



Mississippi Office Of Highway Safety

Annual Grant Application

Federal Fiscal Year

2026



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1. Updates to Triennial HSP

Adjustments to countermeasure strategy for programming funds

The triennial Highway Safety Plan (3HSP) mandates that states establish measurable performance targets demonstrating consistent or improved safety outcomes. In response, Mississippi has adjusted its countermeasure strategies to focus on maintaining current safety levels. To assess progress toward these targets, the state continues to utilize a five-year rolling average of relevant safety data. This approach ensures consistency and allows for data-driven adjustments to targets as new trend information becomes available.

Changes to Performance Plan

The MOHS currently has no proposed changes to the FY2026 Performance Plan and will maintain the performance plans. While target outcomes are not being fully met, MOHS believes that continued focus on influencing driver behavior and increasing public awareness of highway safety will support progress toward performance goals. Currently, the existing performance plan remains effective as the agency develops and implements new strategies and programs. The current framework, supported by data, continues to provide a valid basis for measuring and evaluating program success.

2. FY 2026 Projects and sub-recipients

This section of the Annual grant application will discuss the programs and projects the MOHS plans to implement during the FY26 grant year. The MOHS plans to implement programs and projects in the following areas:

- ❖ Planning and Administration.
- ❖ Alcohol/Impaired Driving-Alcohol and Drug; (See 405d Application).
- ❖ Occupant Protection-(See 405b Application).
- ❖ Police Traffic Services.
- ❖ Traffic Records- (See 405c Application); and
- ❖ Driver's Education (402/154)

PROJECTS AND SUB-RECIPIENT INFORMATION:

Program Area: Planning and Administration (P&A) & Program Coordination Project Description

Countermeasure Strategy: Highway Safety Office Program Management
Location of Project & Affected Communities: Statewide
Promised Project: No

The Program Planning and Administration (P&A) section serves as the foundation of the Mississippi Office of Highway Safety (MOHS), encompassing the essential activities, resources, and administrative functions necessary to oversee and operate the statewide Highway Safety Program efficiently. P&A funding is vital to maintaining the program's infrastructure and supports a broad range of operational expenses, including personnel costs, contractual services, office supplies, equipment, and indirect administrative overhead.

Under the strategic direction of MOHS leadership, the P&A area provides oversight and coordination for all major programmatic focus areas, such as impaired driving prevention, occupant protection initiatives, motorcycle safety, traffic records improvement, public outreach and education, judicial system engagement, and police traffic services. These efforts are carefully guided by data-driven planning, fiscal accountability, and continuous program evaluation.

Through sound program management and administrative support, the MOHS ensures that highway safety initiatives across Mississippi are implemented effectively, comply with federal and state requirements, and are aligned with the goal of reducing traffic crashes, injuries, and fatalities. P&A remains a critical component in fostering interagency collaboration, supporting local enforcement efforts, and advancing innovative solutions to improve roadway safety statewide.

P & A Projects:

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

Project Number: ENF_AL-2026-ST-41-01; ENF_AL-2026-ST-41-02; ENF_AL-2026-ST-41-03

Project Title: MOHS Alcohol/Impaired Driving Coordination & Program Management

The MOHS Impaired Driving Coordination & Program Management provides 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 assists in developing strategies for inter-jurisdictional enforcement efforts. Collaborate with the State's law enforcement liaisons, TSRP, and other alcohol impaired programs to increase the effectiveness and efficiency of law enforcement efforts to reduce DUI.

Provide program management for the planned MOHS alcohol impaired driving outreach projects, surveys, and the "Drive Sober or Get Pulled Over" (DSGPO) National Mobilization. Assist with impaired driving media campaign during National DSGPO 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.

ENF_AL Program Coordination-Budget: \$375,000.00 Federal Funding Source 154 AL/\$0.00 Match/\$0.00 Local Benefit

ENF_AL Program Travel- Budget: \$10,000.00 Federal Funding Source ENF_AL/\$0.00 Match/\$0.00 Local Benefit

ENF_AL Program Expenses- Budget: \$3,000.00 Federal Funding Source ENF_AL/\$0.00 Match/\$0.00 Local Benefit

Project Number: ENF_AL-2026-ST-41-06

Project Title: MOHS Public Relations

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 impaired driving vehicle crash fatalities. 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 in the most impacted areas.

Hosting/Participation in Community Health Fairs; vendor and exhibit tables, and hosting Impaired Driving Safety Luncheons, recognizing police officers for the number of traffic citations written.

Budget: \$200,000.00 Federal Funding Source ENF_AL/\$0.00 Match/\$0.00 Local Benefit.

Project Number: 154PA-2026-PA-41-01

Project Title: MOHS P&A

Manages statewide program coordination for local law enforcement activities aligned with MOHS operations. This program administers funding to state and local law enforcement agencies for overtime enforcement and supports the development of inter-jurisdictional enforcement strategies. The MOHS Planning and Administration (P&A) component includes salaries, fringe benefits, and other operational expenses for MOHS staff.

FY 2026

PLANNING AND ADMINISTRATION 154 (P&A)

	TOTAL (100%)	FEDERAL (100%)
PERSONAL SERVICES		
Salaries & Wages	\$0.00	\$0.00
Fringe Benefits (.363826 of Salaries which consist of: Social Security, State Retirement, Group Insurance, Unemployment insurance, and Workman's compensation)	\$0.00	\$0.00
Travel	\$0.00	\$0.00
Total Personal Services	\$0.00	\$0.00
CONTRACTUAL SERVICES		
Accounting Services	\$31,576.80	\$31,576.80
Other Fees	\$7,011.45	\$7,011.45
Total Contractual Services	\$38,588.25	\$38,588.25
EQUIPMENT	\$100,000.00	\$100,000.00
COMMODITIES	\$10,000.00	\$10,000.00
GRAND TOTAL P&A	\$148,588.25	\$148,588.25

***Accounting Services include:**

1. State Personnel Board
2. Tann Brown & Russ (GAAP & Single Audits)
3. Tort Claims

****Other Fees include ITS fees**

Budget: \$200,000.00 Federal Funding Source 154/\$0.00 Match /\$0.00 Local Benefit

Provides program management to coordinate statewide local law enforcement activities in support of MOHS operations. The program administers funding to state and local law enforcement agencies for overtime enforcement and helps develop strategies for inter-jurisdictional enforcement efforts. MOHS Planning and Administration (P&A) covers salaries, fringe benefits, and other operational expenses for MOHS. Impaired driving enforcement efforts may also be funded through Police Traffic Services (PTS) grants.

FY 2026**PLANNING AND ADMINISTRATION 402 (P&A)**

	TOTAL (100%)	FEDERAL (50%)	MATCH (50%)
PERSONAL SERVICES			
Salaries & Wages	\$340,233.08	\$170,116.54	\$170,116.54
Office Director (100%); Planning Director (100%); Finance Director (100%); Marketing Coordinator (50%); Compliance Director (100%). Accountant (40%) and Accountant (50%)			
Fringe Benefits	\$123,785.64	\$61,892.82	\$61,892.82
(.363826 of Salaries, which consist of: Social Security, State Retirement, Group Insurance, Unemployment insurance, and Workman's compensation)			
Travel	\$20,000.00	\$10,000.00	\$10,000.00
Total Personal Services	\$484,018.72	\$242,009.36	\$242,009.36
CONTRACTUAL SERVICES			
Accounting Services	\$14,267.28	\$7,133.64	\$7,133.64
Other Fees	\$12,482.40	\$6,241.20	\$6,241.20
Total Contractual Services	\$26,749.68	\$13,374.84	\$13,374.84
EQUIPMENT	\$100,000.00	\$50,000.00	\$50,000.00
COMMODITIES	\$10,000.00	\$5,000.00	\$5,000.00
GRAND TOTAL P&A	\$620,768.40	\$310,384.20	\$310,384.20

***Accounting Services include:**

1. State Personnel Board
2. Tann Brown & Russ (GAAP & Single Audits)
3. Tort Claims

****Other Fees include ITS fees**

Budget: \$400,000.00 Federal Funding Source 402/\$80,000.00 Match /\$0.00 Local Benefit

Project Number: OP-2026-OP-41-01; OP-2026-OP-41-02; OP-2026-OP-41-03
Project Title: MOHS Occupant Protection Coordination Program Management

Provide program management in the Occupant Protection program area 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. 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. Oversee projects related to CPS, including fitting stations, checkpoint stations, and CPS technician training. Oversee the Occupant Protection media campaign during the National CIOT blitz period. Includes travel and misc. expenses. Personnel services will include salaries and benefits, travel, supplies, training, monitoring, workshops, seminars, and program management at the same percentage.

402OP Program Coordination-Budget: \$215,000.00 Federal Funding Source 402OP /\$43,000.00 Match/\$0.00 Local Benefit

402OP Program Travel- Budget: \$10,000.00 Federal Funding Source 402OP /\$2,000.00 Match/\$0.00 Local Benefit

402OP Program Expenses- Budget: \$3,000.00 Federal Funding Source 402OP /\$600.00 Match/\$0.00 Local Benefit

Project Number: OP-2026-OP-41-07

Project Title: MOHS Public Relations

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 the overall goal of reducing occupant protection fatalities and reducing crashes and injuries. 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 in the most impacted areas.

Hosting/Participation in Community Health Fairs; vendor and exhibit tables, and hosting Occupant Protection Highway Safety Luncheons, recognizing police officers for the number of traffic citations written.

Budget: \$100,000.00 Federal Funding Source 402OP/\$20,000.00 Match/\$0.00 Local Benefit.

Project Number: PT-2026-PT-41-01/PT-2026-PT-41-02/PT-2026-PT-41-03

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

Provides program management in the Police Traffic Services program area 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. Provided program management for the planned MOHS Seat Belt Survey, the CPS survey, the CIOT National Mobilization, and Drive Sober Get Pulled Over. Oversee projects related to CPS, including fitting stations, checkpoint stations, and CPS technician training. Oversee OP media campaign during the National CIOT blitz period. Enforcement can include impaired driving, seatbelt, child restraint, and speed. Personnel services will include salaries and benefits, travel, supplies, training, monitoring, workshops, seminars, and program management at the same percentage.

PT-2026-PT-41-01 Program Coordination-Budget: \$220,000.00 Federal Funding Source 402PTS /\$44,000.00 Match/\$0.00 Local Benefit

PT-2026-PT-41-02 Travel- Budget: \$10,000.00 Federal Funding Source 402PTS /\$2,000.00 Match/\$0.00 Local Benefit

PT-2026-PT-41-03 Expenses- Budget: \$3,000.00 Federal Funding Source 402PTS /\$600.00 Match/\$0.00 Local Benefit

Project Number: PT-2026-PT-41-05
Project Title: MOHS Public Relations

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 public safety presentations, roundtable discussions, and evaluations, particularly in the most impacted areas. Hosting/Participation in Community Health Fairs; vendor and exhibit tables, and hosting Police Traffic Services Highway Safety Luncheons, recognizing police officers for the number of traffic citations written.

Budget: \$100,000.00 Federal Funding Source 402PT/\$20,000.00 Match/\$0.00 Local Benefit

Project Number: PT-2026-PT-41-04
Project Title: MOHS Contingency Travel

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 training, benefiting the police traffic service highway safety programs. Funds can include 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 projects.

Budget: \$2,500.00 Federal Funding Source 402PT/\$500.00 Match/\$0.00 Local Benefit

Project Number: M5IDC-2026-MD-41-01
Project Title: MOHS Impaired Driving Coordination & Program Management

The program provides program management to the impaired driving program area to coordinate statewide and local law enforcement efforts related to DUI operations, national impaired driving blitz campaigns, and other projects related to impaired driving efforts. The program oversees funding to state and local agencies and assists in developing strategies for inter-jurisdictional enforcement efforts. Collaborate with the State's law enforcement liaisons, TSRP, and other alcohol impaired programs to increase the effectiveness and efficiency of law enforcement efforts to reduce DUI. Provide program management for the planned MOHS alcohol impaired driving outreach projects, surveys, and the "Drive Sober or Get Pulled Over" National Mobilization. Assist with impaired driving media campaign during National DSOGPO blitz period as needed and/or requested. Personnel services will include salaries and benefits, travel, supplies, and training will also be included in the project for monitoring, workshops, seminars, and program management at the same percentage. Impaired enforcement can also be included in police traffic service grants, as well.

Budget: \$265,000.00 Federal Funding Source 405(d)/\$53,000.00 Match/\$0.00 Local Benefit

Project Number: M5PEM-2026-MD-41-03
Project Title: MOHS Public Relations

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 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 in the 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.

Budget: \$20,000.00 Federal Funding Source 405(d)/\$4,000.00 Match/\$0.00 Local Benefit.

Project Number: B3TRP-2026-MC-41-01/B3TRP-2026-MC-41-02/ B3TRP-2026-MC-41-03

Project Title: MOHS Traffic Records Coordination Program Management

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

The traffic records coordinator will expand the uses of crash data and citation data to improve accessibility to statistical reports, charts, and analyses. The coordinator and consultant will work hand in hand with each proposed project to ensure that the right data is captured to evaluate problem identification areas and each agency's progress. Traffic records data is used to present facts related to highway safety legislation and strengthen public awareness of traffic safety concerns. Public information and education themes are formulated using graphics and other statistical studies. The concept of integrating innovative and emerging technologies to build a new State crash system has produced a strong foundation for the Safety Analysis Management System shared by MDOT and DPS. Personnel services will include salaries and benefits, travel, supplies, and training will also be included in the project for monitoring, workshops, seminars, and program management at the same percentages.

Budget:

B3TRP-2026-MC-41-01-TR Program Coordination- Budget: \$105,000.00 Federal Funding Source 405(c)/\$21,000.00

Match/\$0.00 Share to Local

B3TRP-2026-MC-41-02-TR-Travel-Budget: \$5,000.00 Federal Funding Source 405(c)/\$1,000.00 Match/\$0.00

Share to Local

B3TRP-2026-MC-41-03-TR-Program Expenses-Budget: \$1,500.00 Federal Funding Source 405(c)/\$300.00

Match/\$0.00 Share to Local

Project Number	Source Fiscal Year	Funding Source	Planning and Administration Financial Chart		Estimated Funding Amount	Match Amount	Local Benefit	Org. Type
			Eligible Use of Funds					
ENF_AL-2026-ST-41-01	2022/2023	154AL	MOHS Alcohol Countermeasures Coordination & Program Mgmt.		\$375,000.00	\$0.00	\$0.00	SHSO
ENF_AL-2026-ST-41-02	2022/2023	154AL	MOHS Alcohol Countermeasures Coordination & Program Mgmt.-Travel		\$10,000.00	\$0.00	\$0.00	SHSO
ENF_AL-2026-ST-41-03	2022/2023	154AL	MOHS Alcohol Countermeasures Coordination & Program Mgmt. Program Expenses.		\$3,000.00	\$0.00	\$0.00	SHSO
ENF_AL-2026-ST-41-06	2022/2023	154AL	MOHS Public Relations		\$200,000.00	\$0.00	\$0.00	SHSO
154PA-2026-PA-41-01	2022/2023	154AL	Planning and Administration Expenses for the 154 programs		\$200,000.00	\$0.00	\$0.00	SHSO
402PA-2026-PA-41-01	2022/2023	402	Planning and Administration Expenses 402 Programs		\$400,000.00	\$80,000.00	\$0.00	SHSO
OP-2026-OP-41-01	2022/2023	402OP	MOHS Occupant Protection Coordination & Program Management		\$215,000.00	\$43,000.00	\$0.00	SHSO
OP-2026-OP-41-02	2022/2023	402OP	MOHS Occupant Protection Coordination & Program Management Travel		\$10,000.00	\$2,000.00	\$0.00	SHSO
OP-2026-OP-41-03	2022/2023	402OP	MOHS Occupant Protection Coordination & Program Management Program Expenses.		\$3,000.00	\$600.00	\$0.00	SHSO
OP-2026-OP-41-07	2022/2023	402OP	MOHS Public Relations		\$100,000.00	\$20,000.00	\$0.00	SHSO
PT-2026-PT-41-01	2022/2023	402PTS	MOHS Police Traffic Services Coordination & Program Management		\$220,000.00	\$44,000.00	\$0.00	SHSO
PT-2026-PT-41-02	2022/2023	402PTS	MOHS Police Traffic Services Coordination & Program Management Travel		\$10,000.00	\$2,000.00	\$0.00	SHSO
PT-2026-PT-41-03	2022/2023	402PTS	MOHS Police Traffic Services Coordination & Program Management Program Expenses		\$3,000.00	\$600.00	\$0.00	SHSO
PT-2026-PT-41-04	2022/2023	402PTS	MOHS Police Traffic Services Coordination & Program Management Program Contingency Travel		\$2,500.00	\$500.00	\$0.00	SHSO
PT-2026-PT-41-05	2022/2023	402PTS	MOHS Public Relations		\$100,000.00	\$20,000.00	\$0.00	SHSO
M5IDC-2026-MD-41-01	2022/2023	405D	MOHS Impaired Driving Coordination & Program Management		\$265,000.00	\$53,000.00	\$0.00	SHSO
M5PEM-2026-MD-41-03	2022/2023	405D	MOHS Public Relations		\$20,000.00	\$4,000.00	\$0.00	SHSO
B3TRP-2026-MC-41-01	2022/2023	405C	MOHS Traffic Records Coordination Program		\$105,000.00	\$21,000.00	\$0.00	SHSO
B3TRP-2026-MC-41-02	2022/2023	405C	MOHS Traffic Records Coordination Program Travel		\$5,000.00	\$1,000.00	\$0.00	SHSO
B3TRP-2026-MC-41-03	2022/2023	405C	MOHS Traffic Records Coordination Program. Expenses		\$1,500.00	\$300.00	\$0.00	SHSO

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

Program Area: Impaired Driving (Drug and Alcohol) Program Area Project Description

Countermeasure Strategy: 2.1 Publicized Sobriety Checkpoints; 2.2 High-Visibility Saturation Patrols; 2.3 Preliminary Breath Test Devices; 2.4 Passive Alcohol Sensors; 3.3 Court Monitoring; 7.1 Enforcement of Drug-Impaired Driving

Location of Project & Affected Communities: **Statewide; Counties:** Carroll, Covington, Desoto, Hancock, Hinds, Jones, Lamar, Lauderdale, Marion, Meridian, Montgomery, Neshoba, Oktibbeha, Pearl River, Stone, Tunica, Tishomingo, Wayne, Yazoo.

Cities: Byram, Canton, D'Iberville, Hernando, Jackson, Louisville, Oxford, Pearl, Hattiesburg, Horn Lake, Laurel, Louisville, Pascagoula, Philadelphia, Sherman, Starkville, Waynesboro

Promised Project: Yes- Promised Projects are referenced with an asterisk *

Project Number: See Project Numbers in the Financial Chart

Project Title: MOHS Alcohol Countermeasures Law Enforcement Grant Program:

Project Description: Projects under the MOHS Law Enforcement DUI Grants provide grant funds to local police departments and sheriff's offices for enforcement in jurisdictions across Mississippi. All jurisdictions will provide enforcement for hours that are specified in each agency agreement, in support of the Impaired program. These enforcement grants will be coordinated with the national DSGPO, along with any State blitz campaigns that the MOHS develops for FY26.

All law enforcement agencies participating in the MOHS Law Enforcement Grant program utilize data to target areas of need and deploy resources based on problem identification and traffic trends in the agency locales and make adjustments to the program as needed. Law Enforcement agencies use the funding for salaries, 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.

154 DUI Enforcement Projects:

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

1. Carroll County Sheriff's Department
2. Clay County Sheriff's Department
3. Forrest County Sheriff's Department
4. Grenada Police Department
5. Hancock County Sheriff's Department
6. Hattiesburg Police Department
7. Horn Lake Police Department
8. Jackson State University/Metro
9. Jackson State University Youth ID
10. Laurel Police Department
11. Louisville Police Department
12. Mississippi Department of Public Safety
13. Montgomery County Sheriff's Department
14. Oktibbeha County Sheriff's Department
15. Pearl Police Department
16. Philadelphia Police Department
17. Starkville Police Department
18. Tishomingo County Sheriff's Department
19. Tunica County Sheriff's Department
20. Wayne County Sheriff's Department
21. Waynesboro Police Department
22. Yazoo County Sheriff's Department

Budget: \$2,951,540.23 Federal Funding Source 154AL/\$0.00 Match/\$2,951,540.23 Local Benefit

Project Number: EDU_DG-2026-ST-40-01

Project Title: Jackson State University/Metro Jackson

Project Description: The Metro Jackson Community Prevention Coalition will be the state's primary adult impaired driving and drug-impaired driving awareness program. The program will focus on the top counties of the State with the most alcohol and drug-related fatalities, which will include Impaired Driving Strategies that will address Aging Adult Driver Safety. 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.

Budget: \$349,363.08 Federal Funding Source 154AL/\$0.00 Match

Project Number: EDU_AL-2026-ST-40-02

Project Title: JSU Youth Safety Impaired Driving Program

Project Description: Jackson State University will be the state's primary teen impaired and teen drug-impaired driving awareness program. The program will focus on the top counties of the State with the most teen alcohol and drug-impaired fatalities.

Jackson State University- Youth Highway Safety Programs will increase awareness and work statewide to provide public information on the consequences of impaired driving for young drivers aged 16-20 years old. Jackson State University- Youth Highway Safety Programs will develop and distribute relevant youth impaired driving PI&E; conduct educational outreach activities, 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 impaired driving. The program measures the effectiveness of the program with pre- and post-evaluations after each program. Funding will be used to provide salaries, fringe, contractual services, travel, supplies and indirect cost.

Budget: \$429,203.51 Federal Funding Source 154AL/\$0.00 Match

Project Number: See Project Numbers in the Financial Chart

Project Title: MOHS Impaired Law Enforcement Grant Program (Drug and Alcohol):

Project Description: Projects under the MOHS Law Enforcement DUI Grants provide grant funds to local police departments and sheriff's offices for enforcement in jurisdictions all across Mississippi. All jurisdictions will provide enforcement for hours that are specified in each agency agreement, in support of the Impaired program. These enforcement grants will be coordinated with the national DSGPO, along with any State blitz campaigns that the MOHS develops for FY26.

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

1. Covington County Sheriff's Department
2. Desoto County Sheriff's Department
3. Hernando Police Department
4. Hinds County Sheriff's Department
5. Jones County Sheriff's Department
6. Lamar County Sheriff's Department
7. Lauderdale Sheriff's Department
8. Marion County Sheriff's Department
9. Meridian Police Department
10. Neshoba County Sheriff's Department
11. Oxford Police Department
12. Pearl River County Sheriff's Department
13. Sherman Police Department
14. Stone County Sheriff's Department

Budget: \$1,343,302.66 Federal Funding Source 405(d)/ \$268,660.53 Match/\$0.00 Local Benefit

Project Number: ENF_AL-2026-ST-41-05

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

Project Description: The agencies will use the funds to provide overtime to non-funded agencies for officers to work overtime in conducting impaired driving enforcement during the national blitz periods of DSGPO. The agencies will conduct a minimum of (2) Special Traffic Enforcement Program (STEP) HVE/Deterrence checkpoints and a minimum of (2) Special Traffic Enforcement Program (STEP) HVE/Deterrence saturation patrols during each national DSGPO (Christmas/New Year & Labor Day), for a total of (4) Checkpoints and (4) Saturation Patrols. The agency will generate 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. The number of projects will be determined based on problem identification, need, and trends. The number of hours and funding amounts will be determined by the need, population size, and funds available. Funds will be used for overtime, which is over and beyond regular duties and responsibilities.

Total Budget: \$25,000.00 Federal Funding Source ENF_AL /\$0.00 Match/\$25,000.00 Local Benefit

Project Number: PM_AL-2026-PM-00-00

Project Title: MOHS Paid Media Sustained DUI Enforcement Campaign

Project Description: A comprehensive and sustained paid media campaign in support of the continual DUI enforcement efforts for the DSGPO campaigns utilizing Section 154 alcohol funding will be implemented in the FY26 grant period. These funds will be used for sustained radio, outdoor space in December 2025, January 2026, and Labor Day 2026.

The number of holiday alcohol-related vehicle crash fatalities will be used to evaluate the media messaging. The measures that will be used to assess message recognition are as follows: the number of radio spots, and outdoor space for paid media, earned media messages for print and television, and alcohol-related vehicle crash fatalities will be used to evaluate the effectiveness of the messaging.

This project will address the following items:

- a. What program/policy the advertising is supporting-This advertising will be in support of the national Impaired Driving Campaigns for the DSGPO blitz campaign.
- b. How advertising will be implemented through media buys throughout the State.
- c. The amount allocated for paid advertising total amount; and

The measures that will be used to assess message recognition. The blitz numbers recorded and returned from agency participants include the total number of agency participation, citations written, earned media, paid media reports, and crash fatality data during the specified time period for each blitz campaign.

Budget: \$150,000.00 Federal Funding Source 405D/ \$0.00 Match/\$0.00 Local Benefit

Project Number: ENF_AL-2026-ST-41-04/M5TR-2026-MD-41-02

Project Title: MOHS Contingency Travel

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

Budget: ENF_AL-2026-ST-41-04 Budget: \$2,500.00 Federal Funding Source ENF_AL/\$0.00 Match/\$0.00 Local Benefit

Budget: M5TR-2026-MD-41-02 Budget: \$2,500.00 Federal Funding Source 405d/\$500.00 Match/\$0.00 Local Benefit

Project Number: M5TR-2026-MD-22-51

Project Title: Oxford Police Department- Law Enforcement Training Coordination

Project Description: The Oxford Police Department Law Enforcement Training Coordination is a statewide program to provide Alcohol and Drug Impaired Driving training to all law enforcement officers. The program will expand training of the state and local law enforcement officers in Mississippi. The program proposes to provide technical assistance and training to law enforcement agencies throughout the state, which will assist in the increase in DUI Alcohol and Drug arrests.

The Oxford Police Department Law Enforcement Training Coordination uses the funding for salaries, fringe, travel, contractual service, commodities, and indirect costs that have been reviewed and approved by MOHS. The agency will generate at least (1) earned media campaigns during the blitz campaigns.

Budget: \$560,097.94 Federal Funding Source 405(D)/\$112,019.59 Match/\$0.00 Local Benefit

Project Number: M5IDC-2026-MD-88-11

Project Title: Sherman Police Department- Training

Project Description: The DRE State Coordinator (DRESC) will oversee the MS Office of Highway Safety DRE grant administration and execution. The DRESC oversees ARIDE, DRE, and DRE Instruction. The DRESC will coordinate statewide training and review of instruction for these programs. The DRESC is also responsible for overseeing the conduct of recertification training for DREs across the State of Mississippi with the Oxford Police Department. The DRESC will be responsible for coordinating DRE schools and field certification training for the schools with the Oxford Police Department. Additional duties include ensuring national databases are maintained with active DREs, certifying and recertifying DREs, maintaining the ITS MR database, and coordinating impaired driving enforcement initiatives between agencies. The DRESC will be expected to assist in coordinating and implementing impaired driving initiatives, such as DUI checkpoints and enforcement initiatives, for any agency statewide.

