

State of Mississippi FY–2016 Highway Safety Plan



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I. Executive Summary:

The Mississippi Office of Highway Safety (MOHS) is pleased to present the Fiscal Year 2016 Highway Safety Plan (HSP). This Highway Safety Plan (HSP) contains the performance measures and strategies that the MOHS has set for fiscal year 2016 (October 1, 2015–September 30, 2016). The HSP is required by the U.S. Department of Transportation (U.S. DOT)/ National Highway Traffic Safety Administration (NHTSA) regulations, in order to provide the State with Highway Safety Funds.

Consistent with the requirements for the application for these funds, the FY16 HSP consists of the following major sections:

1. Highway Safety Planning Process;
2. Performance Plan;
3. Program Area Strategies and Projects;
4. Program Cost Summary;
5. Certifications and Assurances;
6. Teen Traffic Safety Program; and
7. Section 405 Grant Application.

The Highway Safety Planning Process describes the data sources and the processes used by the State to plan for the upcoming FY16 grant year. It also provides details on how the State identifies safety problems, describes performance measures, defines performance targets, incorporates evidence based countermeasures and projects to address the problems and achieve performance targets.

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

The Highway Safety Program Area Strategies and Projects include the following elements:

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

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

The HSP is a multi-year plan developed and updated annually by the MOHS to describe how Federal highway safety funds will be apportioned. The HSP is intergovernmental in nature and functions either directly or indirectly, through grant agreements, contracts, requisitions, purchase orders, and work orders. Projects can be activated only after the State HSP has received Federal funding approval. The ultimate goal is to have all of the agreements negotiated and ready for implementation on October 1st, the beginning of the Federal fiscal year.

Mission Statement and Overall Goal: The mission of the MOHS is to encourage and assist State and local agencies, institutions and the private sector in establishing or expanding cooperative highway safety programs based on specifically identified traffic safety problems.

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

Legislative Summary: During the 2015 Mississippi legislative session, there were 24 highway safety related bills that were presented to the legislative committees. There were 7 DUI/Alcohol Related; 1 Distracted Driving; 4 Speed Related; 9 Texting and 2 Motorcycle bills that were presented.

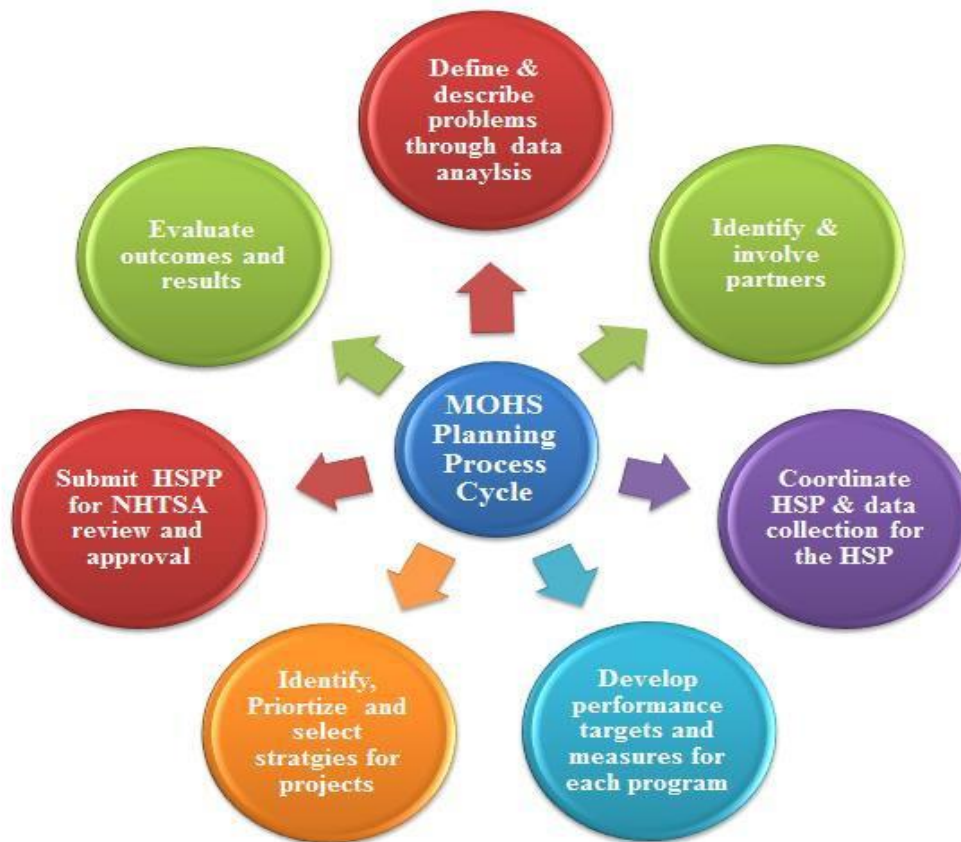
2015 Legislative Bills Passed: Out of the 24, only 3 passed both the House of Representative and Senate and presented to the Governor for signature. Below is a listing of the bills presented and approved during the 2015 legislative session.

- HB111-An act to Amend Section 63-3-103, Mississippi Code of 1972, to define auto-cycles; to amend Section 63-7-64, Mississippi Code of 1972, to exempt auto-cycles from the motorcycle helmet requirement; to amend Section 63-1-6, Mississippi Code of 1972, to exempt auto-cycles from the requirement of a motorcycle endorsement; to amend Section 63-1-5, 63-1-211 and 63-2-1, Mississippi Code of 1972, to conform; and related purposes.
- HB389-An act to Prohibit any person from operating a motor vehicle on a highway while using a hand-held wireless communication device; to provide that a violation is a civil violation with a civil penalty; to repeal Section 63-1-73, Mississippi code of 1972, which prohibits texting while driving under certain licenses; and for related purposes. The law also sets a fine for \$25.00 until July 1, 2016 and increases to \$100.00 after July 1, 2016.
- HB555-An act to Amend Section 99-15-26, Mississippi Code of 1972, to revise conditions for dismissal of certain actions; to clarify which provisions of law control non-adjudication for violations under the Mississippi Implied Consent Law; and for related purposes.

II. Highway Safety Planning Process:

A. Overview of Planning Process

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



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

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

The HSP contains goals, targets, performance measures and strategies that the State has set for the FY16 grant year and is provided as part of the State application for FY16 Federal highway safety funding. The MOHS safety program is based on detailed problem analysis and problem identification that precedes the selection of projects for funding.

The MOHS planning process consists of a number of stages:

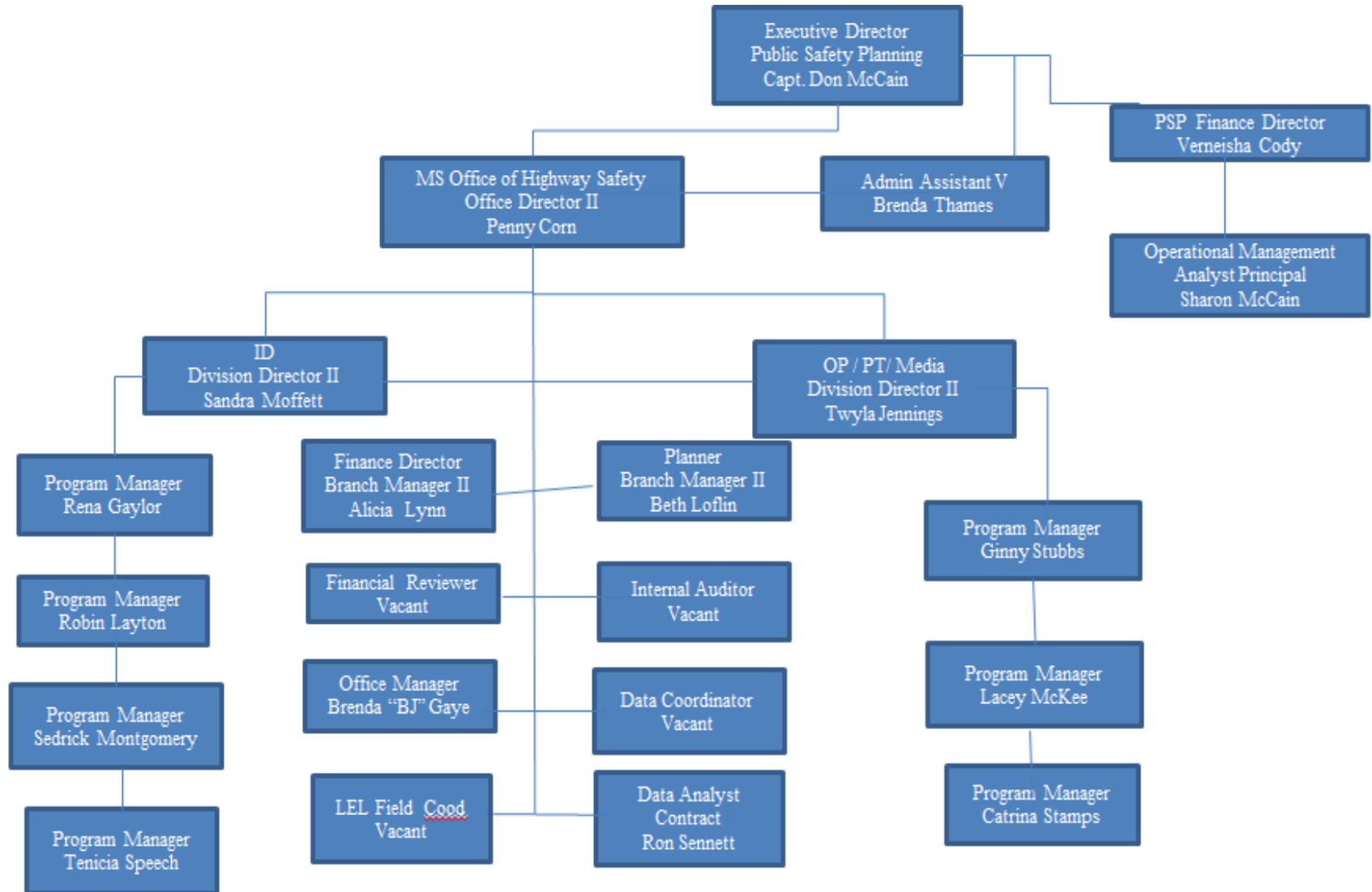
1. Data Analysis;

2. Participation from traffic safety related partners;
3. Problem identification;
4. Issuance of Requests for Proposal (RFP);
5. Identify performance measures with data based targets, and countermeasures;
6. Development of priorities for funding categories, and budget;
7. Determine additional priority programs;
8. Review and assign grant applications and determine funding category;
9. Develop, Approve and Distribute Grant Agreement; and
10. Implementation.

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

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

i. Participants in Planning Process



i. State and Federal Planning Partners for Planning Process:

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

MOHS Partners:

- Federal Partners
- State Partners
- Local Law Enforcement
- Public Information and Education groups
- MOHS Staff

Utilization of State and Federal Planning Partners: The MOHS utilizes its partners at various meetings:

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

The MOHS program staff begins the RFP process for submission of proposals to meet the identified problems. The MOHS program managers review the proposals and provide recommendations to a review panel. Proposals must address the performance measure targets and the identified problem areas. The recommendations from the review panel are then used to select proposed countermeasure project activities and to develop agreements with sub-grantees.

ii. Data Sources in Planning Process:

The MOHS uses a variety of data sources for the planning of highway safety issues, projects and programs for the State. The following are the data sources that are used during the planning process:

| | |
|---|--|
| Fatality Analysis Reporting System (FARS) | State Data and Statistics (MS Highway Patrol) |
| National Statistics (NHTSA) | Regional Data (NHTSA Region 6) |
| State Demographics (Census) | Surveys (Motorcycle, Seatbelt and Child Restraint and Teen) (MS State |
| Surveys (Preusser Research Group-Night) | Roadway/Infrastructure Statistics (Mississippi Department of Transportation) |
| Large Trucks Data (Federal Motor Carrier Safety | |

B. Problem Identification Process

i. Participants in Problem Identification Process:

The HSP problem identification process was developed through coordination with a variety of stakeholders and partners from public and private agencies across the State. The MOHS Partners and Stakeholders review the data and help develop performance measures/targets, countermeasure strategies and projects for the upcoming grant year based on the needs that are identified during the problem identification process.

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

MOHS PARTNERS:

- Office of the Attorney General
- DREAM Inc.
- Federal Highway Administration
- Federal Motor Carrier Safety Administration
- Metro Jackson Community Development Coalition
- Mississippi Department of Education
- Mississippi Department of Health
- Mississippi Department of Public Safety
- Mississippi Department of Transportation
- NHTSA
- SHSP Planning Committee

ii. Data Sources in Problem Identification Process

The MOHS uses a variety of data sources for the identification of highway safety issues and trends. The following are the data sources that are used during the problem identification process:

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

iii. Steps in Problem Identification Process

The following steps are implemented to determine needs and identified problem areas based on the data. The most recent data is used to compare population, fatal and injury crashes, alcohol, unbelted, motorcycle, pedestrian and bicycle fatalities, youth fatalities and costs associated with crashes. The steps in Problem Identification take place throughout the year, as data becomes available for all data sources that are listed above. The Traffic Records Coordinator works with the FARS analyst and works individuals from the agencies listed above to retrieve data that is critical in the problem identification process.

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

iii. Problem Identification Process-SHSP Coordination Process

The MOHS works with the Mississippi Department of Transportation (MDOT) and additional partners to create the statewide Strategic Highway Safety Plan (SHSP) for the State of Mississippi. Additional information about the SHSP can be found at the MDOT website <http://mdottrafficsafety.com/Programs/strategicHighwaySafety/default.aspx> and <http://sp.gomdot.com/Traffic%20Engineering/Traffic%20Safety/Pages/MS-Strategic-Highway-Safety-Plan.aspx>

The SHSP Coordination process includes:

- Hold collaboration meetings to share data;
- Determine common trends and common joint goals; and
- Create collaborative plans to combat joint highway safety issues within the State.

iv. Problem Identification-Conclusion

Problem identification is an important process for the MOHS, so that the state knows what the concerns are and what the data and problem identification show. The state can discuss issues and concerns within their community on developing strategies and combat the issues that are occurring in the State.

Problem identification is an ongoing process for the MOHS and never stops, because trends, data and issues are always developing. As new issues become known, the MOHS develops programs and strategies to help with the problems that are identified.

C. Performance Measures Process

i. Performance Measures Process-Participants

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

The following are the partners and stakeholders that help with the performance measure and target process.

MOHS PARTNERS:

| | | |
|--|--|------------|
| Federal Highway Administration | Federal Motor Carrier Safety | DREAM Inc. |
| Mississippi Department of Public Safety Planning | Mississippi Department of Transportation | NHTSA |
| SHSP Planning Committee | | |

ii. Performance Measure Process-Data Sources

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

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

iii. Steps in the Performance Measure Process

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

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

1. Identify and collect relevant data from various data sources that can be used to measure progress.
2. Identify and work with partners to obtain data and information that may impact progress.
3. MOHS staff meets to determine the focus for the upcoming grant year. Discuss the performance targets, performance measures and strategies that will be used. Projects and programs are selected based on need, performance, potential for impacting performance targets and evidence based projects.
4. Analyze the data and conduct trend analysis.
5. Provide data to partners and MAHSL for discussion and recommendations.

6. Identify if additional performance measures beyond the required Core Outcome, Behavioral and Activity measures are needed. Each program area funded will have at least one outcome performance measure as required. When appropriate some program areas may have more than one performance measure.
7. Targets are set based on input from partners that may impact target setting that is based on crash data trend analysis alone. This feedback may include such issues as pending legislation, economic issues in the State, anticipated contributions of resources and support of partners, and recommendations from strategic planning meetings.
8. Performance measures are written based on the NHTSA/GHSA template standard fill-in-the-blank statement and are incorporated into the HSP by listing in the GHSA/NHTSA recommended performance measures chart.
9. Justification/explanation for each performance target will be included in the Performance Plan of the HSP.
10. Targets will be considered in the selection of evidence based countermeasure strategies that will contribute to achievement of the performance measure targets.

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

In the State's performance plan section of the HSP, each program area is required to be accompanied by at least one performance measure that enables the State to track progress from a specific baseline toward meeting the goal (e.g., a goal to "increase seat belt use from XX percent in 20XX to YY percent in 20XX," using a performance measure of "percent of restrained occupants in front outboard seating positions in passenger motor vehicles"). The most recently released State and FARS data is used by the State. See 23 CFR Part 1200.11 If the MOHS intends to fund programs outside the Core measures, for each of these other programs, performance measures are required as well.: The following information will be included for all performance measures (i) documentation of current safety levels; (ii) quantifiable annual performance targets, and; (iii) justification for each performance target that explains why the target is appropriate and data driven.

Selected targets will, whenever reasonable, represent an improvement from the current status rather than a simple maintenance of the current number or rate. Targets for each program area will be consistent, compatible and provide sufficient coverage of State geographic areas and road users.

When Performance targets are common across multiple agencies, the projects that will be deployed to achieve those targets may be a combination of those projects contained in the MOHS HSP, State and local plans, and the State SHSP.

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

During the FY16 release of the RFP, the proposed performance measures and targets were released along with the RFP. Potential applicants were able to include data, problem identification and grant information on their RFP that would help with reaching the MOHS performance measure targets and plans for the upcoming grant year.

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

iv. Performance Measure Process-SHSP Coordination

The MOHS works with the Mississippi Department of Transportation (MDOT) and additional partners to create the statewide Strategic Highway Safety Plan (SHSP) for the State of Mississippi, to determine the identical joint targets for the HSP common measures. The strategic committee must agree on the targets for the three common performance measures of fatalities, fatality rate and injuries that the agencies will work to achieve in the upcoming year and in upcoming years. The following process is used:

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

v. Performance Measure Process-Table of Core Performance Measure

The Table of Core Performance Measures is prepared based on the results of the above process steps. The Performance Measures Chart will use actual crash data numbers as shown on STSI for the previous five (5) years of data. (For the FY16 HSP, the years of data to be reviewed for the performance measures are 2009-2013.)

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

D. Evidence Based Strategy and Project Selection Process

i. Evidence Based Strategy and Project Selection Process-Participants

The evidence based strategy and project selection process was developed through coordination with a variety of stakeholders and partners from public and private agencies across the State. The MOHS Partners and Stakeholder help develop strategies and projects for the upcoming grant year. The following are the partners and stakeholders that contribute to the HSP and the strategy and project selection process.

MOHS PARTNERS:

- MOHS Staff and Management
- Federal Highway Administration
- Federal Motor Carrier Safety Administration
- MS Dept. of Public Safety (Planning & State Patrol)
- NHTSA
- SHSP Planning Committee
- Local community Governments
- STRCC

ii. Evidence Based Strategy and Project Selection Process -Data Sources

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

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

iii. Steps in Evidence Based Strategies and Project Selection Process

The state uses the following to help with the development of evidenced based strategies and help with the selection of projects that will be implemented during the upcoming grant year.

After review of each RFP, the RFP is graded based on problem identification, performance, impact of program and data analysis.

- Grant proposals are reviewed by the MOHS Review Committee, which consists of the MOHS Director, Division Directors, Planner and Financial Director.
- Grant agreements are prepared after the proposals have been approved by the Review Committee.
- The agreements are prepared and forwarded to the agency for signature approval.
- Grant Implementation is conducted with the sub-grantee.
- The grant agreement begins with a start date of October 1, subject to the availability of federal funds.

The MOHS also uses the following as strategies for project selection:

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

A copy of the evidenced based strategies are given to MOHS applicants within the Project Director's Guide that is provided with the RFP and are discussed during grant writing workshops. The evidenced based strategies are also discussed during MAHSL sub-committees, such as the STRCC, Impaired Driving Task force and the PI&E Task Forces to discuss the strategies that are being planned for the upcoming grant year.

The project selection process takes place with the MOHS staff, which includes the Director, Division Directors, Data Coordinator, Planner and Finance Manager, and with all MOHS Program Managers to discuss the selection of projects that will be funded for the upcoming grant year.

Program managers present their assessments of the RFP, along with ratings and rankings to the review committee and decisions are made for selection of projects based on problem identification, past performance (if applicable), budget requests and scope of program. Decisions are made and program managers begin working on the grant agreements for the grant year. The Planner adds the information in to the HSP and the Financial Manager places the financial information into the Grants Tracking System (GTS).

2. Review of data sources for evidence-based countermeasures for each program area and select countermeasures: The *MOHS uses Countermeasures that Work: A Highway Safety Countermeasures Guide for State Highway Safety Offices*, Seventh Edition, 2013, published by NHTSA to select strategies that will be used for the upcoming grant year. The MOHS takes into consideration all data that is available (See Problem Identification section), target areas and the countermeasures to continue the selection process for RFPs and to determine what the MOHS hopes to accomplish during the grant year.

3. Assessment Process to project potential impact of the countermeasure strategy: During the review of the *Countermeasures that Work*, the State takes notice of measures that are rated with three stars or above for effectiveness and includes the most effective measures into funded projects and programs. The higher the effectiveness of the measure, the more likely the success of the program will be for the State. All the strategies selected for inclusion in the HSP, are selected from proven countermeasures and strategies and will have the highest potential to impact the HSP.

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

Below are the countermeasures for each program areas that the MOHS will be requesting funding for implementation of projects.

Countermeasures and the Impact of the Countermeasures:

FY16 Impaired Driving Proposed Strategies: The MOHS reviewed the *Countermeasures that Work* and will use 14 evidence based countermeasures as strategies for the upcoming grant year, along with surveys. A listing of the measures used can be found in the Impaired Driving Program Area.

FY16 Occupant Protection Countermeasures: The MOHS reviewed the *Countermeasures that Work* and will use 13 evidence based countermeasures as strategies for the upcoming grant year, along with surveys. A listing of the measures used can be found in the Occupant Protection Program Area.

FY16 Police Traffic Services Countermeasures: The MOHS reviewed the *Countermeasures that Work* and will use 12 evidence based countermeasures as strategies for the upcoming grant year, along with surveys. A listing of the measures used can be found in the Police Traffic Service Program Area.

FY16 Traffic Records Countermeasures: The MOHS will use the following countermeasures as strategies to accomplish the targets that have been set for the grant year.

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

See a full list in each program area sections for the countermeasures and impact of those measures.

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

- Monitoring sub-grantees and programs;
- Review of financial and program documentation submitted from the agency;
- Evaluation through quarterly progress reports to evaluated performance measure and process toward reaching targets;
- Evaluation of year end progress of reaching targets and performance measure through Year End Progress Reports prepared by the agency; and

- Evaluation of citations, financial information and program requirements.

The programs funded through the MOHS are evaluated extensively to ensure that the evidence based countermeasures are being used, performance measures and targets are being met.

MOHS will conduct a review of the impact of the combined countermeasures in each program area and provide an explanation of the expected outcome in each program area and will consider such factors as: population coverage, geographic coverage, per cent of problem addressed, the percent of funds dedicated, high impact projects vs. support project, etc.

4. Evidence Based Strategy and Project Selection Process-Solicitations and Proposal Process: The RFP is released to the public on a designated date that is set by the MOHS, along with a return date for the RFP. The RFP goes through an extensive review and is considered for the upcoming (new) fiscal year's Highway Safety Plan (October 1st – September 30th). State agencies and other organizations interested in traffic safety issues may request an RFP from the MOHS at any time during the year, but will only be considered after completion of the RFP review and approval process.

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

Request for Proposals: A release date for the FY16 RFP was set for January. MOHS also set the due date for the application to be in March giving the applicants approximately 45 days to have the RFP completed and turned in for review. MOHS released the RFP through several ways, so that anyone interested in applying for the grant funding would have an opportunity for applying. The process will be changing in FY17.

- Newspaper: MOHS released information regarding the application through a legal notice in a state-wide newspaper. The legal notice is run in the Clarion Ledger newspaper January. The Clarion Ledger is a wide known and state wide paper with a large circulation.
- Email: The application is emailed to all current and known potential applicants through email.
- Website: The application is released in January, through the Department of Public Safety website at: <http://www.dps.state.ms.us>. The website is easily accessible and viewed State-wide for anyone interested in applying. It was listed under the MOHS section, along with being listed on the front page of the web-site under "New Announcements".
- Website: The application is also released through the Mississippi Office of Highway Safety website at www.highwaysafety.ms.gov
- MAHSL: Information regarding the application is provided at the Mississippi Association of Highway Safety Leaders (MAHSL) scheduled meetings in December, January and February.

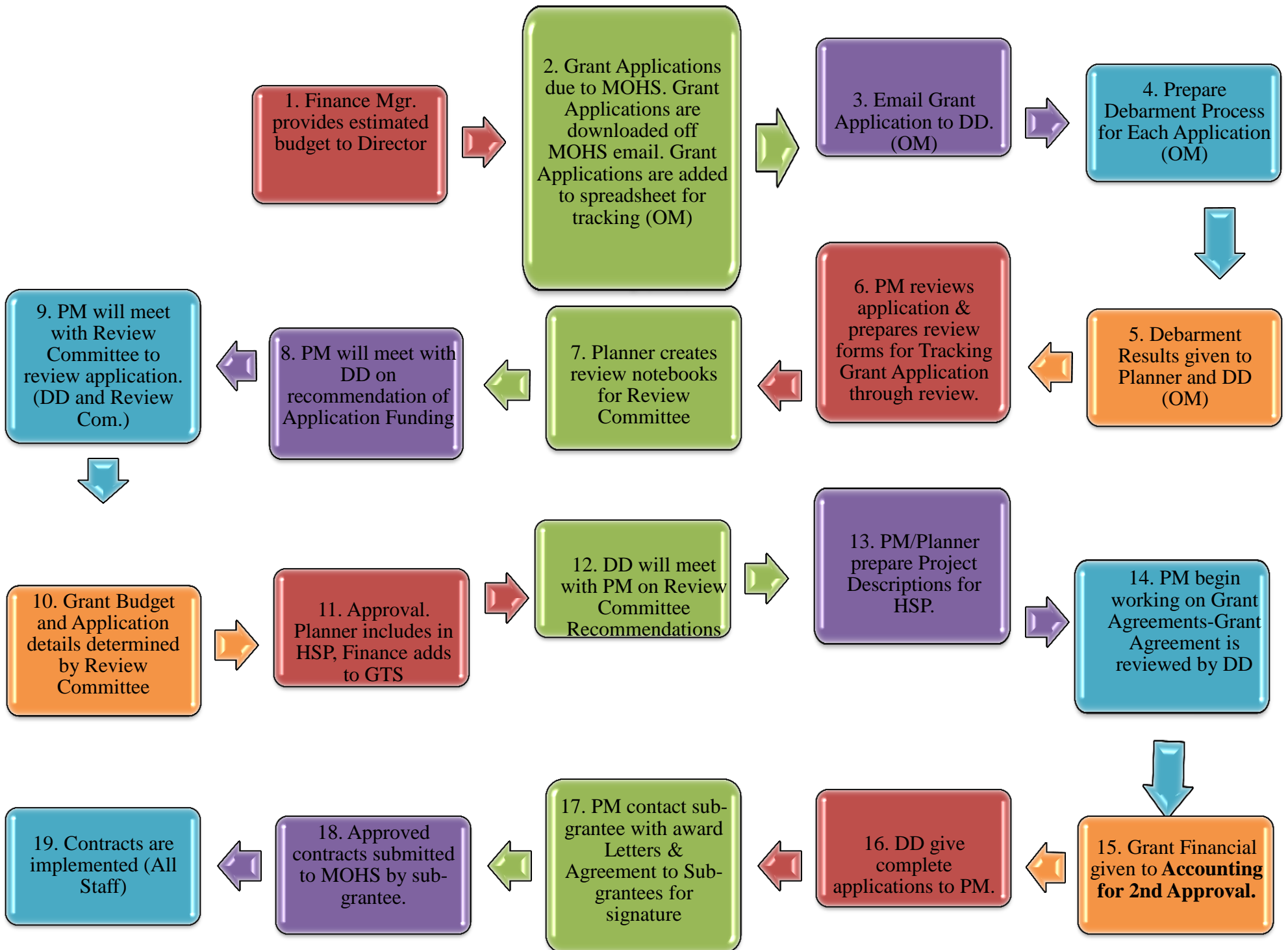
Project Selection: RFP's for funding submitted for traffic safety activities are not restricted to any dollar value, but must provide evidence of being reasonable, cost effective and efficient. An RFP must state in detail the problem to be addressed, the project performance targets, and the associated implementation of activities. RFP's for proposed highway safety activities received from state agencies and political subdivisions will be reviewed by the MS Office of Highway Safety staff in accordance with review criteria listed below.

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

The MOHS adheres to the following steps in the Project Development Process:

1. Finance Mgr. provides an estimated budget to the MOHS Director based on carry forward and anticipated funding.
2. RFP's received in the MOHS will be logged in and checked daily by the Office Manager, to ensure they have all pertinent information and supporting documentation.
3. OM emails RFP' to DD.
4. Applicants will be checked on System for Award Management (debarment list) for exclusion of grant funds by the Office Manager. <https://www.sam.gov/portal/public/SAM/>
5. Debarment results are given to the DD's. OM will keep an annual Debarment Results notebook. After review of debarment, DD's will give debarment results to PM's. PM will add debarment results to each RFP.
6. PM review RFP, rate RFP using the MOHS Grant Rating Checklist. PM will maintain checklist and assessments for planning purposes and reviews. A copy of assessments is given to Planner for review committee notebooks.
7. Planner creates review notebooks for Review Committee. Review Committee represents Director, DD, Planner, Finance Mgr. and Traffic Records Coordinator.
8. After assessment, the PM will meet with DD for review of application and review documents.
9. PM will meet with Review Committee to make recommendations for funding and selection of project.
10. Grant budgets and grant agreement details are determined by Review Committee.

11. Once approved by the Review Committee, information is provided to the Planner for inclusion in the HSP. Financial information is provided to Financial Director for setting up financial files.
12. DD meet with PM regarding decisions on RFP, agreement, revisions and recommendations.
13. PM prepares project description (if needed) of the approved RFP and provides to the Planner for inclusion into the HSP.
14. PM will draft agreement documents to sub-grantees and give to DD for review.
15. DD will provide agreement to Accounting for second review.
16. DD will provide approved and completed applications to PMs for them to obtain final signatures.
17. PMs will contact sub-grantees, obtain signatures and route to GR/Director for signature.
18. Approved contracts received at MOHS and preparations for Implementation begin. All Staff.
19. Approved contracts are implemented at annual Implementation Meetings. All Staff.



Review of Proposals: During the initial review of the proposals, the PM rates the proposal on completeness, data, finance and program content. Proposals are scored with a ranking from 0-100. If the proposal is from an existing sub-grantee, the PM will also prepare an assessment report on each proposal which includes a summary of detailed information from the proposal. The assessment is a complete look of the sub-grantee from the previous year, including financial information, timeliness, budget, cost per citation and more. The assessment is important for the review committee to look at the PM's review of the whole program, and not just the proposal. Both the grant rating information and the grant assessment are brought to the review committee as part of the review.

The next step in the review process of the proposals is the review meetings. The proposals, grant assessment and the rating information are brought to the review committee for discussion. The PM report out on the proposal from financials, data, program details, targets and performance measures. The PM, along with the review committee looks at all aspects of the proposal. Once the proposals have been thoroughly reviewed, decisions are made by the MOHS review committee to fund the projects and funding amount and funding source that will best fit the proposal.

Items considered in the Review of Proposals are:

- Countermeasures that Work;
- Project Effectiveness;
- Grant Achievement of Performance Measures;
- Target Areas of Program Area;
- Use of Grant Funding;
- Grant Performance; and
- Requested amounts of funding; and
- Allowable Costs

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

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

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

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

Funds used by MOHS are also based:

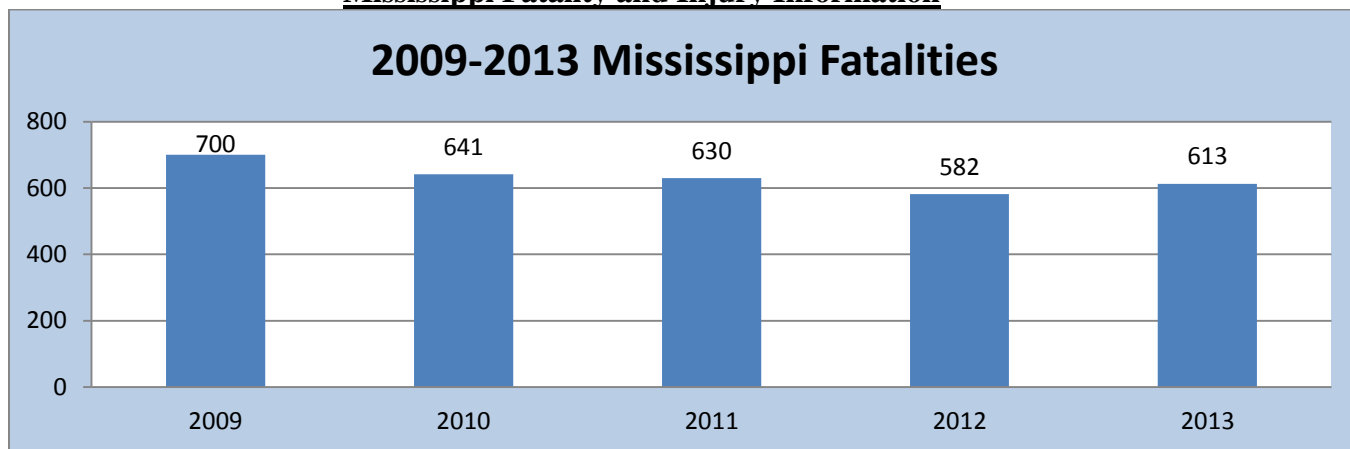
- Carry forward funds from the previous year of federal funding; and
- Funding that may come from other federal partners such as Mississippi Department of Transportation.

III. Performance Plan

A. Problem Identification-Data Section

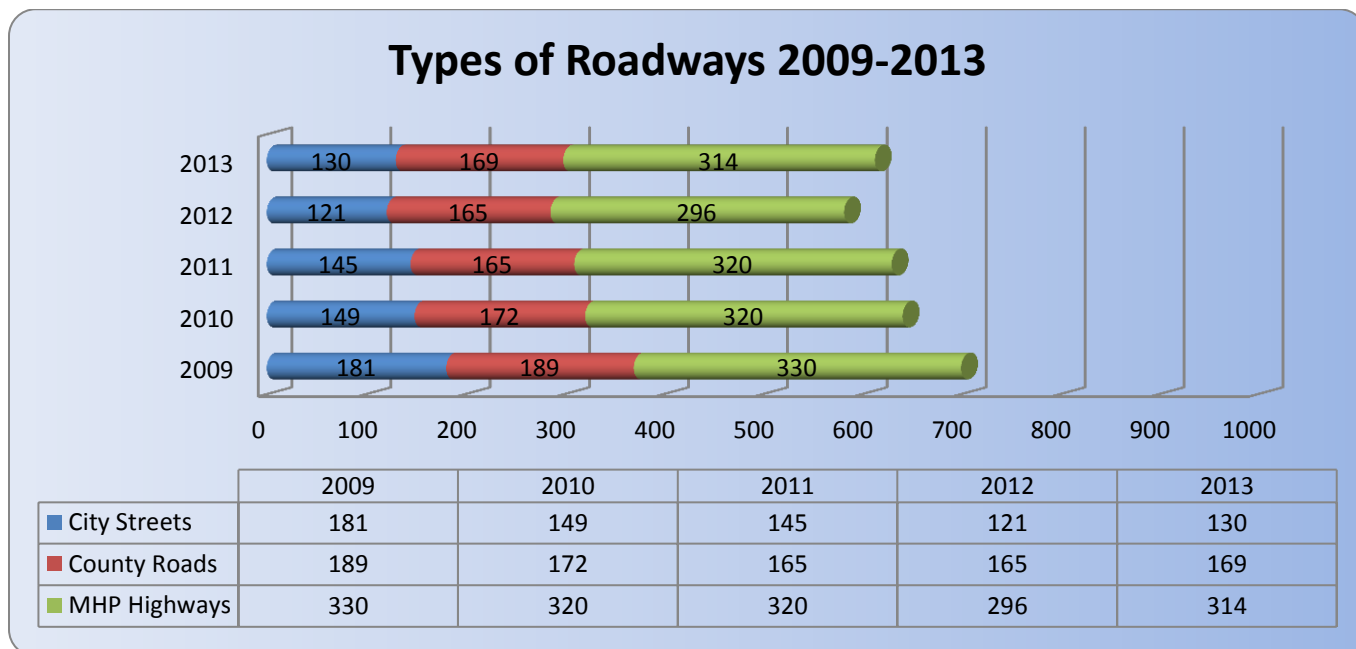
One of the core steps that the MOHS uses for problem identification is data analysis. The MOHS looks at different forms of data to establish what the performance measures will be for upcoming grant year, along with where the data shows that the targets for the MOHS should be established. A listing of the sources that are used for the data analysis can be found on Page 11 of the HSP (Section II. Planning Process).

