

**STATE OF MISSISSIPPI  
FY – 2010 HIGHWAY SAFETY PLAN &  
PERFORMANCE PLAN**



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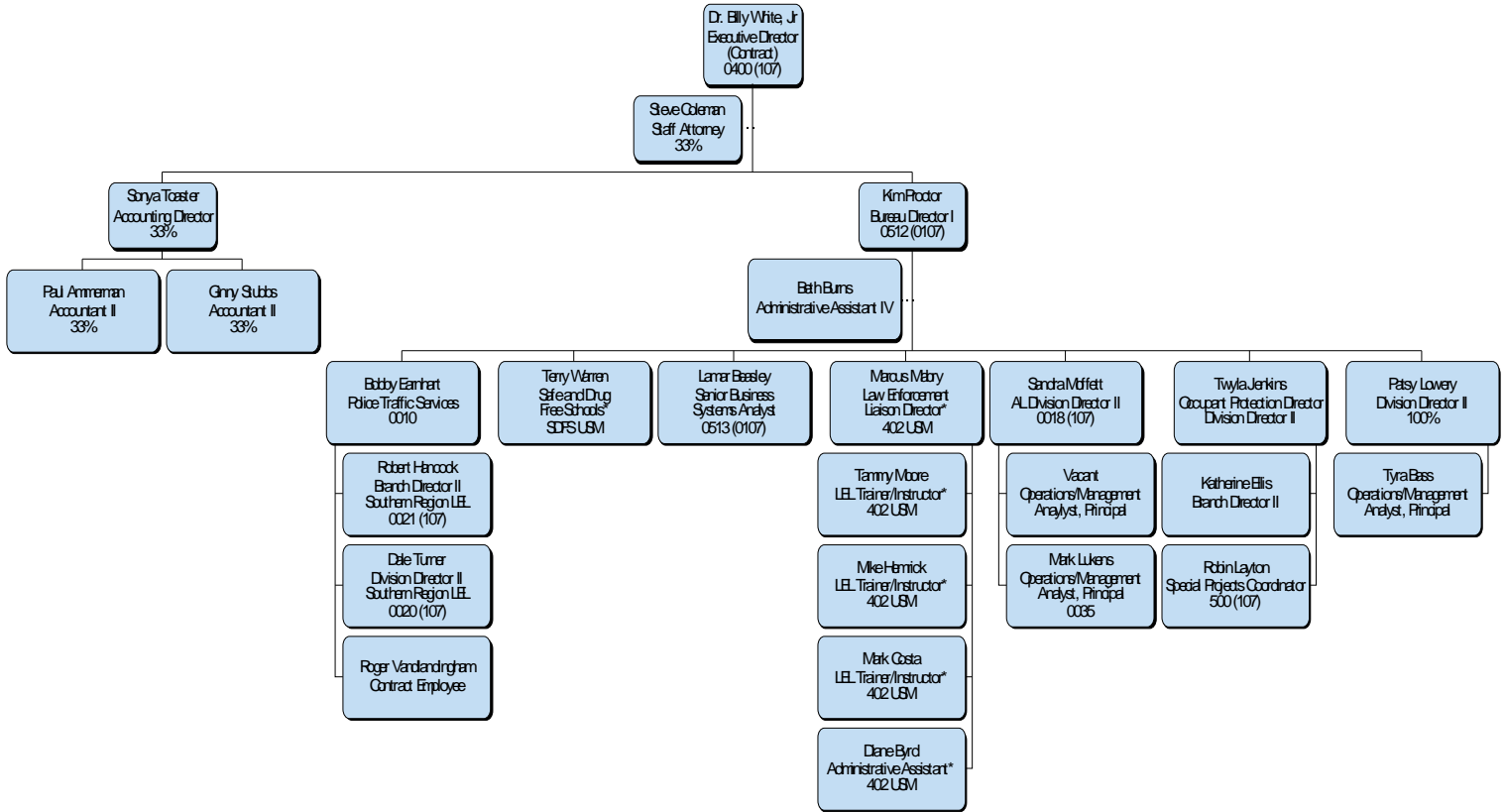
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Mississippi Governor's Office of Highway Safety  
 MS Dept. of Public Safety Planning/Division of Public Safety Planning  
 \*Contract with USM/\*\* Funded in Local Agencies

**Organizational Chart**



# Mississippi Highway Safety Performance Plan

Figure 1: HSPP Flowchart

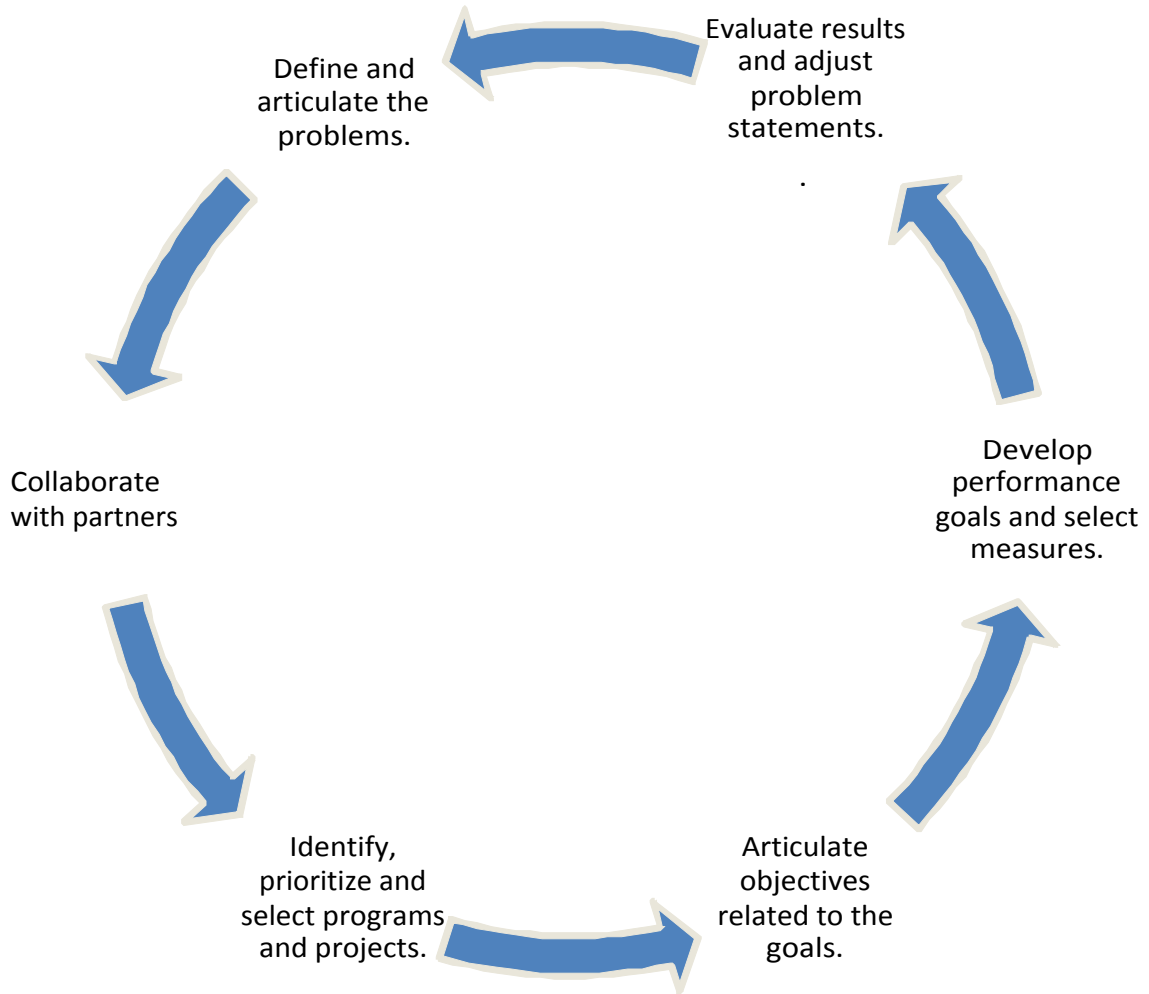


Figure 2: HSP Program Planning Calendar

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

### **Mission Statement:**

The mission of the Office of Highway Safety is to encourage and assist state and local agencies, institutions and the private sector in establishing or expanding cooperative highway safety programs based on specifically identified traffic safety problems. The overall goal is to reduce traffic crashes which result in death, injury and economic loss in the state. In order to accomplish this goal, activities are carried out in the areas of alcohol/drug countermeasures, police traffic services including speed, occupant protection, traffic records, roadway safety, and motorcycle safety.(funded through the National Highway Traffic Safety Administration [NHTSA]).

## Executive Summary:

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

**Table 1: MISSISSIPPI Traffic Safety Data 1990 - 2008**

Year	Fatal Crashes	Deaths	Injury Crashes	Injuries	PDO Crashes	Crash Totals	Licensed Drivers	Register Vehicles	Population	V.M.T. Millions	FTL. Rate
1990	625	750	17,453	29,527	49,087	67,165	2,009,323	1,892,941	2,573,216	24,389	3.08
1991	606	714	13,768	22,407	53,706	68,080	2,020,276	1,895,845	2,592,131	24,872	2.87
1992	649	766	17,703	31,198	51,165	69,517	2,057,480	1,969,602	2,611,459	26,114	2.93
1993	697	813	18,903	33,678	56,113	75,713	2,179,579	2,007,800	2,631,899	27,089	3.00
1994	689	791	20,671	34,158	59,306	80,666	2,273,908	2,069,835	2,669,110	28,551	2.77
1995	738	868	21,505	34,412	62,571	84,814	2,047,399	2,150,214	2,693,053	29,561	2.94
1996	695	811	19,484	27,784	65,523	85,702	2,069,522	2,188,302	2,716,115	30,516	2.66
1997	741	861	24,543	26,125	63,346	88,630	2,048,731	2,238,728	2,731,644	31,245	2.76
1998	842	948		26,399			2,158,981	2,259,172	2,752,092	34,226	2.77
1999	832	927		26,321			2,232,753	2,340,071	2,799,036	34,955	2.65
2000	846	949	25,124	39,432	65,947	91,917	1,859,487	2,442,607	2,844,658	35,552	2.67
2001	704	784	24,529	38,384	66,431	91,664	2,244,895	2,320,749	2,845,178	35,894	2.18
2002	769	885	25,100	38,840	69,927	95,796	2,269,200	2,367,592	2,858,029	36,273	2.44
2003	786	871	24,228	37,174	66,673	91,687	2,306,805	2,413,386	2,881,281	37,718	2.31
2004	786	900								38,915	2.31
2005	840	931	19,220	25,872	58,528	78,588	2,507,298	2,519,328	2,921,088	39,899	2.33
2006	812	911	21,997	31,996	55,597	78,406	2,576,977	2,581,145	2,910,540	41,030	2.22
2007	804	884	21,519	31,601	55,341	77,664	2,586,939	2,607,221	2,918,785	42,755	2.07
2008	711	783	19,613	28,684	53,798	74,122	2,676,493	2,608,525	2,938,618	43,561	1.80

The preceding table entitled Mississippi Traffic Safety Data gives a historical account of traffic safety in Mississippi for the years 1990-2008. Growth can be seen in the areas of population, registered vehicles, and the amount of vehicular miles traveled (VMT). The most important downward trend has been the fatality rate per hundred million VMT, as it declined from a high of

4.39 in 1981 to the first rate below 3.00 at 2.87 for 1991, then to 1.80 in 2008, below 2.0 for the first time.

The 1.80 fatality rate for 2008 represents the lowest fatality rate ever recorded in Mississippi. Traffic fatalities decreased by 101 from 2007, an 11.9% reduction. The vehicular miles traveled for 2008 (43,561) represents the highest VMT ever recorded. The VMT increased 1.9% from 2007. The combination of lower fatalities and increased VMT resulted in this improved fatality rate.

The national fatality rate for 2008 was 1.27, the lowest rate ever recorded. Mississippi remains above the national rate (.42 times as great) at 1.80. Fatal crashes had been in the seven hundreds since 2001 but rose to 840 in 2005, almost matching the most fatal crashes (846) in 2000. The 711 fatal crashes for 2008 is a 12.4% decrease from 2006.

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

Alcohol-related traffic crashes accounted for 34% of the total number of fatalities in year 2008, making these crashes the MS Office of Highway Safety's first priority in program planning. Teen drivers present another problem area in this state. Teenagers (ages 16 to 20 actually) were 10.9% of occupant deaths while being only 6.4% of the licensed drivers. The teen drivers were unbelted 66% of the time when killed, and teen passengers killed were unbelted 62.5% of the time. Our seat belt usage rate, currently 75.5% continues to fall below the national average.

### **Legislative Issues:**

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

### **Problem Identification Process:**

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

The purpose of problem identification and assessment is (1) to understand the scope of the crash problem and causation factors, (2) to develop effective countermeasures to reduce or eliminate the

problem, (3) to design evaluation mechanisms to measure changes in problem severity, and (4) to manage influencing factors, such as using statistical crash data to highlight a particular problem area in order to obtain the necessary support for instituting an effective countermeasures in a jurisdiction.

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

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

### **Description of Data Sources:**

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

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



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

The Social Science Research Center at Mississippi State University (MSU) produces the occupant protection surveys, based on statistical samples of 16 surveyed counties, and overall state rates for both seat belts and child safety seat restraints. A motorcycle helmet usage survey is also included in the MSU survey. The Center houses the Mississippi Alcohol Safety Education Program (MASEP), which is the state's first offender DUI safety education school. The Coordinator produces many DUI data studies in conjunction with the Center to identify impaired driver problems.

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

### **State Demographics Analysis:**

Mississippi is located in the southeastern region of the United States, with 2000 square miles in land area, and 60.6 persons per square mile. Based on the 2008 Census Estimate, Mississippi's current population is 2,938,618. The population by race is 60% white, 37% African American, and 2% other, including Hispanic, Asian, and American Indian. The median household income is \$35,632 per year. Approximately 21% of Mississippians fall below the poverty level income.

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

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

Mississippi's major industries include gaming, tourism, manufacturing, and agriculture. There is only one Level One Trauma Center, the University Medical Center, in Jackson, which is located in the Central region of the state. There are 82 county sheriff's departments, one State Highway

Patrol, and approximately 350 police departments in the state. Some of the police departments range in size from one part time officer to over 420 officers.

According to the State Tax Commission and the Department of Public Safety, Mississippi has 2,676,493 licensed drivers, 44,563 motorcycle registrations, and 2,608,525 registered vehicles. There are 74,622 miles of roadway, with VMT of 43,561 in millions.

### **Problem Identification Summary:**

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

Fatalities by road system for the last five years show a trend that has been established for quite a long time with moderate fluctuations among the components. Historically about 50% of all deaths occur on MHP highways, which include interstates, as well as state and federal routes where speeds are at least posted at 55 mph and go up to 70 mph on rural interstates. These highways accounted for 45.8% of 2008 fatalities (359 out of 783).

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

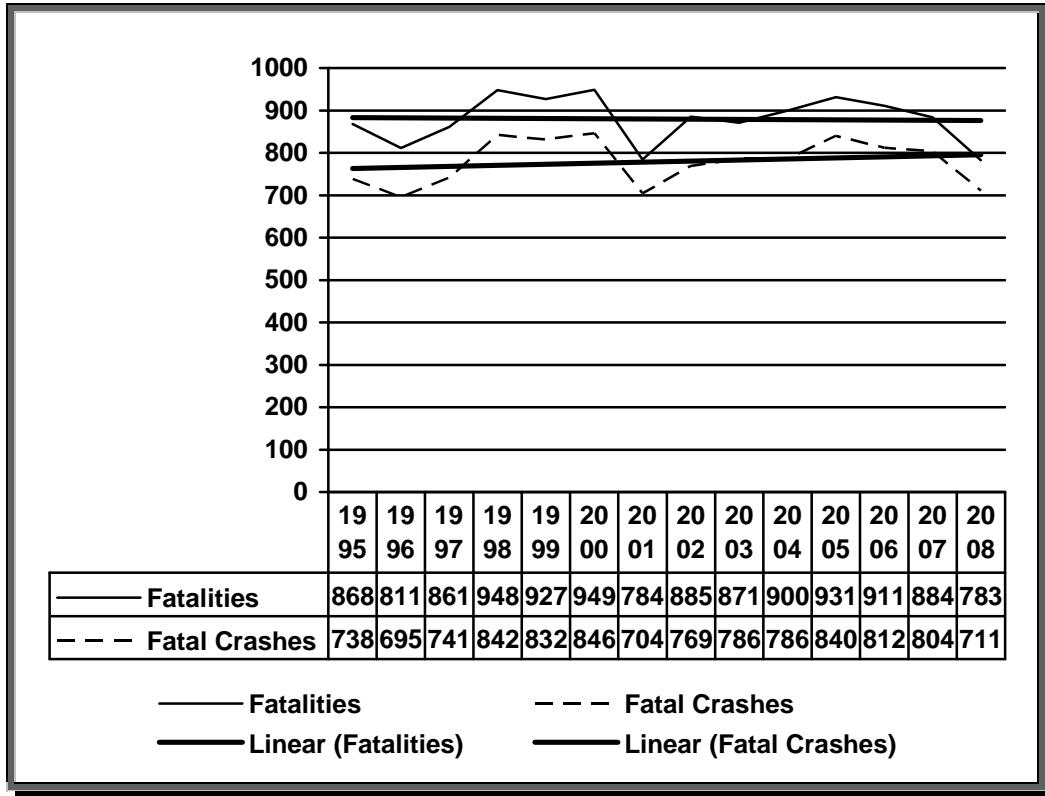
County road deaths had remained level at an average of 235 for the years 2000 to 2002. However, in 2003 these rose to 281, dropped to 228 in year 2004, and rose again to 279 in 2005. The increase in county road fatalities from 2000 to 2005 is a staggering 21.8%. Recently, there were 232 county road deaths in 2007 and these rose to 254 in 2008. County sheriffs are prohibited from running radar on their roads. There is no uniform method of posting speeds on county roads, usually set by local county supervisors with little input from traffic safety engineers

Deaths on city streets have averaged about 200 per year. Since 2000, the lowest total has been 170 in 2008 and the highest total was 223 in 2006. The 170 city street fatalities accounted for 21.7% of the total in 2008.

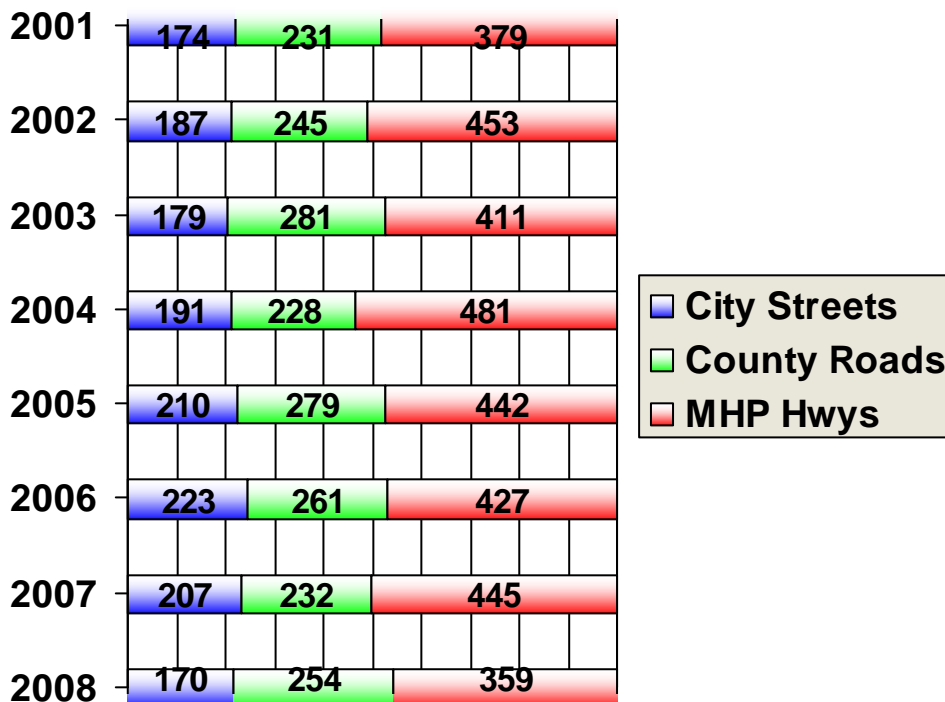
There were 28,684 persons injured in traffic crashes during 2008, with an injury rate of 65.8 per 100 million VMT. Persons injured by type last year were: 18,807 drivers, 9,078 passengers, 69 pedestrians, 33 bicyclists, 681 motorcyclists, and 16 unknown. About 2.5% or 715 of the injuries were life threatening, incapacitating trauma, sometimes resulting in permanent spinal cord or

head injury. Many will be disabled for life. About 24.7% or 7,087 of the injuries were serious trauma resulting in costly needs for services such as ambulance, police, fire, emergency room treatment, or hospitalization. About 72.8% or 20,882 of these persons involved minor injury and/or complaint of pain.

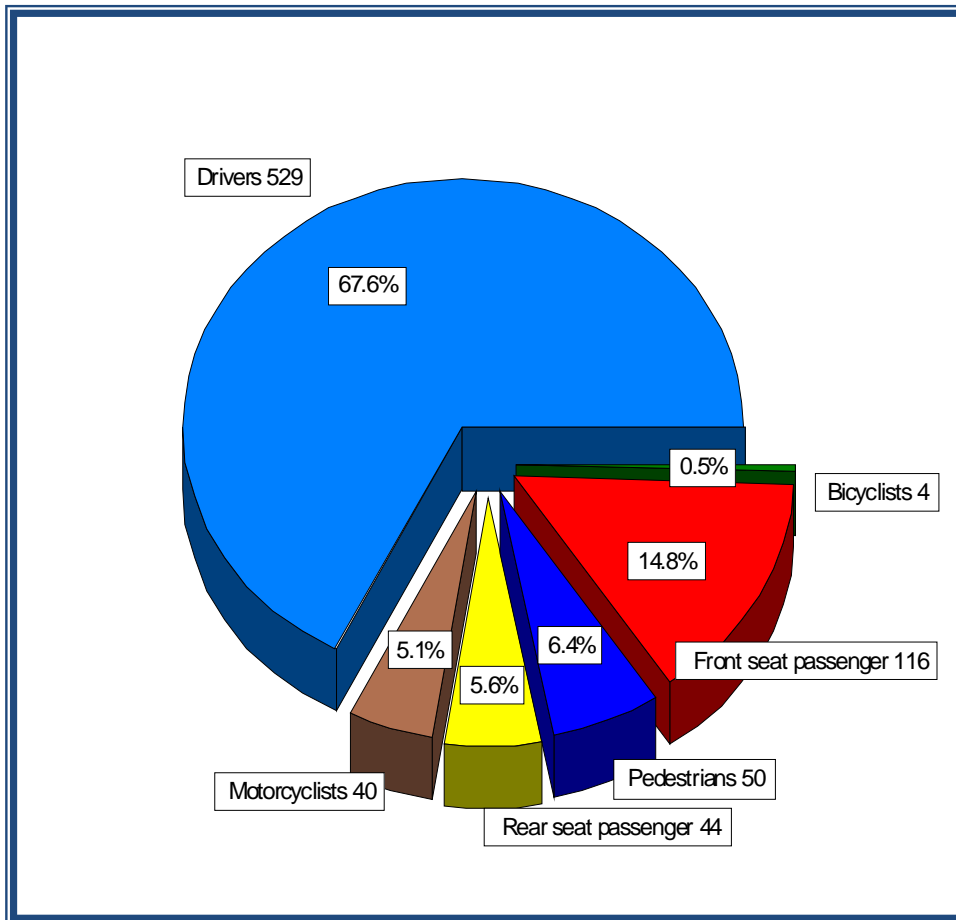
**Chart 1: Fatalities vs. Fatal Traffic Crashes in Mississippi 1995 - 2008**



**Chart 2: Traffic Fatalities by Road System**



**Chart 3: 2008 Mississippi Traffic Fatalities - 783 Total Fatalities**



During 2008 in Mississippi, there were 711 fatal traffic crashes, 19,613 injury crashes and 53,798 crashes involving only property damage. This equates to 74,122 total traffic crashes for our state. The total crashes for 2007 were 77,664 with 804 fatal crashes, 21,519 injury crashes and 55,341 with property damage.

