

MISSISSIPPI OFFICE OF HIGHWAY SAFETY ANNUAL REPORT

FEDERAL FISCAL YEAR 2025



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Executive Summary

The Mississippi Office of Highway Safety (MOHS) administers Mississippi's federal highway safety grant program in compliance with the Highway Safety Act of 1966 and all subsequent amendments. This 2025 Annual Report outlines the allocation and use of federal grant funds administered by the National Highway Traffic Safety Administration (NHTSA). These funds were made available through the Section 402 State and Community Highway Safety Grant Program and the Section 405 National Priority Safety Program authorized under the federal transportation legislation, the Infrastructure Investment and Jobs Act (IIJA). Federal Fiscal Year (FFY) 2025 funding awarded to MOHS included:

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

At MOHS, **saving lives is at the core of our mission**. We administer federally funded programs aimed at reducing traffic fatalities, traffic injuries and the associated economic losses from property damage crashes in the state. These funds support the Mississippi Highway Safety programs for Impaired Driving, Occupant Protection, Child Passenger Restraint, Police Traffic Services, Public Information & Education, Traffic Records, Driver's Education, Paid Media, Motorcycle Safety, Youth, and Planning and Administration.

The 2025 Annual Report outlines our annual progress in implementing the Triennial Highway Safety Plan and highlights key successes in advancing MOHS goals and performance targets. The report provides detailed information on nationally aligned goals, performance achievements, and strategies across each program area.

Mississippi remains committed to increasing public awareness, understanding, and engagement on traffic safety issues. While meaningful progress has been made, MOHS continues to work diligently to reduce fatalities and injuries, recognizing that much work remains to make Mississippi's roadways safer for all.

The overall traffic fatalities increased from 733 in 2023 to 753 in 2024.

The MOHS was successful in the following achievements during FFY2025:

- The number of unrestrained fatalities decreased from 216 in 2023 to 196 in 2024.
- Speeding fatalities decreased from 141 in 2023 to 131 in 2024.
- Motorcyclist fatalities decreased from 60 in 2023 to 55 in 2024.
- Unhelmet motorcycle fatalities decreased from 12 in 2023 to 9 in 2024.
- Bicycle fatalities decreased from 13 in 2023 to 9 in 2024.

- The observed belt use for passenger vehicles increased from 81.2 in 2024 to 86.6 in 2025.
- Grant-funded citations for speeding decreased from 30,454 in 2024 to 25,696 in 2025.
- Teen alcohol related fatalities decreased from 20 in 2023 to 9 in 2024.
- Teen unrestrained fatalities decreased from 27 in 2023 to 19 in 2024.
- Teen speeding fatalities decreased from 31 in 2023 to 16 in 2024.

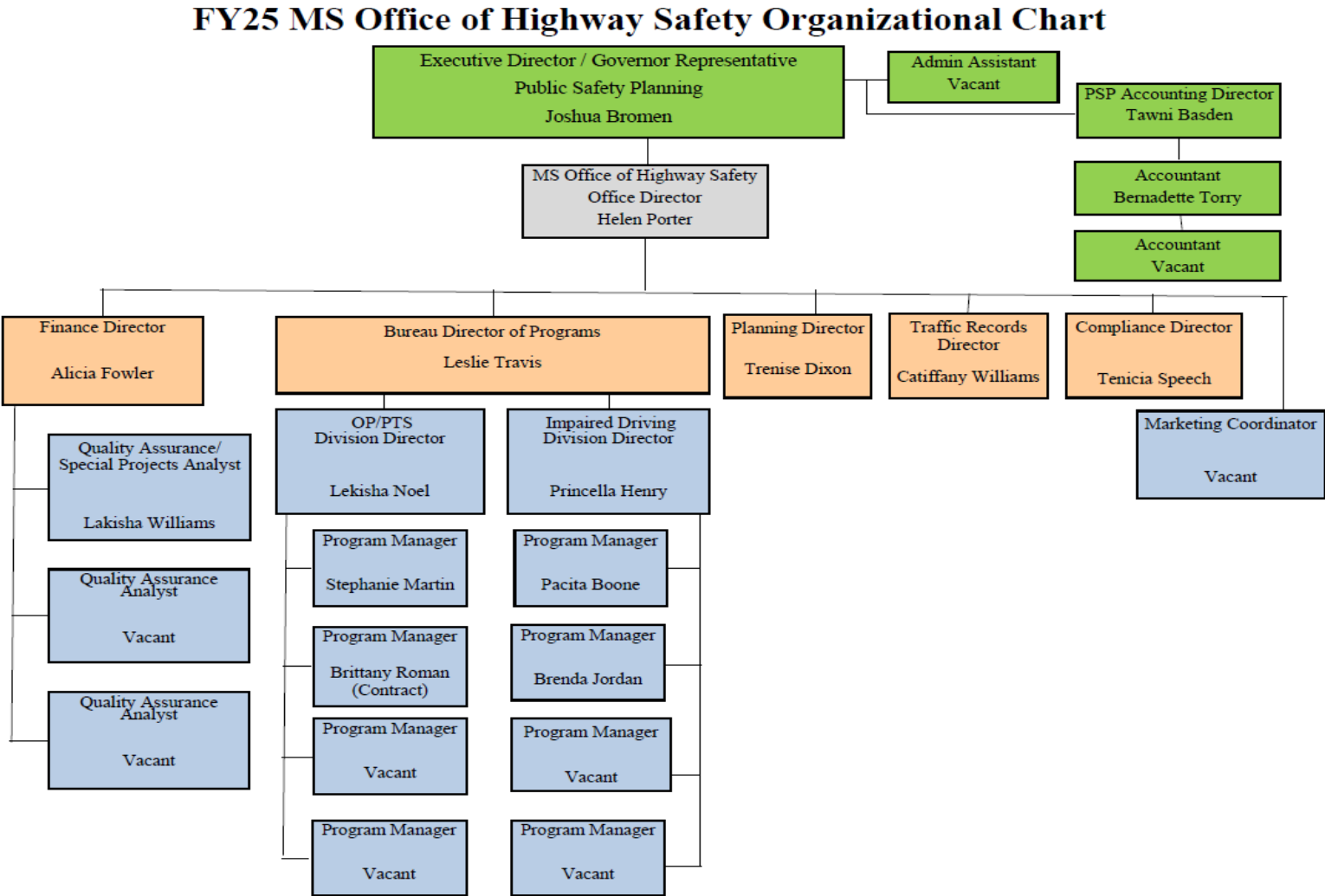
We remain committed to serving Mississippi through best practices, data-driven approaches, and evidence-based programs to continue the successes of the MOHS program. Our support of law enforcement agencies, non-profit partners, state and local partners will continue to grow while meeting the joint goals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

I would like to thank our Commissioner, Sean Tindell, and the Governor's Representative, Joshua Broman, as well as our staff, state leaders, partners, and sub-grantees, for their collective efforts in advancing our shared goal of reducing injuries and fatalities on Mississippi's roadways.

Helen Porter, Office Director, Mississippi Office of Highway Safety

2025 MOHS ORGANIZATION CHART

The Mississippi Office of Highway Safety (MOHS) is managed by the Mississippi Department of Public Safety and the Division of Public Safety Planning. MOHS is located within the Division of Public Safety Planning office. The chart below shows the last approved organizational chart submitted by the MOHS to NHTSA.



MOHS MISSION STATEMENT AND MISSION GOAL

The mission of the Mississippi Office of Highway Safety is to encourage and assist state and local agencies, institutions, and the private sector in establishing or expanding cooperative highway safety programs based on specifically identified traffic safety problems.



The overall goal is to reduce traffic crashes which result in death, injury, and economic loss in the state. To accomplish this goal, activities are carried out in the areas of alcohol/drug countermeasures and police traffic services that include speed, occupant protection, traffic records, roadway safety and motorcycle safety (funded through the National Highway Traffic Safety Administration [NHTSA]).

2025 Mississippi Legislation

2025 LEGISLATIVE BILLS PASSED

During the 2025 Mississippi legislative session, the following bills were passed through the House of Representatives and Senate and then presented to the Governor for signature regarding highway safety. The following are the bills that were passed:

House Bills:

- **HB 292:** An act to amend sections 63-11-23 and 63-11-30, Mississippi code of 1972, to provide a timeline for the 120-day suspension for DUI violations to provide an aggravated DUI penalty for persons who are under the legal age for purchasing alcoholic beverages; and for related purposes.
- **HB 1015:** An act to amend section 77-7-335, Mississippi code of 1972, to authorize Department of Public Safety inspectors to assist other officers; to amend section 63-11-5, Mississippi code of 1972, to add commercial motor carrier inspectors to the list of persons authorized to give breath tests; and for related purposes.

Senate Bills:

- **SB 2695:** An act to amend section 37-25-3, Mississippi Code of 1972, to provide that the school board of any school district maintaining a secondary school shall establish and maintain driver education and training programs for pupils enrolled in the secondary schools in that district; to amend section 37-25-5, Mississippi code of 1972, to provide that the state superintendent of education and the commissioner of public safety shall jointly prepare and recommend to the state board of education, the scope of driver education and training programs in secondary schools; to provide that on or before July 1, 2025, the state superintendent of education and the commissioner of public safety shall jointly prepare an estimated budget and fiscal report of the additional expenses and costs related to the implementation of mandatory driver education programs and present the same to the legislature; to amend section 37-25-7, Mississippi code of 1972, to provide that a driver's education student shall not be required to possess a learner's permit or driver's license while the student is under the direct supervision of an instructor; to delete certain fees that the department of public safety could charge for a learner's permit; to create new section 37-25-8, Mississippi code of 1972, to provide that upon satisfactory completion of a driver education and training program, a driver's education student shall be issued a certificate of completion and copy of said certificate shall be delivered to the driver service bureau of the department of public safety.

Mississippi Safety Partners

The Mississippi Safety Partners listed below include Government agencies (Federal and State), program stakeholders, community partners that are involved in safety issues, public information, law enforcement, and training for the State of Mississippi. These partners are vital to the success of the MOHS traffic safety program in reducing fatalities, injuries, and crashes. In FY25, partners participated in the strategic planning and implementation of highway safety programs listed within the Triennial Highway Safety Plan, 2025 Annual Report and made the FY25 grant year a success and helped reduce fatalities and injuries on state roadways. This is a small listing of all the partners that are involved and partner with the MOHS. For FY2025 MOHS is looking to reach out to additional agencies that will help in contributing to saving lives on our highways.

Federal Motor Carrier Safety Administration
Federal Highway Administration
Jackson State University
Mississippi Legislators
Mississippi Association of Chiefs of Police
Mississippi Sheriff's Association
Mississippi Department of Transportation
Mississippi Department of Health
Mississippi Department of Mental Health
Mississippi Department of Public Safety
Mississippi Highway Patrol

Mississippi Law Enforcement Agencies
National Highway Traffic Safety Administration
Governor's Highway Safety Association
State Traffic Records Coordinating Committee
Mississippi State University
Mississippi Social Science Research Center
MOHS Staff Members
Oxford Police Department-Mississippi Law
Enforcement Training Division

Assessment of State of Mississippi's Progress

Table 1 FFY25 Statistical Progress

Measure	2020	2021	2022	2023	2024	Average
C1. Core Outcomes Measure—Fatalities (FARS) ¹	748	766	703	733	753	741
C2. Core Outcome Measure—Number of Serious Injuries (State Data)	3616	3519	3344	3205	2909	3319
C3. Core Outcome Measure—Fatalities/100 MVMT¹	1.89	1.88	1.76	1.79	1.81	1.83
C4. Core Outcome Measure—Number of unrestrained passenger vehicle occupant fatalities, all seating positions¹	228	237	197	216	196	215
C5. Core Outcome Measure—Number of fatalities involving driver or motorcycle fatalities involving driver or motorcycle operator with .08 BAC or above¹	145	152	156	158	171	156
C6. Core Outcome Measure—Number of speeding-related fatalities¹	129	122	139	141	131	132
C7. Core Outcome Measure—Number of motorcyclist fatalities¹	62	38	52	60	55	53
C8. Core Outcome Measure—Number of un-helmeted motorcyclist fatalities¹	15	2	10	12	9	10
C9. Core Outcome Measure—Number of drivers age 20 or younger involved in fatal crashes¹	101	99	75	90	104	94
C10. Core Outcome Measure—Number of pedestrian fatalities¹	105	93	81	87	104	94
C11. Core Outcome Measure—Number of bicycle fatalities¹	9	16	17	13	9	13
Core Behavioral Measure:	2021	2022	2023	2024	2025	Average
B-1. Percent observed belt use for passenger vehicles	80.0%	78.9%	82.2%	81.2%	86.6%	81.8%
Core Achievement Measures:	2021	2022	2023	2024	2025	Average
Seat Belt Citations Issued During Grant Funded Activities	12,124	18,614	19,970	20,754	21,597	18,612
Impaired Driving Arrests During Grant Funded Activities	6,665	6,312	5,670	5,200	5,698	5,909
Speeding Citations Issued During Grant Funded Activities	23,843	23,527	31,421	30,454	25,696	26,988

Source: NHTSA STSI/FARS; Mississippi Office of Highway Safety.

2025 Core Performance Measures

MOHS is working diligently with partner agencies by hosting virtual strategic planning meetings and developing targeted action plans to achieve core outcomes and behavioral performance measures. However, continued reductions in law enforcement staffing within the Mississippi Highway Patrol and local agencies during FY 2025 have presented challenges, limiting agency participation in planned law enforcement safety activities.

FY2025 seatbelt survey data is final. Targets are set in the Triennial Highway Safety Plan to be reached by the end of the calendar Year 2025; which will be represented by 2023 FARS data; 2025 data will not be final until the early part of 2026.

Progress in Achieving Performance Targets

Outside of the core behavior measure for observed seat belt use, only preliminary fatality data were available to determine if performance targets identified in the FFY 2024-2026 Triennial HSP will be met for 2025. At the time of this report, it appears Mississippi will meet 5 targets for FFY 2025 (Table 2). Moving forward, the MOHS will continue adjusting the targets using the five-year rolling averages from 2020-2024, with the incorporation of this new data set in upcoming Triennial HSPs.

MOHS will continue working closely with its staff and partner agencies to make significant progress in increasing observed seat belt use and reducing impaired driving and speeding-related fatalities. MOHS encourages greater participation by agencies statewide in high-visibility, evidence-based occupant protection, impaired driving, and speed enforcement initiatives.

In addition, plans are underway to expand education, public engagement, and communication efforts with both existing and new stakeholders and contractors to reach broader audiences across the state and promote safe driving behaviors. Through these continued and enhanced efforts, MOHS is confident that additional performance targets will be achieved in the future.

Table 2 Preliminary 2025 Highway Safety Progress Report

Performance Measure:	Target Period	Target Year(s)	Benchmark Value for FY 25 listed in 3HSP	Data Source/ FY 25 Progress Results	On Track to Meet FY 25 Benchmark: YES/NO/In-Progress (Must be Accompanied by Narrative)
C-1) Total Traffic Fatalities	5 Year	2018-2022	711	FARS 2020-2024 741	No. Currently not on track to meet FY25 benchmark.
C-2) Serious Injuries in Traffic Crashes	5 Year	2018-2022	2520	State Data 2020-2024 3319	No. Currently not on track to meet FY25 benchmark.
C-3) Fatalities/VMT	5 Year	2018-2022	1.76	FARS/State 2020-2024 1.83	In-Progress to meet FY25 benchmark.
C-4) Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions	5 Year	2017-2021	266	FARS 2020-2024 215	Yes. Currently on track to meet FY25 benchmark.
C-5) Alcohol-Impaired Driving Fatalities	5 Year	2017-2021	158	FARS 2020-2024 156	Yes. Currently on track to meet FY25 benchmark.
C-6) Speeding-Related Fatalities	5 Year	2017-2021	96	FARS 2020-2024 132	No. Currently not on track to meet FY25 benchmark.
C-7) Motorcyclist Fatalities	5 Year	2017-2021	44	FARS 2020-2024 53	In-Progress to meet FY25 benchmark.
C-8) Un-helmeted Motorcyclist Fatalities	5 Year	2017-2021	7	FARS 2020-2024 10	In-Progress to meet FY25 benchmark.
C-9) Drivers Age 20 or Younger Involved in Fatal Crashes	5 Year	2017-2021	89	FARS 2020-2024 94	In-Progress to meet FY25 benchmark.
C-10) Pedestrian Fatalities	5 Year	2017-2021	85	FARS 2020-2024 94	In-Progress to meet FY25 benchmark.
C-11) Bicyclist Fatalities	5 Year	2017-2021	9	FARS 2020-2024 13	In-Progress to meet FY25 benchmark.
B-1) Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)	5 Year	2018-2022	80.6%	NHTSA Certified State Survey (2025 Result) 86.6%	Yes. MOHS is on track to meet FY25 benchmark. Current five-year (2021-2025) average of 81.8%.

A-1 Seat Belt Citations Issued During Grant Funded Activities ¹	5 Year	2018-2022	14,457	State 2021-2025 average of 18,612	Yes. Currently on track to meet FY25 benchmark.
A-2 Impaired Driving Arrests During Grant Funded Activities ¹	5 Year	2018-2022	6,148	State 2021-2025 average of 5,909	In-Progress to meet FY25 benchmark.
A-3 Speeding Citations Issued During Grant Funded Activities ¹	5 Year	2018-2022	18,557	State 2021-2025 average of 26,988	Yes. Currently on track to meet FY25 benchmark.
MOHS Outcome Measure: Teen-AL	5 Year	2017-2021	11	FARS/State 2020-2024 average of 13	In-Progress to meet FY25 benchmark.
MOHS Outcome Measure: Teen-OP	5 Year	2017-2021	31	FARS/State 2020-2024 average of 23	Yes. Currently on track to meet FY25 benchmark.
MOHS Outcome Measure: Teen-Speed	5 Year	2017-2021	13	FARS/State 2020-2024 average of 16	In-Progress to meet FY25 benchmark.

Source: NHTSA STSI/FARS; Mississippi Office of Highway Safety.

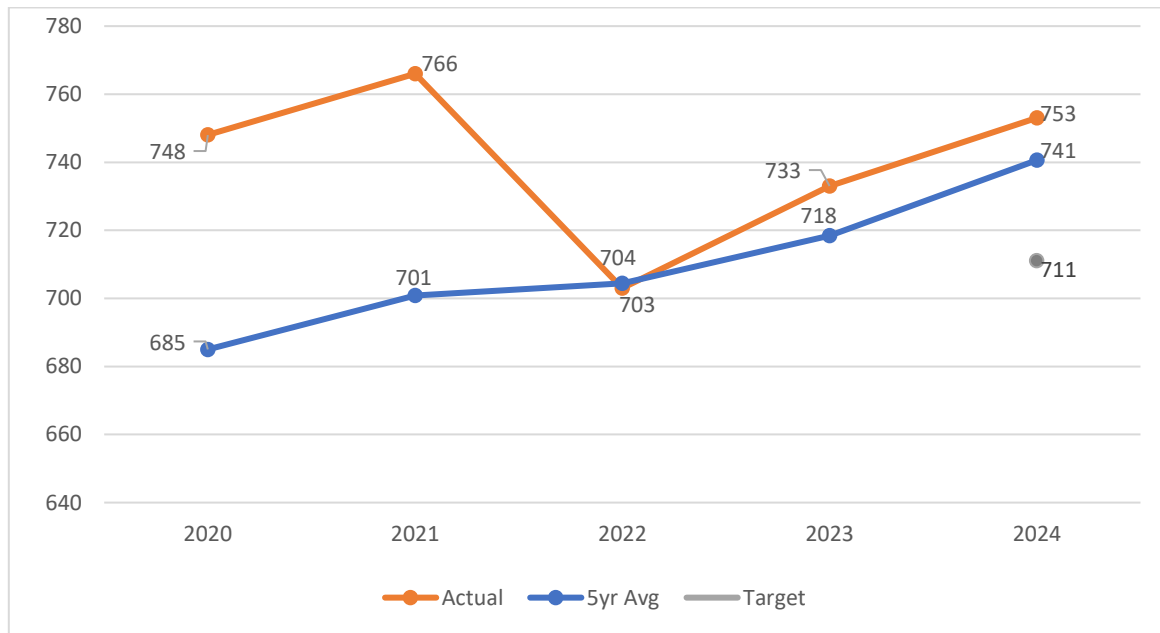
C-1 Core Outcome Measure/Number of Traffic Fatalities (FARS)

To maintain traffic fatalities at the five-year (2018-2022) average of 711 by December 31, 2024. MOHS will keep this constant target for years 2025 and 2026 as well and update as needed.