Mississippi Fatality and Injury Information



For the period of 2009-2012, the number of fatalities decreased; however, there was an increase from 2012 to 613 in 2013.

Mississippi Fatality and Injury Information: Location



Location is important in data analysis process. The MOHS needs to know where the fatalities and crashes occur, so that enforcement and education programs can be targeted in those areas that need the most attention. The number of fatal crashes in city streets, county roads and highways/interstates have all decreased from 2009-2012, but had a small increase in data during 2013, with increases in city streets, county roads and highways.

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

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

2013 Ranking of Top Twenty Counties in Mississippi for Crashes

| 2013 Rank | Total Injury Crash Rate | MHP Crash Rate Per 100 Million VMT | Injury Rate Per 10,000 Population | Injuries Per Mile of County Road |
|-----------|-------------------------|------------------------------------|-----------------------------------|----------------------------------|
| 1 | Hinds | Jeff Davis | Pike | Jackson |
| 2 | Harrison | Neshoba | Jefferson | Lamar |
| 3 | DeSoto | Choctaw | Tunica | Harrison |
| 4 | Jackson | Tippah | Forrest | Tunica |
| 5 | Rankin | George | Lauderdale | DeSoto |
| 6 | Forrest | Walthall | Harrison | Lee |
| 7 | Lauderdale | Tishomingo | Grenada | Lauderdale |
| 8 | Lee | Attala | Adams | Rankin |
| 9 | Madison | Tallahatchie | Jackson | Warren |
| 10 | Lowndes | Wilkinson | Coahoma | Lowndes |
| 11 | Jones | Claiborne | Jeff Davis | Pearl River |
| 12 | Lafayette | Marion | Lincoln | Hancock |
| 13 | Warren | Noxubee | Hinds | Jefferson |
| 14 | Pearl River | Bolivar | Marion | Forrest |
| 15 | Hancock | Kemper | Lee | Adams |
| 16 | Pike | Pike | Lowndes | Hinds |
| 17 | Washington | Holmes | Covington | Madison |
| 18 | Lincoln | Tunica | Panola | Tate |
| 19 | Oktibbeha | Covington | Rankin | Oktibbeha |
| 20 | Lamar | Leflore | Alcorn | Lawrence |

Mississippi Traffic Related Fatalities by County 2009-2013



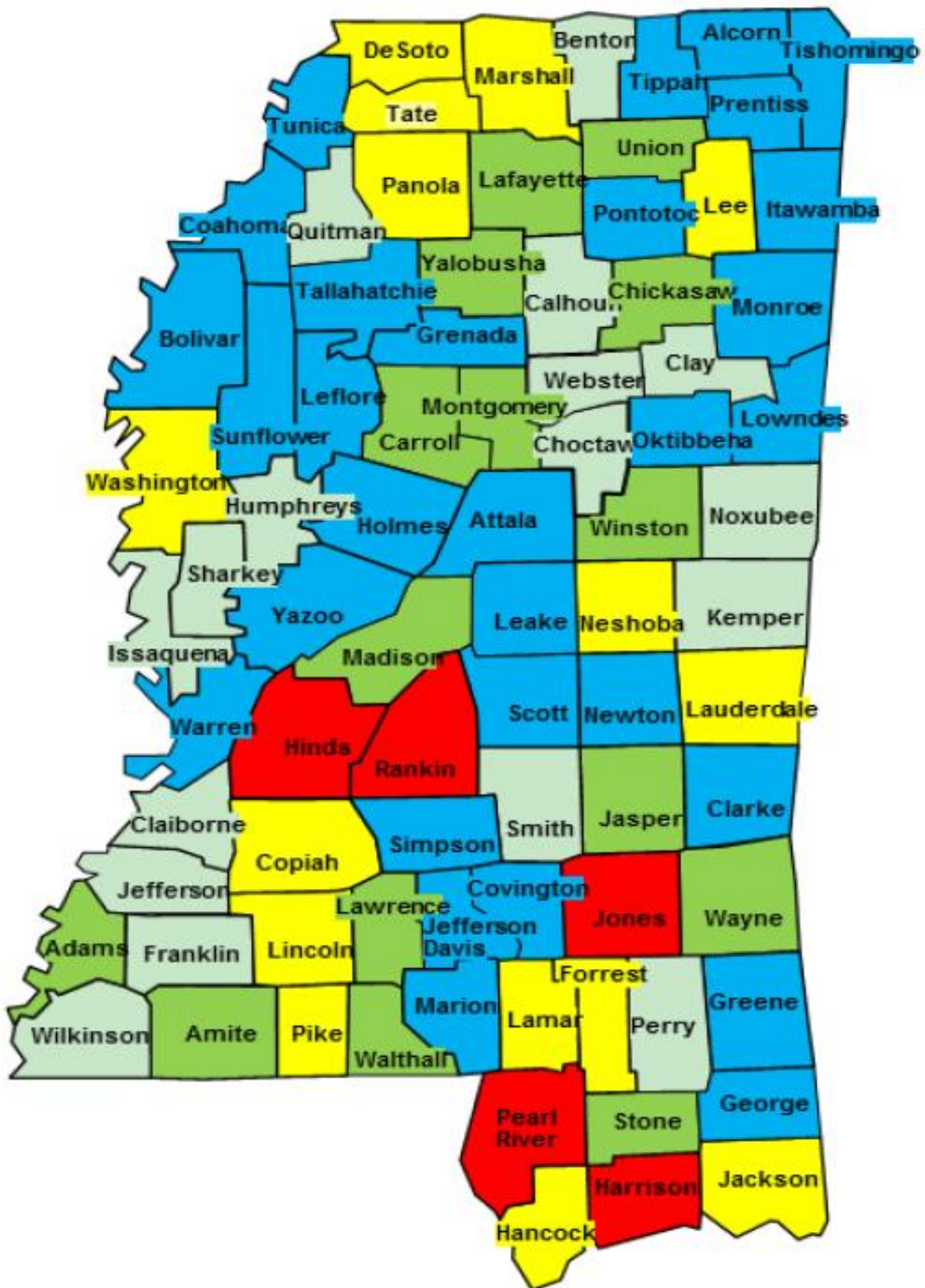
| <u>Avg. Number of Fatalities per Year</u> | <u>County Name</u> | <u>09-13 Avg. Fatalities per year</u> | <u>Avg. Number of Fatalities per Year</u> | <u>County Name</u> | <u>09-13 Avg. Fatalities per year</u> | |
|---|--------------------|---------------------------------------|---|--------------------|---------------------------------------|-----|
| 20-36 | Hinds Co | 36.4 | 4-6 | Oktibbeha Co | 5.6 | |
| | Harrison Co | 27.8 | | Tippah Co | 5.6 | |
| | Jackson Co | 20.0 | | Union Co | 5.6 | |
| 14-19 | Desoto Co | 19.4 | | Attala Co | 5.4 | |
| | Rankin Co | 18.8 | | Leflore Co | 5.2 | |
| | Forrest Co | 18.4 | | Prentiss Co | 5.2 | |
| | Jones Co | 17.0 | | Adams Co | 5.0 | |
| | Panola Co | 14.4 | | Sunflower Co | 5.0 | |
| | Washington Co | 14.4 | | Yalobusha Co | 5.0 | |
| | Lee Co | 14.2 | | Jeff Davis Co | 4.8 | |
| 10-13 | Pearl River Co | 13.8 | | Greene Co | 4.6 | |
| | Marshall Co | 13.6 | | Jasper Co | 4.2 | |
| | Lauderdale Co | 13.4 | | Tallahatchie Co | 4.2 | |
| | Copiah Co | 12.6 | | Tunica Co | 4.2 | |
| | Warren Co | 12.2 | | Carroll Co | 4.0 | |
| | Hancock Co | 11.6 | | Montgomery Co | 4.0 | |
| | Neshoba Co | 10.2 | | Stone Co | 4.0 | |
| | George Co | 10.0 | | Wayne Co | 4.0 | |
| | Lincoln Co | 10.0 | | 2-3 | Amite Co | 3.8 |
| | Tate Co | 10.0 | | | Chickasaw Co | 3.8 |
| 7-9 | Pike Co | 9.8 | Walthall Co | | 3.6 | |
| | Covington Co | 9.6 | Winston Co | | 3.6 | |
| | Lamar Co | 9.6 | Calhoun Co | | 3.4 | |
| | Marion Co | 9.2 | Lawrence Co | | 3.6 | |
| | Holmes Co | 9.0 | Perry Co | | 3.4 | |
| | Monroe Co | 8.8 | Jefferson Co | | 3.2 | |
| | Scott Co | 8.6 | Benton Co | | 3.0 | |
| | Simpson Co | 8.6 | Humphreys Co | | 2.8 | |
| | Bolivar Co | 8.4 | Lawrence Co | | 2.8 | |
| | Leake Co | 8.4 | Claiborne Co | | 2.6 | |
| | Lowndes Co | 8.0 | Quitman Co | | 2.6 | |
| | Alcorn Co | 7.8 | Smith | | 2.6 | |
| | Newton Co | 7.4 | Kemper Co | | 2.0 | |
| | Clarke Co | 7.2 | Wilkinson Co | | 2.0 | |
| | Coahoma Co | 7.0 | >2 | | Sharkey Co | 1.8 |
| | Lafayette Co | 7.0 | | Webster Co | 1.8 | |
| Madison Co | 7.0 | Clay Co | | 1.6 | | |
| Tishomingo Co | 7.0 | Franklin Co | | 1.6 | | |
| Itawamba Co | 6.8 | Choctaw Co | | 1.4 | | |
| | Pontotoc Co | 6.8 | | Issaquena Co | 0.8 | |
| | Grenada Co | 6.4 | | Noxubee Co | 0.8 | |
| | Yazoo Co | 6.0 | | | | |

Mississippi Alcohol Related Traffic Fatalities 2009-2013 with Drivers BAC .08 or Greater



| <u>Avg. # of Alcohol Related Fatalities</u> | <u>County</u> | <u>2009-2013 Total Drivers 08 > BAC</u> | <u>Avg. # of Alcohol Related Fatalities</u> | <u>County</u> | <u>2009-2013 Total Drivers .08 > BAC</u> |
|---|---------------|--|---|---------------|---|
| 10-12 | Hinds | 12.4 | 1.6-1.8 | Union | 1.8 |
| | Harrison | 10.8 | | Wayne | 1.8 |
| 4-6 | Jackson | 6.0 | | Scott | 1.6 |
| | Panola | 6.0 | | Itawamba | 1.6 |
| | Lee | 5.8 | | Lafayette | 1.6 |
| | Rankin | 5.8 | | Humphreys | 1.6 |
| | Forrest | 5.6 | | Madison | 1.6 |
| | Marshall | 4.8 | | Tallahatchie | 1.6 |
| | Neshoba | 4.8 | | Winston | 1.6 |
| | Desoto | 4.4 | | Yazoo | 1.6 |
| | Jones | 4.4 | | Newton | 1.4 |
| | Warren | 4.0 | | Adams | 1.4 |
| 2.6-3.6 | Washington | 3.6 | 1.0-1.4 | Attala | 1.4 |
| | Pearl River | 3.4 | | Greene | 1.4 |
| | George | 3.4 | | Sunflower | 1.4 |
| | Copiah | 3.2 | | Amite | 1.2 |
| | Hancock | 3.2 | | Perry | 1.2 |
| | Tate | 3.2 | | Quitman | 1.2 |
| | Lincoln | 3.0 | | Tippah | 1.2 |
| | Pike | 3.0 | | Chickasaw | 1.2 |
| | Bolivar | 2.8 | | Jefferson | 1.2 |
| | Lauderdale | 2.8 | | Smith | 1.2 |
| | Yalobusha | 2.8 | | Claiborne | 1.0 |
| | Holmes | 2.6 | | Walthall | 1.0 |
| | Oktibbeha | 2.6 | | Carroll | 1.0 |
| | Leake | 2.6 | | Jasper | 1.0 |
| 2-2.4 | Pontotoc | 2.4 | .2-.8 | Lawrence | 0.8 |
| | Stone | 2.4 | | Kemper | 0.8 |
| | Monroe | 2.4 | | Leflore | 0.8 |
| | Jeff Davis | 2.2 | | Calhoun | 0.8 |
| | Lamar | 2.2 | | Wilkinson | 0.8 |
| | Lowndes | 2.2 | | Montgomery | 0.6 |
| | Alcorn | 2.2 | | Benton | 0.6 |
| | Covington | 2.2 | | Clay | 0.4 |
| | Prentiss | 2.2 | | Franklin | 0.4 |
| | Grenada | 2.0 | | Issaquena | 0.4 |
| | Tishomingo | 2.0 | | Webster | 0.2 |
| | Clarke | 1.8 | | Choctaw | 0.2 |
| | Coahoma | 1.8 | | Noxubee | 0.2 |
| | Tunica | 1.8 | | Sharkey | 0.2 |
| | Marion | 1.8 | | | |
| | Simpson | 1.8 | | | |

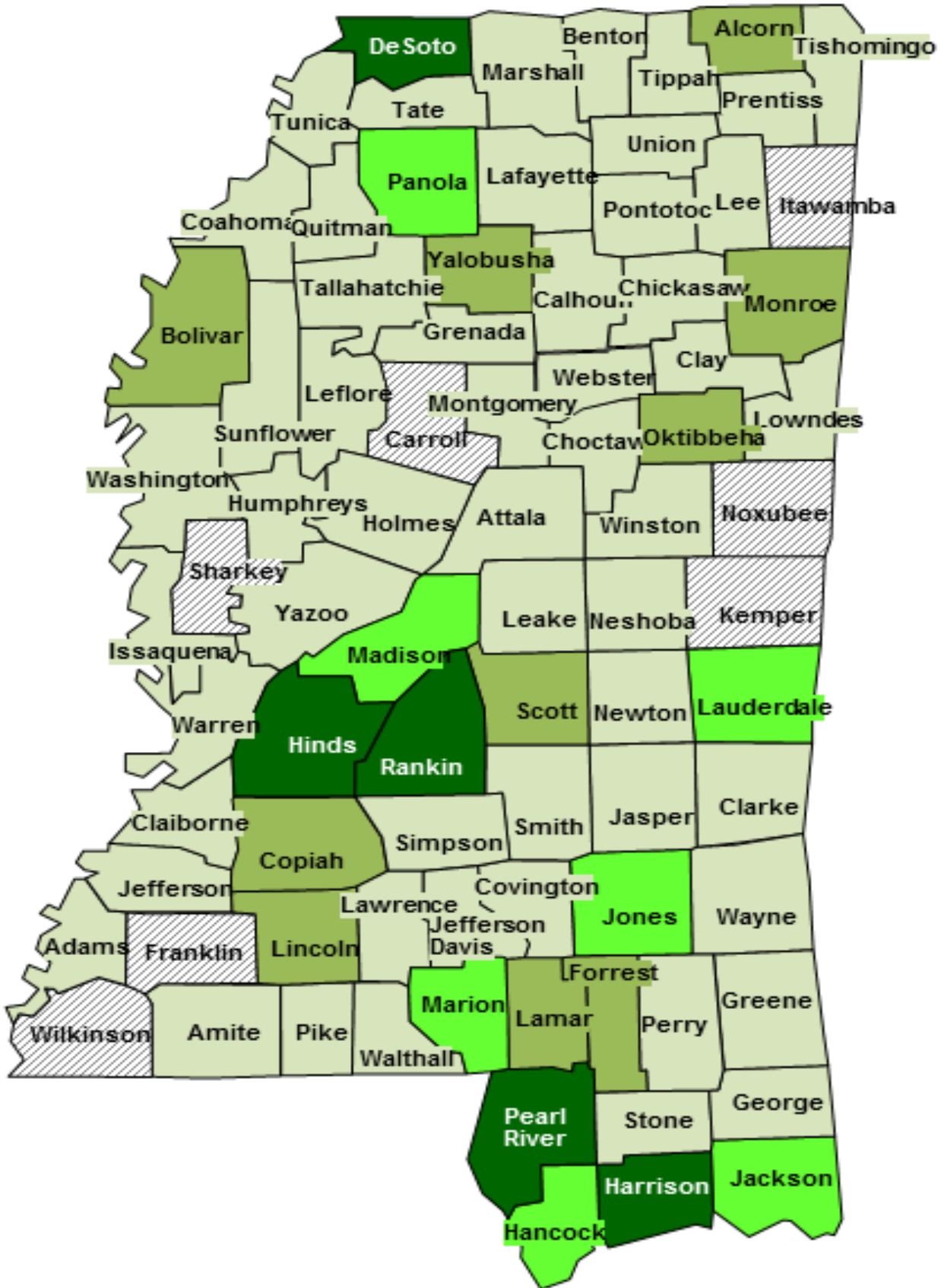
2009-2013 MS Unbelted Use Fatalities



2009-2013 MS Unbelted Use Fatalities

| <u>Avg. Non-Belted Fatalities</u> | <u>County</u> | <u>2009-2013 Non-Seatbelt Use</u> | <u>Avg. Non-Belted Fatalities</u> | <u>County</u> | <u>2009-2013 Non-Seatbelt Use</u> |
|-----------------------------------|---------------|-----------------------------------|-----------------------------------|-----------------|-----------------------------------|
| 8.8-17 | Hinds | 17.2 | | Jefferson Davis | 3.2 |
| | Harrison | 11 | | Tunica | 3.2 |
| | Jones | 9.8 | | Tallahatchie | 3.2 |
| | Rankin | 9.2 | | Oktibbeha | 3.2 |
| | Pearl River | 8.8 | | Lowndes | 3.2 |
| 5.8-8.2 | Panola | 8.2 | 2.0-2.6 | Leflore | 3.0 |
| | Jackson | 7.8 | | Greene | 3.0 |
| | Forrest | 7.8 | | Yazoo | 3.0 |
| | Washington | 7.6 | | Yalobusha | 2.8 |
| | Desoto | 7.6 | | Lafayette | 2.8 |
| | Copiah | 7.4 | | Union | 2.6 |
| | Neshoba | 6.8 | | Lawrence | 2.6 |
| | Marshall | 6.6 | | Winston | 2.6 |
| | Lee | 6.2 | | Chickasaw | 2.6 |
| | Lamar | 6.2 | | Wayne | 2.6 |
| | Lincoln | 6.2 | | Amite | 2.6 |
| | Tate | 6.2 | | Walthall | 2.4 |
| | Lauderdale | 6.0 | | Carroll | 2.4 |
| | Pike | 5.8 | | Jasper | 2.4 |
| | Hancock | 5.8 | | Madison | 2.4 |
| 3.0-5.6 | George | 5.6 | .4-1.8 | Montgomery | 2.2 |
| | Warren | 5.6 | | Adams | 2.2 |
| | Monroe | 5.6 | | Stone | 2.0 |
| | Bolivar | 5.2 | | Quitman | 1.8 |
| | Covington | 5.0 | | Perry | 1.8 |
| | Marion | 5.0 | | Jefferson | 1.8 |
| | Scott | 4.6 | | Calhoun | 1.8 |
| | Newton | 4.6 | | Humphreys | 1.8 |
| | Alcorn | 4.6 | | Smith | 1.4 |
| | Tippah | 4.4 | | Kemper | 1.2 |
| | Simpson | 4.4 | | Benton | 1.2 |
| | Tishomingo | 4.2 | | Wilkinson | 1.2 |
| | Pontotoc | 4.0 | | Claiborne | 1.0 |
| | Prentiss | 3.8 | | Webster | 0.8 |
| | Attala | 3.8 | | Choctaw | 0.8 |
| | Holmes | 3.8 | | Sharkey | 0.8 |
| | Clarke | 3.6 | | Clay | 0.6 |
| | Itawamba | 3.6 | | Issaquena | 0.6 |
| | Grenada | 3.4 | | Noxubee | 0.6 |
| | Coahoma | 3.4 | | Franklin | 0.4 |
| | Leake | 3.4 | | | |
| | Sunflower | 3.2 | | | |

2009-2013 Total Speed Fatalities by County

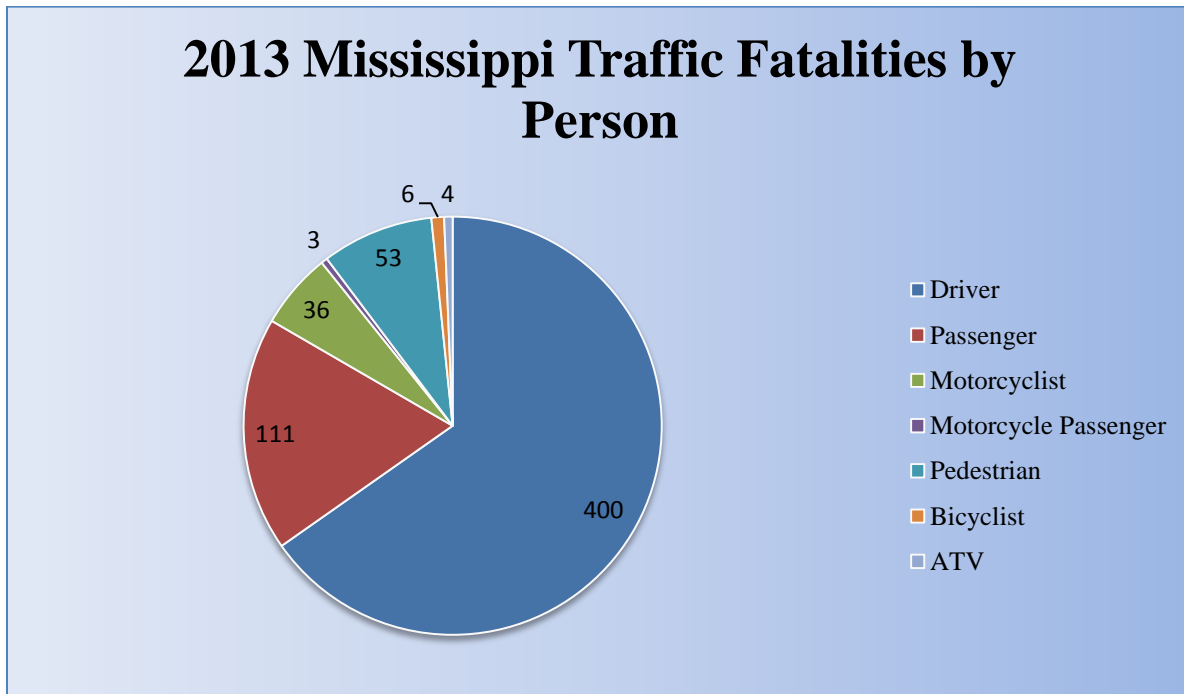


2009-2013 Total Speed Related Fatalities by County

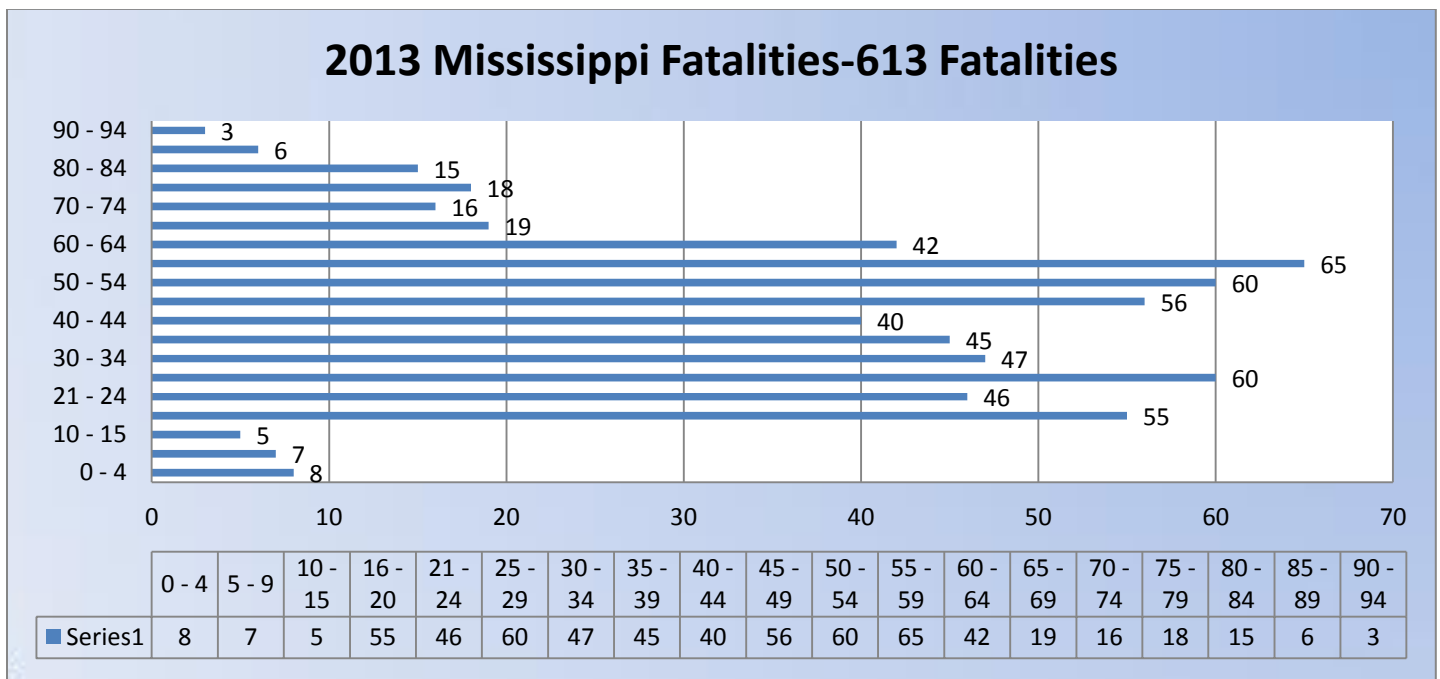
| <u>Avg. Speed Fatalities</u> | <u>County Name</u> | <u>09-13 Avg. Speed Fatalities</u> | <u>Avg. Speed Fatalities</u> | <u>County Name</u> | <u>09-13 Avg. Speed Fatalities</u> |
|------------------------------|--------------------|------------------------------------|------------------------------|--------------------|------------------------------------|
| 4-7.8 | Harrison Co | 7.8 | .2-1.4 | Lee Co | 0.8 |
| | Hinds Co | 7.2 | | Perry Co | 0.8 |
| | Rankin Co | 6.2 | | Tippah Co | 0.8 |
| | Desoto Co | 5.0 | | Union Co | 0.8 |
| | Pearl River Co | 4.0 | | Walthall Co | 0.8 |
| 2.8-3.8 | Lauderdale Co | 3.8 | | Washington Co | 0.8 |
| | Panola Co | 3.8 | | Wayne Co | 0.8 |
| | Jones Co | 3.2 | | Winston Co | 0.8 |
| | Marion Co | 3.0 | | Attala Co | 0.6 |
| | Hancock Co | 2.8 | | Chickasaw Co | 0.6 |
| | Jackson Co | 2.8 | | Covington Co | 0.6 |
| | Madison Co | 2.8 | | Greene Co | 0.6 |
| 1.6-2.4 | Forrest Co | 2.4 | | Lawrence Co | 0.6 |
| | Bolivar Co | 2.0 | | Montgomery Co | 0.6 |
| | Copiah Co | 2.0 | | Neshoba Co | 0.6 |
| | Lamar Co | 2.0 | | Quitman Co | 0.6 |
| | Scott Co | 2.0 | | Tishomingo Co | 0.6 |
| | Yalobusha Co | 1.8 | | Webster Co | 0.6 |
| | Alcorn Co | 1.6 | | Yazoo Co | 0.6 |
| | Lincoln Co | 1.6 | | Amite Co | 0.4 |
| | Monroe Co | 1.6 | | Benton Co | 0.4 |
| | Oktibbeha Co | 1.6 | | Calhoun Co | 0.4 |
| | George Co | 1.4 | | Leake Co | 0.4 |
| | Marshall Co | 1.4 | | Leflore Co | 0.4 |
| | Newton Co | 1.4 | | Pontotoc Co | 0.4 |
| | Pike Co | 1.4 | Simpson Co | 0.4 | |
| | Stone Co | 1.4 | Smith Co | 0.4 | |
| | Warren Co | 1.4 | Choctaw Co | 0.2 | |
| | Holmes Co | 1.2 | Clay Co | 0.2 | |
| | Jeff Davis Co | 1.2 | Humphreys Co | 0.2 | |
| | Lowndes Co | 1.2 | Issaquena Co | 0.2 | |
| | Tate Co | 1.2 | Jefferson Co | 0.2 | |
| | Prentiss Co | 1.0 | Sunflower Co | 0.2 | |
| | Tallahatchie Co | 1.0 | Tunica Co | 0.2 | |
| | Adams Co | 0.8 | 0 | Carroll Co | 0 |
| | Claiborne Co | 0.8 | | Franklin Co | 0 |
| | Clarke Co | 0.8 | | Itawamba Co | 0 |
| | Coahoma Co | 0.8 | | Kemper Co | 0 |
| | Grenada Co | 0.8 | | Noxubee Co | 0 |
| Jasper Co | 0.8 | Sharkey Co | | 0 | |
| Lafayette Co | 0.8 | Wilkinson Co | | 0 | |

A. Problem Identification: Data Analysis-Population: Type of Fatality

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



Population: Age of Fatalities Charts:

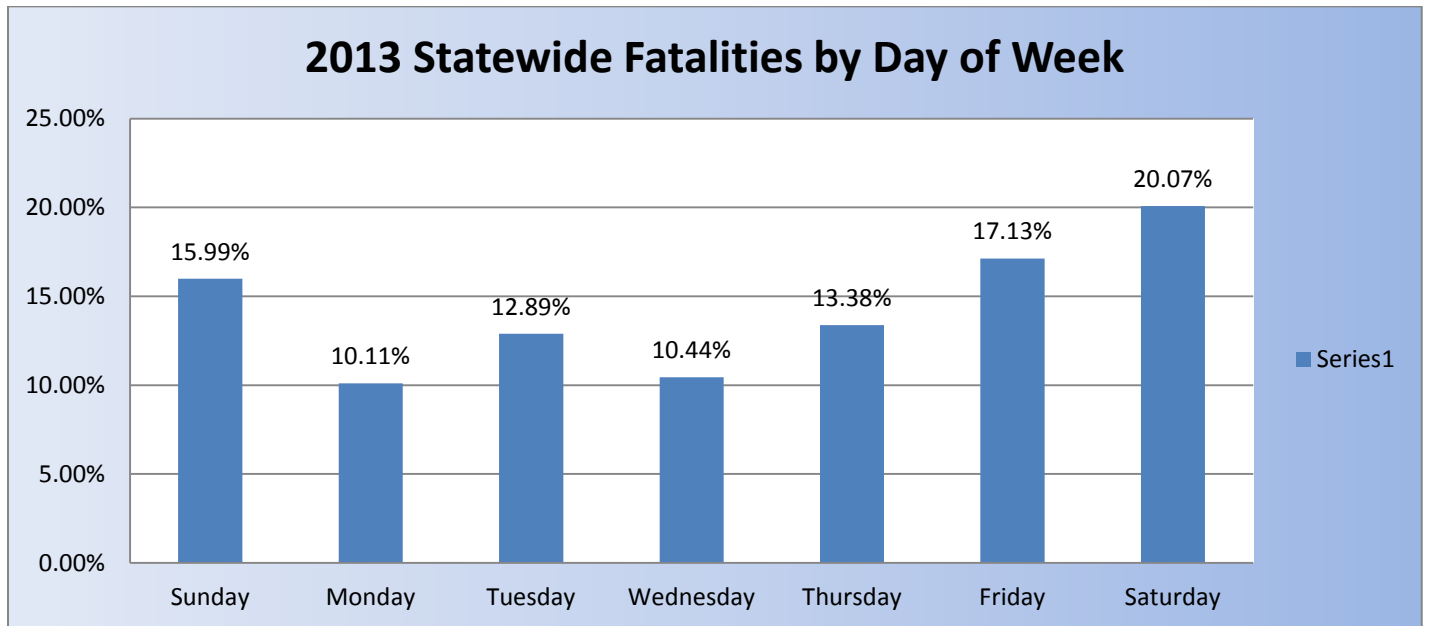


The age of person that are involved in fatal crashes helps show the population that the MOHS needs to focus on through education and enforcement. During 2013 the age group with the most fatal crashes was the age group of 55-59 and 50-54. This information provides information on how to target education and media campaigns to reach those age groups and help with the reductions of fatalities.

Problem Identification: Data Analysis-Time/Date Charts:

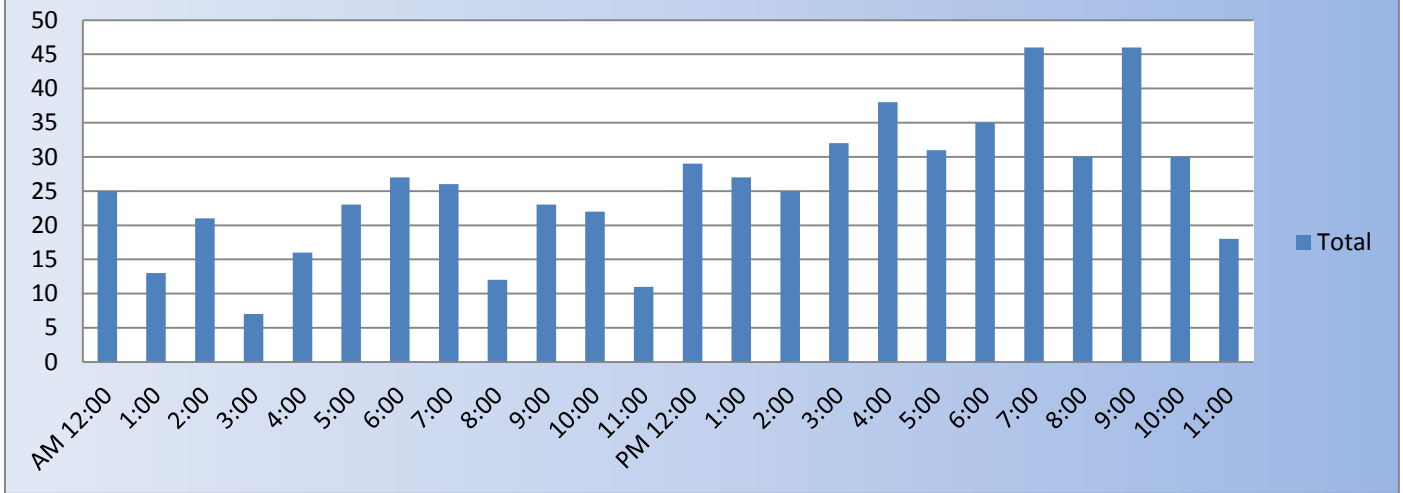
| | MHP | CO | CITY | TOTAL |
|--------------|------------|------------|------------|------------|
| JAN | 21 | 8 | 12 | 41 |
| FEB | 24 | 16 | 7 | 47 |
| MAR | 20 | 10 | 14 | 44 |
| APR | 37 | 15 | 4 | 56 |
| MAY | 19 | 9 | 5 | 33 |
| JUN | 20 | 13 | 7 | 40 |
| JUL | 26 | 15 | 19 | 60 |
| AUG | 28 | 26 | 6 | 60 |
| SEP | 30 | 12 | 11 | 53 |
| OCT | 40 | 12 | 19 | 71 |
| NOV | 22 | 13 | 19 | 54 |
| DEC | 27 | 12 | 15 | 54 |
| TOTAL | 314 | 161 | 138 | 613 |

In 2013, most fatalities along Mississippi roadways occurred during July, August and October, which is due to increase in tourism to the State and activities that require travel, along with travel to and from football games and starting college. With problem identification through data that shows when most fatalities occur, the MOHS can provide law enforcement additional assistance through grant monies, media campaigns and other activities that can be provided during high fatality months, to reduce crashes, injuries and fatalities in Mississippi.