### **Occupant Protection**

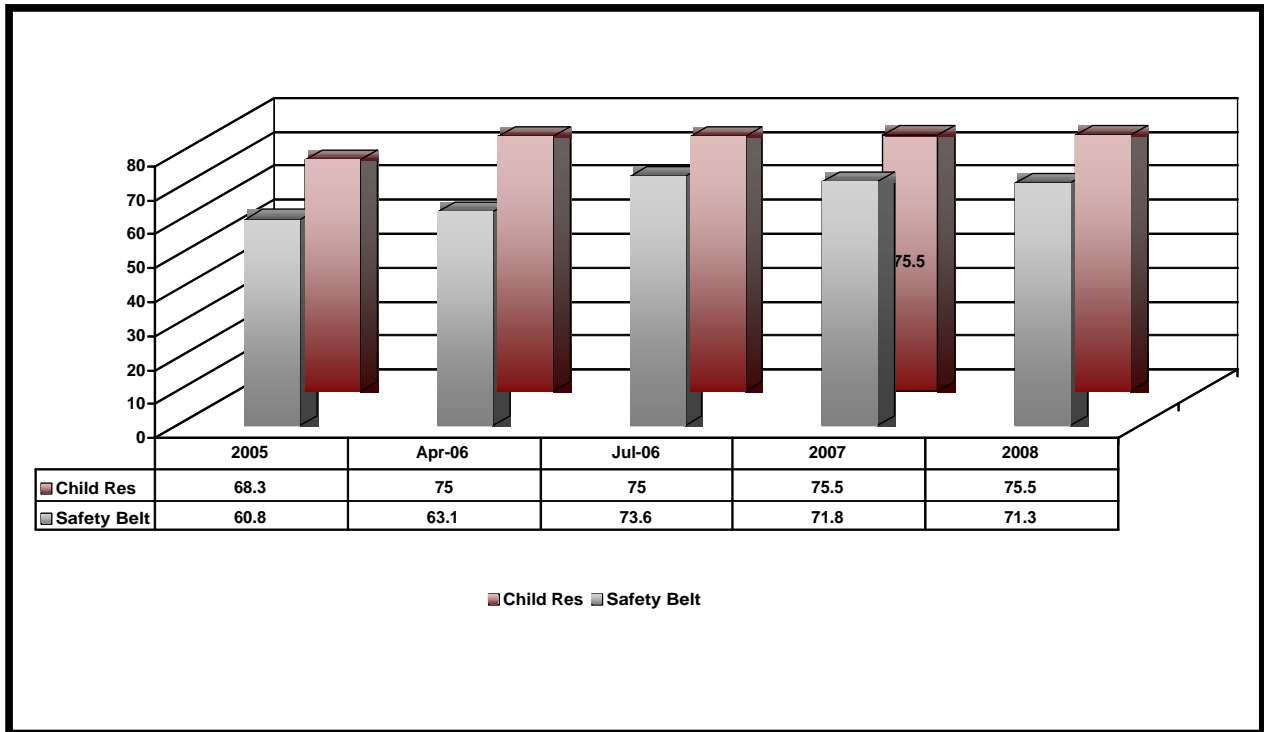
On Mississippi roadways, fatal crashes and traffic fatalities during 2008 decreased by significant percentages over 2007. There were 93 fewer fatal traffic crashes, an 11.6% reduction. Moreover, there were 101 fewer traffic fatalities, an 11.4% reduction. This is the first year since 2001 that fatalities have been below 800. Recently, the largest number of fatalities was 949 in year 2000.

On May 27, 2006, Mississippi became the 22<sup>nd</sup> state to implement a primary safety belt law. With its adoption, Mississippi qualified for \$ 8.7 million dollars in incentive funds for traffic safety. We commend our legislature for enacting this bill and the governor for his support and signature.

**Table 2: Mississippi Occupant Protection Facts**

	2006	2007	Change	2008	Change
Fatal Crashes	812	804	-1%	711	-11.6%
Fatalities	911	884	-3%	783	-11.4%
Seat Belt Citations	9,562	35,937	276%	37,386	4.0%
Child Seat Citations	3,081	8,233	167%	8,706	5.7%
Fatalities not Belted	72.4%	69.7%	4.0%	66.3%	-4.9%
Ages 16 - 20 killed & not belted	77.0%	78.0%	1.0%	72.0%	-7.7%

**Chart 4: Child Restrain and Safety Use Rates 2005 - 2008**

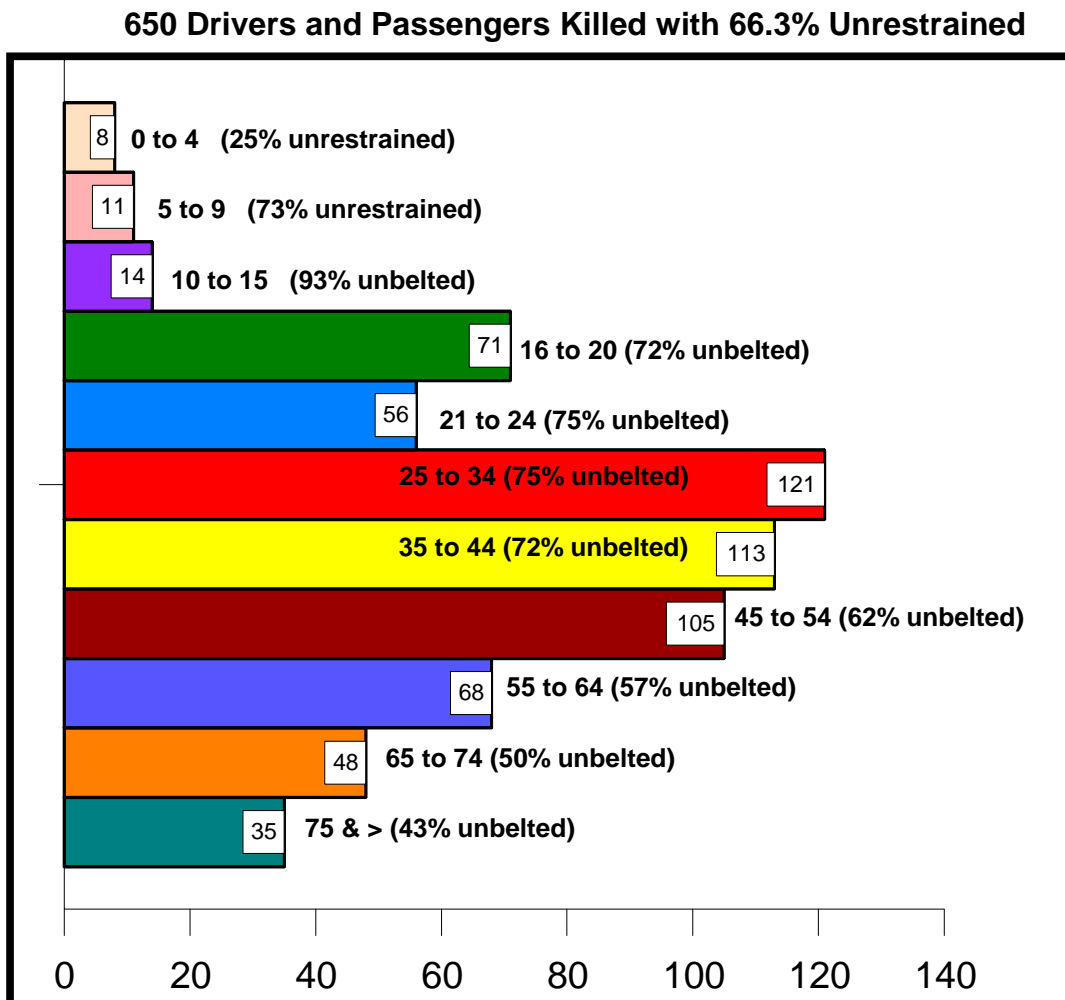


Historically, most of the drivers and passengers that die in traffic crashes were not belted. Although, safety belts cannot save all persons, it is estimated that fatalities are in fact reduced by 50 to 65 percent by those using safety belts and becoming injured rather than killed. In 2008, there were over 6,000 serious injuries and 67%, or 2 out of every 3, were using safety belts. Our unbelted fatalities have decreased from 72.4% to 66.3% over the last two years. The young drivers and passengers ages 16 to 20 that were unbelted when killed have also decreased from 78% in 2007 to 72% in 2008. With these decreases in unbelted fatalities, this proves that there has been a corresponding increase in belt usage during fatal crashes.

There were 488 drivers sustaining life threatening injuries (A level) in 2008. These constituted those persons that would have died if not for EMS response within the “golden” hour after traumatic injury. Almost half of these (46.5%) were belted and subsequently, did not become a fatality.

During 2008, there were 4,751 drivers with serious injuries (B level) and over three out of four were belted (79.4%). Most of these were transported by EMS to medical centers for observation and/or emergency room care. Moreover, there were 13,714 drivers with minor injuries (C level) because they were belted at a rate of 93.6%. 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.

**Chart 5: Mississippi Occupant Fatalities by Age – 2008**



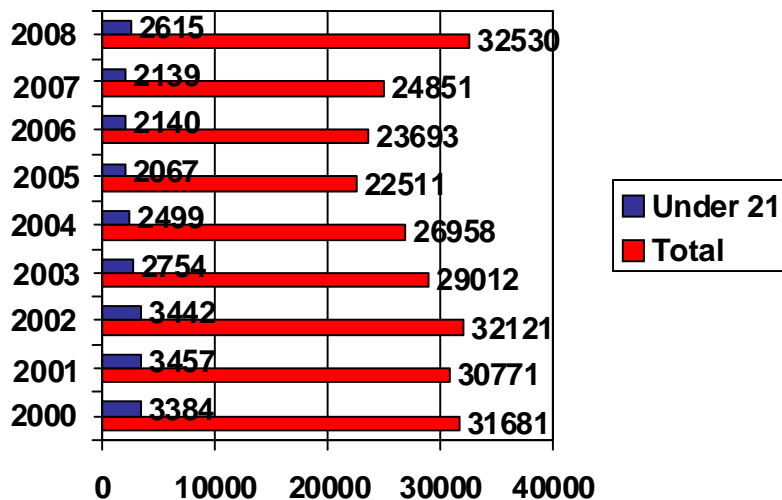
The chart above shows occupant fatalities by age and occupant protection. There were eight deaths of very young children, ages 0 to 4, with only two out of ten not in child restraint devices. The ages 10 to 15 had 14 deaths with an overwhelming 93% unbelted. Our legislature is debating a measure to mandate all juveniles under 18 be restrained in all seating positions. Presently, our law only covers to age eight in the rear seats.

Mississippi teenagers and young adults under age 35 represent significant traffic safety problems concerning seat belts. Teenagers (ages 16 to 20 actually) were 10.9% of occupant deaths while being only 6.4% of the licensed drivers. They were unbelted 72% of the time when killed. Young adults, ages 21 to 24, were 8.6% of occupant deaths and 6.9% of licensed drivers with 75% unbelted. 121 of the occupant deaths were ages 25 to 34 and had an unbelted rate of 75%. Deaths of those ages 35 to 44 had 72% unbelted. All adults, ages 45 and older had the best occupant protection rates of those killed except for the ages 0 to 4. The most senior adults killed were belted 57% of the time.

### **Impaired Driving**

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

**Chart 6: DUI Arrests in Mississippi in 2000 - 2008**



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 us the capability to

compute estimates of total arrests for each year. In 2008, there were 24,723 Mississippians arrested for DUI. Applying a 24% out-of-state arrest rate, this produces an estimate of total arrests to be 32,530. In the last six years, total DUI arrests had dropped from a high of 32,121 in 2002 to a low of 22,511 in 2005. This is a 30% decrease for this period. Many factors led to this situation. Law enforcement deployments for military service have greatly affected manpower. The year 2005 arrests were impacted by Katrina and its aftermath. However, in 2008 DUI arrests increased to 32,530, the most in this decade. This reflects a significant 30.9% increase over last year and a staggering 44.5% increase since 2005.

The underage DUI arrests constitute major traffic safety problems. In fact, the teenage percentage of total DUI is really greater than the 8% to 11 % shown in the above table. This is true because the under 21 count stated is the actual number of young Mississippi drivers arrested, but the total, as noted, includes Mississippi and out-of-state drivers. We have no way of estimating the number of out-of-state underage arrests. The Mississippi underage driver accounts for 10.6% of all Mississippi drivers arrested for DUI. The most alarming fact is that these young drivers are committing two serious offenses - both drinking alcohol illegally and then driving under the influence!

**Table 3: 2000-2008 DUI Arrests**

Year	Total DUI Arrests	Underage 21 DUI	% Underage DUI
2000	31,681	3,384	10.7 %
2001	30,771	3,457	11.2 %
2002	32,121	3,442	10.7 %
2003	29,012	2,754	9.5 %
2004	26,958	2,499	9.3 %
2005	22,511	2,067	9.2 %
2006	23,693	2,140	9%
2007	24,851	2,139	8.6%
2008	32,530	2,615	8%

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

In Mississippi for 2008, alcohol related traffic fatalities remain below the national average of 40%. For the years 2003 through 2006, the rate of alcohol deaths increased from 37% to 41%. Moreover, the number of alcohol deaths for this period had increased from 321 to 375 because



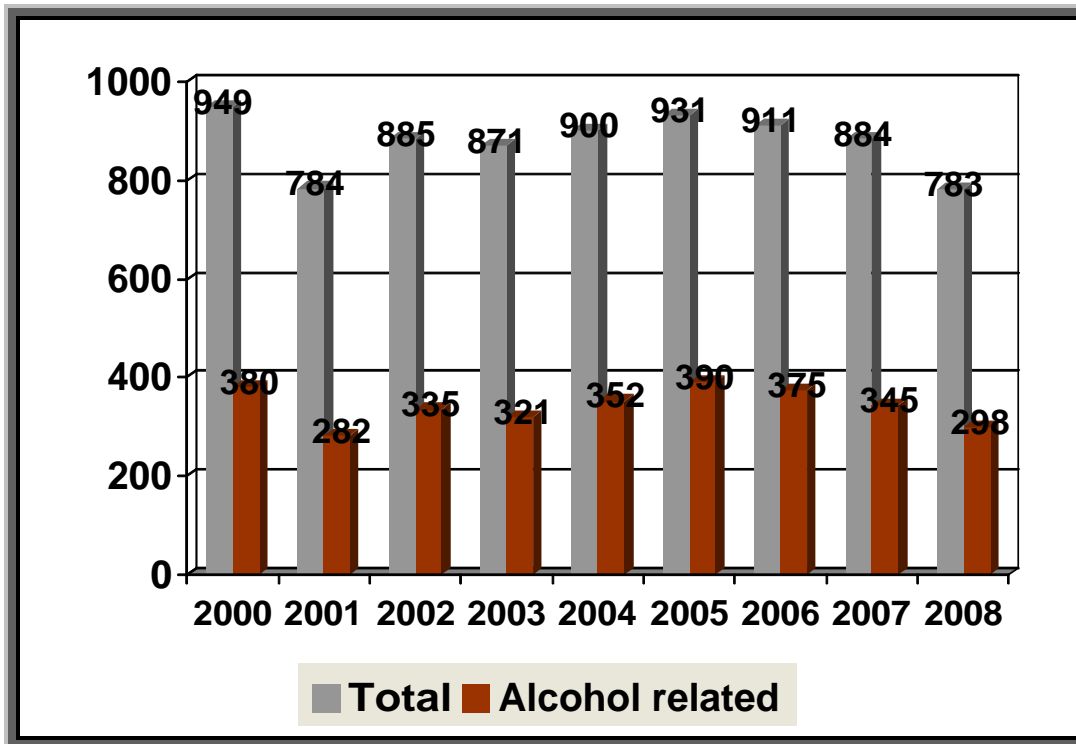
total traffic fatalities had risen from 871 to 911. Both total fatalities and alcohol related deaths decreased in both 2007 and 2008. However, for 2008, there were 101 fewer traffic fatalities for an 11.4% reduction. Moreover, alcohol related fatalities decreased by 50, a 15.8% reduction.

**Table 4: Mississippi Traffic Fatalities and Alcohol Involvement**

<b>Year</b>	<b>Fatal Crashes</b>	<b>Fatalities</b>	<b>Alcohol Related Deaths</b>	<b>% Alcohol of Total</b>
<b>2000</b>	<b>846</b>	<b>949</b>	<b>380</b>	<b>40 %</b>
<b>2001</b>	<b>704</b>	<b>784</b>	<b>282</b>	<b>36 %</b>
<b>2002</b>	<b>769</b>	<b>885</b>	<b>335</b>	<b>38 %</b>
<b>2003</b>	<b>786</b>	<b>871</b>	<b>321</b>	<b>37 %</b>
<b>2004</b>	<b>786</b>	<b>900</b>	<b>352</b>	<b>39 %</b>
<b>2005</b>	<b>840</b>	<b>931</b>	<b>390</b>	<b>42 %</b>
<b>2006</b>	<b>812</b>	<b>911</b>	<b>375</b>	<b>41 %</b>
<b>2007</b>	<b>804</b>	<b>884</b>	<b>316</b>	<b>36 %</b>
<b>2008</b>	<b>711</b>	<b>783</b>	<b>266</b>	<b>34 %</b>

The average (mean) BAC for all DUI arrests during 2008 was .141. This is evidently well above the per se BAC of .08 and .02 for under age 21. The proximity of the mean for DUI arrests to .08 is a direct measure of the potential impact of DUI enforcement to raise the perception of risk for arrest among persons prone to drink and drive. The fines assessed for DUI are above 7 million dollars annually.

Chart 7: Total Fatalities vs. Alcohol Related Fatalities



The DUI refusal rate recently has been increasing to almost one in four (23.3%). The conviction rate had remained about 91% historically. However, the 2008 rate fell to 86.4%. Felony DUI (3<sup>rd</sup> offense) are supposed to be reported by the Circuit Court where the conviction occurred. However, most DUI abstracts come from Justice or Municipal courts. Therefore, the reported felony rate is very low (less than 1%). Historically, first offense DUI had been about 67% of DUI offenses before third offense became a felony.

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

In summation, all the alcohol traffic safety indicators show a positive change from 2007 to 2008. The “Over the Limit - Under Arrest” public information and education campaign, coupled with strict traffic enforcement by state and local departments, document that our state has made significant progress in reducing deaths on our roadways. For 2008, not only were traffic fatalities decreased, but fatal traffic crashes were reduced 11.6% from 804 to 711.

The impaired driver data shows that when DUI arrests increase, there is an inevitable decrease in

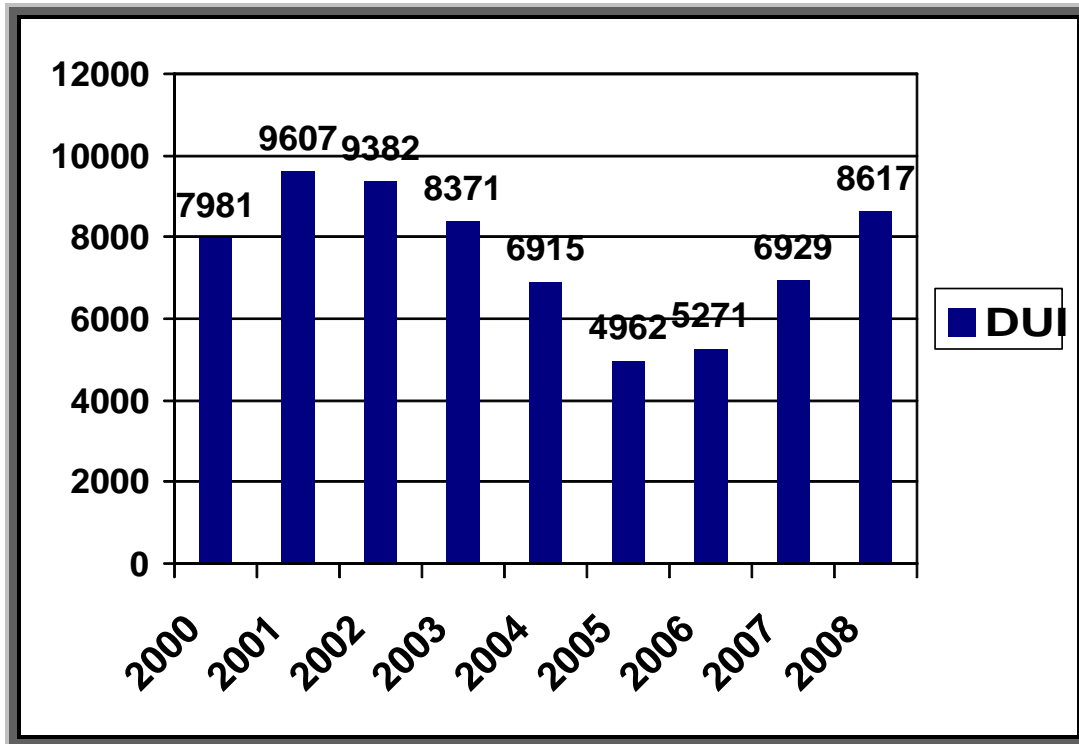
both total traffic deaths and alcohol related deaths. DUI arrests increased 30.9 percent and total traffic deaths fell 11.4 percent while alcohol related fatalities fell 15.8 percent.

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

**Table 5: Mississippi DUI Analysis by Rates**

Year	Police %	Sheriff %	MHP %	Refusal Rate	Conviction Rate	DUI 1 <sup>st</sup>	DUI 2 <sup>nd</sup>	DUI 3 <sup>rd</sup>
2000	54.1%	19.2%	26.7%	18.3%	91.7%	80.4%	18.2%	1.4%
2001	47.5%	21.2%	31.3%	17.3%	91.2%	82.7%	16.1%	1.2%
2002	48.5%	22.1%	29.4%	19.2%	90.7%	84.1%	14.7%	1.2%
2003	49.1%	23.2%	27.7%	20%	90.1%	84.5%	14.4%	1.2%
2004	49.5%	25.6%	24.9%	21%	90.5%	84.8%	14.3%	.9%
2005	51.7%	26.8%	21.5%	23.7%	90.5%	85.8%	13.3%	.9%
2006	48.6%	28.8%	22.6%	24.1%	91.1%	86.9%	12.6%	.5%
2007	48.9%	24%	27.1%	24.5%	97.3%	87.6%	12%	.4%
2008	46.4%	30.6%	23%	23.3%	86.4%	88.5%	11.1%	.4%

**Chart 8: MHP DUI Arrests 2000 - 2008**



As shown above, the number of MHP DUI arrests has increased significantly from 2005 to 2008, showing a 73.6% increase, climbing above 2004 levels. This increase can be attributed to the sustained DUI enforcement projects initiated with OHS funding during those years. This year's HSP again has a substantial amount of impaired driving funds for the MHP to continue with the sustained DUI enforcement program, and to expand it to include a DUI dedicated unit with federal funds. Hopefully, with the development of the MHP DUI task force, DUI arrests will continue to climb, and the number of alcohol-related deaths will decline.