Budget: \$17,658.90 Federal Funding Source 405(D)/\$3,531.78 Match/\$0.00 Local Benefit

MOHS Impaired Driving Grants							
Project Number	Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit	Organization Type
ENF_AL-2026-ST-10-81	2022/2023	154AL	Carroll County Sheriff's Dept*	\$74,214.00	\$0.00	\$74,214.00	Sheriff Dept.
ENF_AL-2026-ST-11-31	2022/2023	154AL	Clay County Sheriff's Dept*	\$20,000.00	\$0.00	\$20,000.00	Sheriff Dept.
ENF_AL-2026-ST-11-81	2022/2023	154AL	Forrest County Sheriff's Dept.*	\$37,630.00	\$0.00	\$37,630.00	Sheriff Dept.
ENF_AL-2026-ST-28-41	2022/2023	154AL	Grenada Police Dept.*	\$66,793.40	\$0.00	\$66,793.40	Police Dept.
ENF_AL-2026-ST-12-31	2022/2023	154AL	Hancock County Sheriff's Dept*	\$127,667.57	\$0.00	\$127,667.57	Sheriff Dept.
ENF_AL-2026-ST-21-51	2022/2023	154AL	Hattiesburg Police Dept.*	\$84,402.95	\$0.00	\$84,402.95	Police Dept.
ENF_AL-2026-ST-21-81	2022/2023	154AL	Horn Lake Police Dept.*	\$168,582.33	\$0.00	\$168,582.33	Police Dept.
ENF_AL-2026-ST-23-71	2022/2023	154AL	Laurel Police Dept.*	\$66,172.48	\$0.00	\$66,172.48	Police Dept.
ENF_AL-2026-ST-22-01	2022/2023	154AL	Louisville Police Dept.*	\$47,299.00	\$0.00	\$47,299.00	Police Dept.
ENF_DG-2026-ST-40-81	2022/2023	154AL	Dept of Public Safety/ MS Highway Patrol AL*	\$1,935,615.50	\$0.00	\$0.00	State Agency
ENF_AL-2026-ST-14-91	2022/2023	154AL	Montgomery County Sheriff's Dept*	\$19,950.00	\$0.00	\$19,950.00	Sheriff Dept.
ENF_AL-2026-ST-15-31	2022/2023	154AL	Oktibbeha County Sheriff's Dept*	\$20,000.00	\$0.00	\$20,000.00	Sheriff Dept.
ENF_AL-2026-ST-31-91	2022/2023	154AL	Pearl Police Dept.*	\$10,010.00	\$0.00	\$10,010.00	Police Dept.
ENF_AL-2026-ST-22-81	2022/2023	154AL	Philadelphia Police Dept.*	\$58,190.00	\$0.00	\$58,190.00	Police Dept.
ENF_AL-2026-ST-23-11	2022/2023	154AL	Starkville Police Dept*	\$126,917.54	\$0.00	\$126,917.54	Police Dept.
ENF_AL-2026-ST-17-11	2022/2023	154AL	Tishomingo County Sheriff's Dept.*	\$10,000.00	\$0.00	\$10,000.00	Sheriff Dept.
ENF_AL-2026-ST-17-21	2022/2023	154AL	Tunica County Sheriff's Dept*	\$22,050.00	\$0.00	\$22,050.00	Sheriff Dept.
ENF_AL-2026-ST-17-71	2022/2023	154AL	Wayne County Sheriff's Dept*	\$25,000.00	\$0.00	\$25,000.00	Sheriff Dept.
ENF_AL-2026-ST-23-51	2022/2023	154AL	Waynesboro Police Dept.*	\$15,991.36	\$0.00	\$15,991.36	Police Dept.
ENF_AL-2026-ST-18-21	2022/2023	154AL	Yazoo County Sheriff's Dept.	\$15,054.10	\$0.00	\$15,054.10	Sheriff Dept.
Total Impaired Driving				\$2,951,540.23	\$0.00	\$2,951,540.23	

Drug and Alcohol Grants							
Project Number	Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit	Organization Type
M5HVE-2026-MD-11-61	2022/2023	405D	Covington County Sheriff's Dept.	\$60,382.00	\$12,076.40	\$0.00	Sheriff Dept.
M5HVE-2026-MD-11-71	2022/2023	405D	DeSoto County Sheriff's Dept..	\$205,432.48	\$41,086.50	\$0.00	Sheriff Dept.
M5HVE-2026-MD-28-61	2022/2023	405D	Hernando Police Dept.	\$154,116.12	\$30,823.22	\$0.00	Police Dept.
M5HVE-2026-MD-12-51	2022/2023	405D	Hinds County Sheriff's Dept.	\$142,380.20	\$28,476.04	\$0.00	Sheriff Dept.
M5HVE-2026-MD-13-41	2022/2023	405D	Jones County Sheriff's Dept.	\$88,540.00	\$17,708.00	\$0.00	Sheriff Dept.
M5HVE-2026-MD-13-71	2022/2023	405D	Lamar County Sheriff's Dept.	\$16,427.00	\$3,285.40	\$0.00	Sheriff Dept.
M5HVE-2026-MD-13-81	2022/2023	405D	Lauderdale County Sheriff's Dept.	\$168,056.90	\$33,611.38	\$0.00	Sheriff Dept.
M5HVE-2026-MD-14-61	2022/2023	405D	Marion County Sheriff's Dept.	\$127,267.50	\$25,453.50	\$0.00	Sheriff Dept.
M5HVE-2026-MD-22-21	2022/2023	405D	Meridian Police Dept.	\$60,375.00	\$12,075.00	\$0.00	Police Dept.
M5HVE-2026-MD-15-01	2022/2023	405D	Neshoba County Sheriff's Dept.	\$36,223.20	\$7,244.64	\$0.00	Sheriff Dept.
M5HVE-2026-MD-22-51	2022/2023	405D	Oxford Police Dept	\$163,441.82	\$32,688.36	\$0.00	Police Dept.
M5HVE-2026-MD-15-51	2022/2023	405D	Pearl River County Sheriff's Dept.	\$54,664.84	\$11,332.97	\$0.00	Sheriff Dept.
M5HVE-2026-MD-16-61	2022/2023	405D	Stone County Sheriff's Dept.	\$65,995.60	\$13,199.12	\$0.00	Sheriff Dept.
Total 405D Enforcement Funds				\$1,343,302.66	\$268,660.53	\$0.00	
154/405D Special Programs							
Project Number	Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit	Organization Type
EDU_AL-2026-ST-40-02	2022/2023	154AL	JSU Youth Highway Safety Program*	\$429,203.51	\$0.00	\$0.00	State University
EDU_DG-2026-ST-40-01	2022/2023	154AL	JSU /Metro Jackson*	\$463,900.14	\$0.00	\$0.00	State University
ENF_AL-2026-ST-41-04	2022/2023	154AL	MOHS Contingency Travel	\$2,500.00	\$0.00	\$0.00	SHSO
ENF_AL-2026-ST-41-05	2022/2023	154AL	MOHS-National DSGPO Special Wave Grant	\$25,000.00	\$0.00	\$25,000.00	SHSO
PM_AL-2026-PM-00-00	2022/2023	154AL	MOHS Paid Media Impaired Driving	\$150,000.00	\$0.00	\$0.00	SHSO
M5TR-2026-MD-41-02	2022/2023	405D	MOHS Contingency Travel	\$2,500.00	\$500.00	\$0.00	SHSO
M5TR-2026-MD-22-51	2022/2023	405D	Oxford Police Dept Training*	\$560,097.94	\$112,019.59	\$0.00	Police Dept.
M5IDC-2026-MD-88-11	2022/2023	405D	Sherman Police Dept.	\$17,658.90	\$3,531.78	\$0.00	Police Dept.
Total ENF_AL Special Programs				\$606,703.51	\$0.00	\$25,000.00	
Total ENF DG Special Programs				\$463,900.14	\$0.00	\$0.00	
Total 405D Special Programs				\$580,256.84	\$116,051.37	\$0.00	
Total 154 Enforcement Funds:				\$2,951,540.23	\$0.00	\$2,976,540.23	
Total 405D Enforcement Funds				\$1,343,302.66	\$268,660.53	\$0.00	
Total Funds 154				\$4,022,143.88	\$ 0.00	\$3,001,540.23	
Total 405D				\$1,923,559.50	\$384,711.90	\$0.00	

Note: State Match for the above projects is based on an approved formula in calculating Match for MHP. Funding source 405D will be allotted from the IIJA funds

Program Area: Occupant Protection Program Area Project Description

Countermeasure Strategy: 1.1 State Primary Enforcement Seat Belt Use Laws; 2.1 Short Term, High-Visibility Seat Belt Law Enforcement; 2.2 Integrated Nighttime Seat Belt Enforcement; 2.3 Sustained Enforcement; 4.1 Strengthening Child/Youth Occupant Restraint Laws; 5.1 Short High-Visibility CR Law Enforcement; 6.1 Strategies for Older Children; 6.2 Strategies for Child Restraint and Booster Seat Use; 7.1 School-Based Programs; 7.2 Inspection Stations

Location of Project & Affected Communities: **Statewide; Counties:** Carroll, Clay, Covington, DeSoto, George, Hancock, Harrison, Hinds, Jones, Lamar, Lauderdale, Montgomery, Noxubee, Oktibbeha, Pearl River, Stone, Tunica, Webster
Cities: Lucedale, Magee, Philadelphia, Picayune, Waveland, Waynesboro, Winona

Promised Project: Yes- Promised Projects are referenced with an asterisk *

Project Description: The MOHS OP coordination program provides program management in the OP program area to coordinate statewide and local law enforcement efforts related to OP operations, national OP blitz campaigns, and other projects related to the OP effort. The program oversees funding to state and local law enforcement agencies and assists in developing strategies for inter-jurisdictional enforcement efforts.

The MOHS OP program is to reduce the number of fatalities, injuries, and crashes involving unbelted drivers and passengers; increase the number of trained law enforcement officers in Child Passenger Seat certification courses; reduce the number of fatalities, injuries, and crashes involving unbelted drivers and passengers under the age of 21 years of age.

The MOHS provides program management for the planned MOHS OP outreach projects, surveys, and the “Click It or Ticket” (CIOT) National Mobilization. Assist with OP media campaign during the National CIOT blitz period as needed and/or requested.

Project Number: See Financial Chart Below

Project Name: MOHS Occupant Protection Law Enforcement STEP Grants

MOHS will provide sub-grants to local law enforcement agencies for high-visibility and sustained overtime enforcement efforts of occupant protection traffic safety laws. Each agency will provide enforcement in support of occupant protection and child passenger safety programs. All efforts will be coordinated with the annual Click It or Ticket blitz campaign, as well as other designated MOHS efforts. All law enforcement agencies participating in the highway safety program will utilize data to identify highway safety needs. Each agency will participate in efforts to reduce state-wide and local performance targets by using countermeasures and strategies. Agencies will conduct enforcement efforts based on crash analysis and deploy resources in coordination with the state and local agency enforcement plans and make adjustments as needed. Each agency has personalized performance measures and strategies that can be found in each grant agreement. Funds can be used for salary, commodities, equipment, contractual services, in-direct cost (if applicable), and travel. All costs associated with the program are listed in the agency grant agreement.

1. Carroll County Police Department
2. Covington County Sheriff's Department
3. Clay County Sheriff's Department
4. DeSoto County Sheriff's Department
5. George County Sheriff's Department
6. Hancock County Sheriff's Department
7. Harrison County Sheriff's Department
8. Hinds County Sheriff's Department
9. Jones County Sheriff's Department
10. Lamar County Sheriff's Department
11. Lauderdale County Sheriff's Department
12. Lucedale Police Department
13. Magee Police Department
14. Montgomery County Sheriff's Dept
15. Mississippi Department of Public Safety
16. Oktibbeha County Sheriff's Department
17. Pearl River County Sheriff's Department
18. Philadelphia Police Department
19. Picayune Police Department
20. Stone County Sheriff's Department
21. Tunica County Sheriff's Department
22. Waveland Police Department
23. Waynesboro Police Department
24. Webster County Sheriff's Department
25. Winona Police Department

Budget: \$1,227,093.24 Federal Funding Source 402OP/\$245,418.65 Match/\$1,227,093.24 Local Benefit

Program Area: Occupant Protection Program Area Project Descriptions:

Project Number: OP-2026-OP-41-05

Project Title: MOHS High Risk Special Wave Grants

MOHS High Risk Population Special Wave Grants

Project 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 projects will be determined based on problem identification, need, and trends. The number of hours and funding amounts will be determined by need, population size and funds available.

Budget: \$5,000.00 Federal Funding Source 402 OP/\$1,000.00 Match/\$5,000.00 Local Benefit

Project Number: OP-2026-OP-41-06

Project Title: MOHS Click It or Ticket Special Wave Grants

Project Description: The agency will use the funds to provide overtime to officers to work overtime in conducting Occupant Protection. Funds will be used for law enforcement in strategic high risk 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 projects will be determined based on problem identification, need, and trends. The number of hours and funding amounts will be determined by need, population size, and funds available.

Budget: \$25,000.00 Federal Funding Source 402 OP/\$5,000.00 Match/\$25,000.00 Local Benefit

Project Number: OP-2026-OP-41-04

Project Title: MOHS Contingency Travel

Project Description: The funds will be used for contingency travel in and out of State to OP meetings, conferences, and trainings approved by the MOHS. Funds will also be used to provide honorariums for speakers, presenters for speaking engagements, conferences, meetings, and training that would enhance the MOHS OP program. Funds can include airfare, baggage fees, hotel accommodation and transportation, per diem for meals, tips, and any additional travel fees approved by the MOHS. Travel is directly related to the support of funded strategies and projects.

Budget: \$2,500.00 Federal Funding Source 402OP/\$500.00 Match/\$0.00 Local Benefit

Project Number: UNATTD-2026-UN-41-01

Project Title: Heat Stroke/Unattended Passenger

Project 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.

Budget: \$10,000.00 Federal Funding Source 402OP/\$2,000.00 Match/\$0.00 Local Benefit

Project Number: M2PE-2026-MB-00-00

Project Title: MOHS Paid Media Sustained Occupant Protection Enforcement Campaign

Project Description: A comprehensive and sustained paid media campaign in support of the continual Occupant Protection enforcement efforts for the “CIOT” campaigns utilizing Section 405 Occupant Protection funding will be implemented in the grant period. These funds will be used for sustained radio and outdoor space in May 2026. The number of holiday unbelted vehicle crash fatalities will be used to evaluate the media messaging. The measures that will be used to assess message recognition are as follows: number of radio spots and outdoor space for paid media, earned media messages for print and television, unbelted-related vehicle crash fatalities, the results obtained from the *seat belt survey* will be used to evaluate the effectiveness of the messaging.

This project will address the following items:

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

Budget: \$70,000.00 Federal Funding Source 405(b)/\$14,000.00 Match/\$0.00 Local Benefit

Project Number: B2CPS_US-2026-CP-40-71

Project Title: MS State Department of Health Child Restraint Seat Program

Project Description: The Department of Health is responsible for enforcement activities for the entire State of Mississippi through extensive enforcement. The population of Mississippi is 2,992,333, according to the 2015 census. The program covers 48,434 square miles and 10,958 county miles. The MS State 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 1,850 child passenger restraints. The Department of Health will collaborate with Safe Kids Mississippi, the Mississippi Department of Education, and other local partners to conduct school-based occupant protection activities (e.g., presentations, safety fairs, workshops, and countdown to drive program) for children ages 0-15 years. Collaborate with Safe Kids Mississippi and Public Health District Educators to conduct child passenger safety presentations on regulations and recommendations at schools and community/public events in all nine Health Districts. Schedule CPST courses to increase the number of Child Passenger Safety Technicians throughout the state. Conduct child safety seat checkpoints and 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, who come into local health clinics.

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

Budget: \$165,000.00 Federal Funding Source 405(b)/\$33,000.00 Match/\$0.00 Local Benefit

Project Number: M2PE-2026-MB-40-71

Project Title: MS Department of Health Child Occupant Protection Program

Supplemental to B2CPS_US-2026-CP-40-71

Project 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 child safety seat checkpoints.

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

Budget: \$304,711.34 Federal Funding Sources 405(b)/\$60,942.27 Match/\$0.00 Local Benefit

Project Number: OP-2026-OP-40-11

Project Title: Mississippi State University-Occupant Restraints Survey –Stennis Institute

Project Description: The seat belt portion of the project, the agency will survey a pseudo-random sample of (16) counties across the State of Mississippi in order to represent the entire State. The child restraint survey of the project will be conducted in a convenience survey of 40 municipalities with populations over 10,000. This is also done to generate representative numbers for the entire state. So, each municipality's inclusion in the survey is not targeted based on any predetermined problems. The agency will utilize the grant funds for: salary, overtime, fringe, contractual service, travel, commodities, and indirect cost to conduct described program activities above and beyond the agency's daily activities and responsibilities.

Budget: \$288,004.01 Federal Funding Source 402OP/\$57,600.80 Match/\$0.00 Local Benefit

MOHS OP Enforcement Grants							
Project Number	Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit	Organization Type
OP-2026-OP-10-81	2022/2023	402OP	Carroll County Sheriff's Dept.*	\$20,000.00	\$4,000.00	\$20,000.00	Sheriff Office
OP-2026-OP-11-61	2022/2023	402OP	Covington County Sheriff's Dept.*	\$75,000.00	\$15,000.00	\$75,000.00	Sheriff Office
OP-2026-OP-11-31	2022/2023	402OP	Clay County Sheriff's Dept.*	\$10,710.00	\$2,142.00	\$10,710.00	Sheriff Office
OP-2026-OP-11-71	2022/2023	402OP	DeSoto County Sheriff's Dept.*	\$34,912.50	\$6,982.50	\$34,912.50	Sheriff Office
OP-2026-OP-12-01	2022/2023	402OP	George County Sheriff's Dept.*	\$23,252.25	\$4,650.45	\$23,252.25	Sheriff Office
OP-2026-OP-12-31	2022/2023	402OP	Hancock County Sheriff's Dept.*	\$8,000.00	\$1,600.00	\$8,000.00	Sheriff Office
OP-2026-OP-12-41	2022/2023	402OP	Harrison County Sheriff's Dept.*	\$128,917.50	\$25,783.50	\$128,917.50	Sheriff Office
OP-2026-OP-12-51	2022/2023	402OP	Hinds County Sheriff's Dept.*	\$14,400.00	\$2,880.00	\$14,400.00	Sheriff Office
OP-2026-OP-13-41	2022/2023	402OP	Jones County Sheriff's Dept.*	\$100,713.00	\$20,142.60	\$100,713.00	Sheriff Office
OP-2026-OP-13-71	2022/2023	402OP	Lamar County Sheriff's Dept.*	\$48,948.75	\$9,789.75	\$48,948.75	Sheriff Office
OP-2026-OP-13-81	2022/2023	402OP	Lauderdale County Sheriff's Dept.*	\$31,721.56	\$6,344.31	\$31,721.56	Sheriff Office
OP-2026-OP-29-91	2022/2023	402OP	Lucedale Police Department*	\$27,106.80	\$5,421.36	\$27,106.80	Police Dept.
OP-2026-OP-30-31	2022/2023	402OP	Magee Police Department*	\$30,437.00	\$6,087.40	\$30,437.00	Police Dept.
OP-2026-OP-14-91	2022/2023	402OP	Montgomery County Sheriff's Dept.*	\$34,200.00	\$6,840.00	\$34,200.00	Sheriff Office
OP-2026-OP-40-81	2022/2023	402OP	MS Dept Of Public Safety/ MHP*	\$481,133.16	\$96,226.63	\$481,133.16	State Agency
OP-2026-OP-15-31	2022/2023	402OP	Oktibbeha County Sheriff's Dept.*	\$20,000.00	\$4,000.00	\$20,000.00	Sheriff Office
OP-2026-OP-15-51	2022/2023	402OP	Pearl River County Sheriff's Dept.*	\$11,009.70	\$2,201.94	\$11,009.70	Sheriff Office
OP-2026-OP-22-81	2022/2023	402OP	Philadelphia Police Dept.*	\$9,482.00	\$1,896.40	\$9,482.00	Police Dept

OP-2026-OP-22-91	2022/2023	402OP	Picayune Police Department*	\$18,000.00	\$3,600.00	\$18,000.00	Police Dept
OP-2026-OP-16-61	2022/2023	402OP	Stone County Sheriff's Dept.*	\$10,019.76	\$2,003.95	\$10,019.76	Sheriff Office
OP-2026-OP-17-21	2022/2023	402OP	Tunica County Sheriff's Dept.*	\$17,640.00	\$3,528.00	\$17,640.00	Sheriff Office
OP-2026-OP-35-41	2022/2023	402OP	Waveland Police Dept.*	\$20,500.00	\$4,100.00	\$20,500.00	Police Dept
OP-2026-OP-23-51	2022/2023	402OP	Waynesboro Police Department*	\$19,989.26	\$3,997.85	\$19,989.26	Police Dept
OP-2026-OP-17-81	2022/2023	402OP	Webster County Sheriff's Dept.*	\$15,000.00	\$3,000.00	\$15,000.00	Sheriff Office
OP-2026-OP-35-81	2022/2023	402OP	Winona Police Dept.*	\$16,000.00	\$3,200.00	\$16,000.00	Police Dept
Total OP Enforcement				\$1,227,093.24	\$245,418.65	\$1,227,093.24	
			OP Special Programs				
OP-2026-OP-40-11	2022/2023	402OP	Mississippi State University-Stennis Institute- SB Survey*	\$288,004.01	\$57,600.80	\$0.00	State University
OP-2026-OP-41-04	2022/2023	402OP	MOHS Contingency Travel	\$2,500.00	\$500.00	\$0.00	SHSO
OP-2026-OP-41-05	2022/2023	402OP	MOHS High Risk Population-Special Wave	\$5,000.00	\$1,000.00	\$5,000.00	SHSO
OP-2026-OP-41-06	2022/2023	402OP	MOHS-CIOT Special Wave	\$25,000.00	\$5,000.00	\$25,000.00	SHSO
OP-2026-OP-41-08	2022/2023	402OP	MOHS Occupant Protection Assessment	\$40,000.00	\$8,000.00	0.00	SHSO
UNATTD-2026-UN-41-01	2022/2023	402OP	Heat Stroke/Unattended Passenger	\$10,000.00	\$2,000.00	\$10,000.00	SHSO
M2PE-2026-MB-00-00	2022/2023	405B	MOHS Paid Media-OP	\$70,000.00	\$14,000.00	\$0.00	SHSO
M2PE-2026-MB-40-71	2022/2023	405B	MS Dept. of Health-OP Program*	\$304,711.34	\$60,942.27	\$0.00	State Agency
B2CPS_US-2026-US-40-71	2022/2023	405B	MS Dept. of Health -Child Restraint Seat*	\$165,000.00	\$33,000.00	\$0.00	State Agency
Total 402OP Enforcement				\$1,227,093.24	\$245,418.65	\$1,227,093.24	
Total 402OP Special Programs				\$370,504.01	\$74,100.80	\$40,000.00	
Total 405B Special Programs				\$539,711.34	\$107,942.27	\$0.00	
Total OP Program				\$2,137,308.59	\$427,461.72	\$1,267,093.24	

*Note: State Match for the above projects is based on an approved formula in calculating Match for MHP. Occupant protection is also provided under the Police Traffic Services program.

Program Area: Police Traffic Services Program Area Project Description

Countermeasure Strategy: 2.2 High Visibility Enforcement

Location of Project & Affected Communities: Statewide; **Counties:** Hinds, Lowndes, Rankin, Pontotoc

Cities: Bay St. Louis, Brandon, Byram, Canton, Carthage, Columbus, Crystal Springs, D'Iberville, Ellisville, Flowood, Gluckstadt, Gulfport, Hattiesburg, Horn Lake, Jackson, Laurel, Louisvile, Meridian, Natchez, New Albany, Ocean Spring, Oxford, Pass Christian, Pearl, Port Gibson, Richland, Sherman, Starkville, Water Valley, West Point

Promised Project: Yes- *Promised Projects are referenced with an asterisk **

Project Description: The MOHS Police Traffic Services coordination program provides program management in the PTS program area to coordinate statewide and local law enforcement efforts to combat its unbelted, impaired driving, and speed related problems. Within the State of Mississippi, unbelted fatalities, impaired fatalities, and speed-related fatalities represent a large percentage of the overall State fatalities. 100% of the State's population will be covered by police traffic services enforcement efforts utilizing the MHP, city and county law enforcement agencies within the top impaired driving fatality and crash locations. The PTS projects selected and if fully implemented and successful, will contribute to the overall goal of reducing ID, impaired driving, unbelted, and speed related fatalities, reducing crashes and injuries.

Project Number: See Below Financial Chart Below

Project Name: MOHS Law Enforcement Police Traffic Services STEP Grants

The agency will 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 FY26. 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.

1. Bay St. Louis Police Department
2. Brandon Police Department
3. Byram Police Department
4. Canton Police Department
5. Carthage Police Department
6. Columbus Police Department
7. Crystal Springs Police Department
8. Department of Public Safety
9. D'Iberville Police Department
10. Ellisville Police Department
11. Flowood Police Department
12. Gluckstadt Police Department
13. Gulfport Police Department
14. Hattiesburg Police Department
15. Horn Lake Police Department
16. Jackson Police Department
17. Laurel Police Department
18. Louisville Police Department
19. Lowndes County Sheriff's Department
20. Meridian Police Department
21. Natchez Police Department
22. New Albany Police Department
23. Ocean Springs Police Department
24. Oxford Police Department
25. Pass Christian Police Department
26. Pearl Police Department
27. Pontotoc County Sheriff's Department
28. Port Gibson Police Department
29. Richland Police Department
30. Sherman Police Department
31. Starkville Police Department
32. Water Valley Police Department
33. West Point Police Department

Budget: \$2,478,627.98 Federal Funding Source 402PT/\$495,725.60 Match/\$2,478,627.98

Police Traffic Services Grants							
Project Number	Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit	Organization Type
PTS Enforcement Program							
PT-2026-PT-20-21	2022/2023	402PTS	Bay St. Louis Police Dept.*	\$23,091.36	\$4,618.27	\$23,091.36	Police Dept
PT-2026-PT-20-51	2022/2023	402PTS	Brandon Police Dept.*	\$60,000.00	\$12,000.00	\$60,000.00	Police Dept
PT-2026-PT-73-51	2022/2023	402PTS	Byram Police Dept. *	\$55,419.13	\$11,083.83	\$55,419.13	Police Dept
PT-2026-PT-25-41	2022/2023	402PTS	Canton Police Dept.*	\$70,000.00	\$14,000.00	\$70,000.00	Police Dept
PT-2026-PT-25-51	2022/2023	402PTS	Carthage Police Dept.*	\$15,000.00	\$3,000.00	\$15,000.00	Police Dept
PT-2026-PT-26-31	2022/2023	402PTS	Columbus Police Dept.*	\$86,796.00	\$17,359.20	\$86,796.00	Police Dept
PT-2026-PT-20-81	2022/2023	402PTS	Crystal Springs Police Dept.*	\$15,022.15	\$3,004.43	\$15,022.15	Police Dept
PT-2026-PT-40-81	2022/2023	402PTS	Dept Of Public Safety/ MHP*	\$830,735.58	\$166,147.12	\$830,735.58	State Agency
PT-2026-PT-26-91	2022/2023	402PTS	D'Iberville Police Dept.*	\$30,000.00	\$6,000.00	\$30,000.00	Police Dept
PT-2026-PT-27-31	2022/2023	402PTS	Ellisville Police Dept.*	\$16,949.56	\$3,389.91	\$16,949.56	Police Dept
PT-2026-PT-27-81	2022/2023	402PTS	Flowood Police Dept.*	\$144,020.40	\$28,804.08	\$144,020.40	Police Dept
PT-2026-PT-26-61	2022/2023	402PTS	Gluckstadt Police Dept.*	\$39,999.00	\$7,999.80	\$39,999.00	Police Dept
PT-2026-PT-21-41	2022/2023	402PTS	Gulfport Police Dept.	\$61,454.44	\$12,290.89	\$61,454.44	Police Dept
PT-2026-PT-21-51	2022/2023	402PTS	Hattiesburg Police Dept.	\$18,497.00	\$3,699.40	\$18,497.00	Police Dept
PT-2026-PT-21-81	2022/2023	402PTS	Horn Lake Police Dept.*	\$46,048.14	\$9,209.63	\$46,048.14	Police Dept
PT-2026-PT-21-91	2022/2023	402PTS	Jackson Police Dept.*	\$160,335.81	\$32,067.16	\$160,335.81	Police Dept
PT-2026-PT-23-71	2022/2023	402PTS	Laurel Police Dept.*	\$94,930.00	\$18,986.00	\$94,930.00	Police Dept
PT-2026-PT-22-01	2022/2023	402PTS	Louisville Police Dept.*	\$35,311.33	\$7,062.27	\$35,311.33	Police Dept
PT-2026-PT-14-41	2022/2023	402PTS	Lowndes County Sheriff's Dept*	\$25,000.00	\$5,000.00	\$25,000.00	Police Dept
PT-2026-PT-22-01	2022/2023	402PTS	Louisville Police Dept.	\$54,439.00	\$10,887.80	\$54,439.00	Police Dept
PT-2026-PT-22-21	2022/2023	402PTS	Meridian Police Dept.*	\$75,000.00	\$15,000.00	\$75,000.00	Police Dept
PT-2026-PT-22-31	2022/2023	402PTS	Natchez Police Dept.*	\$50,000.00	\$10,000.00	\$50,000.00	Police Dept
PT-2026-PT-22-41	2022/2023	402PTS	New Albany Police Dept.	\$10,062.64	\$2,012.53	\$10,062.64	Police Dept
PT-2026-PT-31-61	2022/2023	402PTS	Ocean Springs Police Dept.*	\$10,000.00	\$2,000.00	\$10,000.00	Police Dept
PT-2026-PT-22-51	2022/2023	402PTS	Oxford Police Dept.*	\$21,960.50	\$4,392.10	\$21,960.50	Police Dept
PT-2026-PT-22-71	2022/2023	402PTS	Pass Christian Police Dept.	\$22,500.00	\$4,500.00	\$22,500.00	Police Dept
PT-2026-PT-31-91	2022/2023	402PTS	Pearl Police Dept.*	\$150,000.00	\$30,000.00	\$150,000.00	Police Dept
PT-2026-PT-15-81	2022/2023	402PTS	Pontotoc County Sheriff's Dept.*	\$75,000.00	\$15,000.00	\$75,000.00	Police Dept
PT-2026-PT-32-61	2022/2023	402PTS	Port Gibson Police Dept.*	\$10,000.00	\$2,000.00	\$10,000.00	Police Dept
PT-2026-PT-33-21	2022/2023	402PTS	Richland Police Dept.*	\$63,000.00	\$12,600.00	\$63,000.00	Police Dept
PT-2026-PT-88-11	2022/2023	402PTS	Sherman Police Dept.*	\$36,958.00	\$7,391.60	\$36,958.00	Police Dept
PT-2026-PT-23-11	2022/2023	402PTS	Starkville Police Dept.*	\$24,257.00	\$4,851.40	\$24,257.00	Police Dept
PT-2026-PT-35-31	2022/2023	402PTS	Water Valley Police Dept.*	\$18,442.94	\$3,688.59	\$18,442.94	Police Dept

PT-2026-PT-35-61	2022/2023	402PTS	West Point Police Dept.*	\$28,398.00	\$5,679.60	\$28,398.00	Police Dept
Total PTS Enforcement ogram		402PTS		\$2,478,627.98	\$495,725.60	\$2,478,627.98	

Program Area: State Traffic Program Area Project Description

Countermeasure Strategy: Guidelines of the Highway Safety Program Guideline No. 10 for Traffic Records in the Uniform Guidelines for State Highway Safety Programs, where each state must implement a traffic records system to support highway and traffic safety decision-making and long-range transportation planning.
Location of Project & Affected Communities: Statewide
Promised Project: Yes- <i>Promised Projects are referenced with an asterisk *</i>

Project Description: The MOHS State Traffic Records program is to provide strong coordinated state and local leadership to maximize the efficiency and effectiveness of traffic safety data collection and analysis and the resources needed to support it. The STRCC considers and coordinates the views of the organizations in the State that are involved in the following areas: data collection, administration, and use of highway safety data and traffic records systems. The program reviews and evaluates new technologies to keep the highway safety data and traffic records system current.

Project Number: M3DA-2026-MC-40-11

Project Title: Mississippi State University- Data Program

Project 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.

Budget: \$115,236.94 Federal Funding Source 405(c)/ \$23,047.39 Match/\$0.00 Local Benefit

Project Number: M3DA-2026-MC-40-12

Project Title: Mississippi State University-Data

Project Description: The program provides next-gen processes for data collection, storage, and analysis, and integrates data from multiple sources, including the Mississippi Trauma Registry, eCrash system, and Mississippi Emergency Medical Services Information System (MEMSIS). It addresses the challenge of preventing traffic-related injuries and deaths and resolving discrepancies between law enforcement and medical reporting by using cleaned, de-identified data that complies with HIPAA regulations. By aggregating data from these systems into a unified platform, the grant identifies high collision areas, analyzes factors contributing to injury severity and fatalities, supports targeted interventions, improving education on road safety and effective prevention strategies.

Budget: \$75,000.24 Federal Funding Source 405(c) /\$15,000.05 Match/\$0.00 Local Benefit

Project Number: B3TRP-2026-MC-41-04

Project Title: MOHS Contingency Travel

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

Budget: \$2,500.00 Federal Funding Source 405(c) /\$500.00 Match/\$0.00 Local Benefit

Project Number	Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit	Organization Type
M3DA-2026-MC-40-11	2022	405C	Mississippi State University Traffic Records*	\$115,236.94	\$23,047.39	\$0.00	State University
M3DA-2026-MC-40-12	2022	405C	Mississippi State University- Data*	\$75,000.24	\$15,000.05	\$0.00	State University
B3TRP-2026-MC-41-04	2022	405C	MOHS Contingency Travel	\$2,500.00	\$500.00	\$0.00	SHSO
Total				\$192,737.18	\$38,547.44	\$0.00	

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

Project Area: Driver's Education Program Area Project Description

Countermeasure Strategy: 7.1 School-Based Programs

Location of Project & Affected Communities: Statewide; **Counties:** Hinds, Jackson, Harrison, Forrest, Rankin, Marshall, DeSoto, Hancock, Holmes, Jefferson

Promised Project: No

Project Number: DE-2026-DE-40-02

Project Title: Jackson State University Youth Highway Safety Program

Project 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 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.

Budget: \$285,935.00 Federal Funding Source 402DE/ \$57,187.00 Match/\$0.00 Local Benefit

Project Number	Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit	Organization Type
DE-2026-DE-40-02	2022/2023	402DE	Jackson State University Youth Highway Safety Program	\$285,935.00	\$57,187.00	0.00	State University
Total				\$285,935.00	\$57,187.00	\$0.00	

Section 405 Grant and Racial Profiling Data Collection Grant Application:

The MOHS will be applying for Section 405 funding in occupant protection, impaired driving, traffic records and driver's education. Please see attached Section 405 application, as Appendix B. The MOHS does not seek to qualify for the racial profiling data collection as the State does not gather the data to meet the criteria for the program. The MOHS also does not seek to qualify under ignition interlock, as the Mississippi laws do not support the requirements. See attachment.

Teen Traffic Safety Program:

The MOHS has chosen to not participate in the certification for the teen traffic safety program as several teen traffic safety programs have been reduced and/or eliminated out of the 3HSP. The MOHS will continue an enhanced statewide teen traffic safety program that will focus on seatbelt use; speeding; impaired and distracted driving; underage drinking and reducing behaviors by teens that increase crashes, injuries, and fatalities.