Fatalities increased from 733 in 2023 to 753 in 2024. The five-year average (2020-2024) of 741 is above the target of 711. **(Target not met)**

***MOHS will continue doing quarterly evaluations on performance measures, reaching out to agencies, and increasing our public awareness efforts on safe driving behaviors. ***

Figure 1 C-1 Number of Fatalities (FARS)



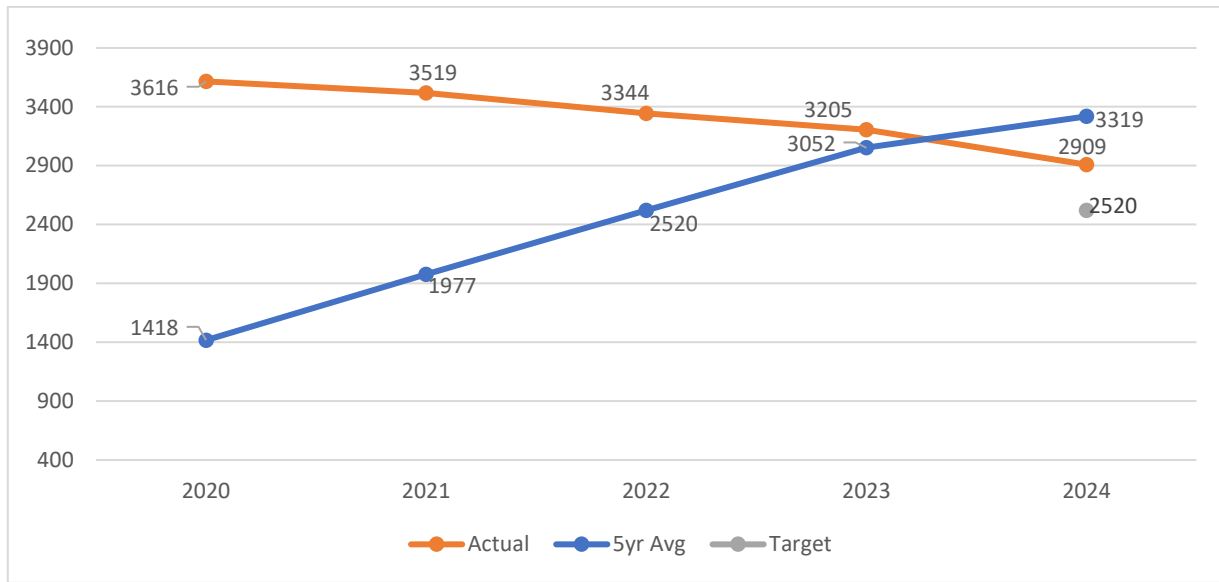
Source: NHTSA STSI/FARS

C-2 Core Outcome Measure/Serious Injury

To maintain serious injuries at the five-year (2018-2022) average of 2520 by December 31, 2024. MOHS will keep this constant target for years 2025 and 2026 as well and update as needed.

Although serious traffic injuries have decreased in the past several years, the five-year average (2020-2024) of 3319 is more than the target of 2520. **(Target not met)**

*** MOHS will continue to promote the importance of wearing seatbelts as it does help to avoid injuries in auto accidents. ***

Figure 2 C-2 Serious Injury (State Data)

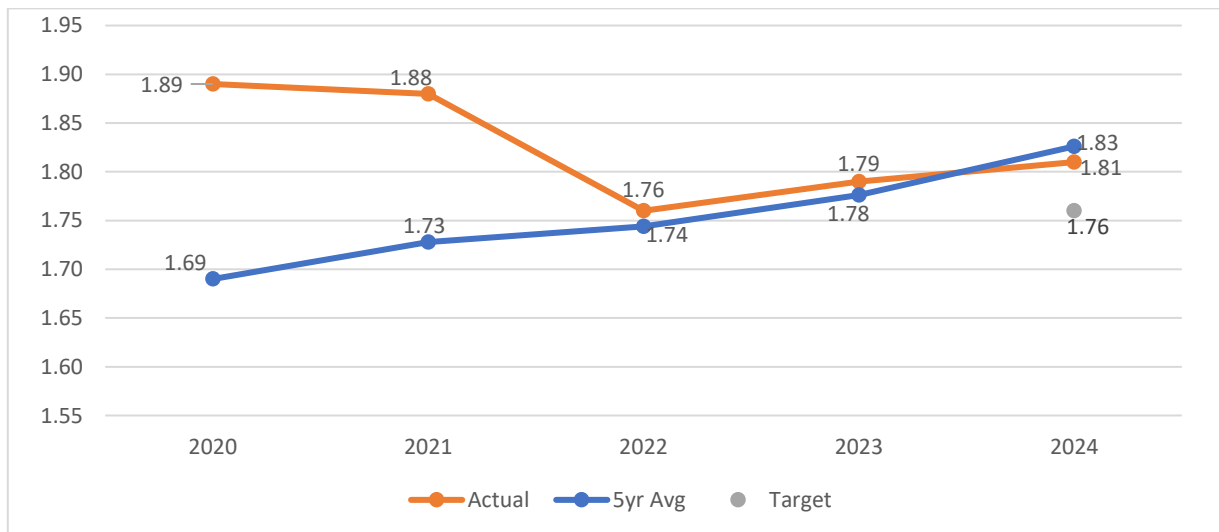
Source: Mississippi Office of Highway Safety. Accessed December 8, 2025.

C-3 Core Outcome Measure/Fatality Rate

To maintain fatality rate at the five-year (2018-2022) average of 1.76 by December 31, 2024. MOHS will keep this constant target for years 2025 and 2026 as well and update as needed.

The fatality rate increased from 1.79 in 2023 to 1.81 in 2024. The five-year average of fatalities/100 MVMT for 2020-2024 is 1.83 and is higher than the target of 1.76. **(Target not met)**

****MOHS will continue doing quarterly evaluations on performance measures, reaching out to agencies, and increasing our public awareness efforts on safe driving behaviors. ****

Figure 3 C-3 Fatality Rate (FARS)

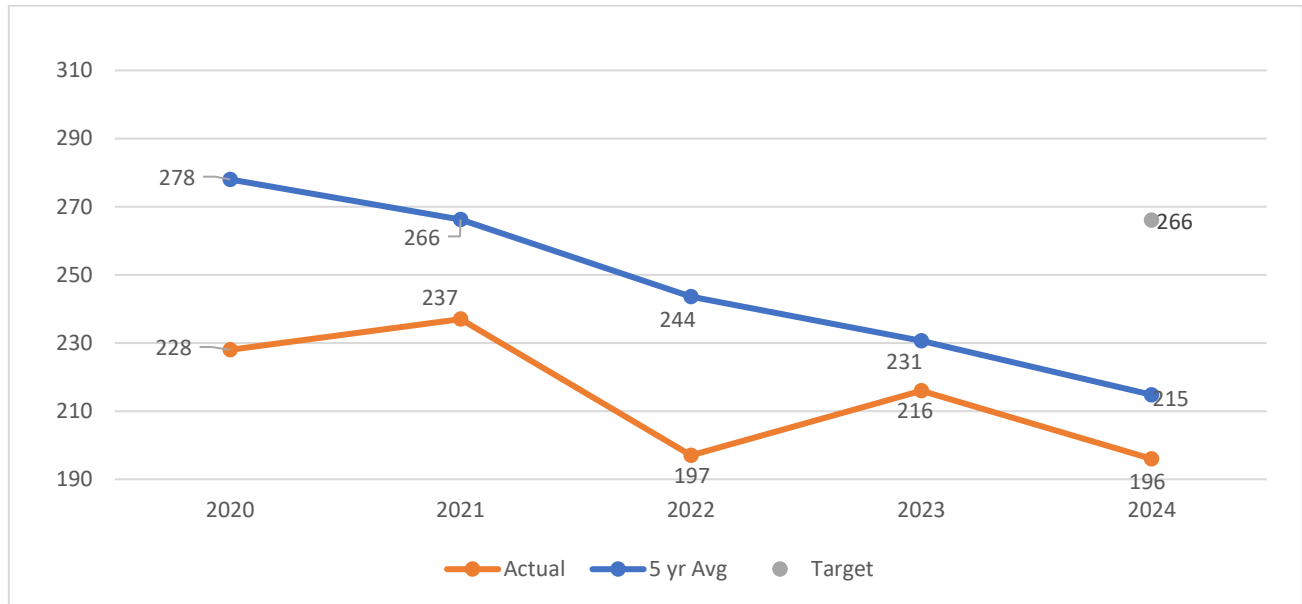
Source: NHTSA STSI/FARS/State Data. Accessed December 8, 2025.

C-4 Core Outcome Measure/Unrestrained Passengers

To maintain unrestrained passenger vehicle occupant fatalities, all seat positions at the five-year (2017-2021) average of 266 by the end of 2024-2026.

The number of unrestrained fatalities decreased from 216 in 2023 to 196 in 2024. The five-year average (2020-2024) of 215 is below the target of 266. **(Target met)**

Figure 4 C-4 Unrestrained Fatalities

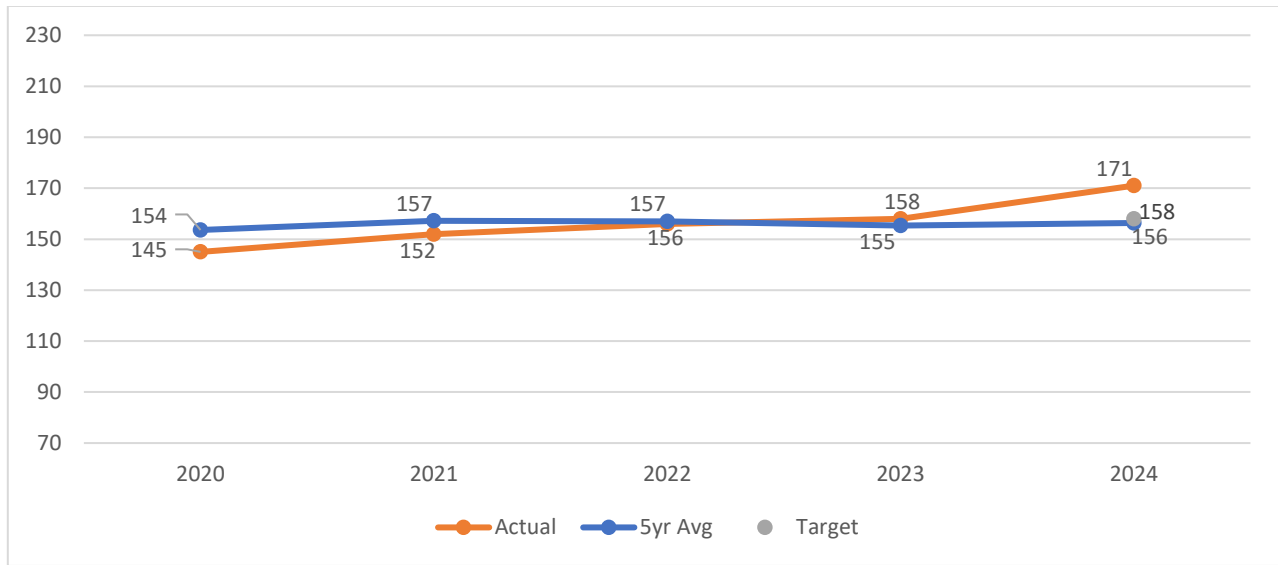


Source: NHTSA STSI

C-5 Core Outcome Measure/Alcohol and Other Drugs

To maintain alcohol-impaired driving fatalities at the five-year (2017-2021) average of 158 by the end of 2024-2026.

Impaired driving fatalities increased from 158 in 2023 to 171 in 2024. The five-year average (2020-2024) of 156 is below the target of 158. **(Target met)**

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

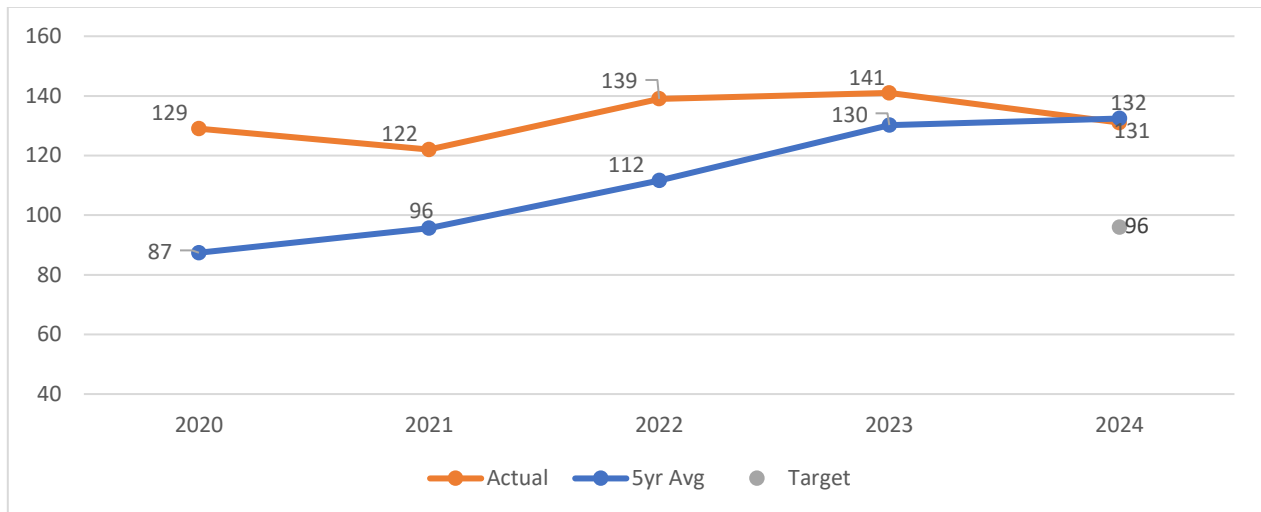
Source: NHTSA STSI/ FARS

C-6 Core Outcome Measure/Speed

To maintain speeding-related fatalities at a current safety level of the five-year (2017-2021) average of 96 by the end of 2024-2026.

Speeding fatalities decreased from 141 in 2023 to 131 in 2024, the five-year average (2020-2024) of 132 is above the target of 96. **(Target not met)**

****MOHS will continue doing quarterly evaluations on performance measures, reaching out to agencies, and increasing our public awareness efforts on safe driving behaviors. ****

Figure 6 C-6 Speeding-Related Fatalities

Source: NHTSA STSI/ FARS/State Data Accessed December 8, 2025.

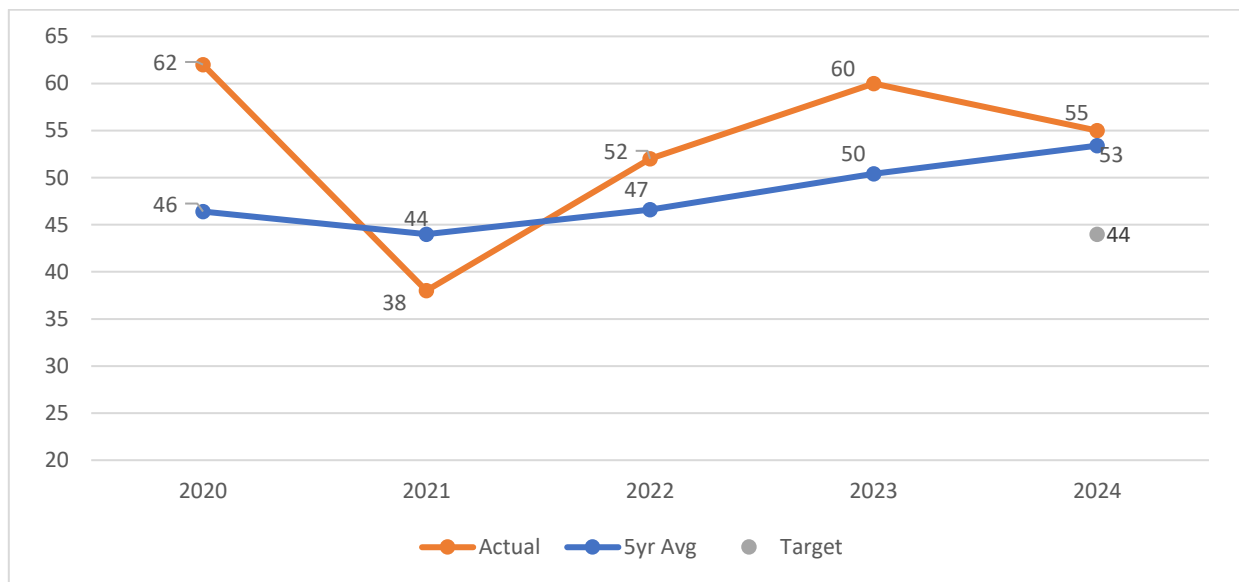
C-7 Core Outcome Measure/Motorcycles

To maintain motorcyclist fatalities at a current safety level of the five-year (2017-2021) average of 44 by the end of 2024-2026.

Motorcyclist fatalities decreased from 60 in 2023 to 55 in 2024. The five-year average (2020-2024) of 53 is above the target of 44. **(Target not met)**

***MOHS will continue doing quarterly evaluations on performance measures, reaching out to agencies, and increasing our public awareness efforts on safe driving behaviors. ***

Figure 7 C-7 Motorcyclist Fatalities



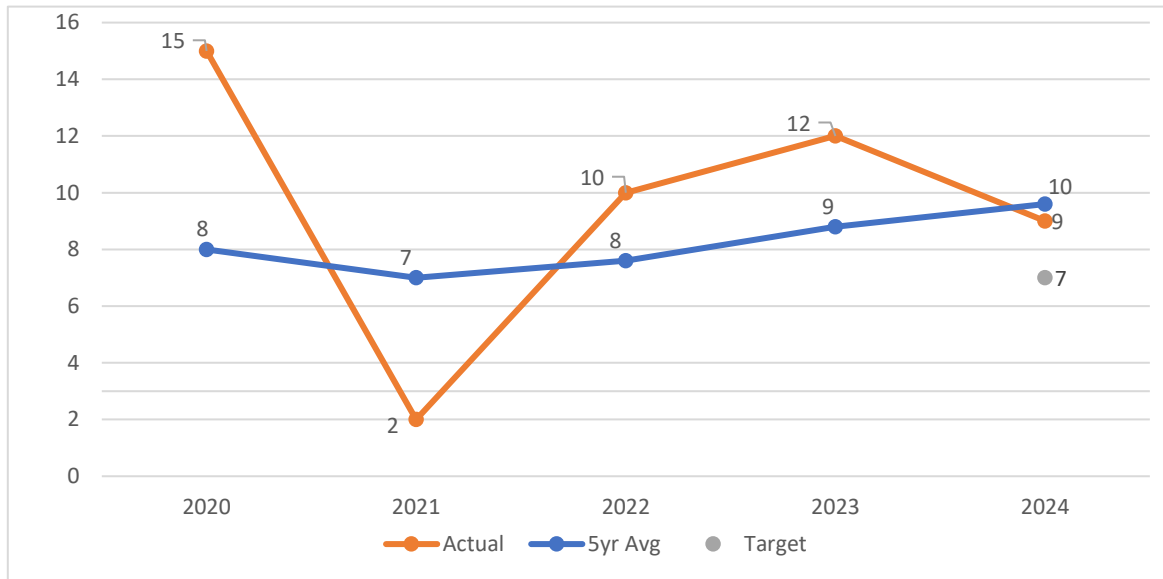
Source: NHTSA STSI/FARS/State Data Accessed December 8, 2025

C-8 Core Outcome Measure/Unhelmet Motorcyclists

To maintain the current unhelmeted motorcyclist fatalities safety level of the five-year (2017-2021) of 7 by the end of 2024-2026.

Unhelmeted motorcycle fatalities decreased from 12 in 2023 to 9 in 2024. The five-year average (2020-2024) of 10 is above the target of 7. **(Target not met)**

***MOHS will continue doing quarterly evaluations on performance measures, reaching out to agencies, and increasing our public awareness efforts on safe driving behaviors. ***

Figure 8 C-8 Unhelmet Motorcycle Fatalities

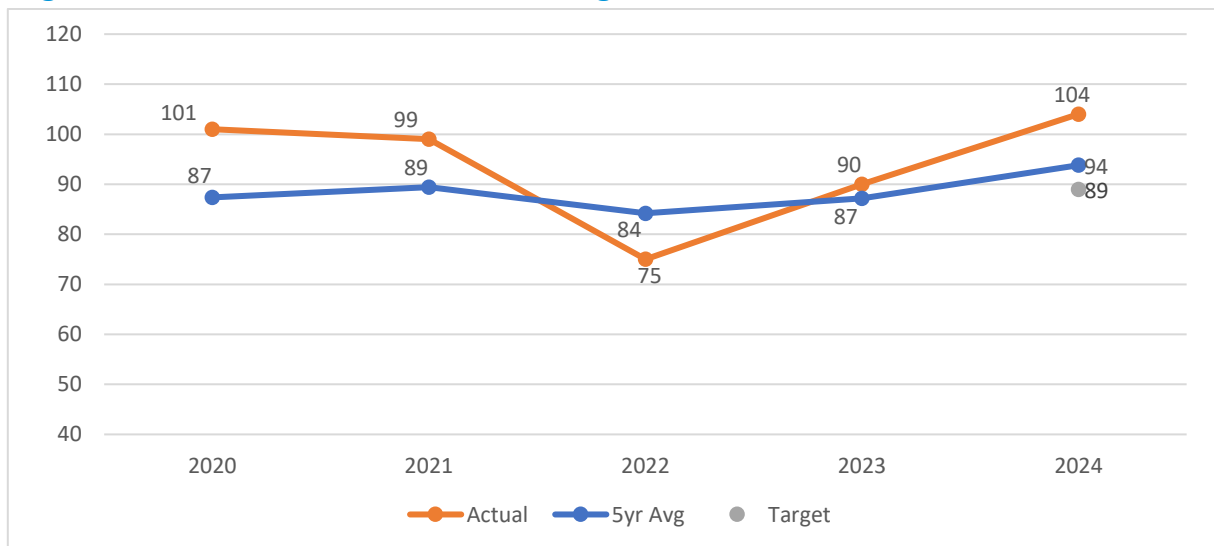
Source: NHTSA STSI/ FARS/State Data Accessed December 8, 2025

C-9 Core Outcome Measure/Under 21

To maintain the number of drivers under the age of 21 in fatal crashes at the five-year (2017-2021) average of 89 by the end of 2024-2026.