**Table 6: Ranking of Top Twenty Counties in Mississippi**

**Traffic Safety Problem Identification**

Rank	2008 Total Crashes 100 Mil VMT	2008 Fatality VMT Rate MHP Hwy	2008 Injury VMT Rate MHP Hwy	2008 Total VMT Rate MHP Hwy	2008 Injury Per Mile Co Roads	2008 Injury Rate 10k Pop
1	Forrest	Lawrence	Jefferson	Claiborne	Jackson	Tunica
2	Leflore	Tallahatchie	Claiborne	Jefferson	Lamar	Forrest
3	Lowndes	Wilkinson	Attala	Wilkinson	Hinds	Alcorn
4	Oktibbeha	Jefferson	George	Attala	Harrison	DeSoto
5	Jackson	Winston	Quitman	George	Warren	Warren
6	Adams	Tippah	Lawrence	Marion	Rankin	George
7	Warren	Claiborne	Humphreys	Neshoba	Tunica	Jackson
8	Alcorn	Itawamba	Walthall	Franklin	DeSoto	Lauderdale
9	Hinds	Scott	Tunica	Lafayette	Lee	Lee
10	Grenada	Holmes	Tallahatchie	Winston	Lauderdale	Harrison
11	Lauderdale	George	Neshoba	Quitman	Pearl River	Union
12	Pike	Quitman	Leake	Leake	Forrest	Pearl River
13	Harrison	Pontotoc	Marion	Lawrence	Lowndes	Adams
14	Marion	Benton	Wayne	Tishomingo	Hancock	Rankin
15	Neshoba	Tishomingo	Tishomingo	Tate	Marion	Panola
16	Rankin	Lafayette	Tate	Lowndes	George	Lincoln
17	Washington	Attala	Lafayette	Pontotoc	Pike	Grenada
18	DeSoto	Tunica	Smith	Smith	Lincoln	Hinds
19	Clay	Marion	Franklin	Tippah	Jones	Coahoma
20	Lafayette	Amite	Pearl River	Amite	Lafayette	Pike

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

**Table 7: Ranking of Top 25 Cities and Counties for Serious Injury Crashes**

Rank	City	Population	2008 Crashes	2008 Rate/10K	County	Population	2006 - 2008 Injury Trend
1	Corinth	14054	69	4.91	Forrest	72,604	39.02
2	Hattiesburg	44779	153	3.42	Tunica	9,227	36.65
3	Oxford	11756	40	3.40	Marion	25,595	35.78
4	Tupelo	34211	106	3.10	Neshoba	28,684	33.53
5	Laurel	18393	53	2.88	Tallahatchie	14,903	30.99
6	Southaven	28977	73	2.52	Walthall	15,156	30.80
7	Pearl	21961	55	2.50	George	19,144	29.65
8	Brandon	16436	41	2.49	Lawrence	13,258	28.76
9	Ocean Springs	17225	41	2.38	Jones	64,958	28.35
10	Moss Point	15851	37	2.33	Jackson	131,420	27.62
11	Vicksburg	26407	59	2.23	Pike	38,940	27.21
12	Pascagoula	26200	57	2.18	Alcorn	34,558	26.61
13	Gulfport	71127	153	2.15	Union	25,362	26.16
14	Columbus	25944	49	1.89	Leake	20,940	25.58
15	Meridian	39968	74	1.85	Smith	16,182	25.46
16	Jackson	184256	335	1.82	Lowndes	61,586	25.38
17	Natchez	18464	31	1.68	Clay	21,979	25.24
18	Biloxi	50644	73	1.44	Pearl River	48,621	24.03
19	McComb	13337	17	1.27	Claiborne	11,831	23.98
20	Clarksdale	20645	26	1.26	Lincoln	33,166	23.66
21	Greenwood	18425	21	1.14	Attala	19,661	23.53
22	Starkville	21869	23	1.05	Stone	13,622	23.51
23	Cleveland	13841	12	0.87	Grenada	23,263	23.41
24	Greenville	41633	23	0.55	Harrison	189,601	22.92
25	Long Beach	17320	6	0.35	Covington	19,407	22.49

Ranking of Mississippi cities and counties was performed for serious injury crashes (Injury Levels A and B). Injury level C (Minor) and PDO crashes were removed from this study in order to reduce the reporting bias and, more significantly, to pinpoint the most hazardous crashes. The table above discloses the rankings by city police departments investigating crashes on municipal streets. The counties are ranked by all serious crashes reported by all law enforcement jurisdictions.

## Speed

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

- 2008 speed related fatality Rate was 14.3 per 100,000 population.
- 42% of all fatal crashes are Speed-related. (37% males between the age of 15-20)

**Table 8: Speed Related Crashes 2001-2008**

Crash Year	Total Fatalities	VMT (Millions)	Speed-Related Fatalities	Speed-Related Fatality Rate by VMT
2001	794	35,894	149	.4
2002	885	36,273	232	.6
2003	872	37,718	170	.45
2004	900	38,915	173	.44
2005	931	39,899	254	.64
2006	911	41,030	337	.82
2007	884	42,755	320	.75
2008	783	43,561	327	.75

**Table 9: Economic Impact of Motor Vehicle Traffic Crashes, 2000**

	Overall Costs	Due to Speeding-Related Crashes
Mississippi	\$2.106 Billion	\$.414 Billion
United States of America	\$230.568 Billion	\$40.390 Billion

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

- Currently, Mississippi sheriffs and deputies cannot run radar as mandated legislatively. Thus, speeding and high fatalities continue to be a problem on rural roads.
- Almost 50 percent of Speed-related fatalities occur on lower speed collector and local roads with limits of 50 mph or less.
  - For drivers involved in fatal crashes, young males are the most likely to be speeding.
  - Law enforcement officials consistently report that speeding is the number 1 or 2 traffic complaint from citizens to their agencies.
  - Speeding is responsible for 27% of all contacts between drivers 16 and older and law enforcement.

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

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

### **Motorcycle Safety:**

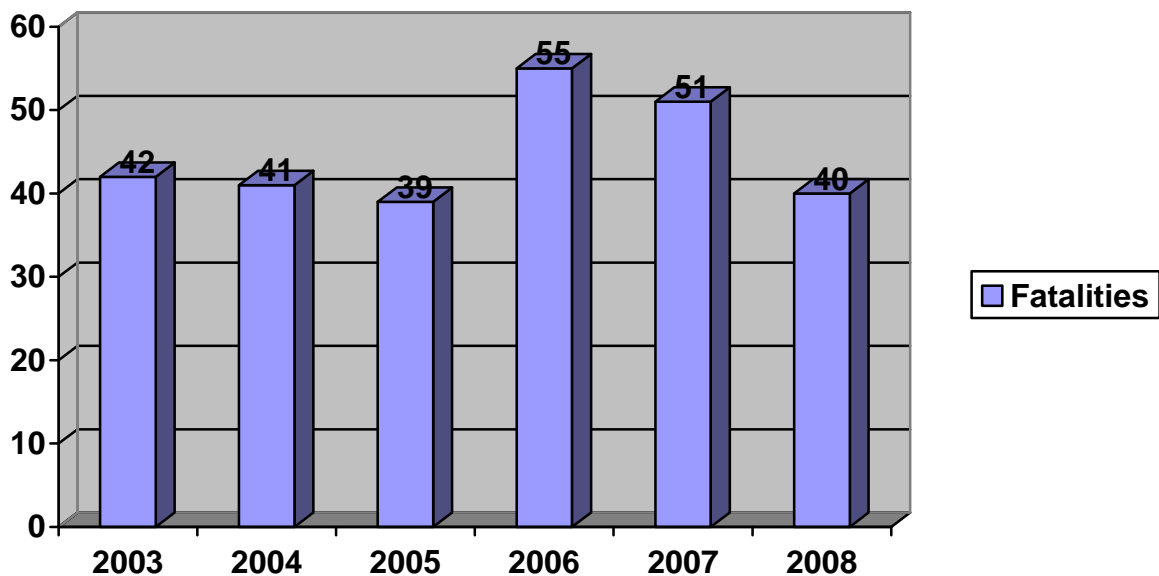
Mississippi has a strong motorcycle helmet law. However, with high fuel costs, more and more Mississippians are riding motorcycles, with the number of motor cycle registrations climbing each year. In 2007, motorcycle registrations were 39,599, with 51 motorcycle fatalities. In 2008, motorcycle fatalities decreased by 17.6% to 40 with an increase in motorcycle registrations to 44,563. In 2008, 20% of the motorcyclists killed were not wearing helmets. Mississippi consistently maintains a 99% motorcycle helmet usage in the annual Motorcycle Survey conducted by Mississippi State University.

**Table 10: 2006 - 2008 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
2006	11	44	0	20.00%	55	35,837
2007	17	33	1	33.33%	51	39,599
2008	8	32	0	20.00%	40	44,563



**Chart 9: Motorcycle Fatalities 2003-2008**



**Table 11: Motorcyclist Fatalities by Age**

Year	Age						Total
	<20	20-29	30-39	40-49	50-59	>59	
2004	3	14	11	8	3	1	40
2005	3	10	9	10	3	4	39
2006	0	14	10	18	8	5	55
2007	6	12	13	8	10	2	51
2008	3	10	10	8	6	3	40

**Table 12: Motorcyclist Fatalities per 100,000 Registered Motorcycles**

Year	Motorcyclist Fatalities	Total Motorcycle Registrations	Motorcyclist Fatalities Per 100,000 Motorcycle Registrations
2004	40	27,162	147.3
2005	39	32,153	121.3
2006	55	35,837	153.5
2007	51	39,599	128.8
2008	40	44,563	89.8

### **Setting of Performance Goals:**

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

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

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

### **Participation in Planning Process:**

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

### **Grant Application Process:**

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

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

The Associations of Chiefs of Police and Sheriffs have meet two times a year for conferences and OHS representatives are on program to present our highway safety issues each year. These groups are invited to apply for highway safety projects, and the LELs discuss possible funding options during the meeting. The police chiefs and sheriffs are invited to suggest other highway safety funding initiatives, to be included in the planning process.

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

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

**Project Development Description:**

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

# HIGHWAY SAFETY PLAN 2010

## Goals and Performance Measures

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**Goal: To reduce traffic fatalities to 700 and serious injuries to 28,000 or below by 2012.**

- **C-1 Core Outcome Measure/Fatalities:** To decrease traffic fatalities 15% from the 2007 base calendar year of 884 to 750 by December 31, 2010.
- **C-2 Core Outcome Measure/Serious Injuries:** To decrease serious traffic injuries 12% from the base calendar year 2007 of 8,832 to 7,750 by December 31, 2010.
- **C-3 Core Outcome Measure/Fatality Rate:** To decrease fatalities by VMT from the 2007 base calendar year of 2.04 to 1.75 by December 31, 2010.
  - To decrease rural fatalities by VMT from the 2007 base calendar year of 2.36 to 2.20 by December 31, 2010.
  - To decrease urban fatalities by VMT from the 2007 base calendar year of 1.53 to 1.45 by December 31, 2010.
- **C-4 Core Outcome Measure/Unrestrained Passengers:** To decrease unrestrained passenger vehicle occupant fatalities in all seating positions 15% from the 2007 base calendar year of 737 to 627 by December 31, 2010.
- **C-5 Core Outcome Measure/Alcohol and Other Drugs:** To decrease alcohol impaired driving fatalities by 25%, from the 2007 calendar year baseline of 316 in 2007 to 237 by December 31, 2010.
- **C-6 Core Outcome Measure/ Speed:** To decrease speeding-related fatalities 8% from the 2007 base calendar year of 349 to 320 by December 31, 2010.
- **C-7 Core Outcome Measure/Motorcycles:** To decrease motorcyclist fatalities 25% for the 2007 base calendar year of 51 to 38 by December 31, 2010.
- **C-8 Core Outcome Measure/Unhelmeted Motorcyclists:** To decrease unhelmeted motorcyclist fatalities 66% from the 2007 base calendar year of 18 to 6 by December 31, 2010.
- **C-9 Core Outcome Measure/ Under 20:** To decrease drivers age 20 or younger involved in fatal crashes 32% from the 2007 base calendar year of 154 to 105 by December 31, 2010.

- **C-10 Core Outcome Measures/Pedestrians:** To decrease pedestrian fatalities 17% from the 2007 base calendar year of 58 to 48 by December 31, 2010.
- **B-1 Core Behavior Measure/Occupant Protection:** To increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles by 3 percentage points from the 2007 base calendar year usage rate of 72% to 75% By December 31, 2010.
- **Outcome Measure/Traffic Records:** To decrease the number of days crash data is available electronically from the crash event from 5.5 days in 2007 to 4 days by December 31, 2010.
- **Outcome Measure/Traffic Records:** To decrease the number of days citation data is available electronically from the citation date from 15.5 days to 8 days by December 31, 2010.
- **Outcome Measure/Traffic Records:** To increase the percentage of agencies entering data electronically from 83% (260 out of 311) in 2007 to 95% (295 out of 311) by December 31, 2010.
- **Outcome Measure/Roadway Safety:** In FY 2010, to serve two communities by installing traffic signs and signals which are in compliance with MCTUD standards by December 31, 2010.

### Activity Measures

- **Activity Measure/Speed:** To increase the number of grant funded speeding citations during state enforcement periods from 22,830 in FY 2008 to 25,000 by the end of FY 2010.
- **Activity Measure/Seat Belts:** To increase the number of grant funded seat belt and child passenger citations during state enforcement periods from 17,143 in FY 2008 to 19,000 by the end of FY 2010.
- **Activity Measure/Impaired Driving:** To increase the number of grant funded DUI arrests during state enforcement periods from 24,851 in 2007 to 35,000 by the end of FY 2010.

**MISSISSIPPI HIGHWAY SAFETY PLAN AND ANNUAL REPORT  
PERFORMANCE MEASURES AND GOALS**

<b>Performance Measure</b>	<b>Baseline 2007**</b>	<b>Current Status 2008*</b>	<b>Short Term Goal - 2010</b>	<b>Long Term Goal - 2012</b>
<b>Overall</b>				
Number of traffic fatalities	884	783	750	700
Number of serious traffic injuries	8,832	7,828	7,750	7,000
Fatalities/VMT – Total	2.04	1.80	1.75	1.60
Fatalities/VMT – Rural	2.36	UNK	N/A	N/A
Fatalities/VMT – Urban	1.53	UNK	N/A	N/A
<b>Alcohol/Impaired Driving</b>				
Number of fatalities involving driver or mc operator with .08+ BAC	316	266	237	225
Number of grant-funded impaired driving arrests (Total) ***	24,851	32,530	35,000	36,000
<b>Occupant Protection</b>				
Number of unrestrained occupant fatalities (all seat positions)	737	650	627	610
Observed seat belt use (front seat outboard occupants)	71.8%	71.3%	75%	77%
Number of grant-funded seat belt citations (includes CPS) †	17,143	17,987	19,000	21,000
<b>Speed</b>				
Number of speeding-related fatalities	349	327	320	300
Number of grant-funded speeding citations†	22,830	23,415	25,000	27,000
<b>Motorcycle Safety</b>				
Number of motorcyclist fatalities	51	40	38	35
Number of unhelmeted motorcyclist fatalities	18	8	6	1
<b>Pedestrian Safety</b>				
Number of pedestrian fatalities	58	50	48	45
<b>Youth</b>				
Number of drivers age 20 or younger involved in fatal crashes	154	110	105	100
<b>Traffic Records</b>				
Number of days crash data available electronically from event	5.5	4.8	4	3
Number of days citation data available electronically from event	15.5	10.7	8	3
Percentage (number) of agencies entering data electronically††	83% (260)	92.2% (287)	95% (295)	100% (311)
<b>Roadway Safety</b>				
Number of communities served with signing projects funded by OHS	3	4	2	0

2008 FARS data from Annual File \*Data from 2008 unless noted otherwise † OP/Speeding Citations During CIOT and DDOTLUA  
2007 FARS data from Final File \*\*Data from 2007 unless noted otherwise †† Data from 2009  
\*\*\* Data includes Total DUI arrests

**PA FY 2010-01**  
**PLANNING AND ADMINISTRATION**

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

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

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

The OHS staff for state fiscal year 2010 consists of the following: ( See Organizational Chart)

1 Executive Director	(33% 402 P & A; Dr. Billy White, Jr.)
1 Bureau Director, GR	(100% 402 P & A; Kim Proctor)
1 Attorney	(33% 402 P & A; Steve Coleman)
1 Program Analyst/Planner	(100% P & A Under recruitment)
1 Administrative Assistant	(100% 402 P & A; Beth Burns)
1 Accounting Bureau Director	(33% 402 P & A; Sonya Toaster)
2 Accounting support	(33% 402 P & A, Ginny Stubbs, Paul Ammerman)
1 Accounting Branch Director	(100% P & A Patsy Lowery)
1 Alcohol Division Director	(100% 402 Alcohol Countermeasures – Sandra Moffett)
1 OP Division Director	(100% OP 402; Twyla Jenkins)
1 OP Program Manager	(100% OP 402; Kathy Ellis)
1 OP Special Projects Coordinator	(100% OP 402; Robin Layton)
1 PTS Branch Director	(50% PTS 402; Bobby Earnhart)
1 PTS Project Manager/LEL	(100% PTS 402 Robert Hancock)
1 Traffic Records Coordinator	(100% 402 Traffic Records- Lamar Beasley)

1 Roadway Safety Coordinator (50% PTS 402 –Bobby Earnhart)  
 2 AL Program Managers/LELs (100% 154 Prog. Coord- Roger Vanlandingham, Dale Turner)  
 2 AL Program Managers (100% 154 Program Coordination: Tyra Bass, Mary Lukens)

(Additional Staff paid through contractual arrangements with the University of Southern Mississippi: 4 Law Enforcement Liaisons 100% PTS; Markas Marbury, Tammy Moore, Mike Hemrick, Vacant, 1 Administrative Assistant Dianne Byrd)

**PA FY 2010-01  
 PLANNING AND ADMINISTRATION**

	<b>TOTAL (100%)</b>	<b>FEDERAL (50%)</b>	<b>MATCH (50%)</b>
<b>PERSONAL SERVICES</b>			
Salaries & Wages: (Bureau Director; Executive Director (33%) Attorney (33.0%) Program Analyst (2) Administrative Assistants Fiscal Officer (100%))	\$206,920.32	\$103,460.16	\$103,460.16
Fringe Benefits (24.9% of Salaries which consist of: Social Security, State Retirement, Group Insurance, Unemployment Insurance, and Workman's Compensation)	\$ 51,523.16	\$ 25,761.58	\$ 25,761.58
Travel	\$ 15,000.00	\$ 7,500.00	\$ 7,500.00
<b>Total Personal Services</b>	<b>\$273,443.48</b>	<b>\$136,721.74</b>	<b>\$136,721.74</b>
<b>CONTRACTUAL SERVICES</b>			
Utilities	\$ 8,200.00	\$ 4,100.00	\$ 4,100.00
Telephone	12,000.00	6,000.00	6,000.00
Office Rent	95,000.00	47,500.00	47,500.00
Accounting Services	45,000.00	22,500.00	22,500.00
Other Fees	<u>10,000.00</u>	<u>5,000.00</u>	<u>5,000.00</u>
<b>Total Contractual Services</b>	<b>\$ 185,200.00</b>	<b>\$92,600.00</b>	<b>\$92,600.00</b>
<b>GRAND TOTAL PLANNING AND ADMINISTRATION</b>	<b>\$458,643.48</b>	<b>\$229,321.74</b>	<b>\$229,321.74</b>



**FY 2010-02**  
**ALCOHOL/DRUG COUNTERMEASURES**

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**Problem Identification:**

Mississippi's fatalities decreased from in 2007 to 783 in 2008, an 11.4% drop. Alcohol-related fatalities decreased from 316 in 2007 to 266 in 2008, a 17% reduction. The percentage of alcohol-related fatalities decreased as well, from 36% in 2007 to 34% in 2008. The total number of DUI arrests increased, from 24,851 in 2007 to 32,530 in 2008. The average mean BAC for all DUI arrests in 2007 was .1. This low average BAC can be attributed in part to the .08 BAC required for DUI, .02 for under 21, and the strong Standardized Field Sobriety Training conducted within the state. The alcohol-fatality rate was 0.73 per VMT in millions for 2007, which is a substantial decrease from 2006 at .81.

Alcohol countermeasures projects proposed for this fiscal year includes designated DUI enforcement units in problem localities. As a part of any 402 alcohol countermeasures project in FY 2010, all applicants are required to establish and implement seat belt use policies for their individual agencies, attend the Mississippi Association of Highway Safety Leaders meetings, support S.T.O.R.M., the DUI Officer Association and the Blitz initiatives including two national and statewide campaigns "Click it Or Ticket" and "Drunk Driving, Over the Limit, Under Arrest".

Mississippi will participate in the National Impaired Driving Law Enforcement Crackdown as determined by NHTSA for FY 2010. In addition, Mississippi will conduct high visibility enforcement campaigns on a quarterly basis at high risk times throughout the year. A high visibility DUI enforcement initiative for the first quarter of FY 2010 is planned for the Christmas/New Year's Eve holiday period, **December 18- December 31**. High visibility DUI enforcement for the second quarter is scheduled for New Year's, **January 1- January 4, 2010 and for Super Bowl Weekend**. The third quarter high visibility initiative includes **June 25- June 30, 2010**. Fourth quarter HV initiatives will continue **July 1-5, 2010** for the July 4<sup>th</sup> holiday, and Labor Day which will be held during the FY 2010 National Impaired Driving campaign (**August 20 - September 6, 2010**). Participating law enforcement agencies, including State police, will be involved in conducting these six high visibility enforcement blitz efforts which will include checkpoints, saturation patrols and other detailed activities in a joint effort to reduce the number of alcohol-related fatalities in Mississippi.

Law enforcement will use the following criteria to help identify locations in each county and city for intensified enforcement including sobriety checkpoints and saturation patrols.

Selection of intensified enforcement areas will be determined by:

- Unusual incidence of alcohol/drug related crashes,
- Alcohol/drug impaired driving violations,
- Unusual number of nighttime single vehicle crashes and/or

- Any other documented alcohol/drug related vehicular incidents

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

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

### **Outcome Measures:**

- **C-5 Core Outcome Measure/Alcohol and Other Drugs:** To decrease alcohol impaired driving fatalities by 15%, from the 2007 calendar year baseline of 316 in 2007 to 266 by December 31, 2010.

### **Activity Measures:**

- **Activity Measure/Impaired Driving:** To increase the number of grant funded DUI arrests during state enforcement periods from 24,851 in 2007 to 35,000 by the end of FY 2010.