Mississippi FY2026

Occupant Protection Strategic Plan



Approved by OP Task Force: July 25, 2025

Tate Reeves, Governor of Mississippi

Sean Tindell, Commissioner of Department of Public Safety

Joshua Bromen, MS Governor's Representative and Executive Director of Public Safety Planning

Helen Porter, Director of MS Office of Highway Safety

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Executive Summary:

The Mississippi Office of Highway Safety (MOHS), in coordination with the Mississippi Occupant Protection Task Force (OPTF) and MOHS staff, develops and maintains the Occupant Protection Strategic Plan (OPSP). This multi-year plan is reviewed and updated annually—or as necessary—to reflect shifts in demographics, data trends, program activities, and strategic direction.

Once developed, the OPSP is submitted to the OPTF for review, input, and formal approval. Upon approval, it is incorporated into the State's application for Section 405(b) funding, in compliance with the Infrastructure Investment and Jobs Act (IIJA). The plan is submitted to the National Highway Traffic Safety Administration (NHTSA) to fulfill the requirements of Title 23, Section 405(b), and is aligned with NHTSA's Uniform Guidelines for State Highway Safety Programs, specifically Guideline No. 20 (Occupant Protection). As Mississippi is designated a low seat belt use state, the OPSP is a required component for 405(b) grant eligibility and focuses on increasing seat belt use among adults, teens, and children.

I. Strategic Planning and Program Management:

The Occupant Protection (OP) program is developed and implemented based on the evaluation of highway safety problem identification and data trends within the State. The program is developed through evaluation of data, trends, population, and high-risk areas with high crashes, injuries, and fatalities. The program is guided by data, problem identification, and managed and monitored for effectiveness. The following components are part of the program management and strategic planning for the OP program.

▪ Occupant Protection Task Force (OPTF):

The Occupant Protection Task Force (OPTF) was established in 2017 by the Mississippi Office of Highway Safety (MOHS) and the Governor's Representative (GR), based on recommendations from the Occupant Protection Assessment and to meet the task force requirements outlined in the Infrastructure Investment and Jobs Act (IIJA). The OPTF continues to operate in alignment with IIJA provisions and plays a key role in guiding the state's occupant protection efforts. Its purpose is to discuss and develop strategic plans and initiatives related to communication, data collection, resource sharing, seat belt and child restraint law review, high-visibility enforcement, and other focus areas identified in Highway Safety Program Guideline No. 20. MOHS manages the OPTF as a priority program, incorporating its recommended strategies and performance targets into the state's highway safety efforts, while also monitoring and tracking progress over time.

○ Coordination:

The development of OPSP is a collaboration of all partners of the OPTF. The OPSP coordination process includes:

- Holding collaboration meetings to share data, information on the program, and discuss OP.
- Identify common factors through problem identification to find solutions.
- Determine common trends and common joint goals; and
- Create collaborative plans to combat joint highway safety issues within the state.

○ Occupant Protection Task Force Membership:

The current OPTF consists of committee members and leaders from organizations actively engaged in addressing seat belt and child restraint issues. The task force is overseen by the Occupant Protection Division Director, who convenes meetings and coordinates reports from members. Additional members are appointed throughout the year as new needs and focus areas emerge.

Members are selected from areas that include enforcement (municipal, county, and state); law enforcement training; public health; data records, driver's licensing, communication, and public information and education. (*See OP Task Force Membership List in Appendix.*)

The OPTF corresponds through email, Microsoft Teams, phone calls, and strategic planning meetings. The OPTF schedules strategic planning meetings throughout the year, with meetings scheduled for the purpose of program review, discussing OP topics and trends, data analysis, strategic planning, and OPSP approval for inclusion in the 405(b) OP grant application.

- **Occupant Protection Meetings (OPTF):**

OPTF members are encouraged to attend all OPTF meetings, as these strategic meetings are beneficial in planning projects for the State in Occupant Protection. Meetings are held quarterly at the MOHS office, but may include additional meetings scheduled as needed. The proposed meeting schedule of the OPTF during FY26 will be as follows:

Occupant Protection Task Force Meetings:

November 2025

March 2026

June 2026

August 2026

- **Strategic Planning:**

MOHS uses a variety of data sources for strategic planning of highway safety issues, projects, and programs for the State. The OP program is based on a detailed review of data and problem analysis that begins before the selection of projects.

Problem identification is based on the most recently completed FARS data. Fatalities, injuries, crash data, citation data, and survey data are used for problem identification analysis to determine priority areas of the State. Projects are selected and planned to address the needs determined in problem identification. Problem identification also helps the MOHS in setting performance targets, performance measures, and strategies.

MOHS reviews data from FARS and other data sources to look for OP 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. The following goals, performance measures, and strategies are established for the Mississippi Triennial Highway Safety Plan (3HSP) through the State's strategic planning process.

The strategic planning process includes several stages:

1. Data Analysis.
2. Participation from traffic safety-related partners.
3. Problem identification.
4. Identify performance measures with data-based targets and countermeasures.
5. Development of priorities for funding categories, and budget; and
6. Implementation.

- **FY26 Occupant Protection Goals:**

- Maintain the number of fatalities, injuries, and crashes involving unbelted drivers and passengers.
- Maintain the number of fatalities, injuries, and crashes involving unbelted drivers and passengers under the age of 21 years old.
- Increase the number of trained law enforcement officers in Child Passenger Safety certification courses.

- **FY26 Occupant Protection Performance Measures:**

- **C4-Core Outcome Measure/unrestrained Passengers:** To maintain unrestrained passenger vehicle occupant fatalities in all seat positions from the five-year (2019-2023) average of 231 by the end of 2024-2026.
- **B1: Observed Belt Use for Passenger Vehicles:** To maintain the statewide observed seatbelt use of front seat outboard occupants in passenger vehicles from the five-year (2020-2024) average of 80.3% by the end of 2024-2026.
- **A-1 Activity Measure/Seatbelts:** To increase the number of seatbelt citations and child restraint citations issued during grant-funded law enforcement activities to 16,846 from the five-year (2020-2024) average of 16,355 by 3% by the end of 2024-2026.
- **MOHS Outcome Measure: Teen -OP:** To maintain the number of unrestrained fatalities from 16–20-year-old drivers during the five-year (2019-2023) average of 26 by the end of 2024-2026.

- FY26 Occupant Protection Countermeasure Strategies:

The MOHS uses the ***Countermeasures that Work: A Highway Safety Countermeasures Guide for State Highway Safety Offices, Eleventh Edition***, to select strategies that will be used for the upcoming grant year. 100% of the State's population will be covered by occupant protection enforcement efforts utilizing the MHP, city, and county law enforcement agencies within the top occupant protection fatality and crash locations, along with the survey counties and special emphasis areas with low seatbelt usage rates.

The amount of funds being utilized is aligned with the Statewide occupant protection problem. The State believes that the selected projects, if fully implemented and successful, will support the overall goal of reducing fatalities, crashes, and injuries related to occupant protection.

- Occupant Protection Task Force: The OP task force committee has executive committee members. The Occupant Protection DD calls for meetings and reports from the committee members. The OP task force also reviews and votes on the OP Plan for the 405(b) NHTSA Application.
- Occupant Protection Coordinated Program:
 - Occupant Protection (OP) Coordinated Program:
 - ***CTW Short-Term, High-Visibility Seat Belt Law Enforcement***
 - ***Nighttime, High-Visibility Seat Belt Law Enforcement***
 - ***Sustained Seat Belt Enforcement***
 - Statewide Child Passenger Safety Coordination program
 - Attend strategic planning meetings to plan enforcement efforts through data trends, performance measures, and strategies.
 - Provide a comprehensive statewide OP Coordinated Program.
 - Conduct pre and post seatbelt surveys.
 - Fund law enforcement programs for day and night enforcement.
 - Assign MOHS staff to manage OP enforcement and outreach grants.
 - Promote seatbelt and child restraint safety through earned and paid media; and
 - Provide technical assistance when needed for the OP Program.
- Statewide Child Passenger Safety Coordination program:
 - Statewide Child Passenger Safety (CPS) Program
 - ***Child Restraint Inspection Stations***
 - Provide a comprehensive Statewide CPS Coordination program.
 - Conduct CPS Surveys.
 - Fund the Mississippi Department of Health to provide child passenger seats, child passenger seats and installations.
 - Provide funding for law enforcement programs to conduct specific HVE seat belt & child passenger seat enforcement checkpoints & saturation patrols; and
 - Assign MOHS staff to manage enforcement and outreach grants, promote seatbelt safety, and provide assistance where needed for the OP Program.
- Child Passenger Safety Technician Training (CPST):
 - Child Passenger Safety Technician Training will provide training on how to properly install and understand the use of child passenger seats to aid law enforcement and other agencies in the proper use of child restraints.
 - Increase training opportunities and retention of child passenger safety technicians (CPST) and instructors.
 - Continue to assist the Mississippi State Department of Health with training opportunities to individuals and agencies to obtain Child Passenger Safety Technician certification.

- Provide the NHTSA-approved CPST training for law enforcement, to build the base for Child Passenger Safety Technicians in the State and improve recertification retention rate.
- Fund the Mississippi State Department of Health to provide instruction to the public, law enforcement, first responders, county health organizations, and additional organizations across the state to recertify and certify individuals in Child Passenger Safety Technician training.
- Increase the number of CPS checkpoint inspection stations across Mississippi and in target areas identified with low usage rates.

▪ Child Passenger Safety Enforcement:

- Child Passenger Safety Enforcement
 - **CTW: Short-Term, High-Visibility Child Passenger Safety Law Enforcement**
- Increase proper use of CPS in motor vehicles.
- Increase CPS checkpoint locations throughout the State.
- Conduct pre and post seatbelt surveys.
- Fund law enforcement programs for child restraint enforcement.
- Assign MOHS staff to manage OP enforcement and outreach grants.
- Promote seatbelt safety through earned and paid media; and
- Provide technical assistance when needed for the OP Program.

▪ High Visibility Enforcement (HVE):

- Occupant Protection Enforcement
 - **CTW: Primary Enforcement Seat Belt Use Laws**
- High Visibility Enforcement
 - **CTW: Short-Term, High Visibility Seat Belt Law Enforcement**
 - **CTW: Nighttime, High Visibility Seat Belt Law Enforcement**
 - **CTW: Sustained Belt Enforcement**
- Support sustained HVE of occupant protection laws, which includes supporting the National OP Enforcement Campaign, *Click It or Ticket (CIOT)*.
- Fund law enforcement programs and special wave grants for law enforcement.
- Fund law enforcement program with emphasis on high-risk population.
- Provide public information and education programs with an emphasis on occupant protection.
- Develop and promote a comprehensive media campaign for CIOT mobilization; and

▪ Public Information and Education:

- Improve education on new and/or updated laws related to OP and Child Restraints.
- Supply services through the LEL Program; and
- Provide information through meetings and special MOHS Task Forces.

▪ Teen Driver Seatbelt Program:

- Teen Seatbelt Focus Program
 - **CTW: Programs for Older Children**
- Fund Jackson State University's youth program as the statewide education campaign that focuses on teen seatbelt use and increasing seatbelt usage rates among teens.
- Develop and promote a statewide media campaign that will include teen seatbelt use and increasing seatbelt usage rates among teens.
- Provide public information and education programs with an emphasis on teen occupant protection; and
- Fund law enforcement programs to include teen seatbelt use.

- **Surveys:**
 - Conduct Seatbelt Usage Survey to track seatbelt usage across the state; and
 - Conduct Child Passenger Seat Usage Survey to track child restraint usage across the state.
- **Program Management:**

The MOHS OP program is managed and coordinated by an Occupant Protection Division Director, along with Program Managers who work and specialize in OP program management.

The MOHS OP coordination program provides program management in the OP program area to coordinate statewide and local law enforcement efforts related to OP operations, national OP blitz campaigns, and other projects related to the OP effort. The program oversees funding to state and local law enforcement agencies and assists in developing strategies for inter-jurisdictional enforcement efforts. MOHS collaborates with the State's law enforcement liaisons (LEL), community partners, and other OP programs to increase effectiveness and efficiency of law enforcement efforts to reduce seatbelt and child restraint fatalities, injuries, and crashes.

The MOHS provides program management for the planned MOHS OP outreach projects, surveys, the "Click It or Ticket" (CIOT) National Mobilization and assists with the OP media campaign during the National CIOT blitz period as needed and/or requested. Personnel services will include salaries, fringe benefits, travel, supplies, and training will be included in the project for monitoring, workshops, seminars, and program management.

The Occupant Protection (OP) program prioritizes statewide enforcement efforts, with a focus on counties and cities experiencing the highest rates of fatal crashes and injuries. The Mississippi Office of Highway Safety (MOHS) seeks grant applications from areas identified as having the greatest need. Additionally, MOHS issues special wave grants as new data emerges and areas are reassessed and determined to require targeted support.

The level of funding allocated is appropriate to the scope of the statewide occupant protection problem. The State believes that the selected projects, if fully implemented and successful, will significantly contribute to reducing occupant protection-related fatalities, injuries, and crashes.

- **Statewide Occupant Protection Coordinator:**

MOHS has assigned the OP Division Director as the Occupant Protection Coordinator for the occupant protection program. The Division Director is responsible for the management and development of the occupant protection program and projects.

The Occupant Protection Coordinator will provide program management in the Occupant Protection program area to coordinate statewide local law enforcement efforts related to MOHS operations. The Occupant Protection Coordinator oversees funding to state and local law enforcement agencies for overtime enforcement, assist in developing strategies for inter-jurisdictional enforcement efforts, and provide program management for the planned MOHS Seat Belt Survey and the Click It or Ticket (CIOT) National Mobilization. The coordinator will oversee other Occupant Protection events throughout the year.

The OP coordinator also serves as the OPTF coordinator and is responsible for coordinating meetings and correspondence with all OPTF members, as well as helping with the review and approval of the OPSP for the 405(b) application for NHTSA submission.

- **Statewide Child Passenger Safety (CPS) Coordinator:**

The MOHS has assigned the Division Director as the Statewide Child Passenger Safety Coordinator for the CPS program. The Division Director works with the Mississippi State Department of Health's Statewide Occupant Protection Coordinator for the management and development of child passenger safety programs and projects.

The Child Passenger Safety Coordinator will provide program management in the CPS program area to coordinate statewide local law enforcement efforts related to MOHS operations. The Division Director and CPS Coordinator

work in conjunction with the Health Department to oversee projects related to CPS, including fitting stations and CPS technician training.

- **Data and Records:**

The MOHS uses a variety of data sources for the identification of OP issues, trends, selection of performance measures and to define targets within the program. Data is provided by the Mississippi State University. Data systems for the state are guided by the State Traffic Records Coordinating Committee which is made up of stakeholders who maintain and implement traffic records collection.

The OP program receives data that is established and maintained by the following data sources and is used for strategy planning:

Fatality Analysis Reporting System (FARS)	MS Highway Patrol (Citation)
NHTSA-(National Statistics)	MS State University
MS State University (Child Restraint and Seatbelt Survey)	Federal Highway Administration
Police, Sheriff's Departments & Community Partners	MS State Traffic Records Coordinating Committee
U.S. Census	Countermeasures that Work-NHTSA Publication
Department of Transportation-Roadway Statistics	Results of previous year Sub-grantee performance
eCrash	NSPARC - Traffic Collaborative Project
NHTSA-(National Highway Traffic Safety Administration)	Results of previous year sub-grantee project

Data Collection: During FY26, a working sub-committee of the State Traffic Records Coordinating Committee (STRCC) will identify crash records improvements that need to be addressed, as well as the cost associated with maintaining the record systems.

The current crash reporting system, eCrash was established in 2019. The State updated the crash reporting system to become Model Minimum Uniform Crash Criteria (MMUCC v.6) compliant.

The eCrash system makes the crash reporting program more user-friendly for all users and agencies and provides various query options for data extraction to allow enhanced data-driven strategies. Mapping capabilities have been added to increase the accuracy of the location of crashes. Crash reporting timeliness, data analytics, and report building are being performed in a shorter time range. The STRCC will continue reviewing the Statewide Uniform Crash Report on a regular basis and make changes as needed.

- **Communications:**

The MOHS develops a comprehensive and sustained paid media campaign in support of the continual OP enforcement efforts for the Click It or Ticket (CIOT) blitz campaigns, utilizing Section 405(b) occupant protection funding. OP funds will be used for sustained television ads, social media, print, and outdoor space during Memorial Day- May 2026, as well as other OP and CPS events throughout the year, such as Child Passenger Seat Week and other emphasis weeks.

All Click It or Ticket (CIOT) and occupant protection (OP) messages will be submitted to NHTSA for approval before airing or placement. The effectiveness of the media campaign will be evaluated using the number of unbelted crash fatalities during holiday periods. Additional evaluation measures will include the number of radio spots, advertisements, and earned media placements in print and television, along with behavioral awareness survey results to assess public recognition and the impact of the messaging.

The communication program addresses the following items:

- What program/policy is the advertising supporting. This advertising will be in support of the national OP Campaigns for the CIOT blitz campaign.
- How advertising will be implemented through media buys throughout the state.
- The amount allocated for paid advertising total amount; and
- The measures that will be used to assess message recognition: The blitz numbers recorded and returned from agency participants to include, the total number of agency participation, citations written, earned media, social media, and

paid media reports; behavioral awareness survey; and crash fatality data during the specified time for each blitz campaign.

II. Legislation, Regulation and Policy:

Mississippi has several laws, regulations, and policies that are enacted and enforced, such as seatbelt and child restraint laws. The following are laws that pertain to the seatbelt and child restraint laws for Mississippi.

MS Code 63-2-1: Requirement of use of safety belt system by operator and passengers in passenger motor vehicle; protection of children. This bill was enacted on March 20, 1990.

The bill was amended with House Bill No. 409 on May 27, 2006, establishing Mississippi's primary seatbelt law. The bill was amended again during the 2017 Legislative session with Senate Bill No. 2724, which enacted that every passenger shall wear a seatbelt in a vehicle.

MS Code 63-2-7: Offenses and Penalties; recording of violations: Establishes fees and fines for failure to wear a seatbelt or child restraint. The fees are assessed at \$25.00. This bill was enacted on July 1, 1994.

MS Code 63-7-301: Requirement of device or belt position booster seat system; failure to provide and use device or belt position booster seat system not deemed negligence. This bill establishes the laws and regulations for child seat requirements. This bill was enacted on July 1, 2008, and amended in 2013.

State Fleet Policy 5.101.04-Seatbelts: All employees of the State of Mississippi and other occupants are required by law to always wear a safety belt when operating or being transported as a passenger in a state-owned vehicle.

III. Enforcement Program:

Mississippi law enforcement consists of officers from the Mississippi Highway Patrol (MHP), police departments, and sheriff's departments. The MOHS plans to fund approximately twenty-nine (29) OP projects, as well as thirty-three (33) police traffic service projects, which include a focus on seat belt and child restraint enforcement, during FY26. Each law enforcement grant-funded project will participate in earned media in their areas, during the Blitz campaigns and other OP events scheduled throughout the year.

The MOHS includes in the Annual Grant Application (AGA), an allotment of funds for special wave grants that will be given to local jurisdictions during the year to participate in the national blitz campaign, state campaigns and for agencies that data shows a need in OP. These special wave grants are for short periods (blitz periods or designated dates) of time and for a specific amount of grant funds. Each special wave is selected based on the area's needs, including problem identification, budget, and performance measures.

The MOHS also looks at targeted solicitation for areas that are disadvantaged and have large numbers of OP, fatalities, injuries, and crashes. These groups can include specific age groups, such as teens, the elderly, or marginalized areas in the state. The MOHS looks at the most current data and will create an aggressive solicitation plan to work on reducing areas that have the highest fatalities, injuries, crashes, and needs.

• Child Passenger Safety Training:

Law enforcement, especially grant-funded law enforcement, is encouraged to participate and become child passenger safety technicians (CPST) through the Mississippi State Department of Health certification program. MOHS provides funding in law enforcement grants for registration fees, as well as grant funds to the Mississippi State Department of Health to cover the costs of law enforcement to become certified in Child Passenger Safety.

- **Law Enforcement Liaison Field Coordinator:**

The Law Enforcement Liaison Field Coordinator will serve and coordinate activities and HVE with law enforcement across the state. The following are the strategies established for the LEL Field Outreach Coordination program:

- Attend MOHS Staff Meeting to receive the latest training, be informed about upcoming activities, and share issues or concerns from the field.
- Develop a work plan – Coordinate plans, activities, and needs for the grant year, connecting with all law enforcement agencies.
- Provide service training for LELs – Conduct joint sessions with PAO's to share presentation strengths and coordinate mini-information sessions for nine LELs to learn in-depth information about MOHS and areas of need.
- Organize and conduct LE-related events - Participate, contribute, and support media events and press conferences, Hands Across the Border, Quarterly Meetings, Saturation Patrols, and training.
- Support crackdowns, mobilizations, and statewide blitz periods – Share reporting information, participate in activities, and support media events. Prepare email blast to agencies to include media dates, enforcement dates, press releases, and reporting requirement dates.
- Assist LEL with work plans- Coordinate activities across all nine districts to minimize or eliminate overlap of activities to support all coordinators equally.
- Collaborate with LEL District Coordinators to plan the agenda, including speakers, and offer training opportunities.
- Coordinate with the traffic records coordinator to receive the latest updates in each specific district prior to the meeting.
- Communicate effectively with LELs – Utilize all forms of communication: email, memos, fax, phone calls, text messages, and social media, to ensure highway safety messages are being transmitted.
- Participate in quarterly LEL field meetings- Support all nine LEL field meetings each quarter by working with District Coordinators before, during, and following up after each meeting.
- Work to strengthen and support the law enforcement relationships between the state and the MOHS in the areas of OP.

- **Law Enforcement Liaisons:**

MOHS has had law enforcement liaisons in place for many years. MOHS is currently working on our LEL Program and is evaluating options to make the LEL program more effective and efficient in the coming fiscal year. The LEL encourages law enforcement officers and their leaders to support the enforcement of traffic safety laws, particularly those dealing with occupant protection and speed management. Additional activities include collaboration with other highway safety partners and stakeholders. The position involves the following actions:

- Conduct LEL Network Meetings during the Christmas/ New Year's, Memorial Day, and Labor Day blitz periods as designated in the coordinating agency's FY26 Grant Agreement.
- Promote the highway safety campaign calendar during the following blitz period:
 1. Christmas/New Year's
 2. Memorial Day
 3. Labor Day
- Recruit and coordinate law enforcement participation and reporting for blitz campaigns
- Assist the MOHS with the collection of blitz reports
- Promote highway safety countermeasures and enforcement strategies
- Provide support to sub-grantees by finding out the agency's needs and communicating that information to the MOHS
- Assist in recruiting new agencies to the highway safety program during the grant solicitation period
- Participate in MOHS LEL Strategic meetings

- **High Visibility Enforcement:**

Mississippi communicates high visibility enforcement (HVE) through year-long involvement with law enforcement and the MOHS communication media coordinator. The MOHS provides information on a year-long basis but has enhanced communication efforts during national blitz campaigns with both paid and earned media. MOHS encourages all law

enforcement agencies that receive funds to participate in not only HVE enforcement, but the communication aspect, with earned media that could be newspaper articles, press conferences, and more. The MOHS communicates to the public on the risks of being unbelted through newspapers, social media, press conferences, commercials, billboards, and other forms of communication.

Communication efforts for HVE will continue to be enhanced in the coming year. MOHS is seeking to hire a new Media Coordinator who will concentrate on analyzing data, identifying needs, and monitoring trends related to highway safety across the state. Information will be relevant to the culture, appropriate to the audience, and based on data and market research.

The MOHS will utilize various social media platforms to help promote awareness campaigns for Click It or Ticket. During each campaign, updates and posts will be created and monitored to help gain page traffic and deliver messages to thousands of Mississippi social media users. For the campaign to be successful, it needed to appeal to the target audience with memorable, realistic, interactive messages through the new media.

- **Law Enforcement Seatbelt Policy:**

Each grant that is federally funded through MOHS must adhere to Mississippi's seatbelt usage policy. As part of the grant agreement, each grant must have a copy of their agency's seatbelt policy in their agency's grant files. MOHS will check the agency files for a copy of the seatbelt policy when monitoring the grants during the fiscal year.

- **Earned Media:**

Each grant program and project that is federally funded through the MOHS is asked to perform and track earned media for their program and agency during the year, but with emphasis during the Click It or Ticket National Blitz campaign.

- **Seatbelt Reporting on Crash Report:**

Each law enforcement officer is trained to fill out our correct and accurate report on the Mississippi Crash Report. The Mississippi Crash Report has several fields that show the areas of non-use, type of restraint, air bags, deployment, and ejection. The current Mississippi Crash Report is MMUCC v.6 compliant.

IV. Communication Program:

The MOHS has always had a strong communication plan, which includes all areas of highway safety, but has set aside funding for emphasis on occupant protection and child restraint. The MOHS follows a yearlong communication plan, with enhanced emphasis around national blitz campaigns. The communication plan is always data-driven and is updated as population, demographics, and crash analysis change. MOHS will work as the media coordinator to implement and provide marketing that will be relevant, promote the programming message, and the national campaigns to audiences.

The MOHS will continue a comprehensive and sustained campaign in support of the continual OP enforcement efforts for the CIOT campaigns, utilizing Section 405(b) OP funding will be implemented in the FY26 grant period. These funds will be used for sustained television ads, print, and/or outdoor space in May 2026.

The CIOT messages are approved by NHTSA before airing and placement. The number of holiday unbelted-related vehicle crash fatalities will be used to evaluate the media messaging. The measures that will be used to assess message recognition are as follows: radio, sports, ads, earned media messages for print/ television, and unbelted vehicle crashes.

This project will address the following topics:

- What program/policy the advertising is supporting-This advertising will be in support of the national OP Campaigns for the CIOT blitz campaign.
- How advertising will be implemented through media buys throughout the State.
- The amount allocated for paid advertising total amount; and

- The measures that will be used to assess message recognition. The blitz numbers recorded and returned from agency participants to include the total number of agency participation, citations written, earned media, and the like; paid media reports; behavioral awareness survey; and crash fatality data during the specified time for each blitz campaign.

- **Target Audience:**

The MOHS reviews OP data prior to a communication program to look at statewide demographics, fatality and injury data, and location data. These elements help the MOHS pinpoint target audiences that need specific program attention. The target audience for seatbelt and child restraint communication programs has been targeted for unbelted 0–15-year-old youth, 16–20-year-old teens, and 30–49 males. These age groups show where communication programs need to be placed, whether on social media, radio, or television. The MOHS reviews data and data trend throughout the year to look for changes in the target audience demographics, so that the MOHS communication team can pinpoint the needs of the State.

V. Occupant Protection for Children Program:

The MOHS OP Coordination Programs oversees the statewide Child Occupant Protection Program through grants with the Mississippi State Department of Health (MSDH) MS program. The Mississippi State Department of Health (MSDH) program serves as the lead agency of OP for children.

The following section describes the updated strategic plan for 2026, which includes Child Passenger Safety (CPS) education/training for parents, caregivers and/or expectant mothers, certification, and recertification of Child Passenger Safety Technicians (CPSTs), checkpoint events, distribution of child passenger safety restraints to low-income families, and other collaboration efforts to teach proper installation of child safety seats.

The Child Occupant Protection Program is implemented statewide. Mississippi is composed of 82 counties that fall into nine (9) Public Health Districts. The Child Occupant Protection Program targets a wide spectrum of Mississippians, including health professionals, health department staff, hospital staff, parents, children, schools, and fire and police personnel. The population is serviced by child passenger safety (CPS) activities conducted at individual appointments, virtual trainings, local health departments, as well as activities open to the public at child restraint checkpoints, installation stations, and CPS presentations. MSDH will continue current activities and expand CPS initiatives during the upcoming year.

The majority of the State's population requirement is met through statewide media campaigns, local health departments, community outreach initiatives, online resources, car seat checkpoints and inspection stations, as well as other CPS events. Fact sheets with guidance on the proper age-appropriate car seats and booster seats for vehicles, along with web-based resources, are provided to participants.

The state's population will receive access to inspection stations, checkpoints, and other public information about the proper seating positions in motor vehicles, the importance of child restraint usage, and instructions on how to reduce the improper use of child restraints.

- **Management of the OP Program for Children:**

- Mississippi State Department of Health (MSDH):

The MSDH operates under the policy guidance of the State Board of Health, a 13-member group of providers and consumers who serve gubernatorially appointed terms. Mississippi's public health system includes the Board of Health, State Health Officer, programmatic/administrative personnel at the Central Office in Jackson, Mississippi, nine district offices, and county health departments in all 82 counties. A Community Health Educator is placed in each Public Health District to carry out initiatives mandated by the Central Office. Community Health Educators provide services to the patients of the health departments in all counties, in addition to implementing child passenger safety activities for the public. Services are also provided in worksites, schools, and faith-based or community-based settings by supporting programs that reward healthy and safe lifestyles. All the District Health Educators work closely with the Mississippi State Department of Health to coordinate CPS-related events.

The Bureau of Injury and Violence Prevention at the Office of Preventive Health at MSDH manages the Child Occupant Protection Program, including the services provided by county health departments, and community-based

efforts of the Community Health Educators in all nine Public Health Districts. The Injury Prevention Director is directly involved with the management of the Child Occupant Protection Program, including grant and report writing, attending local, state, and regional conferences, coordinating statewide grant activities, establishing partners, and serving as a CPS advocate for the state.

MSDH frequently coordinates CPS projects with state agencies such as the Mississippi Office of Highway Safety and the Mississippi Department of Human Services, Jackson State University, Mississippi of Transportation as well as businesses and community organizations. The Program Director of MSDH coordinates the activities, in addition to preparing and submitting required reports, tracking, and maintaining CPS data, writing, and submitting CPS grants, and networking with the media to increase the awareness of the importance of child passenger safety in each community. The Program Director of MSDH is also responsible for attending and presenting local, state, regional and national conferences, as they pertain to enhancing child occupant protection.

Public Education:

- **Mississippi State Department of Health (MSDH):**

In 2026, MSDH will continue to service the population by child passenger safety (CPS) activities conducted at individual appointments, educational classes and/or workshops, and checkpoints. Parents, families, and children are informed about the state law and the importance of proper child restraint use. They are encouraged to properly use child restraint devices and wear seat belts.

Strategies include:

- Distribute printed educational material on seatbelt laws.
- Create online resources via the MSDH website.
- Development of media campaigns and promotional materials; and
- Conduct injury prevention in-person and virtual presentations and workshops.

MSDH will work with MSDH's Communication Department to increase the awareness and importance of child passenger safety, specifically during National Child Passenger Safety Week in each public health region via media outlets such as websites and newspaper ads.

The MSDH Child Passenger Safety Program plans to continue conducting CPS educational presentations, checkpoints, and community events across the state. In FY24, MSDH conducted 315 child passenger safety presentations where parents and caregivers were educated on the importance of proper child restraint use, the understanding of our current state laws, as well as other issues pertaining to children in and around motor vehicles. They distributed 1,743 car seats.

In FY26, MSDH will continue educating the public on the State of Mississippi's booster seat law, including local police departments. Child restraint usage rates may increase through more strict enforcement of the booster seat law. Therefore, officers will be provided with education and encouragement to protect young passengers of motor vehicles. Law enforcement officials will also be encouraged to become CPSTs. It is incumbent upon them to know the laws for which they issue citations.

FY26 Strategies:

- Conduct a minimum of 1102 child safety seat checks total to increase promotion of correct child restraints usage throughout the state.
- Conduct a minimum of 315 unbelted presentations to increase promotion of seatbelt usage throughout the state. This includes virtual and/or in-person presentations.
- Conduct a minimum of 315 child restraint presentations to increase promotion of child restraint usage throughout the state. This includes virtual and/or in-person presentations.
- Conduct pre and post surveys of presentations to measure awareness of the Highway Safety Program.
- Conduct 3 publicized community child safety checkpoints each quarter.
- Participate in a minimum of 3 health and safety fairs each quarter. This includes virtual and/or in-person health and safety fairs.