The fatalities for persons under 21 years of age increased from 90 in 2023 to 104 in 2024. The five-year (2020-2024) average of 94 is above the target of 89. **(Target not met)**

****MOHS will continue doing quarterly evaluations on performance measures, reaching out to agencies, and increasing our public awareness efforts on safe driving behaviors. ****

Figure 9 C-9 Under 21 Years of Age Fatalities

Source: NHTSA STSI/ FARS/State Data Accessed December 8, 2025

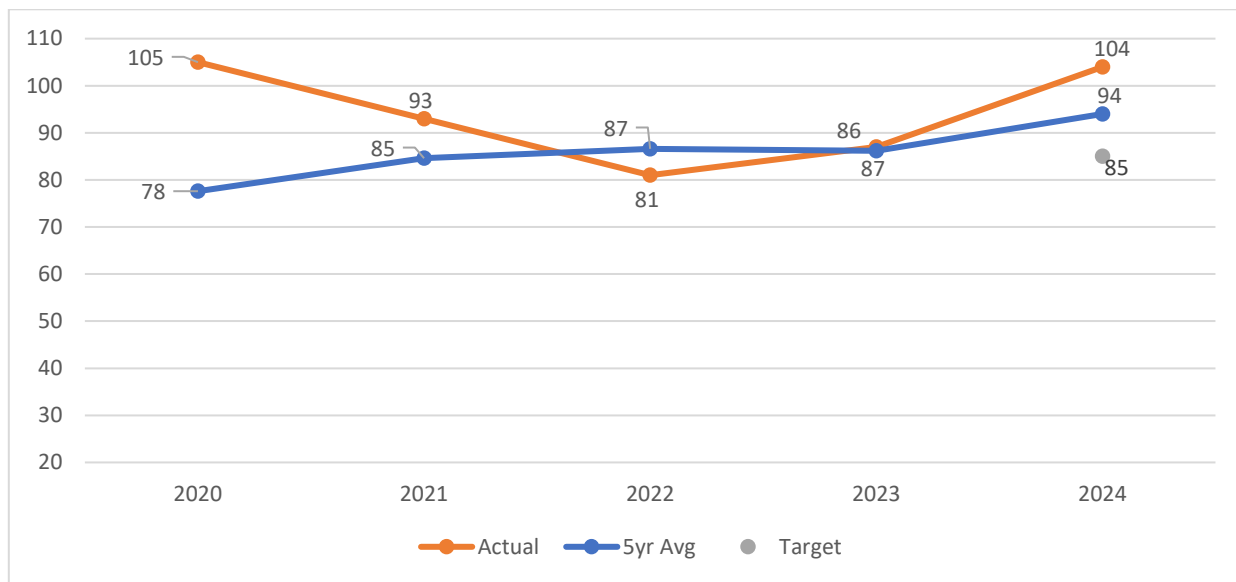
C-10 Core Outcome Measure/Pedestrians

To maintain pedestrian fatalities at the five-year (2017-2021) average of 85 by then end of 2024-2026. The target will be adjusted as needed.

Pedestrian fatalities increased from 87 in 2023 to 104 in 2024. The five-year average (2024-2024) of 94 is above the target of 85. **(Target not met)**

***MOHS will continue reaching out to agencies to educate the public and make them aware of pedestrians and safe driving behaviors as well as discuss how we can work towards meeting target goals. ***

Figure 10 C-10 Pedestrian Fatalities



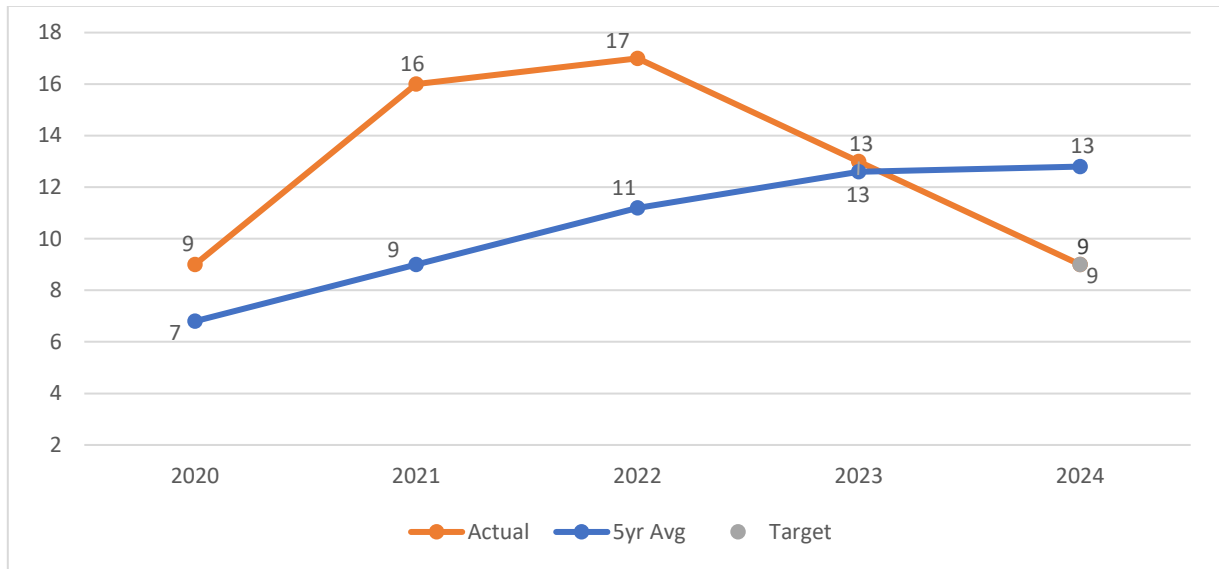
Source: NHTSA STSI/FARS/State Data Accessed December 8, 2025

C-11 Core Outcome Measure/Bicyclists

To maintain bicyclist fatalities at the five-year (2017-2021) average of 9 by the end of 2024-2026. The target will be updated as needed.

Bicycle fatalities decreased from 13 in 2023 to 9 in 2024. The five-year average (2020-2024) of 13 is above the target of 9. **(Target not met)**

***MOHS will continue working on goals to meet performance measures, reaching out to agencies, collecting data to help set performance targets, and implement a program on making public awareness of safe driving behaviors. ***

Figure 11 C-11 Bicycle and Other Cyclist Fatalities

Source: NHTSA STSI/ FARS/State Data Accessed December 8, 2025

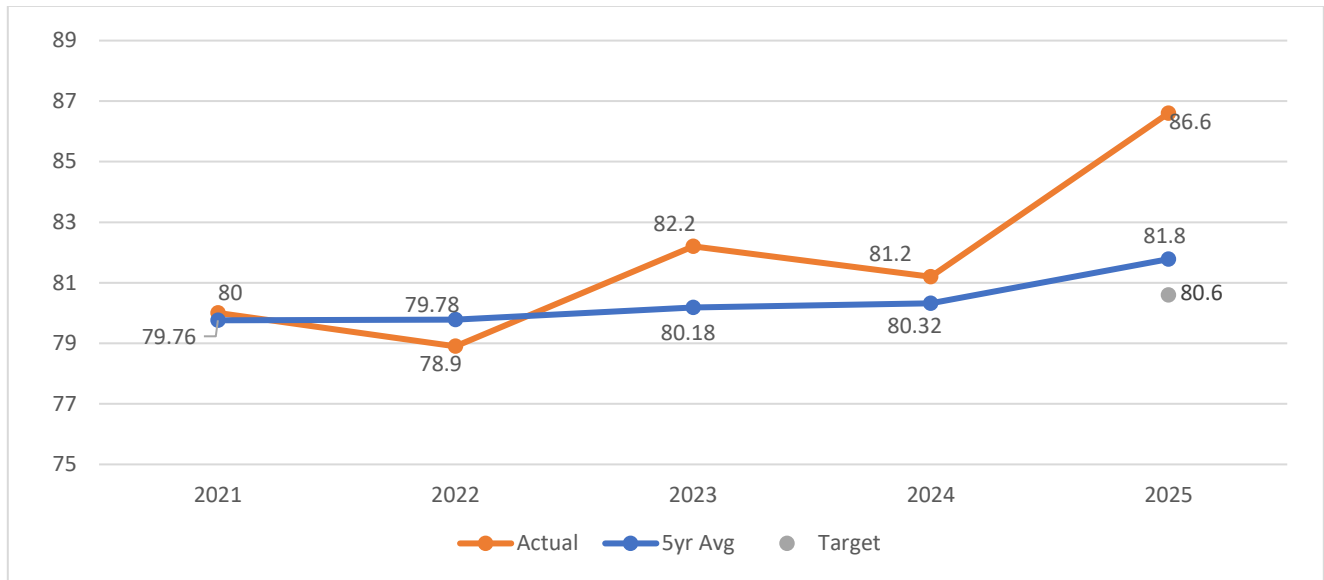
2025 Core Behavior Measure

B-1 Percent Observed Belt Use for Passenger Vehicles

*To increase the statewide observed seat belt use of front seat outboard occupants in passenger vehicles to 80.6% from the five-year (2018-2022) average of 79.78% by 1% by the end of 2024-2026. The target will be updated as needed. **The benchmark will be set at 80.6% each year.***

The observed belt use for passenger vehicles percentage increased from 81.2 in 2024 to 86.6 in 2025. The five-year average (2021-2025) of 81.8 is above the target of 80.6. **(Target Met)**

****MOHS will continue to make the public aware of the safety of wearing seatbelts through our CIOT campaign as well as reaching out through social media, television, and radio. MOHS is enthusiastic about the rise in seatbelt usage statewide and remains committed to working diligently to further strengthen these efforts****

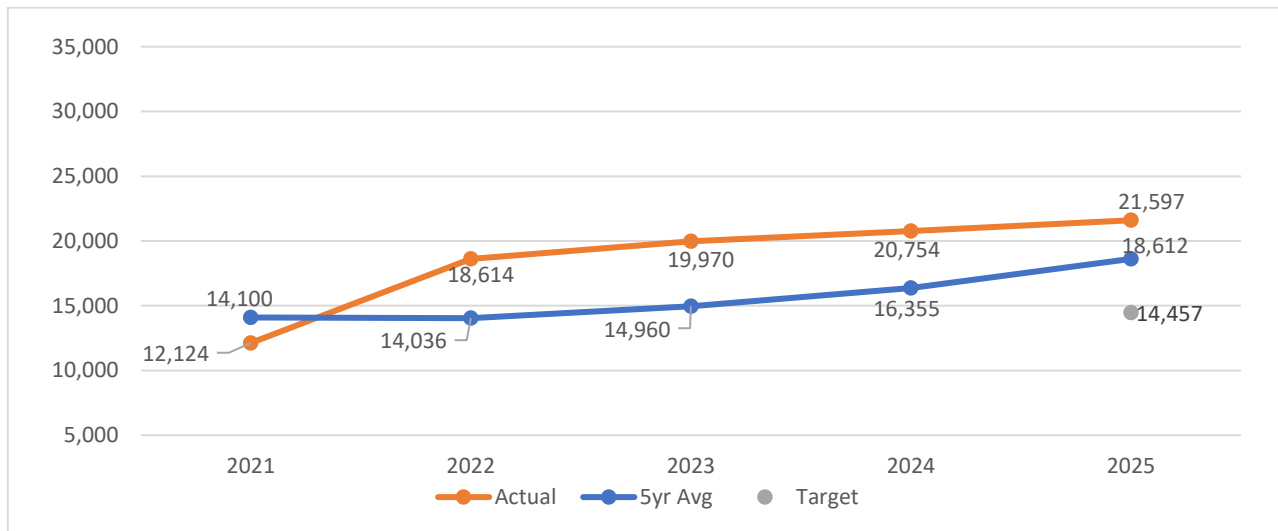
Figure 12 B-1 Percent Observed Belt Use for Passenger Vehicles

Source: Mississippi Office of Highway Safety. Accessed December 8, 2025

A-1 Core Activity Measure/Seat belts

*To increase the number of seatbelt citations and child restraint citations issued during grant-funded law enforcement activities to 14,457 from the five-year (2018-2022) average of 14,036 by 3% by the end of 2024-2026. The target will be updated as needed. **The benchmark will be set at 14,457 each year.***

The grant-funded citations for seat belts increased from 20,754 in 2024 to 21,597 in 2025. The five-year average (2021-2025) of 18,612 is above the target of 14,457. **(Target met)**

Figure 13 A-1 Grant Funded Citations for Seat Belts

Source: Mississippi Office of Highway Safety. Accessed December 8, 2025.

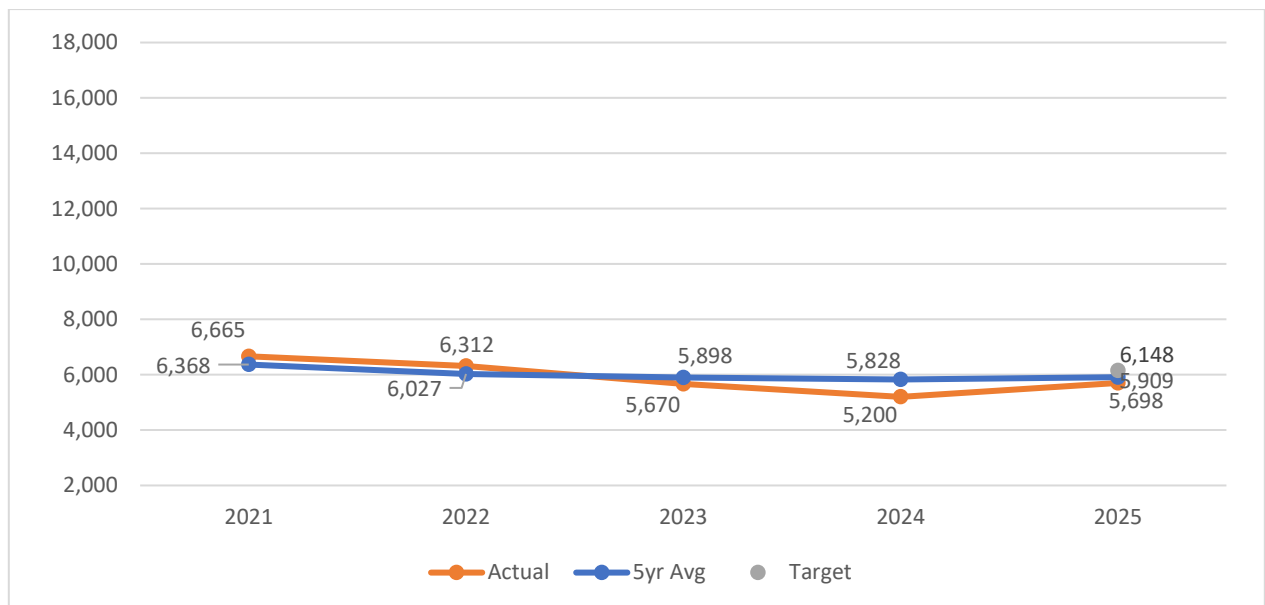
A-2 Core Activity Measure/Impaired Driving

To increase the number of impaired driving citations issued during grant-funded enforcement activities to 6,148 from the five-year (2018-2022) average of 6,027 by 2% by the end of 2024-2026. The target will be updated as needed. **The benchmark will be set at 6,148 each year.**

The grant-funded impaired driving citations increased from 5,200 in 2024 to 5,698 in 2025. The five-year average (2021-2025) of 5,909 is below the target of 6,148. **(Target not met)**

***MOHS will continue to make the public aware of the importance of not drinking and driving through our DSGPO campaigns, and public engagement, as well as reaching out through social media, television, and radio. ***

Figure 14 A-2 Grant Funded Citations for Impaired Driving

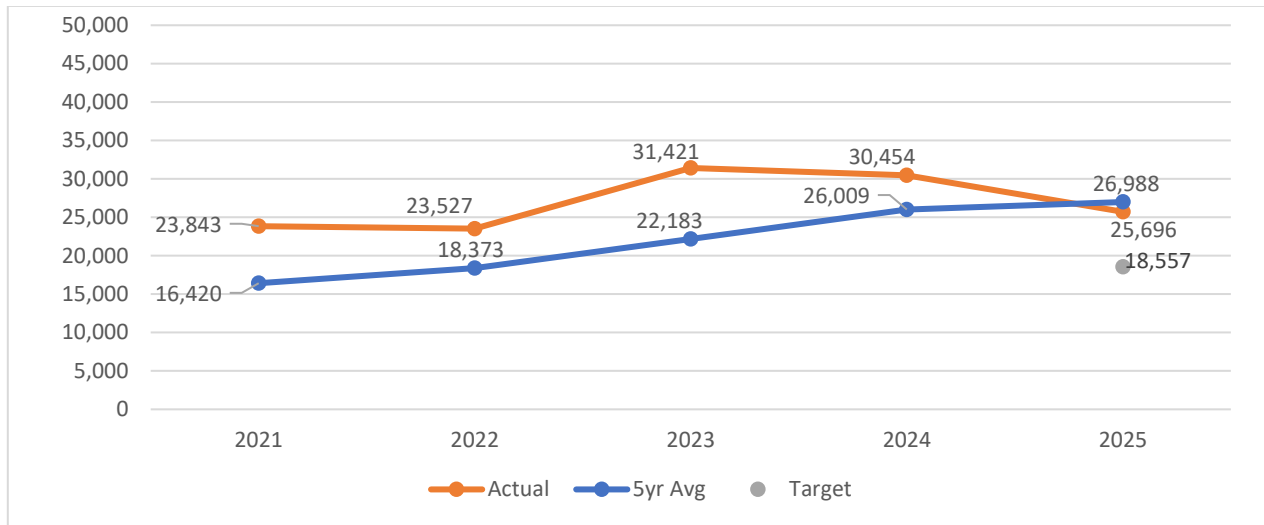


Source: Mississippi Office of Highway Safety. Accessed December 8, 2025.

A-3 Core Activity Measure/Speed

To increase the number of speed citations issued during grant-funded activities to 18,557 from the five-year (2018-2022) average of 18,373 by 1% by the end of 2024-2026. The target will be updated as needed. **The benchmark will be set at 18,557 each year.**

Grant funded citations for speeding decreased from 30,454 in 2024 to 25,696 in 2025. The five-year average (2021-2025) of 26,988 is above the target of 18,557. **(Target met)**

Figure 15 A-3 Grant Funded Citations for Speeding

Source: Mississippi Office of Highway Safety. Accessed December 8, 2025

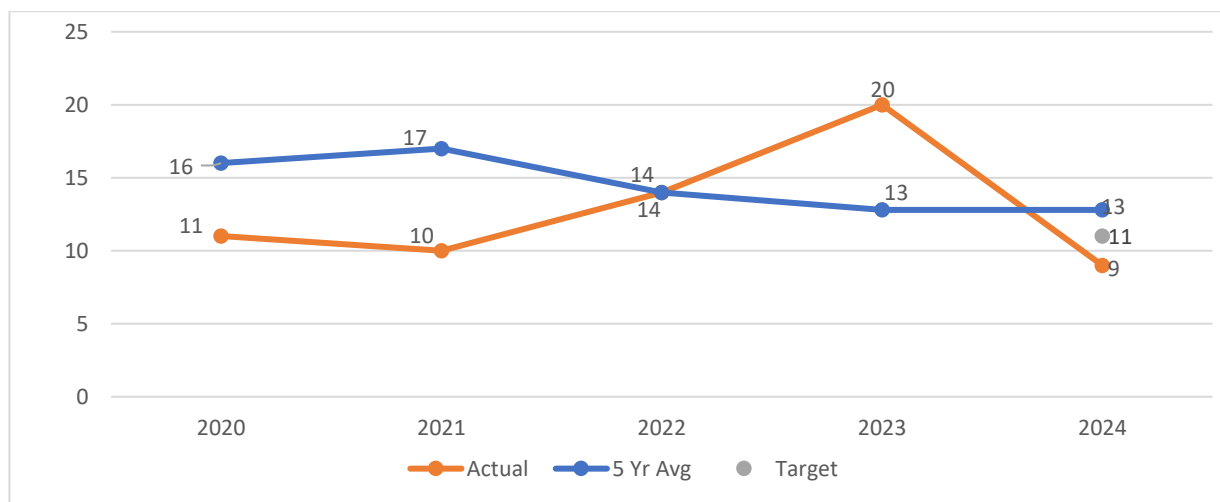
MOHS OUTCOMES MEASURES

MOHS Outcome Measure/Teen Alcohol

To maintain the number of alcohol-related fatalities in drivers under 21 years old from the five-year (2017-2021) average of 11 by 2024-2026. The target will be updated as needed.

