Title: City of Bay St. Louis PTS Project

Description: The City of **Bay St. Louis** is located between Louisiana and the Mississippi Gulf Coast on Hwy 90. Within Bay St. Louis itself the Hollywood Casino has opened its doors and in the past two years the city has seen a tremendous rise in the DUI, Speeding, and seatbelt violations. With this area rebuilding back from the Hurricane Katrina the city is struggling to keep up with the growing number of residents and construction workers in the area. With 114 DUI Arrest, 102 Seatbelt violations written, 310 total crashes, 40 crashes with injuries and 2 Fatal crashes, the city of Bay St. Louis is applying for a Police Traffic Services grant. The objective of this program is to build on a successful traffic safety and DUI enforcement program. The grant will evolve into an injury prevention program geared toward enforcement, education and outreach with the community.

Budget: \$59,060.54

Project Number: 09-PT-134-1

Project Title: Jones County PTS Project

Description: **Jones County** is located in the southeastern portion of the state, and is intersected by I-59, U.S. Highway 11, and U.S. Highway 15. Jones County consists of approximately 62,000 people, with the Regional Medical Center, and Jones Junior College increasing daily commuter traffic. Major industries in the area include Howard Industries, Masonite, Sanderson Farms, and Wayne Farms, which also adds traffic on a daily basis from the five surrounding counties. Also, Jones County has become home to many residents that were displaced by the Katrina storm in 2005 therefore increasing the county's population.

This Police Traffic Services project, which falls within the 30 county problem area for alcohol-related fatalities, will continue to focus on DUI enforcement, traffic enforcement, and public education. This project will fund 4 full time traffic officers, and a coordinator to oversee the project; this project should impact Jones County as well as the cities of Ellisville, Laurel, Sandersville, Soso, Moselle, Ovet, and Eastabuchie. Listed is information on Jones County obtained by NHTSA National Center for Statistics and Analysis.

- Jones Co is ranked 5th in the state by number of Alcohol- Related Fatalities with 13; 19.49 per 100,000 population, 3% of states total.
- Alcohol related fatalities in the TOP 10 Counties for 2006; 7 in 2002, 12 in 2003, 8 in 2004, 10 in 2005, 13 in 2006
- Rank by number of fatalities Jones County is 6th, with 30 fatalities 44.97 per 100,000 population 3% of states total.

Budget: \$128,510 Federal 402

Project Number: 09-PT-319-1

Project Title: City of Pearl PTS Project

Description: The jurisdiction of the **City of Pearl** is located just east of the capital city of Jackson, Mississippi. The population of the City of Pearl according to 2000 census is 21,961. Due to the City of Pearl's growth with new restaurants, new businesses, expanded roadways, the Mississippi Department of Public Safety ranks Pearl, Mississippi, among the highest in traffic crashes in the State due to the location of 4 major arteries. These arteries include Interstate 20, Interstate 55 Stack Interchange, U.S. Highway 80, U.S. Highway 49. Other highways in the city include MS Highway 468, MS Highway 475, Flowood Drive and Old Brandon Road.

Pearl is located in Rankin County, which is listed by the State Tax Commission as the 2nd fastest growing counties in Mississippi. The information below on Rankin County was obtained by NHTSA National Center for Statistics and Analysis.

- Rankin County is ranked 7 in the state by number of Alcohol of Related Fatalities with 11 8.10 per 100,000 population 3% of states total.
- Alcohol related fatalities in the TOP 10 Counties for 2006: 13 in 2002, 9 in 2003, 8 in 2004, 18 in 2005, 11 in 2006
- Rank by number of fatalities Rankin is 8th with 26 fatalities: 19.14 per 100,000 population 3% of states total

According to the Pearl Police Data System, The Pearl Police Department reported traffic crashes from the years 2001 – 2007; 1,210 in 2001, 1,268 in 2002, and 1,227 in 2003, 1,135 in 2004, 974 in 2005, 996 in 2006, and 1102 in 2007. The department wrote 3,191 hazardous

moving violations (727 speeding) in 2005 with 8 fatalities and 62 injuries; 5,943 hazardous moving violations (1,895 speeding) in 2006, with 996 crashes involving 3 fatalities and 146 injuries; 6,509 hazardous moving violations (2,300 speeding) in 2007 with 1102 crashes with 4 fatalities and 126 injuries. Over 75% of the fatalities worked, seatbelts were not used. The city plans on using funds from the traffic grant to utilize two motorcycle/ traffic officers and one DUI unit. The DUI officer was recently named top DUI officer in the state in May for the 225 DUI citations written in 2007.