### **Strategies:**

- **To increase the number of DUI arrests from 24,851 in 2007 to 35,000 by December 31, 2010.**
- **MS OHS will participate in the National Drunk Driving Crackdowns as set forth by the section 410 guidelines.**
- **Fund a comprehensive alcohol countermeasures coordination project to see alcohol/drug countermeasures including DUI enforcement statewide.**
- **Provide logistics for the statewide Standardized Field Sobriety Training.**
- **To fund DUI enforcement projects which utilize high visibility enforcement.**
- **Each local OHS DUI project agency will conduct at least one special impaired driving enforcement operation per month in a high risk location.**
- **During the sustained period MHP, in conjunction with the local jurisdictions, will conduct at least two safety checkpoints per month in each of the thirty highest alcohol related fatality ranked counties.**
- **Each local OHS DUI project will continue to do monthly multi-jurisdictional sobriety checkpoints, giving priority to high risk locations identified in the SES counties.**

- Each local project will generate earned media and shall anticipate earned media activities before, during and after planned enforcement efforts.
- OHS will use the NHTSA/GHSA questions that track driver attitude and awareness concerning impaired driving in surveys to be conducted during the fourth quarter of FY 2010.

## **402 Project Descriptions:**

**Project Number: 10-AL-410-1**

**Project Title: Alcohol/Drug Countermeasures Coordination Project**

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

**Budget: \$125,000 Federal 402**

**Project Number: 10-AL- 207-1**

**Project Title: City of Corinth**

**DUI Enforcement Project**

**Description:** The City of Corinth in Alcorn County has consistently been in the top ten/twenty traffic rankings. The City has posted the highest traffic fatality and serious injury rates in the entire state for three out of the last seven years. Thus, the City is applying for assistance to implement a DUI enforcement project to consist of a DUI enforcement officer, who will do high-visibility DUI enforcement and high-profile activities designed to remove impaired drivers from roads and highways throughout the city, with a multi-agency approach.

**Budget: \$40,000.00 Federal 402**

**Project Number: 10-AL-299-1**

**Project Title: City of Lucedale DUI Enforcement Project**

**Description:** Lucedale is located in George County, thirty-four miles west of Mobile, Alabama, thirty-three miles north of Pascagoula, Mississippi, fifty miles east of Hattiesburg, Mississippi. Within the city limits of Lucedale there are four major highways, hwy 98 bypass, hwy 613, hwy 63, and Highway 26. Highway 63 leads to the Mississippi Gulf Coast, known for its gambling institutions with its free alcoholic beverages. Lucedale is 11 miles from the Alabama state line, 14 miles from the Jackson County line along with the fifty miles it is from Hattiesburg, many locations to George County, which ranks sixth in alcohol-related fatality rate. Lucedale wrote 68 DUI's in 2008. Lucedale is requesting one full DUI officer and supporting equipment for high visibility enforcement. One PBT, one in-car camera, one rear camera, and one streamer flashlight to be used at DUI enforcement checkpoints have been requested to assist with implementation of this new DUI enforcement grant.

**Budget: 47,194.00 Federal 402**

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**Project Number: 10-AL-146-1**

**Project Title: Marion County Sheriff's Department DUI Enforcement Project**

**Description:** Marion County is bordered by five other counties in Mississippi and the state of Louisiana. Marion County is ranked within the top half of the state for alcohol-related fatalities. The population of Marion County has increased forty percent since the 2000 census to the number of 43,250, because of this, Marion County has increased in the number of people driving under the influence. Marion County wrote 282 arrests for DUI's from the year 2006 to 2008. With the addition of a full time DUI officer we expect the DUI arrest rate to increase by ten percent or more. Marion County has two officers on call per shift, having the DUI officer working DUI full time would free up the attention of the two other officers to assist citizens in calls for service instead of tying them up with DUI's. An in-car camera, 2 PBTs, and flashlights have been requested as well.

**Budget: \$38,658.00 Federal 402**

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**Project Number: 10-AL-299-1**

**Project Title: City of Picayune DUI Enforcement Project**

**Description** The City of Picayune is the largest city located in Pearl River County, a county with 48,621 residents, and is the major city for the entire county trade area. Pearl River County falls within the top 30 counties for alcohol-related fatal and injury crashes. Three of the most traveled Interstate highways, I-10, I-59 and I-12, intersect only 15 miles south of Picayune. The traffic flow and population has significantly increased since the Katrina storm in 2005. Many hurricane victims displaced from the storm are now living in Picayune and Pearl River County while commuting to the roadways to work. In FY 2010, Picayune plans to hire two DUI officers and a DUI caseworker to address the impaired driver.

**Budget: \$115,000 Federal 402**

**FY 2010-02**  
**402 ALCOHOL COUNTERMEASURES**

Subgrantee	Project Title	Federal	Match	402 to Local
Office of Highway Safety	1. Alcohol/Drug Countermeasures Coordination Personnel: (Salary, Fringe, Travel) 1 Alcohol Coordinator Contractual Services Commodities Indirect Costs	\$125,000.00	\$20,000.00	-0-
Corinth	2. DUI Enforcement Project 1 DUI Officer Fringe, Travel, Commodities	\$40,000.00	\$4,000.00	\$40,000.00
Lucedale	3. DUI Enforcement Project 1 DUI Officer Fringe, Travel, Commodities Equipment: 1 PBT, 1 In-car camera, 1 rear camera, 1 stringer light	\$47,194.00	\$4,719.00	\$47,194.00
Marion County	4. DUI Enforcement Project 1 DUI Officer Fringe, Travel, Commodities Equipment: 1 In-Car camera, 1 flashlight 2 PBTs	\$38,658.00	\$3,865.00	\$38,658.00
Picayune	5. DUI Enforcement Project 2 DUI Officer 1 DUI Case Worker (Overtime, Fringe, Travel)	\$115,000.00	\$38,333.00	\$115,000.00
	<b>TOTAL</b>	<b>\$365,852.00</b>	<b>\$70,917.00</b>	<b>\$240,852.00</b>

## **FY 2010 Section 154 Project Descriptions:**

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**Project Number: 10-TA-101-1**

**Project Title: Adams County DUI Enforcement Project**

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

**Budget: \$30,000.00 Federal 154**

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**Project Number: 10-TA-205-1**

**Project Title: Brandon DUI Enforcement Project**

**Description: Project Number: 10-TA-205-1**

**Project Title: DUI Enforcement Program**

**Description:** Rankin County ranks number six for alcohol-related fatalities. Several large municipalities lie within this county, including Pearl, Brandon, Richland, and the ever growing Flowood, which just voted to allow restaurants to sell liquor by the glass. With the assistance of highway safety funding, the department will be able to continue the salary for its dedicated DUI officer and will be able to purchase 2 PBTs.

**Budget: \$50,000.00 Federal 154**

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**Project Number: 10-TA-893-1**

**Project Title: Byhalia DUI Enforcement Project**

**Description:** The proposed DUI Enforcement Project will enable the **Town of Byhalia** Police Department to continue the employment of one DUI officer and provide public information and educational literature relating to impaired driving. Byhalia is located in Marshall County, which ranks second in the state for number of alcohol-related fatalities.

**Budget: \$45,000 Federal 154**

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**Project Number: 10-TA-108-1**

**Project Title: Carroll County DUI Enforcement Project**

**Description:** Motorists driving under the influence of alcohol is a major problem in **Carroll County**. Patrons frequent numerous night clubs and bars and engage in impaired driving one departing the establishment. Carroll County ranks third in alcohol-related fatality rate from 2005 to 2007. The sheriff's department is requesting funds for one DUI officer, six flashlights and 2 PBTs for use in checkpoints.

**Budget: \$55,000 Federal 154**

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**Project Number: 10-TA-255-1**

**Project Title: Carthage DUI Enforcement Project**

**Description:** To combat the growing problem of DUI-related crashes, the **City of Carthage** police department created a DUI unit. Carthage is located in Leake County, which ranks 15<sup>th</sup> in alcohol-related fatalities. In addition to arresting DUI offenders, public information and education programs will be conducted throughout the city.

**Budget: \$47,000.00 Federal 154**

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**Project Number: 10-TA-206-1**

**Project Title: Clinton DUI Enforcement Program**

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

**Budget: \$45,000.00 Federal 154**

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**Project Number: 10-TA-261-1**

**Project Title: Collins DUI Enforcement Program**

**Description:** Collins Police Department will implement a DUI enforcement program with overtime and fringe to participate in the DDOTLUA campaign, and to conduct saturation patrols during the grant year. Collins is a growing city located on the main Highway 49 South in Covington County which is ranked 27 in the state for Alcohol Related Fatalities from 2005 – 2007 and ranked 25 for serious traffic injuries from 2006 – 2008. Further, Covington County borders Forrest County which ranks 19 in counties representing the top 65% of alcohol related crashes and fatal/injury crashes in Mississippi from 1997 – 2007.

**Budget: \$20,000 Federal 154**

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**Project Number: 10-TA-262-1**

**Project Title: Columbia DUI Enforcement Project**

**Description:** The **City of Columbia** is located approximately 33 miles west of Hattiesburg. Hattiesburg is a major city which has three college campuses, including the University of Southern Mississippi. There are also popular attractions for travelers and the city is also identified as a retirement haven. Approximately 12,000 vehicles travel through Columbia on US Highway 98. Within the city limits are three other highways, namely Highways 13, 35 and 44. Highway 13 south is used as a route to the coastal counties, including Hancock which is known for its gambling casinos. Further, Marion County, which harbors Columbia, is located between

two counties which prohibit the sale of alcohol. The project grant would allow the employment of two full time DUI officer to actively engage in DUI enforcement, while one in-car camera system will serve to effectively detect impaired drivers.

**Budget: \$70,789 Federal 154**

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**Project Number: 10-TA-263-1**

**Project Title: Columbus DUI Enforcement Program**

**Description:** Ranked as number eleven of the top twenty-five cities with the highest number of crashes, the City of Columbus has the Columbus Air Force Base and Mississippi University for Women. Also, over 20 bars and restaurants serve alcoholic beverages to patrons. Columbus plans to assign one dedicated DUI officer and one in-car video camera for enhanced conviction rates.

**Budget: \$55,000.00 Federal 154**

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**Project Number: 10-TA-116-1**

**Project Title: Covington County DUI Enforcement Project**

**Description:** An increase in population is the primary factor that has caused a significant increase in hazardous traffic problems for **Covington County**. Since Hurricane Katrina, county residents have grown from 18,000 to 21,000. Covington County is ranked 27 in the state for Alcohol Related Fatalities from 2005 – 2007 and ranked 25 for serious traffic injuries from 2006 – 2008. Federal funding will allow the sheriff's department to employ a dedicated DUI deputy to adequately address drinking and driving behavior, and purchase flashlights for use in road blocks and checkpoints..

**Budget: \$38,202.00 Federal 154**

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**Project Number: 10-TA-117-1**

**Project Title: Desoto County DUI Enforcement Program**

**Description:** Desoto County is directly adjacent to the city of Memphis, Tennessee and is rated ad the fastest growing county in Mississippi. Budgetary problems are substantial with the 223 employees. The casinos have a direct effect and contribute greatly to impaired driving due to alcohol consumption. Their office dispatches over 50,000 law enforcement calls per year and approximately 600 traffic accidents. They are rated 18<sup>th</sup> in total crashes and 8<sup>th</sup> in injuries per mile. In 2009, they had 27 fatal crashes with 30 fatalities and 30 crashes and 35 fatalities in 2007. In 2008, there were 1498 injuries and 4,421 crashes. Horn Lake, Southaven, Olive Branch and Hernando are also located in Desoto County. In 2007, there were 285 DUI arrests.

**Budget: \$100,000.00 Federal 154**

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**Project Number: 10-TA-269-1**

**Project Title: D'Iberville DUI Enforcement Project**

**Description:** **City of D'Iberville** is located in Harrison County, which is ranked 3rd in number of alcohol-related fatalities. In regard to the DUI problem in this area, D'Iberville Police



Department's data indicates 44 alcohol-related crashes occurred during 2007. The city is located overlooking Biloxi's Back Bay in the geographic center of the Mississippi Gulf Coast. Such events as 'Cruising the Coast' and Mardi Gras often come with alcohol consumption and driving which can be a deadly mix. D'Iberville is requesting one DUI officer.

**Budget: \$65,410 Federal 154**

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**Project Number: 10-TA-277-1**

**Project Title: Florence DUI Enforcement Program**

**Description** Although still a 'dry' county except for beer and light wine sales, the City of Florence has a high volume of traffic from several 'wet' counties, making liquor readily available and easy to obtain. The present population is estimated at 5000, representing a 55% increase from 2396 reported in the 2000 census. During this year, the police department stepped up patrol and traffic enforcement. The DUI officer has greatly benefited the department's enforcement ability; as a result, 126 DUI arrests, 82 drug arrest and over 1700 traffic citations have been issued by this department. Requested funding includes monies for 1 DUI officer and overtime for checkpoints/saturation patrol. During this year, the police department stepped up patrol and traffic enforcement. Requested funding includes monies to hire a DUI officer.

**Budget: \$45,778 Federal 154**

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**Project Number: 10-TA-118-1**

**Project Title: Forrest County DUI Enforcement Project**

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

**Budget: \$118,690.91 Federal 154**

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**Project Number: 10-TA-118-2**

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

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

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

**Budget: \$86,764.89 Federal 154**

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**Project Number: 10-TA-121-1**

**Project Title: Greene County DUI Enforcement Project**

**Description:** Greene County contains major U.S. Highway 98 (commonly referred to as 'Bloody 98') and highways 42, 63 57, and 594 give route to the Mississippi Gulf Coast and its gaming industries, to Hattiesburg and its university sporting events and to Mobile, AL where racing competitions are held. Unfortunately, alcohol consumption plays a huge part in each of these events; thus a high percentage of traffic crashes occurring within the county are alcohol related. Greene County ranks 11<sup>th</sup> in alcohol fatality rate. Funding for the Greene County Sheriff's Department will include 1 DUI officer.

**Budget: \$38,791.73 Federal 154**

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**Project Number: 10-TA-213-1**

**Project Title: Greenwood DUI Enforcement Project**

**Description:** The City of Greenwood continues to rank in the top thirty counties in alcohol-related fatalities in the state. Greenwood has consistently ranked in the top thirty counties in crashes, fatalities and rate per 10,000 population. There is a need to continue federal highway safety funding in order to adequately address the city's major traffic problems brought on by impaired driving. The City of Greenwood plans to continue with the assignment of one DUI officer and to utilize overtime as a part of the police department's DUI enforcement strategy. Two PBTs will be purchased as well.

**Budget: \$60,000 Federal 154**

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**Project Number: 10-TA-284-1**

**Project Title: Grenada DUI Enforcement Project**

**Description:** The City of Grenada is the only incorporated area in Grenada County and as such is the hub for shopping, recreation, medical care, and dining for the 23,263 residents of its county as well as for surrounding counties. The City of Grenada is located within Grenada County which is ranked 23 in the 2006 – 2008 Serious Traffic Injuries by County. Grenada County had one (1) alcohol related fatality per year from 2005 – 2007, which the department attributes to the high visibility DUI enforcement. Grenada Police Department reports 232 DUI arrest in 2007 and 234 in 2008. The plan will continue to provide a DUI officer and overtime for checkpoints and saturation patrol.

**Budget: \$50,433.88 Federal 154**

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**Project Number: 10-TA-214-1**

**Project Title: Gulfport DUI Enforcement Project**

**Description:** The City of Gulfport is the 2<sup>nd</sup> largest city in the state. Gulfport lies within Harrison County, which ranks third for alcohol-related fatalities. The advent of the gaming industry and the sudden dramatic economic and population growth has turned the **City of Gulfport** into a cosmopolitan area with big city traffic problems, listing it as number 10 in the top 251 of cities. The city is midway between New Orleans and Mobile and is served by the area's only major route to the coast from the north – Highway 49. One casino is located on scenic Highway 90. With traffic problems-inadequate infrastructure, traffic congestion, and an industry that encourages patrons to consume alcohol-comes increased numbers of DUI related crashes-injuries and fatalities. Funding for two DUI officers and overtime will allow for significant patrol hours to engage in saturation patrols, checkpoints and other special DUI enforcement details.

**Budget: \$200,000 Federal 154**

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**Project Number: 10-TA-123-1**

**Project Title: Hancock County DUI Enforcement Project**

**Description:** Traffic on **Hancock County** roadways is increasing at a rapid rate. This is due in part to the casinos that are now re-opened in Hancock County as well as along the Mississippi Gulf Coast. With nearly 52 fatalities per 10,000 population, the county ranks number five in the top 65% for fatalities. Continuation funding from the OHS will provide the ability to concentrate more manpower on the roadways at the appropriate times. DUI enforcement coordination will include the employment of two DUI officers and one part-time coordinator.

**Budget: \$104,139.00 Federal 154**

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**Project Number: 10-TA-124-1**

**Project Title: Harrison County DUI Enforcement Project**

**Description:** Continued stress levels brought on by increased population since Katrina has brought on extensive behavior problems. These include family issues such as domestic violence and increased alcohol consumption. DUI arrests during FY 06 were 1070, a 14% increase from the previous year. DUI arrests continue to climb, with over 1100 DUI arrests in 2008. The sheriff department is requesting continued funding for four DUI officers to actively engage in more saturation patrols and safety checkpoints.

**Budget: \$201,287.20 Federal 154**

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**Project Number: 10-TA-125-1**

**Project Title: Hinds County DUI Enforcement Project**

**Description:** **Hinds County** is home to seven (7) incorporated municipalities and numerous unincorporated communities. The largest of these, Byram is a residential community located in the southeastern part of the county. Successful petitioning and rezoning of the business district by

area merchants to declare portions of the Byram Community as a resort area is the result of the Hinds County Sheriff's Office continued efforts in strong DUI enforcement. This rezoning effort approved the sale of packaged liquor and the sale of liquor within area restaurants. Therefore, an increase in the number of impaired drivers is a logical expectation. The department requests continued funding for a central LEL officer not only to deal with DUI traffic issues within its boundaries but also to organize, coordinate and conduct regional DUI enforcement activities among agencies throughout central Mississippi. Three in-car video cameras are requested for the three DUI officers on the grant.

**Budget: \$185,000 Federal 154**

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**Project Number: 10-TA-218-1**

**Project Title: Horn Lake DUI Enforcement Project**

**Description:** In addition to being close to Memphis, Tennessee, the **City of Horn Lake** is within a few miles of Tunica which is home to over eight major casinos which are noted for providing free consumption of alcohol to its patrons. Horn Lake is located in Desoto County, the faster growing county in Mississippi. Desoto County ranks in the top twenty counties in alcohol-related fatalities per 10,000 population from 2005-2007, and the problem continues to worsen with the fast growing population. Horn Lake plans to continue to engage the police department in at least two checkpoints/roadblocks per month during sustained enforcement and to aggressively engage in national impaired driving campaigns. Two officers will be assigned in DUI enforcement for this project.

**Budget: \$125,000 Federal 154**

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**Project Number: 10-TA-288-1**

**Project Title: Indianola DUI Enforcement Project**

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

**Budget: \$40,000 Federal 154**

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**Project Number: 10-TA-165-1**

**Project Title: Jackson County DUI Enforcement Project**

**Description:** Overtime money through the DUI Enforcement Program will permit assigned deputies of the **Jackson County Sheriff's Department** to work overtime DUI details during checkpoints and saturations. In 2007 Jackson County Sheriff's Department made 232 DUI arrests and 424 DUI arrest in 2008. More importantly, funding will serve to assist an area where the county ranks tenth (10th) in Serious Traffic Injuries and seven (7) for number of alcohol fatalities within the state. The plan will continue to provide overtime for DUI Enforcement in Jackson County. This is particularly important as the county is located close to the next county which

harbors multiple casinos which routinely use free alcohol to “loosen the pockets” of their patrons. More importantly funding hopefully will serve to assist an area where the county ranks first in number of alcohol fatalities within the state.

**Budget: \$50,000.00 Federal 154**

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**Project Number: 10-TA-137-1**

**Project Title: Lamar County DUI Enforcement Project**

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

**Budget: \$100,000 Federal 154**

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**Project Number: 10-TA-231-1**

**Project Title: Lauderdale County DUI Enforcement Project**

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

**Budget: \$100,000 Federal 154**

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**Project Number: 10-TA-140-1**

**Project Title: Leake DUI Enforcement Project**

**Description:** According to statistics, the **Leake County Sheriff’s Office** has had a tremendous increase in DUI arrests since the inception of the DUI enforcement grant. Though reasons for the increase can be attributed to several factors, motorists en route to the Pearl River Resort and Casinos in Philadelphia is the primary cause. A new addition to the resort is the Beach Club, which is essentially the only bar in any of the surrounding counties and offers a pool side bar which is accessible from the new water theme park. This raises concerns for the Sheriff’s Department since more day time drinking and driving is prevalent. Leake County ranks 15<sup>th</sup> in alcohol-related fatalities. Funding will allow more patrols and checkpoints to combat impaired drivers. Additional funding will be used to purchase four stop sticks.

**Budget: \$17,000 Federal 154**

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**Project Number: 10-TA-142-1**

**Project Title: Leflore DUI Enforcement Project**

**Description:** Motorists driving under the influence is a major problem in Leflore County, continuing to rank high in fatalities. The City of Greenwood is located within the county, which ranks in the top twenty-five cities for injuries and fatalities. Thus, the department is requesting continuation funds to hire one DUI officer, provide overtime and to purchase a PBT and digital camera for use in DUI crashes.

**Budget: \$59,000 Federal 154**

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**Project Number: 10-TA-203-1**

**Project Title: Long Beach DUI Enforcement Project**

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

**Budget: \$50,000 Federal 154**

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**Project Number: 10-TA-581-1**

**Project Title: MADD Youth Program**

**Description: Mothers Against Drunk Drivers** will continue to develop their extension of the Office of Highway Safety Youth Program directly attacking the State's growing problem with teenage and young adult alcohol-related fatalities. The Youth Coordinator will form MADD Youth Initiative Chapters such as Youth In Action (High School students) which focus on the causes of alcohol use from the environment. UMADD chapters which are campus-based student organization comprised of college-aged leaders concerned about underage and high-risk drinking and impaired driving and dedicated to finding solutions. The Youth Coordinator will also plan and coordinate a youth underage drinking summit.

**Budget: \$69,316.56 Federal 154**

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**Project Number: 10-TA- 307-1**

**Project Title: Mendenhall DUI Enforcement Program**

**Description:** The town of Mendenhall has two major highways intersecting within its city including Highway 49 which is heavily traveled daily with a total daily estimated travel volume of 27,010 travelers. The town of Mendenhall is located within Simpson County, which is ranked sixteen (16) in number of Alcohol Related Fatalities in 2005 – 2007. Due to the available funds the city has increased DUI arrest from 21 in 2007 to 61 in 2008. Funding for this budget limited police department will provide overtime for continued enforcement efforts to remove impaired drivers from the roadways.

**Budget: \$30,000 Federal**

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**Project Number: 10-TA-222-1**

**Project Title: Meridian DUI Enforcement Program**

**Description:** Continued funding for the **City of Meridian** would provide overtime necessary to run details on a more frequent basis, such as weekends, holidays and for special events. Over the last four years the fatality rate has remained on an average, but the injuries are down along with the crashes. It is felt the heightened enforcement contributes the decrease. Meridian lies within Lauderdale County, which ranks 15<sup>th</sup> in alcohol-related fatalities. Two specialized DUI officers will serve to reduce the down-time for full time patrol officers..