Teen alcohol related fatalities decreased from 20 in 2023 to 9 in 2024. The five-year average (2020-2024) of 13 is above the target of 11. **(Target not met)**

****MOHS will continue to reach out and educate teen drivers on the importance of not speeding and safe driving awareness through our PI&E grants, public engagement, and campaigns.***

Figure 16 Alcohol Related of 16–20-Year-Old Drivers

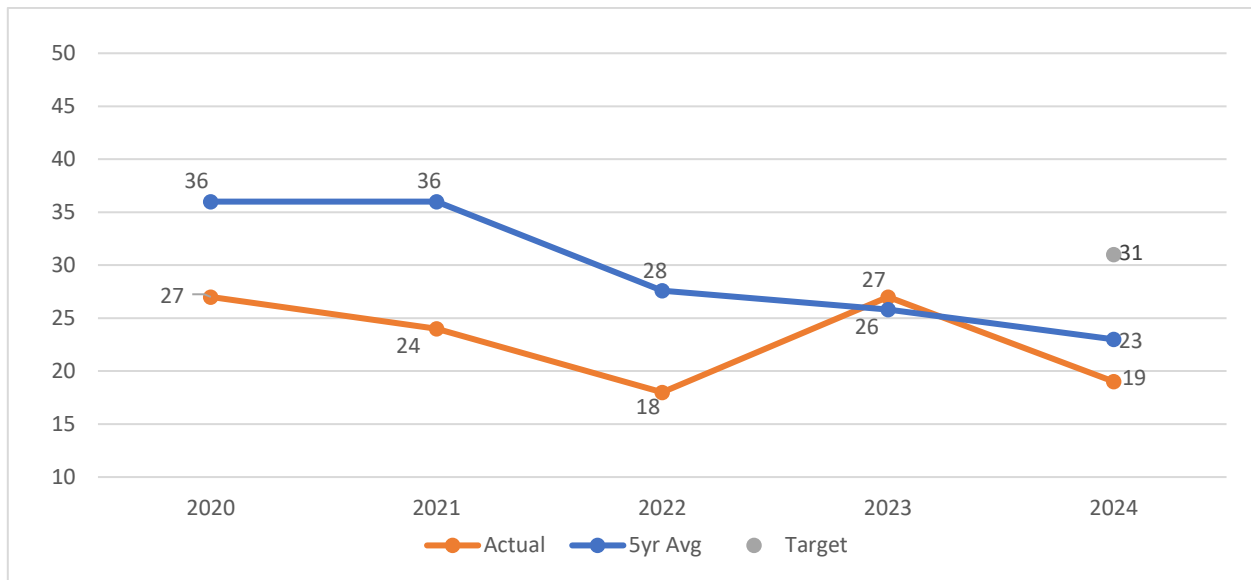
Source: FARS/Mississippi Office of Highway Safety. Accessed December 8, 2025

MOHS Outcome Measure/Teen Seat Belts

To maintain the number of unrestrained fatalities from 16–20-year-old drivers during the five-year (2017–2021) average of 31 by the end of 2024–2026. The target will be updated as needed.

Teen unrestrained fatalities decreased from 27 in 2023 to 19 in 2024. The five-year average (2020–2024) of 23 is below the target of 31. **(Target met)**

Figure 17 Seat Belt Related Fatalities of 16-20-Year-Old Drivers



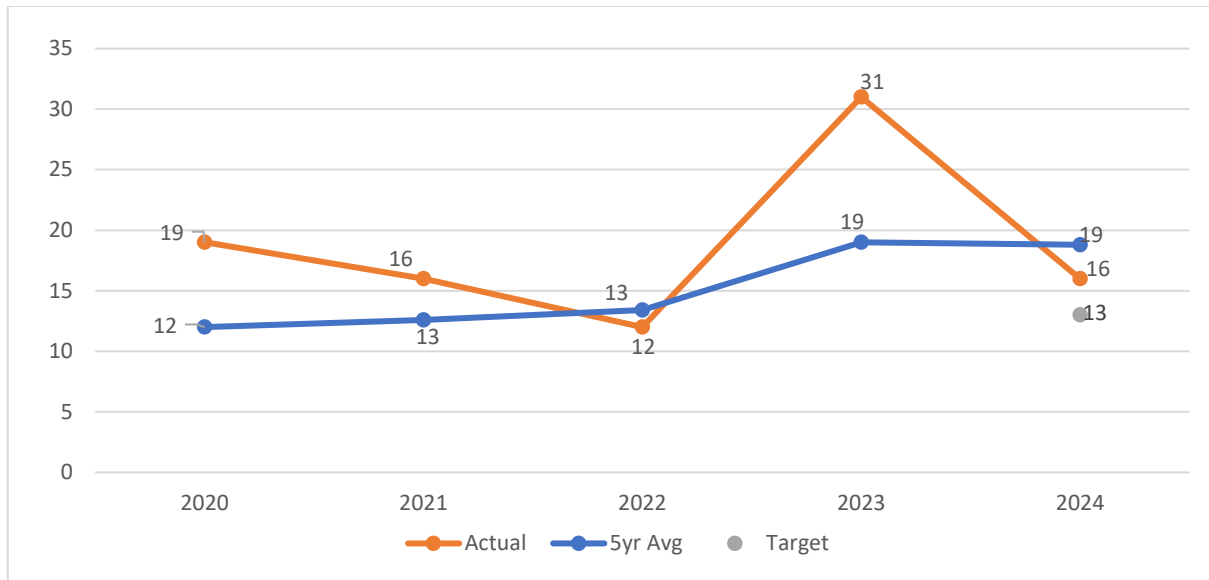
Source: FARS/ Mississippi Office of Highway Safety. Accessed December 8, 2025.

MOHS Outcome Measure/Teen Speed

To maintain the number of speed-related fatalities among 16–20-year-old drivers and passengers from the five-year (2017–2021) average of 13 by the end of 2024–2026. The target will be updated as needed.

Teen speeding fatalities decreased from 31 in 2023 to 16 in 2024. The five-year average (2020–2024) of 19 is above the target of 13. **(Target not met)**

****MOHS will continue to reach out and educate teen drivers on the importance of not speeding and safe driving awareness through our PI&E grants, public engagement, and campaigns.***

Figure 18 Speed Related Fatalities of 16–20-Year-Old Drivers

Source: FARS/ Mississippi Office of Highway Safety. Accessed December 8, 2025.

MOHS Outcome Measure/Electronic Crash Records

To maintain the number of electronic submissions of completed crash record data from Mississippi law enforcement agencies to DPS at 100% in 2020 by the end of 2024-2026.

The Mississippi Department of Public Safety was able to maintain the percentage of crash record data submitted electronically at 100 percent in 2025. **(Target met)**

MOHS Outcome Measure/Traffic Records Entry

To maintain the number of average days from the crash event to entry into the Electronic Crash System of 2.2 days in 2022 by the end of 2024-2026.

The average number of days from the crash event to entry into the electronic crash system was 2.2 days in 2024. **(Target met)**

MOHS Outcome Measure/Traffic Records Insurance Data Integration

To continue the process of integrating data of vehicle insurance information with the vehicle VIN from the vehicle file by the end of 2024-2026.

MSVIVS (Mississippi Vehicle Insurance Verification System) has been live since 2016. Every MS tag run by law enforcement returns an insurance status. This information is available in eCrash (UA-CAPS). **(Target Met)**

MOHS Outcome Measure/ EMS Integration

To continue the process of integrating data on crash reports, to link with the EMS Transport system and to the Hospital Trauma registry by the end of 2024-2026.

The Traffic Collaborative project is now active. Mississippi Department of Public Safety and MSDH are currently working with NSPARC (National Strategic Planning & Analysis Research Center) to link the crash, EMS, and Trauma databases, which will allow state data sharing.

(In-Progress to meet FY25 benchmark)

MOHS Outcome Measure/Data Uniformity

To continue the process of mapping data of citation, crash, and EMS run using the same base layer map to overlay for proactive planning by the end of 2024-2026.

MOHS and the STRCC are currently working with the MSDH and NSPARC to link crash data and hospital and EMS data. **(In-Progress to meet FY25 benchmark)**

MOHS Outcome Measure/Electronic Citation

To improve citation accuracy, timeliness, and uniformity by increasing the percentage of citation data submitted to DPS electronically by 69.8% in 2021 to 70% by the end of 2024-2026.

The percentage of citation data submitted to DPS electronically increased from 70% in the baseline period (April 1, 2023 – March 31, 2024) to 82% during the performance period (April 1, 2024 – March 31, 2025).

(Target met)

FFY2025 MOHS Evidence-Based Programs and Planned Activities

Through the implementation of evidence-based enforcement programs and effective countermeasure initiatives, MOHS continues to support law enforcement and community partners during FFY 2025. To ensure resources are directed where they are most needed, MOHS and grant-funded agencies rely on data-driven analysis to identify traffic safety issues across the state. Mississippi utilizes crash, fatality, and injury data, along with program and participant monitoring, to focus enforcement and program operations in high-fatality, high-injury, and high-crash areas.

Beyond saving lives, traffic enforcement plays a critical role in supporting broader criminal justice initiatives. Among the most cost-effective strategies for reducing roadway fatalities and injuries are decreasing impaired driving and increasing the use of seat belts and child passenger restraints. Seat belts remain one of the most effective countermeasures for preventing serious injury and death, including in crashes involving impaired drivers. Ultimately, all residents share the societal costs associated with health care and public safety services, regardless of whether they are directly affected by a crime or traffic crash.

Detailed descriptions of Planned Activities and FFY 2025 funded initiatives, along with their contributions toward achieving MOHS highway safety goals and performance measures, are provided in the Program Area

sections of this Annual Report. A summary of federal fund expenditures, organized by Planned Activity number, is included in the Grant Funds Summary at the conclusion of the report.

Crash Analysis

MOHS recognizes that reducing fatalities, injuries, and traffic crashes in the State of Mississippi requires a comprehensive and robust enforcement strategy. Achieving these reductions depends on data-driven problem identification, trend analysis, and the use of detailed crash location data. Each of these elements is carefully considered in efforts to meet the state's highway safety goals.

By examining data across the entire state, Mississippi can better assess community needs, strengthen enforcement efforts, and strategically plan activities. Crash analysis is used to identify areas with the highest numbers of fatal and injury crashes, enabling MOHS to strategically allocate resources, including program management and funding, where they will have the greatest impact.

Selection of Planned Activities

MOHS reviews data from FARS and other data sources to look for impaired fatality and crash trends in areas around the State, which helps create target areas that the MOHS will work to assist in the upcoming grant year. For further information on the selection of Planned Activities for the enforcement program, see the enforcement section of each program area. After the review of the data and target areas are selected, grant applications are distributed throughout the State for the solicitation of grants. Once grants have been received within the MOHS, if target areas have not submitted a grant application, then the MOHS uses the help from the LEL programs to go and solicit applications from those target areas.

Selection of Countermeasures/Strategies

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

Enforcement Analysis

The MOHS reviews the data and problem identification throughout the year and deploys resources as needed, as the data analysis is developed. The resources could include the addition of new Planned Activities, additional training in the area of concern, and public information and education programs based on areas with the most need and evidence-based data. During FY25, MOHS conducted this through strategic meetings, data reviews, and progress report reviews. If support is needed in the enforcement community, the MOHS, Oxford Police Department, Law Enforcement Training, PI&E partners, and LEL coordinator are to help with the needs and concerns.

Adjustments to the Planned Activities and EBE

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

In addition, program assessments are provided to each sub-grantee in the monthly program reimbursement packet to help show the agency's cost per citation information; trend analysis, and budget comparisons, so the agency can see the costs of the program and cost of the citations for effectiveness and direct enforcement as needed for their Planned Activities. Planned Activities that are added to the enforcement program after the submission of the 3HSP will be included in the modifications.

The Evidence-Based Enforcement (EBE) continues to be updated (as necessary) as the grant year progresses, with the addition of strategies used, Planned Activities added, and descriptions of enforcement activities that are conducted, for example, Special Wave grants. Adjustments are made to Planned Activities based on data analysis that includes fatal and injury crash data.

Alcohol/Impaired Driving Evidence-Based Enforcement

The MOHS provided funding to agencies to participate in the National Impaired Driving Campaign over Labor Day and the Click It or Ticket Campaign over Memorial Day. Planned Activities can be located on pages 29-42. Each Planned Activity was selected by the criteria above. The program contributed through its evidenced based enforcement a total of:

Table 3 FY2025 Grant Funded Activity

Grant Type	DUI	DUI Other	Seatbelt	Child Restraint	Speed
154 Alcohol	1,895				
405 Impaired Driving	2,405	1,293			
402OP			11,325	904	
402PT	42	63	8,429	939	25,696
Total	4,342	1,356	19,754	1,843	25,696

PLANNING AND ADMINISTRATION OVERVIEW

The MOHS is responsible for developing and implementing the Triennial Highway Safety Plan (3HSP) based on comprehensive evaluation and analysis of highway safety issues statewide. In carrying out this responsibility, the State also ensures meaningful involvement of local units of government in highway safety planning, implementation, oversight, and financial management.

Internal management of MOHS is overseen by the Office Director, with additional administrative functions coordinated by the Finance Director, Planning Director, and Bureau Director. Programs managed under the Division Directors include impaired driving, occupant protection, traffic records, motorcycle safety, outreach, judicial programs, police traffic services, and planned activities.

Through coordinated planning and administrative efforts, MOHS continuously works to provide the resources necessary for effective planning, data collection, financial oversight, program administration, and statewide coordination of the Highway Safety Program. Operating expenses for the Highway Safety Program are supported through Planning and Administration (P&A) funds, which cover salaries, benefits, travel, contractual services, commodities, and indirect administrative support costs.

FFY2025 Funded Planned Activities and Accomplishments

Planned Activity Title: MOHS Alcohol/Impaired Driving Coordination & Program Management (ENF_AL-2025-ST-41-01/ENF_AL-2025-ST-41-02/ENF_AL-2025-ST-41-03)

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

Provided program management for the planned MOHS alcohol impaired driving outreach projects, surveys and the "Drive Sober or Get Pulled Over" (DSGPO) National Mobilization. Assist with impaired driving media campaign during National DSOGPO blitz period as needed and/or requested. Personnel services will include salaries and benefits, travel, supplies, and training will also be included in the project for monitoring, workshops, seminars and program management at the same percentage.

Budgeted: \$300,000.00 Federal Funding Source 154/\$0.00 Match/\$0.00 Indirect Cost/\$0.00 Local Benefit/MOE-\$0.00

\$10,000.00 Federal Funding Source 154/\$0.00 Match/\$0.00 Indirect Cost/ \$ Local Benefit/MOE-\$0.00

\$3,000.00 Federal Funding Source 154/\$0.00 Match/\$0.00 Indirect Cost/ \$ Local Benefit/MOE-\$0.00

Expended: \$225,263.11 Federal Funds

Planned Activity Title: MOHS P&A (154PA-2025-PA-41-01/ 402PA-2025-PA-41-01)

Planned Activity Description: Provided program management to coordinate statewide local law enforcement efforts related to MOHS operations. The program oversees funding to state and local law enforcement agencies for overtime enforcement and assists in developing strategies for inter-jurisdictional enforcement efforts. MOHS P&A includes salaries, fringe, and other expenses for MOHS.

Funding is based on the salary and activities of full-time positions of a program. The MOHS was unable to fully staff the highway safety program during FY25. The MOHS is currently in the process of hiring positions for the program in FY26.

Budgeted: \$200,000.00 Federal Funding Source 154/\$0.00 Match/\$0.00 Indirect Cost/\$0.00 Local Benefit/MOE-\$0.00

\$400,000.00 Federal Funding Source 402/\$80,000.00 Match/\$0.00 Indirect Cost/ \$ Local Benefit/MOE-\$0.00

Expended: \$234,235.49 Federal Funds

Planned Activity Title: MOHS Occupant Protection Coordination Program Management (OP-2025-OP-41-01/OP-2025-OP-41-02/OP-2025-OP-41-03)

Planned Activity Description: Provided program management in the Occupant Protection program area to coordinate statewide local law enforcement efforts related to MOHS operations. Program oversaw funding to state and local law enforcement agencies for overtime enforcement and assisted in developing strategies for inter-jurisdictional enforcement efforts. Provide program management for the planned MOHS Seat Belt Survey, the Child Passenger Seat (CPS) survey and the Click It or Ticket (CIOT) National Mobilization. Oversaw Planned Activities related to CPS, including fitting stations, checkpoint stations and CPS technician training. Oversaw the Occupant Protection media campaign during National CIOT blitz period. Included travel and misc. expenses. Personnel services included salaries and benefits, travel, supplies, and training, monitoring, workshops, seminars, and program management at the same percentage.

Funding is based on the salary and activities of full-time positions of a program.

Budgeted: \$193,000.00 Federal Funding Source 402OP Occupant Protection/\$38,600.00 Match/\$0.00 Indirect Costs/MOE-\$0.00

Expended: \$139,278.87 Federal Funds

Planned Activity Title: MS Office of Highway Safety—Police Traffic Services Coordination and Program Management (PT-2025-PT-41-01/PT-2025-PT-41-02/PT-2025-PT-41-03)

Planned Activity Description: Provided program management in the Police Traffic Services program area to coordinate statewide local law enforcement efforts related to MOHS operations. Program oversaw funding to state and local law enforcement agencies for overtime enforcement and assist in developing strategies for inter-jurisdictional enforcement efforts. Provided program management for the planned MOHS Seat Belt Survey, the CPS survey, the CIOT National Mobilization and Drive Sober Get Pulled Over. Oversaw Planned Activities related to CPS, including fitting stations, checkpoint stations and CPS technician training. Oversaw OP media campaign during National CIOT blitz period. Personnel services included salaries and benefits, travel, supplies, and training, monitoring, workshops, seminars, and program management at the same percentage. Funding is based on the salary and activities of full-time positions of a program.

Budgeted: \$233,000.00 Federal Funding Source 402-Police Traffic Services/\$46,600.00 Match/\$0.00 Indirect Costs/MOE-\$0.00

Expended: \$131,447.53 Federal Funds

Planned Activity Title: MOHS Contingency Travel (PT-2025-PT-41-05)

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

Budgeted: \$2,500.00 Federal Funding Source 402-Police Traffic Services/ \$500.00 Match/\$ Local Benefit

Expended: \$0.00 Federal Funds

Planned Activity Title: MOHS Public Relations (PT-2025-PT-41-05)

Project Description: The MOHS will use the funds to increase awareness and encourage and assist State and local agencies, institutions, and private sector groups in establishing plans to help educate community partners on reducing fatalities and serious injuries on state roadways including impaired driving, seatbelt, child restraint and speed. The program will be used to conduct round table meetings to discuss traffic behavioral trends, traffic fatalities, and serious injuries; conduct traffic safety public presentations, roundtable discussions, and evaluations, particularly those most impacted areas. Hosting/Participation in Community Health Fairs; vendor and exhibit tables, and host Police Traffic Services Highway Safety Luncheons recognizing police officers for the number of traffic citations written.

Budgeted: \$100,000.00 Federal Funding Source 402 Police Traffic Services/ \$20,000.00 Match/\$0.00 Indirect Costs/MOE-\$0.00

Expended: \$0.00 Federal Funds

Planned Activity Title: MOHS Impaired Driving Coordination & Program Management (M5IDC-2025-MD-41-01)

Planned Activity Description: Provided program management to the impaired driving program area to coordinate statewide and local law enforcement efforts related to DUI operations, national impaired driving blitz campaigns and other Planned Activities related to impaired driving efforts. Program oversaw funding to state and local agencies and assisted in developing strategies for inter-jurisdictional enforcement efforts. Collaborated with the State's law enforcement liaisons, TSRP, and other alcohol impaired programs to increase effectiveness and efficiency of law enforcement efforts to reduce DUI. Provided program management for the planned MOHS alcohol impaired driving outreach Planned Activities, surveys and the "Drive Sober or Get Pulled Over" National Mobilization. Assisted with impaired driving media campaign during National DSOGPO blitz period as needed and/or requested. Personnel services including salaries and benefits, travel, supplies, and training are also included in the Planned Activity for monitoring, workshops, seminars, and program management at the same percentage. Impaired enforcement can also be included in police traffic service grants, as well.