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

2013 Statewide Fatalities by Time of Day



The above chart shows the time of day for the 2013 statewide fatalities. The time period with the most statewide fatalities is between 4:00 p.m. and 10:00 p.m., with 7:00 p.m. and 9:00 p.m. having the most fatalities during the day.

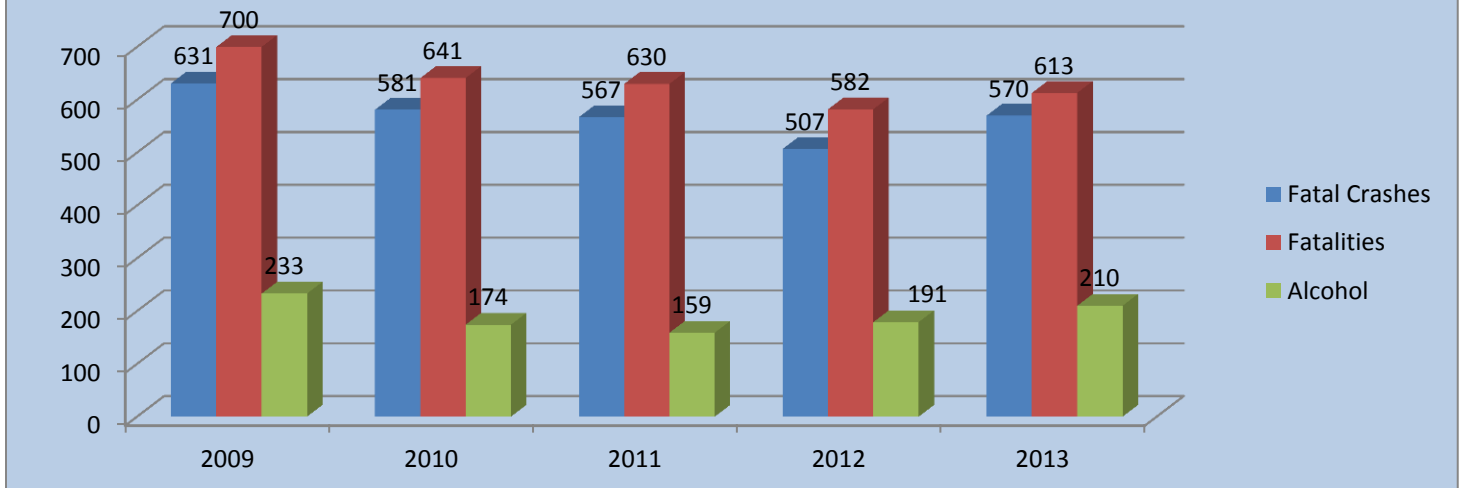
Attributing Factors for Crashes:

There are many reasons that can attribute to fatalities and fatal crashes. Impaired driving, lack of seatbelts, speed and motorcycles crashes are some of the State’s biggest attributing factors for crashes. Mississippi saw an increase in fatal crashes and traffic fatalities during 2013. There was a 5.33% increase in traffic fatalities in 2013 with 31 more traffic fatalities than in 2012. The following areas will break down the data by program area and give a more specific picture.

Impaired Driving:

Alcohol impaired fatalities increased from 191 in 2012 to 210 in 2013, with a BAC of .08 or greater. In Mississippi for 2013, 34% of all fatalities were alcohol related, while the national average was 31%. MOHS plans to continue in the efforts to reduce overall crashes, fatal crashes, injury and the economic losses caused by traffic crashes. Alcohol impaired traffic crashes will continue to be a priority in program planning.

Fatal Crashes/Fatalities/Alcohol Impaired Fatalities



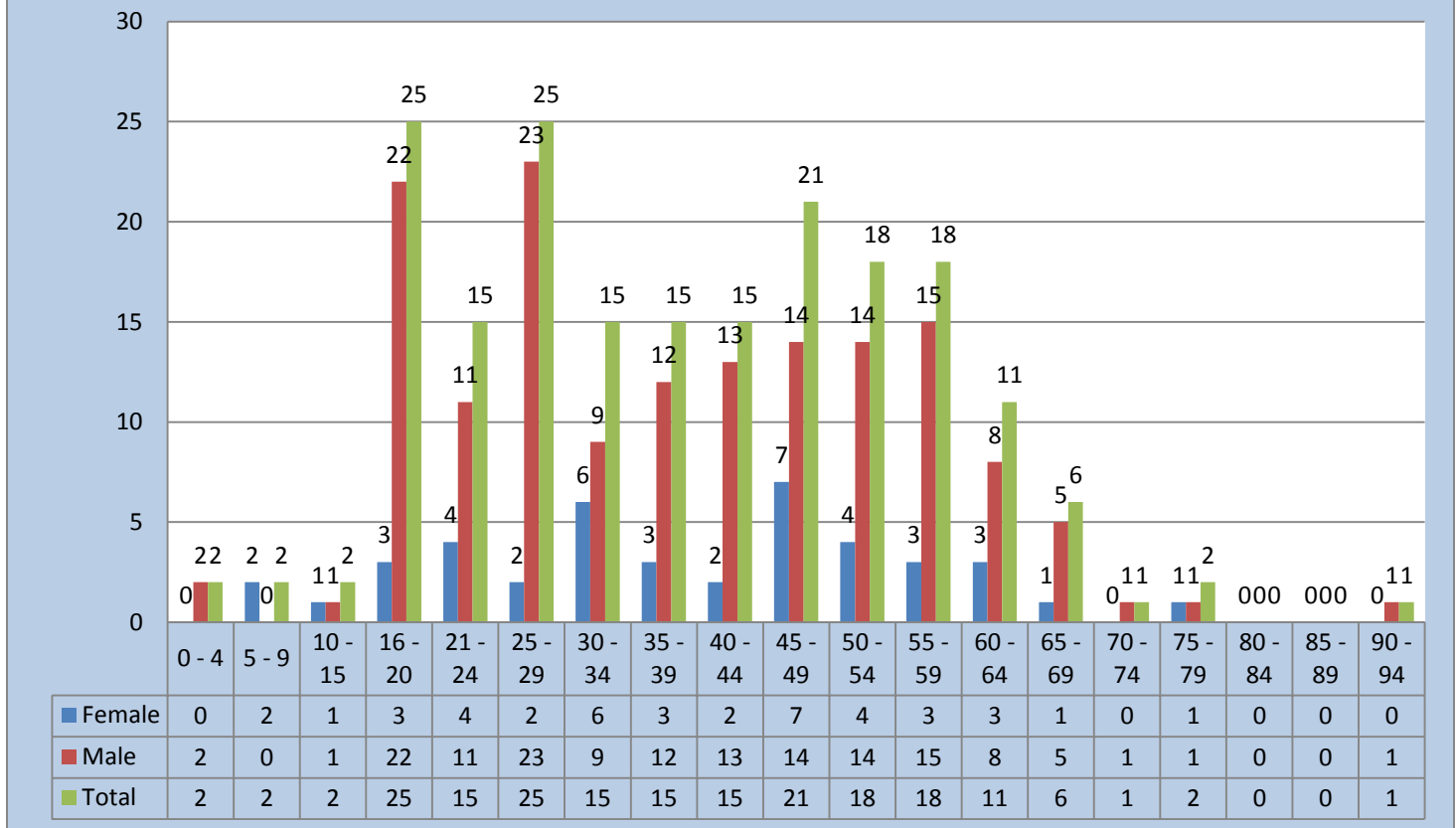
The impaired driver is a factor in fatal traffic crashes every year in Mississippi. Although speeding and other aggressive driving behaviors cause deadly traffic crashes, alcohol remains the predominant enemy of traffic safety. When DUI arrests decrease, there are usually corresponding increases in traffic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

The number of alcohol impaired deaths for this period decreased from 233 in 2009 to 210 in 2013 and total traffic fatalities fell from 700 to 613. In Mississippi for 2009, 33% of the fatalities were alcohol impaired related, while the national average was 32%, and in 2013, 34% of the fatalities were alcohol impaired in MS and 31% in US.

Mississippi Traffic Fatalities and Alcohol Involvement 2009 - 2013

| Year | Fatal Crashes | Fatalities | Alcohol Impaired Fatalities | % of Alcohol Impaired Fatalities |
|------|---------------|------------|-----------------------------|----------------------------------|
| 2009 | 631 | 700 | 233 | 33 % |
| 2010 | 581 | 641 | 174 | 27 % |
| 2011 | 567 | 630 | 159 | 25% |
| 2012 | 507 | 582 | 191 | 33% |
| 2013 | 570 | 613 | 210 | 34% |

2013 Mississippi Alcohol Impaired Fatalities



The above chart shows the alcohol fatalities during 2013 by age and by sex. According to the data, males are higher in fatalities than females, with 152 fatalities for males compared to 42 in females. The data also shows that 16-20, 25-29 and 45-49 are the age groups that have the highest fatalities. *Data is from 2013 State data sources.

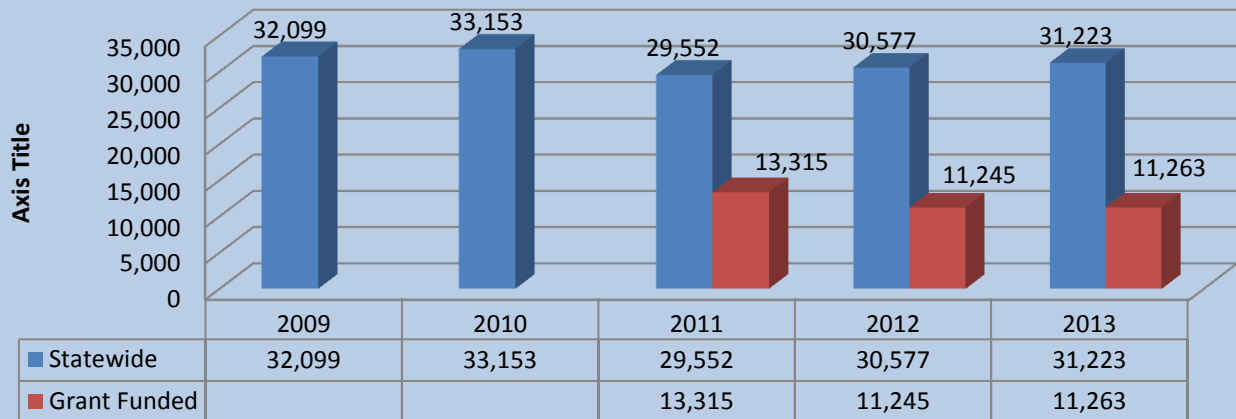
2013 Statewide Alcohol Related Fatality Crash Analysis-Time of Day/Day of Week

| HOURS | Sunday | Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Total | Percent |
|----------|--------|--------|---------|-----------|----------|--------|----------|---------|---------|
| AM 12:00 | 4 | 0 | 1 | 0 | 0 | 3 | 4 | 12 | 6.25% |
| 1:00 | 2 | 0 | 0 | 0 | 0 | 1 | 5 | 8 | 4.17% |
| 2:00 | 4 | 0 | 0 | 1 | 0 | 3 | 8 | 16 | 8.33% |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00% |
| 4:00 | 3 | 1 | 0 | 0 | 1 | 1 | 3 | 9 | 4.69% |
| 5:00 | 2 | 1 | 0 | 0 | 0 | 1 | 2 | 6 | 3.13% |
| 6:00 | 2 | 0 | 1 | 1 | 1 | 0 | 1 | 6 | 3.13% |
| 7:00 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 4 | 2.08% |
| 8:00 | 0 | 0 | 1 | 0 | 1 | 1 | 1 | 4 | 2.08% |
| 9:00 | 2 | 0 | 1 | 3 | 0 | 0 | 0 | 6 | 3.13% |
| 10:00 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 1.04% |
| 11:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 2 | 1.04% |
| PM 12:00 | 2 | 1 | 5 | 0 | 1 | 0 | 1 | 10 | 5.21% |
| 1:00 | 1 | 1 | 1 | 0 | 0 | 1 | 1 | 5 | 2.60% |
| 2:00 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 3 | 1.56% |
| 3:00 | 0 | 0 | 2 | 1 | 0 | 1 | 3 | 7 | 3.65% |
| 4:00 | 0 | 1 | 1 | 1 | 2 | 1 | 0 | 6 | 3.13% |
| 5:00 | 1 | 1 | 0 | 1 | 1 | 4 | 0 | 8 | 4.17% |
| 6:00 | 3 | 0 | 0 | 1 | 3 | 0 | 5 | 12 | 6.25% |
| 7:00 | 3 | 2 | 0 | 0 | 5 | 4 | 7 | 21 | 10.94% |
| 8:00 | 0 | 1 | 2 | 1 | 1 | 1 | 2 | 8 | 4.17% |
| 9:00 | 3 | 0 | 4 | 3 | 3 | 1 | 3 | 17 | 8.85% |
| 10:00 | 1 | 0 | 0 | 2 | 1 | 4 | 4 | 12 | 6.25% |
| 11:00 | 0 | 1 | 1 | 1 | 0 | 3 | 2 | 8 | 4.17% |
| TOTAL | 35 | 11 | 22 | 18 | 23 | 30 | 53 | 192 | 100.00% |
| %TOTAL | 18.23% | 5.73% | 11.46% | 9.38% | 11.98% | 15.63% | 27.60% | 100.00% | |

DUI Arrests and Citations:

The total number of DUI arrests increased from 30,577 in 2012 to 31,223 in 2013 with a 2.11% increase in citations in 2013. Grant funded citations rose slightly from 11,245 in 2012 to 11,263 in 2013.

DUI Statewide and Grant Funded Arrests for 2009-2013



In 2013, there were 26,383 Mississippians arrested for DUI. Applying a 1% Out-of-State arrest rate, this produces an estimate of total arrests to be 31,223. During 2013, the impaired driving enforcement programs funded by the MOHS issued 11,263 DUI citations. During FY16, the MHP plans to host a training academy for additional personnel and trained enforcement to become part of the MHP. With the increase in enforcement across the State, the numbers of DUI arrests should increase in the coming years. The MS Office of Standards and Training will also be conducting extensive training in SFST, ARIDE and DRE during the upcoming grant year to make sure that all law enforcement are trained to perform DUI duties.

Underage drinking and driving continues to be a major traffic safety problem, the number of underage DUI arrest is increasing. In 2009, there were 2,145 under 21 DUI arrests, which was 6.7% of all DUI arrest for Mississippi. By 2012, the number has been reduced to 1,747 (5.93%) of all DUI arrests being with a person under the age of 21 years of age. In 2013, the underage drinking DUI's reached an all-time high of 2,489, which represents 7.97% of all DUI arrests.

The chart below shows the actual number of young Mississippi drivers arrested, but the total, includes Mississippi and Out-of-State drivers. We have no way of estimating the number of underage Out-of-State arrests. Mississippi underage drivers accounted for almost 8% of the total Mississippi drivers arrested for DUI in 2013. The most alarming fact is that these young drivers are committing two serious offenses. First, drinking alcohol illegally and then driving under the influence!

2009-2013 DUI Arrests

| Year | Total DUI Arrests | Underage 21 DUI | % Underage DUI |
|------|-------------------|-----------------|----------------|
| 2009 | 32,099 | 2,145 | 6.7% |
| 2010 | 33,153 | 2,240 | 6.7% |
| 2011 | 29,552 | 1,801 | 6.1% |
| 2012 | 30,577 | 1,747 | 5.7% |
| 2013 | 31,223 | 2,489 | 7.97% |

In the last six years DUI arrests have had up's and down's from a low of 29,552 in 2011 to a high of 33,153 in 2010. DUI Arrests increased in 2012 from 30,577 to 31,223 in 2013.

| 2013 TOTAL DUI ARREST BY MONTH & JURISDICTION | | | | | | |
|---|-------|-------|--------|------|--------|--|
| | MHP | CO | CITY | MISC | TOTAL | |
| JANUARY | 442 | 564 | 1,046 | 26 | 2,076 | |
| FEBRUARY | 495 | 586 | 1,016 | 39 | 2,136 | |
| MARCH | 586 | 669 | 1,207 | 33 | 2,495 | |
| APRIL | 476 | 675 | 1,148 | 27 | 2,326 | |
| MAY | 504 | 689 | 1,132 | 14 | 2,339 | |
| JUNE | 522 | 633 | 925 | 28 | 2,108 | |
| JULY | 546 | 567 | 985 | 16 | 2,116 | |
| AUGUST | 487 | 608 | 1,091 | 17 | 2,203 | |
| SEPTEMBER | 260 | 517 | 862 | 35 | 1,674 | |
| OCTOBER | 380 | 497 | 990 | 41 | 1,914 | |
| NOVEMBER | 403 | 522 | 907 | 32 | 1,864 | |
| DECEMBER | 306 | 500 | 839 | 24 | 1,669 | |
| TOTAL | 5,411 | 7,029 | 12,148 | 332 | 24,920 | |

The above chart shows the 2013 DUI arrest by month and jurisdiction for Mississippi, which includes the Mississippi Highway Patrol, county agencies, city municipalities and other law enforcement entities. The sustained DUI enforcement projects initiated with MOHS funding has allowed the Mississippi Highway Patrol to maintain strict messages of zero tolerance for impaired driving.

Conviction Rate:

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

During FY14, the MOHS hired a part-time Judicial Outreach Liaison (JOL). The State anticipates continuing funding the JOL program, so that judicial training on traffic safety issues can be addressed. Ignition interlock has begun to be a sentencing option, but is not currently required for repeat offenders. As a result, ignition interlock is not being utilized in the sentencing of repeat offenders due to the lack of knowledge by judiciary, lack of installation sites in the State and lack of monitoring process after sentencing. This is an issue that the JOL will help provide guidance and direction to the State judges. The passage of HB412 has increased the use of ignition interlock starting October 1, 2014.

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

Projections are made for Out-of-State DUI arrests from MHP trooper activity reports and selected major police departments in border cities and tourist areas. This gives the capability to compute estimates of total arrests for each year. The conviction rate for 2013 was at 89.8%. A special study has been conducted for Justice Courts that adjudicate MHP and sheriff DUI arrests.

The next chart shows that police/municipalities made 50.6% of the DUI arrest in 2013, with sheriff/county made up 27.7% and the Mississippi Highway Patrol made up 21.71% of all DUI arrests. The refusal rate continues to decrease during the last five years from 24.2% in 2009 to 18.4% in 2013. There also seems to be a decline in 2nd and 3rd DUI’s arrests. In 2012, 2nd DUI were at 9.7% and 0.4% for 3rd DUI’s. Those have reduced to 9.1%.for 2nd DUI and 0.2% for 3rd DUI’s in 2013.

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

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

Statewide DUI Arrests, BAC Data and Conviction Rate 2009-2013

| Year | Police % | Sheriff % | MHP % | Refusal Rate | Conviction Rate | DUI 1 st | DUI 2 nd | DUI 3 rd |
|------|----------|-----------|-------|--------------|-----------------|---------------------|---------------------|---------------------|
| 2009 | 45.6% | 27.6% | 26.8% | 24.2% | 90.4% | 88.0% | 9.6% | 2.4% |
| 2010 | 44.7% | 30.0% | 25.3% | 23.9% | 88.9% | 89.3% | 10.1% | 0.6% |
| 2011 | 49.0% | 24.5% | 26.5% | 23.5% | 83.3% | 89.5% | 9.7% | 0.8% |
| 2012 | 43.7% | 26.3% | 30.1% | 23.2% | 92.1% | 89.9% | 9.7% | 0.4% |
| 2013 | 50.6% | 27.7% | 21.7% | 18.4% | 89.8% | 90.7% | 9.1% | 0.2% |

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

The most recent "Drive Sober or Get Pulled Over" public information and education campaign, coupled with strict traffic enforcement by State and local departments, document that the State has made significant progress in reducing deaths and injuries on MS roadways.

Occupant Protection:

On May 27, 2006, Mississippi became the 22nd State to implement a primary safety belt law. Historically, most of the drivers and passengers that die in traffic crashes are not belted. Although, safety belts cannot save all persons, it is estimated that fatalities are in fact reduced 50 to 65 percent when safety belts are used, becoming injured rather than killed. In 2013, there were 489 occupant fatalities and 58.9%, which is more than 2 out of every 4, were not wearing safety belts. However, the 34 young drivers and passengers ages 16 to 20 that were killed were unbelted at an alarming rate of 60.7%. Many of these young motorists could have been saved by the seat belt.

There were 568 drivers sustaining life threatening injuries (A level) in 2013. Forty-three percent (43%) were belted and subsequently, did not become a fatality. During 2013, there were 5,332 drivers with moderate injuries (B level) and over four out of five were belted (76.1%). Most of these were transported by EMS to medical centers for observation and/or emergency room care. Moreover, there were 19,771 drivers with minor injuries (C level), with a belt rate of 93%. These statistics document the fact that as belt use increases, the severity of injury decreases.

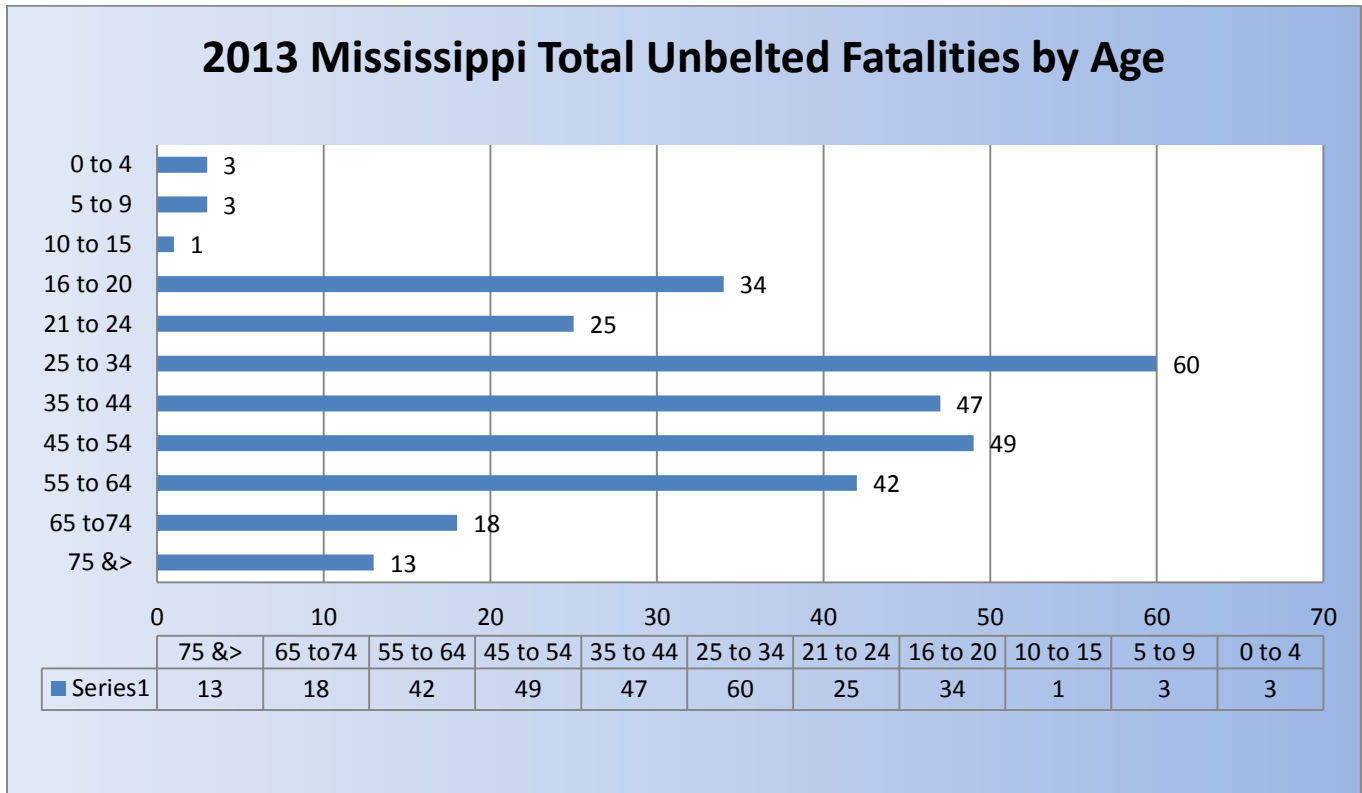
There is no doubt that seat belts save lives and/or reduce injury. With sustained statewide law enforcement, coupled with public information and education, Mississippi stands poised to save hundreds of lives and reduce thousands of injuries each year from increased safety belt usage by motorists.

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.

| | Person Type | | | | | | | |
|--------------------|-------------|------------|--------------|----------------------|------------|-----------|----------|------------|
| | Driver | Passenger | Motorcyclist | Motorcycle Passenger | Pedestrian | Bicyclist | ATV | Total |
| Child Seat | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 4 |
| Helmet | 0 | 0 | 31 | 3 | 0 | 1 | 0 | 35 |
| Lap | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| Lap/Shoulder | 164 | 39 | 0 | 0 | 0 | 0 | 0 | 203 |
| N/A | 0 | 1 | 0 | 0 | 53 | 0 | 0 | 54 |
| No Helmet | 0 | 0 | 3 | 0 | 0 | 5 | 3 | 11 |
| None | 229 | 55 | 0 | 0 | 0 | 0 | 0 | 295 |
| Other | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Other Helmet | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 |
| Unknown | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 5 |
| Grand Total | 400 | 111 | 36 | 3 | 53 | 6 | 4 | 613 |

Type of Fatality by Occupant Protection Device 2013

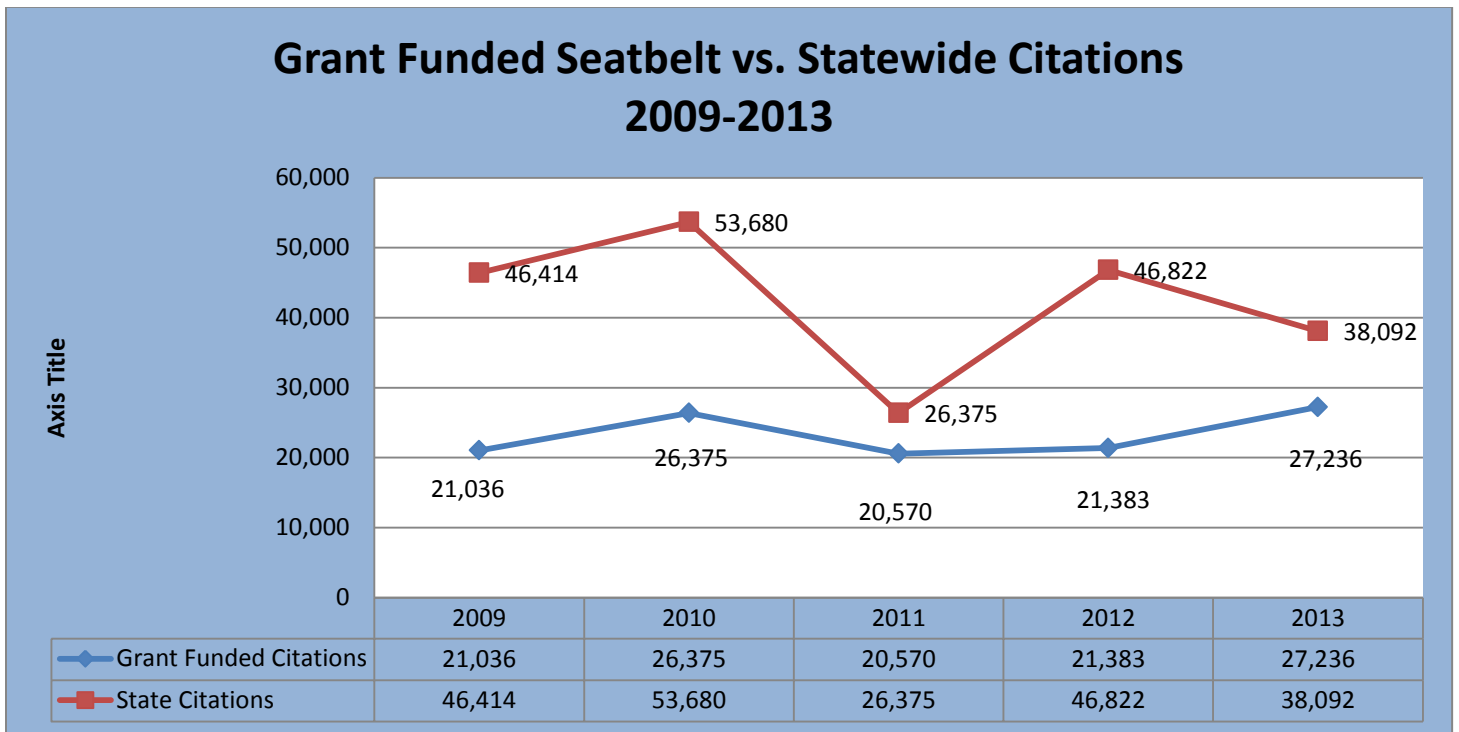


There were 613 motor vehicle fatalities in 2013, of the 613, 284 were unbelted which were 58.9% of those fatalities in 2013. The largest age group of unbelted fatalities was among the 25-34 age population, which represented 16.83% of all fatalities. Out of the 613 fatalities 284 were unbelted, 210 were belted and 6 were unknown. Of the 307 unrestrained occupants, there were 233 drivers (229 known and 4 unknown/no reported) and there were 55 unrestrained passengers (55 known/0 unknown/no reported).

Mississippi Occupant Protection Comparison Facts 2011 – 2013

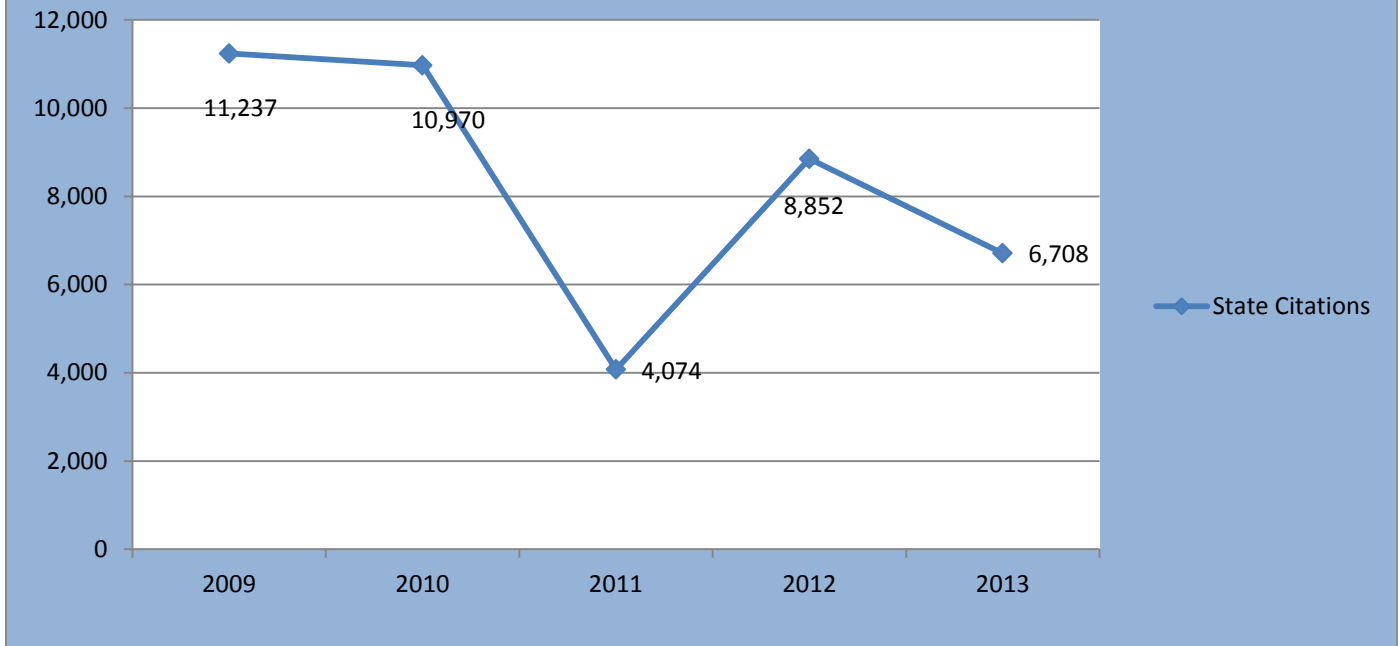
| | 2011 | 2012 | Change | 2013 | Change |
|---|--------|--------|---------|--------|---------|
| Fatal Crashes | 567 | 507 | -10.58% | 576 | 13.61% |
| Fatalities | 630 | 582 | -7.62% | 613 | 5.33% |
| Seat Belt Citations | 26,375 | 46,822 | 77.52% | 38,092 | -18.65% |
| Child Restraint Citations | 4,074 | 8,852 | 117.28% | 4,116 | -53.5% |
| Fatalities not Belted | 59.0% | 62.8% | 6.44% | 58.9% | -6.21% |
| Ages 16–20 Killed and not Belted | 59.3% | 80% | 34.91% | 60.7% | -24.13% |

Occupant Protection Citations:



The above chart shows the grant funded citations v. statewide citations for 2009-2013. The data shows an increase in grant funded citations from 21,383 in 2012 to 27,236 in 2013. The state wide seatbelt citations decreased 46,822 in 2012 to 38,092 in 2013. The state will continue to work on maintaining the increase of grant funded citations, along with working with all agencies across the state to work on increasing the state wide seatbelt citations.

State Child Restraint Citations 2009-2013



The chart above shows the statewide child restraint citations from 2009-2013. Just like the overall seatbelt citations, in 2011 the child restraint citations took a large decrease from 10,970 in 2010 to an all-time low of 4,074. The child restraint citations increased in 2012 to 8,852, but took another decrease in 2013 with a total number of 6,708.

Mississippi Seatbelt Surveys/Usage Rate:

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

Overall Seatbelt Survey: In the overall seatbelt usage rate, the 2014 seat belt usage rate for Mississippi is 78.3%, which rose almost 4% from the 74.4% usage rate of 2013, with the northern part of the State still being a major focus area with most of the survey areas being less than 75% usage. The southern part of the State remains to have some of the highest rates for seatbelt usage, with most above 83% usage rates and some above the national average.

| <u>County</u> | <u>2013 Survey</u> | <u>2014 Survey</u> | <u>Percentage Change</u> |
|---------------|--------------------|--------------------|--------------------------|
| Chickasaw | 68.6% | 68.4% | -0.2% |
| Desoto | 57.2% | 86.5% | 29.3% |
| Hancock | 79.7% | 83.2% | 3.5% |
| Harrison | 93.0% | 90.3% | -2.7% |
| Holmes | 71.7% | 74.5% | 2.8% |
| Hinds | 76.7% | 71.9% | -4.8% |
| Jackson | 95.7% | 85.2% | -10.5% |
| Lee | 71.7% | 70.3% | -1.4% |
| Leflore | 60.3% | 67.4% | 7.1% |

| | | | |
|-----------------|-------|-------|-------|
| Madison | 81.1% | 86.0% | 4.9% |
| Panola | 54.3% | 77.9% | 23.6% |
| Perry | 85.3% | 85.2% | -0.1% |
| Pike | 84.0% | 84.0% | 0.0% |
| Pontotoc | 70.8% | 75.5% | 4.7% |
| Prentiss | 60.2 | 71.7% | 11.5% |
| Rankin | 75.0% | 78.7% | 3.7% |
| Total | 74.4% | 78.3% | 3.9% |

As the chart shows, the MOHS has made large increases in some areas such as Desoto County with an increase of 29.3%, Panola County with an increase of 23.6% and Prentiss County with increase at 11.5%, with an overall increase of 3.9% from 2013.