- Work with the Mississippi State Department of Health's Communication Department for child passenger awareness during National Child Passenger Safety Week.
- Purchase and distribute approximately 2,200 child passenger restraints to resource-limited and marginalized populations: Supplement to grant B2CPS-US-2026-CP-40-71
- Track inspection stations to show if there was an increase, decrease, or sustainability at the end of FY26.
- Conduct a minimum of 6 CPS fit station site visits.
- Conduct 12 booster seat surveys.
- Conduct a minimum of 12 CPS courses, renewal, updates, or CPS law enforcement/first responder classes.
- Send monthly 30-day advance notices to CPS technicians with certification expiration reminders and tools to complete recertification.
- Attend tasks force and strategic planning meetings on a quarterly basis.
- Generate Earned Media
- Collaborate with law enforcement during national and state blitz campaigns:
 - Christmas/New Years
 - Super Bowl
 - Memorial
 - July 4th
 - Labor Day

- **CPST Courses:**

CPST courses will be conducted by the MS State Department of Health. Increasing the number of certified technicians allows for a more efficient program of education and child safety seat distribution. The plan includes certification of individuals from all Public Health Districts, fire departments, law enforcement, and collaboration with CPSTs across the state to ensure that CPS education is dispersed to the entire target population and to teach proper installation of child safety seats to parents and caregivers.

VI. Outreach Program:

The MOHS funds community-based programs and continues to have a strong emphasis on community education that reaches target audiences in diverse settings. Community groups can include advocacy groups, coalitions, driver's education programs, faith-based organizations, public health groups, and statewide organizations. A few of the outreach areas of focus for the MOHS are:

- **Schools and Education:**

The MOHS funds Jackson State University Youth Highway Safety Program as the primary teen safety awareness program for driver's education. Jackson State University Youth Highway Safety Program recently received the Public Service Award from the National Highway Safety Administration for its tireless dedication to educating and protecting the next generation of Mississippi drivers. The program is statewide and will include the top counties in the state with teen fatalities and injuries. The program is developed and implemented on data analysis of fatalities, injuries, and crashes. The Youth Program will provide information on safe driving for young drivers aged 16-20 years old by working in schools, conducting outreach activities, participating in safety fairs, community events, conferences, and meetings. The program's effectiveness will be measured and evaluated through pre-and post-evaluations.

The agency of Jackson State University (Youth Highway Safety Program-Driver's Education) will provide statewide services for unbelted and speed that will include top ten counties which are Hinds, Alcorn, Jackson, Marshall, Rankin, Copiah, Hancock, Harrison, Pike, and Yazoo.

FY26 Strategies

- Conduct 200 seat belt-related presentations.
- Conduct 200 speed-related presentations.
- Conduct 10 community presentations to provide information on proper usage of seat belts and the dangers of not wearing seat belts and proper restraints.
- Conduct 4 Visual Seat Belt checks and Safety Demonstrations each quarter at schools and during school sporting events.

- Conduct 4 Safe Buddy Days in target schools and communities.
- Collaborate with law enforcement on teen specific initiatives and presentations.
- Conduct 8 Occupant Protection Forums and school assemblies
- Conduct Perception Surveys addressing knowledge and behavior
- Conduct “Rock the Belt” Activities to increase parental involvement

• **Occupant Protection Task Force (OPTF):**
The Occupant Protection Task Force (OPTF) was established in 2017 by the Mississippi Office of Highway Safety (MOHS) and the Governor’s Representative (GR) in response to recommendations from the Occupant Protection Assessment and per the requirements set forth under the Infrastructure Investment and Jobs Act (IIJA). OPTF continues to operate in alignment with IIJA guidelines, fulfilling its role as a strategic advisory body for occupant protection initiatives.

The primary purpose of the OPTF is to facilitate the development of comprehensive strategies related to occupant protection. These include communication campaigns, data collection and analysis, inter-agency resource sharing, evaluation of seatbelt and child restraint laws, high-visibility enforcement strategies, and other related areas. The MOHS designates the OPTF as a priority program and incorporates the strategies and performance targets developed by the Task Force into its operational plans. These initiatives are monitored and evaluated by the MOHS for progress and effectiveness.

The OPTF is comprised of members and leaders from organizations actively engaged in addressing issues related to seatbelt and child restraint usage. It is managed by the MOHS Occupant Protection Division, which is responsible for convening meetings and collecting reports from committee members. Membership is updated throughout the year to reflect emerging needs and to ensure broad representation across relevant sectors.

The Task Force maintains communication through email, telephone, and scheduled meetings held throughout the year. Strategic planning meetings are convened specifically to review, discuss, and approve the Occupant Protection Strategic Plan (OPSP) for inclusion in the State’s 405(b) grant application.

• **Employers:**
MOHS provides information to employers through grant programs, community programs and law enforcement. Transportation is a leading cause of fatalities and incidents. Information is provided to MOHS partners and sub-grantees in the form of pamphlets and email communication to work with local businesses in their community on the dangers of occupant protection. This is an area that the OPTF will continue to develop to increase participation and outreach.

• **Community Coalitions and Traffic Safety Programs:**
The MOHS has several members on the OPTF who are part of community coalitions and traffic safety programs. Many do not receive funding through grant funds but help participate in our programs to help get information on driving unbelted and support.

Mississippi Department of Transportation

The Mississippi Department of Transportation (MDOT) Safety Education Programs use tools, such as simulators, videos, and lectures, to provide community outreach and education, encouraging preventative safety measures for schools and safety events. These MDOT Safety Education Programs are designed to reduce vehicle fatalities and serious injuries by raising awareness about the importance of seat belt usage and child passenger safety, and the dangers of impaired and distracted driving. These programs target children ages kindergarten and up, as well as adults and senior adults. MDOT provides presentations for schools, safety events, and community events statewide, free of charge.

Mississippi Safety Services

Mississippi Safety Services (MSS) is the Mississippi provider of National Safety Council driver safety courses. They have won frequent awards from the Council since 1986, especially Best Performance and Trend Setter Awards. The MSS Lead Instructor is a Certified Safety. Mississippi Safety Services conducts many community service programs in

safety, aimed at the prevention of brain and spinal cord injury. Ollie Otter, a life-sized mascot, visits early elementary students, and the lap puppet Buckle Bear teaches preschool children. Instructors for Defensive Driving Courses are from the fields of law enforcement, education, and training. Everyone on the staff follows the agency's mission: *Dedicated to Saving Lives*.

VII. Data and Program Evaluation:

The MOHS uses a variety of data sources for the identification of OP issues, trends, selection of performance measures and to define targets within the program. Data is provided by the Mississippi State University. Data Systems for the state are guided by the State Traffic Records Coordinating Committee which is made up of stakeholders who maintain and implement traffic records collection.

Fatality Analysis Reporting System (FARS)	MS Highway Patrol (Citation)
NHTSA- (National Statistics)	NHTSA Region 6 Regional Data
MS State University (Child Restraint; Seatbelt Survey)	MS Dept. of Transportation-Roadway Statistics
Police, Sheriff's Departments & Community Partners	Mississippi State University
Federal Highway Administration	US Census (State Demographics)
eCrash	Countermeasures that Work-NHTSA Publication
Results of previous year Sub-grantee projects	NSPARC - Traffic Collaborative Project

• Problem Identification Process:

The MOHS uses the following steps in problem identification for problem areas across the state, including occupant protection. The following steps are implemented to determine needs and identify problem areas based on the available data. The most recent data is used to compare population, fatal and injury crashes, alcohol, unbelted, motorcycle, speed, pedestrian and bicycle fatalities, youth fatalities, and the costs associated with crashes, injury, and fatalities.

Steps in the OP problem identification process take place throughout the year, as data becomes available for all data sources that are listed above. The Mississippi State University-Traffic Records works with the FARS analyst and with individuals from the agencies listed above to retrieve data that is critical in the development of the problem identification process.

- Each county is evaluated and ranked using a five-year average of data trends in the areas of ID, unbelted, speed, motorcycle, pedestrian, bicycle, and youth fatalities. The data shows trends in multiple fatalities for each program area and where the focus needs to be in the upcoming year.
- Trend analysis is performed for each program area to consider the data and projections of where the data may be in the future, so that funds, activities, and programs can be placed in the areas with the most need.
- MOHS also reviews the following to determine sub-grantee performance, needs and trends within the agencies:
 - Project Problem Identification.
 - Risk Assessments.
 - Surveys; and
 - State Demographics
- Meetings are conducted with partners to determine needs, trends, and issues in areas in the state. Meetings can be based on:
 - Youth.
 - Occupant Protection (Adult and Child Restraint)
 - Partnership Meetings (FHWA, FMCSA, MDOT, MCSD)
 - Judicial- Traffic Safety Resource Prosecutor (TSRP)
 - LEL Coordinator.
 - Public Information and Education.
 - Traffic Records

- **Data Collection:**

During FY26, a working sub-committee of the State Traffic Records Coordinating Committee (STRCC) will identify crash records improvements that need to be addressed, as well as the cost associated with maintaining the record systems. Recommendations and results for the 2019 Traffic Records Assessment will also be considered.

The current crash reporting system, eCrash, was established in 2019 and replaced the antiquated ReportBeam crash system. eCrash is more user-friendly for all users and agencies, and it provides enhanced query options for data extraction to allow enhanced data-driven strategies. eCrash currently complies with Model Minimum Uniform Crash Criteria (MMUCC), and there are plans to upgrade it to the latest version of MMUCC 6.

The Uniform Crash Report has been updated, and mapping capabilities have been added to eCrash to increase the accuracy of the location of crashes. Crash reporting timeliness, data analytics, and report building are being performed in a shorter time range.

- **Annual Seatbelt Surveys:**

The MOHS continues to conduct an annual statewide safety belt use survey and a child restraint usage survey, which are in accordance with criteria established by the Secretary of Transportation for the measurement of State safety belt use rates. MOHS funds Mississippi State University Stennis Institute of Government and Community Development to conduct observational survey services and accurately reported findings of overall observed seat belt and child restraint usage rates. Mississippi State will conduct a baseline observational seat belt survey of 92 sites in 8 counties before the CIOT campaign and conduct a follow-up observational survey of 173 sites in 16 counties after the CIOT campaign. MSU will also conduct a baseline observational child restraint survey of 340 sites in 40 municipalities within the state. The 2026 survey will ensure that the measurements accurately represent the State's seat belt and child restraint usage rates.

VIII. Plan Approval:

The Occupant Protection Task Force (OPTF) members were emailed a preliminary/working copy of the Occupant Protection Strategic Plan (OPSP). Members were asked to review the OPSP for revisions, information content, review performance measures, and provide to the OP Coordinator thoughts, questions, and suggestions. A deadline for suggestions and revisions was provided. All suggestions and recommendations were discussed with the MOHS Office Director and management staff for review and added to the FY26 strategic plan. After reviewing and updates of the OPSP, the final copy of the OPSP and the approval form were provided to the OPTF. The Mississippi Office of Highway Safety received 100% approval of the FY26 Occupant Protection Strategic Plan.

List of Acronyms:

3HSP	Triennial Highway Safety Plan
AGA	Annual Grant Application
AL	Alcohol and Other Drugs
CIOT	Click It or Ticket
CTW	Countermeasures That Work
DD	Division Director
DPS	Department of Public Safety
FARS	Fatal Analysis Reporting System
FHWA	Federal Highway Administration
FMCSA	Federal Motor Carrier Safety Administration
FY	Fiscal Year
GR	Governor's Representative
GHSA	Governor's Highway Safety Association
HVE	High Visibility Enforcement
ID	Impaired Driving
IIJA	Infrastructure Investment Jobs Act
LEL	Law Enforcement Liaison
MASEP	Mississippi Alcohol Safety Education Program
MCSD	Mississippi Motor Carrier Safety Division
MDOT	Mississippi Department of Transportation
MHP	Mississippi Highway Patrol
MMUCC	Model Minimum Uniform Crash Criteria
MOHS	Mississippi Office of Highway Safety
MSU	Mississippi State University
NHTSA	National Highway Traffic Safety Administration
OD	Office Director
OM	Office Manager
OP	Occupant Protection
OPTF	Occupant Protection Task Force
OPSP	Occupant Protection Strategic Plan
P&A	Planning and Administration
PI & E	Public Information and Education
PTS	Police Traffic Services
PM	Program Manager
SHSP	Strategic Highway Safety Plan
STEP	Selective Traffic Enforcement Program
STRCC	State Traffic Safety Coordinating Committee
STSI	State Traffic Safety Information
TR	Traffic Records
U.S.C.	United States Code
U.S. DOT	United States Department of Transportation
VMT	Vehicles Miles Traveled

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FY 2026

405B Application



Submitted: August 1, 2025

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Helen Porter, Director of MS Office of Highway Safety

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Mississippi FY26 405(b) Application

Qualification Requirement No. 1: FY26 Occupant Protection Plan See Separate FY26 Occupant Protection Strategic Plan

Qualification Requirement No. 2: 2026 Click It or Ticket Mobilization

As part of the comprehensive FY26 Occupant Protection (OP) program, increasing seat belt usage will remain a top priority for the MOHS. The agency will continue implementing the successful Click It or Ticket (CIOT) model to sustain and build upon previous progress. The efforts outlined below reflect the most recently completed CIOT campaign and will serve as the foundation for the FY26 initiative.

Enforcement: The MOHS will issue Occupant Protection/Police Traffic Services grant agreements to approximately fifty-eight (**58**) law enforcement agencies. In each OP/PT agreement, each agency must participate in the CIOT campaign. The MOHS will submit CIOT information to all law enforcement agencies, Occupant Protection Task Force members, and community partners before and during FY26 CIOT to gain participation in the CIOT program. The Mississippi Highway Patrol (MHP), covering 100% of the State's population, will conduct statewide enforcement. Checkpoints and saturation patrols will again be utilized during the enforcement period.

The MOHS will solicit additional programs and participation for the FY26 CIOT with agencies that are in the top counties with unbelted fatalities areas throughout the year, so that the areas of need are covered. These grants are issued as a special wave grant that is for a short period to focus on a blitz campaign, a specific need, or issue. After the CIOT program ends, the MOHS will send out CIOT blitz participation forms, asking all participating agencies to send information, citations, check points and patrol information back to the MOHS, so that the MOHS will know which agencies participated and the efforts that were made.

**Mississippi successfully completed the FY25 National CIOT mobilization during May 19-June 1, 2025, and with enforcement, earned and paid media. Mississippi issued 2344 seat belt citations and 297 child restraint citations in the May 2025 campaign. MOHS will replicate the FY26 campaign for the FY26 CIOT campaign scheduled to take place May 18 – May 31, 2024.

Paid Media: 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 will be implemented in the grant period. These funds will be used for sustained outdoor space in May 2026. The number of holiday unbelted vehicle crash fatalities will be used to evaluate the media messaging. The measures that will be used to assess message recognition are as follows: number of outdoor spaces for paid media, earned media messages for print and television, unbelted-related vehicle crash fatalities.

- **FY24 CIOT Paid Media Efforts:**

The results for the FY24 CIOT campaign are as follows:

- Outdoor Media-Billboard – **Total Impressions: 4,917,177**
- Radio Media – Total Spots: **No Radio Media for FY24 CIOT campaign**

MOHS targeted the top cities and counties, age group, ethnicity/race, and gender focus for unbelted fatalities during the CIOT campaign.

Mississippi successfully completed the FY25 National CIOT mobilization during May 19-June 1, 2025, with enforcement, earned and paid media.

Earned Media:

Each project will participate in earned media in their areas for FY26 CIOT campaign. The agency will generate at least (1) earned media campaign by conducting a press conference, television, radio, newspaper, and/or online/social media post to increase awareness to reduce seatbelt and child restrain fatalities, injuries, and crashes. The MOHS has is currently seeking a full-time Staff Marketing Coordinator. The Marketing Coordinator is responsible for the Mississippi Office of Highway Safety (MOHS) core program marketing activities; these activities are centered around traffic fatalities and serious injuries across the state. Specifically, MOHS has implemented a marketing process to include public participation and engagement (PPE) which proactively seeks full representation from the community, public comments, and feedback. MOHS marketing efforts also include incorporating community-level outreach and education in affected areas and with specific target groups. These specific areas and target groups were identified in the previously approved MOHS Highway Safety Plan and will remain the primary focus. By focusing on these specific targets, MOHS has planned and/or have conducted specialized marketing campaigns, which will include education events, vendor booths, seatbelt checks, roundtable discussion, town hall meetings, marketing (social media, radio ads, television commercials and newsletters), pre and post surveys, and participation in traffic safety blitz. MOHS has plans to expand its marketing efforts to local colleges and universities, which will include the following: video jumbotron and ribbon messaging, radio messaging, and public awareness announcements.

- **FY25 CIOT Earned Media Efforts:**

The results for the FY25 CIOT campaign are as follows:

- 0 Press Conferences
- 15 Television News stories aired
- 18 Radio Stories aired
- 8 Print News stories ran
- 53 On-line/Social Media stories posted
-

MOHS will work to increase these numbers for the FY26 Click It or Ticket campaign by increasing law enforcement participation in earned media.

Qualification Requirement No. 3: Child Restraint Inspection Stations
2026 Child Occupant Protection Program

The MOHS OP Coordination Programs oversees the statewide Child Occupant Protection Program through the grant with the Mississippi State Department of Health (MSDH).

The following section describes the updated strategic plan for 2026, which includes Child Passenger Safety (CPS) education, certification, and recertification of Child Passenger Safety Technicians (CPSTs), distribution of child safety seats to those in need, and other plans to teach proper installation of child safety seats.

The Child Occupant Protection Program is implemented statewide. Mississippi is composed of 82 counties that fall into nine (9) Public Health Districts. The Child Occupant Protection Program targets a wide spectrum of Mississippians, including health professionals, health department staff, hospital staff, parents, children, schools, fire, and police personnel. The population is serviced by child passenger safety (CPS) activities conducted at individual appointments, checkpoints,

and local health departments, as well as activities open to the public at child restraint checkpoints, installation stations, and CPS presentations. MSDH will continue activities and expand CPS initiatives during the upcoming year.

The majority of the State's population requirement is met through statewide media campaigns, local health departments, community outreach initiatives, online resources, car seat checkpoints and inspection stations, as well as other CPS events. Fact sheets showing the correct age-appropriate car seats and boosters to use in vehicles, and web-based information is given to participants.

In 2026, through health department clinics in 82 counties, 9 Public Health District offices, the state's population will receive access to inspection stations, checkpoints, and other public information about the proper seating positions in motor vehicles, the importance of child restraint usage, and instructions on how to reduce the improper use of child restraints.

Management of the OP Program for Children:

○ Mississippi Department of Health (MSDH):

The MSDH operates under policy guidance of the State Board of Health, a 13-member group of providers and consumers who serve gubernatorial-appointed terms. Mississippi's public health system includes the Board of Health, State Health Officer, programmatic/administrative personnel at the Central Office in Jackson, Mississippi, nine district offices, and county health departments in all 82 counties. A Community Health Educator is placed in 5 of the Public Health District to carry out initiatives mandated by the Central Office. Community Health Educators provide services to the patients of the health departments in all counties, in addition to implementing child passenger safety activities for the public. Services are also provided in worksites, schools, and faith-based or community-based settings by supporting programs that reward healthy and safe lifestyles. All the District Health Educators work closely with MSDH to coordinate CPS-related events.

The Division of Injury and Violence Prevention at the Office of Preventive Health at MSDH manages the Child Occupant Protection Program, including the services provided by county health departments, and community-based efforts of the District Health Educators in all nine Public Health Districts. The Injury Prevention Director is directly involved with management of the Child Occupant Protection Program, including grant and report writing, attending local, state, and regional conferences, coordinating statewide grant activities, establishing partners, and serving as a CPS advocate for the state.

Child Passenger Safety Checkpoint/Installation: Each community event is staffed minimally with not less than one Nationally Certified CPS Technician. All registered checkpoints are staffed with a minimum of one senior checker and one additional CPST. Parents, grandparents, and other caregivers are invited to attend the community events and checkpoints with their children, car seats and the vehicle in which the children will normally be transported. Following the completion of an intake form by the caregiver, a nationally certified CPST will inspect the car seat to determine if it is appropriate for the child, ensure that the seat is not on a current recall list or expired, and instruct and demonstrate the correct installation to the caregiver. Any problems or questions can usually be addressed on site, and technicians strive to have children leave the checkpoint riding more safely than when they arrived.

Participant information is collected for all inspections and new seat distributions. The intake information form provides valuable data for the program.

During FY24, a total of 313 presentations were conducted statewide through the Child Occupant Protection Program. These events provided parents and caregivers with child passenger safety education, car seat inspections, proper installation demonstrations, and distribution of child safety seats.

In addition, the Child Occupant Protection Program in FY24 distributed 1,743 car seats. Although most car seats were distributed at checkpoints conducted across the state, seats were also distributed at installation stations, educational events, or individual appointments.

In FY26, the Child Passenger Safety Program will be distributing car seats, inspecting child safety seats, conducting cps checkpoints, and child passenger safety presentations. The programs will also conduct CPST in-person and virtual training and renewal courses to increase the number of CPSTs and to allow current CPSTs the opportunity to maintain their

certification. District Health Educators and other CPSTs are coordinated throughout the state to host installation/ inspection stations and distribute seats to families in need. In addition, inspection stations are set up at fire departments with CPSTs on staff that agree to report. Inspection stations allow parents or other caregivers the opportunity to receive education, information, and assistance in the proper use and installation of their child safety seats.

Out of the 9 Public Health Districts Offices, all currently have certified Health Educators. In addition, CPSTs are in many local health departments, Head Start centers, fire departments, and police departments throughout the state.

**Inspection Stations with One or More CPSTs Located in County
Inspection Stations via Appointment**

County	# of Inspection Stations	Rural/Urban/High Risk
Adams	1	Rural
DeSoto	1	Rural
Sunflower County	1	Rural
Jackson County	1	Rural
Harrison County	2	Urban
Hinds County	2	Urban /At risk
Lowndes County	1	Rural
Lee County	1	Rural
Madison County	2	Urban/At Risk
TOTAL	12	

**All inspection stations service rural and urban areas and at-risk populations.*

****** DATA Available Upon Request.*

During FY26, the MOHS plans to maintain its current level of car seat distribution and inspection activities. Additionally, MOHS will continue its partnership with MSDH to expand the number of inspection stations across Mississippi.

**Updated Plan, Fiscal Year 2026
Child Occupant Protection Program Upcoming Activities**

- Public Education:
 - Mississippi Department of Health (MSDH):

In 2026, MSDH will serve as the lead agency. MSDH will continue to service the population by child passenger safety (CPS) activities conducted at individual appointments, educational classes and/or workshops, and checkpoints. Parents, families, and children are informed about the state law and the importance of proper child restraint use. They are encouraged to properly use child restraint devices and wear seat belts. Strategies include:

 - Distribute printed educational material on seatbelt laws.
 - Create online resources via the MSDH website.
 - Develop of media campaigns and promotional materials; and
 - Conduct injury prevention presentations and workshops.

MSDH will work with MSDH's Communication Department to increase the awareness and importance of child passenger safety specifically during National Child Passenger Safety Week in each public health region via media outlets such as websites and newspaper ads.

The MSDH Child Passenger Safety Program plans to continue conducting CPS educational presentations, checkpoints, and community events across the state. In FY24, MSDH conducted 313 child passenger safety presentations where parents and caregivers were educated on the importance of proper child restraint use, the understanding of our current state laws, as well as other issues pertaining to children in and around motor vehicles.

In FY26, MSDH will continue public education efforts on Mississippi's booster seat law, including outreach to local law enforcement agencies. Strengthened enforcement of this law may help improve child restraint usage rates.

To support this effort, officers will receive education and encouragement to prioritize the safety of young passengers. Law enforcement officials will also be encouraged to become Certified Child Passenger Safety Technicians (CPSTs), as it is essential that they fully understand the laws they are responsible for enforcing.

FY26 Strategies:

- Conduct a minimum of 1102 child safety seat checks total to increase promotion of correct child restraints usage throughout the state.
- Conduct a minimum of 78 unbelted presentations each quarter to increase promotion of seatbelt usage throughout the state. This includes virtual and/or in-person presentations.
- Conduct a minimum of 78 child restraint presentations each quarter to increase promotion of child restraint usage throughout the state. This includes virtual and/or in-person presentations.
- Conduct pre and post surveys of presentations to measure awareness of the Highway Safety Program.
- Conduct 3 publicized community child safety checkpoints each quarter.
- Participate in a minimum of 1 health and safety fair each quarter. This includes virtual and/or in-person health and safety fairs.
- Work with the Mississippi State Department of Health's Communication Department for child passenger awareness during National Child Passenger Safety Week.
- Distribute approximately 2200 child passenger restraints: Supplement to grant B2CPS-US-2026-CP-40-71.
- Track inspection stations to show if there was an increase, decrease, or sustainability at the end of FY26.
- Conduct a minimum of 6 CPS fit station site visits.
- Conduct 12 booster seat surveys.
- Conduct a minimum of 12 CPS courses, renewal, updates, or CPS law enforcement/first responder classes.
- Send monthly 30-day advance notices to CPS technicians with certification expiration reminders and tools to complete recertification.
- Attend task force and strategic planning meetings quarterly.
- Generate Earned Media
- Collaborate with law enforcement during national and state blitz campaigns:
- Christmas/New Years
- Super Bowl
- Memorial
- July 4th
- Labor Day

Qualification Requirement No. 4: Child Passenger Safety Technicians
2026 Child Occupant Protection Program

As of April 2025, the state of Mississippi had 4 individuals eligible for certification, and 25% of that number were certified. For FY26, at least 12 CPST courses, renewal courses, updates, or CPS first responder classes will be offered. An estimated number of 4 technicians will be certified and trained to assist in the recertification of 3 individuals for FY26 to ensure coverage of the passenger safety inspection stations and events.

Low Seat belt Use Qualification: State must meet at least three of the qualification criteria.

Qualification Criteria No. 1: Law Based Criteria

The State seeks to qualify under Criteria No. 1.

Mississippi has several laws, regulations and policies that are enacted and enforced, such as seatbelt and child restraints laws. The following are laws that pertain to the seatbelt and child restraint laws for Mississippi.

MS Code 63-2-1: Requirement of use of safety belt system by operator and passengers in passenger motor vehicle; protection of children. This bill was enacted on March 20, 1990. Amended July 1, 2017.

The bill was amended with House Bill No. 409 on May 27, 2006, to amend the bill to establish Mississippi's primary seatbelt law. The bill was amended again during the 2017 Legislative session with Senate Bill No. 2724, which enacted that every passenger shall wear a seatbelt in a vehicle.

MS Code 63-2-7: Offenses and Penalties; recording of violations: Establishes fees and fines for failure to wear a seatbelt or child restraint. The fees are assessed at \$25.00. This bill was enacted on July 1, 1994. Amended July 1, 2017.

MS Code 63-7-301: Requirement of device or belt position booster seat system; failure to provide and use device or belt position booster seat system not deemed negligence. This bill establishes the laws and regulations for child seat requirements. This bill was enacted on July 1, 2008, and amended in 2013.

Therefore, the State qualifies under Criteria No. 1.

Criteria No. 2: Occupant Protection Laws

The State does not qualify under Criteria No. 2.

Criteria No. 3: 2025 Seat Belt Enforcement Plan

The State seeks to qualify under Criteria No. 3.

Through the acceptance of the upcoming 2026, 405(b) grant funds, Mississippi plans to provide for a statewide Special Traffic Enforcement Program (STEP). STEP will provide for periodic enforcement efforts that include the following elements:

▪ **High Visibility Enforcement (HVE):**

- Occupant Protection Enforcement
- High Visibility Enforcement
- Support sustained HVE of occupant protection laws, which includes supporting the National OP Enforcement Campaign, *Click It or Ticket (CIOT)*.
- Fund law enforcement programs and special wave grants for law enforcement.
- Fund law enforcement program with emphasis on high-risk population.
- Provide public information and education programs with an emphasis in occupant protection.
- Develop and promote a comprehensive media campaign for CIOT mobilization; and

The State determines the unrestrained population through FARS data to determine where unrestrained crashes and fatalities occur across the State. Projects are determined through data and problem identification in the grant planning process to determine where grants will be effective in reducing crashes and fatalities. MOHS also utilizes the results of the observed child restraint and seatbelt use survey conducted by Mississippi State University. The survey will ensure that the measurements accurately represent the State's seat belt usage rate.

Mississippi law enforcement consists of officers from the Mississippi Highway Patrol (MHP), police departments, and sheriff's departments. MOHS plans to fund approximately twenty-five (25) OP projects, as well as thirty-three (33) PT projects, which include a focus on seat belt and child restraint enforcement, during FY26. Each law enforcement grant-funded project will participate in earned media in their areas, during the Blitz campaigns and other OP events scheduled throughout the year.

The MOHS includes in the Triennial Highway Safety Plan (3HSP), an allotment of funds for special wave grants that will be given to local jurisdictions during the year to participate in the national blitz campaign, state campaigns, and for agencies that data shows a need in OP. These special wave grants are for short periods (blitz periods or designated dates) of time and a specific amount of grant funds. Each special wave is selected based on area need (includes problem identification), budget, and performance measures.

The MOHS also looks at targeted solicitation for areas that are underserved and have large numbers of OP, fatalities, injuries, and crashes. These groups can include specific age groups such as teens, the elderly, or impoverished areas in the state. The MOHS looks at the most current data and will create an aggressive solicitation plan to work on reducing areas that have the highest fatalities, injuries, crashes, and needs.

Criteria No. 4: 2026 High Risk Population Countermeasure Programs

The State seeks to qualify under Criteria No. 4.

Mississippi has identified three high-risk populations to focus on for the FY26 grant year. Based on 2021 FARS data, the MOHS has identified the following areas for focus and to seek qualification under criteria No. 4.

Problem Identification by Age, Ethnicity/Race, and Gender:

- Age Group Focus: 30-39 and 40-49
- Ethnicity/Race & Gender Focus: White and Black Males

There were 216 occupant fatalities in which seat belts were not worn in 2023, which is an unbelted rate of 30%. There is no doubt that seat belts save lives and/or reduce injury. With sustained statewide law enforcement, coupled with public information and education, Mississippi stands poised to save hundreds of lives and reduce thousands of injuries each year from increased safety belt usage by motorists.

Most unbelted fatalities occur on state highways, with 75 unbelted fatalities for 2023, and on county roads, with the second deadliest roadways for 2023, with 55 unbelted fatalities. The largest age group of unbelted fatalities was among the 30-39 age population, with 44 unbelted fatalities, which represents 20% of the total unbelted fatalities; the 40-49 age population had 30 fatalities, which represents 14% of all unbelted fatalities in 2023. The total male unbelted fatalities were 137, which represents 63% of the total unbelted fatalities. Females represented 37% of the unbelted fatalities with 79 fatalities. There were 111 unbelted fatalities amongst White Americans, and Black Americans came in second with 93 unbelted fatalities.

FY26 Strategy:

Mississippi has established strategies for FY26 to increase the focus on seatbelt use for the 30-39 and 40-49 age population. In addition to this age group, teenage drivers will also be the focus. The following are areas that the MOHS supports and focuses on to help decrease fatalities and increase seatbelt usage on state highways and county roads.

- **Media:**

The MOHS will create an updated statewide media plan that will aggressively focus on 30-39 and 40-49 drivers on roadways and increase the usage rate among drivers and passengers. The top fatality areas will be targeted in the media campaign. The MOHS will use data-driven approaches to reach high-risk populations.