Budgeted: \$170,000.00 Federal Funding Source 405(d)/\$34,000.00 Match/\$0.00 Indirect Costs/MOE-\$0.00

Expended: \$157,015.73 Federal Funds

Planned Activity Title: MOHS Public Relations (M5PEM-2025-MD-41-03)

Planned Activity Description: The MOHS will use the funds to increase awareness and encourage and assist State and local agencies, institutions, and private sector groups in establishing plans to help educate community partners on DUI Alcohol and Drug- impaired driving. The program will be used to conduct round table meetings to discuss ways to reduce driving while impaired by alcohol or drugs; and conduct traffic safety public presentations, roundtable discussions, and evaluations, particularly those most impacted areas. Hosting/Participation in Community Health Fairs; vendor and exhibit tables, and host Impaired Driving Highway Safety Luncheons recognizing police officers for the number of traffic citations written.

Budgeted: \$20,000.00 Federal Funding Source 405(d)/\$4,000.00 Match/\$0.00 Indirect Costs/MOE-\$0.00

Expended: \$0.00 Federal Funds

IMPAIRED DRIVING PROGRAM—SECTION 154 AND 405(D)

The impaired driver is a crucial factor in fatal traffic crashes every year in Mississippi. Although speeding and other aggressive driving behaviors also cause deadly traffic crashes, alcohol impairment remains the greatest threats to road safety. When impaired arrests decrease, traffic fatalities usually increase.

The Mississippi Office of Highway Safety continues to cite impaired driving as a top priority due to the state's high number of alcohol and drug-related fatalities. During the grant year, extensive efforts and the use of evidence-based initiatives were chosen and put into action in order to continue reducing this extremely dangerous infraction by taking part in all state-wide National Crackdowns on drunk and impaired driving. Throughout the grant year, state and local law enforcement also carried out increased efforts to prevent impaired driving, with a focus on special events and holidays. Additionally, a wide range of public awareness campaigns were held all year long to highlight public education and knowledge. The MOHS supports enhanced police presence, high visibility, and enforcement through impaired driving programs. DUI arrests increased as a result, and more people were reached by public education and awareness campaigns.

2025 Highway Safety Plan Performance Targets

Targets provided from the Triennial Highway Safety Plan related to this program section can be found in the "Core Performance Measures" section. Discussion of the state's progress in meeting the targets is also included, using available data at the time of reporting.

Planned Activity Contribution toward Achieving Performance Target

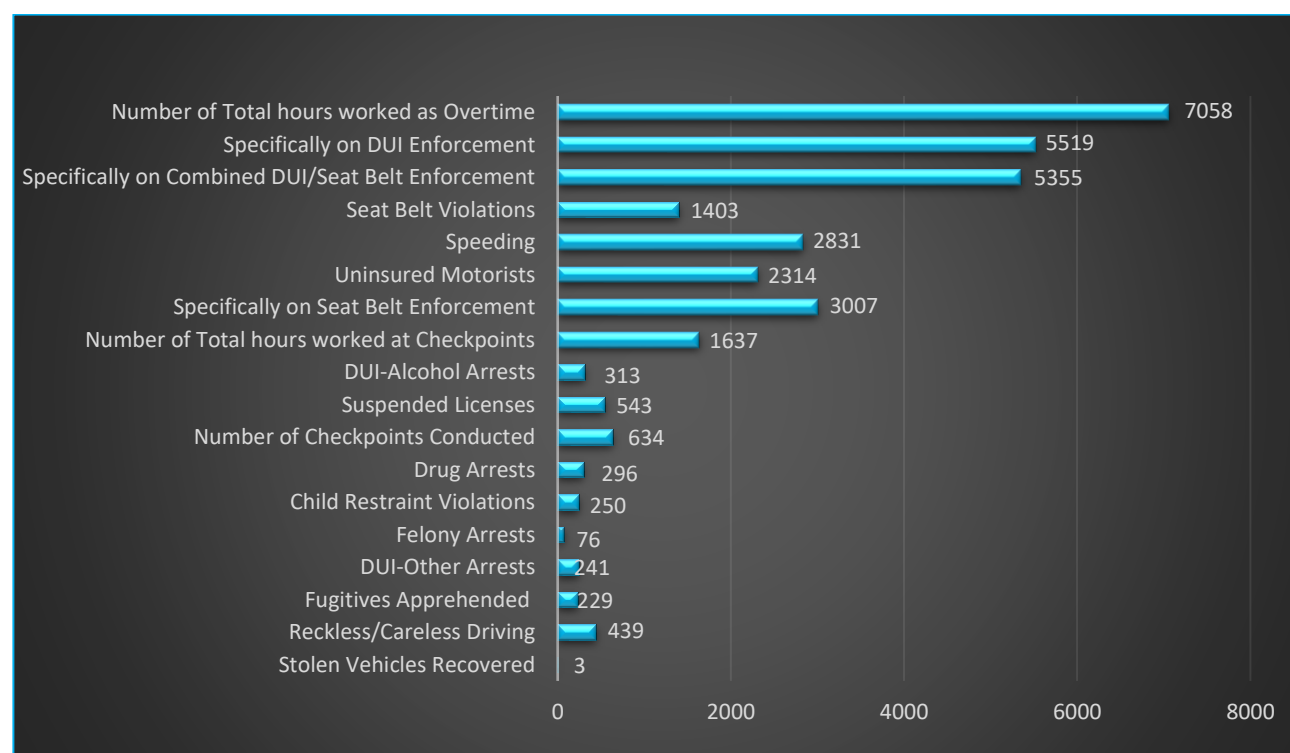
During FFY25, thirty-seven (37) grant-funded law enforcement agencies participated in high-visibility enforcement, while public information and education groups and partners educated the public on the dangers of impaired driving. Paid and earned media campaigns were held during the FY25 year, with special emphasis during blitz campaign times.

During FFY25, MOHS was able to have SFST and ARIDE training programs with the help of the Oxford Police Department, which helped train and re-certify law enforcement officers in impaired driving training. MS no longer has enough DRE Instructors to hold a DRE class. MOHS provided program management and oversight on all impaired driving programs, which included program management, technical assistance, monitoring, and training to local grant-funded agencies.

Participation in National Impaired Driving Mobilization

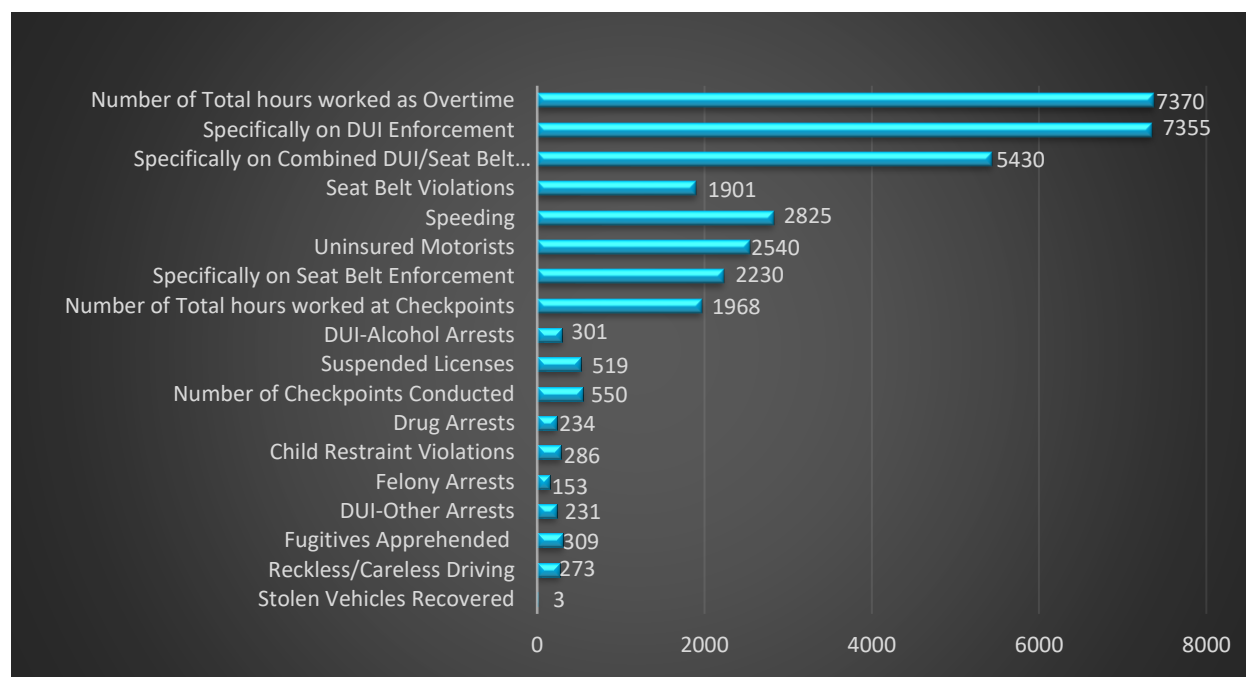
MOHS took part in the Christmas Blitz campaign for impaired driving. Details on the target audience and media utilized can be found in the Paid and Earned Media Report (Page 55) within the Media and Marketing Program Section. Citations, arrests, and other outcomes from the campaign are shown below in Figure 19.

Figure 19 **FY25 Christmas Blitz**



Source: Mississippi Office of Highway Safety. Accessed February 5, 2025.

The MOHS also took part in the Labor Day campaign for impaired driving. Details on the target audience and media utilized can be found in the Paid and Earned Media Report (Page 55) within the Media and Marketing Program Section. Citations, arrests, and other outcomes from the campaign are shown below in Figure 20.

Figure 20 **FY25 Labor Day Mobilization**

Source: Mississippi Office of Highway Safety. Accessed August 1, 2025.

FFY2025 Funded Planned Activities and Accomplishments

Planned Activity Title: MOHS Alcohol Countermeasures Law Enforcement Grant Program (See Financial Summary - Table 4)

Planned Activity Description: Planned Activities under the MOHS Law Enforcement DUI Grants provide grant funds to local police departments and sheriff's offices for enforcement in jurisdictions across Mississippi. All jurisdictions provided enforcement for hours that are specified in each agency agreement, in support of the alcohol DUI program. These enforcement grants were coordinated with the national DSGPO, along with any State blitz campaigns that the MOHS develops for FY25.

All law enforcement agencies participating in the MOHS Law Enforcement Grant program utilize data to targets of need and deploy resources bases on problem identification and traffic trends in the agency locales and adjust the program as needed. Law Enforcement agencies use the funding for salaries (part time and full time), travel, contractual service (Installations and Rental of Meeting Space) and equipment (In Car Camera, PBT and Computers), that has been reviewed and approved by the MOHS. All information on the budget can be found in the agency agreements. The agency will generate at least (1) earned media campaigns during the DSGPO campaigns. Each agency has a personalized performance measure and strategies that can be found in the grant agreement

Budgeted: \$3,153,335.12 Federal Funding Source 154AL/\$0.00 Match/\$0.00 Indirect Cost/ \$3,153,335.12 Local Benefit/- MOE-\$0.00

Expended: \$2,848,511.90 Federal Funds

Planned Activity Title: MOHS Paid Media Sustained DUI Enforcement Campaign (PM_AL-2025-PM-00-00)

Planned Activity Description: A comprehensive and sustained paid media campaign in support of the continual DUI enforcement efforts for the DSGPO campaigns, utilizing Section 405d alcohol funding, was implemented in the FY25 grant period. These funds were used for sustained radio and television spots in December 2024, January 2025, and Labor Day 2025.

The DSGPO messages received NHTSA approval prior to airing. Holiday alcohol-related vehicle crash fatality data were used to assess the impact of the media campaign. The following measures were used to evaluate message recognition: radio spots, advertisements, and gross rating points (GRPs) for paid media; earned media coverage for print and television; alcohol-related crash fatalities; and results from the behavioral awareness survey. Together, these metrics were used to determine the overall effectiveness of the messaging.

Budgeted: \$150,000.00 Federal Funding Source 154AL/\$0.00 Match/\$0.00 Indirect Costs/\$0.00 Local Benefit/MOE-\$0.00

Expended: \$ 40,617.43 Federal Funds

Planned Activity Title: Metro Jackson/ Jackson State University (154AL-2025-ST-40-01)

Planned Activity Description: The Metro Jackson Community Prevention Coalition will be the state's primary adult impaired driving awareness program. The program will focus on the top 30 counties of the State with the most alcohol related fatalities. The program will coordinate with law enforcement agencies to promote impaired driving prevention; provide impaired driving prevention education/ information to support and enhance law enforcement efforts during (4) National Blitz campaigns: July 4th, Labor Day, Christmas/New Years and the Superbowl by facilitating initiatives and or press conferences; assist law enforcement agencies with the dissemination of educational information and materials during checkpoint efforts; conduct impaired driving prevention awareness presentations and generate earned media.

Budgeted: \$349,363.08 Federal Funding Source 154AL/\$0.00 Match/\$0.00 Indirect Cost/ \$0.00 Local Benefit/ MOE-\$0.00

Expended: \$328,096.30 Federal Funds

Planned Activity Title: JSU Youth Safety Drug and Impaired Driving Program (M50T-2025-MD-40-02)

Planned Activity Description: The Jackson State University Youth Safety Program will increase awareness and work statewide to provide public information on the consequences of drug-impaired driving for young drivers 16-20 years old. JSU Youth Highway Safety Programs will develop and distribute relevant youth drug impaired driving PI&E; conduct educational outreach activities, and participate in safety fairs, and community events. The program will reach teens in the State while working in schools, safety fairs and community events. The program will also work with local law enforcement and local schools across the State to bring the message of the consequences of drug impaired driving.

Budgeted: \$145,955.34 Federal Funding Source 154AL/\$29,191.07 Match/\$0.00 Indirect Cost/ \$0.00 Local Benefit/ MOE-\$0.00

Expended: \$93,267.19 Federal Funds

Planned Activity Title: MOHS Contingency Travel (ENF_AL-2025-ST-41-04/M5TR-2025-MD-41-02)

Planned Activity Description: The MOHS provided financial support for approved contingency travel for agency partners requesting in and out of State travel expenses to alcohol and impaired meetings, conferences and training benefitting the alcohol and impaired highway safety programs. Funds included airfare, baggage fees, hotel accommodation, transportation, per diem for meals, tips, and additional travel fees approved by the MOHS. Travel is directly related to the support of funded strategies and Planned Activities.

Budgeted: \$2,500.00 Federal Funding Source 154AL/\$0.00 Match/\$0.00 Indirect Costs/\$0.00 Local Benefit/MOE-\$0.00; \$2,500.00 Federal Funding Source 405d/\$500.00 Match/\$0.00 Indirect Costs/\$0.00 Local Benefit/MOE-\$0.00

Expended: \$0.00 Federal Funds

Planned Activity Title: MOHS National Blitz-Drive Sober Get Pulled Over-High Visibility-Special Wave Grants (ENF_AL-2025-ST-41-05)

Planned Activity Description: The agencies used the funds to provide overtime to non-funded agencies for officers to work overtime in conducting impaired driving enforcement during the national blitz periods of DSGPO. The agencies conducted a minimum of (2) Special Traffic Enforcement Program (STEP) HVE/Deterrence checkpoints and a minimum of (2) Special Traffic Enforcement Program (STEP) HVE/Deterrence saturation patrols during each national DSGPO (Christmas/New Year & Labor Day), for a total of (4) Checkpoints and (4) Saturation Patrols. The agency generated at least (1) earned media campaign during the DSGPO campaigns. Funds will be used for law enforcement in strategically targeted areas, based on problem identification during blitz periods to reduce fatalities and injuries. Funds were used for: Overtime, which is over and beyond regular duties and responsibilities.

Budgeted: \$25,000.00 Federal Funding Source 154AL/\$0.00 Match/\$0.00 Indirect Costs/\$25,000.00 Local Benefit/MOE-\$0.00

Expended: \$0.00 Federal Funds

Planned Activity Title: Oxford Police Department - Law Enforcement Training Coordination (M5HVE-2025-MD-22-51/ M5TR-2025-MD-22-51)

Planned Activity Description: The Oxford Police Department- Law Enforcement Training Coordination program is a statewide program to provide impaired driving training to all law enforcement officers. The Oxford Police Department- Law Enforcement Training Coordination program expanded training to State and local law enforcement officers within the State. Funds were used for salary for the LE training staff which includes proportional funding for coordinator, finance/accounting/training coordinator; contractual services; travel and supplies for the program.

Law Enforcement Training Coordination	Target	Number of Classes	Number Trained
SFST Classes	246	14	296
SFST Instructor	13	1	11
ARDIE Classes	88	5	99
DRE	10	1	0

Budgeted: \$162,006.92 Federal Funding Source 405(d)/\$32,401.38 Match/\$0.00 Indirect Costs/\$0.00 Local Benefit/MOE-\$0.00

Budgeted: \$628,440.75 Federal Funding Source 405(d) Match/ \$125,688.15 Indirect Costs/\$0.00 Local Benefit/MOE-\$0.00

Expended: \$396,657.74 Federal Funds

OCCUPANT PROTECTION PROGRAM—SECTION 402 & 405(B)

Mississippi's primary seat belt law and child passenger laws, public information and education programs, enforcement efforts, media, and child safety seat distribution programs, and utilization of evidence-based enforcement efforts have all contributed to Mississippi's continued success with occupant protection. The MOHS participated in all national mobilizations for seat belt enforcement, including the "Click It or Ticket" (CIOT) campaign during Memorial Day. MOHS utilizes Section 402 and 405 funds for paid media campaigns and seat belt enforcement details, and reports law enforcement activities as required by NHTSA. High-visibility enforcement continues to be a major deterrent to driving unbelted within the State, along with high-visibility media and education programs.

Recognizing the importance of Occupant Protection (OP) and Child Restraint (CR), MOHS has designated an Occupant Protection Division Director to focus on bolstering the OP/CR program. A significant amount of time was also devoted to CIOT special wave awards, emphasizing the value of child restraint and seatbelt enforcement, as well as law enforcement's involvement in the statewide CIOT campaign.

2025 Highway Safety Plan Performance Targets

Targets provided from the Triennial Highway Safety Plan related to this program section can be found in the "2025 Core Performance Measures" section. Discussion of the state's progress in meeting the targets is also included, using available data at the time of reporting.

Planned Activities Contribution toward Achieving Performance Target:

During FY25, fifty-three (53) law enforcement agencies participated in high visibility enforcement, while public information and education groups and partners educated the public on the dangers of buckling up. Paid and earned media campaigns were held during the FY25 year, with special emphasis during blitz campaign times. The MOHS-funded programs that focused on high visibility enforcement and contributed to fewer occupant protection deaths and injuries across the State. High visibility media provided the citizens of Mississippi with awareness about buckling during the *Click It or Ticket blitz campaign and throughout the entire year.

The MS Department of Health Child Restraint Program continues to be instrumental in child safety seat distribution, public education, fitting stations, and child passenger safety seat training to ensure that Mississippi youth are buckled and in the correct restraints.

The MOHS conducts an annual statewide safety belt use survey in accordance with criteria established by the Secretary of Transportation for the measurement of state safety belt use rates. The survey will ensure that the measurements accurately represent the state's seat belt usage rate.