Budget: \$127,568.07 Federal 402

Project Number: 09-PT-286-1

Project Title: City of Hernando PTS Project

Description: The **City of Hernando** is located in DeSoto County, one of the fastest growing counties in Mississippi. Desoto County borders Tunica County, which is also one of the fastest growing areas in the State and home to several casinos and hotels. Since the building of the numerous casinos in the 1990's, there has been a steady increase in the residential population, business establishments, local restaurants and bars. The information below on Desoto County Information was obtained by NHTSA National Center for Statistics and Analysis.

- Desoto Co is ranked 8 in the state by number of Alcohol-Related Fatalities with 10: 6.91 per 100,000 population 3% of states total.
- Alcohol related fatalities in the TOP 10 Counties for 2006: 13 in 2002, 6 in 2003, 15 in 2004, 10 in 2005, 10 in 2006
- Rank by number of fatalities: Desoto is 5th with 31 fatalities; 21.42 per 100,000 population 3% of states total

The City of Hernando has been largely impacted by this tremendous growth. For instance, it is the closest city located in DeSoto County to the Tunica County casinos and other business establishments. In addition, the new I-69 interchange has been completed, which intersects with I-55. With this direct route into Tunica County, plus the stretch of I-55 running through the area, the city will be responsible for working all traffic on the strips of I-55 and I-69.

Along with all of this growth comes the increase in not only traffic flow/counts, but also the number of calls for service. The manpower for those calls for service is decreasing the amount of time and personnel who can work on traffic enforcement. With specific officers assigned to a traffic detail, the city should be able to decrease the number of crashes/injuries, while increasing the usage for safety belt and child restraints. They would be able to focus more on traffic enforcement, without the loss of manpower to answer other calls for service.

Budget: \$75,000 Federal 402

Each project site listed will participate in coordinated statewide public information and education campaigns in addition to supporting and cooperating in the Click It or Ticket enforcement mobilization, the Teen Demonstration Project, the "Drunk Driving, Over the

Limit, Under Arrest” DUI enforcement mobilization, speed enforcement initiatives such as Blue Talon in NHTSA Region VI, the Mississippi Association of Highway Safety Leaders, and STORM (Sobriety Trained Officers Representing Mississippi).

Coordinated efforts will be made in working with law enforcement officers throughout Mississippi in strictly enforcing the state's Implied Consent laws, driving over the posted speed limit laws, the primary seat belt law, and the child restraint law. In addition to individual project supplies and materials, the Office of Highway Safety will supply each project with information and materials provided by NHTSA.

Program Area Cost Summary (See HS 217)

Planning and Administration: None

Over \$5000 Equipment Request: None

Paid Media: None

2009-05
POLICE TRAFFIC SERVICES

Subgrantee	Project Title	Federal	Match	402 to Local
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University of Southern Mississippi	1. Law Enforcement Liaison Project Personnel: 1 Senior LEL 3 LEL Trainers 1 Administrative Assistant Travel, Contractual Services Commodities	\$450,157.97	\$90,712.93.00	\$450,157.97
MHSP	2. Uniformed Public Affairs Project Travel Commodities	\$30,000.00	\$550,000.00	-0-
OHS	3. Police Traffic Services Coordination Personnel: Salary Fringe Travel Commodities	\$150,000.00	\$10,000.00	-0-
MHP	4. CRASH Reconstruction Unit 5 Crash Data Retrieval Systems 5 PCM interface CDR Kits Contractual Services	\$64,247.00	\$80,000.00	-0-
Bay St. Louis	5. Police Traffic Services Grant Coordinator/Overtime, Fringe, Travel Commodities	\$59,060.54	\$6,562.22	\$59,060.54
Jones County	6. Police Traffic Services 4 officers, DUI coordinator Fringe	\$128,510.00	52,490.00	\$128,510.00
Pearl Police Dept.	7. Police Traffic Services Personnel: 3 traffic officers/fringe	\$127,568.07	\$127,568.07	\$127,568.07
Hernando Police Dept.	8. Police Traffic Services Personnel: 2 traffic officers, fringe	\$75,000.00	\$29,031.87	\$75,000.00
	TOTAL:	\$1,084,543.58	\$946,365.09	\$840,296.58

**RS 2009-06
ROADWAY SAFETY**

Problem Identification:

Like most all states across the nation, the State of Mississippi has been lacking in both traffic engineering expertise and traffic support services, which understandably has hindered the state's ability to meet the demands for traffic engineering effectiveness at both the state and local levels. Presently, there are only about 249 municipalities that have proper warning and regulatory signs which comply with the standards that are described in the Manual on Uniform Traffic Control Devices (MUTCD).