Child Restraint Survey: For the 2014 Child Restraint Survey, the forty municipalities that were selected to be surveyed where the observed rate was 81.1%, with 7,619 children observed and 6,179 belted.

Teen Seatbelt Survey: The MOHS conducted its 1st teen seatbelt usage survey during fall 2013. For the 2013 Teen Seatbelt Usage Rate Survey, the observed rate for the teen population was 60.5% with 3,702 vehicles and 5,019 occupants observed. These counties were based on the top teen fatalities areas in 2008-2011. During the 2nd wave of the survey, which was conducted during the spring 2014, the observational rate for the teen population was 58.1% with 3,613 vehicles and 4,777 occupant observed. During the 3rd wave, which was conducted during fall 2014, the observational rate for the teen population was 64.9% with 3,388 vehicles and 4,518 occupants observed. The 4th wave of the teen survey was conducted during spring 2015 and the results have not been finalized as of the submission of this report.

Teen Occupant Protection Seatbelt Usage Survey

Wave 1-Fall 2013

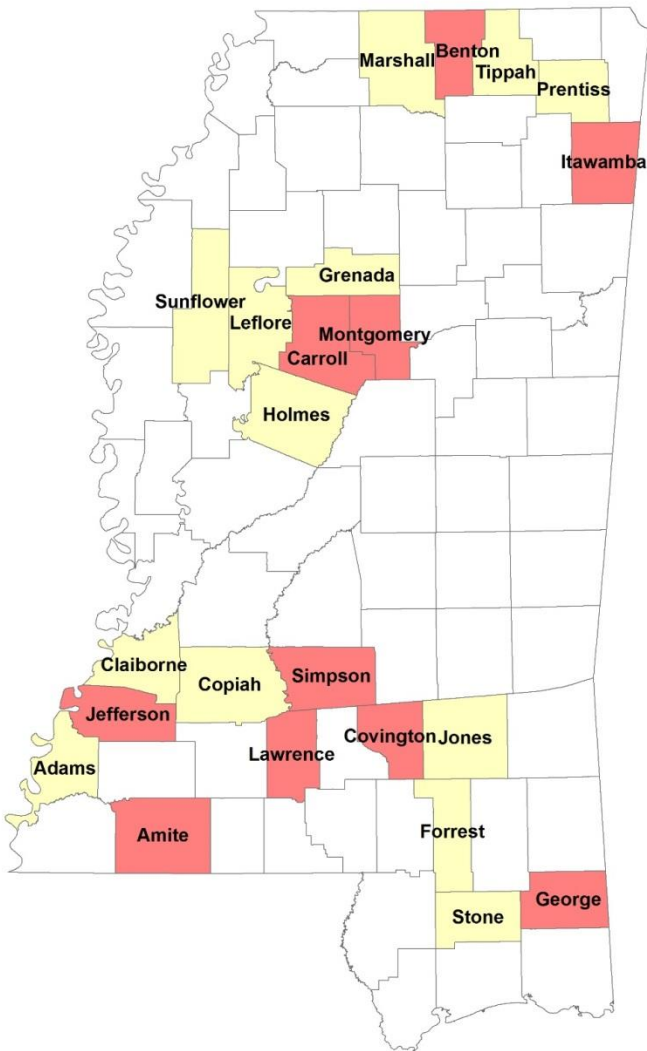
| Vehicle Type | Vehicles Observed | Occupants Observed* | Percent Belted* |
|---------------|-------------------|---------------------|-----------------|
| Passenger Car | 1,939 | 2,578 | 59.8% |
| Pickup | 841 | 1,134 | 50.7% |
| SUV | 798 | 1,129 | 70.5% |
| Van | 124 | 178 | 68.5% |
| Total | 3,702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

Wave 2-Spring 2014

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

Wave3-Fall 2014

| Vehicle Type | Vehicles Observed | Occupants Observed* | Percent Belted* |
|---------------|-------------------|---------------------|-----------------|
| Passenger Car | 1,670 | 2,207 | 64.8% |
| Pickup | 805 | 1,072 | 55.7% |
| SUV | 790 | 1,074 | 73.2% |
| Van | 123 | 165 | 71.5% |
| Total | 3,388 | 4,518 | 64.9% |



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

The MOHS also participated in a pre-survey in January 2015 and post survey in February 2015 to survey the night time seatbelt usage rate in a controlled area and in an area that was enhanced with the seatbelt message for a special night time pilot in Desoto County. The full survey consisted of 30 sites for day and 30 sites for night time to get the full picture of the area. The results have not been finalized as of the submission of this report. A full data analysis will be provided with the Annual Report.

Speed:

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

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

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

Speed Related Fatalities 2009-2013

| Crash Year | Total Fatalities | VMT (Millions) | Speed-Related Fatalities |
|------------|------------------|----------------|--------------------------|
| 2009 | 700 | 40,341 | 106 |
| 2010 | 641 | 39,842 | 129 |
| 2011 | 630 | 39,309 | 104 |
| 2012 | 582 | 38,561 | 95 |
| 2013 | 613 | 38,757 | 113 |

2013 Speed Related Fatalities by Age

| | 2009 | 2010 | 2011 | 2012 | 2013 | 2009-2013 | 2009-2013 |
|-------|-------|-------|-------|-------|-------|-----------|-----------|
| age | Total | Total | Total | Total | Total | Total | Average |
| <15 | 10 | 5 | 8 | 4 | 3 | 30 | 6 |
| 16-20 | 19 | 15 | 17 | 17 | 11 | 79 | 15.8 |
| 21-24 | 9 | 14 | 14 | 13 | 16 | 66 | 13.2 |
| 25-29 | 15 | 19 | 12 | 11 | 16 | 73 | 14.6 |
| 30-34 | 14 | 13 | 12 | 10 | 15 | 64 | 12.8 |
| 35-39 | 10 | 11 | 7 | 8 | 7 | 43 | 8.6 |
| 40-44 | 10 | 9 | 6 | 8 | 6 | 39 | 7.8 |
| 45-49 | 5 | 20 | 8 | 3 | 10 | 46 | 9.2 |
| 50-54 | 1 | 7 | 9 | 6 | 9 | 32 | 6.4 |
| 55-59 | 4 | 8 | 4 | 6 | 9 | 31 | 6.2 |
| 60-64 | 4 | 1 | 4 | 2 | 4 | 15 | 3 |
| 65-69 | 1 | 1 | 2 | 2 | 4 | 10 | 2 |
| 70-74 | 1 | 3 | 0 | 2 | 2 | 8 | 1.6 |
| 75-79 | 1 | 1 | 1 | 1 | 1 | 5 | 1 |
| 80-84 | 0 | 0 | 0 | 1 | 0 | 1 | 0.2 |
| 85-> | 2 | 2 | 0 | 1 | 0 | 5 | 1 |
| Total | 106 | 129 | 104 | 95 | 113 | 547 | 109.4 |

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

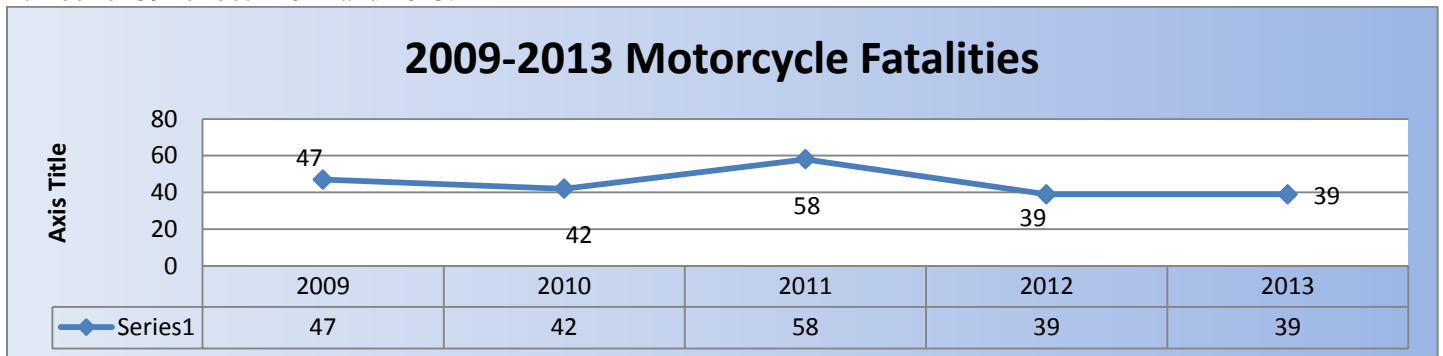
- Almost 50% of speed-related fatalities occur on local roads with limits of 50 mph or less.
- For drivers involved in fatal crashes, young males are the most likely to be speeding.
- Law enforcement consistently reports that speeding is the number 1 traffic complaint from citizens to their agencies.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

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

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

Motorcycle Safety:

During the last five years, the MOHS has seen an up and down trend among motorcycle fatalities, with a maintaining number of 39 for both 2012 and 2013.



| 2009 - 2013 Mississippi Motorcyclist Fatalities by age | | | | | |
|--|------|------|------|------|------|
| | 2009 | 2010 | 2011 | 2012 | 2013 |
| 60 & > | 7 | 6 | 14 | 6 | 5 |
| 50 to 49 | 7 | 5 | 15 | 11 | 10 |
| 40 to 39 | 10 | 9 | 8 | 5 | 10 |
| 30 - 29 | 12 | 10 | 10 | 9 | 6 |
| 20 - 19 | 9 | 11 | 11 | 8 | 7 |
| Under 20 | 2 | 1 | 0 | 0 | 1 |
| Total | 47 | 42 | 58 | 39 | 39 |

The chart above illustrates motorcycle fatalities by age from 2009-2013. There was a decrease in motorcycle fatalities from 2011-2012, until the small increase of 39 fatalities in 2012 and 2013. The chart above also shows the increase in fatalities in the older motorcycle rider (49-50) from 2010 and 2011 from 5 to 15, which is a large increase and continues to be the age group with the most fatalities.

In the last three (3) years, there has been a large number of motorcycle crashes in the State. The chart below identifies the total number of motorcycle crashes broken out by roadway systems for the past 5 years. In 2011, there were a total of 890 motorcycle crashes and a decrease in 2012 and 2013. That number has decreased steadily to 813 in 2013. There was a reduction in crashes in 2013 in city streets and county roadways, misc. roadways, but an increase on MHP highways.

2009–2013 Motorcycle Crashes by Road System

| Year | City Streets | County Roads | MHP Highways | Misc. Roads | Total Crashes |
|------|--------------|--------------|--------------|-------------|---------------|
| 2009 | 442 | 203 | 152 | 6 | 793 |
| 2010 | 547 | 224 | 88 | 6 | 865 |
| 2011 | 466 | 225 | 192 | 7 | 890 |
| 2012 | 476 | 185 | 169 | 10 | 840 |
| 2013 | 457 | 162 | 186 | 8 | 813 |

The next chart shows the 2009-2013 motorcycle crashes by severity. The numbers continue to decrease from year to year. Of the 813 crashes in 2013, there were 35 fatal with 576 injury crashes, which is a reduction from the 2012 fatalities of 39 and 603 injuries.

2009 – 2013 Motorcycle Crashes by Severity

| Year | Fatal Crashes | Injury Crashes | Property Damage Only | Total Crashes |
|------|---------------|----------------|----------------------|---------------|
| 2009 | 47 | 550 | 196 | 793 |
| 2010 | 42 | 622 | 201 | 865 |
| 2011 | 58 | 642 | 190 | 890 |
| 2012 | 39 | 603 | 198 | 840 |
| 2013 | 35 | 576 | 202 | 813 |

Of the 39 fatalities in 2012, 54% were alcohol involved crashes which is a significant reduction over previous year of 21% alcohol related fatalities. This is an area that the MOHS will be working on the coming year.

2009–2013 Motorcycle Fatalities by Alcohol Involvement

| Year | No Alcohol | Alcohol Involved | Total Fatalities | Percent of Fatalities Alcohol Involved |
|------|------------|------------------|------------------|--|
| 2009 | 46 | 1 | 47 | 2.2% |
| 2010 | 32 | 10 | 42 | 23.8% |
| 2011 | 47 | 11 | 58 | 19.0% |
| 2012 | 26 | 11 | 39 | 21% |
| 2013 | 18 | 21 | 39 | 54% |

Fatal Motorcycle Crash BAC Results 2009 - 2013

| | .01-.05 | .06-.10 | .11-.15 | .16-.20 | .21 & above | Not Tested | Tested Negative |
|------|---------|---------|---------|---------|-------------|------------|-----------------|
| 2009 | 0 | 0 | 1 | 0 | 0 | 43 | 3 |
| 2010 | 1 | 1 | 3 | 3 | 0 | 27 | 7 |
| 2011 | 1 | 1 | 1 | 4 | 3 | 32 | 16 |
| 2012 | 1 | 1 | 2 | 4 | 2 | 21 | 8 |
| 2013 | 0 | 1 | 5 | 3 | 2 | 23 | 5 |

From the chart above, the data shows that the majority of fatal motorcycle crashes are not tested. In 2013, 23 out of the 39 fatalities were not tested for alcohol. The largest BAC results for the fatal motorcycle crashes fell into the .11-.15 range for 2013.

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

The State is currently working with an electronic citation system (eCite) which allows the vehicle information to be recorded automatically upon entry of a citation by an officer. Currently the eCite system is being used by the Mississippi Highway Patrol and several local jurisdictions and will be implemented into additional agencies in FY16.

The eCite system will be available to train more to law enforcement agencies across the State in 2016. The vehicle identification issue will be addressed through the eCite Project and the project director will work to ensure query capabilities for all fields recorded on the electronic citation for statistical purposes in the future for identifying highway safety problem throughout the State.

Helmet Use: Mississippi has a primary motorcycle helmet law. With high fuel costs, more and more Mississippians are riding motorcycles. In 2013, 8% of the motorcyclists killed were not wearing helmets, which is a huge reduction of 38% in 2010. In 2013, registrations fell to 48,634, which is the lowest in the 5 years below. Fatalities have maintained during 2012 and 2013 at 39 fatalities. Mississippi consistently maintains a 99% motorcycle helmet usage in the annual Motorcycle Survey conducted by Mississippi State University.

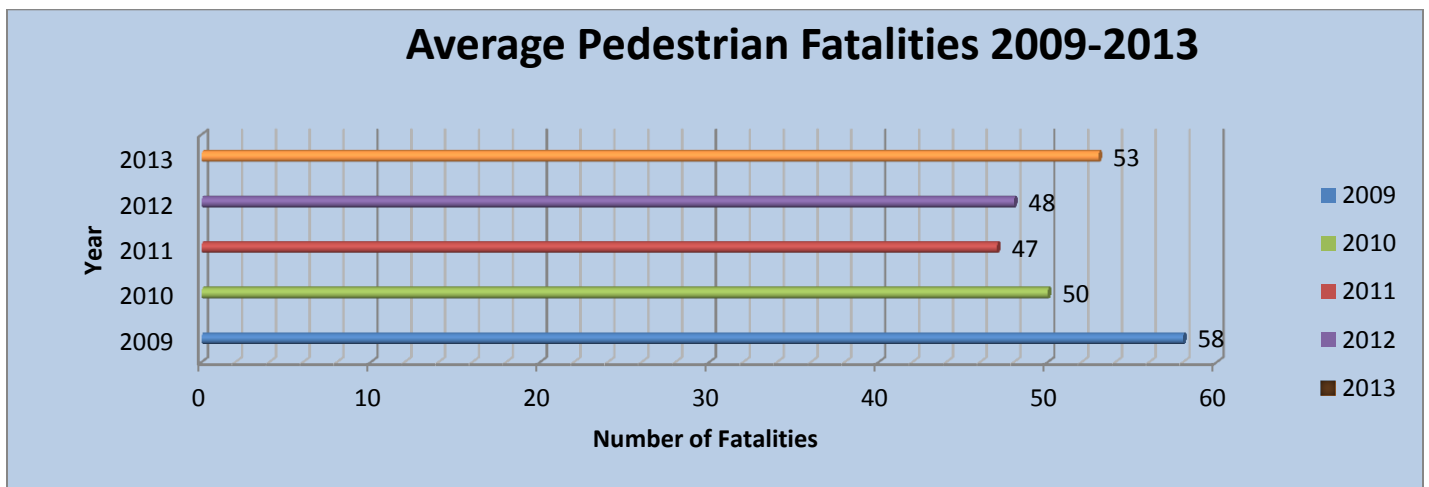
2009 – 2013 Motorcycle Fatalities by Helmet Usage

| Year | No Helmet Used | Helmet Used | Helmet Used Improperly | Percent of Fatalities with no Helmet Use | Total Fatalities | Registered Motorcycles |
|------|----------------|-------------|------------------------|--|------------------|------------------------|
| 2009 | 6 | 41 | 0 | 13% | 47 | 55,418 |
| 2010 | 16 | 26 | 0 | 38% | 42 | 56,406 |
| 2011 | 6 | 52 | 0 | 10% | 58 | 48,831 |
| 2012 | 4 | 35 | 0 | 13% | 39 | 49,603 |
| 2013 | 3 | 36 | 0 | 8% | 39 | 48,634 |

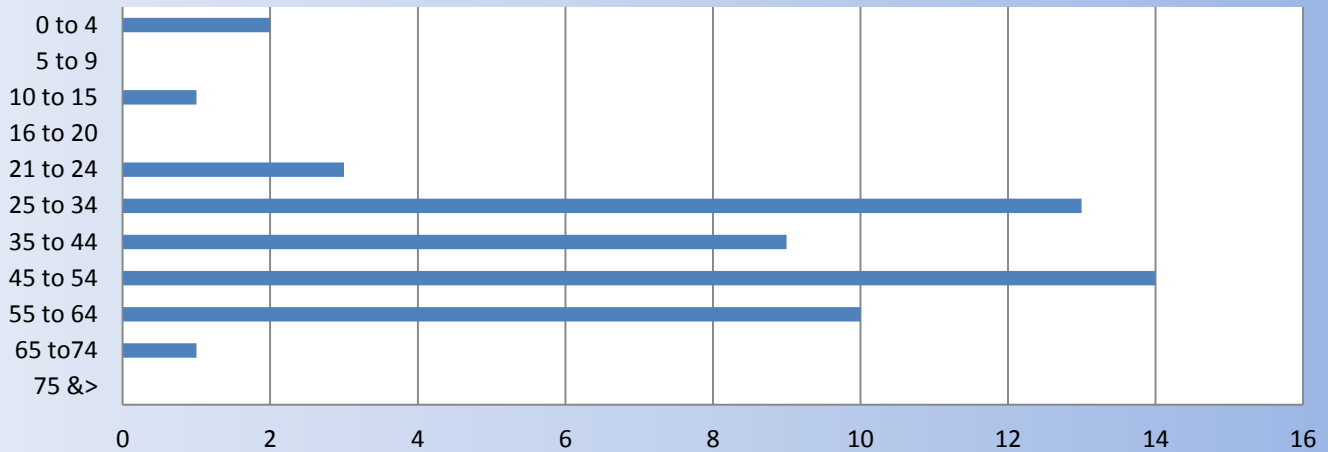
MOHS will continue make motorcycle safety programs one of the State’s focus areas during the FY16 grant period. Programs will be implemented to include training, public awareness and community outreach throughout the State. Programs not yet developed or implemented for motorcycle safety will be sought after throughout 2016 in an effort to reduce the number of motorcycle crashes in the State.

Pedestrian Safety:

In the below chart, the data shows the pedestrian fatalities for 2009-2013. The greatest number of pedestrian fatalities occurred in 2009, with 58 fatalities. The State maintained 47 pedestrian fatalities for 2010 and 2011 and increase by 1 fatality in 2012. During 2013, pedestrian fatalities increased from 48 to 53, which was an increase of 5 pedestrians.



2013 Mississippi Pedestrian Fatalities by Age

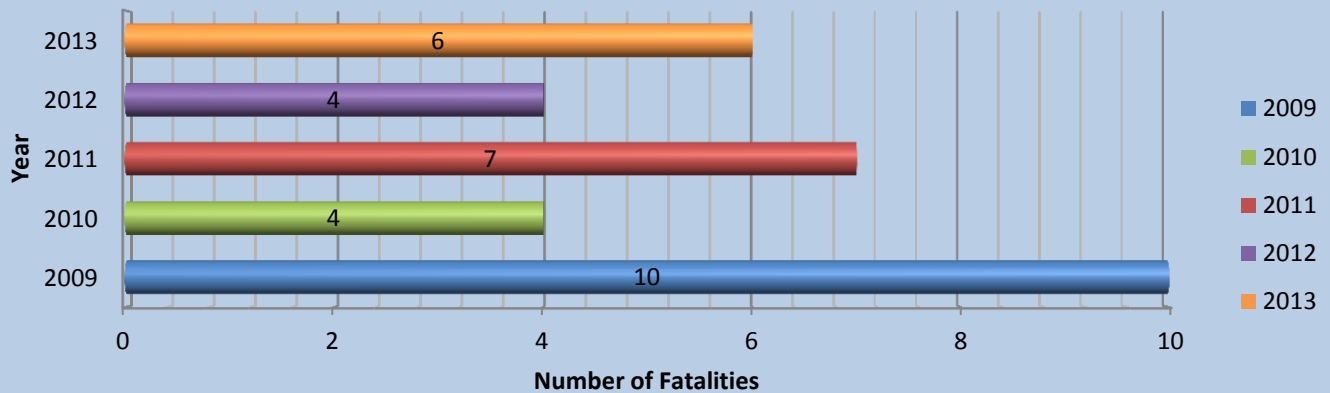


| | 75 > | 65 to 74 | 55 to 64 | 45 to 54 | 35 to 44 | 25 to 34 | 21 to 24 | 16 to 20 | 10 to 15 | 5 to 9 | 0 to 4 |
|---------|------|----------|----------|----------|----------|----------|----------|----------|----------|--------|--------|
| Series1 | 0 | 1 | 10 | 14 | 9 | 13 | 3 | 0 | 1 | 0 | 2 |

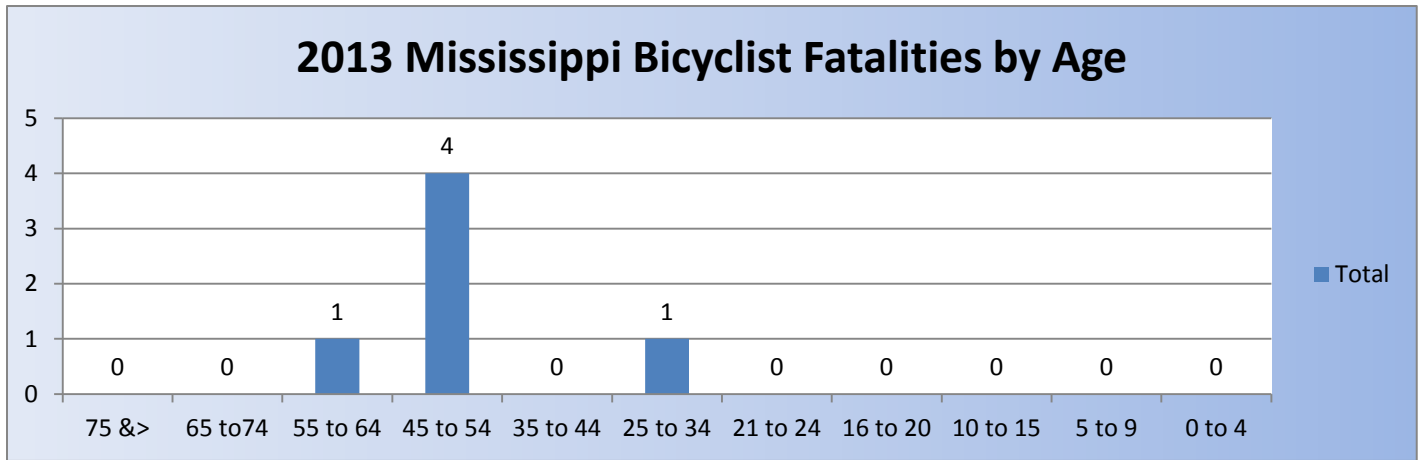
There were a total of 53 pedestrian fatalities in Mississippi during 2013. The highest fatalities for pedestrians fell in the age group of 45-54 years of age and 25-34 year of age, which reversed from the year before.

Bicyclist Fatalities:

Average Bicycle Fatalities 2009-2013



The above chart shows the number of bicycle fatalities for 2009-2013. There was an increase in bicycle fatalities from (4) in 2012 to (6) in 2013.



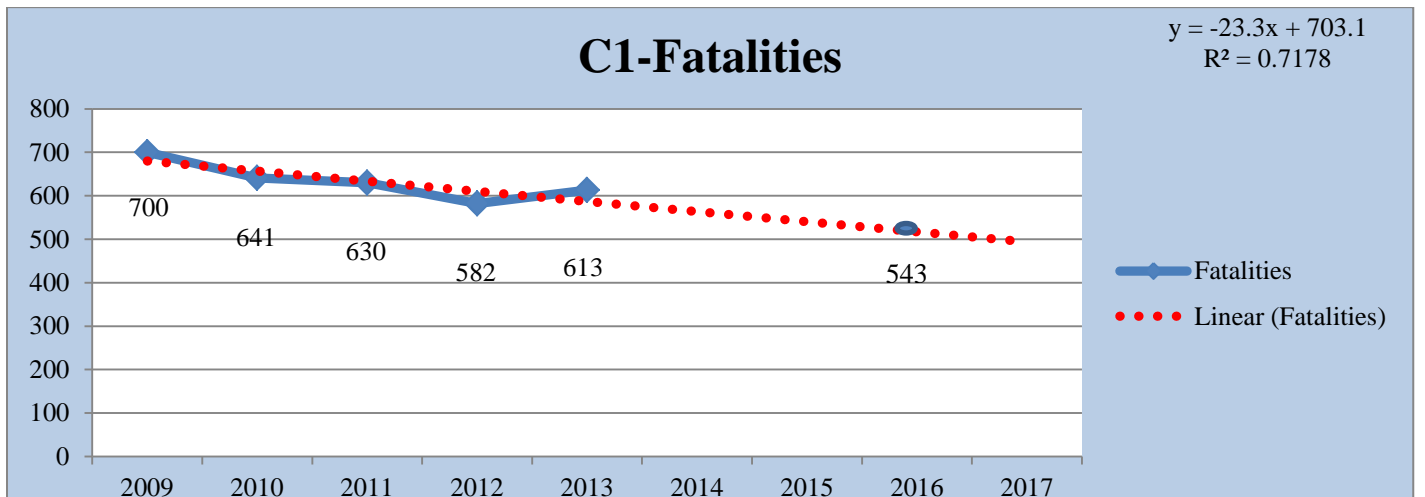
The chart above represents the six (6) fatalities for 2013 by age. There was (1) fatality in the 55-64 population, (4) in the 45-54 population and (1) in the 25-34 population.

B. Data Trend Analysis

Comparisons are made of trends over time (3 to 5 years), targets are set and performance measures are derived with input from MOHS staff. The reduction of traffic fatalities and injuries iterates the mission and the priorities are set by selecting activities that address the State problems. Trends are based on the number of fatalities and the rates of decrease and increase.

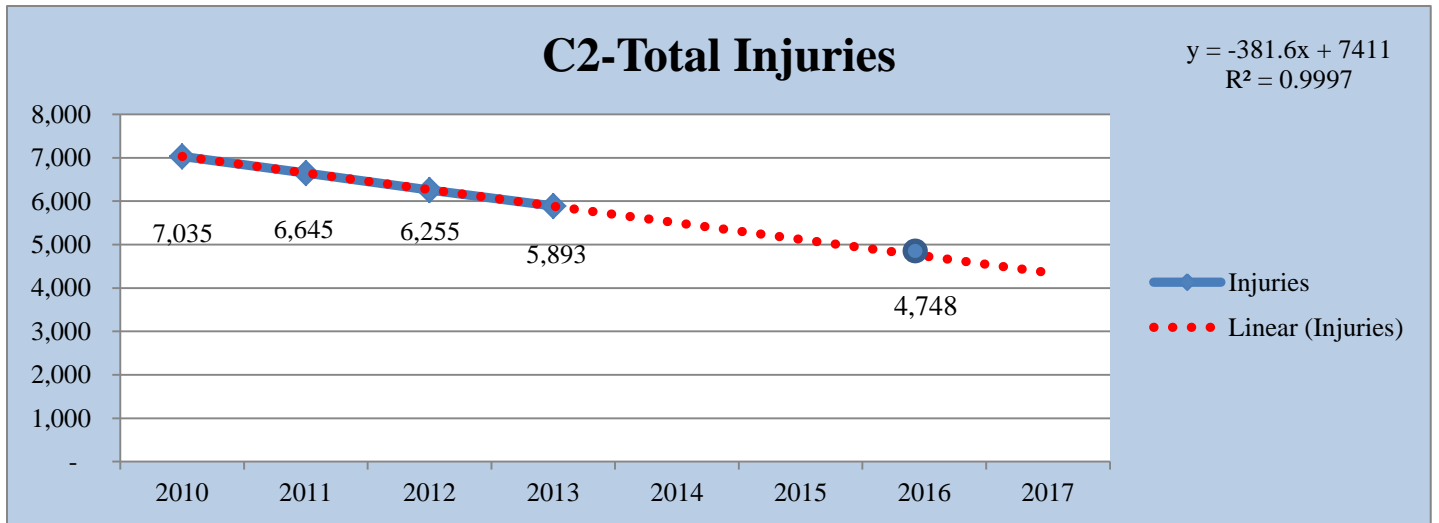
Setting Performance Targets are also based on trends that are shown in the data. Below are trends that were used to help select performance measures for each program area. The R² value in the equation represents the reliability of the trend line. The trend line is most reliable when the equation is closest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

C-1 Core Outcome Measure/Fatality Rate: To decrease traffic fatalities by 2.8% from a five year average (2009-2013) of 633 to 615 by the end of 2016. To decrease the number of traffic fatalities by an additional .09% for a long term goal of 610 fatalities by the end of 2017.



The trends for fatalities are shown above with data from 2009-2013. The linear trend line shows a continued downward trend with a stable R² value of 0.7178, the MOHS saw a small increase in the in fatalities from 582 in 2012 to 613 in 2013. The State hopes to stay on a downward trend and see reductions in the years to come and hope to see fewer fatalities. The trend is projected for 2016 to have 543 fatalities. *See Section III.C. Performance Plan – SHSP Coordination Process for HSIP Measure.*

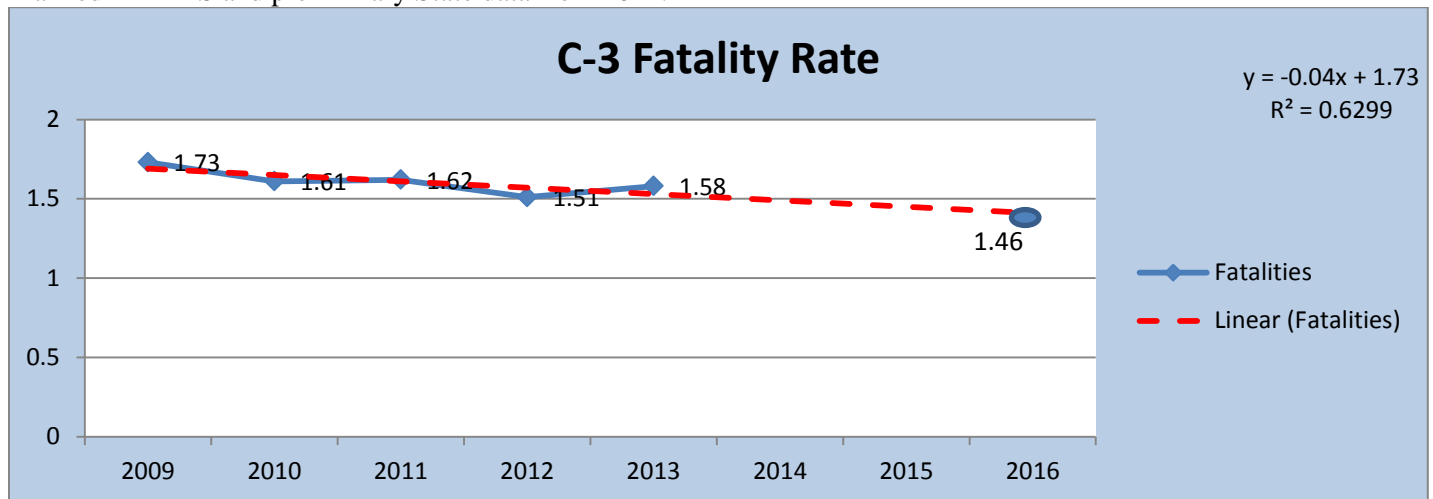
C-2 Core Outcome Measure/Serious Injury: To decrease the number of serious traffic injuries by 5.0% from a five year average (2009-2013) of 6,457 to 6,131 by the end of FY16. To decrease the number of serious injuries by an additional 1.97% for a long term goal of 6,010 by the end of 2017.



The trends for overall injuries are shown above with data from 2010-2013. The linear trend line shows a continued downward trend with a stable R^2 value of 0.9997, which has increased from the previous year of 0.9865. The number of injuries decreased from 6,255 in 2012 to 5,893 in 2013. If the injuries trend continues, the MOHS will see fewer injuries in the years to come. The trend is projected for 2016 to have 4,748 in total injuries. See Section III.C. Performance Plan – SHSP Coordination Process for HSIP Measure.

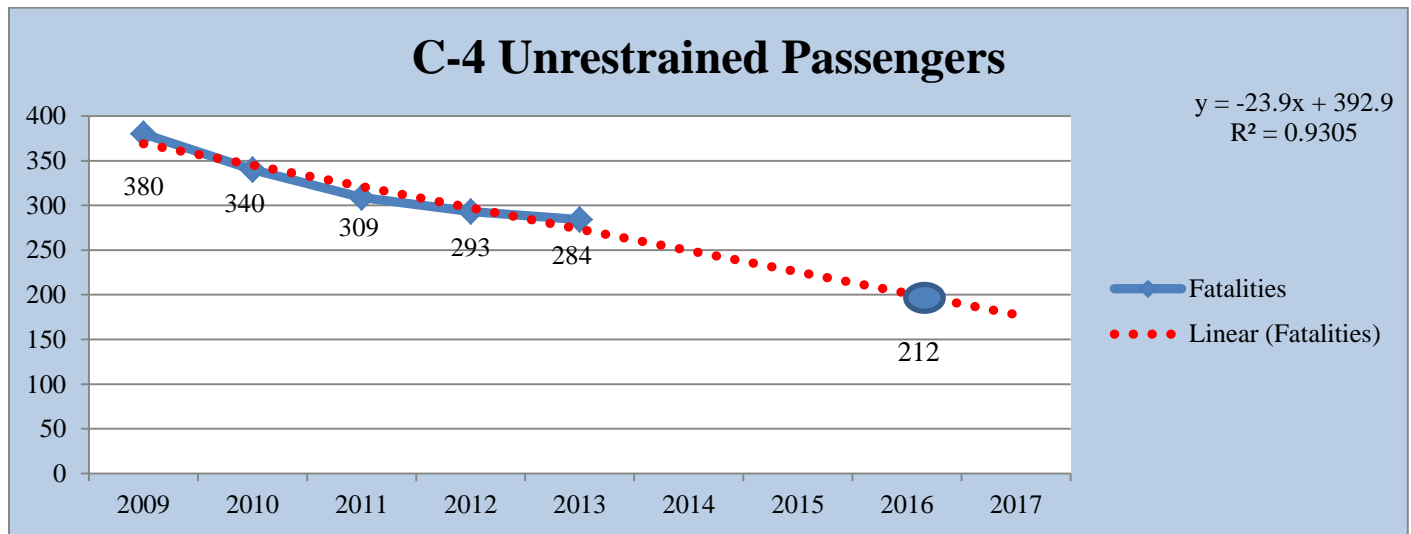
C-3 Core Outcome Measure/Fatality Rate: To maintain the number of fatalities by VMT from a five year average (2009-2013) of (1.61) by the end of FY16. To maintain the fatality rate of (1.61) for a long term target of by the end of 2017.