**Budget: \$100,000 Federal 154**

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**Project Number: 10-TA-408-1**

**Project Title: MHP Sustained HVE DUI Enforcement Project**

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

The "call back" details will start October 1, 2009 and run continuously through September 30, 2010, with special emphasis placed on the alcohol blitz holiday seasons. This added manpower on the busy highways should help to reduce fatal and injury crashes during this busy season. These details will be in addition to the normal hours worked by the troopers (as approved by the State Personnel Board). These enforcement periods will include checkpoints and saturation patrols by the state and local law enforcement agencies to reduce the number of alcohol-related fatalities in Mississippi.

**Budget: \$2,000,000 Federal 154**

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**Project Number:10-TA-148-1**

**Project Title: Monroe County DUI Enforcement Program**

**Description:** Ranking number twelve in the top 65% of counties having the highest number of alcohol related crashes per 10,000 population is **Monroe County**. The county is located between Mississippi State University and the University of Mississippi. The sheriff's department DUI unit will consist of one DUI deputy and overtime. An in-car video camera will be added to enhance the project's conviction rate.

**Budget: \$45,500 Federal**

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**Project Number: 10-TA-149-1**

**Project Title: Montgomery County DUI Enforcement Project**

**Description:** A major contributor to the high number of traffic crashes within **Montgomery County** is the number of major highways that run through the county. US 82, US 51, I-55, MS highways 407, 413 and 404 are heavily traveled by motorists who both travel at relatively high speeds and/or who are guilty of impaired driving. In addition, the county is home to a dirt race track which attracts many spectators, some of which engage in alcohol consumption prior to departing these events. With DUI officer there have been approximately 50 DUI arrests made during the current FY 09 year and only 39 total DUI's were written from 2006 – 2008. The plan will allow the department to continue to provide a DUI officer who will make the roads safer by removing impaired drivers from the roadways in Montgomery County.

**Budget: \$52,000 Federal 154**

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**Project Number: 10-TA-908-1**

**Project Title: Mount Olive DUI Enforcement Project**

**Description:** The **Town of Mt. Olive** is adjacent to Highway 49 which is a major thoroughfare for patrons to gaming casinos in Vicksburg and the MS Gulf Coast. Though the town is dry, impaired driving behavior has increased. Plan is to utilize mini grant funds for overtime to help combat impaired driving through the use of checkpoints and saturation patrols.

**Budget: \$10,000 Federal 154**

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**Project Number: 10-TA-150-1**

**Project Title: Neshoba County DUI Enforcement Project**

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

**Budget: \$45,537.00 Federal 154**

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**Project Number: 10-TA-224-1**

**Project Title: New Albany DUI Enforcement Program**



**Description:** New Albany with 8400 citizen as of the last census is “dry”, but borders Lee and Marshall Counties, which sell alcoholic beverages. They are experiencing rising problems with impaired drivers due to alcohol. They issued 125 DUI’s in 2007 and 145 in 2008. The department also issued 88 liquor law violations and 110 public drunk violations. With the new Toyota factory at the Well Springs site, New Albany expects many increases from impaired drivers and wish to meet this challenge with a dedicated DUI officer. New Albany lies within Union County, which ranks 13<sup>th</sup> in serious traffic injuries in 2006-2008.

**Budget: \$45,000.00 Federal 154**

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**Project Number: 10-TA-151-1**

**Project Title: Newton County DUI Enforcement Project**

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

**Budget: \$38,000 Federal 154**

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**Project Number: 10-TA-395-1-1**

**Project Title: Oakland DUI Enforcement Project**

**Description:** Oakland is located at the crossroads of I-55 and Highway 32. Grenada is 15 miles south and Batesville is 14 miles north. This very busy area would like to conduct high visibility DUI enforcement to combat the impaired driver. Yalobusha County ranked eighth in alcohol-related fatality rates for 2005-2007. Oakland is requesting overtime and 2 PBTs.

**Budget: \$10,000.00 Federal 154**

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**Project Number: 10-TA-316-1**

**Project Title: Ocean Springs DUI Enforcement Project**

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

**Budget: \$50,000 Federal 154**

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**Project Number: 10-TA-402-1**

**Project Title: Traffic Safety Resource Prosecution Project**

**Description:** The Office of the Attorney General will receive a continuation grant for a **Traffic Safety Resource Prosecutor**, which will assist STORM, and train DUI prosecutors throughout the state. OHS will collaborate with the Mississippi Prosecutor=s Association and the

Prosecutor=s Training Division of the Mississippi Attorney General=s Office to increase DUI conviction rates. The OHS currently funds a grant through the Prosecutor=s Training Division of the Mississippi Attorney General=s Office for a Traffic Safety Resource Prosecutor (TSRP). The TSRP will act as a liaison to increase the conviction rates in Impaired Driving cases. Funding is requested for an assistant to the Traffic Safety Resource Prosecutor.

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

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

**Budget: \$179,258.00 Federal 154**

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**Project Number: 10-PA-410-1**

**Project Title: OHS P&A Alcohol**

**Description:** A pilot e-grant system will be developed for OHS Impaired Driving Projects to assist in project management for the upcoming federal fiscal year..

**Budget: \$400,000 Federal 154 P & A**

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**Project Number: 10-TA-410-1**

**Project Title: OHS Alcohol Program Coordination**

**Description:** Impaired Driving Project Management will fund four program managers.

**Budget: \$300,000 Federal 154**

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**Project Number: 10-PM**

**Project Title: Sustained DUI Enforcement PAID MEDIA Campaign**

**Description:** Paid media in support of the sustained DUI enforcement efforts and the “**Drunk Driving, Over the Limit, Under Arrest**” campaign has been included in 154 funding. These funds will be used for sustained television radio ads in December 2009 and July 2009, with the remaining funds to be spent around Labor Day 2009. The Mississippi Highway Patrol will receive 154 and 410 funding to maintain the sustained DUI enforcement statewide and ensure concentration of DUI enforcement during the Labor Day, July 4<sup>th</sup>, Christmas and New Year’s holidays. The Department of Public Safety will contract with a media specialist for placement and purchase of all media for the OHS. The number of holiday alcohol-related fatalities will be used to evaluate the media messaging for December 2008, July 2009, and Labor Day 2009. The

measures that will be used to assess message recognition are as follows: number of television and radio spots, ads and GPAs for paid media, earned media messages for print and television, and alcohol-related fatalities will be used to evaluate the effectiveness of the messaging. In addition, 250 PBTs will be purchased for use as incentives for local agencies to report during the Alcohol mobilization periods.

**Budget: \$430,000 154 Federal**

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**Project Number: 10-TA-318-1**

**Project Title: Olive Branch DUI Enforcement Project**

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

**Budget: \$43,476.15 Federal 154**

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**Project Number: 10-TA-225-1**

**Project Title: Oxford DUI Enforcement Project**

**Description:** Based on the 2000 census plus the estimated addition of residences annexed, the population of the City of Oxford is 17,500. The total University of Mississippi population is another 14,500. Oxford has remained in the top five in the City Analysis from 2005 – 2008. The Oxford Police Department and the DUI Enforcement Officers have made 2,405 DUI arrests from January 2004 to May 2009, over 520 for 2008 alone. The department has investigated over 2, 477 traffic crashes from January 2004 to June 2007. Approximately 40.36% of these crashes involved University students. Subsequently the city is experiencing significant alcohol-related traffic issues and thus has developed a DUI comprehensive enforcement and education plan which includes the employment of two DUI officers.

**Budget: \$95,000 Federal 154**

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**Project Number: 10-TA-227-1**

**Project Title: Pass Christian DUI Enforcement Project**

**Description:** Funding will allow the purchase of equipment, such as one in-car camera and four PBTs in an effort to adequately address impaired driving in the **Town of Pass Christian**. Pass Christian lies within Harrison County, which ranks 3<sup>rd</sup> in alcohol-related fatalities. Strategy will be to place more officers on each shift in an effort to concentrate on specific areas impaired driving behavior is more prone.

**Budget: \$20,000 Federal 154**

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**Project Number: 10-TA-155-1**

**Project Title: Pascagoula DUI Enforcement Project**

**Description:** The City of Pascagoula lies within Jackson County, which ranks 7<sup>th</sup> in alcohol-related fatalities in the state. Pascagoula is requesting overtime and fringe.

**Budget: \$50,000 Federal 154**

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**Project Number: 10-TA-155-1**

**Project Title: Pearl River County DUI Enforcement Project**

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

**Budget: \$103,893.00 Federal 154**

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**Project Number: 10-TA-422-1**

**Project Title: Ross Barnett Reservoir DUI Enforcement Project**

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

**Budget: \$30,000.00 Federal 154**

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**Project Number: 10-TA-320-1**

**Project Title: Pelahatchie DUI Enforcement Project**

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

**Budget: \$10,000 Federal 154**

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**Project Number: 10-TA-156-1**

**Project Title: Perry County DUI Enforcement Project**

**Description:** **Perry County** is located on the Mississippi Gulf Coast in the southeastern portion of the state. As a result of an increase in population due to Hurricane Katrina the sheriff's

department, traffic crashes have increased significantly. Plan is to use overtime funds to conduct blitzes and to engage in DUI checkpoints, plus purchase one in-car camera, two PBTs and two flashlights.

**Budget: \$53,000 Federal 154**

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**Project Number: 10-TA-321-1**

**Project Title: Petal DUI Enforcement Project**

**Description:** There are two major arteries that flow into the **City of Petal** from neighboring Hattiesburg: East Hardy and Highway 11. These two roadways approach gridlock at peak rush hour traffic. Incidents of road rage coupled with impaired driving occur during these times causing an increase in traffic crashes. Overtime will be used for additional DUI checkpoints.

**Budget: \$30,000 Federal 154**

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**Project Number: 10-TA-228-1**

**Project Title: Philadelphia DUI Enforcement Project**

**Description:** During late July and early August, traffic increases for the **City of Philadelphia** due to the Choctaw Indian Fair and the Neshoba County Fair, commonly known as “Mississippi’s Biggest House Party”. In addition, the City sees tremendous traffic from the casinos, hotels and water parks at the Pearl River Resort which is located just two miles of the Philadelphia. The City of Philadelphia is located within Neshoba County, which was identified within the top 10 in 3 of the 6 categories in the 2008 *Traffic Safety Problem Identification Chart*. Neshoba County has ranked 4<sup>th</sup> from 2006 – 2008 in *Serious Traffic Injuries by County*. The City of Philadelphia has average of 2 fatalities per year and an average of 96 injury related crashes per year from 2006 – 2008. The Philadelphia Police Department made the following DUI arrests: 161 in 2006; 117 in 2007; 158 in 2008 and approximately 225 in 2009 to date. Grant funds will be used to pay salary for a DUI officer, to purchase a lap top, console, a flashlights and other commodities for this project. **Budget: \$46,000 Federal 154**

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**Project Number: 10-TA-324-1**

**Project Title: Pontotoc DUI Enforcement Project**

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

**Budget: \$65,000 Federal 154**

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**Project Number: 10-TA-158-1**

**Project Title: Pontotoc County DUI Enforcement Project**

**Description:** Although **Pontotoc County** is a dry county, the illegal sale and consumption of alcohol remains a major problem. Geographically, the county is located on an industrial and major transportation corridor between Birmingham and Memphis and will soon undergo major population growth due to the establishment of a new Toyota plant. Pontotoc County ranks within the top twenty-five counties in alcohol-related fatality rates. Proposed funding is needed to continue DUI enforcement which will be enhanced by stop sticks and one PBT.

**Budget: \$56,000 Federal 154**

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**Project Number: 10-TA-325-1**

**Project Title: Poplarville DUI Enforcement Project**

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

**Budget: \$52,000 Federal 154**

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**Project Number: 10-TA-327-1**

**Project Title: Prentiss DUI Enforcement Project**

**Description:** Three state highways traverse the **Town of Prentiss**, including four-lane U.S. Highway 84. Plans are being made to incorporate the new Highway 84 bypass area, which will include two industrial buildings and two public housing apartment complexes. With the present low numbers of officers on each shift, due to budget restraints, mini grant funds will improve the town's ability to provide necessary impaired driving patrol and will allow the use of checkpoints. One PBT will be purchased to assist with DUI arrests.

**Budget: \$10,000 Federal 154**

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**Project Number: 10-TA-159-1**

**Project Title: Prentiss County DUI Enforcement Project**

**Description:** Prentiss County has had a steady rise in DUI arrest over the last three (3) years: 2006 - 23; 2007 - 46; and in 2008 - 73 arrests. According to the 2007 and 2008 *Mississippi Fatal Traffic Crashes and Fatalities*, Prentiss had 6 fatal crashes with 6 fatalities in 2008 and 11 fatal crashes with 14 fatalities in 2007. The overall goal of Prentiss County is to save lives by

increasing the presence of DUI Enforcement and arrest from 73 in 2008 to 87 in the 2009/2010 grant year. The approval of funding for overtime will be utilized for saturation patrol and safety checkpoints for a minimum of 12 hours overtime for each officer per quarter. These checkpoints will be conducted during peaks hours, national campaigns, holidays, college events, proms, graduations, concerts, etc. The Sheriff's Department will continue to provide public and community awareness about our participation in the national campaigns, DUI crackdowns and the dangers of impaired driving in an effort to reduce the number of lives lost within our county, thereby, reducing the number of lives lost within our state.

**Budget: \$14,140.96 Federal 154**

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**Project Number: 10-TA-338-1**

**Project Title: Saltillo DUI Enforcement Project**

**Description:** Problems within the city limits of **Saltillo** are brought on by area counties prohibiting the sale of alcoholic beverages. This enhances drinking and driving behaviors within the city due to the fact that many drivers come over to buy alcohol and/or visit the two available nightclubs there. The fact that the city is also located in Lee County which ranks 13 in the 2005 – 2007 Alcohol Related Fatalities and 11 in the 2006 – 2008 Serious Traffic Injuries by County. Saltillo Police Department has written 270 DUI from 2005 – May 2009 with an average of 50 per year. The plan is to continue to designate one DUI officer to address the problem of impaired driving in the city and increase the number of DUI's from an average 50 to 100 in FY 2010.

**Budget: \$40,000 Federal 154**

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**Project Number: 10-TA-340-1**

**Project Title: Senatobia DUI Enforcement Project**

**Description:** The **Senatobia Police Department** has been a strong advocate of DUI enforcement for the past nine years. Senatobia lies within Tate County, which ranks in the top twenty-five for alcohol-related fatalities in the state. Through the DUI continuation grant, the department will maintain its DUI officer and will actively engage in sustained DUI enforcement.

**Budget: \$40,000 Federal 154**

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**Project Number: 10-TA-881-1**

**Project Title: Sherman DUI Enforcement Project**

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

**Budget: \$10,000 Federal 154**

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**Project Number: 10-TA-164-1**

**Project Title: Simpson County DUI Enforcement Project**

**Description:** The **Simpson County Sheriff's Department** needs to continue to implement its DUI Unit in order to adequately respond to the large number of vehicular crashes that occur within the county. Of the four municipalities located within the 591 square miles and the over 27,000 population, only two of them has its own police department. Further DUI is a contributing factor in a significant number of crashes. Highway 49 runs through the county with high traffic flow from Memphis/Jackson to the Gulf Coast. Plan is for the department to receive funding for two dedicated DUI officers and overtime. A laptop and a mobile video camera will be purchase for the project.

**Budget: \$100,000.00 Federal 154**

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**Project Number: 10-TA-165-1**

**Project Title: Smith County DUI Enforcement Project**

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

**Budget: \$45,000 Federal 154**

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**Project Number: 10-TA-231-1**

**Project Title: Starkville DUI Enforcement Project**

**Description:** In 2006 of the 1,743 crashes seen in the **City of Starkville**, 10 involved fatalities. During the school year, the city is host to thousands of visitors for various reasons including college sporting events, concerts, festivals and business events. Two DUI officers will conduct high visibility DUI enforcement in the University city. Two PBTs and two cameras are requested.

**Budget: \$110,000 Federal 154**

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**Project Number: 10-TA-166-1**

**Project Title: Stone County DUI Enforcement Project**

**Description:** Characteristics that define **Stone County** as high risk for drivers under the influence include: gaming industry in adjoining county to the south; a major highway (49) that serves as a pass-through transportation artery from the state Capital to the coastal area; a large



influx of construction, debris clean-up and recovery workers and a college community. Two dedicated DUI officers and overtime are requested to remedy this huge problem.

**Budget: \$85,000 Federal 154**

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**Project Number: 10-TA-708-1**

**Project Title: STORM**

**Description:** This grant will assist STORM (Sobriety Trained Officers Representing Mississippi), the DUI officer association, in logistics for two annual conferences for speakers, hotel rooms, commodities, etc. To date there are 1286 members, and attendance has increased from approximately 100 per conference in 2008 to 146 in the Spring 2009.

**Budget: \$19,000.00 Federal 154**

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**Project Number: 10-TA-172-1**

**Project Title: Tunica County DUI Enforcement Project**

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

**Budget: \$80,000 Federal 154**

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**Project Number: 10-TA-412-1**

**Project Title: NET USM Project**

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

**Budget: \$175,000 154 Federal**

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**Project Number: 10-TA-898-1**

**Project Title: Walnut DUI Enforcement Project**

**Description:** The sale of alcoholic beverages in both Middleton, Tennessee and Corinth makes it especially problematic for the **Town of Walnut** which is a dry area. In both 2005 and 2006, half of the crashes were associated with DUI. Walnut lies within Tippah County, which ranks within

the top twenty counties in serious traffic injuries. Funding received from OHS will allow for officers to work overtime in efforts to combat drunk driving. Two PBTs are requested.

**Budget: \$5,000 Federal 154**

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**Project Number: 10-TA-354-1**

**Project Title: Waveland DUI Enforcement Project**

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

**Budget: \$40,000 Federal 154**

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**Project Number: 10-TA-178-1**

**Project Title: Webster County DUI Enforcement Program**

**Description:** The Webster County Sheriff's Department has a significant and growing problem with impaired driving. Even though the county ranks within the bottom 40 in the 2005 – 2007 Alcohol Related Fatalities and the 2006 – 2008 Serious Traffic Injuries, Webster County has made 106 DUI arrests with a conviction rate of 80% in 2008. There are six major state and federal roadways that pass through Webster County: US 82, MS 9, MS 15, MS 50, MS 404 and the Natchez Trace Parkway. There are several industries in the county which adds a high volume of Transport Truck traffic to these roadways along with major timber operations requiring heavily laden log trucks. Webster County is a “dry” county bordered by three “wet” counties. The awarding of a DUI Enforcement grant will allow increased DUI enforcement, determent, prosecution and adjudication. This grant would provide a DUI Officer and allow high visibility enforcement activities, which would deter DUI motorists, thereby making our roadways safer.

**Budget: \$35,000 Federal 154**

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**Project Number: 10-TA-357-1**

**Project Title: Wiggins DUI Enforcement Project**

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

**Budget: \$45,000 Federal 154**

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**Project Number: 10-TA-358-1**

**Project Title: Winona DUI Enforcement Project**

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

**Budget: \$35,000 Federal 154**

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**Project Number: 10-TA-180-1**

**Project Title: Winston County DUI Enforcement Project**

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

**Budget: \$40,000.00**

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**Project Number: 10-TA-**

**Project Title: Yalobusha County DUI Enforcement Program**

**Description:** Yalobusha County is located between Enid and Grenada Reservoirs with the two county seats of Water Valley and Coffeerville. Yalobusha County is experiencing the increases in impaired driving due to the county being voted "wet" and the two recreation areas. The Sheriff's office is experiencing rises in calls for service and is facing strained budgets due to the economy as everyone else. This first year grant could be best utilized by money for over-time and small amount of equipment (2 PBT's). Yalobusha County ranks eighth in alcohol-related fatality rate.

**Budget: \$10,000 Federal 154**

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**Project Number: 10-TA-182-1**

**Project Title: Yazoo County DUI Enforcement Project**

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

The Yazoo Co Sheriffs Dept is requesting funding for a DUI officer, a lap top computer and printer, 1 projector and screen. The Yazoo County Sheriff's Department has a force of 13 sworn personnel including the Sheriff (full and part time) assigned to: patrol, investigations, and administration. There are 2 patrol deputies on duty during the day and 2 deputies on duty at night. With the county averaging over 575 crashes per year (432 property damage, 139 injuries and 4 fatalities), the county is ranked 24<sup>th</sup> by rate per 10,000 Population in MS. With funding from

NHTSA and MS GOHS Yazoo Co SO hopes to assist the county in aggressively enforcing state DUI laws with one DUI officer.

**Budget: \$43,500 Federal 154**

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**Program Area Cost Summary ( See HS 217)**

**Planning and Administration:**

Planning and Administration for 154 funds are 10%. A pilot e-grants management program will be developed for alcohol projects.

**Budget: \$400,000 Federal 154 P & A**

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**Equipment over \$5,000: NONE**

**Paid Media:**

A comprehensive, sustained paid media campaign in support of the sustained DUI enforcement efforts and the “**Drunk Driving, Over the Limit, Under Arrest**” campaign has been included in 154 and 410 alcohol funding. These funds will be used for sustained radio and television ads, print, and outdoor space in December 2009, January 2010, June 2010, July 4<sup>th</sup> 2010, and Labor Day 2010. The Mississippi Highway Patrol will receive 154 and 410 funding to maintain the sustained DUI enforcement statewide and ensure concentration of DUI enforcement during the Labor Day, July 4<sup>th</sup>, Christmas and New Year’s holidays. A media contractor will be hired for placement and purchase of all media for the OHS. The “Drunk Driving, Over the Limit, Under Arrest” messages will be approved by NHTSA before airing. The number of holiday alcohol-related fatalities will be used to evaluate the media messaging for December 2009, July 2010, and Labor Day 2010. The measures that will be used to assess message recognition are as follows: number of television and radio spots, ads and GPAs for paid media, earned media messages for print and television, and alcohol-related fatalities will be used to evaluate the effectiveness of the messaging.