The main reason for this problem is the lack of funds available for these local agencies to bring their roadway traffic control signs, etc, into compliance. This problem is being addressed by the Governor's Office of Highway Safety. Since 2000 approximately 115 municipalities (based on the latest available data), are now in compliance with the MUTCD standards. These projects focus on the following areas: traffic sign inventories/studies, traffic engineering assistance to selected areas in the state, and acquisition of equipment for technical support. However, even with these improvements, there is still a large number of municipalities across the state (approximately 135) that need various levels of traffic engineering assistance and support to bring them into compliance with the MUTCD standards. Each year the OHS is attempting to meet these needs through direct awards to as many municipalities as possible as funds become available.

In order to meet these standards, the OHS has attempted to define statewide engineering safety problems which may result in property damage, injury and fatal crashes. In order to meet this responsibility, the OHS has attempted to identify these problems, establish goals and objectives, implement programs to address these problems, monitor and review programs implemented through these awards, and then try to determine their effectiveness in addressing these goals and objectives. It is essential for the agency in meeting these traffic engineering activities/responsibilities, that there be a coordination of efforts/activities as related to other Federal, State and Local agencies involved in this effort across the state.

There are approximately 294 municipalities within the state unfortunately, of this number; there are only about 12% or (32 municipalities) that have trained personnel or access to trained personnel with the type of expertise necessary to carry out the type of traffic engineering studies that are needed in addressing this problem. Thus, as can be expected, without adequate traffic engineering studies the problem of traffic crashes will continue throughout the state and within these municipalities.

Mississippi is made up of 82 county jurisdictions with the responsibility of maintaining approximately 74% of all state roadways. Of these 82 counties, less than 20% or approximately 20 jurisdictions have trained personnel with the right expertise do the type of engineering studies

required. Again, most of the counties cannot adequately address traffic engineering problems which may or are causing and affecting traffic crashes within their jurisdictions.

Goal 6: Minimize the risk of highway crashes through targeted roadway improvements by the year 2010.

- **Performance Measure/Roadway Safety: In an effort to control traffic and reduce fatalities, fund two traffic safety signing studies with local agencies for FY 2009.**

Strategies:

- **Continue training at the local level on compliance with the standards that are described in the Manual on Uniform Traffic Control Devices (MUTCD).**

With these problems in mind and the lack of expertise available on a local level, to meet or address these insufficient traffic engineering needs, the OHS is proposing to address these problems from four standpoints and plan to assist in the following areas: (1) Traffic Engineering Services Coordination; (2) Traffic Sign Installation; (3) Traffic Safety Training; and (4) Safety Studies.

In order to properly address the problems associated with traffic crashes and their causes, and increase the compliance of these local units of governments, and to assure proper signing and identification of possible traffic problems in these selected areas, OHS has identified two sites in the state for these projects that are experiencing major traffic problems. The primary projects planned for these locations are geared to the following needs: (1) Warning and Regulatory Traffic Sign Installation; (2) Traffic Safety Studies; and (3) Traffic Safety Training. The localities to be selected will be according to the availability of funds, a willingness to participate, and previous program activities. Those programs selected to participate in this round of funding and the areas of project activity are as follows:

<u>Localities</u>		<u>Project Activity - FY 2008</u>
1. JSU (T2 Center)	(6th Year)	Traffic Safety Training
2. Clinton	(1st Year)	Traffic Safety Signing Study
3. Summit	(1st year)	Traffic Safety Signing Study

The locations selected above, by the OHS, for studies/implementation will be required to employ the services of certified engineering firms, using federal, state, and local consultant selection procedures, to conduct the studies and inventories. There are certain items to be considered and addressed in these studies/inventories, which will include the following: Traffic signing, signalization, pavement markings, traffic operations, pedestrian and vehicular crash experience, school safety and other related fields of traffic systems.

At present, the State maintains a standing Highway Safety Committee chaired by the State DOT and is made up of agencies which have state responsibilities from construction of highways to enforcement efforts. One of the main purposes and goals of this committee is “to establish a procedure for continuing a systematic program to identify, investigate, make recommendations, correct and evaluated the effectiveness of a Highway Safety Program for the state.” With the introduction/implementation of the Traffic Safety Training project, local traffic control personnel will be able to more efficiently handle all aspects of traffic control procedures as outlined in the MUTCD manual.