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



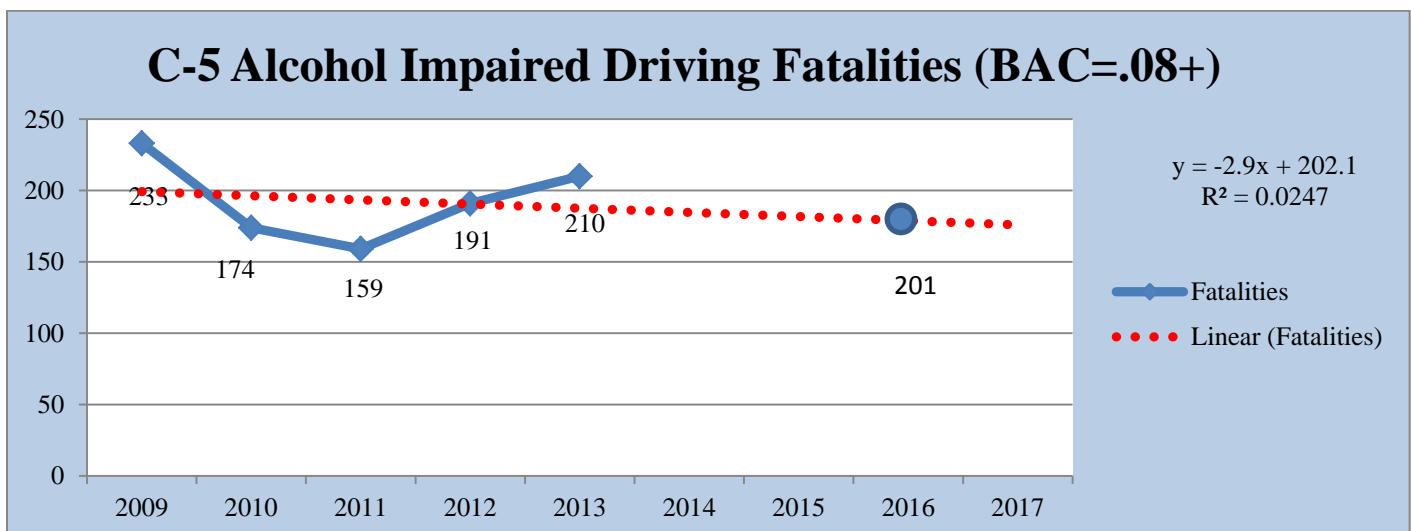
The trends for overall fatality rates are shown above with data from 2009-2013. The linear trend line shows a continued downward trend with an unstable R^2 value of 0.6299. The data shows that four out of the five years, the fatality rate has decreased and in 2011, the rate increased by .07 for 2013. If the trend continues, the State will see a fatality rate lower in the years to come. The trend is projected for 2016 to have a fatality rate of 1.46. See Section III.C. Performance Plan – SHSP Coordination Process for HSIP Measure.

C-4 Core Outcome Measure/Unrestrained Passengers: To decrease the number of unrestrained passenger vehicle occupant fatalities in all seating positions by 13% from a five year average (2009-2013) of 321 to 279 by the end of FY16. To decrease the number of unrestrained passenger vehicle occupant fatalities by an additional 1% for a long term goal of 277 by the end of 2017.



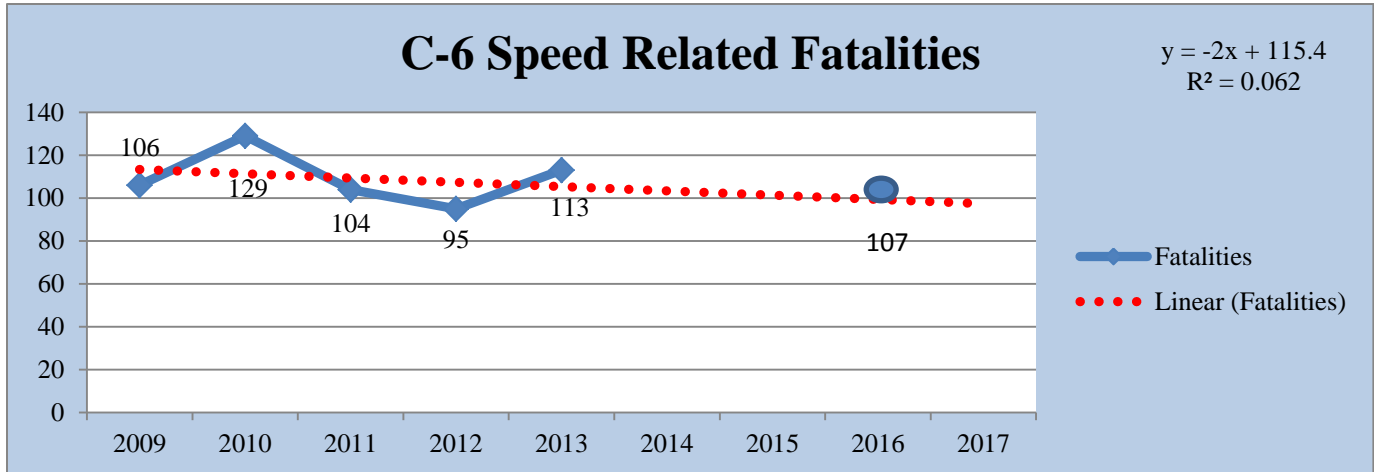
The trends for overall unrestrained passengers are shown above with data from 2009-2013. The linear trend line shows a continued downward trend with a very stable R² value of 0.9305. The MOHS continues to see a reduction in unrestrained fatalities for the past five years. If the trend continues, the State will see an unrestrained passenger fatality rate lower in the years to come. The trend is projected for 2016 to have unrestrained fatalities rate of 212. See Section II. C. Steps in Performance measure process.

C-5 Core Outcome Measure/Alcohol and Other Drugs: To decrease the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above by 2% from five year average (2009-2013) of 193 to 190 by the end of FY16. To decrease the number of fatalities by an additional 2% for a long term goal of 186 by the end of 2017.



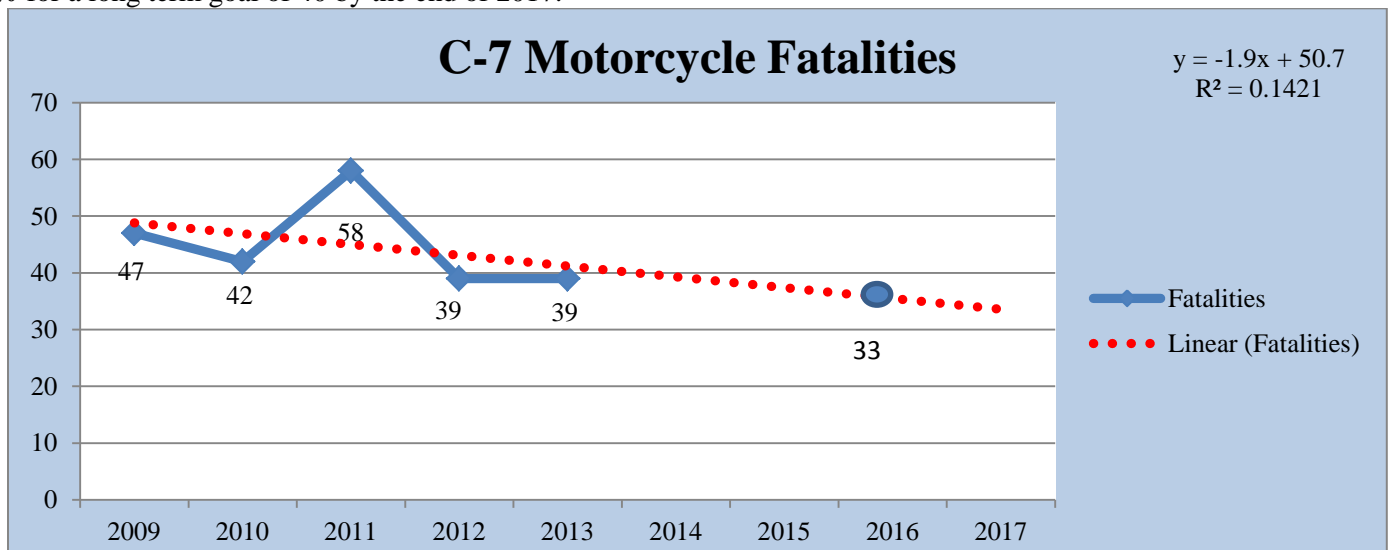
The trend for overall fatalities with alcohol/other drugs with a BAC of .08 or above is shown above with data from 2009-2013. The linear trend line shows a continued downward trend with lower R² value of 0.0247 from the previous year of 0.7329. If the trend continues, the MOHS should see the fatality rate decrease in the future, but it will be at a much slower rate of decline, if the data continues. This area increased in 2013 by nineteen (19) fatalities, which is the second increase in five (5) years. The MOHS will continue to closely monitor this area to help reduce these numbers. The trend is projected for 2016 to have impaired driving fatalities of 201. See Section II. C. Steps in Performance measure process.

C-6 Core Outcome Measure/ Speed: To decrease the number of speeding-related fatalities by 4% from five year average (2009-2013) of 109 to 105 by the end of FY16. To decrease the number of speeding related fatalities by an additional 5% for a long term goal of 100 by the end of 2017.



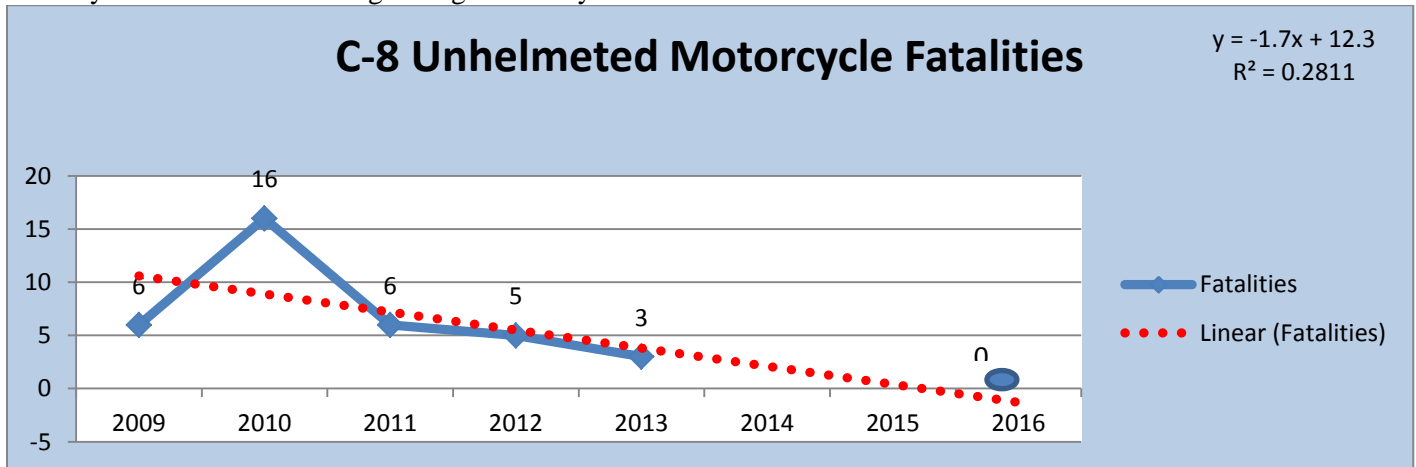
The trend for speed related fatalities is shown above with data from 2009-2013. The linear trend line shows a small downward trend, the trend line has an unstable R² value of 0.062. If the trend continues, the MOHS will likely see continued decreases in the speed related fatalities in the years to come. The MOHS saw a decrease in years 2011 and 2012, but saw a rise in speed fatalities in 2013 with 113 fatalities. The trend is projected for 2016 to have speed driving fatalities of 107. See Section II. C. Steps in Performance measure process.

C-7 Core Outcome Measure/Motorcycles: To decrease the number of motorcyclist fatalities by 7.5% from five year average (2009-2013) of 45 to 42 by the end of FY16. To decrease the number of motorcyclist fatalities by an additional 5% for a long term goal of 40 by the end of 2017.



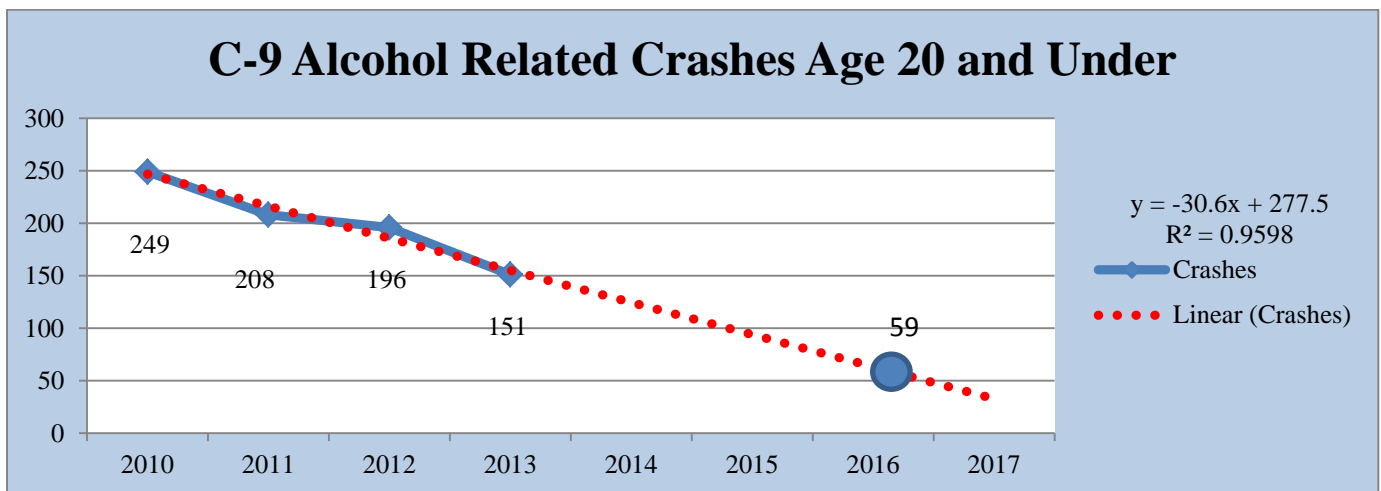
The trend for motorcycle fatalities is shown above with data from 2009-2013. The linear trend line shows a small downward trend with an unstable R² value of 0.1421. If the trend continues, the State will likely see continued motorcycles fatalities decrease in the years to come. The MOHS saw a large decrease from (58) in 2011 to (39) in 2012 and the State maintained the number of (39) in 2013. The numbers show several ups and downs in the data, which makes the trend line very unstable. The MOHS will continue to monitor the motorcycle fatalities in an effort to continue the downward trend. The trend is projected for 2016 to have motorcycle driving fatalities of 33. See Section II. C. Steps in Performance measure process.

C-8 Core Outcome Measure/Un-helmeted Motorcyclists: To decrease the number of un-helmeted motorcyclist fatalities 15% from five year average (2009-2013) of 7 to 6 by the end of FY16. To decrease the number of un-helmeted motorcyclist fatalities for a long term goal of 5 by the end of 2017.



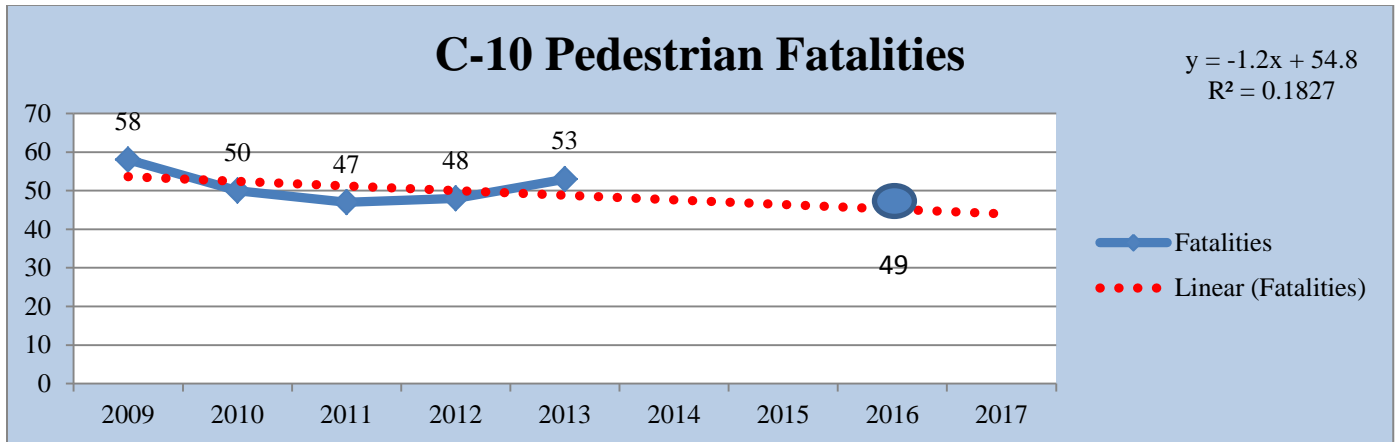
The trend for un-helmeted motorcycle fatalities is shown above with data from 2009-2013. The linear trend line shows a downward trend with an unstable R^2 value of 0.2811. The numbers show several ups and downs in the data, which makes the trend line very unstable. The State will continue to monitor the un-helmeted motorcycle fatalities in an effort to continue the downward trend. The State saw a large decrease from 16 in 2010 to 6 in 2011, which was the largest increase in the five (5) years of data. If the trend continues, the MOHS will likely see continued decreases in un-helmeted motorcycles fatalities in the years to come. The trend is projected for 2016 to have un-helmeted motorcycle driving fatalities of 0. See Section II. C. Steps in Performance measure process.

C-9 Core Outcome Measure/Under 20: To decrease the number of drivers aged 20 or younger involved in fatal crashes by 7.5% from five year average (2009-2013) of 87 to 81 by the end of FY16. To decrease the number of drivers aged 20 or younger by an additional 5% for a long term goal of 77 by the end of 2017.



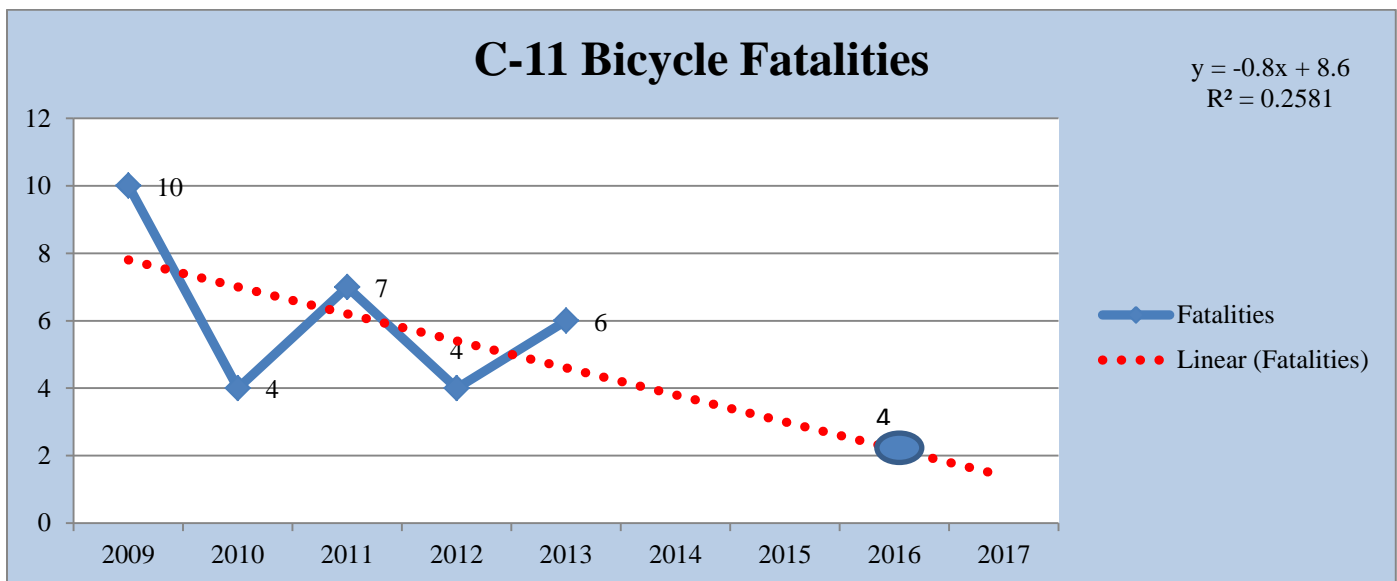
The trend for alcohol related crashes for ages 20 and below is shown above with data from 2010-2013. The linear trend line shows a strong downward trend with an R^2 value of 0.9598. If the trend continues to decrease, the MOHS could continue to see the teen alcohol crash rate decrease in the future. This area has had some of the largest decreases in fatalities with a difference of 45 fatalities from 2012 to 2013. The efforts of the MOHS in teen alcohol are working and seeing large results in the number of fatalities. The trend is projected for 2016 to have Alcohol related crashes 59. See Section II. C. Steps in Performance measure process.

C-10 Core Outcome Measures/Pedestrians: To decrease the number of pedestrian fatalities by 5% from five year average (2009-2013) of 51 to 49 by the end of FY16. To decrease the number of pedestrian fatalities by an additional 2% for a long term goal of 48 by the end of 2017.



The trend for pedestrian fatalities is shown above with data from 2009-2013. The linear trend line shows a small downward trend with a very unstable R² value of 0.1827. The state has seen pedestrian fatalities rise since 2012 with an increase from 2011 to 48 in 2012 to 53 in 2013. If the trend continues, the MOHS will likely see continued decreases in pedestrian fatalities. The numbers show a few ups and downs in the data, which makes the trend line very unstable. The MOHS will continue to monitor pedestrian fatalities in hopes of reducing fatalities in the coming years. The trend is projected for 2016 to have pedestrian fatalities of 49. See Section II. C. Steps in Performance measure process.

C-11 Core Outcome Measure: Bicyclist: To decrease the number of bicycle fatalities by 15% from the five year average (2009-2013) of (6) to (5) by the end of FY16. To reduce the number of pedestrian fatalities for a long term target of (4) by the end of 2017.



The trend for bicycle fatalities is shown above with data from 2009-2013. The linear trend line shows a downward trend with an unstable R² value of 0.2581. If the trend continues, the MOHS will likely see continued decreases in bicycle fatalities in the years to come. The MOHS saw a large decrease in 2009 with (10) to (4) in 2011. The MOHS also saw another large decrease in the data from (7) in 2011 to 4 in 2012, but saw an increase in bicycle fatalities in 2013 with an increase to 6 fatalities. The numbers show a few ups and downs in the data, which makes the trend line very unstable. The trend is projected for 2016 to have bicycle fatalities of 4. See Section II. C. Steps in Performance measure process.

C. Performance Plan-Outcomes of SHSP Coordination

Fatalities:

Based on data that was provided both by the MOHS and the MDOT, the SHSP Strategic Committee used the below charts to configure the “joint performance targets for required Common measure”. See Page 10 for SHSP Coordination Process.

| | 2004 - 2015 | 2005 - 2015 | 2006 - 2015 | 2007 - 2015 | 2008 - 2015 | 2009 - 2015 | 2010 - 2015 | 2011 - 2015 | 2012 - 2015 | 2013 - 2015 | 2014 - 2015 |
|------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| 2015 | 604 | 604 | 604 | 604 | 604 | 604 | 604 | 604 | 604 | 604 | 604 |
| 2016 | 568 | 566 | 568 | 572 | 582 | 590 | 597 | 601 | 610 | 599 | 596 |
| 2017 | 532 | 529 | 532 | 541 | 560 | 577 | 591 | 599 | 616 | 594 | 589 |
| 2018 | 496 | 491 | 496 | 510 | 538 | 564 | 585 | 596 | 622 | 589 | 581 |

In the chart above based on current data, the committee shows that the trends for 2016 and 2017 should be 601 and 599. This data was used with existing FARS data and current numbers of uncertified 2014 State data compiled from our state FARS analyst. When looking at projections using State data that show fatalities for 2014 and early numbers for 2015, the trend lines increased substantially. This chart is listed below. We are possibly looking at fatalities reaching 682 by 2018.

| | 2004 - 2015 | 2005 - 2015 | 2006 - 2015 | 2007 - 2015 | 2008 - 2015 | 2009 - 2015 | 2010 - 2015 | 2011 - 2015 | 2012 - 2015 | 2013 - 2015 | 2014 - 2015 |
|------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| 2015 | 657 | 657 | 657 | 657 | 657 | 657 | 657 | 657 | 657 | 657 | 657 |
| 2016 | 623 | 622 | 624 | 629 | 639 | 649 | 658 | 665 | 679 | 679 | 703 |
| 2017 | 589 | 587 | 591 | 602 | 622 | 642 | 660 | 673 | 701 | 701 | 748 |
| 2018 | 555 | 552 | 558 | 574 | 605 | 635 | 661 | 682 | 724 | 723 | 794 |

The committee chose to set the joint measure for fatalities at the conservative number of **615** for 2016, which is in line with the trends with the current data and the projections trends with the uncertified data for 2014 and 2015. Based on knowing that the fatality number will rise, all involved wanted to make sure that the number could be reached. All members of the committee will continue to work together in infrastructure, behavior and enforcement to continue to work on reducing fatalities, so that the project numbers do not happen. The fatality target was set during the FY16 joint strategic planning meetings with FHWA, MDOT, MOHS, FMCSA and MCSD.

Injuries:

Based on data that was provided both by the MOHS and the MDOT, the SHSP Strategic Committee used the below charts to configure the “joint performance targets for required Common measure”. See Page 10 for SHSP Coordination Process.

| | 2005 - 2015 | 2006 - 2015 | 2007 - 2015 | 2008 - 2015 | 2009 - 2015 | 2010 - 2015 | 2011 - 2015 | 2012 - 2015 | 2013 - 2015 | 2014 - 2015 |
|------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| 2015 | 6250 | 6250 | 6250 | 6250 | 6250 | 6250 | 6250 | 6250 | 6250 | 6250 |
| 2016 | 5945 | 5883 | 5946 | 6026 | 6091 | 6065 | 6131 | 6230 | 6352 | 6648 |
| 2017 | 5640 | 5516 | 5642 | 5801 | 5932 | 5879 | 6012 | 6209 | 6453 | 7045 |
| 2018 | 5335 | 5149 | 5338 | 5577 | 5773 | 5693 | 5893 | 6188 | 6554 | 7443 |

In the chart above based on current data, the committee shows that the trends for 2016 and 2017 should be 6,131 and 6,012. This data was used with existing FARS data and current numbers of uncertified 2014 State data compiled from our state FARS analyst. The committee chose to set the joint measure for injuries at **6,131** for 2016, which is in line with the trends with the current data and the projections trends with the uncertified data for 2014. All members of the committee will continue to work together in infrastructure, behavior and enforcement to continue to work on reducing fatalities, so that the project numbers do not happen. The injury target was set during the FY16 joint strategic planning meetings with FHWA, MDOT, MOHS, FMCSA and MCSD. *Data was provided by State data.

Fatality Rate:

Based on data that was provided both by the MOHS and the MDOT, the SHSP Strategic Committee used the below charts to configure “joint performance targets for required Common measure”. *See Page 10 for SHSP Coordination Process.*

| | 2006 - 2015 | 2007 - 2015 | 2008 - 2015 | 2009 - 2015 | 2010 - 2015 | 2011 - 2015 | 2012 - 2015 | 2013 - 2015 | 2014 - 2015 |
|------|-------------|-------------|-------------|-------------|-------------|--------------------|-------------|-------------|-------------|
| 2015 | 1.62 | 1.62 | 1.62 | 1.62 | 1.62 | 1.62 | 1.62 | 1.62 | 1.62 |
| 2016 | 1.56 | 1.57 | 1.59 | 1.60 | 1.62 | 1.62 | 1.62 | 1.64 | 1.63 |
| 2017 | 1.50 | 1.53 | 1.57 | 1.59 | 1.62 | 1.61 | 1.62 | 1.65 | 1.64 |
| 2018 | 1.43 | 1.48 | 1.55 | 1.58 | 1.61 | 1.61 | 1.62 | 1.67 | 1.65 |

In the chart above based on current data, the committee shows that the trends for 2016 and 2017 should be 1.62 and 1.61. This data was used with existing FARS data and current numbers of uncertified 2014 State data compiled from our state FARS analyst. The committee chose to set the joint measure for injuries to maintain **1.62** for 2016 and **1.61** for 2017, which is in line with the trends with the current data and the projections trends with the uncertified data for 2014. All members of the committee will continue to work together in infrastructure, behavior and enforcement to continue to work on reducing fatalities, so that the project numbers do not happen. The fatality rate target was set during the FY16 joint strategic planning meetings with FHWA, MDOT, MOHS, FMCSA and MCSD.

D. Performance Plan -Quantifiable Targets for Each Program
HIGHWAY SAFETY PLAN 2015

Mississippi Traffic Safety Performance Target and Trends, 2009– 2013

| | 2009 | 2010 | 2011 | 2012 | 2013 | Average |
|---|-------------|-------------|-------------|-------------|-------------|----------------|
| Core Performance Measures | | | | | | |
| C1. Core Outcomes Measure- Fatalities | 700 | 641 | 630 | 582 | 613 | 633 |
| C2. Core Outcomes Measure –Number of Serious Injuries | 26,388 | 27,571 | 27,242 | 26,886 | 26,645 | 26,946 |
| C3. Core Outcome Measure-Fatalities/100M VMT | 1.73 | 1.61 | 1.62 | 1.51 | 1.58 | 1.61 |
| C4. Core Outcome Measure- Number of unrestrained passenger vehicle occupant fatalities, all seating positions | 380 | 340 | 309 | 293 | 284 | 321 |
| C5. Core Outcome Measure- Number of fatalities involving driver or motorcycle operator with .08 BAC or above | 233 | 174 | 159 | 191 | 210 | 193 |
| C6. Core Outcome Measure- Number of speeding-related fatalities | 106 | 129 | 104 | 95 | 113 | 109 |
| C7. Core Outcome Measure- Number of motorcyclist fatalities | 47 | 42 | 58 | 39 | 39 | 45 |
| C8. Core Outcome Measure- Number of un-helmeted motorcyclist fatalities | 6 | 16 | 6 | 5 | 3 | 7 |
| C9. Core Outcome Measure- Number of drivers age 20 or younger involved in fatal crashes | 119 | 87 | 84 | 63 | 75 | 86 |
| C10. Core Outcome Measure- Number of pedestrian fatalities | 58 | 50 | 47 | 48 | 53 | 51 |
| C11. Core Outcome Measure-Number of bicycle fatalities | 10 | 4 | 7 | 4 | 6 | 6 |
| Core Behavioral Measure | | | | | | |
| B-1. Percent observed belt use for passenger vehicles | 76% | 81% | 81.88% | 83.20% | 74.40% | 79.30% |
| Core Achievement Measures: | | | | | | |
| Seat Belt Citations Issued During Grant Funded Activities | 17,549 | 21,036 | 26,375 | 20,570 | 26,785 | 22,463 |
| Impaired Driving Arrests During Grant Funded Activities | * | * | 13,315 | 11,245 | 10,667 | 11,742 |
| Speeding Citations Issued During Grant Funded Activities | * | * | 17,855 | 18,057 | 21,873 | 19,262 |

*The MOHS did not track grant funded Impaired Arrests and Speed Citations before 2011. Chart is based on annual data from 2009-2013, along with the averages of 2009-2013.

Targets and Performance Measures

C-1 Core Outcome Measure/Fatality Rate: To decrease traffic fatalities by 2.8% from a five year average (2009-2013) of 633 to 615 by the end of 2016. To decrease the number of traffic fatalities by an additional .09% for a long term goal of 610 fatalities by the end of 2017.

C-2 Core Outcome Measure/Serious Injury: To decrease the number of serious traffic injuries by 5.0% from a five year average (2009-2013) of 6,457 to 6,131 by the end of FY16. To decrease the number of serious injuries by an additional 1.97% for a long term goal of 6,010 by the end of 2017.

C-3 Core Outcome Measure/Fatality Rate: To maintain the number of fatalities by VMT from a five year average (2009-2013) of (1.61) by the end of FY16. To maintain the fatality rate of (1.61) for a long term target of by the end of 2017.

C-4 Core Outcome Measure/Unrestrained Passengers: To decrease the number of unrestrained passenger vehicle occupant fatalities in all seating positions by 13% from a five year average (2009-2013) of 321 to 279 by the end of FY16. To decrease the number of unrestrained passenger vehicle occupant fatalities by an additional 1% for a long term goal of 277 by the end of 2017.

C-5 Core Outcome Measure/Alcohol and Other Drugs: To decrease the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above by 2% from five year average (2009-2013) of 193 to 190 by the end of FY16. To decrease the number of fatalities by an additional 2% for a long term goal of 186 by the end of 2017.

C-6 Core Outcome Measure/ Speed: To decrease the number of speeding-related fatalities by 4% from five year average (2009-2013) of 109 to 105 by the end of FY16. To decrease the number of speeding related fatalities by an additional 5% for a long term goal of 100 by the end of 2017.

C-7 Core Outcome Measure/Motorcycles: To decrease the number of motorcyclist fatalities by 7.5% from five year average (2009-2013) of 45 to 42 by the end of FY16. To decrease the number of motorcyclist fatalities by an additional 5% for a long term goal of 40 by the end of 2017.

C-8 Core Outcome Measure/Un-helmeted Motorcyclists: To decrease the number of un-helmeted motorcyclist fatalities 15% from five year average (2009-2013) of 7 to 6 by the end of FY16. To decrease the number of un-helmeted motorcyclist fatalities for a long term goal of 5 by the end of 2017.

C-9 Core Outcome Measure/Under 20: To decrease the number of drivers aged 20 or younger involved in fatal crashes by 7.5% from five year average (2009-2013) of 87 to 81 by the end of FY16. To decrease the number of drivers aged 20 or younger by an additional 5% for a long term goal of 77 by the end of 2017.

C-10 Core Outcome Measures/Pedestrians: To decrease the number of pedestrian fatalities by 5% from five year average (2009-2013) of 51 to 49 by the end of FY16. To decrease the number of pedestrian fatalities by an additional 2% for a long term goal of 48 by the end of 2017.

C-11 Core Outcome Measure: Bicyclist: To decrease the number of bicycle fatalities by 15% from the five year average (2009-2013) of (6) to (5) by the end of FY16. To reduce the number of pedestrian fatalities for a long term target of (4) by the end of 2017.

B-1 Core Behavior Measure/Occupant Protection: To increase statewide observed seatbelt use of front seat outboard occupants in passenger vehicles from the 2014 annual survey number of 78.3% to 80% by the end of FY16. To increase the statewide observed seatbelt use rate to 81% by the end of 2017.