**Budget: \$430,000 154 federal**

**HE 154:**

**SECTION 154 FY 2010 Hazard Elimination FUNDS**

<b>Subgrantee</b>	<b>Project Title</b>	<b>Federal</b>	<b>Match</b>	<b>154 to Local</b>
Mississippi Department of Transportation	1. Hazard Elimination Project Traffic Records Improvement Drive Smart Mississippi Campaign	\$7,786,845.78	-0-	-0-
	<b>Total 154 H.E.funds</b>	<b>\$7,786,845.78</b>	<b>-0-</b>	<b>-0-</b>

**FY 2010 SECTION 154 ALCOHOL FUNDS**

<b>Subgrantee</b>	<b>Project Title</b>	<b>Federal</b>	<b>Match</b>	<b>154 to Local</b>
Adams County Sheriff's Department	1. DUI Enforcement Project Personnel: DUI Officer/Overtime, Fringe, Commodities	\$30,000.00	-0-	\$30,000.00
Brandon Police Department	2. DUI Enforcement Program Personnel: 1 DUI Officer/Overtime Fringe, Commodities Equipment: 2 PBTs	\$50,000.00	-0-	\$50,000.00
Byhalia Police Department	3. DUI Enforcement Program Personnel: 1 DUI Officer/ Fringe Travel, Commodities	\$45,000.00	-0-	\$45,000.00
Carroll County	4. DUI Enforcement Project Personnel: 1 DUI Officer/ Fringe Travel, commodities Equipment: 6 flashlights, 2 PBTs	\$55,000.00	-0-	\$55,000.00
Carthage Police Department	5. DUI Enforcement Program Personnel: 1 DUI Officer/ Fringe Overtime	\$47,000.00	-0-	\$47,000.00
Clinton Police Department	6. DUI Enforcement Program Personnel: 1 DUI Officer/ Overtime Equipment:	\$45,000.00	-0-	\$45,000.00
Collins Police Department	7. DUI Enforcement Project Overtime, Fringe	\$20,000.00	-0-	\$20,000.00
Columbia Police Department	8. DUI Enforcement Program: Personnel: 2 DUI Officers, Fringe	\$70,789.00	-0-	\$70,789.00
Columbus Police Department	9. DUI Enforcement Program: Personnel: 1 DUI Officer Fringe, Commodities Equipment: 1 In-car camera	\$55,000.00	-0-	\$55,000.00

**FY 2010 SECTION 154 ALCOHOL FUNDS**

<b>Subgrantee</b>	<b>Project Title</b>	<b>Federal</b>	<b>Match</b>	<b>154 to Local</b>
Covington County	10. Personnel: 1 DUI Officer/ Fringe, Travel, Commodities Equipment: Flashlights	\$38,202.00	-0-	\$38,202.00
D'Iberville	11. DUI Enforcement Program Personnel: 1 DUI Officer, Fringe, Overtime, travel	\$65,410.09	-0-	65,410.09
Desoto County	12. DUI Enforcement Program 2 DUI officers Fringe/travel 2 digital cameras	\$100,000.00	-0-	\$100,000.00
Florence Police Department	13. DUI Enforcement Project 1 DUI Officer, Overtime, Fringe Commodities	\$45,778.00	-0-	\$45,778.00
Forrest County Sheriff's Department	14. DUI Enforcement Program Personnel: 2 DUI Officers, Overtime, 1 Part-Time Project Coordinator, Fringe, Travel, Commodities	\$118,690.91	-0-	\$118,690.91
Forrest County District Attorney	15. DUI Assistant DA Project 1 75% ADA Fringe, Travel	\$86,764.89	-0-	\$86,764.89
Greene County Sheriff's Department	16. DUI Enforcement Program Personnel: 1 DUI Officer, Fringe	\$38,791.73	-0-	\$38,791.73
Greenwood Police Department	17. DUI Enforcement Program Personnel: 1 DUI Officer, Overtime, Fringe, Travel, Contractual Services, Commodities Equipment: 2 PBTs	\$60,000.00	-0-	\$60,000.00

**FY 2010 SECTION 154 ALCOHOL FUNDS**

<b>Subgrantee</b>	<b>Project Title</b>	<b>Federal</b>	<b>Match</b>	<b>154 to Local</b>
Grenada Police Department	18. DUI Enforcement Program 1 DUI Officer/Fringe, Overtime	\$50,433.88	-0-	\$50,433.88
Gulfport Police Department	19. DUI Enforcement Program 2 DUI officers Overtime, Fringe, Travel, Commodities	\$200,000.00	-0-	\$200,000.00
Hancock County Sheriff's Department	20. DUI Enforcement Program Personnel: 2 DUI Officers/ 1Part Time Coordinator, Fringe, Travel, Commodities	\$104,139.00	-0-	\$104,139.00
Harrison County Sheriff's Department	21. DUI Enforcement Program Personnel: 4 DUI Officers, Fringe, Over time	\$201,287.20	-0-	\$201,287.20
Hinds County Sheriff's Department	22. DUI Enforcement Program 2 DUI Officers, 1 PT Caseworker Overtime, Travel, Commodities, Contractual Services	\$185,000.00	-0-	\$185,000.00
Horn Lake Police Department	23. DUI Enforcement Program 2 DUI Officers, Overtime, Fringe, Commodities	\$125,000.00	-0-	\$125,000.00
Indianola Police Department	24. DUI Enforcement Program Personnel: 1 DUI Officer, Fringe, Travel	\$40,000.00	-0-	\$40,000.00
			-	



**FY 2010 SECTION 154 ALCOHOL FUNDS**

<b>Subgrantee</b>	<b>Project Title</b>	<b>Federal</b>	<b>Match</b>	<b>154 to Local</b>
Jackson County Sheriff's Department	25. DUI Enforcement Program Personnel: Overtime, Fringe	\$50,000.00	-0-	\$50,000.00
Lamar County Sheriff's Department	26. DUI Enforcement Program Personnel: 2 DUI Officer/ 1 Part-Time Case Worker, Fringe, Travel	\$100,000.00	-0-	\$100,000.00
Lauderdale County Sheriff's Department	27. DUI Enforcement Program Personnel: 2 DUI Officers, Overtime, Fringe, Travel Equipment: 2 PBT's	\$100,000.00	-0-	\$100,000.00
Leake County Sheriff's Department	28. DUI Enforcement Program Personnel: Overtime, Fringe, Travel, Commodities Equipment: 4 Stop Sticks	\$17,000.00	-0-	\$17,000.00
Leflore County Sheriff's Department	29. DUI Enforcement Program Personnel: 1 DUI Officer, Overtime, Fringe, Travel, Commodities Equipment: 1 PBT, 1 dig. camera	\$59,000.00	-0-	\$59,000.00
Long Beach Police Department	30. DUI Enforcement Program Personnel: 1 DUI Officer, Overtime, Fringe	\$50,000.00	-0-	\$50,000.00
M.A.D.D	31. Youth Projects Grant Personnel: 1 Youth Coordinator, Fringe, Travel, Commodities Contractual Services	\$69,316.56	-0-	-0-
Mendenhall Police Department	32. DUI Enforcement Program Personnel: Overtime, Fringe Commodities	\$30,000.00	-0-	\$30,000.00
Meridian Police Department	33. DUI Enforcement Program Personnel: 2 DUI Officers, Fringe, Travel, Commodities Contractual Services,	\$100,000.00	-0-	\$100,000.00
Mississippi Highway Safety Patrol	34. DUI Enforcement Call Back Project/ Crackdowns Personnel: Overtime, Fringe, Travel, Commodities	\$2,000,000.00	-0-	-0-

**FY 2010 SECTION 154 ALCOHOL FUNDS**

<b>Subgrantee</b>	<b>Project Title</b>	<b>Federal</b>	<b>Match</b>	<b>154 to Local</b>
Monroe County Sheriff's Department	35. DUI Enforcement Program Personnel: 1 DUI Officer, Overtime, Fringe Equipment: 1 In-Car camera	\$45,500.00	-0-	45,500.00
Montgomery County Sheriff's Department	36. DUI Enforcement Program Personnel: 1 DUI Officer, Fringe, Travel	\$52,000.00	-0-	\$52,000.00
Mount Olive Police Department	37. DUI Enforcement Program Personnel: Overtime, Fringe, 2 PBTs, Commodities	\$10,000.00	-0-	\$10,000.00
Neshoba County Sheriff's Department	38. DUI Enforcement Program Personnel: 1 DUI Officer, Overtime, Fringe, Commodities Equipment: 1 In-Car camera	\$45,537.00	-0-	\$45,537.00
New Albany Police Department	39. DUI Enforcement Program 1 DUI Officer Fringe/commodities/Cont. Service Equipment: 1 In-Car camera	\$45,000.00	-0-	\$45,000.00
Newton County Sheriff's Department	40. DUI Enforcement Project Personnel: 1 DUI Officer, Fringe, commodities Equipment: 2 PBTs	\$38,000.00	-0-	\$38,000.00
Oakland Police Department	41. DUI Enforcement Project Overtime, 1 In-car camera	\$10,000.00	-0-	\$10,000.00
Ocean Springs Police Department	42. DUI Enforcement Program Personnel: 1 DUI officer Overtime, Fringe,	\$50,000.00	-0-	\$50,000.00
Office of the Attorney General	43. Traffic Safety Resource Prosecutor Personnel: 1 Staff Attorney/ 1 Asst., Fringe, Travel, Commodities, Contractual Services 1 projector screen	\$179,258.00	-0-	-0-
Oxford Police Department	44. DUI enforcement Program 2 DUI officers Fringe/Travel/Commodities	\$95,000.00	-0-	\$95,000.00

**FY 2010 SECTION 154 ALCOHOL FUNDS**

<b>Subgrantee</b>	<b>Project Title</b>	<b>Federal</b>	<b>Match</b>	<b>154 to Local</b>
Office of Highway Safety	45. Impaired Driving Project Coordination 4 Program Managers, Commodities, Contractual Services	\$300,000.00	-0-	\$-0-
Office of Highway Safety	46.P & A Contractual Services	\$400,000.00	-0-	-0-
Office of Highway Safety	47. Drunk Driving, Over the Limit, Under Arrest Paid Media Media Contractor Equipment: 250 PBT's for Locals Incentives	\$430,000.00	-0-	\$430,000.00
Olive Branch Police Department	48. DUI Enforcement Program Personnel: 1 DUI Officer, Fringe, Travel Equipment: 1 PBT	\$43,476.15	-0-	\$43,476.15
Pascagoula Police Dept.	49. DUI Enforcement Program Overtime, Fringe	\$50,000.00	-0-	\$50,000.00
Pass Christian Police Department	50. DUI Enforcement Program Personnel: Overtime, Fringe, Commodities	\$20,000.00	-0-	\$20,000.00
Pearl River Sheriff's Department	51. DUI Enforcement Program Personnel: 2 DUI Officer, Overtime, Fringe, Travel Equipment: 1 Lap Top, 1 In-Car Camera	\$103,893.00	-0-	\$103,893.00
Pearl River Valley Water Supply District Reservoir Patrol	52. DUI Enforcement Program Personnel: Overtime, Fringe, Commodities	\$30,000.00	-0-	\$30,000.00
Pelahatchie Police Department	53. DUI Enforcement Program Personnel: Overtime, Commodities	\$10,000.00	-0-	\$10,000.00
Perry County Sheriff's Department	54. DUI Enforcement Program 1 DUI officer, Overtime/Fringe Equipment: 2 PBT, 2 Flashlights	\$53,000.00	-0-	\$53,000.00

**FY 2010 SECTION 154 ALCOHOL FUNDS**

<b>Subgrantee</b>	<b>Project Title</b>	<b>Federal</b>	<b>Match</b>	<b>154 to Local</b>
Petal Police Department	55. DUI Enforcement Program Personnel: Overtime, Fringe, Travel, Commodities, Contractual Services	\$30,000.00	-0-	\$30,000.00
Philadelphia Police Department	56. DUI Enforcement Program Personnel: 1 DUI Officer, Overtime, Fringe, Commodities Equipment: 1 laptop 1 flashlight	\$46,000.00	-0-	\$46,000.00
Pontotoc Police Department	57. DUI Enforcement Program Personnel: 1 DUI Officer, Overtime, Travel, Commodities, Contractual Services Equipment: 2 PBTs	\$65,000.00	-0-	\$65,000.00
Pontotoc County Sheriff's Department	58. DUI Enforcement Program Personnel: 1 DUI Officer, Overtime, Fringe, Travel Equipment: 4 stop sticks, 1 PBT	\$56,000.00	-0-	\$56,000.00
Poplarville Police Department	59. DUI Enforcement Program Personnel: 1 DUI Officer, Part Time DUI Coordinator, Overtime, Fringe, Travel, Commodities	\$52,000.00	-0-	\$52,000.00
Prentiss Police Department	60. DUI Enforcement Program Personnel: Overtime, Fringe, Commodities Equipment: 1 PBTs	\$10,000.00	-0-	\$10,000.00
Prentiss County	61. DUI Enforcement Program Overtime, Fringe	\$14,140.96	-0-	\$14,140.96

**FY 2010 SECTION 154 ALCOHOL FUNDS**

<b>Subgrantee</b>	<b>Project Title</b>	<b>Federal</b>	<b>Match</b>	<b>154 to Local</b>
Salttillo Police Department	62. DUI Enforcement Program Personnel: 1 DUI Officer, Fringe, Travel, Commodities	\$40,000.00	-0-	\$40,000.00
Senatobia Police Department	63. DUI Enforcement Program Personnel: 1 DUI Officer, Fringe, Travel, comodities	\$40,000.00	-0-	\$40,000.00
Sherman Police Department	64. DUI Enforcement Program Personnel: Overtime, fringe	\$10,000.00	-0-	\$10,000.00
Simpson County Sheriff's Department	65. DUI Enforcement Program Personnel: 2 DUI Officers Overtime, Fringe, Travel, Commodities Equipment: 1 In-Car Camera, 1 Laptop Computer	\$100,000.00	-0-	\$100,000.00
Smith County Sheriff's Department	66. DUI Enforcement Program Personnel: 1 DUI Officer , Fringe, Commodities Equipment:	\$45,000.00	-0-	\$45,000.00
Starkville Police Department	67. DUI Enforcement Program Personnel: 2 DUI Officer , Overtime, Fringe, Travel, Contractual, Commodities Equipment: 2 PBTS, 2 Cameras	\$110,000.00	-0-	\$110,000.00
Stone County Sheriff's Department	68. DUI Enforcement Program Personnel: 2 DUI Officers , Fringe, Commodities, Overtime, Travel	\$85,000.00	-0-	\$85,000.00
STORM	69. STORM Assistance Contractual Services, Commodities	\$19,000.00	-0-	\$19,000.00
Tunica Sheriff's Office	70. DUI Enforcement Program Personnel: 1 DUI Officer , Fringe, Commodities, Overtime, Travel, Equipment: 2 PBTs	\$80,000.00	-0-	\$80,000.00

**FY 2010 SECTION 154 ALCOHOL FUNDS**

<b>Subgrantee</b>	<b>Project Title</b>	<b>Federal</b>	<b>Match</b>	<b>154 to Local</b>
University of Southern Mississippi	71. NETS Project Commodities Contractual Services	\$175,000.00	-0-	-0-
Walnut Police Department	72. DUI Enforcement Program Personnel: Commodities, Overtime, 2 PBTs	\$5,000.00	-0-	\$5,000.00
Waveland Police Department	73. DUI Enforcement Program Personnel: Overtime, Fringe Commodities, 1 PBT	\$40,000.00	-0-	\$40,000.00
Webster County	74. DUI Enforcement Program Personnel: Overtime, Fringe Commodities	\$35,000.00	-0-	\$35,000.00
Wiggins Police Department	75. DUI Enforcement Program Personnel: 1 DUI Officer, Fringe, Overtime	\$45,000.00	-0-	\$45,000.00
Winona Police Department	76. DUI Enforcement Program Personnel: 1 DUI Officer Fringe & Travel	\$35,000.00	-0-	\$35,000.00
Winston County Sheriff's Department	77. DUI Enforcement Program Personnel: 1 DUI Officer, Overtime, Fringe, Travel, Commodities	\$40,000.00	-0-	\$40,000.00
Yalobusha County Sheriff's Department	78. DUI Enforcement Program Overtime Equipment: 2 PBTs	\$10,000.00	-0-	\$10,000.00
Yazoo County Sheriff's Department	79. DUI Enforcement Program Personnel: 1 DUI Officer, Overtime, Fringe, Commodities Equipment: 1 laptop, 1 projector, 1 projector screen, 1 mobile printer	\$43,500.00	-0-	\$43,500.00
<b>TOTAL</b>		\$7,693,908.37	-0-	4,570,333.81

## **FY 2010 Section 410 Project Descriptions:**

**Project Number: 10-K8-215-1**

**Project Title: Hattiesburg DUI Enforcement Project (High Fatality)**

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

**Budget: \$83,288.00 Federal 410**

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**Project Number: 10-K8-219-1**

**Project Title: Jackson DUI Enforcement Project (High Visibility)**

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

**Budget: \$250,000 Federal 410**

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**Project: 10-PA**

**Project Title: Drunk Driving, Over the Limit Under Arrest Paid Media Campaign (High Fatality)**

**Description:** A comprehensive, sustained paid media campaign in support of the sustained DUI enforcement efforts and the "Drunk Driving, Over the Limit, Under Arrest" campaign has been included in 154 and 410 alcohol funding. These funds will be used for sustained radio and television ads, print, and outdoor space in December 2009, January 2010, June 2010, July 4<sup>th</sup> 2010, and Labor Day 2010. The Mississippi Highway Patrol will receive 154 and 410 funding to maintain the sustained DUI enforcement statewide and ensure concentration of DUI enforcement during the Labor Day, July 4<sup>th</sup>, Christmas and New Year's holidays. A media contractor will be hired for placement and purchase of all media for the OHS. The number of holiday alcohol-related fatalities will be used to evaluate the media messaging for December 2009, July 2010, and Labor Day 2010. The measures that will be used to assess message recognition are as follows: number of television and radio spots, ads and GPAs for paid media, earned media messages for print and television, and alcohol-related fatalities will be used to evaluate the effectiveness of the messaging.

**Budget: 1,500,000 Federal 410**

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**Project Number: 10-K8-408-1**

**Project Title: MHP DUI Task Force High Visibility Enforcement (High Visibility)**

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

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

**Budget: \$2,000,000 410 Federal**

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**Project Number: 10-K8-411-1**

**Project Title: Mississippi Judicial College DUI Training Project ( High Fatality)**

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

**Budget: \$75,000 Federal 410**

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**Project Number: 10-K8-230-1**

**Project Title: Ridgeland DUI Enforcement Project (High Visibility)**

**Description:** The population for the **City of Ridgeland** has exploded from 11,711 to 20,173. Also, with the housing of the Nissan plant in nearby Canton, the amount of traffic within the city has continued to increase dramatically. Roadway arteries include Interstate 55, Highway 51, County Line Road, Old Canton Road, Lake Harbor Drive (which runs parallel to the Reservoir)



and Pear Orchard Road which all serve to accommodate high levels of congested traffic. This grant will encompass salary for a dedicated DUI officer, overtime enforcement, as well as purchase of mobile video cameras to enhance prosecution in this area of the state. Ridgeland is located in Madison County, which ranks 7<sup>th</sup> in the state by alcohol-related fatality numbers.

**Budget: \$50,000 Federal 410**

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**Project Number: 10-K8-161-1**

**Project Title: Rankin County DUI Enforcement Project (High Visibility)**

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

**Budget: \$56,500 Federal 410**

**P & A: None**

**Equipment over \$5,000: None**

**Paid Media: \$1,500,000**

**FY 2010**  
**SECTION 410 ALCOHOL COUNTERMEASURES**

<b>Subgrantee</b>	<b>Project Title</b>	<b>Federal</b>	<b>Match</b>	<b>402 to Local</b>
Hattiesburg Police Department <b>HIGH Fatality</b>	1. HFR DUI Enforcement Program Personnel: 1 DUI Officer Overtime, Fringe, Travel Commodities	\$83,288.00	\$30,363.00	\$83,288.00
Jackson Police Department <b>HIGH Visibility</b>	2. HFR DUI Enforcement Program Personnel: 5 DUI Officers Overtime, Fringe, Travel Commodities, Cont. Services Equipment:	\$250,000.00	\$83,333.00	\$250,000.00
Office of Highway Safety- <b>HIGH Fatality</b>	3. HFR "Drunk Driving, Over the Limit, Under Arrest " Sustained Paid Media Campaign <b>MATCH BONUS SPOTS</b>	\$1,500,000.00	\$500,000.00	\$-0-
Rankin County Sheriff's Department <b>HIGH Visibility</b>	4. HFR DUI Enforcement Program Personnel: 1 DUI Officer Overtime, Travel Equipment: 1 Lap Top	\$56,500.00	\$25,000.00	\$56,500.00
Ridgeland Police Department (HIGH Visibility)	5. HFR DUI Enforcement Program Personnel: 1 DUI Officer Overtime Travel Fringe	\$50,000.00	\$16,667.00	\$50,000.00
University of Mississippi ( <b>HIGH FATALITY RATE</b> )	6. HFR DUI Judicial Training	\$75,000.00	\$25,000.00	-0-
Mississippi Highway Safety Patrol - <b>HIGH VISIBILITY</b>	7. High Visibility Sustained DUI E Enforcement Project Personnel: Overtime, Fringe, Travel	\$2,000,000.00	\$666,000.00	-0-
	TOTAL	\$4,014,788.00	\$1,343,363.00	\$439,788.00

**FY 2010-03**  
**OCCUPANT PROTECTION**

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**Problem Identification:**

The scientific observed belt usage rate has also shown an increase from 2005 to 2007. Mississippi became the 22<sup>nd</sup> state to adopt the primary safety belt law during the 2006 legislative session. Governor Barbour signed the bill into law effective May 27, 2006. Our observed rate during 2005 had fallen to 60.8%, the lowest in the nation. During late summer of 2006, the observational survey was conducted and results showed the **usage rate had climbed to 73.6%**. While this is a differential of 12.8 percentage points higher, it actually constitutes a 21% increase in the rate of change from 2005 to 2006. The current rate of 71.3% in 2008 shows a slight decrease in percentage, although not statistically significant with margin of error. The 2009 rate is not yet available.

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

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

Section 405 funded projects will only be used for Occupant Protection activities, as required in 23CFR 1345. Occupant Protection continues to be a priority emphasis area for NHTSA and for the Mississippi GOHS. The current seat belt usage rate of 71.3% is substantially low for a primary belt state. Over the past three years, law enforcement has written seat belt citations throughout the year and during CIOT, and paid media campaigns have been aired since 2001. New methods are needed in this state to get the remaining 30% of our population to wear seat belts. Teen drivers are especially vulnerable with their lack of driving experience.

## **Outcome Measures:**

- **C-4 Core Outcome Measure/Unrestrained Passengers:** To decrease unrestrained passenger vehicle occupant fatalities in all seating positions 12% from the 2007 base calendar year of 737 to 648 by December 31, 2010.
- **C-9 Core Outcome Measure/ Under 20:** To decrease drivers age 20 or younger involved in fatal crashes 32% from the 2007 base calendar year of 154 to 105 by December 31, 2010.
- **B-1 Core Behavior Measure/Occupant Protection:** To increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles by 3 percentage points from the 2007 base calendar year usage rate of 72% to 75% By December 31, 2010.

## **Activity Measures:**

- **Activity Measure/Seat Belts:** To increase the number of grant funded seat belt and child passenger citations during state enforcement periods from 17,143 in FY 2008 to 19,000 by the end of FY 2010.

## **Strategies:**

- **Provide a comprehensive statewide Occupant Protection Coordination Program.**
- **Provide a comprehensive Statewide Child Passenger Safety Coordination program**
- **To heighten seat belt enforcement by funding mini-grants to local agencies.**
- **To develop a comprehensive media campaign for the Click It or Ticket Mobilization.**
- **To participate in the Click It Or Ticket Seatbelt Initiative for Teens and the National Click It or Ticket Mobilization.**
- **To conduct pre- and post seat belt surveys for FY 2010.**
- **To conduct Child Passenger Safety surveys for FY 2010.**
- **Provide assistance to the MS Department of Health to ensure child safety seats and information reach the underserved population of Mississippi.**
- **Provide enforcement support for the Click It or Ticket May Mobilization**
- **Provide enforcement support for the Region 6 Teen Seat Belt Initiative for the May Mobilization.**
- **OHS will use the NHTSA/GHSA questions that track driver attitude and awareness concerning seat belt issues in surveys to be conducted during the fourth quarter of FY 2010.**

## **402 Project Descriptions:**

**Project Number: 10-OP-410-1**

**Project Title: Occupant Protection Coordination Project**

**Description:** Continued coordination among the many public, private and government entities promoting the use of occupant and child restraint devices is vital in order to achieve maximum impact. A central basis of leadership, planning and guidance is also essential be provided to achieve a comprehensive statewide program that is both effective and efficient. Through the **Occupant Protection Coordination Project**, a program specialist in the Mississippi Office of Highway Safety will continue to provide the leadership, planning, evaluation and coordination in occupant and child passenger safety programming statewide. The program specialist will continue a comprehensive statewide effort to increase safety belt and child passenger safety usage among Mississippi citizens. The statewide program consists of several mechanisms for providing safety belt education, training and enforcement. Local community traffic safety programs throughout the state carry out a variety of programs designed to promote safety belt use. Educational activities at schools, health and safety fairs, day care centers, local businesses and at other special events complement other cooperative law enforcement initiatives. The program specialist will work in conjunction with the Child Passenger Safety Coordinator housed at the Mississippi Safe Kids Coalition, Ms Department of Health, the Law Enforcement Liaison Office, as well as all state and local agencies, project cities and law enforcement communities in promoting the FY 2010 Child Passenger Safety Week and the “Click It or Ticket” Campaign. Program development capabilities will be targeted at schools, businesses, industries, hospitals, local and state government agencies, and others to implement education, promotion and awareness programs.