MOHS develops a comprehensive and sustained paid media campaign in support of the continual OP enforcement efforts for the Click It or Ticket (CIOT) blitz campaigns, utilizing Section 405(b) occupant protection funding. OP funds will be used for sustained and television ads, social media, print, and outdoor space in the campaign period of May 4-June 11, 2025, as well as other OP and CPS events throughout the year, such as Child Passenger Safety Week and other emphasis weeks.

- **Programs:**

The MOHS will focus on increasing young adult drivers' awareness by coordinating with law enforcement agencies to promote seatbelt usage, provide education/information to support and enhance law enforcement efforts during National Blitz campaigns; assist law enforcement agencies with the dissemination of educational information and materials during checkpoint efforts; conduct awareness presentations and generate earned media.

The MOHS funds Jackson State University Youth Highway Safety Program as the primary teen safety awareness program for driver's education for 16–20-year-olds. The program is statewide and will include the top counties in the state with teen fatalities and injuries. The program is developed and implemented on data analysis of fatalities, injuries, and crashes. The Youth Program will provide information on safe driving, working in schools, conducting outreach activities, participating in safety fairs, community events, conferences, and meetings.

- **Enforcement:**

Mississippi law enforcement consists of officers from the Mississippi Highway Patrol (MHP), police departments, sheriff's departments, constables, and agents from other state agencies. MOHS plans to fund approximately twenty (25) OP projects, as well as twenty-five (33) police traffic service projects, which include a focus of seat belt and child restraint enforcement, during FY26. Each law enforcement grant-funded project will participate in earned media in their areas, during the Blitz campaigns and other OP events scheduled throughout the year.

The MOHS includes in the Triennial Highway Safety Plan (3HSP), an allotment of funds for special wave grants that will be given to local jurisdictions during the year to participate in the national blitz campaign, state campaigns and for agencies that data shows a need in OP. These special wave grants are for short periods (blitz periods or designated dates) of time and for a specific amount of grant funds. Each special wave is selected based on area need (includes problem identification), budget and performance measures. MOHS will utilize special wave grants to target top cities/counties for unbelted fatalities that did not request funding for the FY26 grant year.

The MOHS also looks at targeted solicitation for high-risk areas that are underserved and have large numbers of OP fatalities, injuries, and crashes. These groups can include specific age groups such as teens, elderly, or impoverished areas in the state. The MOHS looks at the most current data and will create an aggressive solicitation plan to work on reducing areas that have the highest fatalities, injuries, crashes and needs.

Criteria No. 5: 2026 Comprehensive Occupant Protection Program

The State seeks to qualify under Criteria No. 5

The MOHS seeks to qualify for the Comprehensive Occupant Protection program under the following met criteria.

- i. **Occupant Protection Assessment:** The MOHS participated in an occupant protection program assessment that took place on **April 19 – 23, 2021. To better serve the state of Mississippi, MOHS looks forward to the next OP Assessment to be held in April 2026.**

ii. Multi-Year Strategic Plan: The following are elements within the multi-year plan for Occupant Protection.

- a. Data-Driven Performance Measures: See *page 6* of the Occupant Protection Strategic Plan.
- b. Countermeasure Strategies: See *pages 6-8* of the Occupant Protection Strategic Plan.
- c. Program Management: The MOHS has assigned staff to ensure the leadership and responsibility of managing the occupant protection program. See *page 8* of the Occupant Protection Strategic Plan.
- d. Enforcement Strategy: See *pages 11* of the Occupant Protection Strategic Plan.
- e. Recommendations from the Occupant Protection Assessment. (See Below)

Criteria No. 6: Occupant Protection Program Assessment
The State seeks to qualify under Criteria No.6

The MOHS participated in an Occupant Protection Program Assessment that took place on April 19 – 23, 2021.

Mississippi Office of Highway Safety
Occupant Protection Assessment-Key Recommendations and Updates

Program Management:

- **Fill the vacancies that currently exist in the Mississippi Office of Highway Safety. This will allow the Mississippi Office of Highway Safety staff to create new and innovative programs and be able to focus solely on their designated positions.**

The agency is implementing strategies to mitigate staffing shortages stemming from employee turnover and organizational transitions.

- **Increase the number of law enforcement agencies that have Mississippi Office of Highway Safety grants to promote law enforcement participation to raise the State's seat belt compliance rates and reduce the number of unrestrained fatalities.**

MOHS has been working diligently to promote law enforcement participation and promote awareness of seatbelt safety, all while reducing unrestrained fatalities. MOHS has gained several new agencies and will continue to make efforts in seeking out those areas in need.

- **Recapture within the new Occupant Protection Task Force the energy and passion that subgrantees talked about when referring to the Mississippi Association of Highway Safety Leaders committee. With new staff and new energy, the Task Force could be a very effective method to put the focus back on occupant protection.**

MOHS continues to increase energy and participates through the OP Task Force. The MOHS has reached out to agencies and individuals to become a part of the task force to further the engagement in the community. The OP Task Force has grown and now has several community partnerships and encourages each partner to reach out to those who can and will aid in more community engagement for occupant protection.

Legislation/Regulation and Policy:

- **Enhance Mississippi's child safety seat law by amending the provisions to follow the National Highway Traffic Safety Administration and the American Academy of Pediatrics best practice recommendations. Consider enacting the following:**
 - Require children to remain rear-facing until at least age two or until the maximum weight or height allowed by the car seat manufacturer is reached.
 - Increase the age requirement for children to be secured in a belt-positioning booster seat.
 - Remove the exemption that allows children to be secured in a lap belt only, unless no other option is available.
 - Require those up to at least the age of 13 to be seated and restrained in the rear seat of the vehicle, assuming a seating position is available.
- Amend the current occupant protection law to increase the basic fine for seat belt violations to be more impactful and to serve as a stronger deterrent.
- Eliminate the seat belt exemption for farm trucks.

In 2017, the Mississippi Legislative Session passed Senate Bill 2724, which mandates and requires all passengers to use a seatbelt or child-restraint system.

Several bills were introduced in the previous legislative session on the increase of seatbelt fines, but none were passed during the session.

Several bills were introduced to help enhance the existing graduated driver's licensing law in the previous legislative session. In 2017, the Mississippi Legislative Session passed Senate Bill 2724, which mandates and requires all passengers to use a seatbelt or child-restraint system.

Law Enforcement:

- **Utilize published tools provided by the Governors Highway Safety Association to expand executive collaboration with the Mississippi Association of Chiefs of Police and the Mississippi Sheriffs' Association. Explore possible grants to these organizations to initiate law enforcement projects that will broaden top-down support of all highway safety programs. Leverage these grants to encourage the formation of Highway Safety Committees within these organizations to develop projects addressing the implementation of enforcement strategies contained within the Strategic Highway Safety Plan.**

*The MOHS Governor's Representative promotes the MOHS grants at the **Federal Resources Workshop every year**. The goal of this workshop is to make aware of grants that are available through MOHS and to ensure local elected officials are aware of key federal and state agencies that can assist them in their duties and responsibilities. Attendance includes county-level officials (e.g., County Supervisors, Sheriffs, County Administrators, Chancery Clerks, etc.) from across the Second Congressional District of Mississippi. However, MOHS will explore membership in these organizations.*

- **Explore options for developing and convening another highway safety conference like the former Safety, Training, and Recognition Symposium so that program information and data can be more widely distributed to law enforcement and other highway safety partners.**

MOHS has been given the ok to push forward with having a type of safety conference geared towards the LE officers in the state. Due to changes in administration and staffing issues, MOHS has not yet secured the development of this conference.

- **Explore opportunities for conducting an external, independent, and expert analysis to develop innovative options for a new and re-energized Law Enforcement Liaison program that meets the complete needs of the State's law enforcement community as well as those of the Mississippi Office of Highway Safety.**

MOHS LEL Liaison will be faithful to participate in and make a presence in collaborating with city and county LE agencies' events happening during the FY26 grant year. In addition, the MOHS LEL Liaison is making a way to bring in new LELs to assist with the needs of this state.

- **Explore opportunities through the State's Office of Standards and Training to provide information/training to law enforcement officers regarding highway safety, current crash trends, and the critical importance of traffic law enforcement. This information should be included in both basic and in-service training as well as published training bulletins.**

MOHS is exploring ways to incorporate this recommendation with the newly appointed Executive Director of the Board of Law Enforcement Officer Standards and Training and his vision to come together.

- **Develop a law enforcement action plan within the State's Occupant Protection Strategic Plan that includes measurable deliverables, specific timelines, and a tool for measuring progress.**

This requirement is already addressed through the grant agreement and monthly progress reports. MOHS will explore expanding this recommendation.

- **Conduct an in-depth analysis of the crash data to further identify the link between unrestrained occupants killed in impaired driving-related crashes by impaired drivers. This analysis should be aimed at identifying demographic and location information for potential new strategies addressing this dual hazard.**

MOHS has an in-house Data analyst to conduct all data needed to identify measures to implement new strategies that will aid in connecting the missing links. The new eCrash reporting system has replaced the antiquated system and makes the crash reporting program user friendly for all users and agencies, with more mapping capabilities to increase accuracy.

- **Increase the requirement for nighttime seat belt enforcement for subgrantees to further impact the high percentage of occupants killed in impaired driving-related crashes.**

MOHS will explore how to enforce this recommendation. During Task Force Meetings, agencies have been collaborating on how to implement measures for nighttime seatbelt enforcement.

- **Diversify the funding sources currently used to support the Oxford Police Department Training Coordination project. This will allow for expanded statewide training to include other highway safety-related subjects in general, as well as occupant protection-related subjects, including basic child passenger safety law instruction.**

MOHS agrees and will explore this recommendation with the Oxford Police Department. The Oxford Police Department Training Coordination project has been in existence for over 10 years. MOHS is working with the Oxford Police Department Training to develop and expand. MOHS encourages more diverse training.

- **Identify methods to recognize law enforcement officers for conducting seat belt enforcement. This may include formalizing a specific recognition program and/or opportunities to attend highway safety training for high-performing officers who lead in occupant protection enforcement.**

MOHS encourages highway safety training and is exploring ways to provide Law Enforcement opportunities to attend highway safety training. In addition, MOHS offers grant funds to attend approved training. Unfortunately, many LE officers are not able to utilize this opportunity due to low staffing.

- **Collaborate with law enforcement agencies to implement a recognition program as part of their outreach for survivors of car crashes where their seat belt either saved their life or significantly reduced injury. *Saved by the Belt* programs have been successful in achieving public awareness about the importance of seat belt usage.**

MOHS has great ideas to collaborate with law enforcement agencies. By recognizing law enforcement officers for conducting seat belt enforcement, with the help of the new LEL Coordinator and collaboration with community partners we plan to mend the gap through public awareness.

- **Fill the current vacancy for the Law Enforcement Liaison Field Coordinator.**

The position of Law Enforcement Liaison Field Coordinator has been filled for FY26.

- **Provide funding to law enforcement agencies in low seat belt use and high crash rural areas that is contingent upon collaboration with the Mississippi Highway Safety Patrol. This collaboration should include the exploration of forming local task forces and combining resources for working collectively to increase seat belt enforcement activities and their associated public outreach.**

MOHS utilizes data in addition to other factors in determining who should receive MOHS funding. MOHS has been in contact with LE agencies that fall into the low seat belt use and high crash rural areas, encouraging agencies to apply for grant opportunities. Law Enforcement staff levels have taken a toll on agencies nationwide. MOHS will continue to seek new subgrantees.

Communication:

- **Formalize and implement an annual year-round occupant protection communication plan and ensure it incorporates:**

- A schedule for placement of all paid and earned media campaigns, and opportunities for earned media.
- Scheduling of staged media events used to kick off campaigns.
- A social media advertising campaign targeting high-risk communities and age groups.
- Sample posts for use on and by partners' social media.
- Delivery method for resources for use by States' partners.

The Mississippi Office of Highway Safety is currently seeking to fill the position of Media Coordinator. The Media Coordinator will participate in public participation and engagement events that target all communities and age groups.

- **Develop from your communication plan a bid to invite marketing companies to assist the Mississippi Office of Highway Safety with marketing buys, events, messaging, and evaluation.**

MOHS is in the process of preparing an RFP in preparation for marketing firms to assist with events, messages, and evaluations.

- **Brand campaigns and materials with a common message (e.g., Toward Zero Deaths) or placement of the Mississippi Office of Highway Safety logo on internal and external materials supported by the office for public distribution.**

MOHS uses the MOHS logo on all MOHS emails and external materials.

- Hold a regional or statewide conference (virtual or in person) for advocates to discuss issues and receive training in traffic safety resources in their field.

MOHS holds a subgrantee meeting each year.

- Conduct an *Attitude and Awareness Survey* to understand if messaging and marketing efforts are being heard and used throughout the State.

The Attitude and Awareness Survey is an in-person survey. A survey is conducted through the Jackson State University Driver's Education grant.

Occupant Protection Plans for Children:

- Access the array of locations of child passenger safety technicians, technician instructors, and inspection stations to identify populations and locations that are underserved and address these needs. (See page 54)
- Develop and implement a sustainable mentoring process for newly certified child passenger safety technicians, technician proxies, and child passenger safety technician instructors. Mentors should be readily available to assist and guide, as needed, until skills and effective communication techniques have been adequately established.
- Recruit experienced child passenger safety technicians throughout the State to become technician proxies who can review and approve seat checks for recertification, particularly in areas that do not currently have child passenger safety technician instructors and/or technician proxies.
- Enhance Mississippi's child safety seat law by amending the provisions to follow the National Highway Traffic Safety Administration and the American Academy of Pediatrics best practice recommendations. Consider enacting the following:
 - Require children to remain rear facing until at least age two or until the maximum weight or height allowed by the car seat manufacturer is reached.
 - Increase the age requirement for children to be secured in a belt positioning booster seat.
 - Remove the exemption that allows children to be secured in a lap belt only unless no other option is available.
 - Require those up to the age of 13 to be seated and restrained in the rear seat of the vehicle, assuming a seating position is available.

- Increase the number of certified child passenger safety instructors and technicians in underserved counties. Utilize community partners to generate local community interest in child passenger safety certification.
- Consider offering in-person technical updates combined with community car seat checks to provide an opportunity for seat check activity sign-offs to increase the number of child passenger safety technicians who recertify. In addition, survey child passenger safety technicians who have not recertified, determining barriers to recertification. Develop a strategy to remove the identified barriers.
- Analyze the data from car seat checklist forms to determine car seat misuse rates and to identify educational messages for child passenger safety programs. Consider using the National Digital Car Seat Check Form to collect data from car seat checks conducted at fitting stations and car seat check events.
- Develop a standardized crash data profile, by county, for children from birth through age seven, based on the child restraint law, and age eight to fifteen, to be used in developing program priorities. The crash report should display at a minimum:
 - The number and rate of fatalities and injuries.
 - Type of restraint used, if available.
 - Age of occupant.
 - Seating position in the vehicle; and,
 - Airbag deployment.

Make the data available on the Mississippi Department of Public Safety website, <https://www.dps.ms.gov/public-safety-planning/highway-safety>.

- Explore opportunities to expand law enforcement knowledge in basic child safety seat correct use and misuse by:
 - Developing an informational law card that contains a pictorial guide for child passenger safety best practice and a synopsis of the child restraint law.
 - Providing child passenger safety workshops at law enforcement meetings and conferences; and
 - Encouraging the inclusion of a child passenger safety correct use unit of instruction and/or child passenger safety certification class as part of crash reconstruction training.

- Utilize the National Highway Traffic Safety Administration's Child Passenger Safety Week materials (educational messages and resources, template media materials, etc.), tailoring them to include the statewide theme and data. Encourage the use of these materials by partners and stakeholders to increase participation and consistency of messaging.
- Enhance the Mississippi Department of Health website's child safety page to provide resources and information for child passenger safety technician instructors and technicians, parents, law enforcement, schools, transporters, the medical community, etc. Information provided may include:
 - Child passenger safety certification training classes and certification renewal testing classes.
 - Continuing education unit-approved technical webinars and classes for child passenger safety technician instructors and technicians.
 - Training and event calendar.
 - List of fitting stations, community car seat check events, and car seat distribution locations.
 - List of child passenger safety technician instructors and/or technician proxies who can be contacted to provide assistance.
 - Brochures, social media messaging, and materials that can be downloaded; and
 - Links to the National Highway Traffic Safety Administration car seat recall list and other credible resource websites.

Update Mississippi's child passenger safety laws to comply with the American Academy of Pediatrics and/or the National Highway Traffic Safety Administration's traffic safety recommendations. In addition, revise the confusing language under Mississippi Code Annotated 63-7-30.

The MOHS hopes that a child passenger safety law will be passed in the future to support the NHTSA traffic safety recommendations. MOHS continues to support programs and help educate individuals and programs that support these recommendations.

With the passing of Senate Bill 2724 during the 2017 Legislative Session, the MOHS hopes that there will be additional advancement and revisions to occupant protection laws in 2022.

In 2017, the Mississippi Legislative Session passed Senate Bill 2724, which mandates and requires for all passengers to use a seat belt or child-restraint system.

Outreach Program:

- **Distribute key crash data and occupant protection survey information relevant to local communities in a usable format for circulation on media platforms.**

MOHS is in the process of adding this information to the MOHS website.

- **Use your existing Occupant Protection Task Force to:**
 - **Develop a comprehensive list of organizations, advocates, and key stakeholders who could distribute or benefit from traffic safety information.**
 - **Distribute information and resources, possibly through a monthly newsletter, to a comprehensive list of advocates and organizations.**
 - **Reorganize task force to make sure there are representatives from the 4 E's: Education, Engineering, Emergency Medical Service, and Enforcement.**
 - **Organize a determined effort to share standardized child passenger safety and occupant protection materials and resources to medical, school, and business communities.**
 - **Develop a process for awarding traffic safety advocates for their work in the field, possibly at a regional or state conference.**

MOHS meets with the OP Task Force quarterly and is developing relationships in the community to help with developing our program. Currently, MOHS has partnered with several community leaders.

- **Place standardized materials and resources on the Mississippi Office of Highway Safety website page and include links to resources outside of the Mississippi Office of Highway Safety.**

MOHS agrees with this recommendation and will seek to add this recommendation.

- **Work with the Occupant Protection Task Force, local champions, and traffic safety advocates to develop and promote standardized and comprehensive programs and resources for all platforms that target grade school children, high schools, colleges, and universities, and all identified low belt use populations. Ensure the programs include:**
 - **Implementation instructions to ensure the program is delivered effectively.**
 - **Use of motor vehicle crash survivors and victims' to share personal stories.**
 - **Peer-to-peer education and/or mentor programs to reach younger audiences.**
 - **Program evaluation tools.**
 - **Regular educational activities.**

- Efforts to obtain earned media through state and local outlets.
- Seat belt use policies that include penalties for violating the policy.
- Support for enforcement mobilizations and other State campaigns.
- The ability to tailor the programs to meet the needs of the community; and
- Provide a format that can be shared with advocates to present in their local community.

MOHS already has these priorities in place and is expanding in the community by partnering with multiple organizations to bring awareness and behavioral changes in the community.

- Increase the number of standardized resources (e.g., online and downloadable materials, videos, brochures, infographics, banners, posters, etc.) that are available to all partners and subgrantees to promote seat belt and child restraint use and widely distribute these resources.

MOHS is working with the Mississippi Department of Public Safety of the MOHS website. In addition, MOHS is currently working on the creation of new MOHS learning material to be distributed to subgrants, to use in presentations, etc.

- Design materials, including flyers which can be adapted to website and social media which address specific populations like pickup drivers, Black males, and rural counties. These materials can be adapted as your focus changes.

MOHS is currently working on the creation of new MOHS learning material to be distributed to subgrants, to use in presentations, etc.

Data and Evaluation:

- Fill the vacant position of Traffic Records Director in the Mississippi Office of Highway Safety. Once filled, focus on preparing and sharing data proactively with partners and subgrantees using summary graphs and charts featured prominently on the Department of Public Safety's website or other medium for widespread access.

MOHS has an in-house Traffic Records Director and is currently working to better link systems through data.

- Increase the reach and effectiveness of the Occupant Protection program by adding projects that are not only selected on the basis of high crashes and low seat belt use but are focused on objectives that specifically address the non-user population subgroups (for example, pickup occupants, Black males, rural counties).

MOHS issues Special Wave Grants to agencies that may not always meet the unbelted requirements, however, they are still given the opportunity to submit data by participating in these projects. Ex. (Click it or Ticket/ Drive Sober Get Pulled Over)

- Advance the stated goal of a user-friendly, interactive, accessible, and complete crash information system. In addition to data management on the Mississippi Office of Highway Safety side, include education for law enforcement and other traffic safety partners on the opportunities for problem identification through use of the crash information system.

MOHS is currently working with other state agencies to accomplish this goal by linking the gaps with data systems used throughout the state using new eCrash

- Emphasize the importance of recording restraint use or non-use on crash reports for a complete picture of occupant protection among crash-involved vehicle occupants.

The MOHS Traffic Records Director, along with the Data Programs grant offered to MS State University, is working diligently to have a complete data reporting program that draws a clear picture of the needs involved in crashes so data can be readily available to all agencies.

- Disseminate existing observational surveys of restraint use reports to subgrantees, as an additional step beyond posting them online and presenting results at meetings. Provide full reports as well as summaries to take full advantage of these resources.

MOHS will explore this recommendation.

- Encourage subgrantees in jurisdictions that are not included in the sample sites for the Mississippi Office of Highway Safety funded observational surveys to conduct their own surveys before and after grant-funded activities that are expected to influence restraint use behavior.

MOHS will encourage this recommendation.

- Add a statewide *Attitude and Awareness Survey* to the Mississippi repertoire of data sources. Data of this type is important for assessing perceptions of traffic safety efforts, self-reported behavior and rationale, and for examining the demographics associated with them.

MOHS will begin conducting the Attitude and Awareness Survey in FY27.

- Consider adding a nighttime observational survey of driver and front seat outboard passenger seat belt use. Nighttime seat belt use data can support nighttime enforcement efforts by augmenting the crash-involved restraint data and providing a complete picture of restraint use not discernible through daytime-only surveys.

MOHS will explore this recommendation.

- Consider adding an observational survey of back seat occupant restraint use. A survey of this type will provide a measure of the effect of the 2017 enhancement to the Mississippi seat belt law requiring use in all vehicle seating positions.

MOHS will explore this recommendation.

- Continue working toward electronic citation deployment throughout Mississippi.

MOHS will continue working toward electronic citation, and many agencies are in the process of converting to new electronic systems.

- Calculate the economic cost of crashes for restraint use compared to restraint non-use annually and make the data available to stakeholders and decision-makers at every opportunity.

The cost is already calculated and utilized for risk assessment. However, MOHS is working towards making the data available to subgrantees for the upcoming grant year.

Occupant Protection Task Force

The MOHS created a statewide occupant protection task force as recommended in the 2017 Occupant Protection Assessments that took place from November 14-18, 2016. Below are the members of the Occupant Protection Task Force. The members will meet during the grant year to work on areas of programming, implementation, enforcement, and evaluation of programs.

Name:	Title	Agency:	Email	Phone number
Triniti Grant	Occupant Protection Specialist	Jackson State University	Triniti.L.Grant@jsums.edu	601-979-20894
David Parrish	Asst. Director of Operations Stennis Institute of Government	MS State University-Stennis Institute	david@sig.msstate.edu	662-325-8116
Katie Brewer	Deputy Administrator	Covington County	kbrewer@covingtoncounty.ms.gov	601-765-8281
Charles Overstreet	Captain Patrol Division	Harrison CO Sheriff's Office	Charles.overstreet@harrisoncountysheriff.com	228-896-0687
Hannah Franklin	Grant Writer & Administrator	DeSoto County	Hfranklin@desotocountyms.gov	662-469-8279
David Layton	DUI Individual Officer	Carroll County	dlayton5@carrollcounty.ms	662-237-2150
Cynthia Washington	Agency Owner	AllState Bailey Agency	cbwashington@allstate.com	601-919-3101
Curtis Davis	Insurance Agent	AllState Bailey Agency	Curtisdavis2@allstate.com	601-919-3101
Clara Hoover	Public Information Officer	Tunica County Sheriff's Office	Clara.hoover@tunicagov.com	662-363-1411
Carolyn Gordon	Administrator	Tunica County Sheriff's Office	Carolyn.gordon@tunicagov.com	662-363-1411
Shawn Word	Jail Administrator	Oktibbeha County Sheriff's Dept.	sword@sheriff.oktibbeha.ms.us	662-323-2421
Joel Spellins	Chief of Police/LEL Officer	Sherman Police Department	shermanpolice@comcast.net	662-871-1791
Lance Chancellor	Grants/Statistical Administrator	Jones County Sheriff's Department	lchancellor@co.jones.ms.us	601-577-9616
Kellie Fox	Municipal Court Clerk	Winona Police Department	depcourtclerk@winona.org	662-283-1140
Sherry Acton	Project Director	Philadelphia Police Department	sacton@bellsouth.net	601-656-3612
Ruth Marie Stogner	External Funding	Gluckstadt Police Department	rstogner@madisonpd.org	601-856-6111
Michelle Goreth	Medical Doctor Pediatric Brain Trauma	MS Baptist Medical Center	Michelle.goreth@bmhcc.org	601-815-4122
Jonathan Colwell	Safety Education Program Director	MDOT	jcolwell@mdot.ms.gov	601-359-1464
Christopher Jackson	CSI/Grant Project Manager	Starkville Police Department	c.jackson@cityofstarkville.org	662-769-4425
Lt. Brian C. Mobley	Director of eCite	DPS/Director of eCite	bmobley@dps.ms.gov	662-418-4077
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Helen Porter	Office Director	MS Office of Highway Safety	hporter@dps.ms.gov	601-391-4910

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Mississippi FY2025

STRCC Strategic

Plan



Approved by STRCC Committee July 18, 2025

Tate Reeves, Governor of Mississippi

Sean Tindell, Commissioner of Department of Public Safety

Joshua Bromen, MS Governor's Representative and Executive Director of Public Safety
Planning

Helen Porter, Director of MS Office of Highway Safety

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Executive Summary:

The Mississippi Highway Safety Information System (MHSIS) is a comprehensive, automated traffic records system that encompasses data on traffic crashes, citations, drivers, vehicles, roadways, emergency medical services (EMS), hospitals, vital statistics, coroner reports, crime laboratories, demographics, and travel density. As an evolving and data-intensive system, MHSIS is designed to streamline the collection, storage, and retrieval of traffic-related information. Its primary goal is to enhance uniformity and compatibility across traffic records while minimizing inefficiencies in their use. The system aligns with national priorities established by the National Highway Traffic Safety Administration (NHTSA).

To guide continuous improvement, Mississippi developed the State Traffic Records Strategic Plan (STRSP), which is updated annually based on traffic records assessments. These revisions help identify progress and flag any issues that may impact the integrity of the state's safety information systems. The STRSP supports the broader objectives of the State Strategic Highway Safety Plan (SHSP), ensuring Mississippi's highway safety community remains prepared to adapt to changing conditions. The plan fosters collaboration between state and local partners to align current operations with future highway safety initiatives.

The recommendations from the STRSP can be enacted within the next three to five years. The STRSP contains goals, performance measures, and the list of priority projects to be funded with NHTSA Section 405(c) funds. The STRSP acts as a guiding document for the State Traffic Safety Coordinating Committee (STRCC), which is composed of highway professionals involved in the collection, analysis, and usage of data related to highway safety.

I. State Traffic Records Coordinating Committee (STRCC):

The STRCC operates under the direction of the Mississippi Governor's Representative (GR) of Highway Safety for Mississippi Office of Highway Safety (MOHS) through the State Traffic Records Coordinator who serves, as the Chairman of the Board. The STRCC has the authority to review any of the State's highway safety data and traffic records systems and any changes to such systems prior to implementation. The STRCC coordinates the views of organizations in the State that are involved in the collection, administration, and use of highway safety data and traffic records systems and represents those views to outside organizations.

- **Mission Statement of the STRCC:**

The mission of the STRCC is to provide strong coordinated state and local leadership to maximize the efficiency and effectiveness of traffic safety data collection and analysis and the resources needed to support it. The STRCC will support data improvements at all levels of government that minimize duplication, improve uniformity, advance electronic data collection, integrate data and facilitate data access and use.

- **STRCC Coordination:**

The STRCC considers and coordinates the views of the organizations in the State that are involved in the following areas: data collection, administration, and use of highway safety data and traffic records systems. The STRCC represents the views of the committee to outside organizations. The STRCC is managed and coordinated by the Traffic Records (TR) Coordinator. The TR Coordinator provides program management in the TR program to coordinate statewide and local efforts in TR operations, national and local projects and assists in the development of strategies and programs to help in the data collection to provide quality data for analysis and problem identification.

- **Structure and Composition:**

- The STRCC was organized and chartered in 1981. The 2019 Traffic Records Assessment recommended a few revisions to the Charter. The revisions were approved before the STRCC June 27, 2020.
- The STRCC meets a minimum of three times a year.
- The STRCC has a multidisciplinary membership that consist of owners, operators, collectors and users of traffic records, public health and injury control data systems, highway safety, highway infrastructure, law enforcement and adjudication officials and public health, emergency medical services, injury control, driver licensing and motor carrier agencies and organizations. (See Appendix).
- MOHS has designated Catiffany Williams as the STRCC program's TR Coordinator.

- Functions:

The STRCC functions under the compliance of **23 C.F.R 1300.22**

- Has authority to review any of the State's highway safety data and traffic records systems and any changes to such systems prior to implementation.
- Considers and coordinates the views of organizations in the State that are involved in the collection, administration, and use of highway safety data and traffic records systems, and represent those views to outside organizations.
- Reviews and evaluate new technologies to keep the highway safety data and traffic records system current; and
- Approves annually the membership of the STRCC, the STRCC coordinator, any change to the State's multi-year STRSP and performance measures to be used to demonstrate quantitative progress in the accuracy, completeness, timeliness, uniformity, accessibility, or integration of a core highway safety database.

- STRCC Membership:

- Mississippi's Traffic Records Coordinating Committee (TRCC) is a two-tier committee comprised of working-level, technical and executive-level membership.
- The executive-level members of the STRCC include key representatives from agencies either responsible for administering at least one of the six core information systems (crash, vehicle, driver citation/adjudication, roadway, EMS/ injury surveillance) with a higher level of management and decision making, such as directors, project evaluators, data analysts, planners, and infrastructure specialists.
- The technical level members of the STRCC include representatives from agencies either responsible for administering at least one of the six core information systems (crash, vehicle, driver citation/adjudication, roadway, EMS/ injury surveillance) or with a vital interest in one or more of those systems. These representatives come from highway safety, highway infrastructure, law enforcement and adjudication, public health, injury control and motor carrier agencies and organizations. These agencies and organizations include the Department of Public Safety - Mississippi Highway Patrol, Motor Carrier Division, Crash Reconstruction, Driver Service Bureau, Fatal Accident Reporting System (FARS), Management Information Systems, Mississippi Crime Lab, Mississippi Office of Highway Safety, Mississippi Department of Transportation (MDOT), Mississippi State Department of Health (MSDH); Emergency Medical Services, Mississippi Department of Revenue (MDOR), Mississippi Department of Information Technology Services, Judiciary as well as Mississippi Sheriffs Association designee and Mississippi Chiefs of Police designee, Mississippi Attorney General's Office, FHWA, and FMCSA.
- The technical level members of the Committee are appointed by the heads of their respective agencies and shall meet at least three times annually. The technical members can vote to extend membership on the Committee to other Mississippi entities, public or private, that are part of the traffic safety information system. Representatives from all Mississippi entities which are part of the traffic safety information system can participate in the STRCC, and all state members can vote on STRCC business. Technical Committee members who are unable to attend a meeting may provide their written proxy for voting purposes.