Activity Measures:

Activity Measure/Speed: To increase the number of speeding citations issued during grant funded enforcement activities by 5% from four year average (2011-2014) of 21,143 to an increase goal of 22,200 by the end of FY16. To increase the number of speeding citations issued during grant funded enforcement activities by an additional 5% for a long term goal of 23,310 by the end of 2017.

Activity Measure/Seat Belts: To increase the number of seatbelt citations during grant funded enforcement activities by 3% from five year average (2010-2014) of 21,313 to 21,953 by the end of FY16. To increase the number of seatbelt citations issued during grant funded activities by an additional 4% for a long term goal of 22,831 by the end of 2017.

Activity Measure/Impaired Driving: To increase the number of impaired driving arrests made during grant funded activities by 2.0% from four year average (2011-2014) of 11,623 to 11,855 by the end of FY16. To increase the number of impaired driving arrests issued during grant funded activities by an additional 2% for a long term goal of 12,092 by the end of 2017.

Additional MOHS Targets and Performance Measures:

MOHS Outcome Measure: To decrease the number of impaired related crashes involving drivers under 20 from five year average (2009-2013) of 8 in 2013 to 7 by the end of FY16. To decrease the number of alcohol related motorcyclist for a long term goal of 6 by the end of 2017.

MOHS Outcome Measure: Teen-AL Reduce alcohol related fatalities from 16-20 year old drivers by 20% from five year average (2009-2013) of 76 to 61 by the end of FY16. Decrease alcohol related fatalities from 16-20 year old drivers by an additional 10% for a long term goal of 54 by the end of 2017.

MOHS Outcome Measure: Teen-OP: Reduce unrestrained fatalities from 16-20 year old drivers by 2.5% from four year average (2010-2013) of 25 to 24 by the end of FY16. To decrease unrestrained fatalities from 16-20 year old drivers by an additional 5% for a long term goal of 23 by the end of 2017.

MOHS Outcome Measure: Teen-Speed: Reduce speed related fatalities from 16-20 year old drivers by 7.5% from four year average (2010-2013) of 11 to 10 by the end of FY16. To decrease speed related fatalities from 16-20 year old drivers by an additional 5% for a long term goal of 9 by the end of 2017.

Outcome Measure/Traffic Records: Crash / Accessibility

To decrease the average number of day's crash data is accessible electronically from the crash event to DPS by 10% from an average of 4.24 days during 2009-2013 to 3.8 days by the end of FY16. To decrease the number of day's availability by an additional 2.5% for a long term goal of 3.7 by the end of 2017.

Outcome Measure/Traffic Records: Crash, Citation- Adjudication, Driver/ Accessibility, Timeliness

To decrease the amount of day's traffic safety data is available and accessible on the state public website from 365 days in FY13 to 270 in FY16.

MOHS Outcome Measure/Crash/Completeness:

To increase the percentage of completed crash report data submitted electronically to DPS by 2.0% from a five year average (2009-2013) of (97.9%) to (100%) by the end of FY17. Maintain from 2016 and beyond.

Outcome Measure/Traffic Records: Driver/ Timeliness

To increase the percentage of Drivers tested for BAC in Fatal crashes from 27% in 2012 to 35% in FY16.

Outcome Measure/Traffic Records: Vehicle/ Data Integration

To continue the process of integrating data of vehicle insurance information with the vehicle VIN from the vehicle file.

Outcome Measure/Traffic Records: EMS- Injury Surveillance/ Data Integration

To continue the process of integrating data on crash reports, to link with the EMS Transport system and to the Hospital Trauma registry.

Outcome Measure/Traffic Records: Crash- Citation—Roadway- EMS- Injury Surveillance/ Uniformity

To continue the process of mapping data of citation, crash and EMS run using same base layer map to overlay for proactive planning.

E. Evaluation of Each Target:

Each performance measure above was selected and evaluated by the partners and participants listed on page 11. Data sources were reviewed and the process can be found on page 11. After selection of each target based on trends beginning on page 11, the MOHS determined that the above performance measures are measures that the State will strive to achieve during FY16.

The State will continue to monitor the target and performance measures to evaluate if the MOHS, agencies and partners are meeting the set targets and measures in the sub-grantees agreements, in return meeting the State target and performance measures. Below is the Performance Report from 2014 to reflect the achievement of the measures that were provided in the FY14 HSP.

F. 2014 Performance Plan-Performance Report

| Performance Measure Type | PM ID | Performance Measure | 2013 Target | 2013 Actual | 2013 Target Met | Percent Difference (Actual versus Target) | 2014 Target |
|---|---|---|-------------|-------------|-----------------|---|-------------|
| Core Outcome Measures | C-1 | Fatalities | 545 | 613 | ○ | +12.48% | 567 |
| | C-2 | Serious Injuries | 6,028 | 5,893 | ● | -2.24% | 6,003 |
| | C-3 | Fatalities per 100 MVMT | 1.36 | | | | 1.44 |
| | C-3a | Fatalities per 100 MVMT – Urban | 0.70 | | | | 0.74 |
| | C-3b | Fatalities per 100 MVMT – Rural | 1.82 | | | | 1.94 |
| | C-4 | Unrestrained passenger vehicle occupant fatalities | 288 | 284 | ● | -1.39% | 278 |
| | C-5 | Alcohol-impaired fatalities (driver or motorcycle operator with BAC 0.08 or higher) | 140 | 210 | ○ | +50% | 134 |
| | C-6 | Speeding-related fatalities | 97 | 113 | ● | +16.49% | 94 |
| | C-7 | Motorcycle fatalities | 36 | 39 | ○ | +8.33% | 52 |
| | C-8 | Un-helmeted motorcycle fatalities | 5 | 3 | ● | -40% | 5 |
| C-9 | Young drivers (20 or under) involved in fatal crashes | 73 | 75 | ● | +2.74% | 77 | |
| C-10 | Pedestrian fatalities | 43 | 53 | ● | +23.26% | 42 | |
| Core Behavior Measure | B-1 | Observed seat belt use | 84% | 74.4% | ○ | -11.43% | 84% |
| Activity Measures ¹ (during grant-funded activities) | A-1 | Seat belt citations | | 27,291 | ⊗ | | 29,013 |
| | A-2 | Impaired driving arrests | | 10,667 | ⊗ | | 14,646 |
| | A-3 | Speeding citations | N/A | 26,785 | ⊗ | | 19,641 |

Key: ○ = Did Not Meet Target; ● = Met or Exceeded Target; and ⊗ = Data Missing or Not Applicable.

*2013 target numbers were based off of FY13 targets from HSP, Data from 2013 and the FY14 targets were based on targets from the FY14 HSP.

Awareness Survey:

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

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

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

Slogan Recognition: Mississippian’s recognition of the “*Click it or Ticket*” slogan is very high. The 2014 survey results indicate that 90.0% of the respondents recognized the slogan. It was by far the most recognized slogan included in the survey. “*Drive Sober or Get Pulled Over*” was the next most recognized slogan in the survey with 57.1% recognition. Familiarity with this slogan increased nearly +6 percentage points compared to the previous year (50.6% in 2012). These two widely known slogans are key-components for Mississippi’s high visibility enforcement efforts.

Seat Belt Awareness Message: More often than not (59.6%), survey respondents reported recent exposure to messages regarding seat belt enforcement. Television was the most common source for information (36.0%), followed by radio (19.5%) and then newspaper (7.8%). Most respondents (77.2%) perceived a “very/somewhat” likelihood of a ticket for not complying with the belt law. There was no appreciable gender difference regarding exposure to seat belt enforcement messages or the perceived risk of a ticket. Age did make a difference regarding reported exposure to the seat belt enforcement messages, but younger driver perceived less likelihood of receiving a ticket for not complying with the law.

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

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

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

Age and gender did not make a difference regarding exposure to alcohol messaging or perceived risk of arrest for driving under the influence. The vast majority of respondents (90.2%), regardless of age or gender, perceived a driver’s chance of arrest as “very/somewhat likely” if driving impaired.

IV. Program Area Strategies and Projects

This section of the Highway Safety plan will discuss strategies, programs and projects that the MOHS plans to implement during the FY16 grant year. The MOHS plans to implement programs and projects in the following areas:

- Planning and Administration;
- Alcohol Countermeasures/Impaired Driving-Alcohol and Drug; (See 405(d) Application);

- Occupant Protection-(See 405(b) Application)
- Police Traffic Services; and
- Traffic Records- (See 405© Application)
-

1. Highway Safety Strategies And Projects

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

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

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

The day-to-day internal management of the Highway Safety Program is coordinated by the MOHS Office Director. Programs under the Division Directors are Alcohol Countermeasures, Occupant Protection, Traffic Records, Teen programs, Motorcycle, Community Outreach, Judicial, and Police Traffic Services. Through the planning and administration, continuous efforts will be made to provide the resources necessary for planning, administration and coordination of the statewide Highway Safety Program.

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

Strategies:

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

| FY 2016 PLANNING AND ADMINISTRATION 402 (P&A) | | | |
|--|---------------------|----------------------|--------------------|
| | TOTAL (100%) | FEDERAL (50%) | MATCH (50%) |
| PERSONAL SERVICES | | | |
| Salaries & Wages | \$141,698.71 | \$70,849.36 | \$70,849.36 |
| Office Director (100%); Planner (40%); Finance Branch Director (40%); Office Manager (40%); Internal Auditor (40%); Accounting Director (10%); Accounting Clerk (24%); and Executive Director (0%) | | | |
| Fringe Benefits | \$48,393.79 | \$24,196.90 | \$24,196.90 |
| (.341526 of Salaries which consist of: Social Security, State Retirement, Group Insurance, | | | |

| | | | |
|--|---------------------|---------------------|---------------------|
| Unemployment insurance, and Workman's compensation) | | | |
| Travel | \$20,000.00 | \$10,000.00 | \$10,000.00 |
| Total Personal Services | \$210,092.50 | \$105,046.25 | \$105,046.25 |
| CONTRACTUAL SERVICES | | | |
| Telephone | \$4,704.00 | \$2,352.00 | \$2,352.00 |
| Office Rent | \$40,080.00 | \$20,040.00 | \$20,040.00 |
| Accounting Services | \$61,502.40 | \$30,751.20 | \$30,751.20 |
| Other Fees | \$3,374.40 | \$1,687.20 | \$1,687.20 |
| Total Contractual | \$109,660.80 | \$54,830.40 | \$54,830.40 |
| GRAND TOTAL | \$319,753.30 | \$159,876.65 | \$159,876.65 |
| *Accounting Services include: State Personnel Board, MAGIC, Tann Brown& Russ (GAAP & Single Audits), Audit Fees, MMRS, Tort Claims.**Other Fees include ITS fees | | | |

| FY 2016 PLANNING AND ADMINISTRATION 154 (P&A) | | |
|--|---------------------|---------------------|
| | TOTAL (100%) | FEDERAL (100%) |
| PERSONAL SERVICES | | |
| Salaries & Wages | \$117,435.71 | \$117,435.71 |
| Office Director (100%); Planner (60%); Finance Branch Director (60%); Office Manager (60%); Internal Auditor (60%); Accounting Director (15%); Accounting Clerk (36%); and Executive Director (0%) | | |
| Fringe Benefits | \$40,107.35 | \$40,107.35 |
| (.341526 of Salaries which consist of: Social Security, State Retirement, Group Insurance, Unemployment insurance, and Workman's compensation) | | |
| Travel | \$20,000.00 | \$20,000.00 |
| Total Personal Services | \$177,543.06 | \$177,543.06 |
| CONTRACTUAL SERVICES | | |
| Telephone | \$7,056.00 | \$7,056.00 |
| Office Rent | \$60,120.00 | \$60,120.00 |
| Accounting Services | \$92,253.60 | \$92,253.60 |
| Other Fees | \$5,061.60 | \$5,061.60 |
| Total Contractual Services | \$164,491.20 | \$164,491.20 |
| GRAND TOTAL P&A | \$342,034.26 | \$342,034.26 |
| *Accounting Services include: State Personnel Board, MAGIC, Tann Brown& Russ (GAAP & Single Audits), Audit Fees, MMRS, Tort Claims**Other Fees include ITS fees | | |

| MOHS Staff Program Coordination | |
|--|--|
| 1 Office Director | 100% 402 PA: Penny Corn |
| 1 Branch Director /Planner | 40% 402PA, 60% 154PA: Beth Loflin |
| 1 Traffic Records Coordinator | 100% 405C: Vacant |
| 1 Finance Branch Director | 40% 402PA, 60% 154PA: Alicia Lynn |
| 1 Office Manager | 40% 402PA, 60% 154PA: Brenda Gaye |
| 1 Financial Program Manager | 20% 402OP, 20% 402PTS, 40% 154AL, 20% 405D: Vacant |
| 1 Internal Auditor | 40% 402PA, 60% 154PA: Vacant |
| 1 OP/PTS Division Director | 50% 402OP, 50% 402PTS: Twyla Jennings |
| 1 OP/PTS Program Manager | 20% 402OP, 10% 402PTS, 40% 154AL, 30% 405D: Ginny Stubbs |
| 1 Program Manager | 15% 402OP, 10% 402PTS, 40% 154AL, 35% 405D: Lacey McKee |

| | |
|---|--|
| 1 ID Division Director | 60% 154AL, 40% 405D: Sandra Moffett |
| 1 Field Outreach Coordinator | 20% 402OP, 20% 402PTS, 40% 154AL, 20% 405D: Vacant |
| 1 Program Mgr. | 15% 402OP, 20% 402PTS, 55% 154AL, 10% 405D: Rena Gaylor |
| 1 Program Mgr. | 20% 402OP, 40% 402PTS, 25% 154AL, 15% 405D: Robin Layton |
| 1 Program Mgr. | 15% 402OP, 20% 402PTS, 30% 154AL, 35% 405D: Sedrick Montgomery |
| 1 Program Mgr. | 10% 402OP, 30% 402PTS, 10% 154AL, 50% 405D: Tenicia Speech |
| 1 Program Mgr. | 10% 402OP, 20% 402PTS, 40% 154AL, 30% 405D: Catrina Stamps |
| 1 Executive Director | 0% |
| 1 Accounting Director | 10% 402 PA; 15% 154 PA: Verneisha Cody |
| 1 Accounting Clerk | 24% 402 PA; 36% 154 PA: Sharon McCain |
| Contract staff providing support to MOHS are: | |
| 1 Consultant: | Ron Sennett (50% MOHS/50% DPS) |

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

Programs and Projects:

Project Number: 154AL-2016-ST-41-01/154AL-2016-ST-41-02/154AL-2016-ST-41-03 Project Title: MOHS Alcohol Countermeasures Coordination & Program Management and Oversight

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

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

Personnel services will include salaries and benefits, travel, supplies, and training will also be included in the project for monitoring, workshops, seminars and program management at the same percentage.

Budget: \$ 470,000.00 Federal Funding Source 154 AL

**Project Number: 154PA-2016-PA-41-01/ 402PA-2016-PA-41-01
Project Title: MOHS P&A**

Provides program management to coordinate statewide local law enforcement efforts related to MOHS operations. Program oversees funding to state and local law enforcement agencies for overtime enforcement, and assisted in developing strategies for inter-jurisdictional enforcement efforts. MOHS P&A includes salaries, fringe and other expenses for MOHS.

Budget: \$400,000.00 Federal Funding Source 154/ \$350,000.00 Federal Funding Source 402

**Project Number: OP-2016-OP-41-01/OP-2016-OP-41-02/OP-2016-OP-41-03
Project Title: MOHS Occupant Protection Coordination Program Management and Oversight**

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

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

Personnel services will include salaries and benefits, travel, supplies, and training will also be included in the project for monitoring, workshops, seminars and program management at the same percentage.

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

Project Number: PT-2016-PT-41-01/PT-2016-PT-41-02/PT-2016-PT-41-03

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

Provides program management in the Police Traffic Services program area to coordinate statewide local law enforcement efforts related to MOHS operations. Program oversees funding to state and local law enforcement agencies for overtime enforcement, and assist in developing strategies for inter-jurisdictional enforcement efforts. Provided program management for the planned MOHS Seat Belt Survey, the CPS survey, the CIOT National Mobilization and Drive Sober Get Pulled Over. Oversee projects related to CPS, including fitting stations, checkpoint stations and CPS technician training. Oversee OP media campaign during National CIOT blitz period.

Personnel services will include salaries and benefits, travel, supplies, and training will also be included in the project for monitoring, workshops, seminars and program management at the same percentage.

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

Project Number: M5IDC-2016-MD-41-01

Project Title: MOHS Impaired Driving Coordination & Program Management and Oversight

Project Description: Program provides program management to the impaired driving program area to coordinate statewide and local law enforcement efforts related to DUI operations, national impaired driving blitz campaigns and other projects related to impaired driving efforts. Program oversees funding to state and local agencies and assist in developing strategies for inter-jurisdictional enforcement efforts. Collaborate with the State's law enforcement liaisons, TSRP, and others alcohol related programs to increase effectiveness and efficiency of law enforcement efforts to reduce DUI.

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

Personnel services will include salaries and benefits, travel, supplies, and training will also be included in the project for monitoring, workshops, seminars and program management at the same percentage.

Budget: \$105,000.00 Federal Funding Source 405(d)

Project Number: M3DA-2016-MC-41-01/M3DA-2016-MC-41-02/M3DA-2016-MC-41-03/M3DA-2016-MC-41-04

Project Title: MOHS Traffic Records Coordination Program Management and Oversight

Project Description: The program includes but not limited to providing statewide coordination of traffic records, managing traffic records program funded projects, accessing and analyzing traffic safety data, generating and reporting traffic safety statistical data reports to state, local and federal agencies as requested and/or required. The Coordinator assists the MOHS staff with analytical data for application planning and development, review process, managing of programs, evaluating programs, monitoring, implementation, identifying high risk locations, research, and studies.

For FY16, the traffic records coordinator will expand the uses of crash data and citation data to improve accessibility to

statistical reports, charts and analyses. The coordinator and consultant will work hand in hand with each proposed project to ensure that the right data is captured to evaluate problem identification areas and each agencies progress. Traffic records data is used to present facts related to highway safety legislation and strengthen public awareness of traffic safety concerns. Public information and education themes are formulated using graphics and other statistical studies. The concept of integrating innovative and emerging technologies to build a new State crash system has produced a strong foundation for the Safety Analysis Management System shared by MDOT and DPS.

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

Budget: \$130,000.00 Federal Funding Source 405(c)

| Project Number | Project Title | Budget | Funding Source |
|---|---|------------------------------|-----------------------|
| Mgmt. 154AL-2016-ST-41-01, 154AL-2016-ST-41-02, 154AL-2016-ST-41-03 | MOHS Alcohol Countermeasures Coordination & Program | \$470,000.00 | 154AL |
| 154PA-2016-PA-41-01 402PA-2016-PA-41-01 | MOHS P&A Funds | \$400,000.00 \$350,000.00 | 154AL 402 |
| OP-2016-OP-41-01, OP-2016-OP-41-02, OP-2016-OP-41-03 | MOHS Occupant Protection Coordination & Program Management | \$160,000.00 | 402OP |
| PT-2016-PT-41-01, PT-2016-PT-41-02, PT-2016-PT-41-03 | MOHS Police Traffic Services Coordination & Program Management | \$190,000.00 | 402PTS |
| M5IDC-2016-MD-41-01 | MOHS Impaired Driving Coordination and Program Management | \$105,000.00 | 405D |
| M3DA-2016-MC-41-01, M3DA-2016-MC-41-02, M3DA-2016-MC-41-03, M3DA-2016-MC-41-04 | MOHS Traffic Records Coordination Program | \$130,000.00 | 405C |
| Total Program Management | | \$1,805,000.00 | |

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

C-5 Core Outcome Measure/Alcohol and Other Drugs: To decrease the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above by 2% from five year average (2009-2013) of 193 to 190 by the end of FY16. To decrease the number of fatalities by an additional 2% for a long term goal of 186 by the end of 2017.

Impaired Driving Area

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

B. Strategies:

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

The impaired driving task force also reviews and approves of the Impaired Driving Plan for the 405(d) NHTSA Application. (FY16 405(d)-Impaired Driving: Appendix A)

Impaired Driving Coordinated Program:

- Strategic Meetings and Monthly Information Meetings: (Countermeasure 2.1 and 2.2). Attends monthly MAHSL Meetings at least (1) per quarter to stay up to date on the latest information. Attend quarterly meetings to strategic plan enforcement efforts through data trends, performance measures and strategies.
- Provide a comprehensive statewide ID coordinated program;
- Fund law enforcement programs for Impaired Driving enforcement;
- Assign MOHS staff to manage Impaired Driving enforcement and PI & E grants;
- Provide for earned and paid media to discourage impaired driving; and
- Provide technical assistance when needed for the Impaired Driving Program.

Selective Traffic Enforcement Programs:

- STEP Programs: (Countermeasure 2.1, 2.2 and 7.1);
- STEP Enforcement Period- (Countermeasure 2.1, 2.2 and 7.1);
- Fund impaired driving checkpoints and/or saturation patrols;
- Impaired project agencies within a high risk location will conduct at least one special impaired driving enforcement operation per month;
- Distribute National Impaired Driving Campaign Blitz information/reporting packets;
- MHP will conduct at least two safety checkpoints per month within each of the areas ranked highest for alcohol related fatalities in the State;
- Each local project will generate earned media and shall utilize the earned media before, during and after planned high visibility enforcement efforts conducted during the National Impaired Driving Blitz Campaigns and State holiday campaigns.

High Visibility Enforcement:

- High Visibility Enforcement: (Countermeasure 2.1, 2.2 and 7.1)
- Implement activities in support of national highway safety targets to reduce fatalities (according to their specific funding source). All awarded contract are required to complete the HVE Compliance form at implementation which defines the mobilizations and sustained enforcement activities.

- Enforcement agencies will be strongly advised to ensure the site itself has maximum visibility from each direction and has sufficient illumination to ensure safety during night inspection along with the use of reflective vest (use of vest outlined by MDOT).
- Enforcement efforts from county, local law enforcement and the Mississippi Highway Patrol will be concentrated in areas that have been identified as high driving fatality and severe injury crash locations in Mississippi.
- Seek to expand in the areas of enforcement, training, public awareness and community outreach, etc. in an effort to address impaired highway safety issues identified in FY16. The implementation of these programs will assist the State in meeting the impaired driving highway safety targets and performance measures for FY16. Fund special wave grants for law enforcement.

National Blitz:

- National Blitz: (Countermeasure 2.1 and 2.2)
- Distribute education and public information and education materials;
- Fund enforcement to multiple agencies(checkpoints/saturation patrols);
- Fund full time DUI Officers;
- Fund STEP high visibility enforcement activities;
- Issue press releases and participate in earned media; and
- Fund paid media.

Training:

- Training: (Countermeasure 2.3 and 2.4)
- Continue funding the MS Office of Standards and Training Law Enforcement (LE) Training Program;
- Provide classes free of cost for law enforcement; and
- Provide technical support for law enforcement agencies thru statewide LEL and LEL coordinators.

Survey:

- Survey: Although conducting an attitudinal survey is not listed as a countermeasure that work, it is an agreed upon activity between NHTSA and GHSA;
- Contract with a Research Group to perform Behavioral Measures Survey;
- Conduct Survey within final quarter of grant period; and
- Generate final analysis report to include in the Annual Report.

Evaluation:

- Evaluation: Although evaluation does not fit into one of the countermeasures that work categories, it is imperative that the MOHS continually evaluate its programs to ensure projects that are funded are having the desired effect on the Statewide Impaired Driving program;
- Evaluate grant funded impaired driving activities;
- Review monthly cost and activity reports;
- Review quarterly progress reports;
- Conduct in-house and on-site monitoring; and
- Review all surveys and analysis of data collected.

DUI-(Judicial Outreach & TSRP)

- Judicial Training: (Countermeasure 1.5, 3.3 and 7.2) Training for Judges is not listed as a countermeasure that works, but NHTSA established the Judicial Outreach Liaison program several years ago to help provide peer to peer training and education on Traffic Safety issues. This JOL program continues to be a mainstay program supported by NHTSA and the training is a component of the program.
- DUI Outreach/Court Monitoring (Countermeasure 3.3)
- Continue funding a Judicial Outreach Liaison to address the decline in DUI convictions throughout the State;
- Increase Judicial training;
- Continue funding a TSRP to assist with training for prosecutors and law enforcement;
- Work in conjunction with other impaired driving programs; and

- Address the decline in impaired driving (DUI) conviction rate throughout the State.

Public Information and Education:

- Public Information and Education: PI & E is not specifically listed as a countermeasure that works, however media campaigns are. The PI & E components will compliment paid media campaigns by keeping the Traffic Safety messages fresh throughout the funding year; and
- Implement educational alcohol/drug programs aimed at reducing the number of impaired drivers under the age of 21, to include parent education;
- Continue funding DREAM youth programs to reach youth through peer to peer education, conferences and programs across the State;
- Continue funding Metro Jackson to reach target areas across the State through education, conference, law enforcement meetings and programs across target areas;
- Continue to fund Jackson State University youth programs to reach young adults through peer to peer education;
- Fund Mississippi State University youth programs to reach young adults through peer to peer education;
- Continue funding the MOHS Safety Training and Recognition Symposium, which provides training to law enforcement, partners and other groups through a 3 day educational conference on highway safety issues, including alcohol and drug programs;
- Fund and conduct internal and external public information and enforcement programs; and
- Provide driver education materials and information.

Education:

- Improve education on new and/or updated laws related to alcohol/drug impaired driving;
- Supply services through the LEL Program, TSRP and JOL Program;
- Provide information through MAHSL meetings and special MOHS Task Forces;
- Enforce Underage Drinking Laws (EUDL) thru enforcement and education;
- Provide Prosecutorial and Judicial Training through the following programs:
 - JOL;
 - TSRP;
 - Conferences;
 - Judicial College; and MASEP.

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

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

Crash Analysis: The MOHS recognizes that a strong impaired enforcement plan is a key to reducing impaired fatalities, injuries and crashes in the State of Mississippi. In order to bring down impaired fatalities, injuries and crashes, the State must focus on data and problem identification (pages 18-45), trend analysis (pages 45-50) and crash location data (pages 18-45). All factors are considered when trying to reach the impaired targets of the State.

Based on the Top 20 Counties for Crashes (Page 20) and the Top Fatality Locations (page 21-28), the State is able to look at the whole State and determine the need projects, increase in enforcement and the needs of the community. Crash analysis is used to determine the areas with the most fatal and injury crashes, which helps the MOHS determine where to place the available resources that include program management and funding.

Selection of Projects: The MOHS reviews data from FARS and other data source (see pages 14-Data Sources) to look for impaired fatality and crash trends in areas around the State, which helps create target areas that the MOHS will work to assist in the upcoming grant year. For further information on the selection of projects for the enforcement program, see enforcement section of each program area.

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

application, then the MOHS uses the help from the LEL program to go and solicit applications from those target areas. For further information on the solicitation of grants, (see page 15).

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

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

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

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

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

D. Alcohol and Impaired Driving Planned HVE Enforcement Strategies: The MOHS impaired driving enforcement plan covers all areas of enforcement from high visibility, sustained and STEP enforcement programs. Each enforcement program that is funded through the MOHS participated in the National Blitz Campaigns, such as “Drive Sober, Get Pulled Over”.

Each enforcement project participates in earned media in their areas, during the Blitz campaigns and throughout the year. The enforcement grants also provide presentations to the community and schools concerning traffic safety issues such as impaired driving to local areas across the State.

Alcohol and Impaired Driving Funding and Assessment of Overall Impact of Strategies: Within the State of Mississippi, impaired driving fatalities represent 34% of the overall State fatalities. The State is budgeting in FY16, 80% of its funds to combat its impaired driving problems. 100% of the State’s population will be covered by impaired driving enforcement efforts utilizing the MHP, city and county law enforcement agencies within the top impaired driving fatality and crash locations. The MOHS focuses on the Top 25 Counties and Cities with the highest fatal crashes and injuries and seeks applications in the areas with the most data assessment needs. The MOHS also provides special wave grants through-out the year as data becomes available and new areas of data are assessed and areas are in need.

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

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

Funding Charts: Each project that is proposed for funding during FY16 is identified in the following pages of the Plan. A chart for each sub-grantee is listed at the end of program section.

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

Project Number: 154AL-2016-ST-52-11

Project Title: DREAM Youth Programs-Statewide Impaired Driving Teen Program

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

The Mississippi Youth Highway Safety Programs will increase the awareness and work statewide to provide public information on the consequences of impaired driving for young drivers aged 15-20 years old. DREAM Youth Programs will develop and distribute relevant youth impaired driving PI&E; conduct educational outreach activities, including a focus on youth drug courts; participate in health and safety fairs, sobriety checkpoints, and community events; coordinate annual Teen Conference and lead the Mississippi Student Advisory Board and the Mississippi Youth Safe Driving Coalition. Each year the DREAM Youth Program reaches more than 5,000 teens in the State while working in schools, safety fairs, conferences and meetings. The program will also work with local law enforcement and local schools across the state to bring the message of the consequences of drinking and driving. The program measures the effectiveness of the program with pre- and post-evaluations after each program. Funding will be used to provide salaries, fringe, contractual services, supplies, program expenses for the Student Advisory Board and teen conference.

Budget: \$243,997.87 Federal Funding Source 154AL

Project Number: 154AL-2016-ST-40-01

Project Title: Jackson State University Interdisciplinary Alcohol and Drug Studies-Young Adult Campus Program

Project Description: The Jackson State University Interdisciplinary Alcohol and Drug Studies will focus on the young adult population on the Jackson State University Campus. The Jackson State University Interdisciplinary Alcohol and Drug Studies will increase the awareness and provide public information and materials on the consequences of impaired driving for young drivers aged 21-34 years old. The program reaches over 4,000 students that attend Jackson State University. The program will conduct Impaired Driving Presentations; work with the campus police to support the national and state campaigns (Driver Sober Get Pulled Over); conduct education outreach/activities; conduct DUI crash simulation; participate in "Drive to Stay Alive" press conference on impaired driving; use peer educators to deliver impaired driving message and generate earned media.

Grant funds will be utilized for proportional salary for a salary for a full time Prevention Specialist; fringe; travel; contractual service and supplies to conduct described program activities above and beyond the agency's daily activities and responsibilities.

Budget: 68,321.56 Federal Funding Source 154AL

Project Number: 154AL-2016-ST-40-01

Project Title: Metro Jackson Community Prevention Coalition-Statewide Adult Impaired Driving Program

Project Description: The Metro Jackson Community Prevention Coalition will be the state's primary adult impaired driving awareness program. The program will focus on the top 25 counties of the State with the most alcohol related fatalities. The program will coordinate with law enforcement agencies to promote impaired driving prevention; provide impaired driving prevention education/information to support and enhance law enforcement efforts during (4) National Blitz campaigns: July 4th, Labor Day, Christmas/New Years and the Superbowl by facilitating Cup Coaster initiatives and or press conferences; assist law enforcement agencies with the dissemination of educational information and materials during checkpoint efforts; conduct impaired driving prevention awareness presentations and generate earned media.

The MJCPC will utilize the grant funds for the continued salary for project director and a prevention specialist; fringe; travel and training, supplies; contractual services; indirect costs to conduct described program activities above and beyond

the agency's daily activities and responsibilities.

Budget: \$156,426.21.00 Federal Funding Source 154AL

Project Number: 154AL-2016-ST-40-11

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

Project Description: Mississippi does not have a statewide, automated citation/conviction system for DUI tickets. The DUI ECitation system will permit electronic issuance and management of DUI tickets for the State of Mississippi. Improve the timeliness of DUI arrest/Adjudication systems by reducing the time between issuance, availability in the database and disposition.

Mississippi State University will continue to increase the number of Law Enforcement Agencies submitting DUI citation arrest electronically; decrease the average number of days participating agencies issuance of a DUI citation and the date the citation is entered into the first available repository. Mississippi State University will also increase the percentage of DUI citations from participating agencies that can be mapped on the Dashboard and compared to DUI Crash data. Continued development of paper ticket entry system for DUI citations; continue maintenance and support of eCite for DUI section; Monitor the changes in the DUI law and the eCite-generated DUI ticket; ensure all DUI ticket data being received and processed by the courts; provide data files that contain MapClick-generated location data for DUI tickets. Mississippi State University currently has 10 agencies that are writing e-citations, with the plans during FY16 to reach 30 agencies during the grant year.

Mississippi State University will utilize funds for proportional funding for a project director and alcohol field specialist, fringe, contractual service and indirect costs.

Budget: \$76,237.56 Federal Funding Source 154AL

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

Project Title: MOHS Alcohol Countermeasures Law Enforcement Grant Program:

Project Description: Projects under the MOHS Law Enforcement DUI Grants provide grant funds to local police departments and sheriff's offices for enforcement in jurisdictions all across Mississippi. All jurisdictions will provide enforcement, for hours that are specified in each agency agreement, in support of the alcohol DUI program. These enforcement grants will be coordinated with the national Drive Sober Get Pulled Over Blitz Campaigns, along with any state blitz campaigns that the MOHS develops for FY16.

All law enforcement agencies participating in the MOHS Law Enforcement Grant program utilize data to targets of need and deploy resources bases on problem identification and traffic trends in the agency locales and make adjustments to the program as needed.

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

154 DUI Enforcement Projects:

Project numbers and budget amounts can be found in the budget chart at the end of the program area. The projects listed below will participate in reducing the performance targets on page 53, by using countermeasures and strategies that are listed on pages 63.

1. Brookhaven Police Department

2. Carroll County Sheriff's Department

3. Carthage Police Department
4. Coahoma County Sheriff's Department
5. Columbia Police Department
6. D'Iberville Police Department
7. Greenwood Police Department
8. Grenada Police Department
9. Gulfport Police Department
10. Hattiesburg Police Department
11. Hernando Police Department
12. Hinds County Sheriff's Department
13. Horn Lake Police Department
14. Lamar County Sheriff's Department
15. Long Beach Police Department

16. Meridian Police Department
17. Montgomery County Sheriff's Department
18. Moss Point Police Department
19. Mississippi Highway Patrol
20. Neshoba County Sheriff's Department
21. Oktibbeha County Sheriff's Department
22. Oxford Police Department
23. Philadelphia Police Department
24. Puckett Police Department
25. Ridgeland Police Department
26. Tunica County Sheriff's Department
27. Waveland Police Department
28. Winona Police Department

Budget: \$3,245,262.00 Federal Funding Source 154AL

Project Number: 154AL-2016-ST-41-04
Project Title: MOHS Constituent Travel

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

Budget: \$30,000.00 Federal Funding Source 154AL

Project Number: See Project Numbers in the Financial Chart at the End of Section
Project Title: MOHS Impaired Law Enforcement Grant Program:

Project Description: Project numbers and budget amounts can be found in the budget chart at the end of the program area. The projects listed below will participate in reducing the performance targets on page 53 by using countermeasures and strategies that are listed on pages 63. Each agency has a personalized performance measure and strategies that can be found in the grant agreement.

1. Clinton Police Department
2. Covington County Sheriff's Department
3. Desoto County Sheriff's Department
4. Florence Police Department
5. George County Sheriff's Department
6. Hancock County Sheriff's Department
7. Jackson County Sheriff's Department
8. Jackson Police Department
9. Lauderdale Sheriff's Department
10. Lucedale Police Department
11. Madison Police Department
12. Madison County Sheriff's Department
13. Magee Police Department

14. Marion County Sheriff's Department
15. Mendenhall Police Department
16. Mississippi Highway Patrol
17. New Albany Police Department
18. Newton County Sheriff's Department
19. Pearl River County Sheriff's Department
20. Reservoir Police Department
21. Southaven Police Department
22. Sherman Police Department
23. Simpson County Sheriff's Department
24. Starkville Police Department
25. Stone County Sheriff's Department
26. Yazoo County Sheriff's Department

Budget: \$1,569,635.00 Federal Funding Source 405(d)

Project Number: 154AL-2016-ST-41-05

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

Project Description: The agencies will use the funds to provide overtime to non-funded agencies for officers to work overtime in conducting impaired driving enforcement during the national blitz periods of Drive Sober Get Pulled Over.