**Budget: \$145,000 Federal 402**

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**Project Numbers: 10-OP- XXX-1 ( See each location below for individual project nos.)**

**Project Title: Occupant Protection Mini-Grant Enforcement Projects**

**Description:** At least ten mini-grants will be awarded to target low usage rate areas planned in **Greenwood Police Department (213), D’Iberville (269) Petal Police Department (321), Long Beach Police Department (203), Meridian Police Department (222), Lauderdale County Sheriff’s Department (231), Claiborne County (111), Jackson County (165), Lamar County (137), Forrest County Sheriff’s Department (118), Gulfport (214), Perry County (156), Hinds County(125), Adams County Sheriff’s Department (101), Leland Police Department (296), Starkville Police Department (231), McComb (300), Natchez (223)and Vicksburg Police Department (234).** These grants will include overtime pay for officers to work during the enforcement periods for the “Teen Seat Belt Mobilizations” and “Click It or Ticket” mobilizations in May 2010. Additional local agencies will be recruited for participation for the Teen Seat Belt project within the targeted counties of Hinds, Rankin, Madison, Leake, Harrison, Jackson, Stone, and George.

**Budget: \$295,887 Federal 402**

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**Project Number: 10-OP-401-1**

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

**Description:** The Mississippi State University, Social Science Research Center, will conduct a post mobilization observation and survey of seatbelt and child restraint use immediately after the May 2010 mobilization. A thorough evaluation report will be prepared. The **Mississippi State Occupant Restraints/Motorcycle Safety Survey Project** will continue to conduct safety belt, child safety seat and motorcycle helmet use surveys in FY-2010. This project is responsible for all aspects of the sampling methodology, training of all surveyors, and reporting the results of the completed survey.

**Budget: 144,438.00 Federal 402**

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**Project Number: 10-OP-412-1**

**Project Title: USM Special Projects Occupant Protection Coordination Project**

**Description:** The **Special Projects Coordinator** and the Mississippi Student Advisory Board will plan and host “Teens on the Move”, emphasizing the importance of seat belt use and other highway safety issues. There are approximately 1500 attendees at the conference from peer-to-peer highway safety, and other alcohol/drug prevention groups. The Special Projects Coordinator, along with input from the SAB, will plan and host a statewide club officer training, which will reach approximately 300 students who are seen as leaders in their communities’ or schools’ peer-to-peer groups. The training will offer workshops in highway safety issues including occupant protection, leadership skills, etc. The Special Projects Coordinator, along with input from the SAB, will plan and host their 2<sup>nd</sup> annual 3 D Safety Fair. This Safety Fair was the vision of the 2008-2009 board and reached over 200 individuals in the Rankin County area. The students planned interactive static displays such as SIDNE, Roll Over Rover and a mock car crash presentation. The Special Projects coordinator also serves as the State SADD (Students Against Destructive Decisions) Coordinator assisting schools to create and implement a SADD Chapter in their middle, high school or college. The Special Projects Coordinator is the contact person for our Buckle for Life Program, an event designed to reward those law enforcement officers and agencies for their support in occupant and child passenger safety programming statewide. The Special Projects coordinator will also be the point of contact for the Region 6 Teen Seat Belt Demo Project, and will work on this project in the upcoming year.

**Budget: 250,000 Federal 402**

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**Project Number: 10-PM**

**Project Title: Paid Media Occupant Protection Project**

- **Description:** Paid Media will be purchased for the **Click It or Ticket Campaign**, and the Teen Demonstration Project during the May 2010 enforcement period, utilizing both 402 and 405 funding. Television and radio spots will be aired statewide during the May 2010 blitz, as well as print ads and outdoor space. With Mississippi leading the nation in teen fatalities, OHS plans to focus messaging on the teen target population in accordance with the **Region 6 Teen Demonstration Project**, drivers of pickup trucks, and strong CIOT enforcement messaging for the general population. The measures that will be used to assess message recognition include the following: (1) The statewide seat belt survey results held in June 2010 will be used to evaluate the success of the paid media campaigns. (2) The number of fatalities for each enforcement period will be used for evaluation of the campaigns as well. (3) The **OHS will use the NHTSA/GHSA questions that track driver attitude and awareness concerning seat belt issues in**

**surveys to be conducted during the fourth quarter of FY 2010.** (4) GPAs for television and radio will be used to evaluate the success of the paid media campaign as well. Click It or Ticket paid media may be used for benefit to local agencies. Paid Media and Earned media will be discussed at the LEL quarterly meetings during the 2<sup>nd</sup> quarter FY 2010 for participation in the upcoming CIOT mobilization and the Teen Demonstration Project. Lists of participants documenting the local agencies in attendance and meeting agendas will be used as documentation to show benefit to local agencies. Paid Media will be purchased for the Teen Seat Belt initiative for October, February, and May FY 2010 in conjunction with the Region 6 Demonstration Teen Project. A media contractor will be hired to place the paid media ads.

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

**FY 2010-03  
OCCUPANT PROTECTION**

<b>Subgrantee</b>	<b>Project Title</b>	<b>Federal</b>	<b>Match</b>	<b>402 to Local</b>
OHS	1. OP Coordination Personnel: Occupant Restraint Coordinator Special Projects Coordinator Travel Contractual Services Commodities	\$145,000.00	-0-	-0-
USM	2. Special OP/Teen Demonstration Commodities Contractual Services Indirect Costs	\$250,000.00	\$25,000.00	-0-
Mississippi State University	3. Safety Belt Survey	\$144,438.00	\$16,515.00	-0-
Claiborne County	4. Safety Belt Mini-grant Enforcement Overtime	\$10,000.00	-0-	\$10,000.00
D'Iberville	5. Safety Belt Mini-grant Enforcement Overtime Fringe	\$10,000.00	-0-	\$10,000.00
Petal	6. Safety Belt Mini-grant Enforcement Overtime Commodities	\$10,000.00	-0-	\$10,000.00
Greenwood Police Dept Long Beach	7. Safety Belt Mini-grant Enforcement Overtime Commodities	\$10,000.00	-0-	\$10,000.00
	8. Safety Belt Mini-grant Enforcement Overtime	\$10,000.00	-0-	\$15,000.00
Meridian	9. Safety Belt Mini-grant Enforcement Overtime	\$15,000.00	-0-	\$15,000.00
Lauderdale	10. Safety Belt Mini-grant Enforcement Overtime	\$ 10,000.00	-0-	\$10,000.00
Leland	11. Safety Belt Mini-grant Enforcement Overtime	\$10,000.00	-0-	\$10,000.00



**OP FY 2010-03  
OCCUPANT PROTECTION**

Subgrantee	Project Title	Federal	Match	402 to Local
Perry County	12. Safety Belt Mini-grant Enforcement Overtime Commodities	\$10,000.00	-0-	\$10,000.00
Forrest County	13. Safety Belt Mini-grant Enforcement Overtime	\$10,000.00	-0-	\$10,000.00
Adams County	14. Safety Belt Mini-grant Enforcement Overtime Fringe	\$12,500.00	-0-	\$12,500.00
Vicksburg	15. Safety Belt Mini-grant Enforcement Overtime/ Fringe/ Commodities Car Seats	\$15,000.00	-0-	\$15,000.00
OHS	16. "Click It or Ticket" Campaign/Teen demonstration grant Paid Media	\$300,000.00	-0-	\$300,000.00
Gulfport	17. Seat Belt Enforcement Project Enforcement Overtime Fringe	\$23,387.00	-0-	\$23,387.00
Starkville	18. Seatbelt Enforcement Project Overtime Fringe	\$10,000.00	-0-	\$10,000.00
Hinds County	19. Seatbelt Enforcement Project Overtime Fringe	\$10,000.00	-0-	\$10,000.00
Pearl River Valley	20. Seatbelt Enforcement Project Overtime, Fringe	\$10,000.00	-0-	\$10,000.00
Jackson County Sheriff	21. Safety Belt Mini-grant Enforcement Overtime	\$10,000.00	-0-	\$10,000.00
Lamar county Sheriff	22. Safety Belt Mini-grant Enforcement Overtime	\$10,000.00	-0-	\$10,000.00
McComb Police Dept.	23. Safety Belt Mini-grant Enforcement Overtime	\$15,000.00	-0-	\$15,000.00
Natchez Police Dept.	24. Safety Belt Mini-grant Enforcement Overtime	\$20,000.00	-0-	\$20,000.00
Local agencies to be determined	25. Seat Belt Enforcement Projects Overtime, fringe, commodities	\$50,000.00	-0-	\$50,000.00
<b>TOTAL</b>		<b>\$1,130,325.00</b>	<b>\$41,515.00</b>	<b>\$595,887.00</b>

## **FY 2010 405 OP Project Descriptions:**

**Project Number: 09-K2-407-1**

**Project Title: Mississippi Department of Health CPS Project**

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

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

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

Through a contract with the State Department of Health, the Director of Safe Kids will serve as the Statewide Child Passenger Safety and Buckle for Life Coordinator. Located in downtown Jackson, the MS Safe Kids Office houses a permanent child passenger safety seat fitting station. The fitting station will be operated by child passenger safety technicians. This project is responsible for maintaining a statewide data base for instructors, technicians and permanent fitting stations. This project will also be the lead agency in conducting recertification classes. The Buckle for Life citizen reporting system and child safety seat usage training will be continued in this project, if available.

**Budget: \$348,135 Federal 405**

### **Section 163 funds designated as Section 405 funds**

**Project Number: 10--**

**Project Title: Mississippi Highway Safety Patrol**

**Description:** Occupant Protection enforcement project. The MHP will participate in the required Click It or Ticket Enforcement Mobilization for seat belts during the May 2010 Memorial Day blitz. MHP will utilize these funds to conduct seat belt enforcement for the Teen Demonstration Project in October, February, and May, as well as the Thanksgiving holiday period.

**Budget: \$350,000.00 Federal 163 funds**

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**Project Number: PAID MEDIA**

**Project Title: Mississippi Office of Highway Safety**

**Description:** The Office of Highway Safety will use these funds for Paid media for the Teen Demonstration Project in the two designated market areas, the Jackson area and the Gulf Coast.

**Budget: \$200,000.00 Federal 163 funds**

**FY 2010  
SECTION 405**

<b>Subgrantee</b>	<b>Project Title</b>	<b>Federal</b>	<b>Match</b>	<b>405 to Local</b>
Mississippi State Department of Health	1. Child Passenger Safety Project Personnel: Travel, Commodities, Contractual Services with Safe Kids Coalition/BFL Personnel: 3 CPS specialists Travel Contractual Services Commodities Car seats	\$348,135.00	\$116,045.00	-0-
	<b>TOTAL</b>	\$348,135.00	\$116,045.00	-0-

**FY 2010  
Section 163 funds designated as SECTION 405**

<b>Subgrantee</b>	<b>Project Title</b>	<b>Federal</b>	<b>Match</b>	<b>405 to Local</b>
Mississippi Highway Patrol	1. Occupant Protection Enforcement Project Overtime, fringe, travel	\$350,000.00	\$166,000.00	-0-
Office Of Highway Safety	2. Occupant Protection Paid Media Teen Seat Belt Demonstration	\$200,000.00	\$83,333.00	-0-
	<b>TOTAL</b>	\$550,000.00	\$249,333.00	-0-

**FY 2010-04**  
**TRAFFIC RECORDS**

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**Problem Identification:**

During FY 2009, traffic records management was focused on the development of the revised Strategic Plan for Traffic Records Systems and the formal application for fourth year Federal 408 Traffic Records Funds. The State Traffic Records Committee (STRC) met numerous times to refine the plan and set priorities for automation projects over the next three years. Two major milestones for traffic records involved crash and citation core systems. The increase in agencies using the new uniform crash report system, *Reportbeam*, shows that a vast majority of local agencies are entering their own crash data. The MDOT Safety Analysis Management System (SAMS) uses this crash database to attach the roadway environment data using GIS methodologies. Electronic transfer of citation data continued with most Justice Courts and some of the largest Municipal Courts. This is producing timely updates of the Driver History file.

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

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

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

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

*Reportbeam* allows the officer to enter the electronic crash report either on the scene or from field notes after the crash site is cleared. The officer also creates a computer diagram of the

crash and produces the narrative report. The crash case is then accessible to all entities that are given permission to retrieve the record, i.e., SAMS, law enforcement agencies for driver history, insurers, and the drivers that were involved in the crash.

### **Outcome Measures:**

- **Outcome Measure/Traffic Records:** To decrease the number of days crash data is available electronically from the crash event from 5.5 days in 2007 to 4 days by December 31, 2010.
- **Outcome Measure/Traffic Records:** To decrease the number of days citation data is available electronically from the citation date from 15.5 days to 8 days by December 31, 2010.
- **Outcome Measure/Traffic Records:** : To increase the percentage of agencies entering data electronically from 83% (260 out of 311) in 2007 to 95% (295 out of 311) by December 31, 2010.

### **Strategies:**

- **Continue the comprehensive Traffic Records Coordination Project.**
- **Moderate and support the State Traffic Records Committee.**
- **Conduct a feasibility study and needs assessment for a Electronic Comprehensive Citation/Conviction System.**
- **Continue development of the Public Safety Data Laboratory.**
- **Implement the online Traffic Safety Data Website.**

### **Project Descriptions:**

#### **Project Number: 10-TR-410-1**

#### **Project Title: Traffic Records Coordination Project**

**Project Description:** During FY 2010, the traffic records coordinator will expand the uses of crash data and improve accessibility to statistical reports, charts and analyses. *Reportbeam* files are SQL databases and can be easily exported to ASCII for special purpose analytical files. Since our state is using the product for all law enforcement departments, there is continuing dialog from DPS and local departments when any problems are encountered. Visual Statements, Inc. is the company that markets the *Reportbeam* product. They were recently acquired by Trimble - a mature GIS company. This product is used at all law enforcement academies and is taught in basic crash reporting courses.

For many years, all citations have been mailed to DPS Driver Services Bureau, Driver Improvement Branch (DI) for clerical data entry. There had always been a backlog of citations until the *Reportbeam* automated crash report significantly reduced the quantity of crash reports sent to DPS by mail. Over the past three years, the majority of the Safety Responsibility (SR)

clerical staff has been re-directed to enter citations rather than crash reports because the quantity had dwindled so dramatically.

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

During FY 2010, preparation and dissemination of statistical reports will continue to be major traffic records activities. These reports are used for OHS planning, problem identification, evaluation, special analyses and responses to outside requests for data. Ad hoc queries come from the legislature, media, state and local agencies, law enforcement, universities, research foundations, safety associations and the general public. Analyses of Mississippi crash data and EMS data were used to document the enormity of the problem with low belt use. Our primary law was passed, the Governor signed it effective May, 27, 2006.

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

The records coordinator examines all DUI cases, especially those involving minors, targeting the adjudication process. This statistical analysis requires extensive traffic records data and monitoring of courts statewide using our state-of-the-art DUI tracking system. DUI arrests are entered within 24 hours with an affidavit record sent by the officer. This is followed by the adjudication record and disposition information. If no court record is found within 60 days, a list of outstanding DUI affidavits is produced for review and followup.

The Mississippi legislature funds the Statewide Trauma System with assessments from traffic fines. As of 2008, there are ambulance run reporting data, emergency room data and trauma registry data for participating hospitals across the state. The EMS Division of the State Department of Health accepts electronic transfer of ambulance reports and expanded the software/hardware for trauma registries. The EMS assessment was conducted during April, 2004, with 411 funding. Our state is currently migrating its automation system to be compliant with the National Emergency Medical Services Information System (NEMSIS) standards. The uniform crash form has direct links to EMS data since the officer collects the EMS provider and hospital code numbers.

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

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

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

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

The Mississippi Highway Safety Information System (MHSIS) describes the total automated traffic records system which includes traffic crashes, citations, drivers, vehicles, roadways, EMS data, vital statistics, coroner reports, crime laboratory data, demographics and travel density. MHSIS is an evolutionary records system which is a complex, volume-intensive, data collection, storage, and retrieval system. The goal is to achieve uniformity and compatibility of traffic records while reducing inefficiency of recordkeeping. The system will continue to support national priority areas defined by the National Highway Traffic Safety Administration (NHTSA).  
**Budget: \$106,289 Federal 402**

### **FY 2010 408 Projects**

**Project Number: 10-K9-408-2**

**Project Title: Continuation of Feasibility Study and Needs Assessment for Comprehensive Citation/Conviction System**

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

This comprehensive project will require extensive collaboration with multiple agencies since it encompasses law enforcement and judiciary components, as well as the Attorney General, Secretary of State, and Auditors Office. The Administrative Office of Courts will have a major role in assuring uniformity and integration with existing citation/conviction procedures.

**Budget: \$ 737,831 408 Federal Funds**



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**Project Number: 10-K9-401-1**

**Project Title: Continuation for development of the Public Safety Data Laboratory.** This project includes traffic records analyses utilizing Geographic Information System (GIS) technologies, creating Web-based information and facilitating State Traffic Records Committee Support by the Social Science Research Center at Mississippi State University

**Project Description:** The Social Science Research Center in partnership with the Mississippi Highway Safety Patrol and the Mississippi Department of Public Safety established an ongoing program of analyses and reporting of Mississippi traffic and related data sources (Driver Licenses Services, Trooper Reporting System, ReportBeam, Federal Fatal Accident Reporting System, e.g.). The goal of the program was to develop an Information Management System that will (1) provide accurate and timely analyses of key traffic safety and other indicators, (2) provide information for more effective utilization of highway safety resources, (3) provide information for follow-ups and assessments of ongoing and special projects, and (4) provide information for managing personnel and resources. In addition, the project will provide an ongoing ad hoc capacity for answering specific questions and providing information about highway safety and patrol issues for Mississippi.

The Office of Highway Safety received a traffic records assessment report during the spring of 2008. This timely study provides an assessment by national experts on Mississippi's needs to improve safety and related records as well as making recommendations about strategies for improving information, reporting, and analyses. The current proposed project is seen as an extension and enhancement of this initial assessment activity.

The SSRC has nearly 60 years of experience in conducting a broad array of projects for federal, state, and private organizations. The Center conducts between 40 and 50 research and applied projects each year with expenditures in \$7 to \$8 million range ([www.ssrc.msstate.edu](http://www.ssrc.msstate.edu)). The Center has approximately 100 Research Fellows, Research Associates, Graduate Students, and Support Staff conducting research on applied projects. The SSRC maintains several laboratories that are available for the proposed project: the Wolfgang Frese Survey Laboratory, the Decision Support Laboratory, Societal Monitoring Laboratory (GIS/spatial analysis), several secure data facilities, and the Public Safety Data Laboratory. The Center also developed and operates the Mississippi Alcohol and Safety Education Program (MASEP), which is the state's mandated intervention program for first-time DUI offenders. The Public Safety Data Laboratory has currently established a longitudinal database of drivers, DUIs, citations, and accident files with over a decade of data on DUI offenders. The SSRC has an unparalleled combination of scientific and professional expertise, state-of-the-art laboratories, information technology infrastructure, project administration capabilities, and track record to carry out a major project focusing on the assessment, improvement, and enhancement of safety data and analysis for the Mississippi Highway Safety Patrol and associated partners.

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

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

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

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

**Budget: \$300,000 Federal 408**

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**Program Area Cost Summary ( See HS 217)**

**Planning and Administration: None**

**Over \$5000 Equipment Request: None**

**Paid Media: None**

TR FY 2010-04

TRAFFIC RECORDS COORDINATION

Subgrantee	Project	Federal	Match	402 to Local
OHS	1. Traffic Records Coordination Personnel: Traffic Records Coordinator Fringe Travel Contractual Services Commodities	\$106,289.00	\$1,000.00	\$0.00
<b>Total</b>		\$106,289.00	\$1,000.00	\$0.00

SECTION 408 TRAFFIC RECORDS

Subgrantee	Project Title	Federal	Match	402 to Local
DPS	1. Comprehensive Citation/Conviction System	\$737,831.00	\$147,566.20	\$0.00
Mississippi State University Social Science Research Center	2. Public Safety Data Laboratory	\$300,000.00	\$60,000.00	\$0.00
<b>Total</b>		\$1,037,831.00	\$207,566.20	\$0.00

**FY 2010-05**  
**POLICE TRAFFIC SERVICES**

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**Problem Identification:**

Mississippi Police Traffic Services plans to increase enforcement, education, and training in traffic law enforcement and effective adjudication, and reduce the incidence of aggressive driving including speeding. Traffic enforcement has been a long mainstay of the police profession. Increasing community demands on law enforcement agencies, rising crime rates, and shifting priorities have begun to direct resources away from traffic enforcement.

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

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

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

**Outcome Measures:**

- **C-4 Core Outcome Measure/Unrestrained Passengers:** To decrease unrestrained passenger vehicle occupant fatalities in all seating positions 15% from the 2007 base calendar year of 737 to 627 by December 31, 2010.
- **C-5 Core Outcome Measure/Alcohol and Other Drugs:** To decrease alcohol impaired driving fatalities by 25%, from the 2007 calendar year baseline of 316 in 2007 to 237 by December 31, 2010.
- **C-6 Core Outcome Measure/ Speed:** To decrease speeding-related fatalities 8% from the 2007 base calendar year of 349 to 320 by December 31, 2010.

## e Measure

- **C-6 Core Outcome Measure/ Speed:** To decrease speeding-related fatalities 8% from the 2007 base calendar year of 349 to 320 by December 31, 2010.

### Activity Measures

- **Activity Measure/Speed:** To increase the number of grant funded speeding citations during state enforcement periods from 22,830 in FY 2008 to 25,000 by the end of FY 2010.