- STRCC Meetings:

As part of the TR requirement for NHTSA 405(c) funds, the STRCC is required to meet at least (3) three times during the year. The STRCC met the following dates preceding 405(c) Application: 10/30/2024; 01/28/2025; 4/29/25, and 7/29/25.

The STRCC plans to meet three times during the FY26 grant year, with tentative dates of October 2025, April 2026, and July 2026 to meet the requirements of the STRCC. Additional meetings will be planned by the STRCC Coordinator, as needed.

II. Planning Process:

The STRCC follows the NHTSA-recommended planning cycle for STRCC TR programs and projects. STRCC members provide input into planning for the TR program throughout the year during STRCC meetings, information requests, and requests for applications. Meetings are conducted with MOHS staff and STRCC members to identify STRCC projects and TR priorities. STRCC members provide suggestions for creating and improving traffic record systems.

III. NHTSA Traffic Records Assessment (2019)

MOHS's last assessment was completed, and the report's out date for the assessment was May 3, 2019. The TR assessment reviews six primary data elements of a TR system, which are: crash, driver, vehicle, roadway, citation/adjudication, and injury surveillance. In all six components, the assessment also reviews timeliness, accuracy, completeness, uniformity, integration, and accessibility.

During the 2019 TR Assessment, the overall weighted assessment rating for Mississippi was 53% for the roadway, 42% for crashes, vehicle, and data use and integration, and 41% for drivers.

- **Recommendations from 2019 TR Assessment:**

Below are the recommendations that MOHS received as key recommendations from the TR assessment to improve the TR system.

- **Crash Recommendations:**
 - Improve the data dictionary for the crash data system to better reflect best practices identified in the Traffic Records Program Assessment Advisory.
 - Improve the data quality control program for the crash data system to reflect the best practices identified in the Traffic Records Program Assessment Advisory.
 - Improve the interfaces with the crash data system to reflect the best practices identified in the Traffic Records Program Assessment Advisory.
- **Vehicle Recommendations:**
 - Improve the data quality control program for the vehicle data system to reflect the best practices identified in the Traffic Records Program Assessment Advisory.
 - Improve the interfaces with the vehicle data system to reflect the best practices identified in the Traffic Records Program Assessment Advisory.
- **Driver Recommendations:**
 - Improve the data quality control program for the driver data system that reflects the best practices identified in the Traffic Records Program Assessment Advisory.
- **Roadway Recommendations:**
 - Improve the data quality control program for the roadway data system that reflects the best practices identified in the Traffic Records Program Assessment Advisory.
- **Citation/Adjudications Recommendations:**
 - Improve the interfaces with the citation and adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.
 - Improve the data quality control program for the citation and adjudication systems that reflects best practices identified in the Traffic Records Program Assessment Advisory.
- **EMS/Injury Surveillance Recommendations:**
 - Improve the interfaces with the injury surveillance systems that reflect the best practices identified in the Traffic Records Program Assessment Advisory.
 - Improve the data quality control program for the injury surveillance systems that reflect the best practices identified in the Traffic Records Program Assessment Advisory.

- Data Use and Integration Recommendations:
 - Establish means and designated resources (personnel) for full confidential crash systems data and access, and analysis.
 - Coordinate data integration strategies through the STRCC for the incorporation of direct record linkages (incident/patient identification numbers) or probabilistic matching.
- STRCC Recommendations:
 - Implement a data quality control program that would allow committee members to receive more routine information regarding data quality and accuracy across all of the State's traffic records systems.
 - Development of a traffic records inventory, as there likely have been changes made to data collection in multiple traffic records systems over time. An up-to-date traffic records inventory is a useful and pragmatic document that can be used to ensure efforts are not duplicated and data is accessible to those who need it to make good decisions. It can also help traffic records system owners identify areas where there are opportunities for data integration. As data from traffic records systems becomes more widely used, this will assist in streamlining processes, reducing duplication of effort, and allowing data to be more fully utilized to make roadways safer.
 - Consideration should be given to conducting training needs assessment, which would be utilized to identify the overall needs of traffic records system users across all core component areas. It would benefit all members to hold a meeting to discuss the technical and training needs of traffic records system users. With the new eCrash system, there will likely be a need for end-user training for those who will be transitioning to the new system, both for data collectors as well as data users. This might be a good opportunity to ask these same questions regarding training and technical assistance to end users of the State's other traffic records systems, as well as eCrash. Frontline users, including local law enforcement, should be included in this discussion so that their needs can be documented and examined. Users of the various traffic records systems across State agencies should also be included. Active participation in the Mississippi TRCC from system end users is equally as important as participation from the system owners. In addition, adding a topic to each meeting to discuss training needs would also help ensure monitoring of this important element.
 - Opportunities for TRCC growth in the coming years include: ensuring regular quarterly TRCC meetings are held and minutes are recorded; exploring the division of duties between the TRCC Chair and the Traffic Records Coordinator and have two separate individuals serve in these roles; expanding executive-level membership and ensuring working level members who will be active participants are identified; establishing regular quality control reporting; and reviewing the technical and training needs of traffic records system end users.

IV. MOHS Updates to 2019 Traffic Records Assessment Update Report for 2025

MOHS and STRCC will work to make the following recommendations from the 2019 Traffic Records Assessment. Additional improvements will be developed during FY25, as the STRCC works to restructure the program and work on additional projects. MOHS will continue to work on all 2019 traffic records recommendations during FY25.

- **Strategic Planning Opportunities for FY26**

- The STRCC should identify goals for the six data systems, based on input from STRCC members and system owners, and users. A more active role by the STRCC would yield a better strategic plan for the State, and one that might incorporate broader goals with related performance measures and strategies/actions/projects to accomplish those, even if those projects are not federally funded. STRCC could provide a mechanism for agencies to align systems, improve integration, and share training and information.

The Traffic Collaborative project is 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. The MMUCC v6 upgrade and improvements to CMV will continue in FY26.

- **Crash Recommendations for FY26**

- Improve the interfaces with the crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.

eCrash (UA-CAPS) is now in place, and both adjudicated citation and crash data can be accessed. Driver and vehicle information can be retrieved as well. Updates will be made as needed in FY26.

- Improve the data quality control program for the Crash data system to reflect the best practices identified in the Traffic Records Program Assessment Advisory.

MOHS and STRCC will make improvements as needed during FY26.

- Improve the data dictionary for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

MOHS and STRCC will continue to make improvements as needed during FY26.

- **Vehicle Recommendations**

- Improve the data quality control program for the vehicle data system that reflects the best practices identified in the Traffic Records Program Assessment Advisory.

The High Priority Crash Analytics e-Inspection CMV platform has been upgraded. Upgrades have also been made for the National Driver History Reporting System, along with the state route identifier and FMCA DOT number, which will allow the name and address of a motor carrier to be displayed. MOHS and STRCC will continue working on improving data quality control during FY26.

- Improve the interfaces with the vehicle data system to reflect the best practices identified in the Traffic Records Program Assessment Advisory.

MOHS and STRCC will continue working on this during FY26.

- **Vehicle Opportunities for FY26:**

- Mississippi should consider developing and adopting a comprehensive data management program. The program would consist of, at a minimum, the development of performance standards regarding data accuracy, completeness, uniformity, accessibility, and integration. Once performance standards are developed, metrics will be baseline and monitored regularly. The development and monitoring of data management performance measures will enable the State to continually improve vehicle system data and increase its availability and reliability.

MOHS and the STRCC will continue working with MDOR regarding this in FY26.

- Mississippi should consider creating a system of independent sample-based data audits performed periodically to ensure that vehicle records and related database contents for that record are correct. These audits do not have to be accomplished by a third party, but should be something outside the regular course of business. Data quality audits are a way to ensure that procedures are being followed or that procedures cover all existing processes.

MOHS and the STRCC will ensure that audits are performed periodically.

- Mississippi should consider providing vehicle system data quality management reports to the TRCC for regular review and should ensure that vehicle system management participates in TRCC meetings. Routinely providing this information to the TRCC not only benefits the overall status of the State's traffic record system but also helps generate support for improvements for the vehicle records system when needed.

MOHS and the STRCC will continue working on this in FY26.

- Mississippi should consider implementing a 2D barcode for registration documents that could be used by officers to record vehicle information on crash reports or citations. Adding this feature provides an excellent opportunity to enhance the accuracy of the vehicle records in the crash and citation systems.

MDPS is currently working with the state NCIC/NLETS message switch vendor (CPI) and the NCIC/NLETS MDT vendor (ADSi) to integrate vehicle queries into the eCrash (UA-CAPS) services.

- **Driver Recommendations:**
 - Improve the data quality control program for the driver data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.
MOHS and the STRCC will continue working with the Driver Services Bureau to develop a formal data quality control program in FY26.
- **Driver Opportunities for FY26:**
 - The State should consider performing periodic independent sample-based audits for the driver data system as they are envisioned by the Advisory.
 - Mississippi should consider conducting periodic comparative and trend analyses to examine and evaluate variations in quality of driver data across years and jurisdictions.
 - Driver data system quality management reports based on performance measures should be provided to the State's TRCC committee for regular review.
- **Roadway Recommendations:**
 - Improve the data quality control program for the roadway data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.
MDOT has a formal process in place for error checking roadway data information and will continue to make improvements as needed during FY26.
- **Roadway Opportunities for FY26**
 - Consider developing a formalized process for error checking roadway data information.
 - Consider creating a platform where other data users have on demand access to roadway data information.
 - Consider developing performance metrics for timeliness, accuracy, uniformity, completeness, accessibility, and integration. These metrics can help the State gauge where they are at with respect to each of these areas.
- **Citation/Adjudication Recommendations:**
 - Improve the interfaces with the citation and adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.
During FY26, MOHS and the STRCC will continue working to improve the State's traffic safety data overall.
 - Improve the data quality control program for the Citation and Adjudication systems that reflects best practices identified in the Traffic Records Program Assessment Advisory.
During FY26, MOHS and the STRCC will continue working on data uniformity.
- **Citation/Adjudication Opportunities for FY26:**
 - Review the capabilities of the DUI tracking system, ensuring that it is accessible to all who deal with impaired drivers in the State, in an effort to ensure that the programs that most effectively prevent recidivism are being used.
MOHS and the STRCC will continue to work on this recommendation for the upcoming year.
 - Use current mandates for timeliness and uniformity to develop measures of data quality attributes within both the citation dataset and the adjudication dataset.

MOHS and the STRCC will continue to work on this recommendation for the upcoming year.

- **EMS/Injury Surveillance Recommendations:**

- Improve the interfaces with the Injury Surveillance systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.

MOHS and the STRCC will continue to work on this recommendation for the upcoming year.

- Improve the data quality control program for the Injury Surveillance systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.

MOHS and the STRCC will continue to work on this recommendation for the upcoming year.

- **EMS/Injury Surveillance Opportunities for FY26:**

- Consider a way to grow system-wide capacity to increase understanding and utilization of performance measures and to develop associated numeric goals for all of the traffic records systems.

MOHS and the STRCC will continue to work on this recommendation for the upcoming year.

- Consider finding an entity that brings all of the ISS data systems together and works in collaborative and integrative ways to assess programs, needs, interventions. This is a common need for many States. The Traffic Records Coordinating Committee might be an option.

MOHS and the STRCC will continue working on this in FY26.

- Consider having the TRCC, or another relevant entity connect with data stewards to learn who their data users are, and whether the ISS data is being analyzed and used for motor vehicle injury prevention. If the data is not currently being used for these purposes, this is an opportunity to determine whether there are accessibility issues and to encourage researchers/analysts to use the data for safety programming, evaluation, and defining resource allocation.

MOHS and the STRCC will continue to work on this recommendation during the upcoming year.

- **Data Use and Integration Opportunities for FY26**

- Establish means and designated resources (personnel) for full confidential crash systems data access and analysis.
- Coordinate data integration strategies through the STRCC for incorporation of direct record linkages (incident/patient identification numbers) or probabilistic matching.

MOHS and the STRCC will continue to work on this recommendation during the upcoming year.

- **STRCC Opportunities for FY26**

- Implement a data quality control program which would allow committee members to receive more routine information regarding data quality and accuracy across all of the State's traffic records systems.

MOHS and the STRCC will work on this recommendation during the upcoming year.

- Development of a traffic records inventory, as there likely have been changes made to data collection in multiple traffic records systems over time. An up-to-date traffic records inventory is a useful and pragmatic document that can be used to ensure efforts are not duplicated and data is accessible to those who need it to make good decisions. It can also help traffic records system owners identify areas where there are opportunities for data integration. As data from traffic records systems become more widely used, this will assist in streamlining processes, reduce duplication of effort, and allow data to be more fully utilized to make roadways safer.

- Consideration should be given to conducting a training needs assessment which would be utilized to identify the overall needs of traffic records system users across all core component areas. It would benefit all members to hold a meeting to discuss the technical and training needs of traffic records system users. With the new eCrash system

there will likely be a need for end user training for those who will be transitioning to the new system, both for data collectors as well as data users. This might be a good opportunity to ask these same questions regarding training and technical assistance to end users of the State's other traffic records systems as well as eCrash. Frontline users, including local law enforcement, should be included in this discussion so that their needs can be documented and examined. Users of the various traffic records systems across State agencies should also be included. Active participation in the Mississippi TRCC from system end users is equally as important as participation from the system owners. In addition, adding a topic to each meeting to discuss training needs would also help ensure monitoring of this important element.

- Opportunities for TRCC growth in the coming years include: ensuring regular quarterly TRCC meetings are held and minutes are recorded; exploring the division of duties between the TRCC Chair and the Traffic Records Coordinator and have two separate individuals serve in these roles; expanding executive-level membership and ensuring working level members who will be active participants are identified; establishing regular quality control reporting; and reviewing the technical and training needs of traffic records system end users.

V. Traffic Records Achievements for 2025:

- **MOHS Outcome Measure/Crash/Completeness:** **MOHS was able to maintain the percentage of crash record data submitted electronically at 100% in 2024. MOHS will work to maintain this percentage by the end of 2024-2026. (Target Met)**
- **MOHS Outcome Measure/Traffic Records/Crash/Timeliness:** The average time it took for a crash event to be entered into the eCrash System in 2024 was 2.2 days. **MOHS will continue working to maintain the target of 2.2 days or less for 2024-2026. (Target Met)**
- **Outcome Measure/Traffic Records/Driver/ Timeliness:** The BAC testing percentage of drivers involved in fatal crashes in 2023 was 17.27%. **MOHS will work to increase this percentage by 1% to 17.44% for 2024-2026. (Did not reach target)**
- **Outcome Measure/Traffic Records: Vehicle/ Data Integration:** To continue the process of integrating data of vehicle insurance information with the vehicle VIN from the vehicle file. **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)**
- **Outcome Measure/Traffic Records: EMS- Injury Surveillance/ Data Integration:** To continue the process of integrating data on crash reports, to link with the EMS Transport system and to the Hospital Trauma registry. **MOHS and the STRCC will continue to work with the MSDH and NSPARC to link crash data and hospital and EMS data during FY26. (In Progress)**
- **Outcome Measure/Traffic Records:** **Crash- Citation—Roadway- EMS- Injury Surveillance/ Uniformity:** To continue the process of mapping data of citation, crash and EMS run using same base layer map to overlay for proactive planning. **MOHS and the STRCC will continue working on this in FY26. (In Progress)**
- **Outcome Measure/Traffic Records:** **Citation/ Timeliness:** The percentage of citation data submitted to DPS at 82% (4/1/24-3/31/25) was met. **MOHS and the STRCC will work to improve citation accuracy, timeliness, and uniformity by maintaining the percentage of citation data submitted to DPS electronically at 82% by the end of 2024-2026. (Target Met)**

VI. FY26 Goals and Strategies for MOHS/STRCC and TR Program:

Goal 1.

The uniform crash file is currently the foundation for linkage to roadway files, citation/adjudication, Emergency Medical Services (EMS) data, and trauma registries. The goal will continue to work towards a merged database that will fulfill the information needs of managers in the departments of public safety and public health to develop specific highway safety countermeasures. The MOHS and the STRCC would like to make improvements to the traffic record systems through the following strategies.

- **Strategy:** To improve access to all components of the highway safety information system for pre-planning.
 - Work with MDOT on developing a formalized process for error-checking roadway data information.
 - Work with Law Enforcement Officers statewide and Coroners to increase BAC data from those involved in fatal crashes.
 - Perform periodic independent audits for the driver data system based on performance measures provided by the Driver Services Bureau. Driver data system quality management reports will be provided to the STRCC for regular review.
- **Strategy:** Ensure that all traffic records files maintain linkage data elements when data structures are created or modified.
 - Modifications/upgrades to the Uniform Crash Report related to cell phone use, vehicle identification, and motor carrier information can be accessed and utilized during statistical analysis by authorized users, DPS, MDOT, FARS analyst, Federal Motor Carrier Safety Administration, as well as other agencies. Further upgrades will be assessed and to capture more data for pre-planning efforts.
 - State property damage caused by a motor vehicle crash is identified by MDOT and utilized in the cost recovery process by the state seeking restitution for the damaged property. Work on training law enforcement to capture that data on the crash report.
 - Enhance use of the uniform coroner database, especially for traffic fatalities, and link death certificates, blood alcohol information and drug test results with the police crash report, the state FARS database and injury surveillance data.
 - Utilize the Mississippi EMS Information System (MEMSIS) system, which is National EMS Information System (NEMSIS) compliant to link police crashes to ambulance reports and trauma registries.
 - Develop computer program to link DUI citations written at crash scenes with Intoxilyzer 8000 database to enhance tracking of DUI through enforcement, adjudication, disposition, and driver history file.

Goal 2.

Continue making necessary updates to eCrash (UA-CAPS) to allow for more timely, accurate, and accessible query of the system to generate crash reports for agency jurisdiction.

- **Strategy:** Continue making improvements to the mapping feature in eCrash (UA-CAPS) as needed, and also consider collecting the location and/or geolocation of “last drink” for DUI arrests.
 - Using the eCrash mapping tool Linear Referencing coordinates can be accessed to obtain the most accurate location and transferred to the crash report, therefore decreasing the need to relocate crash data for precise measurement.
 - Make improvements to the crash data query tool as needed.

Goal 3.

In order to make appropriate data-driven decisions, it is essential to produce accurate, consistent, and replicable summary reports from available highway safety data systems. Such reports must be constructed consistently and reliably from year to year to derive accurate estimates of change over time.

- **Strategy:** In support of this replicability, we aim to create clear documentation outlining the logical and statistical processes used to access and retrieve data across multiple sources, combine datasets, and create reports.
 - Make lists of all data requests over FY26.
 - Produce documentation that includes all necessary analyses, locations of needed data, and format of reported data. R scripts with parenthetical notation will be used to document all analytic methods.

Goal 4.

Use the recommendations listed in the 2019 Traffic Records Assessment in an effort to remain compliant with Section 405(c) of the requirements in FY26.

- **Strategy:** Use the recommendations listed in the Traffic Records Assessments to update the State's Traffic Records System.

FY26 Strategies for the MOHS/STRCC Traffic Records Program:

MOHS and STRCC will address and achieve the following strategies during FY26.

- Contribute data and statistical information to the MOHS staff, local, county, and state jurisdictions for the identification and strategic planning of target areas across the state for impaired driving, occupant protection, speed, youth, motorcycle, pedestrian, and bicyclist fatalities. We will also consider adding non-road-approved vehicles (golf carts, three-wheelers, and four-wheelers) on roadways.
- Strategic Meetings: Attend, host and implement strategic meetings with partners from the STRCC, community partners, and law enforcement to strategic plan enforcement efforts through data trends, performance measures and strategies.
- Provide a comprehensive statewide Traffic Records Program.
- Fund traffic records programs approved and based on MOHS and STRCC recommendations.
- Provide technical assistance when needed for the Traffic Records Program.
- Provide other performance measures deemed appropriate to evaluate the effects of highway safety efforts in MS.
- Attend all State Traffic Records Committee meetings and serve as a technical liaison to other state agency personnel involved in traffic records activities (e.g., MDOT, MSDH, MDOR, and the Mississippi Department of Mental Health).
- Test and evaluate new software development of E-Cite, E-Crash, Daily Activity Reporting and Dashboard applications to ensure data is accurate, timely and complete.
- Produce monthly statistical tables and charts of traffic fatalities and injuries (subset by severity) for evaluation of components in the Strategic Highway Safety Plan.
- Compile traffic crash and citation data for all law enforcement agencies by Federal fiscal year, State fiscal year and calendar year into agreed reports and collections for posting on the MS Public Safety Data Website.
- Produce statewide and local agency DUI conviction rates to examine potential adjudication issues.
- Perform statistical analyses of occupant protection usage rates for all levels of injury (fatal, injury, and PDO). These occupant protection usage rates in crashes can be used as a proxy measure of the scientific observation usage rate.
- Access data from the coroner and state crime laboratory to complete investigations into alcohol and other drug involvement in MS traffic crashes. Provide data input to the FARS analyst for all tested drivers and occupants in fatal crashes.
- Process EMS ambulance run data associated with traffic crashes to link time variables (e.g., dispatch, at scene, at hospital) to the law enforcement crash report document.
- Respond as appropriate to ad hoc traffic data requests from interested parties, including NHTSA, FHWA, FMCSA, state agencies, the legislature, media, and the general public.
- Evaluation: MOHS will continually evaluate its programs to ensure projects that are funded are having the desired effect on the statewide program.
- Program Updates: MOHS will continually update its programs to ensure projects that are funded are having the desired effect on the Statewide Impaired program.

- Software Updates: MOHS will continually update its software to ensure projects that are funded are having the desired effect on the statewide program.
- Training: MOHS will continually train grantees and sub-grantees to ensure projects that are funded are having the desired effect on the statewide program.
- Equipment Purchases: MOHS will continually evaluate its equipment to ensure projects that are funded are having the desired effect on the statewide program.

VII. FY26 MOHS/STRCC Performance Measures

*Below are performance measures that are not part of the Model Performance Measures for State Traffic Records Systems, but measures that the STRCC feels are important and are tracking for State purposes of performance.

MOHS and the STRCC will work to make the following improvements to the State's core safety databases to include improvements to crashes, citations, adjudication, driver, emergency medical services, injury surveillance, roadway, and vehicle databases. Additional improvements will be made during FY26 as needed.

MOHS Outcome Measure/Traffic Records: To maintain the number of electronic submissions of completed crash record data from Mississippi law enforcement agencies to DPS at 100% by the end of 2024-2026.

MOHS Outcome Measure/Traffic Records: To maintain the number of average days from the crash event to entry into the electronic crash system of 2.2 days in 2024 by the end of 2024-2026.

MOHS Outcome Measure/Traffic Records: To increase the testing percentage of drivers involved in fatal crashes that are subsequently tested for their BAC from 10.13% in 2024 by 1% to 10.23% for 2024-2026.

MOHS Outcome Measure/Traffic Records: To maintain the citation accuracy, timeliness, and uniformity percentage of citation data submitted to DPS electronically at 82% (4/1/24-3/31/25) by the end of 2024-2026.

MOHS Outcome Measure/Traffic Records: 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.

MOHS Outcome Measure/Traffic Records: 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.

MOHS Outcome Measure/Traffic Records: To continue the process of mapping data of citations, crashes, and EMS runs using the same base layer map to overlay for proactive planning by the end of 2024-2026.

Quantifiable and Measurable Progress Requirement:

Mississippi continues to have a strong emphasis on improvements in our data systems with emphasis on accuracy, completeness, timeliness, uniformity, accessibility, and integration. Below is the updated performance measure that was selected, along with justification, measure, improvement, and value of measure to show progress.

System to be Impacted	<input checked="" type="checkbox"/> Crash <input type="checkbox"/> Driver <input type="checkbox"/> Vehicle <input type="checkbox"/> Roadway <input type="checkbox"/> Citation/Adjudication <input type="checkbox"/> EMS/Injury Other specify:
Performance Area(s) to be Impacted	<input type="checkbox"/> Accuracy <input checked="" type="checkbox"/> Timeliness <input type="checkbox"/> Completeness <input type="checkbox"/> Accessibility <input type="checkbox"/> Uniformity <input type="checkbox"/> Integration <input type="checkbox"/> Other
Performance Measure used to track Improvement(s)	<p>Narrative Description of the Measure:</p> <p>To improve crash timeliness, the crash database has been transferred from the ReportBeam System to the eCrash system.</p>
Relevant Project(s) in the State's Strategic Plan	<p>Title, number and strategic plan page reference for each Traffic Records System improvement project to which this performance measure relates:</p> <p>Project Title: Crash timeliness</p>
Improvement(s) Achieved or Anticipated	<p>Narrative of the Improvement(s):</p> <p>Increase the timeliness of crash entry</p>
Specification of how the Measure is calculated/estimated	<p>Narrative Description of Calculation / Estimation Method:</p> <p>Calculations are measured by the mean time from crash to initial entry into the eCrash system</p>
Date and Baseline Value for the Measure	<p>01/01/2023 – 12/31/2023</p> <ul style="list-style-type: none"> Mean time to initial eCrash entry: 2.18 days
Date and Current Value for the Measure	<p>01/01/2024 – 12/31/2024</p> <ul style="list-style-type: none"> Mean time to initial eCrash entry: 2.2 days

VIII. Proposed Projects for MOHS/STRCC for FY26:

The following proposed projects will be implemented during FY26 to help the MOHS and the STRCC on the above listed recommendations from the 2019 Traffic Records Assessment. Additional projects will be implemented to strengthen the MOHS and STRCC.

Project Number: B3TRP-2026-MC-41-01, B3TRP-2026-MC-41-02, B3TRP-2026-MC-41-03

Project Title: MOHS Traffic Records Coordination Program Management

Performance Measures: Integration/ Accuracy/Timeliness/Accessibility

Project Description: The program includes, but is not limited to, providing statewide coordination of traffic records, managing traffic records program-funded projects, accessing and analyzing traffic safety data, generating and reporting statistical data reports to state, local, and federal agencies as requested and/or required. The coordinator assists the MOHS

staff with analytical data for application planning and development, review process, managing programs, evaluating programs, monitoring, implementation, identifying high-risk locations, research, and studies.

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

B3TRP-2026-MC-41-01-TR Program Coordination- Budget: \$92,000.00 Federal Funding Source 405(c)/\$18,400.00 Match/\$0.00 Share to Local

B3TRP-2026-MC-41-02-TR-Travel-Budget: \$5,000.00 Federal Funding Source 405(c)/\$1,000.00 Match/\$0.00 Share to Local

B3TRP-2026-MC-41-03-TR-Program Expenses-Budget: \$1,500.00 Federal Funding Source 405(c)/\$300.00 Match/\$0.00 Share to Local

Project Number: B3TRP-2026-MC-41-04

Project Title: MOHS Contingency Travel

Project Description: MOHS will provide financial support for approved contingency travel for agency partners requesting in 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.

Budget: \$2,500.00 Federal Funding Source 405C/\$500.00 Match

Project Number: M3DA-2026-MC-40-11

Project Title: Mississippi State University-Data Programs

Project 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.

Budget: \$115,236.94 Federal Funding Source 405(c)/ \$23,047.38 Match

Project Number: M3DA-2026-MC-40-12

Project Title: Mississippi State University-Data Programs

Project Description: The program provides next-gen processes for data collection, storage, and analysis and integrates data from multiple sources including the Mississippi Trauma Registry, eCrash system, and Mississippi Emergency Medical Services Information System (MEMSIS). It addresses the challenge of preventing traffic-related injuries and deaths and resolving discrepancies between law enforcement and medical reporting by using cleaned, de-identified data that complies with HIPPA regulations. By aggregating data from these systems into a unified platform, the grant identifies high collision areas, analyze factors contributing to injury severity and fatalities, support targeted interventions, improving education on road safety and effective prevention strategies.

Budget: \$75,000.24 Federal Funding Source 405(c)/ \$15,000.04 Match

List of Acronyms:

AL	Alcohol and Other Drugs
BAC	Blood Alcohol Concentration
CIOT	Click It or Ticket
DD	Division Director
DPS	Department of Public Safety
DUI	Driving Under Influence
EMS	Emergency Medical Services
FARS	Fatal Analysis Reporting System
FHWA	Federal Highway Administration
FMCSA	Federal Motor Carrier Safety Administration
FY	Fiscal Year
GR	Governor's Representative
GHSA	Governor's Highway Safety Association
3HSP	Triennial Highway Safety Plan
HVE	High Visibility Enforcement
ID	Impaired Driving
IIJA	Infrastructure Investment and Jobs Act
LEL	Law Enforcement Liaison
MASEP	Mississippi Alcohol Safety Education Program
MCSD	Mississippi Motor Carrier Safety Division
MDOT	Mississippi Department of Transportation
MEMSIS	Mississippi EMS Information System
MHP	Mississippi Highway Patrol
MHSIS	Mississippi Highway Safety Information System (MHSIS)
MMUCC	Model Minimum Uniform Crash Criteria
MOHS	Mississippi Office of Highway Safety
MSDH	Mississippi State Department of Health
MSU	Mississippi State University
NEMSIS	National EMS Information System
NHTSA	National Highway Traffic Safety Administration
OD	Office Director
OM	Office Manager
OP	Occupant Protection
P&A	Planning and Administration
PAO	Public Awareness Officers
PI & E	Public Information and Education
PM	Program Manager
PTS	Police Traffic Services
SHSP	Strategic Highway Safety Plan
STEP	Selective Traffic Enforcement Program
STRCC	State Traffic Safety Coordinating Committee
STRSP	State Traffic Records Strategic Plan
STSI	State Traffic Safety Information
TR	Traffic Records
UMMC	University of Mississippi Medical Center
U.S.C.	United States Code
U.S. DOT	United States Department of Transportation
VMT	Vehicles Miles Traveled

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*** Executive Committee members**

FY 2026

405C Application



Submitted: August 1, 2025

Tate Reeves, Governor of Mississippi

Sean Tindell, Commissioner of Department of Public Safety

Joshua Bromen, MS Governor's Representative and Executive Director of Public Safety Planning

Helen Porter, Director of MS Office of Highway Safety

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Traffic Records 405(c) Grants

Purpose: The State will use funds received through the approval of the 405(c) application to fund traffic records programs that follow the guidance of 23 U.S.C.405(c) to develop and implement effective programs that improve the timeliness, accuracy, completeness, uniformity, integration, and accessibility of State safety data; link State data systems, including traffic records and systems that contain medical, roadway, and economic data; improve the compatibility and interoperability of State data systems; and enhance the ability to observe and analyze national trends.

State Traffic Safety Information System Improvements Grants 405(c) Qualification Criteria:

Qualification Requirement No. 1: Traffic Records Coordinating Committee (TRCC) Requirement

The State seeks to qualify under Criteria No.1

Mission Statement of the STRCC: The mission of the STRCC is to provide strong, coordinated State and Local leadership to maximize the efficiency and effectiveness of traffic safety data collection and analysis, and the resources needed to support it. The STRCC will support data improvements at all levels of government that minimize duplication, improve uniformity, advance electronic data collection, integrate data, and facilitate data access and use.