The MOHS Occupant Protection Division provides leadership and works to coordinate programs with the MS State Department of Health (MSDH) and other state and local agencies. MOHS promoted Click it or Ticket" during the

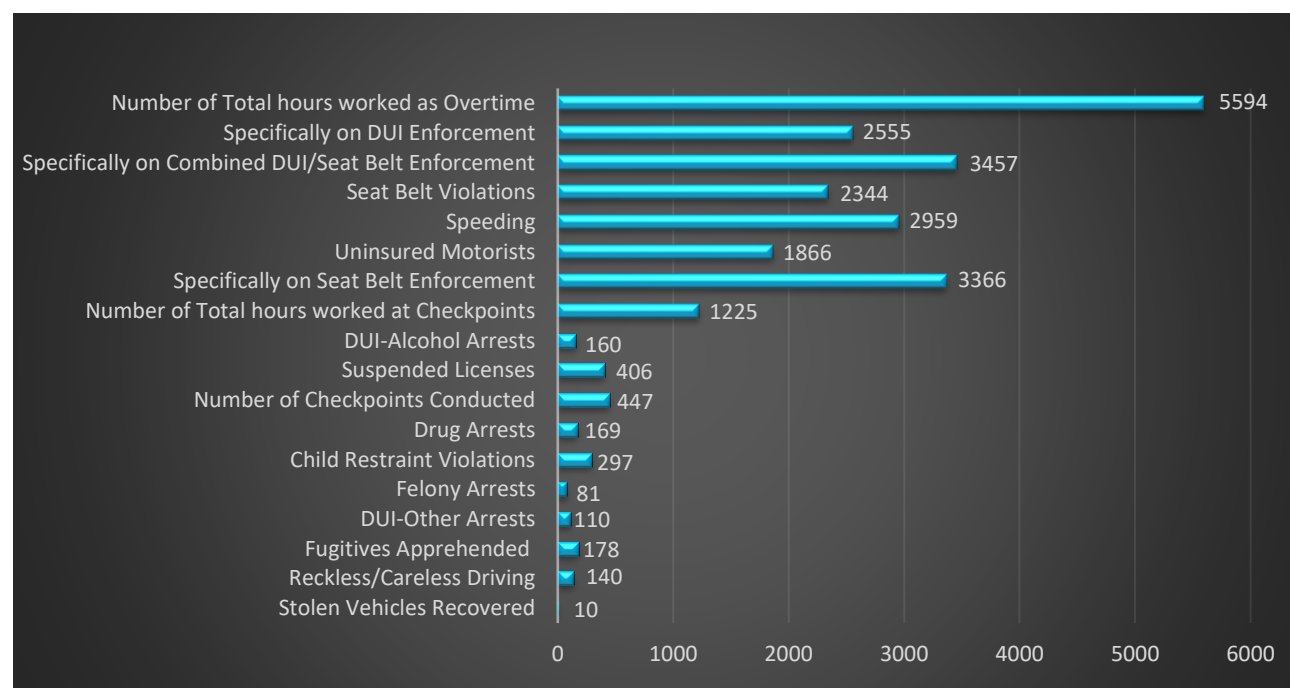
Memorial Day holiday period. Through the MS State Department of Health, the Child Passenger Safety Coordination Planned Activity provided statewide safety checkpoints, a data base for child passenger instructors, technicians, and a permanent fitting station located in Jackson and across the state. The MOHS provided program management and oversight on all OP programs, which included program management, technical assistance, monitoring, and training to local grant-funded agencies.

Mississippi will keep moving in the right direction regarding child passenger safety, and perhaps with continued education and enforcement, child restraint usage rates could be brought to an even higher level. Section 405 funds were utilized in 2025 to continue funding the MS State Department of Health's Child Passenger Safety Program, Mississippi State University Seat Belt Survey. MOHS and the MSDH will continue to make the effort to preserve the lives of children through the continued education of the public on child passenger safety awareness.

Participation in National Click It or Ticket Mobilization

The MOHS also took part in the "Click It or Ticket" campaign around Memorial Day. Details on the target audience and media utilized can be found in the Paid and Earned Media Report (page 55) within the Media and Marketing Program Section. Citations, arrests, and other outcomes from the campaign are shown below in Figure 21.

Figure 21 FY25 Memorial Day Click It or Ticket



Source: Mississippi Office of Highway Safety. Accessed August 1, 2025.

FFY2025 Funded Planned Activities and Accomplishments

Planned Activity Title: MOHS Occupant Protection Law Enforcement STEP Grants (See Financial Summary - Table 4)

Planned Activity Description: Various use the funds to provide salary and fringe for officers to work overtime hours conducting enforcement, which can include impaired driving, occupant protection and speed during FY25. There will be a special emphasis during the national blitz periods of DSGPO and CIOT. The agencies will conduct Special Traffic Enforcement Program (STEP) HVE checkpoints and a Special Traffic Enforcement Program (STEP) HVE saturation patrols during each national DSGPO (Christmas/New Year) and CIOT (Memorial Day). The STEP agency will generate earned media campaigns during the DSGPO (Christmas/New Year) and CIOT (Memorial Day) campaigns. Each agency has a personalized performance measure and strategies that can be found in the grant agreement.

The agency generated at least (1) earned media campaigns during the “CIOT” campaigns. Each agency has a personalized performance measure and strategies that can be found in the grant agreement.

Budgeted: \$1,268,184.44 Federal Funding Source 402OP/\$253,636.89 Match/\$0.00 Indirect Costs/\$1,268,184.44 Local Benefit/MOE-\$0.00

Expended: \$1,084,730.22 Federal Funds

Planned Activity Title: MOHS Click It or Ticket Special Wave Grants (OP-2025-OP-41-06)

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

Budgeted: \$25,000.00 Federal Funding Source 402 OP/\$5,000.00 Match/\$0.00 Indirect Costs/\$25,000.00 Local Benefit/MOE-\$0.00

Expended: \$0.00 Federal Funds

Planned Activity Title: MOHS High Risk Population Special Wave Grants (OP-2025-OP-41-05)

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

Budgeted: \$5,000.00 Federal Funding Source 402 OP/\$1,000.00 Match/\$0.00 Indirect Costs/\$5,000.00 Local Benefit/MOE-\$0.00

Expended: \$0.00 Federal Funds

Planned Activity Title: MOHS Contingency Travel (OP-2025-OP-41-04)

Planned Activity Description: The funds were used for contingency travel in and out of State to OP meetings, conference and trainings approved by the MOHS. Funds were also used to provide honorariums for speakers, presenters for speaking engagements, conferences, meetings and training that would enhance the MOHS OP program. Funds included airfare, baggage fees, hotel accommodation and transportation, per diem for meals, tips and any additional travel fees approved by the MOHS. Travel was directly related to the support of funded strategies and Planned Activities.

Budgeted: \$2,500.00 Federal Funding Source 402OP/\$500.00 Match/\$0.00 Indirect Costs/\$0.00 Local Benefit/MOE-\$0.00

Expended: \$0.00 Federal Funds

Planned Activity Title: Heat Stroke/ Unattended Passenger (UNATTD-2025-UN-41-00)

Planned Activity Description: The Mississippi Office of Highway Safety will use a portion of the grant funds for a program to educate the public regarding the risks of leaving a child or an unattended passenger in a vehicle after the vehicle motor is deactivated by the operator. MOHS will conduct presentations and disseminate educational brochures to help reduce the number of deaths for unattended passengers.

Budgeted: \$10,000.00 Federal Funding Source 402OP/\$2,000.00 Match/\$0.00 Indirect Costs/\$0.00 Local Benefit/MOE-\$0.00

Expended: \$373.33 Federal Funds

Planned Activity Title: MS Dept of Health Child Restraint Seat Program (B2CPS_US-2025-CP-40-71)

Planned Activity Description: The Department of Health is responsible for enforcement activities for the entire State of Mississippi through extensive enforcement. The population of Mississippi is 2,961,279 according to the 2020 census. The program covers square miles 48,434 and county miles 10,958. The Department of Health will conduct child safety seat checkpoints at local health departments, daycares, or preschools. Will conduct publicized community child safety seat checkpoints at community events, shopping centers, or health and safety fairs to promote correct usage statewide and distribute child passenger restraints. The Department of Health will collaborate with the Mississippi Department of Education and other local partners to conduct school-based occupant protection activities (e.g., presentations, safety fairs, workshops, countdown to drive program) for children ages 0-15 years.

Collaborate with Public Health District Educators to conduct child passenger safety presentations on regulations and recommendations at schools and community/public events in all nine Health Districts. Schedule CPST courses to increase the number of Child Passenger Safety Technicians throughout the state. Conduct child

safety seat checkpoints and publicize community child safety seat checkpoints. Distribute child restraints, increase knowledge about proper usage, and ensure they are being utilized, and distribute fact sheets and child passenger safety brochures that target children, ages 0-15 years that come into local health clinics.

The Department of Health will use funding for the purchase of child restraints for the Child Restraint Seat Program.

Budgeted: \$125,160.00 Federal Funding Source 405B/\$25,032.00 Match/\$0.00 Indirect Costs/\$0.00 Local Benefit/MOE-\$0.00

Expended: \$125,064.29 Federal Funds

Planned Activity Title: MS Department of Health Child Occupant Protection Program (M2PE-2025-MB-40-71)

Planned Activity Description: The Department of Health is responsible for child passenger activities for the entire State of Mississippi. The Child Protection Program will distribute child passenger safety seats, conduct child passenger safety presentations, and conduct child safety seat checkpoints.

The Department of Health will plan occupant protection awareness activities for students ages 0-15 years and their parents/guardians. Contact state, local, and federal agencies, hospitals, elementary schools, daycares, HeadStart Centers, and faith-based organizations statewide in a collaborative effort to speak with individuals.

As a part of the program, 1,167 Car Seats were distributed for families in need, car seats were installed for families at community events, 369 community presentations were conducted, and 178 CPS technicians trained.

Supplemental to B2CPS_US-2025-CP-40-71

Budgeted: \$299,972.74 Federal Funding Sources 405(b)/\$59,994.55 Match/\$0.00 Indirect Costs/\$0.00 Local Benefit/MOE-\$0.00

Expended: \$179,879.93 Federal Funds

Planned Activity Title: Mississippi State University - Occupant Restraints Survey - Stennis Institute (OP-2025-OP-40-11)

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

The seat belt portion of the Planned Activity, the agency will survey a pseudo-random sample of (16) counties across the State of Mississippi to represent the entire State. The child restraint survey of the Planned Activity will be conducted in a convenience survey of 40 municipalities with populations over 10,000. This is also done to generate representative numbers for the entire state. So, each municipality's inclusion in the survey is not targeted based on any predetermined problems. The agency will utilize the grant funds for: salary, overtime, fringe,

contractual service, travel, commodities, and indirect costs to conduct the described program activities above and beyond the agency's daily activities and responsibilities. During the 2025 Seatbelt Survey, 15,121 vehicle occupants and 173 survey observation sites were observed. Harrison County had the highest increase in seatbelt usage, while Warren County had the largest decrease. Harrison County exhibited marked improvement over the 2025 CIOT Campaign. MOHS uses seatbelt usage rates to observe where in the state has the largest decreases or increases, so that the MOHS, law enforcement, and public information groups may make the biggest impact. The official, overall calculated seat belt use estimate for the state of Mississippi for 2025 is 86.6%.

Budgeted: \$275,403.17 Federal Funding Source 402OP/\$55,080.63 Match/\$0.00 Indirect Costs/\$0.00
Local Benefit/MOE-\$0.00

Expended: \$250,297.21 Federal Funds

POLICE TRAFFIC SERVICES PROGRAM SECTION 402

The Police Traffic Service area provides funds to law enforcement agencies for targeted enforcement areas of seat belt, impaired, and speed enforcement, along with additional highway safety areas, such as distracted driving and texting and driving. Problem areas are identified through data, problem identification, and the impact of problems. The PTS Planned Activities helped the MOHS support the overall evidence-based enforcement programs of the police traffic services program. As a result, more citations for speed, occupant protection, and DUI were up, as well as more citizens were reached with public information and education.

2025 Highway Safety Plan Performance Targets

Targets provided from the Triennial Highway Safety Plan related to this program section can be found in the "Core Performance Measures" section. Discussion of the state's progress in meeting the targets is also included, using available data at the time of reporting.

Planned Activity Contribution toward Achieving Performance Target

During FY25, fifty-five (55) law enforcement agencies participated in high-visibility enforcement, while public information and education groups and partners educated the public on the dangers of highway safety issues. Paid and earned media campaigns were held during the FY25 year, with special emphasis during blitz campaign times for Drive Sober and Get Pulled Over and Click It or Ticket National Blitz Campaigns.

The MOHS funded programs that focused on high-visibility enforcement and contributed to fewer deaths and injuries across the State. The MOHS PTS Division provides leadership and works to coordinate programs with the state and local agencies, including the Mississippi Department of Transportation. MOHS provided program management and oversight on all PTS programs, which included program management, technical assistance, monitoring, and training to local grant-funded agencies.

FFY2025 Funded Planned Activities and Accomplishments

Planned Activity Title: MOHS Law Enforcement Police Traffic Services STEP Grants (See Financial Summary - Table 4)

Planned Activity Description: Various agencies' funds to provide salary and fringe benefits for officers to work overtime hours conducting enforcement, which can include impaired driving, occupant protection, and speed during FY25. There will be special emphasis during the national blitz periods of DSGPO and CIOT. The agencies will conduct Special Traffic Enforcement Program (STEP) HVE checkpoints and a Special Traffic Enforcement Program (STEP) HVE saturation patrol during each national DSGPO (Christmas/New Year) and CIOT (Memorial Day). The agency will generate earned media campaigns during the DSGPO (Christmas/New Year) and CIOT (Memorial Day) campaigns. Each agency has a personalized performance measure and strategies that can be found in the grant agreement.

Budgeted: \$2,127,577.96 Federal Funding Source 402PT/\$425,515.59 Match/\$0.00 Indirect Costs/\$2,127,577.96 Local Benefit/MOE-\$0.00

Expended: \$1,750,437.01 Federal Funds

TRAFFIC RECORDS PROGRAM SECTION 405(C)

The MOHS continued to partner and work with the Mississippi State Traffic Records Coordinating Committee (STRCC) during the FY25 grant year. The STRCC is a group of state partners that focuses on the collaboration, implementation, and execution of state traffic record systems. The MOHS continues to work on objectives listed in the Statewide Strategic Traffic Records Strategic Plan and strives to achieve performance-based targets established by STRCC.

2025 Highway Safety Plan Performance Targets

Targets provided from the Triennial Highway Safety Plan related to this program section can be found in the “2025 Core Performance Measures” section. Discussion of the state’s progress in meeting the targets is also included, using available data at the time of reporting.

Planned Activity Contribution toward Achieving Performance Target

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

The State Traffic Records Coordinating Committee (STRCC) met on a regularly scheduled basis to review all major traffic record Planned Activities. The strategic plan for data system improvements is developed and updated annually to apply for Section 405(C) traffic records funds. STRCC has discussed prioritizing planned activities this year and strengthening the organization. During the STRCC conference call meetings, they outlined six areas of improvement to assist the STRCC, which were reviewed for consideration:

1. STRCC Structure and Management.
2. STRCC Roles and Responsibilities.
3. STRCC Vision and Mission.
4. STRCC Stakeholders and Members.
5. STRCC Foundational Documents.
6. STRCC Strategic Planning and Planned Activity Development.

During FY25, the preparation and dissemination of statistical reports were major traffic record activities. These tabulations are used for MOHS planning, problem identification, evaluation, special analyses, and responses to requests for data. Ad hoc queries are made by the legislature, media, state and local agencies, law enforcement, universities, research foundations, safety associations, and the public. Special planning data sets were also developed to show the picture of areas that need improvement in the state and focused enforcement efforts areas.

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

The Planned Activities listed below increase the ability to provide the Traffic Records program with accurate, timely, and assessable data to be used in problem identification, planning, and evaluation of highway safety programs. The data that is collected from the traffic records programs is used for the reduction of fatalities, injuries, and crashes across Mississippi.

FFY2025 Funded Planned Activities and Accomplishments

Planned Activity Title: MOHS Traffic Records Coordination Program Management (M3DA-2025-MC-41-01/ M3DA-2025-MC-41-02/M3DA-2025-MC-41-03)

Planned Activity Description: The program involves the development of the Crash Data Portal to address issues relating to data access and processing in the state as well as improving data availability and interoperability. In an effort to ensure the necessary data is readily available for strategic purposes in the planning of target areas and education awareness across the state for impaired driving, occupant protection, speed, youth, elderly, pedestrian, motorcycle, and bicyclist fatalities, the Crash Data Portal is needed to provide a central location where reporting documents can be retrieved and readily available for MOHS staff, local, county, and state jurisdictions for making data driven decisions. The development of the Crash Data Portal will offer documentation power tools and reporting functions to ensure uniformity, timeliness and accessibility of the data needed to identify priorities for traffic safety. EMS-related reports will be shared on this portal to ensure completeness and integration of EMS data as it relates to specific crashes.

Budgeted: \$96,000.00 Federal Funding Source 405(c)/\$19,200.00 Match/\$0.00 Share to Local; \$5,000.00 Federal Funding Source 405(c)/\$1,000.00 Match/\$0.00 Share to Local; \$1,500.00 Federal Funding Source 405(c)/\$300.00 Match/\$0.00 Share to Local

Expended: \$99,816.96 Federal Funds

Planned Activity Title: Mississippi State University – Data Program (M3DA-2025-MC-40-11)

Planned Activity Description: The program involves the development of the Crash Data Portal to address issues relating to data access and processing in the state as well as improving data availability and interoperability. In an effort to ensure the necessary data is readily available for strategic purposes in the planning of target areas and education awareness across the state for impaired driving, occupant protection, speed, youth, elderly, pedestrian, motorcycle, and bicyclist fatalities, the Crash Data Portal is needed to provide a central location where reporting documents can be retrieved and readily available for MOHS staff, local, county, and state jurisdictions for making data-driven decisions. The development of the Crash Data Portal will offer documentation power tools and reporting functions to ensure uniformity, timeliness, and accessibility of the data needed to identify priorities for traffic safety. EMS-related reports will be shared on this portal to ensure completeness and integration of EMS data as it relates to specific crashes.

Budgeted: \$98,531.54 Federal Funding Source 405C/\$19,706.31 Match/\$0.00 Indirect Costs/\$0.00 Local Benefit/MOE-\$0.00

Expended: \$76,455.49 Federal Funds

Planned Activity Title: Mississippi State University- Data (M3DA-2025-MC-40-12)

Planned Activity Description: This project targets Mississippi's high fatality, injury, and crash areas. To address the challenges of Trauma Registry, eCrash system, and the Mississippi Emergency Medical Services Information System (MEMSIS). By aggregating data from these systems into a unified platform, the program will identify high-collision areas and analyze factors such as seatbelt use, speed, and vehicle type, contributing to injury severity and fatalities. The system will also resolve discrepancies between law enforcement and medical reporting by using cleaned, de-identified data that complies with HIPAA regulations. With advanced data visualization tools, such as automated dashboards and tables, the program will provide insights into traffic incidents, helping policymakers and law enforcement make informed decisions. This comprehensive approach will lay the foundation for statewide improvements in traffic safety, reducing fatalities and injuries across Mississippi's roadways.

Budgeted: \$219,996.00 Federal Funding Source 405C/ \$43,999.20 Match/\$0.00 Local Benefit

Expended: \$70,761.60 Federal Funds

Planned Activity Title: MOHS Contingency Travel (M3DA-2025-MC-41-04)

Planned Activity Description: MOHS will provide financial support for approved contingency travel for agency partners requesting in-state and out-of-state travel expenses to traffic records meetings, conferences, and training benefiting the traffic records program. Funds can include airfare, baggage fees, hotel accommodation, transportation, per diem for meals, tips, and additional travel fees approved by MOHS. Travel is directly related to the support of funded strategies and projects

Budgeted: \$2,500.00 Federal Funding Source 405C/\$17,964.12 Match/\$0.00 Indirect Costs/\$0.00 Local Benefit/MOE-\$0.00

Expended: \$0.00 Federal Funds

DRIVER'S EDUCATION PROGRAM SECTION 402DE

The MOHS has long recognized the importance of integrating enforcement with public education in its highway safety efforts. Accordingly, an educational component aimed at increasing awareness of the dangers of impaired driving, lack of occupant protection, distracted driving, and teen safety has been in place for the past several years.

The MOHS Public Information and Education Program supports a network of sub-grantees dedicated to public outreach and education. These efforts include presentations at churches, schools, conferences, meetings, health fairs, and other community events to raise awareness of critical highway safety issues. Educational booths and table displays are set up with relevant materials and promotional items featuring messages such as "no drinking and driving," "buckle up," and distracted driving prevention.

These planned activities have enabled MOHS to support multiple highway safety programs, including impaired driving, occupant protection for unrestrained motorists, and initiatives focused on youth and older drivers across Mississippi. Collectively, these efforts have expanded the reach of public information and education initiatives to a broader segment of the population.

2025 Highway Safety Plan Performance Targets

Targets provided from the Triennial Highway Safety Plan related to this program section can be found in the “2025 Core Performance Measures” section. Discussion of the state’s progress in meeting the targets is also included, using available data at the time of reporting.

Planned Activity Contribution toward Achieving Performance Targets

During FY25, the MOHS funded programs included peer education and prevention strategies to focus on the age population of 21 and younger, with the focus on ages 16-20 years of age. Evidence-based programs were selected and implemented during the grant year.

There was one (1) Planned activity selected for the driver’s education program, with only one being fully implemented. This program educated young drivers about the negative effects of distracted driving, impaired driving, seat belt usage, speeding, and awareness of risks while driving. This educational program is attributed to the statistics above.

FFY2025 Funded Planned Activities and Accomplishments

Planned Activity Title: Jackson State University Youth Highway Safety Program (DE-2025-DE-40-02)

Planned Activity Description: Planned Activity Description: Jackson State University will be the state’s primary teen safety awareness program. The program will focus on the top counties of the State with the teen fatalities and injuries.