### Strategies:

- **Provide for comprehensive Police Traffic Services Coordination through a Law Enforcement Liaison Statewide Network.**
- **Participate in Blue Talon with Region 6.**
- **Participate in Click It or Ticket and Over the Limit, Under Arrest National Mobilization periods.**
- **To ensure local law enforcement receive as much training as possible by conducting SFST training, Complete Traffic Stops, the DRE-ARIDE Pilot Program, Speed Management Workshops, and TOPS.**
- **To enhance the CRASH reconstruction level for the Mississippi Highway Patrol.**
- **To provide public information and education to the public for all traffic safety related issues and campaigns.**
- **To provide funding for four police traffic services grants to local law enforcement, offering speed, traffic, seat belt and DUI components.**
- **OHS will use the NHTSA/GHSA questions that track driver attitude and awareness concerning speeding issues in surveys to be conducted during the fourth quarter of FY 2010.**

### Project Descriptions:

**Project Number: 10-PT-410-1**

**Project Title: Police Traffic Services Coordination Project**

**Description:** The **Police Traffic Services Coordination Project** for the State of Mississippi has a highway safety plan in place. The Police Traffic Services program will assist Law Enforcement agencies statewide to assist them in establishing a highway safety

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

The Police Traffic Services Coordinator will oversee the Law Enforcement Liaison –Traffic Enforcement Network (T.E.N.) program that has been established this past year. The networks consist of 82 counties (that contain approximately 257 local municipalities) that are broken down into nine (9) districts of the Mississippi Highway Patrol troops. There is a Law Enforcement Liaison Network Coordinator assigned to each MHP district. Three full-time State Regional Law Enforcement Liaison Officers oversee the project that is currently broken down into the Northern, Central and Southern regions. The Law Enforcement Liaison serves as a field representative and will contact and visit law enforcement agency heads and conduct in-service training to the agencies in order to keep them informed on current traffic safety trends and issues. By doing this, the MS Office of Highway Safety has started to bring back a positive enthusiasm for the enforcement and education of highway safety. Namely, greater law enforcement participation, increased and improved reporting and a significant increase in alcohol countermeasure enforcement grant applications are but a few of these benefits. This was accomplished by having quarterly meetings in each troop to share ideas, educational material, training needs and a coordinated effort to traffic safety.

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

The coordinator of this project will work under the direction of the MS Governors Office of Highway Safety Director and work in conjunction with the State Law Enforcement Liaison Office. The coordinator will assist in coordinating the Central, Northern and Southern Law Enforcement Liaison Network program. The Central region is the largest segment of population and highest alcohol-fatality rates in Mississippi. The State of Mississippi is planning to implement the **Speed Management Strategy** to all law enforcement officers and

the public in Mississippi. The training outline, objectives, and speed training plan will be constructed with input and approval from all attendees (Public Policy, Law Enforcement, Traffic Engineering, and Judicial). The MS Governors Office of Highway Safety will train officers, City/ County officials, and the public on the Speed Management Strategy . The training will take place through the Office of Highway and the LEL training schedule that is currently offered with the SFST, TOPS, CTS, and Spanish for the Traffic Officer training. At least nine speed workshops are being planned for FY 2009. The training will take place at various workshops and meetings across the state.

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

**Budget: 150,000 Federal 402**

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**Project Number: 10-PT-401-1**

**Project Title: MASEP Local SFST and Law Enforcement Training Project**

**Description:** Over the past years a vital need for continuation of **Standardized Field Sobriety Testing (SFST) Training** through Mississippi State University MASEP has been recognized in the state, and the requests for this training continue to increase. In FY 2009, 22 SFST training schools were held throughout the state, training a total of over 450 officers. These officers have formed a DUI Officer Association entitled STORM (Sobriety Trained Officers Representing Mississippi), which has attributed greatly to a substantial drop in the average BAC for DUI arrests, down to .141 in 2008. The response from officers who have received the training and from law enforcement leaders across the state indicates an overwhelming need for continuation of SFST. In FY 2010, twenty SFST training schools, four Drug Recognition Expert (DRE) Regional workshops, and one SFST instructor course will be held. Training also includes Complete Traffic Stops, and TOPS.. These trainings meet the criteria of initiation, development and implementation specified in Title 23 CFR, Chapter 11, Part 1250, enabling consideration for local benefit.

**Budget: \$213,171.00 Federal 402**

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**Project Number: 10-PT-412-1**

**Project Title: USM Law Enforcement Liaison (LEL) Project**

**Description:** **The Law Enforcement Liaison (LEL) Project** with the University of Southern Mississippi continues to expand. The LEL will continue to oversee SFST training, S.T.O.R.M., STEP Blitz activities, and provide technical assistance to the 82 sheriff's departments and approximately 257 municipal and other law enforcement agencies. To assist in the demand for training, the LEL project will continue to facilitate Standardized Field Sobriety Training (SFST), Traffic Occupant Protection Strategies (TOPS), Complete Traffic Stops (CTS), and a pilot (DRE-ARIDE) training. The LEL program should be better able to bridge the gap between law enforcement, the private sector, and Office of Highway Safety. Standardized Field Sobriety Training has become an intricate part of the Mississippi alcohol

countermeasures system. Local and state law enforcement officers have formed a DUI officer association called S.T.O.R.M., which stands for Sobriety Trained Officers Representing Mississippi. This group meets bi-annually to be advised on updates in the law, proper child restraint use, and the proactive nature of traffic enforcement, SFST, TOPS, CTS, DAR and other aspects of highway safety. Since the beginning of increased SFST courses and the formation of S.T.O.R.M., Mississippi has seen a steady increase in the number of DUI arrests.

**Budget: \$500,157.97 Federal 402**

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**Project Number: 10-PT**

**Project Title: MHSP Speed Enforcement (PROPOSED)**

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

**Budget: \$200,000 Funding determined on carry forward funds and 40% to local requirements**

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**Project Number: 10-PT-408-1**

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

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

**Budget: \$30,000 Federal 402**

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**Project Number: 10-PT-408-2**

**Project Title: MHSP CRASH Project**

**Description:** The **Mississippi Highway Safety Patrol C.R.A.S.H. (Collision Reconstruction Analysis on State Highways)** project is seeking funding to enhance the capabilities of the CRASH team. This project will expand in depth MHP’s collision investigation and reconstruction techniques. This grant will fund five crash data retrieval



systems, five PCM (interface kits for crash data retrieval, software, and travel for further training for the CRASH team. The states required 25% match to 402 is located within the grant, which is a MHP vehicle. These 345 fatal collisions resulted in 392 fatalities on MHP patrolled roadways and interstates. With this new technology and training, team members will be equipped with the knowledge and equipment to analyze a crash and prepare a comprehensive report that will aid the prosecutors in holding those responsible for their actions. The ultimate goal of the unit remains to enhance and expand the capabilities of the unit in their in-depth and comprehensive investigation and reconstruction of collisions and the causation factors of these collisions that are significant in their resulting of serious injuries and or death of the persons involve in these collisions.

**Budget: \$64,247 Federal 402**

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**Project Number: 10-PT-202-1**

**Project Title: City of Bay St. Louis PTS Project**

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

**Budget: \$59,060.54 Federal 402**

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**Project Number: 10-PT-134-1**

**Project Title: Jones County PTS Project**

**Description:** Jones County is located in the southeastern portion of the state and is intersected by I-59, U.S. Highway 11, U.S. Highway 84, and U.S. Highway 15. The population for Jones County is 64,958 which is one of Mississippi's most populated areas. Contributing to the increase in population were many residents that were displaced by the Katrina storm in 2005 that moved to the area. In 2005, 2006 and 2007, Jones County ranked in the top five for traffic crashes. Numerous industries, a regional hospital and community college are all located in Jones County. Compounding the traffic problems are commuters from the five surrounding counties that work in Jones County. While Jones County is a dry county the surrounding counties are not. Many Motorists drive under the influence when returning to their residence. Jones County ranked 15<sup>th</sup> for alcohol related fatalities in 2005, 2006 and 2007 and ranked 19<sup>th</sup> in injury per mile on county roads in 2008 according to the Traffic Safety Problem Identification. This project will continue to focus on DUI enforcement, traffic enforcement and public education.

**Budget: \$139,822.50 Federal 402**

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**Project Number: 10-PT-319-1**

**Project Title: City of Pearl PTS Project**

**Description:** The jurisdiction of Pearl is located just east of the capital city of Jackson, Mississippi. According to the 2000 census, the population of Pearl is 21,961 but with annexation and housing growth the population is around 27,000. Due to Pearl's growth with new subdivisions, restaurants, businesses, expanded roadways, Bass Pro Shop, the Mississippi Braves Baseball Stadium and the 2010 opening of the Bloomfield Outlet mall and Sam's Wholesale Club the traffic flow will increase dramatically. According to marketing and tourism surveys, the Bass Pro shop and Mississippi Braves brought in approximately 2.2 million people or 6,044 people daily increasing the speeding violations and traffic accidents. Some establishment in Pearl serve beer and light wine but the bigger alcohol problem is from patrons traveling through Rankin County from Jackson. The Pearl Police Department recorded 977 crashes in 2008 with 8 fatalities and 125 injuries. Pearl ranked 6<sup>th</sup> in the state in 2008 for injuries per mile traveled on county roads. Pearl is ranked 7<sup>th</sup> in the state for population increase.

**Budget: \$134,000.00 Federal 402**

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**Project Number: 10-PT-286-1**

**Project Title: City of Hernando PTS Project**

**Description:** Hernando is located in Desoto County which is one of the fastest growing counties in Mississippi. The significant population growth can be attributed to an influx of people moving from the Memphis area of Shelby County, TN and to people working at casinos located in the neighboring county of Tunica relocating to Hernando to live. In 2000, Hernando had a population of 9,600 but has increased to 15,560 in 2010. The number of calls for police has also increased and has required better management of records. With two specific officers assigned to traffic detail, Hernando should be able to decrease the number of crashes while increasing the usage of safety belt and child restraints. The officers will be able to focus on enforcing traffic without the loss of manpower to answer other calls for service. Desoto County ranked 4<sup>th</sup> in traffic Safety problem identification in 2008 for injuries per 10K population and ranked 18<sup>th</sup> in total crashes per 100 vehicles miles traveled.

**Budget: \$48,676.99 Federal 402**

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Each project site listed will participate in coordinated statewide public information and education campaigns in addition to supporting and cooperating in the Click It or Ticket enforcement mobilization, the Teen Demonstration Project, the "Drunk Driving, Over the Limit, Under Arrest" DUI enforcement mobilization, speed enforcement initiatives such as Blue Talon in NHTSA Region VI, the Mississippi Association of Highway Safety Leaders, and STORM (Sobriety Trained Officers Representing Mississippi).

Coordinated efforts will be made in working with law enforcement officers throughout Mississippi in strictly enforcing the state's Implied Consent laws, driving over the posted speed limit laws, the primary seat belt law, and the child restraint law. In addition to

individual project supplies and materials, the Office of Highway Safety will supply each project with information and materials provided by NHTSA.

**Program Area Cost Summary (See HS 217)**

**Planning and Administration: None**

**Over \$5000 Equipment Request: None**

**Paid Media: None**

**FY 2010-05 POLICE TRAFFIC SERVICES**

<b>Subgrantee</b>	<b>Project Title</b>	<b>Federal</b>	<b>Match</b>	<b>402 to Local</b>
University of Southern Mississippi	1. Law Enforcement Liaison Project Personnel: 1 Senior LEL, 3 LEL Trainers 1 Administrative Assistant Travel, Contractual Services Commodities	\$500,157.97	\$90,712.93	\$500,157.97
MHSP	2. Uniformed Public Affairs Project Travel/ Commodities	\$30,000.00	\$550,000.00	-0-
OHS	3. Police Traffic Services Coordination Personnel: Salary/Fringe/Travel Commodities	\$150,000.00	\$10,000.00	-0-
Mississippi State U. MASEP	4. Law Enforcement Training Grant Support/ Travel, Commodities/Contractual	\$213,171.00	21,317.00	\$213,171.00
MHP	5. CRASH Reconstruction Unit 5 Crash Data Retrieval Systems 5 PCM interface CDR Kits Contractual Services	\$64,247.00	\$80,000.00	-0-
Bay St. Louis	6. Police Traffic Services Grant Coordinator/Overtime, Fringe, Travel Commodities	\$59,060.54	\$6,562.22	\$59,060.54
Jones County	7. Police Traffic Services 4 officers, DUI coordinator Fringe	\$139,822.50	46,607.50.00	\$139,822.50
Pearl Police Dept.	8. Police Traffic Services Personnel: 3 traffic officers/fringe	\$134,000.00	\$134,000.00	\$134,000.00
Hernando Police Dept.	9. Police Traffic Services Personnel: 2 traffic officers, fringe	\$48,676.99	\$48,676.99	\$48,676.99
MHSP	10. Speed Enforcement	\$-0-	\$-0-	\$-0-
	<b>TOTAL:</b>	<b>\$1,339,136.00</b>	<b>\$987,876.64</b>	<b>\$1,094,889.00</b>

**RS FY 2010-06**  
**ROADWAY SAFETY**

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**Problem Identification:**

Like most all states across the nation, the State of Mississippi has been lacking in both traffic engineering expertise and traffic support services, which understandably has hindered the state's ability to meet the demands for traffic engineering effectiveness at both the state and local levels. With the two additional projects allocated in the 2009 grant year, for engineering studies, presently there are about 251 municipalities that either have or are in the process of having proper warning and regulatory signs which comply with the standards that are described in the Manual on Uniform Traffic Control Devices 2003 (MUTCD).

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

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

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

Mississippi is made up of 82 county jurisdictions with the responsibility of maintaining approximately 74% of all state roadways. Of these 82 counties, few jurisdictions have trained personnel with the right expertise do the type of engineering studies required. Again, most of the counties cannot adequately address traffic engineering problems which may or are causing and affecting traffic crashes within their jurisdictions. With these problems in mind and the lack of expertise available on a local level, to meet or address these insufficient traffic engineering needs, the OHS is proposing to address these problems from four standpoints and plan to assist in the following areas: (1) Traffic Engineering Services Coordination; (2) Traffic Sign Installation; (3) Traffic Safety Training; and (4) Safety Studies.

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

- **Outcome Measure/Roadway Safety:** In FY 2010, to serve two communities by installing traffic signs and signals that are in compliance with MCTUD standards by December 31, 2010.

**Strategies:**

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

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

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

<b><u>Localities</u></b>		<b><u>Project Activity - FY 2010</u></b>
<b>1. Clinton</b>	<b>(2nd Year)</b>	<b>Traffic Safety Signing Study</b>
<b>2. Summit</b>	<b>(2nd year)</b>	<b>Traffic Safety Signing Study</b>

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

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

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

### **Project Descriptions:**

**Project Number: 10-RS-410-1**

**Project Title: Roadway Safety Coordination**

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

**Budget: \$30,000.00 Federal 402**

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**Project Number: 10-RS-206-1**

**Project Title: City of Clinton Traffic Signing Project**

**Description:** Phase 2: Clinton plans to enhance and update their traffic control devices in keeping with the MUTCD standards. Clinton will be required to employ the services of certified engineering firms, using federal, state, and local consultant selection procedures, to conduct the studies and inventories. There are certain items to be considered and addressed in these studies/inventories,

which will include the following: Traffic signing, signalization, pavement markings, traffic operations, pedestrian and vehicular crash experience, school safety and other related fields of traffic systems.

**Budget: \$161,100.00 Federal 402**

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**Project Number: 10-RS-346-1**

**Project Title: Town of Summit Traffic Signing Project**

**Description:** Phase 2: Summit plans to enhance and update their traffic control devices in keeping with the MUTCD standards. Summit will be required to employ the services of certified engineering firms, using federal, state, and local consultant selection procedures, to conduct the studies and inventories. There are certain items to be considered and addressed in these studies/inventories, which will include the following: Traffic signing, signalization, pavement markings, traffic operations, pedestrian and vehicular crash experience, school safety and other related fields of traffic systems.

**Budget: \$38,835.00.00 Federal 402**

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**Program Area Cost Summary (See HS 217)**

**Planning and Administration: None**

**Over \$5000 Equipment Request: None**

**Paid Media: None**



**RS FY 2010-06  
ROADWAY SAFETY**

<b>Subgrantee</b>	<b>Project Title</b>	<b>Federal</b>	<b>Match</b>	<b>402 to Local</b>
OHS	1. Roadway Safety Coordination Personnel: Salary Fringe Travel Commodities	\$30,000.00	\$10,000.00	-0-
Clinton	3. Traffic Safety Signing project	\$161,100.00	\$53,700.00	\$161,100.00
Summit	4. Traffic Safety Signing Project	\$38,835.00	\$12,945.00	\$38,835.00
	<b>TOTAL</b>	<b>\$229,935.00</b>	<b>\$85,237.00</b>	<b>\$199,935.00</b>

## SECTION 2010 Motorcycle Safety

### Problem Identification

Mississippi has applied for a Motorcycle Grant Award under Criterion 3, Reduction of Fatalities and Crashes Involving Motorcycles, of Section 2010 of SAFETEA-LU. Presently, Mississippi has no state run motorcycle safety training program. Training programs are offered throughout the state through private organizations. Motorcycle training is not required under Mississippi law to own and operate a motorcycle.

If a citizen is applying for a Mississippi Driver's license, and wants to operate a motor-driven cycle, they must obtain a motorcycle endorsement by taking a written test on the operation of a motorcycle and a skills test. The Mississippi Motorcycle Operator's manual is now part of the Mississippi Driver's manual, and can be purchased by citizens applying for a license. Currently there are over **85,000** motorcycle endorsements in the state.

With the growing number of motorcycle endorsements, the Office of Highway Safety would like to introduce a paid media campaign aimed directly at the motoring public concerning the safety of motorcycle riders. These radio ads and billboards would stress the importance of motorcycle safety and will utilize the message "Share the Road" as required by the regulations for 2010.

The number of motorcycle fatalities has decreased the past three years, with 55 in 2006, 51 in 2007. Motorcycle crashes decreased as well, from 948 in 2006 to 904 in 2007. Over **38%** of the motorcycle crashes occurred between the hours of 7:00 p.m. to 9:00 a.m.

### Mississippi Motorcycle Fatality Facts

Year	No Helmet Used	Helmet Used	Helmet Used Improperly	Percent of Fatalities with no Helmet Use	Total motorcycle crashes	Total Fatalities	Registered Motorcycles
2006	11	44	0	20.00%	948	55	35,837
2007	17	33	1	33.33%	904	51	39,599
2008	8	32	0	20.00%	?	40	44,563

As of June 2008, there were over **88,000** registered motorcycle riders in the state. Motorcycle fatalities fell from 55 in 2006 to 51 in 2007. Mississippi has a strong motorcycle helmet law, with a 99% helmet usage rate as shown by the MSU helmet survey each year. However, with high fuel costs, more and more Mississippians are riding motorcycles, with the number of motor cycle registrations climbing. In 2007, motorcycle registrations were 39,599, with 51 motorcycle fatalities.

### Outcome Measures

- **C-7 Core Outcome Measure/Motorcycles:** To decrease motorcyclist fatalities 25% for the 2007 base calendar year of 51 to 38 by December 31, 2010.

- **C-8 Core Outcome Measure/Unhelmeted Motorcyclists:** To decrease unhelmeted motorcyclist fatalities 66% from the 2007 base calendar year of 18 to 6 by December 31, 2010.

**Strategies:**

- To conduct a paid media campaign “Share the Road”

**Project Descriptions:**

**Project Number:**

**Project Title: Motorcycle Paid Media – Share the Road**

**Description:** The OHS will contract with the media specialist to place paid media across the state with the “Share the Road” theme during FY 2010.

**Budget: \$100,000.00**

**2010 Motorcycle Safety**

Subgrantee	Project Title	Federal	Match	402 to Local
OHS	I. Motorcycle “ Share the Road” Media Campaign  Contractual Services  TOTAL	\$100,000.00    \$100,000.00		

## STATE CERTIFICATIONS AND ASSURANCES

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

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

- 23 U.S.C. Chapter 4 - Highway Safety Act of 1966, as amended;
- 49 CFR Part 18 - Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments
- 49 CFR Part 19 - Uniform Administrative Requirements for Grants and Agreements with Institutions of Higher Education, Hospitals and Other Nonprofit Organizations
- 23 CFR Chapter II - (§§1200, 1205, 1206, 1250, 1251, & 1252) Regulations governing highway safety programs
- NHTSA Order 462-6C - Matching Rates for State and Community Highway Safety Programs
- Highway Safety Grant Funding Policy for Field-Administered Grants

### Certifications and Assurances

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

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

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

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

- **National law enforcement mobilizations,**

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

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

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

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

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

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

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

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

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

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

The State will provide a drug-free workplace by:

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

### **BUY AMERICA ACT**

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

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

### **POLITICAL ACTIVITY (HATCH ACT).**

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

### **CERTIFICATION REGARDING FEDERAL LOBBYING**

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

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

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

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

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

### **RESTRICTION ON STATE LOBBYING**

None of the funds under this program will be used for any activity specifically designed to urge or influence a State or local legislator to favor or oppose the adoption of any specific legislative proposal pending before any State or local legislative body. Such activities include

both direct and indirect (e.g., "grassroots") lobbying activities, with one exception. This does not preclude a State official whose salary is supported with NHTSA funds from engaging in direct communications with State or local legislative officials, in accordance with customary State practice, even if such communications urge legislative officials to favor or oppose the adoption of a specific pending legislative proposal.

## **CERTIFICATION REGARDING DEBARMENT AND SUSPENSION**

### **Instructions for Primary Certification**

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



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

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

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

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

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

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

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

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

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

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

*Instructions for Lower Tier Certification*

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

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

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

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

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

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

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

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

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

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

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

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

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

**ENVIRONMENTAL IMPACT**

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year 2010 highway safety planning document and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If, under a future revision, this Plan will be modified in such a manner that a project would be instituted that could affect environmental quality to the extent that a review and statement would be necessary, this office is prepared to take the action necessary to comply with the National

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

**2009 Safety Belt Survey**

The Mississippi Safety Belt Survey has been completed, and the safety belt survey use rate certification with current results will be submitted to NHTSA prior to December 31, 2009.

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**Kim Proctor, Governor's Representative for Highway Safety**

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**Date**



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

**HIGHWAY SAFETY PROGRAM COST SUMMARY**

State MS Number 1 Date August 25, 2009

Program Area	Approved Program Costs	State/Local Funds	Federally Funded Programs		Federal Share to Local	Current Balance
			Previous Balance	Increase/(Decrease)		
PA-01	\$229,321.74	229,321.74			-0-	
AL-02	365,852.00	70,917.00			240,852.00	
OP-03	1,130,325.00	41,515.00			595,887.00	
TR-04	106,289.00	1,000.00			-0-	
PT-05	1,339,136.00	947,876.64			1,094,889.00	
RS-06	229,935.00	85,237.00			199,935.00	
HE-154	7,786,845.78	N/A			N/A	
AL-154	\$7,693,908.37	-0-			4,570,333.81	
AL-410	4,014,788.00	1,346,363.00			N/A	
OP-405	348,135.00	116,045.00			-0-	
TR-408	1,037,831.00	207,566.20			-0-	
OP-163	550,000.00	N/A			N/A	
MC-2010	100,000.00	N/A			N/A	
Total NHTSA	\$17,145,521.11	\$3,045,841.58				
Total FHWA	7,786,845.78	N/A			N/A	
Total NHTSA & FHWA	\$24,932,366.89	\$3,045,841.58			6,701,896.81	

State Official Authorized Signature:

Federal Official Authorized Signature:

NAME: \_\_\_\_\_  
TITLE: \_\_\_\_\_  
DATE: \_\_\_\_\_

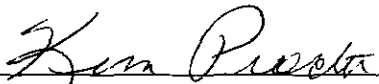
NHTSA -  
NAME: \_\_\_\_\_  
TITLE: \_\_\_\_\_  
DATE: \_\_\_\_\_  
Effective Date: \_\_\_\_\_



impact will result from implementing this Highway Safety Plan. If, under a future revision, this Plan will be modified in such a manner that a project would be instituted that could affect environmental quality to the extent that a review and statement would be necessary, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 USC 4321 et seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).

**2009 Safety Belt Survey**

The Mississippi Safety Belt Survey has been completed, and the safety belt survey use rate certification with current results will be submitted to NHTSA prior to December 31, 2009.



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**Kim Proctor, Governor's Representative for Highway Safety**

\_\_\_\_\_  
8/28/09  
Date