The agencies will conduct a minimum of (2) Special Traffic Enforcement Program (STEP) HVE/Deterrence checkpoints and a minimum of (2) Special Traffic Enforcement Program (STEP) HVE/Deterrence saturation patrols during each national “Drive Sober Get Pulled Over” (Christmas/New Year & Labor Day), for a total of (4) Checkpoints and (4) Saturation Patrols. The agency will generate at least (1) earned media campaigns during the “Drive Sober Get Pulled Over” campaigns.

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

Budget: \$150,000.00 Federal Funding Source 154AL

Project Number: 154PM-2016-PM-00-00/ M5PEM-2016-MD-00-00

Project Title: MOHS Paid Media Sustained DUI Enforcement Campaign

Project Description: A comprehensive and sustained paid media campaign in support of the continual DUI enforcement efforts for the “**Drive Sober or Get Pulled Over**” campaigns utilizing Section 405d alcohol funding will be implemented in the FY16 grant period. These funds will be used for sustained radio and television ads, print, and outdoor space in December 2015, January 2016, February 2016, and Labor Day 2016.

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

This project will address the following items:

- a. What program/policy the advertising is supporting-This advertising will be in support of the national Impaired Driving Campaigns for the “**Drive Sober or Get Pulled Over**” **blitz campaign**
- b. How the advertising will be implemented-thru media buys throughout the state.
- c. The amount allocated for paid advertising total amount
- d. The measures that will be used to assess message recognition.

The blitz numbers recorded and returned from agency participants to include total number of agency participation, citations written, earned media and the like; paid media reports; behavioral awareness survey; and crash fatality data during specified time period for each blitz campaign.

Budget: \$1,250,000.00 Federal Funding Source 154AL/ \$450,000.00 Federal Funding Source 405(d)

Project Number: 154AL-2016-ST-41-06

Project Title: MOHS/MS Safety Training and Recognition Symposium (MS/STARS)

Project Description: The Mississippi Office of Highway Safety/Safety Training and Recognition Symposium (MS/STARS) for FY16 will be implemented during August 2016.

The MS/STARS program will address a wide range of safety topics from impaired driving, traffic records, occupant protection to an emphasis on youth. It will offer the latest information on advances in highway safety, highlights from successful programs and address emerging safety issues. The conference will offer a variety of workshops on priority topics in highway safety. This project will bring together non-profit organizations, educational leaders, community

leaders, leaders of the Native American Tribal communities, law enforcement, and other groups not yet identified together. The MS STARS Conference is attended by more than 300 attendees annually.

The MS/STARS program will also include the DUI 100 Club event for officers with outstanding work in issuing DUI violations to impaired drivers as dictated by Mississippi’s DUI laws. Funds will be used to for law enforcement, support staff, judicial support to participate in the MS Stars Conference through: Contractual Services for location, award luncheon, speakers/presenters; Travel; Training; Supplies; Enforcement Awards; Conference Expenses; Lodging, etc.

Budget: \$125,000.00 Federal Funding Source 154AL

Project Number: M5CS-2016-MD-40-21

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

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

The TSRP will act as a resource to Mississippi’s Law Enforcement Liaison Office and impaired enforcement officers on DUI and traffic-related/impaired driving issues. Will provide training for prosecutors, officers, and judges, including joint training for prosecutors and officers when possible; provide training to assist with the increase the reporting of BAC in all fatal crashes; continue to recruit local prosecutors and pair those prosecutors with their local officers who are participants in the SFST class.

The TSRP will provide for and assist with in-service training programs to assist law enforcement officers and prosecutors at their request; encourage District Attorneys, City, and County Prosecutors continued involvement in DUI & traffic-related projects by providing information and/or training to allow them to handle DUI & traffic-related cases appropriately; provide legal support and resources for prosecutors, officers, and judges by distributing and updating, as needed, the MS DUI Benchbook.

Budget: \$163,736.35 Federal Funding Source 405(d)

Project Number: 154AL-2016-ST-41-31/ M5TR-2016-MD-40-31

Project Title: MS Office of Standards and Training Law Enforcement Training Coordination

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

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

Budget: \$157,914.22 Federal Funding Source 154AL/ \$93,068.06 Federal Funding Source 405(d)

| Project Number | Project Title | Budget | Funding Source |
|---------------------|---|--------------|----------------|
| 154AL-2016-ST-52-11 | DREAM Youth Program-Impaired | \$243,997.87 | 154AL |
| 154AL-2016-ST-40-01 | Jackson State University-Interdisciplinary Drug Studies | \$68,321.56 | 154AL |

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| 154AL-2016-ST-40-01 | Metro Jackson Community Prevention Coalition | \$156,426.21 | 154AL |
| 154AL-2016-ST-40-11 | Mississippi State University-Ecitation | \$76,237.56 | 154AL |
| MOHS Alcohol Countermeasures Grants | | | |
| 154AL-2016-ST-25-01 | Brookhaven Police Dept. | \$46,256.00 | 154AL |
| 154AL-2016-ST-10-81 | Carroll County S.O. | \$36,413.00 | 154AL |
| 154AL-2016-ST-25-51 | Carthage Police Dept. | \$45,223.00 | 154AL |
| 154AL-2016-ST-11-51 | Coahoma County S.O. | \$35,643.00 | 154AL |
| 154AL-2016-ST-26-21 | Columbia Police Dept. | \$47,843.00 | 154AL |
| 154AL-2016-ST-26-91 | D'Iberville Police Dept. | \$40,637.00 | 154AL |
| 154AL-2016-ST-21-31 | Greenwood Police Dept. | \$60,017.00 | 154AL |
| 154AL-2016-ST-28-41 | Grenada Police Dept. | \$46,858.00 | 154AL |
| 154AL-2016-ST-21-41 | Gulfport Police Dept. | \$126,114.00 | 154AL |
| 154AL-2016-ST-21-51 | Hattiesburg Police Dept. | \$68,405.00 | 154AL |
| 154AL-2016-ST-28-61 | Hernando Police Dept. | \$94,123.00 | 154AL |
| 154AL-2016-ST-12-51 | Hinds County Sheriff's Dept. | \$151,387.00 | 154AL |
| 154AL-2016-ST-21-81 | Horn Lake Police Dept. | \$123,945.00 | 154AL |
| 154AL-2016-ST-13-71 | Lamar County S.O. | \$36,228.00 | 154AL |
| 154AL-2016-ST-20-31 | Long Beach Police Dept. | \$45,923.00 | 154AL |
| 154AL-2016-ST-22-21 | Meridian Police Dept. | \$51,289.00 | 154AL |
| 154AL-2016-ST-14-91 | Montgomery County S.O. | \$38,247.00 | 154AL |
| 154AL-2016-ST-31-21 | Moss Point Police Dept. | \$37,308.00 | 154AL |
| 154AL-2016-ST-40-81 | MS Highway Patrol | 1,756,220.00 | 154AL |
| 154AL-2016-ST-15-01 | Neshoba County S.O. | \$33,718.00 | 154AL |
| 154AL-2016-ST-15-31 | Oktibbeha County S.O. | \$20,000.00 | 154AL |
| 154AL-2016-ST-22-51 | Oxford Police Dept. | \$101,835.00 | 154AL |
| 154AL-2016-ST-22-81 | Philadelphia Police Dept. | \$42,810.00 | 154AL |
| 154AL-2016-ST-77-51 | Puckett Police Dept. | \$6,471.00 | 154AL |
| 154AL-2016-ST-23-01 | Ridgeland Police Dept. | \$76,126.00 | 154AL |
| 154AL-2016-ST-17-21 | Tunica County S.O. | \$42,096.00 | 154AL |
| 154AL-2016-ST-35-41 | Waveland Police Dept. | \$20,000.00 | 154AL |
| 154AL-2016-ST-35-81 | Winona Police Dept. | \$14,127.00 | 154AL |
| Total Alcohol Law Enforcement | | \$3,245,262.00 | 154AL |
| 154AL-2016-ST-41-04 | MOHS Constituent Travel | \$30,000.00 | 154AL |
| MOHS Impaired Driving Grants | | | |
| M5X-2016-MD-20-61 | Clinton Police Dept. | \$49,557.00 | 405D |
| M5X-2016-MD-11-61 | Covington County S.O. | \$47,439.00 | 405D |
| M5X-2016-MD-11-71 | Desoto County S.O. | \$154,599.00 | 405D |
| M5X-2016-MD-27-71 | Florence Police Dept. | \$37,711.00 | 405D |
| M5X-2016-MD-12-01 | George County S.O. | \$43,781.00 | 405D |
| M5X-2016-MD-12-31 | Hancock County S.O. | \$71,104.00 | 405D |
| M5X-2016-MD-13-01 | Jackson County S.O. | \$41,670.00 | 405D |
| M5X-2016-MD-21-91 | Jackson Police Department | \$65,284.00 | 405D |
| M5X-2016-MD-13-81 | Lauderdale County S.O. | \$105,030.00 | 405D |
| M5X-2016-MD-29-91 | Lucedale Police Dept. | \$45,058.00 | 405D |
| M5X-2016-MD-30-21 | Madison Police Department | \$20,899.00 | 405D |
| M5X-2016-MD-14-51 | Madison County S.O. | \$79,274.00 | 405D |
| M5X-2016-MD-30-31 | Magee Police Dept. | \$67,840.00 | 405D |
| M5X-2016-MD-14-61 | Marion County S.O. | \$81,112.00 | 405D |
| M5X-2016-MD-30-71 | Mendenhall Police Department | \$40,116.00 | 405D |

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|---------------------------------------|---|-----------------------|--------------|
| M5X-2016-MD-22-41 | New Albany Police Dept. | \$51,979.00 | 405D |
| M5X-2016-MD-25-11 | Newton County S.O. | \$34,152.00 | 405D |
| M5x-2016-MD-15-51 | Pearl River County S.O. | \$72,385.00 | 405D |
| M5X-2016-MD-42-21 | Pearl River Valley Water (Reservoir Patrol) | \$42,254.00 | 405D |
| M5X-2016-MD-34-41 | Southaven Police Dept. | \$120,986.00 | 405D |
| M5X-2016-MD-88-11 | Sherman Police Dept. | \$27,256.00 | 405D |
| M5X-2016-MD-16-41 | Simpson County S.O. | \$78,518.00 | 405D |
| M5X-2016-MD-23-11 | Starkville Police Dept. LEL | \$111,097.00 | 405D |
| M5X-2016-MD-16-61 | Stone County S.O. | \$47,880.00 | 405D |
| M5X-2016-MD-18-21 | Yazoo County S.O. | \$32,654.00 | 405D |
| Total Impaired Law Enforcement | | \$1,569,635.00 | 154AL |
| 154AL-2016-ST-41-05 | MOHS-National DSGPO Special Wave Grant | \$150,000.00 | 154AL |
| 154PM-2016-PM-00-00 | MOHS Paid Media Impaired Driving | \$1,250,000.00 | 154AL |
| M5PEM-2016-MD-00-00 | | \$450,000.00 | 405D |
| 154AL-2016-ST-41-06 | MOHS STARS Conference | \$125,000.00 | 154AL |
| M5CS-2016-MD-40-21 | MS Office of the Attorney General's Office TSRP | \$163,736.35 | 405D |
| 154AL-2016-ST-40-31 | MS Office of Standards and Training-LE Training | \$157,914.22 | 154AL |
| M5TR-2016-MD-40-31 | Coordination | \$93,068.06 | 405D |
| Total 154 Funds: | | \$5,503,159.42 | 154AL |
| Total 405D Funds | | \$2,276,439.41 | 405D |
| Total Funds | | \$7,779,598.83 | |

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

MOHS 2010 / 2011 Impaired Driving Maintenance of Effort

| State Agency | Program | State Program Funds | | Description of Eligible Expenditures/Activities |
|--|--|------------------------|------------------------|---|
| | | 2010 | 2011 | |
| University of Mississippi | Provide training for local law enforcement | | \$ 75,000.00 | Indirect Cost not paid by the grant but used as match to support the impaired driving training outreach portion of the LEL program |
| Mississippi Highway Patrol Enforcement | Impaired Driving | \$ 8,714,213.16 | \$ 7,921,474.29 | The percentage of patrol actions (which includes citations of DUI, public intoxication and youth underage drinking) in support of the DUI law by the highway patrol |
| Mississippi Crime Lab | Implied Consent Program Support | | \$ 816,417.52 | Salary, fringe, contractual service and commodities to support the Implied Consent Law for the State |
| TOTALS | | \$ 8,714,213.16 | \$ 7,996,474.29 | \$ 16,710,687.45 |
| AVG FY10/FY11 | | | | \$ 8,355,343.73 |

A. Occupant Protection:

C-4 Core Outcome Measure/Unrestrained Passengers: To decrease the number of unrestrained passenger vehicle occupant fatalities in all seating positions by 13% from a five year average (2009-2013) of 321 to 279 by the end of FY16. To decrease the number of unrestrained passenger vehicle occupant fatalities by an additional 1% for a long term goal of 277 by the end of 2017.

The MOHS uses the Countermeasures that Work: a highway Safety Countermeasures Guide for State Highways Safety Officers to select strategies that will be used for the upcoming grant year.

Within the State of Mississippi, unbelted fatalities represent 58.9%, which is a large representation of the State's fatalities. The State is utilizing in FY16, 20% of all funds, which includes 402 and 100% 405B funds to combat the problems of occupant protection.

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

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

B. Strategies:

Occupant Protection Coordinated Program:

- Occupant Protection Coordinated Program: (Countermeasures 2.1; 2.2; 2.3)
- Statewide Child Passenger Safety Coordination program (Countermeasures: 8.1; 11.1; 11.2)
- Strategic Meetings and Monthly Information Meetings: Attend monthly MAHSL Meetings at least (1) per quarter to stay up to date on the latest information. Attend quarterly meetings to strategic plan enforcement efforts through data trends, performance measures and strategies.
- Provide a comprehensive statewide Occupant Protection Coordinated Program.
- Conduct pre and post seatbelt surveys for FY16;
- Fund law enforcement programs for day and night enforcement;
- Assign MOHS staff to manage Occupant Protection enforcement and outreach grants;
- Promote seatbelt safety through earned and paid media; and
- Provide technical assistance when needed for the Occupant Protection Program.

Statewide Child Passenger Safety Coordination program:

- Statewide Child Passenger Safety Program (Countermeasures 7.2)
- Provide a comprehensive Statewide Child Passenger Safety Coordination program;
- Conduct Child Passenger Seat Safety Surveys for FY16;
- Fund the Mississippi Department of Health, to provide child passenger seats;
- Provide funding for law enforcement programs to conduct specific high visibility seat belt and child passenger seat enforcement checkpoints and saturation patrols; and
- Assign MOHS staff to manage enforcement and outreach grants, promote seatbelt safety and provide assistance where needed for the Occupant Protection Program.

Child Passenger Seat Technician Training:

- Child Passenger Seat Technician Training: Although not specifically listed as a countermeasure that works, training police, fires, EMS and others on how to properly install and understand the use of seats is an aid to law enforcement and others help groups and organizations.
- Increase training opportunities and retention of child passenger safety (CPS) technicians and instructors;

- Continue to provide assistance to Safe Kids Mississippi, to provide training opportunities to individuals and agencies, to obtain Child Passenger Safety Seat Technician certification;
- Provide the NHTSA approved CPS training for local law enforcement and the Mississippi Highway Patrol in an effort to build the base for Child Passenger Safety Seat Technicians in the State;
- Increase the number of Emergency Medical service and Fire Department that are CPS fitting stations; and
- Increase number of CPS checkpoint locations across Mississippi and in target areas identified with low usage rates.

Child Passenger Seat Enforcement:

- Child Passenger Seat Enforcement (Countermeasure 5.1)
- Increase proper use of CPS in motor vehicles;
- Increase CPS checkpoint locations throughout the State;
- Conduct pre and post seatbelt surveys for FY16;
- Fund law enforcement programs for day and night enforcement;
- Assign MOHS staff to manage Occupant Protection enforcement and outreach grants;
- Promote seatbelt safety through earned and paid media; and
- Provide technical assistance when needed for the Occupant Protection Program.

High Visibility Enforcement:

- Occupant Protection Enforcement (Countermeasure 1.1)
- High Visibility Enforcement: (Countermeasures 2.1; 2.2; 2.3)
- Support sustained high visibility enforcement of occupant protection laws which includes supporting the National Occupant Protection Enforcement Campaign, *Click It or Ticket*.
- Fund law enforcement programs and fund special wave grants for law enforcement;
- Fund law enforcement program with emphasis in night time enforcement;
- Provide public information and education programs with an emphasis in occupant protection;
- Develop and promote a comprehensive media campaign for the *Click It or Ticket It* mobilization; and
- Develop and promote a comprehensive media campaign for a night time enforcement mobilization.

Public Information and Education:

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

Teen Driver Seatbelt Program:

- Teen Seatbelt Focus Program (Countermeasure 4.1; 6.1)
- Develop and promote a statewide education campaign that will focus on teen seatbelt use and increasing seatbelt usage rates among teens;
- Develop and promote a statewide media campaign that will focus on teen seatbelt use and increasing seatbelt usage rates among teens;
- Provide public information and education programs with an emphasis in teen occupant protection; and
- Fund law enforcement programs to focus on teen seatbelt use.

Surveys:

- Surveys: Although conducting an attitudinal survey is not listed as a countermeasure that work, it is an agreed upon activity between NHTSA and GHSA.
- MOHS will utilize the NHTSA/GHSA questions to track driver attitude and awareness related to seat belt issues by conducting surveys during the fourth quarter of FY16;
- Conduct Seatbelt and Child Restraint Survey to track seatbelt usage across the State.
- Conduct a Night Time Seatbelt Usage Survey for FY16

C. Occupant Protection-MOHS Evidence Based Enforcement Plan

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

Crash Analysis: The MOHS recognizes that a strong impaired enforcement plan is a key to reducing impaired fatalities, injuries and crashes in the State of Mississippi. In order to bring down impaired fatalities, injuries and crashes, the State must focus on data and problem identification (pages 18-45), trend analysis (pages 45-50) and crash location data (pages 18-45). All factors are considered when trying to reach the impaired targets of the State.

Based on the Top 20 Counties for Crashes (Page 20) and the Top Fatality Locations (page 21-28), the State is able to look at the whole State and determine the need projects, increase in enforcement and the needs of the community.

The State can also use location data to determine specific areas that may need additional programs and enforcement to increase occupant protection usage in that area (pages 25-26). The State looks at data and location for all core program area that the State funds.

Based on data collected, the State can also determine at risk populations, such as teens (page 21-28), to determine the need for more emphasis teen programs and enforcement in areas that are high in teen fatalities, injuries and crashes. Age and population data (Page 30) is reviewed for all core program areas that the State funds, so that the State can include emphasis on at risk age and populations.

Selection of Projects: The MOHS reviews data from FARS and other data source (see pages 14-Data Sources) to look for impaired fatality and crash trends in areas around the State, which helps create target areas that the MOHS will work to assist in the upcoming grant year. For further information on the selection of projects for the enforcement program, see enforcement section of each program area.

After the review of the data and target areas are selected, grant applications are distributed throughout the State for the solicitation of grants. Once grants have been received within the MOHS, if target areas have not submitted a grant application, then the MOHS uses the help from the LEL program to go and solicit applications from those target areas. For further information on the solicitation of grants, (see page 15).

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

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

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

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

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

D. Occupant Protection- Planned HVE Enforcement Strategies:

Areas of Enforcement Covered: The MOHS enforcement plan covers all areas of enforcement from high visibility, sustained and STEP enforcement programs. Each enforcement program that is funded through the MOHS participated in the National Blitz Campaigns, such as Click It or Ticket.

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

E. Occupant Protection Funding:

Within the State of Mississippi, unbelted fatalities represent a large percentage of the overall State fatalities. The State is budgeting in FY16, 80% of its funds to combat its unbelted problems. 100% of the State's population will be covered by enforcement efforts utilizing the MHP, city and county law enforcement agencies within the top impaired driving fatality and crash locations. The MOHS focuses on the Top 25 Counties and Cities with the highest fatal crashes and injuries and seeks applications in the areas with the most data assessment needs. The MOHS also provides special wave grants through-out the year as data becomes available and new areas of data are assessed and areas are in need.

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

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

OP Financial Charts: Each enforcement program that is proposed for funding during FY16 is identified in the following pages of the Performance Plan. A chart for each sub-grantee is listed at the end of program section.

F. 2016 Occupant Protection Program Area Project Descriptions:

Project Number: M2CPS-2016-MB-40-11

Project Title: Mississippi State University-Occupant Restraints Survey Program

Project Description: The seat belt portion of the project, the agency will survey a pseudo-random sample of (16) counties across the State of Mississippi in order to represent the entire State. The child restraint survey of the project will be conducted in a convenience survey of 40 municipalities with populations over 10,000. This is also done to generate representative numbers for the entire state. So each municipality's inclusion in the survey is not targeted based on any predetermined problems. For the teen belt survey, the project will survey areas with teen fatalities rates (per 1,000 teen county populations) as a method to choose the primary sampling units (counties) for teen belt survey targeting. The secondary sampling units will be high schools, community colleges, and perhaps some retail places or movie theaters (teen hangouts) within the chosen counties. The agency will utilize the grant funds for the mileage; salary; overtime and fringe to conduct described program activities above and beyond the agency's daily activities and responsibilities.

Budget: \$196,316.59 Federal Funding Source 405(b)

Project Number: OP-2016-OP-41-05

Project Title: MOHS Click It or Ticket Special Wave Grants

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

Budget: \$250,000.00 Federal Funding Source 402 OP

Project Number: OP-2016-OP-41-04

Project Title: MOHS Constituent Travel

Project Description: The funds will be used for constituent travel in and out of State to Occupant Protection meetings, conference and trainings approved by the MOHS. Funds will also be used to provide honorariums for speakers, presenters for speaking engagements, conferences, meetings and training that would enhance the MOHS Occupant Protection program. Funds can include airfare, baggage fees, hotel accommodation and transportation, per diem for meals, tips and any additional travel fees approved by the MOHS.

Budget: \$5,000.00 Federal Funding Source 402OP

Project Number: See Financial Chart Below

Project Name: MOHS Occupant Protection Law Enforcement STEP Grants

Project Description: The agencies will use the funds to provide salary and fringe to non-funded agencies for officers to work full time or overtime hours conducting impaired driving enforcement during FY16 and with special emphasis during the national blitz periods of Click it or Ticket. The agencies will conduct a minimum of (2) Special Traffic Enforcement Program (STEP) HVE/Deterrence checkpoints and a minimum of (2) Special Traffic Enforcement Program (STEP) HVE/Deterrence saturation patrols during each national "Click It or Ticket" (Memorial Day), for a total of (4) Checkpoints and (4) Saturation Patrols.

The agency will generate at least (1) earned media campaigns during the "Click It or Ticket" campaigns. Project numbers and budget amounts can be found in the budget chart at the end of the program area. The projects listed below will participate in reducing the performance targets on page 53, by using countermeasures and strategies that are listed on pages 77. Each agency has a personalized performance measure and strategies that can be found in the grant agreement.

1. Blue Springs Police Department
2. Carthage Police Department
3. Desoto County Sheriff's Department
4. Ecpu Police Department
5. Ethel Police Department
6. Florence Police Department
7. Hancock County Sheriff's Department
8. Harrison County Sheriff's Department
9. Hinds County Sheriff's Department
10. Jackson County Sheriff's Department
11. Lamar County Sheriff's Department
12. Lauderdale County Sheriff's Department
13. Leland Police Department
14. Long Beach Police Department
15. Mississippi Highway Patrol
16. Morton Police Department
17. Neshoba County Sheriff's Department
18. New Albany Police Department
19. Ocean Springs Police Department
20. Oktibbeha County Sheriff's Department
21. Oxford Police Department
22. Pearl River County Sheriff's Department
23. Philadelphia Police Department
24. Puckett Police Department
25. Reservoir Police Department
26. Sardis Police Department
27. Summit Police Department
28. Tunica County Sheriff's Department
29. Vicksburg Police Department

Budget: \$542,044.00 Federal Funding Source 402OP

Project Number: M2PE-2016-MB-00-00

Project Title: MOHS Paid Media Sustained Occupant Protection Enforcement Campaign

Project Description: A comprehensive and sustained paid media campaign in support of the continual Occupant Protection enforcement efforts for the “Click It or Ticket” campaigns utilizing Section 405 Occupant Protection funding will be implemented in the FY16 grant period. These funds will be used for sustained radio and television ads, print, and outdoor space in May 2016 and September 2016.

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

This project will address the following items:

- a. What program/policy the advertising is supporting this advertising will be in support of the national Occupant Protection Campaign for the “Click It or Ticket” blitz periods
- b. How the advertising will be implemented through media buys throughout the state.
- c. The amount allocated for paid advertising and total amount.
- d. The measures that will be used to assess message recognition.
- e. The blitz numbers recorded and returned from agency participants to include total number of agency participation, citations written, earned media and the like;
- f. Paid media reports; behavioral awareness survey; seat belt survey and unbelted crash fatality data during specified time period for each blitz campaign.

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

Project Number: CR-2016-CR-40-11

Project Title: MS Department of Health Child Restraint Seat Program

Project Description: The Department of Health is responsible for enforcement activities for the entire State of Mississippi through extensive enforcement. The population of Mississippi is 2,978,512, according to the 2010 census. The State covers square miles 46,923, and county miles 10,958. The Department of Health will conduct child safety seat checkpoints at local health departments, daycares, or preschools. Will conduct publicized community child safety seat checkpoints at community events, shopping centers, or health and safety fairs to promote correct usage statewide and distribute 2,500 child passenger restraints.

The Department of Health will collaborate with Safe Kids Mississippi, Mississippi Department of Education, and other local partners to conduct school based occupant protection activities (e.g. presentations, safety fairs, workshops, countdown to drive program) for children ages 5-14 years. Collaborate with Safe Kids Mississippi and Public Health District Educators to conduct child passenger safety presentations on regulations and recommendations at schools and community/public events in all nine Health Districts. Schedule CPST courses to increase the number of Child Passenger Safety Technicians throughout the state. Conduct child safety seat checkpoints and publicized community child safety seat checkpoint in FY16. Distribute child restraints, increase knowledge about proper usage, and ensure they are being utilized and distribute fact sheets and child passenger safety brochures that target children, ages 5-14 years that come into local health clinics.

Budget: \$85,000.00 Federal Funding Source 402CR

Project Number: M2PE-2016-MB-40-71

Project Title: MS Department of Health Child Occupant Protection Program

Supplemental to 15-CR-401-1

Project Description: The Department of Health is responsible for child passenger activities for the entire State of Mississippi. The Child Occupant Protection Program will distribute child passenger safety seats, conduct child passenger safety presentations and child safety seat checkpoints. The Department of Health will plan occupant protection awareness activities for student’s ages 5-14 years and the parents/guardians. Contact state, local, and federal agencies, hospitals, elementary schools, daycares, HeadStart Centers, and faith-based organizations statewide in a collaborative effort to speak with individuals. The Department of Health will use funding for Salary; Fringe; Travel; Training; Contractual Services.

Budget: \$46,667.78 Federal Funding Source 405(b)

Project Number: M2TR-2016-MB-63-91

Project Title: University Medical Center/MS Safe Kids Program

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

The University Medical Center will plan occupant protection awareness activities for student’s ages 5-14 years and the parents/guardians. Contact state, local, and federal agencies, hospitals, elementary schools, daycares, HeadStart Centers, and faith-based organizations statewide in a collaborative effort to speak with individuals. Schedule CPST courses within all 9 public health districts for fire and police department personnel, MSDH staff, social workers, nurses, and/or individuals interested in promoting child passenger safety in their community. The University Medical Center will use funding for Salary; Fringe; Travel; Training; Contractual Services.

Budget: \$105,641.79 Federal Funding Source 405(b)

| Project Number | Project Title | Budget | Budget Source |
|------------------------------|---|--------------|---------------|
| M2CPS-2016-MB-40-11 | Mississippi State University-OP/Motorcycle Survey | \$196,316.59 | 405B |
| OP-2016-OP-41-05 | MOHS-CIOT Special Wave | \$250,000.00 | 402OP |
| OP-2016-OP-41-04 | MOHS Constituent Travel | \$5,000.00 | 402OP |
| OP-2016-OP-41-06 | MOHS OP Assessment | \$30,000.00 | 402OP |
| MOHS OP Enforcement Projects | | | |
| OP-2016-OP-94-10 | Blue Springs Police Dept. | \$5,087.00 | 402OP |
| OP-2016-OP-25-51 | Carthage Police Dept. | \$4,052.00 | 402OP |
| OP-2016-OP-11-71 | Desoto County S.O. | \$23,971.00 | 402OP |
| OP-2016-OP-77-01 | Ecrú Police Department | \$6,555.00 | 402OP |
| OP-2016-OP-91-51 | Ethel Police Dept. | \$1,556.00 | 402OP |
| OP-2016-OP-27-71 | Florence Police Dept. | \$8,600.00 | 402OP |
| OP-2016-OP-12-31 | Hancock County S.O. | \$7,500.00 | 402OP |
| OP-2016-OP-12-41 | Harrison County S.O. | \$33,871.00 | 402OP |
| OP-2016-OP-13-01 | Jackson County S.O. | \$8,100.00 | 402OP |
| OP-2016-OP-13-71 | Lamar County S.O. | \$8,274.00 | 402OP |
| OP-2016-OP-13-81 | Lauderdale County S.O. | \$30,975.00 | 402OP |
| OP-2016-OP-29-61 | Leland Police Dept. | \$4,481.00 | 402OP |
| OP-2016-OP-20-31 | Long Beach Police Dept. | \$10,000.00 | 402OP |
| OP-2016-OP-40-81 | MS Hwy Patrol | \$279,049.00 | 402OP |
| OP-2016-OP-31-11 | Morton Police Dept. | \$2,026.00 | 402OP |
| OP-2016-OP-15-01 | Neshoba County S.O. | \$4,052.00 | 402OP |
| OP-2016-OP-22-41 | New Albany Police Dept. | \$12,722.00 | 402OP |
| OP-2016-OP-31-61 | Ocean Springs Police Department | \$5,000.00 | 402OP |
| OP-2016-OP-15-31 | Oktibbeha County S.O. | \$12,500.00 | 402OP |
| OP-2016-OP-22-51 | Oxford Police Dept. | \$7,191.00 | 402OP |
| OP-2016-OP-15-51 | Pearl River County S.O. | \$3,000.00 | 402OP |
| OP-2016-OP-22-81 | Philadelphia Police Dept. | \$2,180.00 | 402OP |
| OP-2016-OP-77-51 | Puckett Police Dept. | \$4,074.00 | 402OP |

| | | | |
|----------------------|--|-----------------------|--------------|
| OP-2016-OP-42-21 | Reservoir Police Department | \$8,295.00 | 402OP |
| OP-2016-OP-33-91 | Sardis Police Department | \$10,000.00 | 402OP |
| OP-2016-OP-34-61 | Summit Police Dept. | \$4,685.00 | 402OP |
| OP-2016-OP-17-21 | Tunica County Sheriff's Dept. | \$12,725.00 | 402OP |
| OP-2016-OP-23-41 | Vicksburg Police Dept. | \$21,523.00 | 402OP |
| Total OP Enforcement | | \$542,044.00 | 402OP |
| M2PE-2016-MB-00-00 | MOHS Paid Media-OP | \$350,000.00 | 405B |
| CR-2016-CR-40-11 | MS Dept. of Health -Child Restraint Seat | \$85,000.00 | 402CR |
| M2PE-2016-MB-40-71 | MS Dept. of Health-OP Program | \$46,667.78 | 405B |
| M2TR-2016-MB-63-91 | University Medical Center | \$105,641.79 | 405B |
| Total 402OP | | \$827,918.00 | 402OP |
| Total 402CR | | \$85,000.00 | 402CR |
| Total 405B | | \$698,856.41 | 405B |
| Total OP Program | | \$1,611,774.41 | |

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

MOHS 2010 / 2011 Occupant Protection Maintenance of Effort

| State Agency | Program | State Program Funds | | Description of Eligible Expenditures/Activities |
|---|---------------------------|------------------------|------------------------|--|
| | | 2010 | 2011 | |
| Mississippi State University | Statewide Seatbelt Survey | \$ 16,515.00 | | Salary and fringe (not paid under grant) |
| Mississippi Department of Health | Child Passenger Safety | \$ 116,045.00 | | Salaries, contractual service, commodities, car seats, and educational literature |
| Mississippi State University | Statewide Seatbelt Survey | | \$ 16,929.00 | Salary, fringe benefit, rent, and indirect cost (not paid under grant) |
| Mississippi Department of Health | Child Passenger Safety | | \$ 344,522.00 | Salaries, contractual service, vehicle usage, and SAFEKIDS board meetings |
| Mississippi Highway Patrol Occupant Protection Activities | Enforcement | \$ 4,043,981.18 | \$ 1,446,310.07 | The percentage of patrol actions (which includes citations for adult and CPS) in support of the OP law by highway patrol |
| TOTALS | | \$ 4,176,541.18 | \$ 1,807,761.07 | \$ 5,984,302.25 |
| AVG FY10/FY11 | | | | \$ 2,992,151.13 |

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

C-4 Core Outcome Measure/Unrestrained Passengers: To decrease the number of unrestrained passenger vehicle occupant fatalities in all seating positions by 7.8% from a five year average (2009-2013) of 321 to 296 by the end of FY16. To decrease the number of unrestrained passenger vehicle occupant fatalities by an additional 5% for a long term goal of 282 by the end of 2017.

C-5 Core Outcome Measure/Alcohol and Other Drugs: To decrease the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above by 2% from five year average (2009-2013) of 193 to 190 by the end of FY16. To decrease the number of fatalities by an additional 2% for a long term goal of 186 by the end of 2017.

C-6 Core Outcome Measure/ Speed: To decrease the number of speeding-related fatalities by 4% from five year average (2009-2013) of 109 to 105 by the end of FY16. To decrease the number of speeding related fatalities by an additional 5% for a long term goal of 100 by the end of 2017.

C-7 Core Outcome Measure/Motorcycles: To decrease the number of motorcyclist fatalities by 7.5% from five year average (2009-2013) of 45 to 42 by the end of FY16. To decrease the number of motorcyclist fatalities by an additional 5% for a long term goal of 40 by the end of 2017.

C-8 Core Outcome Measure/Un-helmeted Motorcyclists: To decrease the number of un-helmeted motorcyclist fatalities 15% from five year average (2009-2013) of 7 to 6 by the end of FY16. To decrease the number of un-helmeted motorcyclist fatalities for a long term goal of 5 by the end of 2017.

C-9 Core Outcome Measure/Under 20: To decrease the number of drivers aged 20 or younger involved in fatal crashes by 7.5% from five year average (2009-2013) of 87 to 81 by the end of FY16. To decrease the number of drivers aged 20 or younger by an additional 5% for a long term goal of 77 by the end of 2017.

C-10 Core Outcome Measures/Pedestrians: To decrease the number of pedestrian fatalities by 5% from five year average (2009-2013) of 51 to 49 by the end of FY16. To decrease the number of pedestrian fatalities by an additional 2% for a long term goal of 48 by the end of 2017.

C-11 Core Outcome Measure: Bicyclist: To decrease the number of bicycle fatalities by 15% from the five year average (2009-2013) of (6) to (5) by the end of FY16. To reduce the number of pedestrian fatalities for a long term target of (4) by the end of 2017.

The MOHS uses the Countermeasures that Work: a highway Safety Countermeasures Guide for State Highways Safety Officers to select strategies that will be used for the upcoming grant year. The strategies to be used are listed as reference, but detailed on pages 67, 77 and 85 to accomplish the targets that have been set for the grant year.