With the implementation of the Warning and Regulatory Traffic Sign Installation projects, localities selected to participate (with traffic engineering consultant assistance), will acquire the warning and regulatory traffic signs, posts and hardware not on the Federal Aid Urban System. In addition, the localities selected will be required to use their own labor force to install the needed traffic signs according to the signing inventories completed in previous grant awards and according to standards established/specified in the MUTCD manual.

Project Descriptions:

Project Number: 09-RS-400-1

Project Title: Jackson State University Roadway Safety Training Project

Description: Jackson State University T² Center for Technology will continue to train local county and city officials in the MUTCD standards and assist with roadway safety initiatives in their communities. The Mississippi Center for Technology Transfer (MCT²) Road Safety Training Initiative is an opportunity to direct and increase training resources to under-served rural communities to improve safety and reduce fatality rates on local roadways in Mississippi. Some of the goals for the project are: to implement a safety project on a regional level to include a partnership between counties and local government in each county, to establish working relationships on safety training with elected officials, law enforcement, street work crews and road work crews in rural Mississippi, and to conduct training sessions in each of the Transportation Districts (Northern, Central and Southern). These workshops will be conducted statewide in the target counties with high fatality rates.

In addition, the center will collaborate with the Federal Highway Administration, the Mississippi Department of Transportation and other Southeastern Transportation Assistance Centers/Programs. The aim of these centers is to target county, city and public works personnel but also to deal with federal and state personnel, contractors, vendors, consultants and all those whose work impacts the movement of persons and goods on local roads. It deals in the innovative advances in transportation planning, Traffic safety operations, roadway design, maintenance and construction.

Budget: \$21,933 Federal 402

Project Number: 09-RS-410-1

Project Title: Roadway Safety Coordination

Description: The project goals and objectives of the **Roadway Safety Coordination** area are to bring up to established standards the existing regulatory and warning traffic signs throughout the various agencies participating in this highway safety program. These goals will be met by bringing their sign age inventories into conformance with the Manual on Uniform Traffic Control Devices, Millennium Edition (MUTCD). In order to meet these goals and objectives several areas of activities are planned: (1) Employing qualified traffic engineering services, (2) traffic safety training and (3) utilizing traffic safety studies.

Budget: \$60,000.00 Federal 402

Project Number: 09-RS-206-1

Project Title: City of Clinton Traffic Signing Study

Description: Phase 1: Clinton plans to enhance and update their traffic control devices in keeping with the MUTCD standards. Clinton will be required to employ the services of certified engineering firms, using federal, state, and local consultant selection procedures, to conduct the studies and inventories. There are certain items to be considered and addressed in these studies/inventories, which will include the following: Traffic signing, signalization, pavement markings, traffic operations, pedestrian and vehicular crash experience, school safety and other related fields of traffic systems.

Budget: \$49,500.00 Federal 402

Project Number: 09-RS-346-1

Project Title: Town of Summit Traffic Signing Study

Description: Phase 1: Summit plans to enhance and update their traffic control devices in keeping with the MUTCD standards. Summit will be required to employ the services of certified engineering firms, using federal, state, and local consultant selection procedures, to conduct the studies and inventories. There are certain items to be considered and addressed in these studies/inventories, which will include the following: Traffic signing, signalization, pavement markings, traffic operations, pedestrian and vehicular crash experience, school safety and other related fields of traffic systems.

Budget: \$16,200.00 Federal 402

Program Area Cost Summary (See HS 217)

Planning and Administration: None

Over \$5000 Equipment Request: None

Paid Media: None

**RS 2009-06
ROADWAY SAFETY**

Subgrantee	Project Title	Federal	Match	402 to Local
JSU T ²	1. Traffic Safety Training Personnel Contractual Services Commodities	\$21,933.00	\$8,592.00	\$21,933.00
OHS	2. Roadway Safety Coordination Personnel: Salary Fringe Travel Commodities	\$60,000.00	\$10,000.00	-0-
Clinton	3. Traffic Safety Study	\$49,500.00	\$4950.00	\$49,500.00
Summit	4. Traffic Safety Study	\$16,200.00	\$1620.00	\$16,200.00
	TOTAL	\$147,633.00	\$25,162.00	\$87,633.00