Jackson State University- Youth Highway Safety Programs will increase awareness and work statewide to provide public information on safe driving for young drivers aged 16-20 years old. Jackson State University- Youth Highway Safety Programs will conduct educational outreach activities and participate in safety fairs, and community events. This year Jackson State University –Youth Program will reach teens in the State while working in schools, safety fairs, conferences, and meetings.

The program will also work with local law enforcement and local schools across the State to bring the message of the consequences of seatbelt usage, speed control, distracted driving, and more highway safety issues.

The program measures the effectiveness of the program with pre- and post-evaluations after each program. Funding will be used to provide salaries, fringe, contractual services, travel, commodities, and indirect costs.

Drivers Education Planned Activity Accomplishments (402DE):

- 209 highway safety speed awareness presentations; 209 seatbelt safety presentations for teens 16-20 across Mississippi to 3,556 students.
- Conducted 9 safe buddy days in schools within target communities.

- 14 health-safety fairs were attended.
- Set up fifty-one (51) information booths during community and health fairs in target areas that impacted 13,915 people.
- Conducted a total of 8 peer education trainings.
- Disseminated over 4,793 pieces of seat belt safety and speeding literature via classroom presentations, community events, social media, email blast, and during various health fairs.
- Media earned through 2 news broadcasts and 6 Facebook broadcasts through the school attended.
- Conducted a total of 13 seatbelt checks and safety demonstrations at schools.
- Completed 838 pre- and post-survey presentations on seatbelt safety and speeding

Budgeted: \$272,982.06 Federal Funding Source 402DE/\$54,596.41 Match/\$0.00 Local Benefit/MOE \$0.00

Expended: \$234,155.08 Federal Funds

FFY2025 402/405F MOTORCYCLE PROGRAM

In the planning of the FY25 programs, the MOHS was anticipating the implementation of a statewide motorcycle program funded through grant funds. The state has struggled with a rise in motorcycle fatalities, injuries, and crashes over the past few years. Although the motorcycle program is a needed program, the MOHS was unable to implement this program during the grant year.

The MOHS was also not able to provide personnel to work directly with the program, as the MOHS began to restructure and change the focus of existing programs. Although the program is important, the MOHS chose to redirect funding, services, and personnel to higher-priority programs for FY25. The MOHS will look into creating this pilot in the future when staff can be allocated to the program.

2025 Highway Safety Plan Performance Targets

Targets provided from the Triennial Highway Safety Plan related to this program section can be found in the “2025 Core Performance Measures” section. Discussion of the state’s progress in meeting the targets is also included, using available data at the time of reporting.

Planned Activity Contribution toward Achieving Performance Target

With the lack of a statewide motorcycle program, the state motorcycle fatalities, injuries, and crashes continue to rise. Without a sustained statewide motorcycle program, the MOHS can determine that the problem with fatalities, injuries and crashes cannot be reduced if a program does not exist.

MEDIA AND MARKETING PROGRAM

The MOHS diversifies the media mix to increase audience awareness to the message in a more divided market than ever. To influence behavioral change, the MOHS seeks to produce the message as often as feasible while obtaining the greatest media placement at the most affordable price.

The process of media planning entails thorough, upfront evaluations. Finding special placement opportunities and offering affordable solutions are given top priority. The composition, coverage, and effectiveness of the specific medium in reaching the target audience are taken into consideration while analyzing media alternatives. The MOHS also establishes how often the target audience should see or hear the message. The MOHS demands one bonus spot for each paid media spot placed with each media buy.

Paid and Earned Media Report

BROADCAST STRATEGY

Radio serves as the primary medium to increase reach while generating higher levels of frequency. Radio is the top medium of choice Monday-Friday, 9 a.m.-6 p.m., making radio a great compliment. Radio provides a solid mechanism to distribute the message almost evenly throughout the state. Formats that index high for male targets include All Talk, AC, Alternative, Blues, CHR, Country, Hip-Hop, News, Rock, Urban, and College.

The Mississippi Office of Highway Safety (MOHS) utilized a strategic mix of paid and earned media through television and radio to advance public awareness of traffic safety initiatives and promote safer driving behaviors across the state. These outreach efforts supported MOHS's mission to reduce traffic-related fatalities and injuries by delivering consistent, high-visibility messaging to diverse audiences.

Through the combined use of paid and earned television and radio media, MOHS increased the visibility of highway safety campaigns and reinforced critical safety messaging. These broadcast efforts contributed to greater public awareness, supported behavioral change initiatives, and complemented enforcement and community outreach activities.

PUBLIC PARTICIPATION AND ENGAGEMENT

The Mississippi Office of Highway Safety (MOHS) has determined that effective community outreach is the foundation for building meaningful and successful engagement programs. Identifying and collaborating with community stakeholders willing to support traffic safety initiatives within the populations identified under 23 CFR 1300.11(b)(2)(i)(B) is a critical first step in gaining trust and fostering long-term participation. MOHS views outreach as an essential pathway to engagement, recognizing that each outreach effort has the potential to evolve into sustained community involvement that supports compliance with 23 CFR 1300.11(b)(2)(iii).

MOHS has long recognized the importance of delivering community-level outreach and education within targeted areas and populations. Past outreach efforts have included partnerships with traffic safety and community leaders and were implemented through federally funded grants administered by MOHS.

Reducing traffic fatalities and serious injuries statewide remains MOHS's top priority. Targeted marketing and outreach strategies play a vital role in achieving this goal by encouraging positive behavioral change and providing valuable feedback to guide program improvements. MOHS uses performance measures, data analysis, surveys, and community feedback to continuously evaluate progress, refine strategies, and support ongoing planning efforts.

While MOHS operates statewide, special emphasis is placed on underserved and overrepresented communities, as well as populations at higher risk for traffic-related fatalities and serious injuries. Public Participation and Engagement (PP&E) initiatives rely on collaboration with community stakeholders who reflect

the demographics of the impacted communities. These partnerships are essential to strengthening relationships between law enforcement and diverse populations.

Through forums, advisory boards, and outreach programs, community engagement enables law enforcement to better understand local needs and concerns, tailor traffic safety strategies more effectively, and demonstrate a commitment to community input. This collaborative approach enhances trust and supports the shared goal of keeping Mississippi's roadways safe for all

Older Driver Outreach and Education/Vehicular Heatstroke Prevention

According to the National Highway Traffic Safety Administration (NHTSA), there were 55.7 million people in the United States – 17% of the population – who were over the age of 65. As individuals get older, their driving ability may change, due to physical capability, visual, and cognitive changes. However, this does not imply that these individuals must give up driving.

- ❖ April 26, 2025 – During the South Liberty Missionary Baptist Church “Be the Light!” Health Fair in Canton, Mississippi, 250 Hot Car Death and Heat Stroke Prevention push cards were distributed to attendees, with an emphasis on protecting elderly individuals who are especially vulnerable to heat-related illnesses. This outreach activity raised awareness about the dangers of excessive heat exposure for older adults who may be at increased risk due to medical conditions or limited mobility.

Educational materials highlighted the importance of recognizing early signs of heat exhaustion and heat stroke in seniors, staying hydrated, avoiding prolonged exposure to high temperatures, and checking on elderly family members and neighbors during hot weather. This effort supported community education initiatives aimed at preventing heat-related injuries and fatalities among the elderly population and encouraging proactive, life-saving behaviors.

Teen Driver Presentation

According to the FARS data, in 2023, there were 74 teens, between the ages of 15-20, who died in traffic fatalities in Mississippi. Traffic crashes are the leading cause of fatalities among young people. This number indicates an opportunity for MOHS and other traffic leaders to provide students with driving tips to keep teens safe on the roads and free of alcohol and distractions

- ❖ October 10, 2024 – The Mississippi Office of Highway Safety (MOHS) partnered with the Mississippi Highway Patrol (MHP) to deliver a Teen Driver Safety presentation at Holmes Community College. This collaborative effort aimed to educate young drivers about safe driving behaviors, traffic laws, and the consequences of engaging in risky driving practices. Topics addressed included distracted driving, impaired driving, seat belt use, speed management, and the importance of responsible decision-making behind the wheel. The presentation aimed to increase awareness, reinforce safe driving habits, and reduce the likelihood of motor vehicle crashes among teen and young adult drivers by providing accurate information and real-world perspectives from law enforcement professionals.
- ❖ October 15, 2024 - The Mississippi Office of Highway Safety (MOHS) conducted a teen driver peer-to-peer meeting focused on traffic safety at the Boys and Girls Club in Jackson, Mississippi. The meeting provided a platform for teens to engage in open discussions about safe driving practices and the responsibilities that come with being a young driver.

The peer-to-peer format encouraged active participation and meaningful dialogue among participants, allowing teens to share experiences and perspectives related to traffic safety. Key topics included distracted driving, impaired driving, seat belt use, and the importance of making safe decisions behind the wheel.

Through this interactive approach, MOHS reinforced critical highway safety messages in a relatable and impactful way. The meeting supported MOHS's mission to educate and empower young drivers, helping to foster a culture of safety and accountability among teens in the Jackson community.

- ❖ October 23, 2024 – The Mississippi Office of Highway Safety (MOHS), in partnership with the Mississippi Highway Patrol (MHP), held a youth occupant protection traffic safety discussion with students at Bates Elementary School. The discussion was designed to educate young students about the importance of proper occupant protection and safe passenger behavior.

Age-appropriate messaging emphasized wearing seat belts, using child safety seats correctly, and following basic traffic safety rules. MHP officers engage students through interactive discussion and real-life examples to reinforce how these practices help prevent injuries and save lives.

This collaborative effort between MOHS and MHP supported occupant protection initiatives by increasing youth awareness and encouraging safe habits at an early age. The activity contributed to MOHS's ongoing commitment to reducing traffic-related injuries and fatalities through education and enforcement partnerships.

- ❖ October 24, 2024 - The Mississippi Office of Highway Safety (MOHS), in partnership with the Mississippi Highway Patrol (MHP), conducted a youth traffic safety peer-to-peer discussion with students at Nichols Middle School. The interactive session focused on occupant protection, distracted driving, pedestrian safety, and the importance of following traffic laws.

MHP officers shared real-life examples to reinforce key safety messages, while the peer-to-peer format encouraged student engagement. This collaborative effort supported MOHS's commitment to promoting safe traffic behaviors among youth through education and enforcement partnerships.

Occupant Protection (Child Restraints)/Vehicular Heatstroke Prevention

- ❖ April 26, 2025– During the South Liberty Missionary Baptist Church “Be the Light!” Health Fair held in Canton, Mississippi, a total of 250 Hot Car Death and Heat Stroke Prevention push cards were distributed to attendees. This outreach activity provided an opportunity to raise awareness about the dangers of leaving children unattended in vehicles and the risks associated with heat-related illnesses.

Event participants received educational materials emphasizing the importance of checking vehicles before locking them, recognizing signs of heat stroke, and taking preventative measures during periods of high temperatures. The distribution of these materials supported community education efforts aimed at promoting safety, preventing heat-related fatalities, and encouraging proactive behaviors among families and caregivers.

- ❖ September 27, 2025 - The Mississippi State Department of Health (MSDH) in Jackson, Mississippi, conducted extensive occupant protection outreach through child safety seat check activities and

educational presentations during National Child Passenger Safety Week. MSDH completed a total of 955 child safety seat checks during client appointments and at health and safety fairs, ensuring that child restraints were properly installed and used correctly.

In addition, MSDH conducted 60 presentations focused on unbelted occupant and child restraint safety, delivered both virtually and in person. These presentations provided critical education to parents, caregivers, and community members on the importance of seat belt use and proper child passenger safety.

FY2025 Funded Planned Activities and Accomplishments

Planned Activity Title: MOHS Paid Media Sustained Occupant Protection Enforcement Campaign (M2PE-2025-MB-00-00)

Planned Activity Description: A comprehensive and sustained paid media campaign in support of the continual Occupant Protection enforcement efforts for the “CIOT” campaigns, utilizing Section 405 Occupant Protection funding, was implemented in the grant period. These funds were used for sustained radio and outdoor space in May 2025. The number of holiday unbelted vehicle crash fatalities was used to evaluate the media messaging. The measures that were used to assess message recognition are as follows: number of radio spots, ads, and GPAs for paid media, earned media messages for print and television, unbelted-related vehicle crash fatalities, the results obtained from the behavioral measures awareness survey, and the seat belt survey will be used to evaluate the effectiveness of the messaging.

Budgeted: \$70,000.00 Federal Funding Source 405(b)/\$14,000.00 Match/\$0.00 Indirect Costs/\$0.00 Local Benefit/MOE-\$0.00

Expended: \$5,500.00 Federal Funds

CHRISTMAS/NEW YEAR’S 2024/2025

This year’s ***Drive Sober or Get Pulled Over*** Christmas/New Year’s campaign was from December 11, 2024, to January 1, 2025, and included 24 cities and their surrounding counties throughout the state. MOHS executed a targeted DSPGO campaign during the peak holiday season to reduce impaired driving and enhance roadway safety. It was to effectively reach African American and white males ages 30-39 and 40-49, through a heavily concentrated campaign with one key message “***Drive Sober or Get Pulled Over***” in order to effect positive change. The campaign strategically combined high-visibility outdoor advertising with earned media efforts to reach drivers in both urban and rural communities

Electronic outdoor signage was placed across the state on 38 outdoor boards with 6,500,000 impressions airing throughout the state in high fatality areas. MOHS focused on outdoor billboards, which were created for the campaign, throughout the state in high fatality areas. \$26,386.22 of the budget \$35,000.00 was expended.

The campaign effectively reached millions of drivers statewide, reminding the public of the dangers of impaired driving and the strict enforcement of DUI laws during the holiday season. By combining strategic outdoor advertising with earned media, MOHS enhanced roadway safety awareness and reinforced Mississippi’s commitment to reducing impaired-driving incidents.

SOUTHERN LIGHTS/DSGPO

The Mississippi Office of Highway Safety executed a paid media campaign in support of the **DSGPO** initiative during the 2025 holiday season. The campaign leveraged high-frequency ad placements during peak holiday travel dates to promote safe driving behaviors and discourage impaired driving. Messaging focused on emotional resonance and seasonal relevance through the slogan “Don’t Get the Blues This Holiday Season.” The campaign ran across 14 days, encompassing Christmas, New Year’s Eve, and New Year’s Day—historically high-risk periods for impaired driving incidents. The performance summary is as follows:

Overall Paid Media Results

- Total Campaign Visitors Reached: 24,443
- Total Campaign Duration: 14 days
- Total Ad Airings: 1,292
- Ad Frequency: 22 airings per hour during operational periods

This consistent, high-frequency placement ensured repeated exposure to campaign messaging during high-traffic holiday periods.

Key Paid Media Insights

- Highest engagement day: December 24, 2025 (Christmas Eve) with 3,644 visitors
- Strong post-holiday rebound: January 1, 2026, generated 2,206 visitors
- Extended-hour days (5 hours) consistently delivered higher total ad airings (110/day)
- The campaign maintained strong reach despite natural declines on major holidays (Christmas Day and New Year’s Eve)

Earned Media Drivers

- Seasonally relevant messaging tied to emotional and behavioral decision-making
- Public safety focus aligned with statewide holiday enforcement efforts
- High-frequency exposure reinforcing recall and word-of-mouth discussion
- Timely deployment during periods of heightened public awareness around impaired driving

Expected Earned Outcomes

- Increased public discussion around safe holiday driving
- Reinforcement of DSGPO enforcement messaging
- Support for law enforcement visibility and public education efforts
- Enhanced recognition of the Mississippi Office of Highway Safety’s role in holiday safety initiatives

The “Don’t Get the Blues This Holiday Season” DSGPO campaign successfully delivered sustained, high-frequency paid media exposure during a critical holiday travel window. With over 24,000 visitors reached and 1,292 total ad airings, the campaign provided strong visibility for impaired driving prevention messaging.

The strategic timing around Christmas and New Year’s maximized both paid reach and potential earned impact, supporting the Mississippi Office of Highway Safety’s mission to reduce impaired driving incidents and promote safer roadways during the holidays.

AMERICAN BLUES NETWORK/DSGPO

The Mississippi Office of Highway Safety conducted a paid radio media campaign in support of the national ***Drive Sober or Get Pulled Over*** impaired-driving enforcement initiative during the 2025 winter holiday period. Thirty-second radio announcements aired on American Blues from December 20, 2024, through January 1, 2025, across multiple dayparts to maximize exposure during high-risk travel periods, including Christmas and New Year's Eve, hitting 50 airtime spots. The campaign was supplemented with earned radio announcements at no cost, increasing message frequency without additional federal funds. This activity supported law enforcement visibility and deterrence efforts and aligned with NHTSA's goal of reducing alcohol-impaired driving fatalities and serious injuries.

Federal highway safety funds totaling \$5,000.00 were expended for paid media placements.

WJZD-FM/DSGPO

The Mississippi Office of Highway Safety conducted a paid radio media campaign in support of the national ***Drive Sober or Get Pulled Over*** impaired-driving enforcement initiative on WJZD-FM during the 2025 winter holiday period. Thirty-second radio announcements aired from December 20, 2024, through January 1, 2025, with high-frequency placement across overnight, morning, midday, afternoon, evening, and late-night dayparts to reach drivers during high-risk hours, including Christmas and New Year's Eve, hitting 185 airtime spots. The campaign was supplemented with earned radio announcements at no cost, increasing message frequency and reach without additional federal funds. This media activity supported enforcement visibility and deterrence efforts and aligned with NHTSA's goal of reducing alcohol-impaired driving fatalities and serious injuries.

Federal highway safety funds totaling \$5,000.00 were expended for paid media placements.

LABOR DAY 2025

The MOHS Drive Sober or Get Pulled Over Labor Day 2025 Campaign was from August 13—September 1, 2025, including paid and earned media. The primary target audience was African American and white males ages 30-39 and 40-49. The "Drive Sober or Get Pulled Over" message was reinforced through television and radio coverage within cities and counties in target areas throughout the state.

The campaign utilized television and radio advertising to reinforce the enforcement message statewide. Television ads aired across 23 stations, delivering 756 total spots. Radio advertising aired across 44 stations, delivering 2,758 total spots. Placements were scheduled to maximize reach and frequency during high-viewership and peak listening periods.

Earned media complemented paid efforts through television and radio news coverage, highlighting Labor Day impaired driving enforcement activities. This coverage reinforced the ***Drive Sober or Get Pulled Over*** message and increased public awareness of heightened enforcement during the holiday travel period.

MEMORIAL DAY 2025

The Mississippi Office of Highway Safety (MOHS) **Click It or Ticket** Memorial Day 2025 campaign ran from May 12 through June 1, 2025. Paid media targeted African American and white males ages 30–39 and 40–49 in designated areas statewide. Television advertising aired across 24 stations with 1,075 spots, while radio advertising aired across 43 stations with 2,371 spots.

Earned media included television and radio news coverage supporting Memorial Day seat belt enforcement efforts, reinforcing the **Click It or Ticket** message, and increasing public awareness statewide.

FFY2025 MOHS FINANCIAL REPORT

The Mississippi Office of Highway Safety funded a total of 90 highway safety Planned Activities during the FY25 grant year. The FY25 highway safety program included: (19) 154-Federally Funded Grants, (18) 405(d)-Federally Funded Grant, (25) 402-OP Federally Funded Grants, (2) 405(b) Federally Funded Grants; (22) 402-PT Federally Funded Grants, (3) 405(c) Federally Funded Grants, (1) 402 Driver's Education; (1) 402-PA.

Below please find corresponding financial charts for FY25 with the Planned Activity number assigned to the Planned Activity in the Grants Tracking System (GTS); Planned Activity Title; Obligated/Budget Amount; Expended Amount; Unexpended Total; Match and Funding Source.