STRCC Goals:

The goals of the STRCC are:

- To ensure that complete, accurate, uniform, and timely traffic safety data is collected, analyzed, and made available for decision-making at the State and local government levels and for others also working to improve highway safety-the reduction of crashes, deaths, and injuries on Mississippi's roads.
- To provide a forum for support and direction for traffic safety improvement measures that allow for the comprehensive collection, maintenance, and dissemination of Mississippi traffic safety-related data.
- To review programs, regulations, projects, methodologies, and evaluate new technologies to keep the highway safety data and traffic records system up to date.
- To assist STRCC members applying for public and private funds to support and improve traffic records, as well as the collaborative sharing of funding opportunities.
- To provide oversight and support in the timely execution and expenditure of all traffic records projects that include executive guidance, coordination, evaluation of programs, projects, regulations, and performance goals as they become operational.
- To review and approve the annual Mississippi Traffic Safety Information System Strategic Plan to include performance measures to be used to demonstrate quantitative progress in the accuracy, completeness, timeliness, uniformity, accessibility, or integration of a core highway safety database. This shall describe the specific, quantifiable, and measurable improvements anticipated in the State's core safety databases, including crash, vehicle, driver, roadway, citation/adjudication, emergency medical services/ injury surveillance databases.
- To recommend forming interagency project teams to develop implementation plans for carrying out the objectives of the plan and to receive periodic updates from the project teams.
- To provide a policy framework for coordination, cooperation, and collaboration of model agency activities targeted at the improvement of State and Local traffic safety data while ensuring the protection of confidential information entrusted to us.
- To provide a mechanism to communicate with the State and Local agencies to identify and promote best practices and principles for doing business.

STRCC Authority: The STRCC operates under the direction of the Mississippi Governor's Representative for Highway Safety through the State Traffic Records Coordinator, who will serve as the Chairman of the Board.

The Mississippi Governor's Representative of Highway Safety can give responsibility of the STRCC to the Mississippi Office of Highway Safety Director, as needed.

The STRCC Executive Board will elect a vice chair of the STRCC from among its membership. The vice chair will serve as the chair in the chairman's absence.

The STRCC has the authority to review any of the State's highway safety data and traffic records systems and any changes to such systems before the changes are implemented. The STRCC coordinates the views of organizations in the State that are involved in the collection, administration, and use of highway safety data and traffic records systems and represents those views to outside organizations.

Functions:

The Mississippi State Traffic Records Coordinating Committee is in compliance with **23 C.F.R 1300.22**

- (i) Has authority to review any of the State's highway safety data and traffic records systems and any changes to such systems before the changes are implemented.
- (ii) Considers and coordinates the views of organizations in the State that are involved in the collection, administration, and use of highway safety data and traffic records systems, and represent those views to outside organizations.
- (iii) Reviews and evaluate new technologies to keep the highway safety data and traffic records system current; and
- (iv) Approves annually the membership of the STRCC, the STRCC coordinator, any change to the State's multi-year Strategic Plan and performance measures to be used to demonstrate quantitative progress in the accuracy, completeness, timeliness, uniformity, accessibility, or integration of a core highway safety database.

Meetings:

As part of the TR requirement for NHTSA 405(c) funds, the STRCC is required to meet at least (3) three times during the year. The STRCC met the following dates preceding 405(c) Application: 10/30/24; 01/28/25; 4/29/25, and 7/29/25.

STRCC Coordination: The STRCC considers and coordinates the views of the organizations in the State that are involved in the following areas: data collection, administration, and use of highway safety data and traffic records systems. The STRCC represents the views of the committee to outside organizations.

Structure and Composition:

- Mississippi currently has a State Traffic Records Coordinating Committee (STRCC) that was organized and chartered in 1981. The 2013 Traffic Records Assessment recommended a few revisions to the Charter which was revised and approved before the STRCC Executive Board June 17, 2014. The charter was updated on April 25, 2017. (See MOHS Appendix-Traffic Records-D).
- The STRCC has met the requirement of holding a minimum of three meetings during the previous twelve months.
- The STRCC has a multidisciplinary membership that consist of owners, operators, collectors and users of traffic records, public health and injury control data systems, highway safety, highway infrastructure, law enforcement and adjudication officials and public health, emergency medical services, injury control, driver licensing and motor carrier agencies and organizations. (See MOHS Appendix-Traffic Records-A).
- MOHS has designated Catiffany Williams as the STRCC program's TR Coordinator.

STRCC Membership: The STRCC consists of the Executive Board and Technical Committee.

The membership of the STRCC Executive Committee includes key representatives from agencies either responsible for managing at least one of the six core information systems (Crash, Vehicle, Driver Citation/Adjudication, Roadway, EMS/ Injury Surveillance) with a higher level of management and decision making, such as directors, project evaluators, data analysts, planners, and infrastructure specialists.

The membership of the STRCC Technical Committee includes representatives from agencies either responsible for managing at least one of the six core information systems (Crash, Vehicle, Driver Citation/Adjudication, Roadway, EMS/ Injury Surveillance) or with a vital interest in one or more of those systems. These representatives come from highway safety, highway infrastructure, law enforcement and adjudication, public health, injury control and motor carrier agencies and organizations. These agencies and organizations include the Mississippi Department of Public Safety - Mississippi Highway Patrol; Motor Carrier Division, Crash Reconstruction, Driver Services, Fatal Accident Reporting System (FARS), Management Information Services, Crime Lab, Office of Highway Safety; Department of Transportation; Department of Health; Emergency Medical Services; Department of Revenue; Department of Information Technology Services; Mississippi State Social Science Research Center; Judiciary as well as Mississippi Sheriffs Association designee and Mississippi Chiefs of Police designee; FHWA; FMCSA.

The members of the Technical Committee are appointed by the heads of their respective agencies and shall meet at least three times annually. The Technical Committee can vote to extend membership on the Technical Committee to other Mississippi entities, public or private, that are part of the traffic safety information system. Representatives from all Mississippi entities which are part of the traffic safety information system can participate in the STRCC, but only Executive Board members can vote on STRCC business. Technical Committee members who are unable to attend a meeting may provide their written proxy for voting purposes.

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Qualification Requirement No. 2: Strategic Plan Requirement
The State seeks to qualify under Criteria No.2

State Traffic Records Strategic Plan:

The Mississippi Highway Safety Information System (MHSIS) describes 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. MHSIS is an evolutionary records system that is a complex, volume-intensive, data collection, storage, and retrieval system. The goal is to achieve uniformity and compatibility of traffic records while reducing inefficiency of traffic record applications. The system supports national priority areas defined by the National Highway Traffic Safety Administration (NHTSA).

A strategic plan was developed and has undergone several revisions based on traffic records assessments over the years. The strategic plan is revised annually to keep track of improvements and note problems that could adversely affect the continuity of safety information systems. This plan is part of a larger process, which includes the State Strategic Highway Safety Plan (SHSP), in an effort to prepare the highway safety community in Mississippi to address changes in the highway safety environment. The plan integrates current highway safety functions and future program plans through state and local highway safety partners such as the Mississippi Association of Highway Safety Leaders (MAHSL).

Completed May 3, 2019, a NHTSA traffic records assessment was conducted, and pertinent parts are included in the next section. This assessment established a “benchmark” by which the State could strategically plan for and measure its progress in improving the capacity to make highway safety-related decisions based on reliable highway safety information. Many of the recommendations in the assessment report were used to produce the updated Traffic Records Strategic Plan. The recommendations from the Strategic Plan can be enacted within the next three to five years. The SHSP contains goals, performance measures, and a list of priority projects to be funded with NHTSA Section 405(c) funds.

Strategic Plan Approval:

The 2026 MOHS/STRCC Traffic Records Strategic Plan listed below was presented on July 14, 2025, via email to the STRCC members and approved by the STRCC on July 18, 2025. During FY26, the STRCC and the MOHS will work on the following aspects of their Traffic Records Strategic Plan.

2026 MOHS Traffic Records/STRCC Strategic Plan:
Vision, Goals and Strategies for the STRCC and Traffic Records Program

2026 STRCC Meetings:

The STRCC plans to meet three times during the FY26 grant year with tentative dates of October 2025, April 2026, and July 2026 to meet the requirements of the STRCC. Additional meetings will be planned by the STRCC Coordinator, as needed.

Vision Statement

To support data improvements at all levels of government that minimize duplication, improve uniformity, increase accuracy, advance electronic data collection, integrate data and facilitate data access and use to reduce death and injury occurring on Mississippi’s roadways thereby reducing the economic costs of traffic crashes.

MOHS/STRCC Goals for 2026:

The following goals and strategies will help achieve the vision of a safe traffic environment for motorists using Mississippi’s roadways:

FY26 Goals for the MOHS/STRCC and Traffic Records Program:

The MOHS and the STRCC will address and achieve the following goals and strategies during FY26.

Goal 1.

The uniform crash file is currently the foundation for linkage to roadway files, citation/adjudication, Emergency Medical Services (EMS) data, and trauma registries. The goal will continue to work towards a merged database that will fulfill the information needs of managers in the departments of public safety and health to develop specific highway safety countermeasures. The MOHS and the STRCC would like to make improvements to the traffic record systems through the following strategies.

- **Strategy:** To improve access to all components of the highway safety information system for pre-planning.
 - Work with MDOT on developing a formalized process for error checking roadway data information.
 - Work with Law Enforcement Officers statewide and Coroners to increase BAC data from those involved in fatal crashes.
 - Perform periodic independent audits for the driver data system based on performance measures provided by the Driver Services Bureau. Driver data system quality management reports will be provided to the STRCC for regular review.
- **Strategy:** Ensure that all traffic records files maintain linkage data elements when data structures are created or modified.
 - Modifications/upgrades to the Uniform Crash Report related to cell phone use, vehicle identification and motor carrier information can be accessed and utilized during statistical analysis by authorized users, DPS, MDOT, FARS analyst, Federal Motor Carrier Safety Administration as well as other agencies. Further upgrades will be assessed and to capture more data for pre-planning efforts.
 - State property damage caused by a motor vehicle crash is identified by MDOT and utilized in the cost recovery process by the state seeking restitution for the damaged property. Work on training law enforcement to capture that data on the crash report.
 - Enhance use of the uniform coroner database, especially for traffic fatalities, and link death certificates, blood alcohol information and drug test results with the police crash report, the state FARS database and injury surveillance data.
 - Utilize the Mississippi EMS Information System (MEMSIS) system which is National EMS Information System (NEMSIS) compliant to link police crashes to ambulance reports and trauma registries.
 - Distribution and training through the Mississippi Forensics Laboratory for the Intoxilyzer 9000 has begun and will enhance performance, accuracy, precision, and interferent detection.

Goal 2.

Continue making necessary updates to eCrash (UA-CAPS) to allow for more timely, accurate and accessible query of the system to generate crash reports for agency jurisdiction.

- **Strategy:** Continue making improvements to the mapping feature in eCrash (UA-CAPS) as needed and also consider collecting the location and/or geolocation of “last drink” for DUI arrests.
 - Using the eCrash mapping tool Linear Referencing coordinates can be accessed to obtain the most accurate location and transferred to the crash report therefore decreasing the need to relocate crash data for precise measurement.
 - Make improvements to the crash data query tool as needed.

Goal 3.

In order to make appropriate data-driven decisions, it is essential to produce accurate, consistent, and replicable summary reports from available highway safety data systems. Such reports must be constructed consistently and reliably from year-to-year to derive accurate estimates of change over time.

- **Strategy:** In support of this replicability, we aim to create clear documentation outlining the logical and statistical processes used to access and retrieve data across multiple sources, combine datasets, and create reports.
 - Make lists of all data requests over FY26.
 - Produce documentation that includes all necessary analyses, locations of needed data, and format of reported data. R scripts with parenthetical notation will be used to document all analytic methods.

Goal 4.

Use the recommendations listed in the 2019 Traffic Records Assessment in an effort to remain compliant with Section 405(c) of requirements in FY26.

- Strategy: Use the recommendations listed in the Traffic Records Assessments to update the States Traffic Records System.

FY26 Strategies for the MOHS/STRCC Traffic Records Program:

The MOHS and the STRCC will address and achieve the following strategies during FY26.

- Contribute data and statistical information to the MOHS staff, local, county and state jurisdictions for the identification, reduction, and strategic planning of target areas across the state for impaired driving, occupant protection, speed, youth, motorcycle, pedestrian, and bicyclist fatalities.
- Strategic Meetings: Attend, host and implement strategic meetings with partners from the STRCC, community partners and law enforcement to strategic plan enforcement efforts through data trends, performance measures and strategies.
- Provide a comprehensive statewide Traffic Records Coordinated Program.
- Fund traffic records programs approved and based on MOHS and STRCC recommendations.
- Provide technical assistance when needed for the Traffic Records Program.
- Provide other performance measures deemed appropriate to evaluate effects of highway safety efforts in MS.
- Attend all State Traffic Records Committee meetings and serve as a technical liaison to other state agency personnel involved in traffic records activities (e.g., MDOT, State Health Department, Department of Revenue, and Department of Mental Health).
- Test and evaluate new software development of E-Cite, Daily Activity Reporting and Dashboard applications to ensure data is accurate, timely and complete.
- Produce monthly statistical tables and charts of traffic fatalities and injuries (subset by severity) for evaluation of components in the Strategic Highway Safety Plan.
- Compile traffic, crash, and citation data for all law enforcement agencies by Federal fiscal year, State fiscal year and calendar year into agreed reports and collections for posting on the MS Public Safety Data Website.
- Produce statewide and local agency DUI conviction rates to examine potential adjudication issues.
- Perform statistical analyses of occupant protection usage rates for all levels of injury (fatal, injury, and PDO). These occupant protection usage rates in crashes can be used as a proxy measure of the scientific observation usage rate.
- Access data from the coroner and state crime laboratory to complete investigations into alcohol and other drug involvement in MS traffic crashes. Provide data input to the FARS analyst for all tested drivers and occupants in fatal crashes.
- Process EMS ambulance run data associated with traffic crashes to link time variables (e.g., dispatch, at scene, at hospital) to the law enforcement crash report document.
- Respond as appropriate to ad hoc traffic data requests from interested parties, including NHTSA, FHWA, FMCSA, state agencies, the legislature, media, and the general public.
- Evaluation: MOHS will continually evaluate its programs to ensure projects that are funded are having the desired effect on the statewide program.
- Program Updates: MOHS will continually update its programs to ensure projects that are funded are having the desired effect on the Statewide Impaired program.

- Software Updates: MOHS will continually update its software to ensure projects that are funded are having the desired effect on the statewide program.
- Training: MOHS will continually train programs and sub-grantees to ensure projects that are funded are having the desired effect on the statewide program.
- Equipment Purchases: MOHS will continually evaluate its equipment to ensure projects that are funded are having the desired effect on the statewide program.

Qualification Requirement No. 3: Quantitative Improvement Requirement

The State seeks to qualify under Criteria No.3

Quantitative Improvement

Below are performance measures that are not part of the Model Performance Measures for State Traffic Records Systems but are measures that the STRCC feel are important and track for State purposes of performance.

MOHS and the STRCC will work to make the following improvements to the State's core safety databases to include improvements to crash, citation, adjudication, driver, emergency medical services, injury surveillance, roadway, and vehicle databases. Additional improvements will be made during FY26 as needed.

MOHS Outcome Measure/Traffic Records: To maintain the number of electronic submissions of completed crash record data from Mississippi law enforcement agencies to DPS at 100% by the end of 2024-2026.

MOHS Outcome Measure/Traffic Records: To maintain the number of average days from the crash event to entry into the electronic crash system of 2.2 days in 2024 by the end of 2024-2026.

MOHS Outcome Measure/Traffic Records: To increase the testing percentage of drivers involved in fatal crashes that are subsequently tested for their BAC from 10.13% in 2024 by 1% to 10.23% for 2024-2026.

MOHS Outcome Measure/Traffic Records: To maintain the citation accuracy, timeliness, and uniformity percentage of citation data submitted to DPS electronically at 82% (4/1/24-3/31/25) by the end of 2024-2026.

MOHS Outcome Measure/Traffic Records: 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.

MOHS Outcome Measure/Traffic Records: 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.

MOHS Outcome Measure/Traffic Records: To continue the process of mapping data of citations, crashes, and EMS run using same base layer map to overlay for proactive planning by the end of 2024-2026.

Quantifiable and Measurable Progress Requirement:

Mississippi continues to have a strong emphasis on improvements in our data systems with emphasis on accuracy, completeness, timeliness, uniformity, accessibility, and integration. Below is the updated performance measure that was selected, along with justification, measure, improvement, and value of measure to show progress. 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).

System to be Impacted	<input type="checkbox"/> Crash <input type="checkbox"/> Driver <input type="checkbox"/> Vehicle <input type="checkbox"/> Roadway <input checked="" type="checkbox"/> Citation/Adjudication <input type="checkbox"/> EMS/Injury <input type="checkbox"/> Other specify:
Performance Area(s) to be Impacted	<input checked="" type="checkbox"/> Accuracy <input checked="" type="checkbox"/> Timeliness <input type="checkbox"/> Completeness <input type="checkbox"/> Accessibility <input checked="" type="checkbox"/> Uniformity <input type="checkbox"/> Integration <input type="checkbox"/> Other
Performance Measure used to track Improvement(s)	<p>Narrative Description of the Measure:</p> <p>To improve citation accuracy, timeliness, and uniformity by increasing the percentage of citation data submitted to DPS electronically from (a) the baseline value to (b) the current value.</p>
Relevant Project(s) in the State's Strategic Plan	<p>Title, number, and strategic plan page reference for each Traffic Records System improvement project to which this performance measure relates:</p> <p>Project Title: Citation Data Improvement</p>
Improvement(s) Achieved or Anticipated	<p>Narrative of the Improvement(s):</p> <p>Increasing the percentage of electronically submitted citations will improve the timeliness, accuracy, and uniformity of the citation database.</p>
Specification of how the Measure is calculated/estimated	<p>Narrative Description of Calculation / Estimation Method:</p> <p>Calculations for percentages are measured by dividing the number of citations in the E-Cite database by the total sum of citations.</p>
Date and Baseline Value for the Measure	<p>04/01/2023 – 3/31/2024</p> <ul style="list-style-type: none"> • Citations from the D360 database in Mississippi between 04/01/2023 – 3/31/2024 170,402 • Electronic Citations (eCite) in Mississippi between 04/01/2023 – 3/31/2024 393,465 • Mean for time period: 70%
Date and Current Value for the Measure	<p>04/01/2024 – 03/31/2025</p> <ul style="list-style-type: none"> • Citations from the D360 database in Mississippi between 04/01/2024 – 03/31/2025 91,071 • Electronic Citations (eCite) in Mississippi between 04/01/2024 – 03/31/2025 407,532 • Mean for time period: 82%

MOHS/STRCC Recommendations from the 2019 Traffic Records Assessment

- **Crash Recommendations:**
 - Improve the data dictionary for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
 - Improve the data quality control program for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
 - Improve the interfaces with the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory
- **Vehicle Recommendations:**
 - Improve the data quality control program for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
 - Improve the interfaces with the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
- **Driver Recommendations:**
 - Improve the data quality control program for the Driver data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.
- **Roadway Recommendations:**
 - Improve the data quality control program for the Roadway data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.
- **Citation/Adjudications Recommendations:**
 - Improve the interfaces with the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.
 - Improve the data quality control program for the Citation and Adjudication systems that reflects best practices identified in the Traffic Records Program Assessment Advisory.
- **EMS/Injury Surveillance Recommendations:**
 - Improve the interfaces with the Injury Surveillance systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.
 - Improve the data quality control program for the Injury Surveillance systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.
- **Data Use and Integration Recommendations:**
 - Establish means and designated resources (personnel) for full confidential crash systems data and access and analysis.
 - Coordinate data integration strategies through the STRCC for incorporation of direct record linkages (incident/patient identification numbers) or probabilistic matching.
- **STRCC Recommendations:**
 - Implement a data quality control program which would allow committee members to receive more routine information regarding data quality and accuracy across all of the State's traffic records systems.
 - Development of a traffic records inventory, as there likely have been changes made to data collection in multiple traffic records systems over time. An up-to-date traffic records inventory is a useful and pragmatic document that can be used to ensure efforts are not duplicated and data is accessible to those who need it to make good decisions. It can also help traffic records system owners identify areas where there are opportunities for data integration. As data from traffic records systems become more widely used, this will assist in streamlining processes, reduce duplication of effort, and allow data to be more fully utilized to make roadways safer.
 - Consideration should be given to conducting a training needs assessment which would be utilized to identify the overall needs of traffic records system users across all core component areas. It would benefit all members to hold a meeting to discuss the technical and training needs of traffic records system users.

With the new eCrash system there will likely be a need for end user training for those who will be transitioning to the new system, both for data collectors as well as data users. This might be a good opportunity to ask these same questions regarding training and technical assistance to end users of the State's other traffic records systems as well as eCrash. Frontline users, including local law enforcement, should be included in this discussion so that their needs can be documented and examined. Users of the various traffic records systems across State agencies should also be included. Active participation in the Mississippi TRCC from system end users is equally as important as participation from the system owners. In addition, adding a topic to each meeting to discuss training needs would also help ensure monitoring of this important element.

- Opportunities for TRCC growth in the coming years include: ensuring regular quarterly TRCC meetings are held and minutes are recorded; exploring the division of duties between the TRCC Chair and the Traffic Records Coordinator and have two separate individuals serve in these roles; expanding executive-level membership and ensuring working level members who will be active participants are identified; establishing regular quality control reporting; and reviewing the technical and training needs of traffic records system end users.

2019 Traffic Records Assessment Update Report for 2025

MOHS and the STRCC will work to make the following recommendations from the 2019 Traffic Records Assessment. Additional projects and improvements will be developed.

- **Strategic Planning Opportunities for FY26**

- The STRCC should identify goals for the six data systems, based on input from STRCC members and system owners and users. A more active role by the STRCC would yield a better strategic plan for the State, and one that might incorporate broader goals with related performance measures and strategies/actions/projects to accomplish those - even if those projects are not federally funded. The STRCC could provide a mechanism for agencies to align systems, improve integration, and share training and information.

The Traffic Collaborative project is 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. The MMUCC v6 upgrade and improvements to CMV will continue in FY26.

- **Crash Recommendations for FY26**

- Improve the interfaces with the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.
eCrash (UA-CAPS) is now in place and both adjudicated citation and crash data can be accessed. Driver and vehicle information can be retrieved as well. Updates will be made as needed in FY26.
- Improve the data quality control program for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
eCrash (UA-CAPS) is fully operational. The data integrity appears to be solid. Updates will be performed as needed. MOHS and STRCC will continue working on this during FY26.
- Improve the data dictionary for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
eCrash (UA-CAPS) is fully operational. The data integrity appears to be solid. Updates will be performed as needed.

- **Vehicle Recommendations**

- Improve the data quality control program for the vehicle data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.

The High Priority Crash Analytics e-Inspection CMV platform has been upgraded. Upgrades have also been made for the National Driver History Reporting System along with the state route identifier and FMCA DOT number that will allow the name and address of a motor carrier to be displayed. MOHS and the STRCC will continue working on improving data quality control during FY26.

- Improve the interfaces with the vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

MOHS and STRCC will continue working on this during FY26.

- **Vehicle Opportunities for FY26:**

- Mississippi should consider developing and adopting a comprehensive data management program. The program would consist of, at a minimum, development of performance standards regarding data accuracy, completeness, uniformity, accessibility, and integration. Once performance standards are developed, metrics would be base lined and monitored on a regular basis. The development and monitoring of data management performance measures will enable the State to continually improve vehicle system data and increase its availability and reliability.

MOHS and STRCC will consult with MDOR regarding this in FY26.

- Mississippi should consider creating a system of independent sample-based data audits performed periodically to ensure that vehicle records and related database contents for that record are correct. These audits do not have to be accomplished by a third party but should be something outside the regular course of business. Data quality audits are a way to ensure that procedures are being followed or that procedures cover all existing processes.

MOHS and STRCC will ensure that audits are performed periodically.

- Mississippi should consider providing vehicle system data quality management reports to the TRCC for regular review and should ensure that vehicle system management participates in TRCC meetings. Routinely providing this information to the TRCC not only benefits the overall status of the State's traffic record system but also helps generate support for improvements for the vehicle records system when needed.

MOHS and STRCC will continue working on this in FY26.

- Mississippi should consider implementing a 2D barcode for registration documents that could be used by officers to record vehicle information on crash reports or citations. Adding this feature provides an excellent opportunity to enhance the accuracy of the vehicle records in the crash and citation systems.

MDPS is currently working with the state NCIC/NLETS message switch vendor (CPI) and the NCIC/NLETS MDT vendor (ADSi) to integrate vehicle queries into the eCrash (UA-CAPS) services.

- **Driver Recommendations:**

- Improve the data quality control program for the driver data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.

The MOHS and STRCC will continue working with the Driver Services Bureau to develop a formal data quality control program in FY26. Such a program would give the State greater ability to fully understand the accuracy, timeliness, completeness, etc., of data in the driver system. Establishing such performance measures would provide data managers and data users with tools to recognize areas quickly and easily within the driver system that need improvement.

- **Driver Opportunities for FY26:**
 - The State should consider performing periodic independent sample-based audits for the driver data system as they are envisioned by the Advisory.
 - Mississippi should consider conducting periodic comparative and trend analyses to examine and evaluate variations in quality of driver data across years and jurisdictions.
 - Driver data system quality management reports based on performance measures should be provided to the State's TRCC committee for regular review.
- **Roadway Recommendations:**
 - Improve the data quality control program for the roadway data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.
 - **MDOT has a formal process in place for error checking roadway data information and will continue to make improvements as needed during FY26.**
- **Roadway Opportunities for FY26**
 - Consider developing a formalized process for error checking roadway data information.
 - Consider creating a platform where other data users have on demand access to roadway data information.
 - Consider developing performance metrics for timeliness, accuracy, uniformity, completeness, accessibility, and integration. These metrics can help the State gauge where they are at with respect to each of these areas.
- **Citation/Adjudication Recommendations:**
 - Improve the interfaces with the citation and adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.

During FY26, MOHS and STRCC will determine where integration is most needed and most efficiently accomplished in an effort to improve the State's traffic safety data overall.

 - Improve the data quality control program for the Citation and Adjudication systems that reflects best practices identified in the Traffic Records Program Assessment Advisory.

During FY26, MOHS and STRCC will continue working on data uniformity.
- **Citation/Adjudication Opportunities for FY26:**
 - Review the capabilities of the DUI tracking system, ensuring that it is accessible to all who deal with impaired drivers in the State, in an effort to ensure that the programs that most effectively prevent recidivism are being used.

MOHS and STRCC will continue to work on this recommendation for the upcoming year.

 - Use current mandates for timeliness and uniformity to develop measures of data quality attributes within both the citation dataset and the adjudication dataset.

MOHS and STRCC will continue to work on this recommendation for the upcoming year.
- **EMS/Injury Surveillance Recommendations:**
 - Improve the interfaces with the Injury Surveillance systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.

MOHS and STRCC will continue to work on this recommendation for the upcoming year.

- Improve the data quality control program for the Injury Surveillance systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.

MOHS and STRCC will continue to work on this recommendation for the upcoming year.

- **EMS/Injury Surveillance Opportunities for FY26:**

- Consider a way to grow system-wide capacity to increase understanding and utilization of performance measures and to develop associated numeric goals for all of the traffic records systems.

MOHS and STRCC will continue to work on this recommendation for the upcoming year.

- Consider finding an entity that brings all of the ISS data systems together and works in collaborative and integrative ways to assess programs, needs, interventions. This is a common need for many States. The Traffic Records Coordinating Committee might be an option.

MOHS and STRCC will continue working on this in FY26.

- Consider having the TRCC, or another relevant entity connect with data stewards to learn who their data users are, and whether the ISS data is being analyzed and used for motor vehicle injury prevention. If the data is not currently being used for these purposes, this is an opportunity to determine whether there are accessibility issues and to encourage researchers/analysts to use the data for safety programming, evaluation, and defining resource allocation.

MOHS and STRCC will continue to work on this recommendation during the upcoming year.

- **Data Use and Integration Opportunities for FY26**

- Establish means and designated resources (personnel) for full confidential crash systems data access and analysis.
- Coordinate data integration strategies through the STRCC for incorporation of direct record linkages (incident/patient identification numbers) or probabilistic matching.

MOHS and STRCC will continue to work on this recommendation during the upcoming year.

- **STRCC Opportunities for FY26**

- Implement a data quality control program which would allow committee members to receive more routine information regarding data quality and accuracy across all of the State's traffic records systems.

MOHS and STRCC will work on this recommendation during the upcoming year.

- Development of a traffic records inventory, as there likely have been changes made to data collection in multiple traffic records systems over time. An up-to-date traffic records inventory is a useful and pragmatic document that can be used to ensure efforts are not duplicated and data is accessible to those who need it to make good decisions. It can also help traffic records system owners identify areas where there are opportunities for data integration. As data from traffic records systems become more widely used, this will assist in streamlining processes, reduce duplication of effort, and allow data to be more fully utilized to make roadways safer.

- Consideration should be given to conducting a training needs assessment which would be utilized to identify the overall needs of traffic records system users across all core component areas. It would benefit all members to hold a meeting to discuss the technical and training needs of traffic records system users. With the new eCrash system there will likely be a need for end user training for those who will be transitioning to the new system, both for data collectors as well as data users. This might be a good opportunity to ask these same questions regarding training and technical assistance to end users of the State's other traffic records systems as well as eCrash. Frontline users, including local law enforcement, should be included in this discussion so that their needs can be documented and examined. Users of the various traffic records systems across State agencies should also be included. Active participation in the Mississippi TRCC from system end users is equally as important as

participation from the system owners. In addition, adding a topic to each meeting to discuss training needs would also help ensure monitoring of this important element.

- Opportunities for TRCC growth in the coming years include: ensuring regular quarterly TRCC meetings are held and minutes are recorded; exploring the division of duties between the TRCC Chair and the Traffic Records Coordinator and have two separate individuals serve in these roles; expanding executive-level membership and ensuring working level members who will be active participants are identified; establishing regular quality control reporting; and reviewing the technical and training needs of traffic records system end users.

MOHS/STRCC Proposed Projects for FY26:

Project Number: B3TRP-2026-MC-41-01, B3TRP-2026-MC-41-02, B3TRP-2026-MC-41-03

Project Title: MOHS Traffic Records Coordination Program Management

Performance Measures: Integration/ Accuracy/Timeliness/Accessibility

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

The traffic records coordinator will expand the use of crash data and citation data to improve accessibility to statistical reports, charts, and analyses. The coordinator and consultant will work hand in hand with each proposed project to ensure that the right data is captured to evaluate problem identification areas and each agency's progress. Traffic records data is used to present facts related to highway safety legislation and strengthen public awareness of traffic safety concerns. Public information and education themes are formulated using graphics and other statistical studies. The concept of integrating innovative and emerging technologies to build a new State crash system has produced a strong foundation for the Safety Analysis Management System shared by MDOT and DPS. Personnel services will include salaries and benefits, travel, supplies, and training will also be included in the project for monitoring, workshops, seminars, and program management at the same percentages.

B3TRP-2026-MC-41-01-TR Program Coordination- Budget: \$92,000.00 Federal Funding Source 405(c)/\$18,400.00 Match/\$0.00 Share to Local

B3TRP-2026-MC-41-02-TR-Travel-Budget: \$5,000.00 Federal Funding Source 405(c)/\$1,000.00 Match/\$0.00 Share to Local

B3TRP-2026-MC-41-03-TR-Program Expenses-Budget: \$1,500.00 Federal Funding Source 405(c)/\$300.00 Match/\$0.00 Share to Local

Project Number: B3TRP-2026-MC-41-04

Project Title: MOHS Contingency Travel

Project Description: The MOHS will provide financial support for approved contingency travel for agency partners requesting in and out of State travel expenses to traffic records meetings, conferences and trainings 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 the MOHS. Travel is directly related to the support of funded strategies and projects.