B. Strategies:

Police Traffic Services Coordination program:

- Assign MOHS staff to manage enforcement, promote seatbelt safety and provide assistance where needed for the Occupant Protection Program;
- Fund law enforcement programs that provide high visibility enforcement of speed, occupant protection, impaired driving, distracted driving and other moving violations;
- Participate in Click It or Ticket and Drive Sober or Get Pulled Over National Mobilization periods;
- Provide training for law enforcement by conducting SFST training, Complete Traffic Stops, the DRE-ARIDE, Speed Management Workshops, and TOPS; and
- Enhance the CRASH reconstruction unit for the Mississippi Highway Patrol
- Strategic Meetings and Monthly Information Meetings: Attend monthly MAHSL Meetings at least (1) per quarter to stay up to date on the latest information. Attend quarterly meetings to strategic plan enforcement efforts through data trends, performance measures and strategies.

Public Information and Education:

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

Enforcement:

- Enforcement: (Countermeasure 2.2)
- Increase and sustain high visibility enforcement for speed and other moving violation.
- Fund law enforcement programs to focus on speeding and enforcing speed limits;
- Provide local law enforcement training; and
- Utilize the NHTSA/GHSA questions to track driver attitude awareness related to speeding issues.

C. Police Traffic Services-MOHS Evidence Based Enforcement Plan

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

Crash Analysis: The MOHS recognizes that a strong impaired enforcement plan is a key to reducing impaired fatalities, injuries and crashes in the State of Mississippi. In order to bring down impaired fatalities, injuries and crashes, the State must focus on data and problem identification (pages 18-45), trend analysis (pages 45-50) and crash location data (pages 18-45). All factors are considered when trying to reach the impaired targets of the State.

Based on the Top 20 Counties for Crashes (Page 20) and the Top Fatality Locations (page 21-28), the State is able to look at the whole State and determine the need projects, increase in enforcement and the needs of the community.

The State can also use location data to determine specific areas that may need additional programs and enforcement to increase occupant protection usage in that area (pages 25-26). The State looks at data and location for all core program area that the State funds.

Based on data collected, the State can also determine at risk populations, such as teens (page 21-28), to determine the need for more emphasis teen programs and enforcement in areas that are high in teen fatalities, injuries and crashes. Age and population data (Page 30) is reviewed for all core program areas that the State funds, so that the State can include emphasis on at risk age and populations.

Selection of Projects: The MOHS reviews data from FARS and other data source (see pages 14-Data Sources) to look for impaired fatality and crash trends in areas around the State, which helps create target areas that the MOHS will work to assist in the upcoming grant year. For further information on the selection of projects for the enforcement program, see enforcement section of each program area.

After the review of the data and target areas are selected, grant applications are distributed throughout the State for the solicitation of grants. Once grants have been received within the MOHS, if target areas have not submitted a grant application, then the MOHS uses the help from the LEL program to go and solicit applications from those target areas. For further information on the solicitation of grants, (see page 15).

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

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

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

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

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

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

D. Police Traffic Services- Planned HVE Enforcement Strategies

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

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

E. Police Traffic Services Funding:

Within the State of Mississippi, unbelted fatalities, impaired fatalities, speed related fatalities represent a large percentage of the overall State fatalities. The State is budgeting in FY16, 80% of its 402 funds to combat its unbelted problems. 100% of the State's population will be covered by police traffic services enforcement efforts utilizing the MHP, city and county law enforcement agencies within the top impaired driving fatality and crash locations. The MOHS focuses on the Top 25 Counties and Cities with the highest fatal crashes and injuries and seeks applications in the areas with the most data assessment needs. The MOHS also provides special wave grants through-out the year as data becomes available and new areas of data are assessed and areas are in need.

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

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

Police Traffic Services Projects and Financial Charts: Each enforcement program that is proposed for funding during FY16 is identified in the following pages of the Performance Plan. A chart for each sub-grantee is listed at the end of program section.

F. 2016 Police Traffic Services Program Area Project Descriptions

Project Number: PT-2016-PT-52-11

Project Title: DREAM Youth Programs-Statewide Police Traffic Services Teen Program

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

The Mississippi Youth Highway Safety Programs will increase the awareness and work statewide to provide public information and materials on the consequences of not wearing seatbelts/speeding and driving while distracted awareness for young drivers aged 15-20 years old. DREAM Youth Programs will develop and distribute relevant youth impaired driving PI&E; conduct educational outreach activities, including participate in health and safety fairs, seatbelt checkpoints, and community events; coordinate annual Teen Conference and lead the Mississippi Student Advisory Board and the Mississippi Youth Safe Driving Coalition. The program will also work with local law enforcement and local schools across the state to bring the message of the consequences of not wearing seatbelts/speeding and driving while distracted. The program measures the effectiveness of the program with pre- and post-evaluations after each program. Funding will be used to provide salaries, fringe, contractual services, supplies, program expenses for the Student Advisory Board and teen conference.

Budget: \$155,949.05 Federal Funding Source 402PT

Project Number: PT-2016-PT-41-04

Project Title: MOHS Constituent Travel

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

Budget: \$5,000.00 Federal Funding Source 402PTS

Project Number: See Below Financial Chart Below

Project Name: MOHS Law Enforcement Police Traffic Services STEP Grants

The agencies will use the funds to provide salary and fringe to non-funded agencies for officers to work full time or overtime hours conducting impaired driving enforcement during FY16 and with special emphasis during the national blitz periods of Drive Sober Get Pulled Over and Click it or Ticket. The agencies will conduct a minimum of (2) Special Traffic Enforcement Program (STEP) HVE/Deterrence checkpoints and a minimum of (2) Special Traffic Enforcement Program (STEP) HVE/Deterrence saturation patrols during each national Drive Sober Get Pulled Over (Christmas/New Year) and Click It or Ticket (Memorial Day), for a total of (4) Checkpoints and (4) Saturation Patrols. The agency will generate at least (1) earned media campaigns during the Drive Sober Get Pulled Over (Christmas/New Year) and Click It or Ticket (Memorial Day) campaigns.

Project numbers and budget amounts can be found in the budget chart at the end of the program area. The projects listed below will participate in reducing the performance targets on page 53, by using countermeasures and strategies that are listed on pages 63, 76 and 87. Each agency has a personalized performance measure and strategies that can be found in the grant agreement.

1. Brandon Police Department
2. Clinton Police Department
3. Columbia Police Department
4. D'Iberville Police Department
5. Flowood Police Department
6. Gautier Police Department
7. Greenwood Police Department
8. Gulfport Police Department

9. Hinds County Sheriff's Department
10. Horn Lake Police Department
11. Meridian Police Department
12. Madison Police Department
13. Meridian Police Department

14. Mississippi Highway Patrol
15. Sherman Police Department
16. Starkville Police Department
17. Waveland Police Department

Budget: \$725,048.00 Federal Funding Source 402PT

Project Number: PT-2016-PT-41-05

Project Title: MOHS Paid Media Sustained Police Traffic Services Enforcement Campaign

Project Description: A comprehensive and sustained paid media campaign in support of the continual Police Traffic Service enforcement efforts for the “**Drive Sober Get Pulled Over**” and “**Click It or Ticket**” campaigns utilizing Section 402 Police Traffic Service funding will be implemented in the FY16 grant period. These funds will be used for sustained radio and television ads, print, and outdoor space in May 2016 and September 2016.

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

This project will address the following items:

- a. What program/policy the advertising is supporting this advertising will be in support of the national Occupant Protection Campaign for the “**Drive Sober Get Pulled Over**” and “**Click It or Ticket**” **blitz periods**
- b. How the advertising will be implemented through media buys throughout the state.
- c. The amount allocated for paid advertising and total amount.
- d. The measures that will be used to assess message recognition.
 - e. The blitz numbers recorded and returned from agency participants to include total number of agency participation, citations written, earned media and the like;
 - f. Paid media reports; behavioral awareness survey; seat belt survey and unbelted crash fatality data during specified time period for each blitz campaign.

Budget: \$195,000.00 Federal Funding Source 402PT

Project Number: 15-PT-41-XX

Project Title: MOHS Speed Special Wave Grants

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

Budget: \$ 250,000.00 Federal Funding Source 402PTS

Project Number: PT-2016-PT-41-06

Project Title: MOHS/Safety Training and Recognition Symposium (MS/STARS)

Project Description: The Mississippi Office of Highway Safety/Safety Training and Recognition Symposium (MS/STARS) for FY16 will be implemented during August/September, 2016.

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

The MS/STARS program will also include the Buckle for Life event for officers with outstanding work in issuing seatbelt and child restraint violations to drivers as dictated by Mississippi's laws. Funds will be used to for law enforcement, support staff, support to participate in the MS Stars Conference through: Contractual Services for location, award luncheon, speakers/presenters; Travel; Training; Supplies; Enforcement Awards; Conference Expenses; Lodging, etc.

Budget: \$81,250.00 Federal Funding Source 402 PTS

Project Number: PT-2016-PT-40-81

Project Title: MS Dept. of Public Safety-Public Safety Awareness Officers Public Information Outreach Program

Project Description: The Department of Public Safety Awareness Officers-Public Information Outreach program is a statewide program covering the whole state and all populations from children to adult. The Mississippi Highway Patrol (MHP) has of nine (9) Troop districts throughout the State, that are divided into three (3) Troop Districts in the Northern, Central and South. Each district has a Public Awareness Officer that goes into the local jurisdictions to speak with schools, colleges, local community events to bring awareness to that area on driving issues such as not wearing a seatbelt, driving distracted or speeding. The program will coordinate with law enforcement agencies to promote wearing a seatbelt, driving distracted or speeding prevention; provide not wearing a seatbelt, driving distracted or speeding prevention education/information to support and enhance law enforcement efforts during (4) National Blitz campaigns: July 4th, Labor Day, Christmas/New Years and the Superbowl by facilitating press conferences; assist law enforcement agencies with the dissemination of educational information and materials during checkpoint efforts; conduct impaired driving prevention awareness presentations and generate earned media. Funding will be utilized for travel expenses for the program.

Budget: \$9,100.00 Federal Funding Source 402PT

Project Number: PT-2016-PT- 40-31

Project Title: MS Office of Standards and Training Coordination-LE Training

See MS Office of Standard and Training Coordination 15-ST-410-5

The MS Office of Standard and Training Coordination program is to advance or expand training of the (9,904) State and local law enforcement officers within the State of MS; which includes 540 new officers annually. Recertification of 111 officers will be conducted for advanced training to law enforcement officers statewide in FY16. The MS Office of Standard and Training will conduct no less than (2) TOPS training courses in FY16. The MS Office of Standard and Training will also be creating a new training program for the MOHS and state law enforcement on speed and distracted driving that will be conducted in the latter part of FY16. A training plan can be provided on the number of classes, students to be trained and types of training that will be provided during the grant year.

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

Budget: \$36,329.70.Federal Funding Source 402PT

| Project Number | Project Title | Budget | Funding Source |
|--------------------------------------|--|-----------------------|----------------|
| PT-2016-PT-52-11 | DREAM-PTS Program | \$155,949.05 | 402PT |
| PT-2016-PT-41-04 | MOHS Constituent Travel | \$5,000.00 | 402PT |
| PTS Enforcement Program | | | |
| PT-2016-PT-20-51 | Brandon Police Department | 50,256.00 | 402PT |
| PT-2016-PT-20-61 | Clinton Police Dept. | \$40,000.00 | 402PT |
| PT-2016-PT-26-21 | Columbia Police Dept. | \$14,874.00 | 402PT |
| PT-2016-PT-26-91 | D'Iberville Police Dept. | \$20,000.00 | 402PT |
| PT-2016-PT-27-81 | Flowood Police Department | \$30,874.00 | 402PT |
| PT-2016-PT-21-01 | Gautier Police Dept. | \$9,000.00 | 402PT |
| PT-2016-PT-21-31 | Greenwood Police Dept. | \$10,695.00 | 402PT |
| PT-2016-PT-21-41 | Gulfport Police Dept. | \$48,880.00 | 402PT |
| PT-2016-PT-12-51 | Hinds County S.O. | \$7,505.00 | 402PT |
| PT-2016-PT-21-81 | Horn Lake Police Dept. | \$27,869.00 | 402PT |
| PT-2016-PT-30-21 | Madison Police Department | \$13,200.00 | 402PT |
| PT-2016-PT-22-21 | Meridian Police Dept. | \$15,419.00 | 402PT |
| PT-2016-PT-40-82 | MS Highway Patrol-Speed | \$380,882.00 | 402PT |
| PT-2016-PT- 88-11 | Sherman Police Dept. | \$9,906.00 | 402PT |
| PT-2016-PT-23-11 | Starkville Police Dept. | \$22,578.00 | 402PT |
| PT-2016-PT-35-41 | Waveland Police Dept. | \$23,110.00 | 402PT |
| Total PTS Enforcement Program | | \$725,048.00 | |
| PT-2016-PT-41-05 | MOHS Paid Media Police Traffic Service | \$195,000.00 | 402PT |
| PT-2016-PT-41-06 | MOHS Speed Special Wave Grants | \$250,000.00 | 402PT |
| PT-2016-PT-41-07 | MOHS STARS Conference | \$81,250.00 | 402PT |
| PT-2016-PT-40-81 | MS Dept of Public Safety-PAO Program | \$9,100.00 | 402PT |
| PT-2016-PT- 40-31 | MS Standards and Training-LE Training Coordination | \$36,329.70 | 402PT |
| Total PTS Program | | \$1,457,676.75 | |

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

A. Traffic Records Evidenced Based Reference for Traffic Records Program

Outcome Measure/Traffic Records: Crash / Accessibility

To decrease the average number of day's crash data is accessible electronically from the crash event to DPS by 10% from an average of 4.24 days during 2009-2013 to 3.8 days by the end of FY16. To decrease the number of day's availability by an additional 2.5% for a long term goal of 3.7 by the end of 2017.

Outcome Measure/Traffic Records: Crash, Citation- Adjudication, Driver/ Accessibility, Timeliness

To decrease the amount of day's traffic safety data is available and accessible on the state public website from 365 days in FY13 to 270 in FY16.

MOHS Outcome Measure/Crash/Completeness:

To increase the percentage of completed crash report data submitted electronically to DPS by 2.0% from a five year average (2009-2013) of (97.9%) to (100%) by the end of FY17. Maintain from 2016 and beyond.

Outcome Measure/Traffic Records: Driver/ Timeliness

To increase the percentage of Drivers tested for BAC in Fatal crashes from 27% in 2012 to 35% in FY16.

Outcome Measure/Traffic Records: Vehicle/ Data Integration

To continue the process of integrating data of vehicle insurance information with the vehicle VIN from the vehicle file.

Outcome Measure/Traffic Records: EMS- Injury Surveillance/ Data Integration

To continue the process of integrating data on crash reports, to link with the EMS Transport system and to the Hospital Trauma registry.

Outcome Measure/Traffic Records: Crash- Citation—Roadway- EMS- Injury Surveillance/ Uniformity

To continue the process of mapping data of citation, crash and EMS run using same base layer map to overlay for proactive planning.

B. Strategies

The State is utilizing in FY16, 100% of 405C funds to combat the problems in traffic records. 100% of the State's population will be covered by data collection efforts and will be able to be utilized by the public, MHP, city and county law enforcement agencies.

The amount of funds being utilized is commensurate with the State-wide traffic records problem, and thus the State feels that the projects selected and if fully implemented and successful, will contribute to the overall goal of data collection, which will help all agencies state-wide with reducing fatalities, reducing crashes and injuries.

Traffic Records Coordinated Program:

- **Strategic Meetings and Monthly Information Meetings:** Attend monthly MAHSL Meetings at least (1) per quarter to stay up to date on the latest information. Attend quarterly meetings to strategic plan enforcement efforts through data trends, performance measures and strategies.
- Provide a comprehensive statewide Traffic Records Coordinated Program.
- Fund traffic records programs;
- Assign MOHS staff to manage Traffic Records grants; and
- Provide technical assistance when needed for the Traffic Records Program.
- **Surveys:** Although conducting an attitudinal survey is not listed as a countermeasure that work, it is an agreed upon activity between NHTSA and GHSA.

- **Evaluation:** Although evaluation does not fit with one of the countermeasures that work category, it is imperative that the MOHS continually evaluate its programs to ensure projects that are funded are having the desired effect on the statewide program.
- **Program Updates:** Although program updates does not fit with one of the countermeasures that work category, it is imperative that the MOHS continually update its programs to ensure projects that are funded are having the desired effect on the Statewide Impaired program.
- **Software Updates:** Although software updates does not fit with one of the countermeasures that work category, it is imperative that the MOHS continually update its software to ensure projects that are funded are having the desired effect on the statewide program.
- **Training:** Although a traffic record training does not fit with one of the countermeasures that work category, it is imperative that the MOHS continually train programs and sub-grantees to ensure projects that are funded are having the desired effect on the statewide program.
- **Equipment Purchases:** Although equipment purchases do not fit with one of the countermeasures that work category, it is imperative that the MOHS continually evaluate its equipment to ensure projects that are funded are having the desired effect on the statewide program.

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

D. Traffic Records Services Projects and Financial Charts:

Each enforcement program that is proposed for funding during FY16 is identified in the following pages of the Performance Plan. Each program has provided the following information on location, problem identification, data, Targets, strategies and the use of funds for each program. A chart for each sub-grantee is listed at the end of program section

Traffic Records Program Area Project Descriptions

Project Number: M3DA-2016-MC-40-11

Project Title: Mississippi State University- Social Science Research Center- eCite Maintenance and Daily Activity Reporting System

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

Mississippi State University will continue to increase the number of Law Enforcement Agencies submitting citations and arrest electronically; decrease the average number of days participating agencies issuance of a citation and the date the citation is entered into the first available repository. Mississippi State University will also increase the percentage of citations from participating agencies that can be mapped on the Dashboard and compared to Crash data. Continued development of paper ticket entry system for citations; continue maintenance and support of eCite; Monitor the changes in the laws and the eCite-generated ticket; ensure all ticket data being received and processed by the courts; provide data files that contain MapClick-generated location data for tickets. Mississippi State University currently has 10 agencies that are writing e-citations, with the plans during FY16 to reach 30 agencies during the grant year.

Mississippi State University will utilize funds for proportional funding for a project director and field specialist, fringe, contractual service and indirect costs.

Budget: \$445,530.78 Federal Funding Source 405(c)

Project Number: M3DA-2016-MC-41-05

Project Title: MOHS- Public Safety Website

Project Description: The MOHS Public Safety Data Website will be designed to assist Mississippi in meeting its Highway Safety Plan (HSP) by examining traffic safety records data systems in a secure manner and submitting findings and material for public use on the website. A resource is needed for collaborating all the crash records and other traffic safety data to one location for everyone to see problem areas in the state and for proper strategic planning and operational management. This will provide proper documentation to deliver Data Driven Approaches to put the resources of enforcement and education in the areas of need to accomplish reducing fatalities, injuries and traffic crashes.

The MOHS Public Safety Data Website is the repository site for traffic records. A public user website is needed to disseminate traffic-based data, including crash, fatality/injury, citation and seat belt usage statistics. There is also a sustained need to provide support for State Traffic Record Coordinating Committee (STRCC) and Mississippi Association of Highway Safety Leaders (MAHSL) meetings, training workshops, local law enforcement agencies, and other state and local based organizations.

This traffic records data site can be queried by law enforcement agencies and the public for various reports. Additionally, the WEB access will decrease the amount of time necessary for MOHS traffic records personnel to respond to the many requests for data. This capability will also allow more time for problem identification analyses and data evaluation studies by MOHS traffic records personnel. These traffic records data will be available on the MOHS Public Safety Data website and through a link from the DPS site www.dps.state.ms.us (traffic record statistics link on home page).

The Public Safety Website will provide accurate, complete, uniformed, accessible, and timely highway safety information through a centralized communication forum/ public data website for “one stop shop” for traffic-safety related data, research, and events in Mississippi.

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

Project Number: M3DA-2016-MC-40-81

Project Title: MS Department of Public Safety-Reportbeam Crash System Maintenance and Upgrade Crash System Upgrade

Project Description: During FY17, a working sub-committee of the State Traffic Records Coordinating Committee (STRCC), along with the recommendations and results of the 2013 Traffic Records Assessment will identify Crash records improvements that need to be addressed as well as cost associated with maintenance of the record system. The Crash reporting system will be updated and include both new and revised edit routines. The updates will make the program more user- friendly for all users and agencies. The system will provide enhanced query options for data extraction to allow enhanced data driven strategies.

Ensure edits will comply with Model Minimum Uniform Crash Criteria (MMUCC). Additional mapping program will be added to increase the accuracy of the location of crashes. Use the STRCC to review the Statewide Uniform Crash Report and agree on material to edit while ensuring the stakeholders information and needs.

Budget: \$75,000.00 Federal Funding Source 405(c)

Project Number: TR-2016-TR-40-81

Project Title: MS Department of Public Safety-Crash Reconstruction

Problem Identification: The MHP C.R.A.S.H. Team is a vital part of enforcement in the State of Mississippi as they investigate all felony prosecutable crashes which occur within the Highway Patrol’s jurisdiction, as well as providing reconstruction services to any agency within the state which requests the services. Accurate and timely crash reports can aid DA’s as they prosecute felony fatal collisions. MHP C.R.A.S.H. Team will conduct all crash reconstruction for MHP and to assist local law enforcement agencies on an as requested base. The MHP C.R.A.S.H. is a newly established seed program that was created to not only service the state’s highways, but to also help the local jurisdictions that have not yet set up a C.R.A.S.H. team in their areas. The MHP C.R.A.S.H. provides training and education to local jurisdictions to help with reconstruction issues in their areas.

MHP C.R.A.S.H. Team will work to conduct crash reconstruction investigations within a 25 day period unless a serious injury or fatality is involved. If a serious injury or fatality is involved, MHP Crash Reconstruction Unit will work to conduct this investigation within a 3 month period. The MHP C.R.A.S.H. Team will investigate and reconstruct all felony prosecutable collisions which occur on roadways patrolled by the MHP. The team may provide investigation and reconstruction services to other jurisdictions within the State. The MHP C.R.A.S.H. Team works extensively with law enforcement agencies within the State and assists the District Attorneys with felony collision prosecutions by ensuring the CRASH reports are accurate and timely.

Budget: \$152,246.00.00 Federal Funding Source 402TR

Project Number: M3DA-2016-MC-88-01

Project Title: Preusser Research Group, Inc. (PRG) - Behavioral Measures Survey

Project Description: PRG will utilize the funding from the 402 Federal Funding Source to conduct a behavioral measures awareness survey and a nighttime seat belt survey. PRG will conduct the behavioral measures survey to satisfy the requirement per Federal Regulations 23 CFR 1200.10 (a) (1). Survey a minimum of 5 sites (to be decided with MOHS) and collect 800 surveys to complete the behavioral measure awareness survey. Behavioral measure awareness surveys will be conducted at driver's license service locations in Greenwood, Gulfport, Jackson, Meridian and Olive Branch. Nighttime seat belt survey (pre and post) will be conducted on roadways within the following 12 counties: DeSoto, Panola, Pontotoc, Lee, Holmes, Madison, Hinds, Rankin, Pike, Hancock, Harrison and Jackson. Will utilize contractual funds for collection of data, travel expenses, material preparation and preparation for final reports due to MOHS.

Budget: \$73,255.00 Federal Funding Source 405C

Project Number: TBD

Project Title: Enhancing the Exchange of Driver Information between States (PILOT PROJECT)

Overview: The Mississippi Department of Public Safety will be the lead state in a nationwide effort to enhance the interstate exchange of driver control information, making this exchange more effective, efficient and less costly which will create a means for more timely, accurate and complete records.

Because of the interstate nature of this exchange, Mississippi will work cooperatively with other states to ensure that deliverables address the needs of states across the country.

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

For the project, Enhancing the Exchange of Driver Information between States, the Mississippi Department of Public Safety (MSDPS) will act as the lead state for a nationwide effort to develop aspects of S2S that will enhance the interstate exchange of driver control information for highway safety purposes.

Project Description: As the lead state, the MSDPS will facilitate the efforts of a working group composed of states from across the country. The first deliverable from this project will be the "S2S Highway Safety plan", a plan that will detail the tasks needed to maximize the highway safety potential of S2S. The Plan will include budget estimates for implementing each task within the Plan.

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

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

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

Budget: \$55,000.00 Federal Fund Source 405C

| Project Number | Project Title: | Budget | Funding Source |
|--------------------|---|--------------|----------------|
| M3DA-2016-MC-40-11 | Mississippi State University-Ecitation | \$445,350.78 | 405C |
| M3DA-2016-MC-41-05 | MOHS Public Safety Website | \$60,000.00 | 405C |
| M3DA-2016-MC-40-81 | MS Dept. of Public Safety-Report Beam Update | \$75,000.00 | 405C |
| TR-2016-TR-40-81 | MS Department of Public Safety-Crash Reconstruction | \$152,246.00 | 402TR |
| M3DA-2016-MC-88-01 | Preusser Research Group | \$73,255.00 | 405C |
| M3DA-2016-MC- | Enhancing the Exchange of Driver Information between States | \$55,000.00 | 405C |
| Total 405C | | \$708,605.78 | |
| Total 402TR | | \$152,246.00 | |
| Total | | \$860,851.78 | |

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

| MOHS 2010 / 2011 TR Maintenance of Effort | | | | |
|---|--|---------------------|----------------------|--|
| State Agency | Program | State Program Funds | | Description of Eligible Expenditures/Activities |
| | | 2010 | 2011 | |
| Mississippi State University - Social Science Research Center | Traffic Record Public Safety Data Laboratory - provide public website and system building for grant management | \$ 60,000.00 | | Fringe, indirect cost rates that were absorbed by the university for staff and associated costs for work on Public Safety Data Lab |
| Department of Public Safety (Ecite Program) | Traffic Records | | \$ 146,514.75 | Equipment purchased for MHP to enable the patrol to issue electronic citations |
| Mississippi State University - Social Science Research Center | Traffic Record Public Safety Data Laboratory - provide public website and system building for grant management | | \$ 75,265.00 | Fringe, indirect cost rates that were absorbed by the university for staff and associated costs for work on Public Safety Data Lab |
| MS Office of Highway Safety (Crash Database) | Traffic Records | | \$ 7,500.00 | Equipment services for Office of Highway Safety |
| TOTALS | | \$ 60,000.00 | \$ 229,279.75 | \$ 289,279.75 |
| AVG FY10/FY11 | | | | \$ 144,639.88 |

V. Highway Safety Program Cost Summary (HS-217)

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

VI. State Certifications And Assurances

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

VII. Teen Traffic Safety Program

The MOHS has chosen to not participate in the Certification for the Teen Traffic Safety Program as several teen traffic safety programs have been reduced and/or eliminated out of the HSP. The MOHS will continue an enhanced statewide Teen Traffic Safety Program that will focus on seatbelt use; speeding; impaired and distracted driving; underage drinking and reducing behaviors by teens that increase crashes, injuries and fatalities.

VIII. Section 405 Application Information

The MOHS will be applying for Section 405 funding in occupant protection, impaired driving and traffic records. Please see attached Section 405 application, as Appendix D to the HSP.

Glossary:

| | |
|--------|---|
| AL | Alcohol and Other Drugs |
| ARIDE | Advanced Roadside Impaired Driving Enforcement |
| DD | Division Director |
| DRE | Drug Recognition Expert |
| DUI | Driving Under the Influence of Intoxicants |
| FARS | Fatal Analysis Reporting System |
| FHWA | Federal Highway Administration |
| FMCSA | Federal Motor Carrier Safety Administration |
| GR | Governor’s Representative |
| GHSA | Governor’s Highway Safety Association |
| GTS | Grant Tracking System |
| HSP | Highway Safety Plan |
| JOL | Judicial Outreach Liaison |
| LEL | Law Enforcement Liaison |
| MAHSL | Mississippi Association of Highway Safety Leaders |
| MASEP | Mississippi Alcohol Safety Education Program |
| NHTSA | National Association Traffic Safety Administration |
| MAP-21 | Moving Ahead for Progress in the 21 st Century |
| MCSD | Mississippi Motor Carrier Safety Division |
| MDOT | Mississippi Department of Transportation |
| MHP | Mississippi Highway Patrol |
| MOHS | Mississippi Office of Highway Safety |
| MSU | Mississippi State University |
| NHTSA | National Highway Traffic Safety Administration |
| PAO | Public Awareness Officers |
| PI & E | Public Information and Enforcement |
| PM | Program Manager |
| PTS | Police Traffic Services |
| SFST | Standardized Field Sobriety Testing |
| SHSP | Strategic Highway Safety Plan |
| STRCC | State Traffic Safety Coordinating Committee |
| TR | Traffic Records |
| TSRP | Traffic Safety Resource Prosecutor |
| VMT | Vehicles Miles Traveled |



U.S. Department
of Transportation

National Highway
Traffic Safety
Administration

Region 6
Louisiana, Mississippi
New Mexico, Oklahoma
Texas, Indian Nations

819 Taylor Street Room 8A38
Fort Worth, Texas 76102-6177

August 27, 2015

The Honorable Phil Bryant
Governor of Mississippi
Post Office Box 139
Jackson, Mississippi 39205

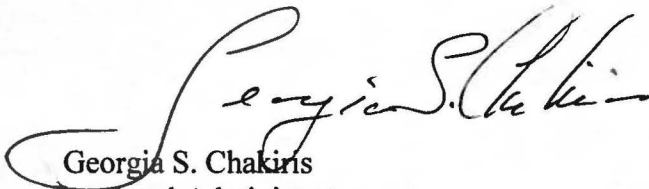
Dear Governor Bryant:

We have reviewed Mississippi's fiscal year 2016 Highway Safety Plan (HSP) as received on June 30, 2015. Based on this submission and subsequent revisions, we find your State's HSP to be in compliance with the requirements of 23 CFR Part 1200 and the HSP is approved.

However, due to the High Risk status of Mississippi's highway safety program, NHTSA is placing conditions on the approval of the Mississippi's FY 2016 HSP to ensure Federal funds are used effectively and efficiently. Details regarding these conditions have been provided to your State Representative for Highway Safety, Captain Don McCain.

If you would like any additional information on the State's HSP review please feel free to contact me at (817) 978-3653.

Sincerely,



Georgia S. Chakins
Regional Administrator

cc: Captain Don McCain, MOHS
Penny Corn, MOHS
Andrew Hughes, FHWA
Dr. Mary D. Gunnels, NHTSA





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August 27, 2015

The Honorable Phil Bryant
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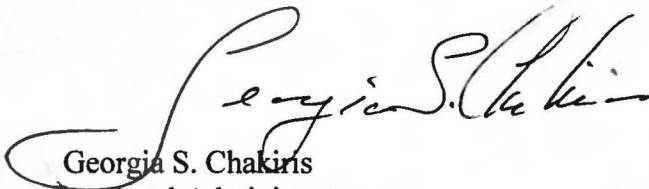
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However, due to the High Risk status of Mississippi's highway safety program, NHTSA is placing conditions on the approval of the Mississippi's FY 2016 HSP to ensure Federal funds are used effectively and efficiently. Details regarding these conditions have been provided to your State Representative for Highway Safety, Captain Don McCain.

If you would like any additional information on the State's HSP review please feel free to contact me at (817) 978-3653.

Sincerely,



Georgia S. Chakins
Regional Administrator

cc: Captain Don McCain, MOHS
Penny Corn, MOHS
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Dr. Mary D. Gunnels, NHTSA





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819 Taylor Street Room 8A38
Fort Worth, Texas 76102-6177

August 27, 2015

Captain Don McCain
Governor's Highway Safety Representative
Mississippi Office of Highway Safety
1025 North Park Dr.
Ridgeland, Mississippi 39157

Dear Captain McCain:

We have reviewed Mississippi's fiscal year 2016 Highway Safety Plan (HSP) as received on June 30, 2015. Based on this submission, and subsequent revision dated August 26, 2015, we find your State's HSP to be in compliance with the requirements of 23 CFR Part 1200 and the HSP is approved.

This determination does not constitute an obligation of Federal funds for the fiscal year identified above or an authorization to incur costs against those funds. The obligation of Section 402 program funds will be effected in writing by the NHTSA Administrator at the commencement of the fiscal year identified above. However, Federal funds reprogrammed from the prior-year HSP (carry-forward funds) will be available for immediate use by the State on October 1, 2015. Reimbursement will be contingent upon the submission of an updated HS Form 217 (or the electronic equivalent) and an updated project list, consistent with the requirement of 23 CFR §1200.15(d), within 30 days after either the beginning of the fiscal year identified above or the date of this letter, whichever is later.

The Mississippi Office of Highway Safety (MOHS) program will remain on High Risk status in FY 2016. During FY 2016, NHTSA will work with the MOHS to identify actions necessary to facilitate removal of the high risk designation based upon the results of the FY 2015 Management Review, review of the FY2016 HSP, and review of related project agreements and contracts.

As a result of the High Risk status, NHTSA is imposing the following conditions on our approval of the Mississippi FY 2016 highway safety program to ensure Federal funds are used effectively and efficiently:



- Prior to the execution of grant agreements, including sub-grants of \$100,000 or more, NHTSA review and approval of the individual agreements is required.
- Prior to the execution of any nonprofit and personal service type grant agreement/contracts NHTSA review and approval of the individual agreements/contracts is required.
- Purchases of commodities for public information/education (PIE) purposes will require advance review and approval by NHTSA.
- All proposed federally funded out-of-state travel of MOHS personnel must be submitted to NHTSA for review and approval prior to travel.
- Funding of Planning and Administration positions is limited to those MOHS staff and administrative/clerical and accounting personnel of the Division of Public Safety Planning as listed on pages 61-63 of the HSP. Allowable costs for reimbursement will be based on 23 CFR Part 1200, Appendix F to include the completion of personnel activity reports as required.
- Justification of any additional MOHS or Division of Public Safety Planning positions that the State proposes to create and/or fund with Federal funds, must be submitted to NHTSA for prior approval.
- The highway safety planning process and performance plan for the FY 17 HSP, as identified in 23 CFR 1200.11, parts a and b respectively, shall be submitted for review by NHTSA no later than May 1, 2016.

These conditions will remain in effect throughout FY 2016 or until you are notified in writing that they have been removed.

No requests for equipment purchases over \$5000 were found in our review of the documents submitted, therefore no approvals are provided for purchase of such equipment with Federal funds. However, should the State have future requests, these may be submitted to the Regional Administrator for consideration.

As discussed at this month's Regional Meeting, we look forward to working with the MOHS Planner and other staff beginning in early FY 2016 to enhance HSP development processes. We will offer technical assistance to ensure HSP planning and development processes are clearly documented in future HSPs and to facilitate our mutual efforts during the HSP review period.

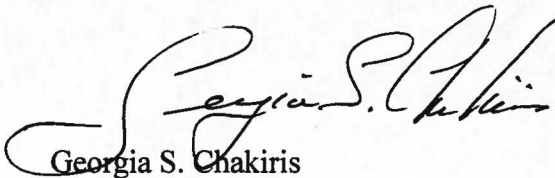
We would like to express our appreciation for the efforts of the MOHS staff in the development of the FY 2016 HSP and for the State's efforts to reduce traffic deaths, injuries, and economic costs

by implementing the Click it or Ticket mobilization and by participating in the Drive Sober or Get Pulled Over campaign.

We also congratulate Mississippi on its accomplishments in advancing our mutual traffic safety mission; however, as you know there is more work to do. As stewards of public funds, it is critical that we continue to fulfill our shared responsibility of using these limited safety dollars in the most effective and efficient manner. To that end, I pledge our continued support to you and the MOHS and look forward to achieving our mutual goals of reduced fatalities, injuries, and crashes on Mississippi's roadways.

If we can be of assistance to you in achieving your traffic safety targets, please do not hesitate to contact us.

Sincerely,



Georgia S. Chakiris
Regional Administrator

cc: Penny Corn, MOHS
Andrew Hughes, FHWA
Dr. Mary D. Gunnels, NHTSA