Revised 8/25

State Certifications

STATE CERTIFICATIONS AND ASSURANCES

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

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

- 23 U.S.C. Chapter 4 - Highway Safety Act of 1966, as amended;

- 49 CFR Part 18 - Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments

- 49 CFR Part 19 - Uniform Administrative Requirements for Grants and Agreements with Institutions of Higher Education, Hospitals and Other Nonprofit Organizations

- 23 CFR Chapter II - (§§1200, 1205, 1206, 1250, 1251, & 1252) Regulations governing highway safety programs

- NHTSA Order 462-6C - Matching Rates for State and Community Highway Safety Programs

- Highway Safety Grant Funding Policy for Field-Administered Grants

Certifications and Assurances

The Governor is responsible for the administration of the State highway safety program through a State highway safety agency which has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program (23 USC 402(b) (1) (A));

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

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

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

- **National law enforcement mobilizations,**

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

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

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

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

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

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

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

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

Civil Rights Act of 1968 (42 U.S.C. §§ 3601 et seq.), as amended, relating to nondiscrimination in the sale, rental or financing of housing; (i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and, (j) the requirements of any other nondiscrimination statute(s) which may apply to the application.

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

The State will provide a drug-free workplace by:

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

BUY AMERICA ACT

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

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

POLITICAL ACTIVITY (HATCH ACT).

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

CERTIFICATION REGARDING FEDERAL LOBBYING

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

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

(2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

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

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

RESTRICTION ON STATE LOBBYING

None of the funds under this program will be used for any activity specifically designed to urge or influence a State or local legislator to favor or oppose the adoption of any specific legislative proposal pending before any State or local legislative body. Such activities include both direct and indirect (e.g., "grassroots") lobbying activities, with one exception. This does

not preclude a State official whose salary is supported with NHTSA funds from engaging in direct communications with State or local legislative officials, in accordance with customary State practice, even if such communications urge legislative officials to favor or oppose the adoption of a specific pending legislative proposal.

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION

Instructions for Primary Certification

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.
4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms *covered transaction*, *debarred*, *suspended*, *ineligible*, *lower tier covered transaction*, *participant*, *person*, *primary covered transaction*, *principal*, *proposal*, and *voluntarily excluded*, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.
6. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.
7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.
8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each

participant may, but is not required to, check the list of Parties Excluded from Federal Procurement and Non-procurement Programs.

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

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

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

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

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

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

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

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

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

Instructions for Lower Tier Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.

2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

4. The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and

Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.

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

6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See below)

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

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

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

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

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

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

ENVIRONMENTAL IMPACT

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year 2006 highway safety planning document and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If, under a future revision, this Plan will be modified in such a manner that a project would be instituted that could affect environmental quality to the extent that a review and statement would be necessary, this office is prepared to take the action necessary to comply with the National

Environmental Policy Act of 1969 (42 USC 4321 et seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).

Governor's Representative for Highway Safety

Date



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

HIGHWAY SAFETY PROGRAM COST SUMMARY

State MS Number 1 Date August 25, 2008

Program Area	Approved Program Costs	State/Local Funds	Federally Funded Programs		Federal Share to Local	Current Balance
			Previous Balance	Increase/(Decrease)		
PA-01	\$221,821.74	221,821.74			-0-	
AL-02	497,014.00	58,888.00			397,014.00	
OP-03	1,103,480.00	65,368.00			473,387.00	
TR-04	106,389.00	1,000.00			-0-	
PT-05	1,084,543.58	946,365.00			840,296.58	
RS-06	147,633.00	25,162.00			87,633.00	
HE-154	2,500,000.00	N/A			N/A	
AL-154	8,759,375.11	-0-			5,839,105.07	
AL-410	3,118,936.24	813,540.00			678,936.24	
OP-405	572,908.00	201,250.00			-0-	
TR-408	1,000,000.00	250,000.00			-0-	
Total NHTSA	\$16,112,100.67	\$2,583,394.74				
Total FHWA	2,500,000.00	N/A			N/A	
Total NHTSA & FHWA	\$19,612,100.67	\$2,583,394.74			8,316,371.89	

State Official Authorized Signature:

Federal Official Authorized Signature:

NAME: _____
TITLE: _____
DATE: _____

NHTSA - NAME: _____
TITLE: _____
DATE: _____
Effective Date: _____

APPENDIX

Environmental Policy Act of 1969 (42 USC 4321 et seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).



Governor's Representative for Highway Safety

8/28/08

Date