Table 4 Financial Summary of FFY2025 Expenditures**Planning and Administration Grants**

Planned Activity Number	Planned Activity Title	Obligated	Expended	Unexpended Funds	Match	Funding Source
ENF_AL-2025-ST-41-01	MOHS IMP DRV Coordination.	\$300,000.00	\$224,783.79	\$75,216.21	\$0.00	154AL
ENF_AL-2025-ST-41-02	MOHS IMP DRV COORD Travel	\$10,000.00	\$479.32	\$9,520.68	\$0.00	154AL
ENF_AL-2025-ST-41-03	MOHS IMP DRV COORD Misc.	\$3,000.00	\$0.00	\$3,000.00	\$0.00	154AL
ENF_AL-2025-ST-41-06	MOHS Public Relations	\$200,000.00	\$0.00	\$0.00	\$0.00	154AL
154PA-2025-PA-41-01	Planning and Administration Expenses for the 154 program	\$200,000.00	\$18,236.57	\$181,763.43	\$0.00	154AL
402PA-2025-PA-41-01	Planning and Administration Expenses 402 programs	\$400,000.00	\$215,998.92	\$184,001.08	\$80,000.00	402
OP-2025-OP-41-01	MOHS Occupant Protection Coordination & Program Management	\$180,000.00	\$139,002.09	\$40,997.91	\$36,000.00	402OP
OP-2025-OP-41-02	MOHS Occupant Protection Coordination & Program Management Travel	\$10,000.00	\$276.78	\$9,723.22	\$2,000.00	402OP
12123OP-2024-OP-41-03	MOHS Occupant Protection Coordination & Program Management Program Expenses.	\$3,000.00	\$0.00	\$3,000.00	\$600.00	402OP
OP-2025-OP-41-07	MOHS Public Relations	\$100,000.00	\$0.00	\$100,000.00	\$20,000.00	402OP
PT-2025-PT-41-01	MOHS Police Traffic Services C	\$220,000.00	\$131,170.25	\$88,829.75	\$44,000.00	402PTS
PT-2025-PT-41-02	MOHS Police Traffic Services Coordination & Program Management Travel	\$10,000.00	\$277.28	\$9,722.72	\$2,000.00	402PTS
PT-2025-PT-41-03	MOHS Police Traffic Services	\$3,000.00	\$0.00	\$3,000.00	\$600.00	402PTS

Planned Activity Number	Planned Activity Title	Obligated	Expended	Unexpended Funds	Match	Funding Source
	Coordination & Program Management Misc Expenses					
PT-2025-PT-41-04	MOHS Police Traffic Services Contingency Travel	\$2,500.00	\$0.00	\$2,500.00	\$500.00	402PTS
PT-2025-PT-41-05	MOHS Public Relations	\$100,000.00	\$0.00	\$100,000.00	\$20,000.00	402PTS
M5IDC-2025-MD-41-01	MOHS Impaired Driving Coordination & Program Management	\$170,000.00	\$157,015.73	\$7,015.73	\$34,000.00	405D
M5PEM-2025-MD-41-03	MOHS Public Relations	\$20,000.00	\$0.00	\$20,000.00	\$4,000.00	405D
Total Planning and Administration Funds		\$1,931,500.00	\$887,240.73	\$838,290.73	\$243,700.00	

Alcohol Countermeasures Enforcements

Planned Activity Number	Planned Activity Title	Obligated	Expended	Unexpended Funds	Match	Funding Source
154AL-2025-ST-25-41	Canton Police Dept.	\$67,579.20	\$8,054.10	\$59,525.10	\$0.00	154AL
154AL-2025-ST-10-81	Carroll County S.O.	\$68,096.00	\$67,015.90	\$1,080.10	\$0.00	154AL
154AL-2025-ST-26-91	D'Iberville Police Dept.	\$4,000.00	\$2,359.47	\$1,640.53	\$0.00	154AL
154AL-2025-ST-28-41	Grenada Police Dept.	\$66,793.40	\$66,793.40	\$0.00	\$0.00	154AL
154AL-2025-ST-21-41	*Gulfport Police Dept.	\$14,843.52	\$0.00	\$14,843.52	\$0.00	154AL
154AL-2024-ST-12-31	Hancock County S.O.	\$123,977.30	\$68,132.42	\$55,844.88	\$0.00	154AL
154AL-2025-ST-21-51	Hattiesburg Police Dept.	\$89,119.84	\$69,966.37	\$21,542.50	\$0.00	154AL
154AL-2025-ST-21-81	Horn Lake Police Dept.	\$171,330.52	\$119,399.46	\$51,931.06	\$0.00	154AL
154AL-2025-ST-23-71	Laurel Police Dept.	\$75,563.50	\$73,163.08	\$1,836.92	\$0.00	154AL
154AL-2025-ST-14-91	Montgomery County S.O.	\$28,500.00	\$6,957.50	\$21,542.50	\$0.00	154AL
154AL-2025-ST-40-81	MS Highway Patrol	\$2,037,490.00	\$2,032,621.20	\$4,868.80	\$0.00	154AL

Planned Activity Number	Planned Activity Title	Obligated	Expended	Unexpended Funds	Match	Funding Source
ENF_AL-2025-ST-41-05	MOHS-National DSGPO Special Wave	\$25,000.00	\$0.00	\$25,000.00	\$0.00	154AL
154AL-2025-ST-15-31	Oktibbeha County S.O	\$20,000.00	\$17,314.09	\$2,685.91	\$0.00	154AL
154AL-2025-ST-22-61	Pascagoula Police Dept.	\$15,041.34	\$10,731.12	\$4,310.22	\$0.00	154AL
154AL-2025-ST-31-91	Pearl Police Dept.	\$75,000.00	\$73,163.08	\$1,836.92	\$0.00	154AL
154AL-2025-ST-22-81	Philadelphia Police Dept.	\$51,365.60	\$39,376.25	\$11,989.35	\$0.00	154AL
154AL-2025-ST-23-11	Starkville Police Dept.	\$122,122.00	\$108,815.45	\$13,306.55	\$0.00	154AL
154AL-2025-ST-17-11	Tishomingo County S.O.	\$68,390.40	\$55,614.78	\$12,775.62	\$0.00	154AL
154AL-2025-ST-17-21	Tunica County S.O.	\$29,122.50	\$29,034.23	\$88.27	\$0.00	154AL
Total Alcohol Law Enforcement		\$3,153,335.12	\$2,848,511.90	\$306,648.75	\$0.00	

**Gulfport PS was approved in the FY25 Annual Grant Application. MOHS was formally advised by the agency to decline the grant due to unforeseen circumstances. **

MOHS Impaired Driving Enforcement Grants

Planned Activity Number	Planned Activity Title	Obligated	Expended	Unexpended Funds	Match	Funding Source
MH5VE-2025-MD-73-51	Byram Police Dept	\$44,178.00	\$39,077.47	\$5,100.53	\$8,835.60	405D
M5HVE-2025-MD-11-61	Covington County S.O.	\$79,360.24	\$63,968.63	\$15,391.61	\$15,872.05	405D
M5HVE-2025-MD-11-71	Desoto County S.O.	\$215,913.89	\$170,221.71	\$45,692.18	\$43,182.78	405D
M5HVE-2025-MD-12-01	George County S.O.	\$23,059.00	\$16,483.85	\$6,575.15	\$4,611.80	405D
M5HVE-2025-MD-28-61	Hernando Police Dept.	\$142,602.64	\$140,656.03	\$1,946.61	\$28,502.53	405D
M5HVE-2025-MD-12-51	Hinds County S.O.	\$161,072.40	\$154,842.86	\$6,229.54	\$32,214.48	405D
M5HVE-2025-MD-13-41	Jones County	\$155,343.00	\$147,265.14	\$8,077.86	\$31,68.60	405D
M5HVE-2025-MD-13-71	Lamar County S.O.	\$20,472.60	\$20,472.60	\$0.00	\$4,094.52	405D
M5HVE-2025-MD-13-81	Lauderdale County S.O.	\$162,194.10	\$149,155.16	\$13,038.94	\$32,438.82	405D
M5HVE-2025-MD-22-01	Louisville Police Dept.	\$28.832.00	\$26,712.46	\$2,119.54	\$5,766.40	405D

M5HVE-2025-MD-14-61	Marion County S.O.	\$128,140.25	\$127,423.69	\$716.56	\$25,628.05	405D
M5HVE-2025-MD-15-01	Neshoba County S.O.	\$45,279.00	\$44,013.54	\$1,265.46	\$9,055.80	405D
M5HVE-2025-MD-22-51	Oxford Police Dept.	\$162,006.92	\$147,476.15	\$14,530.77	\$32,401.38	405D
M5HVE-2025-MD-15-51	Pearl River County S.O.	\$59,246.25	\$57,707.10	\$1,539.15	\$11,849.25	405D
M5HVE-2025-MD-16-61	Stone County S.O.	\$65,089.20	\$55,718.86	\$9,370.34	\$13,017.84	405D
M5HVE-2025-MD-23-51	Waynesboro Police Dept.	\$15,000.00	\$4,134.20	\$10,865.80	\$3,000.00	405D
Total Impaired Law Enforcement		\$945,377.76	\$ 862,569.43	\$82,808.33	\$189,530.54	

154/405D Special Programs

Planned Activity Number	Planned Activity Title	Obligated	Expended	Unexpended Funds	Match	Funding Source
154AL-2025-ST-40-02	JSU Youth Highway Safety Programs	\$265,558.23	\$244,626.20	\$20,932.03	\$0.00	154AL
154AL-2025-ST-40-01	Metro Jackson/ JSU	\$349,363.08	\$328,096.30	\$21,266.78	\$0.00	154AL
PM_AL-2025-PM-00-00	MOHS Paid Media Impaired Driving	\$150,000.00	\$40,617.43	\$109,382.57	\$0.00	154AL
ENF_AL-2025-ST-41-04	MOHS Contingency Travel	\$2,500.00	\$0.00	\$2,500.00	\$0.00	154AL
M50T-2025-MD-40-02	JSU Youth Safety Drug Imp Driving	\$145,955.34	\$93,267.19	\$52,688.15	\$29,191.07	405D
M5TR-2025-MD- 22-51	Oxford Police Dept. Law Enforcement Training	\$628,440.74	\$249,181.26	\$379,259.49	\$125,688.15	405D
M5TR-2025-MD-41-02	MOHS Contingency Travel	\$2,500.00	\$0.00	\$2,500.00	\$500.00	405D
Total 154 Special Planned Activities		\$3,930,203.47	\$3,285,895.90	\$644,307.57	\$0.00	
Total 405D Special Planned Activities		\$1,453,636.09	\$1,253,432.10	\$200,203.99	\$291,182.21	

MOHS OP Enforcement Planned Activities

Planned Activity Number	Planned Activity Title	Obligated	Expended	Unexpended Funds	Match	Funding Source
OP-2025-OP-10-81	Carroll County S.O.	\$18,525.00	\$16,218.50	\$2,306.50	\$3,705.00	402OP
OP-2025-OP-11-61	Covington County S.O.	\$107,735.00	\$68,597.63	\$39,137.37	\$21,547.00	402OP
OP-2025-OP-11-71	Desoto County S.O.	\$33,747.00	\$31,605.01	\$2,141.99	\$6,749.40	402OP
OP-2025-OP-12-31	Hancock County S.O.	\$8,034.00	\$7,894.22	\$139.78	\$1,606.80	402OP
OP-2025-OP-12-41	Harrison County S.O.	\$95,002.00	\$86,909.96	\$8,092.04	\$19,000.40	402OP
OP-2025-OP-12-51	Hinds County S.O.	\$16,000.00	\$15,757.94	\$242.06	\$3,200.00	402OP
OP-2025-OP-13-41	Jones County S.O.	\$143,248.00	\$140,755.93	\$2,492.07	\$28,649.60	402OP
OP-2025-OP-13-71	Lamar County S.O.	\$40,017.75	\$38,707.11	\$1,310.64	\$8,003.55	402OP
OP-2025-OP-13-81	Lauderdale County S.O.	\$45,000.00	\$30,173.59	\$14,826.14	\$9,000.00	402OP
OP-2025-OP-29-91	Lucedale Police Dept.	\$35,000.00	\$8,879.20	\$26,120.80	\$7,000.00	402OP
OP-2025-OP-30-31	Magee Police Dept.	\$27,594.28	\$16,544.71	\$11,049.57	\$5,518.86	402OP
OP-2025-OP-14-91	Montgomery County S.O.	\$13,395.00	\$11,230.00	\$2,165.00	\$2,679.00	402OP
OP-2025-OP-40-81	MS Highway Patrol	\$481,133.16	\$441,469.03	\$39,664.13	\$96,226.63	402OP
OP-2025-OP-15-21	Noxubee County S.O.	\$15,000.00	\$6,852.00	\$8,148.00	\$3,000.00	402OP
OP-2025-OP-15-31	Oktibbeha County S.O.	\$20,000.00	\$17,021.69	\$2,978.31	\$4,000.00	402OP
OP-2025-OP-15-51	Pearl River County	\$23,939.00	\$23,571.61	\$367.39	\$4,787.80	402OP
OP-2025-OP-22-81	Philadelphia Police Dept.	\$10,536.00	\$9,110.70	\$1,425.30	\$2,107.20	402OP
OP-2025-OP-22-91	Picayune Police Dept.	\$15,000.00	\$14,357.88	\$642.12	\$3,000.00	402OP
OP-2025-OP-17-21	Tunica County Sheriff's Dept.	\$27,562.50	\$27,562.50	\$0.00	\$5,512.50	402OP
OP-2025-OP-35-41	Waveland Police Dept	\$40,000.00	\$34,126.88	\$5,873.12	\$8,000.00	402OP
OP-2025-OP-23-51	Waynesboro Police Dept.	\$18,015.75	\$13,007.10	\$5,008.05	\$3,603.15	402OP
OP-2025-OP-17-81	Webster County S.O.	\$18,700.00	\$13,324.48	\$5,375.52	\$3,740.00	402OP
OP-2025-OP-35-81	Winona Police Dept.	\$15,000.00	\$11,052.55	\$3,947.45	\$3,000.00	402OP
Total Occupant Protection Enforcement		\$1,268,184.44	\$1,084,730.22	\$183,454.22	\$253,636.89	

Occupant Protection Special Programs

Planned Activity Number	Planned Activity Title	Obligated	Expended	Unexpended Funds	Match	Funding Source
OP-2025-OP-41-04	MOHS Contingency Travel	\$2,500.00	\$0.00	\$2,500.00	\$500.00	402OP
OP-2025-OP-41-05	MOHS- High Risk Population-Special Wave	\$5,000.00	\$0.00	\$5,000.00	\$1,000.00	402OP
OP-2025-OP-41-06	MOHS-CIOT Special Wave	\$25,000.00	\$0.00	\$25,000.00	\$5,000.00	402OP
OP-2025-OP-40-11	Mississippi State University- Stennis Institute-SB Survey	\$275,403.17	\$250,297.21	\$25,105.96	\$55,080.63	402OP
UNATTD-2025-UN-41-00	Heat Stroke/Unattended Passenger	\$10,000.00	\$373.33	\$9,626.67	\$2,000.00	402OP
M2PE-2025-MB-00-00	MOHS Paid Media-OP	\$70,000.00	\$15,000.00	\$55,000.00	\$14,000.00	405B
M2PE-2025-MB-40-71	MS Dept. of Health-OP Program	\$299,972.74	\$179,879.93	\$120,092.81	\$59,994.55	405B
B2CPS_US-2025-CP-40-71	MS Dept. of Health - Child Restraint Seat	\$125,160.00	\$125,064.29	\$95.71	\$25,032.00	405B
Total 402 Occupant Protection Special Program Funds		\$317,903.17	\$250,670.54	\$67,232.63	\$63,580.63	
Total 405B		\$495,132.74	\$319,944.22	\$175,188.52	\$99,026.55	
Total Occupant Protection Funds		\$2,091,220.35	\$1,655,344.98	\$435,875.37	\$418,244.07	

Planned Activity Number	Planned Activity Title	Obligated	Expended	Unexpended Funds	Match	Funding Source
Drivers Education						
Planned Activity Number	Planned Activity Title	Obligated	Expended	Unexpended Funds	Match	Funding Source
DE-2025-DE-40-02	Jackson State Youth Highway Safety Program	\$272,982.06	\$234,155.08	\$38,826.98	\$54,596.41	402DE
Total Driver's Education Planned Activities		\$272,982.06	\$234,155.08	\$38,826.98	\$54,596.41	

Police Traffic Services Enforcement Program						
Planned Activity Number	Planned Activity Title	Obligated	Expended	Unexpended Funds	Match	Funding Source
PT-2025-PT-20-21	Bay St. Louis Police Dept.	\$33,750.00	\$18,455.00	\$15,295.00	\$6,750.00	402PT
PT-2025-PT-20-51	Brandon Police Dept.	\$60,000.00	\$53,955.25	\$6,044.75	\$12,000.00	402PT
PT-2025-PT-25-41	Canton Police Dept.	\$68,110.18	\$28,677.59	\$39,432.49	\$13,622.04	402PT
PT-2025-PT-20-81	Crystal Springs Police Dept.	\$24,510.00	\$17,464.15	\$7,045.85	\$4,902.00	402PT
PT-2025-PT-26-91	D'Iberville Police Dept.	\$25,500.00	\$24,573.23	\$926.77	\$5,100.00	402PT
PT-2025-PT-27-31	Ellisville Police Dept.	\$30,000.00	\$21,893.75	\$8,106.25	\$6,000.00	402PT
PT-2025-PT-27-71	*Florence Police Dept.	\$56,295.00	\$0.00	\$56,295.00	\$11,259.00	402PT
PT-2025-PT-27-81	Flowood Police Dept.	\$218,574.00	\$198,497.08	\$20,076.92	\$43,714.80	402PT
PT-2025-PT-26-61	Gluckstadt Police Dept.	\$33,021.50	\$25,394.08	\$7,627.42	\$6,604.30	402PT
PT-2025-PT-21-41	Gulfport Police Dept.	\$24,159.50	\$16,033.09	\$8,126.41	\$4,831.90	402PT
PT-2025-PT-21-81	Horn Lake Police Dept.	\$59,352.00	\$18,342.82	\$41,009.18	\$11,870.40	402PT
PT-2025-PT-21-91	Jackson Police Dept.	\$160,000.00	\$55,551.07	\$104,448.93	\$32,000.00	402PT
PT-2025-PT-23-71	Laurel Police Dept.	\$73,248.00	\$73,248.00	\$0.00	\$14,649.60	402PT

Planned Activity Number	Planned Activity Title	Obligated	Expended	Unexpended Funds	Match	Funding Source
PT-2025-PT-22-01	Louisville Police Dept.	\$54,439.00	\$53,801.27	\$637.73	\$10,887.80	402PT
PT-2025-PT-40-81	MS Highway Patrol-Speed	\$830,735.58	\$820,017.19	\$10,718.39	\$166,147.12	402PT
PT-2025-PT-31-61	Ocean Springs Police Dept.	\$20,500.00	\$20,500.00	\$0.00	\$4,100.00	402PT
PT-2025-PT-22-51	Oxford Police Dept.	\$21,960.50	\$18,627.14	\$3,333.36	\$4,392.10	402PT
PT-2025-PT-22-71	Pass Christian Police Dept.	\$23,021.70	\$22,807.88	\$213.82	\$4,604.34	402PT
PT-2025-PT-31-91	Pearl Police Dept.	\$90,000.00	\$76,305.28	\$13,694.72	\$18,000.00	402PT
PT-2025-PT-15-81	Pontotoc Police Dept.	\$75,000.00	\$74,644.04	\$355.96	\$15,000.00	402PT
PT-2025-PT-33-21	Richland Police Dept.	\$50,000.00	\$48,542.63	\$1,457.37	\$10,000.00	402PT
PT-2025-PT-88-11	Sherman Police Dept.	\$66,521.00	\$55,381.52	\$11,139.48	\$13,304.20	402PT
PT-2025-PT-23-11	Starkville Police Dept.	\$20,000.00	\$7,724.95	\$12,275.05	\$4,000.00	402PT
PT-2025-PT-89-01	*Walls Police Dept.	\$8,880.00	\$0.00	\$8,880.00	\$1,776.00	402PT
Total Police Traffic Service Program		\$2,127,577.96	\$1,750,437.01	\$377,140.95	\$425,515.59	

**Florence PD and Walls PD were approved in the FY25 Annual Grant Application. MOHS was formally advised by the relevant agencies to decline the grant due to unforeseen circumstances. **

Traffic Records Program

Planned Activity Number	Planned Activity Title	Obligated	Expended	Unexpended Funds	Match	Funding Source
M3DA-2025-MC-41-01	Traffic Records Coordination	\$96,000.00	\$95,663.89	\$336.11	\$19,200.00	405C
M3DA-2025-MC-41-02	Traffic Records Coordinator Travel	\$5,000.00	\$3,903.07	\$1,096.93	\$1,000.00	405C
M3DA-2025-MC-41-03	Traffic Records Coordinator Misc.	\$1,500.00	\$250.00	\$1,250.00	\$300.00	405C
M3DA-2025-MC-41-04	MOHS Contingency Travel	\$2,500.00	\$0.00	\$2,500.00	\$500.00	405C
M3DA-2025-MC-40-11	MS State University Data Programs	\$98,531.54	\$76,455.49	\$22,076.05	\$19,706.31	405C
M3DA-2025-MC-40-12	MS State Traffic Records	\$219,996.00	\$179,879.93	\$40,116.07	\$43,999.20	405C
Total Traffic Records Program		\$423,527.54	\$356,152.38	\$67,375.16	\$84,705.51	

The Mississippi Office of Highway Safety would like to thank Governor Tate Reeves, the National Highway Traffic Safety Administration, the Federal Highway Administration, State and local officials, coordinators, law enforcement, and other traffic safety partners and organizations for their continued support of the Mississippi Office of Highway Safety's Programs and Planned Activities.