Budget: \$2,500.00 Federal Funding Source 405(c)/\$500.00 Match/\$0.00 Share to Local

Project Number: M3DA-2026-MC-40-11

Project Title: Mississippi State University-Data Programs

Project 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.

Budget: \$115,236.94 Federal Funding Source 405(c)/ \$23,047.39 Match

Project Number: M3DA-2026-MC-40-12

Project Title: Mississippi State University-Data Programs

Project Description: The program provides next-gen processes for data collection, storage, and analysis and integrates data from multiple sources including the Mississippi Trauma Registry, eCrash system, and Mississippi Emergency Medical Services Information System (MEMSIS). It addresses the challenge of preventing traffic-related injuries and deaths and resolving discrepancies between law enforcement and medical reporting by using cleaned, de-identified data that complies with HIPPA regulations. By aggregating data from these systems into a unified platform, the grant identifies high collision areas, analyze factors contributing to injury severity and fatalities, support targeted interventions, improving education on road safety and effective prevention strategies.

Budget: \$75,000.24 Federal Funding Source 405(c) /\$15,000.05 Match/\$0.00 Local Benefit

Mississippi FY2026

Impaired Driving Strategic Plan

UPDATES ONLY



Approved by Impaired Driving Task Force: June 23, 2023

Tate Reeves, Governor of Mississippi

Sean Tindell, Commissioner of Department of Public Safety

Joshua Bromen, MS Governor's Representative and Executive Director of Public Safety Planning

Helen Porter, Director of MS Office of Highway Safety

Updated Impaired Driving Task Force Meetings:

The MOHS staff, partners, and IDTF members meet throughout the year to hold strategic meetings to develop and implement programs and activities based on careful problem identification, data analysis, trends, and communication.

Members are encouraged to attend all IDTF meetings, as these meetings are beneficial in planning projects for the State in ID. Meetings are held quarterly at the MOHS offices, but may include additional meetings as needed. The proposed meeting schedule of the IDTF during FY26 (2025-2026) will be as follows:

Tentative Impaired Driving Task Force Meetings:

December 4, 2025

February 7, 2026

May 7, 2026

August 6, 2026

Updated Communication:

The Mississippi Office of Highway Safety (MOHS) has consistently maintained a strong, comprehensive communication plan that addresses all areas of highway safety, with dedicated funding allocated specifically to impaired driving outreach. This plan follows a year-round schedule, with heightened focus during national enforcement mobilizations. It is data-driven and regularly updated to reflect changes in population, demographics, and crash trends. MOHS collaborates closely with a media coordinator to implement strategic marketing efforts that ensure messages remain relevant, effectively promote program initiatives, and align with national campaigns.

The MOHS will continue a comprehensive and sustained paid media campaign in support of the continual ID enforcement efforts for the DSGPO campaigns utilizing Section 405(d) ID funding will be implemented in the FY26 grant period. These funds will be used for sustained radio and outdoor impressions in December 2025, January 2026, February 2026, and Labor Day 2026.

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

This project will address the following items:

- What program/policy the advertising is supporting-This advertising will be in support of the national Impaired Driving Campaigns for the DSGPO blitz campaign.
- How the advertising will be implemented through media buys throughout the State.
- The amount allocated for paid advertising total amount; and
- The measures that will be used to assess message recognition. The blitz numbers recorded and returned from agency participants to include total number of agency participation, citations written, earned media and the like; paid media reports; behavioral awareness survey; and crash fatality data during specified time periods for each blitz campaign.

FY2026 405D Application



Submitted: August 01, 2025

Tate Reeves, Governor of Mississippi

Sean Tindell, Commissioner of Department of Public Safety

Joshua Bromen, MS Governor's Representative and Executive Director of Public Safety
Planning

Helen Porter, Director of MS Office of Highway Safety

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Impaired Driving Countermeasures Grants 405(d):

Mississippi qualifies as a mid-range State, under the IIJA 405D. Mississippi had an average fatality rate of 0.378683490 between 2020-2022, which is between the required .30 and lower than .60 to qualify as a mid-range state. Mississippi had a total 456 fatalities with an alcohol impaired BAC of .08 or higher, during 2020-2022 and had 120,470 VMT, which gave the rate of 0.378683490.

The State will use funds received through the approval of the 405(d) application to fund impaired driving programs that follow the guidance of 23CFR 1300.23 and Highway Safety Guideline No.8 in an effort to prevent the increase in the number of fatalities amongst the impaired drivers in the State for FY25. The MOHS will also maintain its aggregate expenditures for impaired driving programs at or above the average levels of expenditures in fiscal years 2024 and 2025.

To qualify for funding for the FY26 grant year, Mississippi, as a mid-range State, must meet the qualification criteria below:

Qualification Criteria for a Mid-Range State:

Statewide Impaired Driving Plan.

The State seeks to qualify under Mid-Range State

I. Authority of Operation: The MS Office of Highway Safety Impaired Driving (ID) Task Force was established by the MS Office of Highway Safety and the Mississippi Governor's Representative (GR) Director during FY13 to meet the requirements for an ID Task Force. The ID Task Force continues to operate under the requirements of the IIJA 405D. The ID Task Force was established to discuss, formulate strategic plans and create strategies involving communication, data collection, resource sharing, impaired law review, high visibility enforcement ideas and other topics that are based on Highway Safety Guideline No.8.

The ID Task Force communicates through email, phone calls, and meetings. The ID Task Force schedules meetings throughout the year, with strategic planning meetings for review, discussion, planning, and approval of the Statewide ID plan for inclusion in the 405 (d) grant application.

The development of the statewide impaired driving plan is a collaboration of all partners of the Impaired Driving Task Force. The Impaired Driving Plan coordination process includes:

- Hold collaboration meetings to share data.
- Identify common factors through problem identification to find solutions.
- Determine common trends and common joint goals; and
- Create collaborative plans to combat joint highway safety issues within the State.

Development: The MS Office of High Safety develops the impaired driving plan through strategic planning meetings, data review and problem identification. The developed ID Plan is presented to the ID Task Force for review, comments and for approval. Once the task force approves the plan, it is included in this application.

The Mississippi Statewide Impaired Driving (ID) Plan was updated from the previous submission of the FY25 405(d) application and has been incorporated into the 3HSP.

Approval of Statewide Impaired Driving Plan: The ID Task Force was emailed a copy of the Statewide Impaired Driving (ID) Plan. The members were asked to review the plan for revisions, information content, review performance measures, and provide back to the Impaired Driving Coordinator thoughts, questions, and suggestions. A deadline for suggestions and revisions was provided to the ID Task Force. All suggestions and recommendations were provided to the management staff for review and consideration of updates to the plan.

The Mississippi Office of Highway Safety received full approval of the Impaired Driving Strategic Plan in FY24. The plan is approved for three years and will require reapproval in Fiscal Year 2026.

II) Membership: The current impaired driving sub-committee has approximately 62 standing committee members, along with a chairperson who calls for meetings and reports from the committee members. The members of the committee are added throughout the year as needed and as new areas of need arise. Members are encouraged to attend all task force meetings, as these meetings are beneficial in planning projects for the State in ID.

(2025-2026) Executive Impaired Driving Committee members:
MOHS Impaired Driving Coordinator: Impaired Driving Division Director

<u>Law Enforcement:</u>		
Name:	Title:	Agency:
Mark Hicks	Chief of Enforcement	MS Alcohol Beverage Control
Sheriff K.C. Hamp	Tunica Co. Sheriff	MS Sheriff's Association
Chief Joel Spellins	Sherman Police Chief	Sherman Police Department
Craig Greer	Grant Administration	MS Highway Patrol
Cpl. Chris Jackson	Law Enforcement Officer	Starkville Police Department
Lance Chancellor	Grant Administer/EMS	Jones Co. Sheriff Department
Shelly Blaine	Grants Administer	Hinds County Sheriff Department
Clara Hoover	Grant Administrator	Tunica County Sheriff Department
Shawn Word	Law Enforcement Officer	Oktibbeha County Sheriff's Department
Hailey Garner	Grant Administrator	Stone County Sheriff's Department
Shauna Harvey	Grant Administrator	Lamar County Sheriff's Department
Katie Brewer	Grant Administrator	Covington County Sheriff's Department
Hollie Cuevas	Grant Administrator	Hancock County Sheriff's Department
Stacy Barnette	Grant Administrator	Hernando Police Department
Hannah Franklin	Grant Administrator	DeSoto County Sheriff's Department
Kevin Lee	Law Enforcement Officer	Montgomery County Sheriff's Department
Jeny Price	Grant Administrator	Horn Lake Police Department
Aleta Railey	Grant Administrator	Pascagoula Police Department
Sherrie Acton	Grant Administrator	Philadelphia Police Department
Kelli McNabb	Grant Administrator	Marion County Sheriff's Office
Michael Hudson	Law Enforcement Officer	Marion County Sheriff's Office
Steven Rosamond	Law Enforcement	Grenada Police Department
Dominic Tanner	Law Enforcement Officer	George County Sheriff's Office
Shelaine Butler	Grants Administrative	Tishomingo County Sheriff's Office
Otha Brown	Chief of Police	Canton Police Department
Sean Holdiness	Chief of Police	Louisville Police Department
Adrianna Polizzi	Grant Coordinator	Pearl River County Sheriff's Department
Capt. Jason Jarvis	Law Enforcement	Hattiesburg Police Department

Deborah Young	Chief of Police	Meridian Police Department
David Errington	Chief of Police	Byram Police Department
Kim Richardson	Grant Administrator	Oxford Police Department/Training
Name:	Title:	Agency:
Connie Morgan	Grant Administrator	Carroll County Sheriff's Office
Edna Barfield	Grant Administrator	Lauderdale County Sheriff's Office
Lisa D. Seegar	Law Enforcement Officer	Waynesboro Police Department
Law Enforcement Training:		
Name:	Title:	Agency:
Capt. Hildon Sessums	SFST State Director/ARIDE State Director	Oxford Police Department-Mississippi Specialized Training
Chief Joel Spellins	DRE State Director	Sherman Police Department
Prosecution/Adjudication:		
Name:	Title:	Agency:
TBD	TBD	DWI Courts
Gay L. Polk-Payton	Legal Counsel	Mississippi Judicial Outreach Liaison
Public Health/Treatment:		
Billy Brister	MAESP Director	MS State University
Dr. Eileen Ewing	Program Administrator	MS Dept. of Mental Health
Data/Traffic Records:		
Jim Willis	Traffic Engineer	MS Dept. of Transportation
Mark Thomas	Traffic Engineer	MS Dept. of Transportation
Angela Stuart	FARS Analyst	MS Dept. of Public Safety
Vickie Whittington	FARS Analyst	MS Dept. of Public Safety
Ginger Merriweather	President	MS Coroner-Medical Examiner's Association
Mary Dukes	Director	MS Crime Lab
Patricia Bryant	Office Director	MS DPS – Management Information Systems
Tim Watson	Director	MS DPS – Management Information Systems
Driver's Licensing		
Representative		MS Department of Public Safety-Driver's Services
Representative		MS Department of Public Safety-Driver's Services
Ignition Interlock		
Shelly Schultz		Smart Start Inc.
Jessica Rocker		Smart Start Inc.
Alicia Parmley		Smart Start Inc.
Mike Voight		Interlock
Communication:		
TBD	MOHS Media Coordinator	MS Office of Highway Safety
Public Information and Education		
Nita Ambus	Grant Coordinator-Youth Program	Jackson State University
Angela Wright	Grant Coordinator-	Jackson State University
Mack Pampley	Project Director	NCADD
Additional Members/Partners		
Joshua Broman	Executive Director	DPSP / GR for MS Office of Highway Safety
Helen Porter	Office Director	MS Office of Highway Safety
Alicia Lynn	Finance/Contracts Director	MS Office of Highway Safety
Trenise Dixon	Planning Director	MS Office of Highway Safety
Catiffany Williams	State Traffic Records Coordinator	MS Office of Highway Safety
TBD	Marketing Dr./LEL Coordinator	MS Office of Highway Safety

Princella Henry	Division Director	MS Office of Highway Safety
Pacita Boone	Program Manager	MS Office of Highway Safety
Name:	Title:	Agency:
Brenda Jordan	Program Manager	MS Office of Highway Safety
Stephanie Martin	Program Manager	MS Office of Highway Safety
Teresa Bridges	Safety Engineer	Federal Highway Administration
Tiffani Estep	Federal Motor Carrier	Federal Motor Carrier Safety Administration
Kay Brodbeck	Executive Director	Mississippi Safety Services
Asst. Chief Tony Willridge	Law Enforcement Officer	Ridgeland Police Department
Erinn Funchess	Project Manager II	UMMC Safe Kids
Cynthia B. Washington	Insurance Agent	Allstate Insurance

Mississippi Statewide Impaired Driving Evidence-Based Enforcement Plan for FY26

Problem Identification:

MOHS's primary target is to assist the State, local, non-profit organizations, colleges, and universities in developing and implementing innovative highway safety programs, which will contribute to the reduction of the total number of fatal and serious injury crashes, including those that are alcohol impaired.

Contributing Factors for Mississippi Fatalities and Fatal Crashes:

Many factors can be attributed to fatalities and fatal crashes. Impaired driving, lack of seatbelts, speed, and motorcycle crashes are some of the State's biggest contributing factors for crashes.

In 2023, there were a total of 155 alcohol impaired fatalities, which equated to 21% of all fatalities. MOHS plans to continue in its efforts to prevent an increase in overall crashes, fatal crashes, injuries, and economic losses caused by traffic crashes. Alcohol impaired traffic crashes will continue to be a priority in program planning.

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

Mississippi Traffic Fatalities and Alcohol Involvement 2019–2023

Year	Fatalities	Alcohol Impaired Fatalities	% of Alcohol Impaired Fatalities
2019	642	166	26%
2020	748	145	19%
2021	766	155	20%
2022	703	168	24%
2023	732	155	21%

*STSI Data

Overall Alcohol/Impaired Fatality and Injury-Snapshot

For 2026, the MOHS staff is looking at data like never before. The focus for MOHS has changed and has shifted the focus and priorities for the upcoming year for the MOHS. The data in a snapshot is as follows and what will be the priority for the MOHS during FY26:

- Roadway Focus: State highways and county roads are the deadliest roadways.
- Age Group Focus: 40-49; 30-39
- Ethnicity/Race Focus: Black & White
- Gender Focus: Males
- Months of Focus: September, October, and August are the deadliest months during the year.
- Day of Week Focus: Saturday and Sunday are the deadliest days of the week.
- Time of Day Focus: The time-of-day focus for alcohol/impaired fatalities is 12:00 a.m., 8:00 p.m., and 9:00 p.m.
- MOHS will focus on males in the age groups of 40-49 and 30-39 since they have the highest number of fatalities and injuries. September, October, and August were the deadliest months during the year 2023 for impaired driving fatalities. Saturday and Sunday were the deadliest days of the week, and most fatalities occurred at 12:00 a.m., 8:00 p.m., and 9:00 p.m.

MOHS will conduct educational programs and media campaigns in an effort to deter drivers from driving under the influence of alcohol or drugs.

DUI Arrests and DUI Citations:

There were 9,056 DUI arrests in 2023. Local law enforcement continues to make the highest number of arrests, which includes both the municipality and the sheriff's departments. Grant-funded citations were 5,670 in 2023.

Underage DUI: Drivers in the 16-20 age group accounted for 13% of the total alcohol related fatalities and 12% of the total alcohol related injuries. Underage drinking and driving continue to be a major traffic safety problem. The number of underage DUI arrests has decreased from previous years. DUI arrests have decreased not only in total arrests, but also in underage DUI arrests as well.

Traffic enforcement not only saves lives, but it also supplements many criminal enforcement activities. Reducing DUI and increasing the use of seatbelts and child restraints are a few of the most cost-effective ways to reduce death and injury on the roadways. Seat belts remain one of the best defenses against impaired drivers. Whether a crime victim or a crash victim, all citizens ultimately pay the societal costs for health care and public safety resources. The most recent "Drive Sober or Get Pulled Over" public information and education campaign, coupled with strict traffic enforcement by State and local departments, document that the State has made significant progress in reducing deaths and injuries on MS roadways.

Programs and Projects Plan:

The MOHS will fund the following programs and projects during the FY26 grant year as part of the Impaired Driving Plan.

Law Enforcement: There are approximately (37) thirty-seven impaired driving projects and programs that will be implemented in MS during FY26. MOHS has also included an allocation of funds in the Triennial Highway Safety Plan (3HSP) for Special Wave grants. These grants will be distributed to local jurisdictions throughout the year to support participation in national blitz campaigns, state initiatives, and to assist agencies identified through data as having a demonstrated need. These grants are for short periods and a specific amount of funds. Each project is selected based on need, budget, and performance.

These impaired driving programs consist of the following types of programs and projects: enforcement, public information/outreach, and training.

Training: The Oxford Police Department/Law Enforcement Training Division is a statewide program to provide Alcohol and Drug Impaired Driving to all law enforcement officers. The program will expand training of the state and local law enforcement officers in Mississippi. The program proposed to provide technical assistance and training to law enforcement agencies throughout the state, which will assist in the increase in DUI Alcohol and Drug arrest. The Oxford Police Department/Law Enforcement Training Division will focus on providing training in Standard Field Sobriety Testing (SFST), Advanced Roadside Impaired Driving Enforcement (ARIDE) and Drug Recognition Expert (DRE) courses throughout the state.

Strategies will include, but not limited to:

- Conduct a minimum of 11 SFST training courses statewide on Basic DUI to law enforcement officers.
- Conduct 1 SFST Instructor School.
- Conduct at least 7 ARIDE training sessions statewide to law enforcement officers.
- Provide Basic DUI Enforcement/SFST/Case Law overviews and refresher presentations.
- Conduct /facilitate/oversee/participate in at least one DRE school to train officers from Mississippi and facilitate/oversee their instructor-supervised field certification in Jacksonville, Florida.
- Provide SFST recertification
- Maintain records and officer certifications for all training classes, presentations, and other activities.
- Work in conjunction with the TSRP in conducting impaired driving training at other conferences such as the MS Prosecutor's Conference, the MS Judges Conferences, and Law Enforcement Conferences.
- Attend any National training conferences (IACP, Lifesavers, DECP, etc. as permitted by the MS Office of Highway Safety to keep up to date with new curriculums, training procedures, etc.

Traffic Safety Prosecutor: The TSRP travels statewide program. The TSRP will provide one-to-three-day educational courses for prosecutors, officers, and judges. The TSRP will provide courses on Basic DUI, Legal Updates on recent DUI and traffic-related case law, Search & Seizure legal Update, SFST legal section and Trial Advocacy Training for Prosecutors (and officers when appropriate). The TSRP will provide and assist with in-service training programs to assist law enforcement officers and prosecutor at their request; encourage district attorneys, city, and county prosecutors continued involvement in ID projects by providing information and/or training to allow them to handle ID cases appropriately: provide legal support and resources for prosecutors, officers, and judges by distributing and updating the MS DUI Benchbook.

Strategies will include, but not limited to:

- SFST legal sections- Present most recent legal updates during SFST training.
- Act as a resource to Mississippi's Law Enforcement Liaison Office and impaired enforcement officers on DUI and traffic-related/impaired driving issues - This will include, but is not limited to, providing Cops in Court Trainings at each SFST class, ARIDE (Advanced Roadside Impairment Detection Enforcement) classes, and DRE School.
- Provide training to increase BAC testing in all fatal crashes.
- Provide training on handing DUI appropriately.
- Improve reporting of drug related crashes by training law enforcement officers and impress the importance of completing all citations and reporting documentation during training.
- Develop/implement curricula for DUI Drug cases, specifically involving DREs, as well as officers trained in ARIDE. - Presentations created for ARIDE and DRE re-certifications.

Law Enforcement Liaison Field Coordinator: The Law Enforcement Liaison Field Coordinator will serve and coordinate activities and HVE with law enforcement across the state. The following are the strategies established for the LEL Field Outreach Coordination program:

- Attend MOHS Staff Meeting to receive the latest training, be informed about upcoming activities, and share issues or concerns from the field.
- Develop a work plan – Coordinate plans, activities, and needs for the grant year, connecting with all law enforcement agencies.
- Provide in-service training for LEL's – Conduct joint sessions with PAO's to share presentation strengths and coordinate mini-information sessions for nine LELs to learn in-depth information about MOHS and areas of need.
- Organize and conduct LE related events - Participate, contribute, and support media events and press conferences, Hands Across the Border, No Refusal, Quarterly Meetings, Saturation Patrols, Sobriety Checkpoints and training.
- Support crackdowns, mobilizations, and statewide blitz periods – Share reporting information, participate in activities and support media events. Prepare email blast to agencies to include media dates, enforcement dates, press releases and reporting requirement dates.
- Assist LEL with work plans- Coordinate activities across all nine districts to minimize or eliminate overlap of activities in order to support all coordinators equally.
- Collaborate with LEL District Coordinators to plan an agenda including speakers, officer training opportunities.
- Coordinate with the traffic records coordinator to receive the latest updates in each specific district prior to meeting.
- Communicate effectively with LELs – Utilize all forms of communication: email, memos, fax, phone calls, text messages, and social media, to ensure highway safety messages are being transmitted.
- Participate in quarterly LEL field meetings- Support all nine LEL field meetings each quarter by working with District Coordinators prior to, during and following up after each meeting.
- Work to strengthen and support the law enforcement relationships between the state and the MOHS in the areas of ID.

Law Enforcement Liaisons-The MOHS has had law enforcement liaisons in place for many years. MOHS is currently working on our LEL Program and is evaluating options to make the LEL program more effective and efficient in the coming fiscal year. The LEL encourages law enforcement officers and their leaders to support the enforcement of traffic safety laws, particularly those dealing with impaired driving, occupant protection, distracted driving, and speed management. Additional activities include collaboration with other highway safety partners and stakeholders are encouraged. The position involves the following actions:

- Lead evidence-based efforts to reduce motor vehicle crashes, fatalities, and serious injuries.
- Communication and coordination of law enforcement highway safety activities in collaboration with the MOHS and allied highway safety organizations.
- Active supporters for the development and implementation of MOHS highway safety plans, programs, and budgets.
- Recruiting law enforcement participation in highway safety activities and programs that enhance the success of achieving the MOHS goals and objectives.
- Additional LEL strategies include, but not limited to:
 - Meet quarterly with the MOHS to receive information to disseminate among all law enforcement agencies and community partners in the assigned troop district.
 - Attend Strategic Planning Meetings to share and coordinate upcoming activities.

- Support the MOHS in organizing and conducting law enforcement-related events related to crackdowns and mobilizations at the State or local level and other events as needed
- Participate, contribute, and support media events and press conferences, and other designated events.
- Meet with agencies to improve their ability to plan and execute enforcement based on a data-driven approach of knowing where and when motor vehicle crashes and fatalities occur.
- Coordinate with agencies throughout the year, reviewing quarterly activities but most importantly during grant writing and implementation, to adjust as needed to the latest data received.
- Schedule, coordinate, and attend LEL network meetings each quarter and disseminate current trending information and updates to attending officers and community partners.
- Generate earned media with local law enforcement agencies.
- Increase the participation in respective troop district – Continue to update database of Mississippi Law Enforcement agencies to ensure connectivity with all agencies.
- Assist law enforcement agencies as needed to insure their participation and reporting of enforcement results and activities.

MS Youth Programs: Jackson State University will be the state's primary teen impaired awareness program. The program will focus on the top counties of the State with the most teen alcohol impaired fatalities.

Jackson State –Youth Highway Programs will increase awareness and work statewide to provide public information on the consequences of impaired driving for young drivers aged 16-20 years old. Jackson State-Youth Highway Safety Programs will develop and distribute relevant youth impaired driving PI&E, conduct educational outreach activities, participate in safety fairs, and community events. The program will reach teens statewide while working in schools, safety fairs, conferences, and meetings.

The program will also work with local law enforcement across the State to bring the message of the consequences of impaired driving. The program measures the effectiveness of the program with pre- and post-evaluations after each program.

Partners: The MOHS also works with the State FARS Analyst and the MOHS State Traffic Records Director, to help provide data analysis. The following partners also provide data, strategic planning and input into all aspects of the ID plan.

MOHS PARTNERS:

- MOHS Youth Programs
- Federal Highway Administration
- Federal Motor Carrier Safety Administration
- Jackson State University
- Metro Jackson Community Development Coalition
- Mississippi Brain Injury Association
- Mississippi Department of Education
- Mississippi Department of Health
- Mississippi Department of Mental Health
- Mississippi Department of Public Safety
- Mississippi Department of Transportation
- Mississippi Judicial College
- Mississippi Municipal League
- Mississippi Police Chiefs' Association
- Mississippi Railroad Association
- Mississippi Safe Kids
- Mississippi Sheriffs' Association
- Mississippi State University
- National Highway Traffic Safety Administration
- Office of Justice Programs
- State Legislators
- Oxford Police Dept. Training Division
- Mississippi Safety Services

Goals & Strategies for FY26 Impaired Driving Plan:

- C-5 Core Outcome Measure/Alcohol and Other Drugs: To maintain alcohol-impaired driving fatalities at the five-year (2019-2023) average of 155 by the end of 2024-2026.
- A2 Core Activity Measure/Impaired Driving: To maintain the impaired driving citations issued during grant-funded enforcement activities at the five-year (2020-2024) average of 5,828 by the end of 2024-2026.
- MOHS Outcome Measure: Teen-AL: To maintain the number of alcohol-related fatalities in drivers under 21 years old from the five-year (2019-2023) average of 10 by 2024-2026.

Impaired Driving Countermeasures:

The MOHS uses *Countermeasures that Work: A Highway Safety Countermeasures Guide for State Highway Safety Offices, Eleventh Edition*, published by NHTSA to select strategies that will be used for the upcoming grant year. During the review of the *Countermeasures that Work*, the State takes notice of measures that are rated with three stars or above for effectiveness and tries to include the most effective measures into funded projects and programs. The higher the effectiveness of the measure, the more likely the success of the program will be for the State.

FY26 Impaired Driving Proposed Plan Strategies:

The MOHS will use the following countermeasures from the Countermeasures That Work (**CTW**): 11th edition as strategies to accomplish the targets that have been set for the grant year:

- Alcohol-Impaired Driving Law
- Publicized Sobriety Checkpoints
- High Visibility Saturation Patrols
- Alcohol Measurement Devices
- Integrated Enforcement
- Alcohol Ignition Interlock
- Mass Media Campaign
- Minimum Drinking Age 21 Laws
- Zero Tolerance Law Enforcement
- Alcohol Vendor Compliance Checks
- Youth Programs
- Drugged Impaired Driving
- Drugged Impaired Driving Laws
- Court Monitoring
- DWI Courts

MOHS Impaired Driving Plan Strategies:

FY26 Impaired Driving Proposed Strategies: Impaired Driving projects proposed for this fiscal year include, but is not limited to, designated ID enforcement units in problem localities. As a part of impaired driving funded programs, applicants are required to establish and implement seat belt use policies for their individual agencies and participate and participate in the National Impaired Driving Blitz initiatives, including statewide campaigns utilizing the national message “*Drive Sober or Get Pulled Over*”. Sub-grantees awarded under impaired programs are encouraged to attend impaired-related training conferences, along with utilization of resources and training offered by the MOHS Law Enforcement Training office as it relates to the impaired driver.

Impaired Driving Coordinated Program:

- ✓ **CTW: Publicized Sobriety Checkpoints; High-Visibility Saturation Patrols**
 - Strategic Meetings
 - Attend meetings to strategic plan enforcement efforts through data trends, performance measures and strategies.
 - Provide a comprehensive statewide ID coordinated program
 - Fund law enforcement programs for ID enforcement
 - Assign MOHS staff to manage ID enforcement and PI&E grants
 - Provide for earned and paid media to discourage impaired driving; and
 - Provide technical assistance for the ID Program.

Selective Traffic Enforcement Programs:

- ✓ **CTW: Publicized Sobriety Checkpoints; High-Visibility Saturation Patrols; Enforcement of Drug-Impaired Driving**
 - STEP Programs
 - STEP Enforcement Period
 - Fund ID checkpoints and/or saturation patrols
 - ID project agencies within a high-risk location will conduct at least one special ID enforcement operation per month.
 - Distribute National Impaired Driving Campaign Blitz information/reporting packets
 - Each project will generate earned media and shall utilize the earned media before, during and after planned high visibility enforcement efforts conducted during the National Impaired Driving Blitz Campaigns and State holiday campaigns

High Visibility Enforcement:

- ✓ **CTW: Publicized Sobriety Checkpoints; High-Visibility Saturation Patrols; Enforcement of Drug-Impaired Driving**
 - High Visibility Enforcement (HVE)
 - Implement activities in support of national highway safety targets to reduce. All programs are required to complete the HVE compliance form in the grant agreement, which defines the mobilizations and sustained enforcement activities.

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

National Blitz:

- ✓ **CTW: Publicized Sobriety Checkpoints; High-Visibility Saturation Patrols**
- Participating in the National Blitz
- Distribute public information and education materials.
- Fund enforcement to multiple agencies (checkpoints/saturation patrols);
- Fund full time DUI Officers.
- Fund STEP HVE activities.
- Issue press releases and participate in earned media; and
- Fund paid media.

Training:

- ✓ **CTW: Enforcement of Drug-Impaired Driving**
- Training
- Continue funding the Specialized Law Enforcement (LE) Training Program.
- Provide classes free of cost for law enforcement; and
- Provide technical support for law enforcement agencies through statewide Law Enforcement Liaison Field Coordinator.
- Increase number of Standardized Field Sobriety Testing (SFST), Advanced Roadside Impaired Driving Enforcement (ARIDE) and Drug Recognition Experts (DRE) certified law enforcement officers across the State.

Evaluation:

- MOHS will evaluate the programs to ensure projects that are funded are having the desired effect on the Statewide ID program.
- Evaluate grant funded impaired driving activities.
- Review monthly cost and activity reports.
- Review progress reports.
- Conduct in-house and on-site monitoring; and
- Review all surveys and analysis of data collected.

DUI-(Traffic Safety Resource Prosecutor (TSRP)

- ✓ **CTW: DWI Courts; Court Monitoring; Alcohol-Impaired Driving Law**
 - Judicial Training
 - DUI Outreach/Court Monitoring
 - Continue funding a TSRP to assist with training for prosecutors and law enforcement.
 - Work in conjunction with other ID programs; and
 - Address the decline in impaired driving (DUI) conviction rate throughout the State.

Public Information and Enforcement:

- Implement educational ID programs aimed at reducing the number of impaired drivers under the age of 21, to include parent education.
- Continue supporting youth ID programs across the State, with a focus in youth, teens and young adults.
- Continue funding and support MOHS youth programs to reach youth through peer to peer education and programs across the State.
- Continue to support high school, college and university youth programs to reach youth through peer to peer education.
- Fund education programs; and
- Provide driver education materials and information.

Education:

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

Impaired Driving Task Force Meetings

- December 4, 2025
- February 7, 2026
- May 7, 2026
- August 6, 2026

Appendix A to Part 1300—Certifications and Assurances for Highway Safety Grants

[Each fiscal year, the Governor's Representative for Highway Safety must sign these Certifications and Assurances affirming that the State complies with all requirements, including applicable Federal statutes and regulations, that are in effect during the grant period. Requirements that also apply to subrecipients are noted under the applicable caption.]

State: Mississippi

Fiscal Year: 2026

By submitting an application for Federal grant funds under 23 U.S.C. Chapter 4 or Section 1906, Public Law 109-59, as amended by Section 25024, Public Law 117-58, the State Highway Safety Office acknowledges and agrees to the following conditions and requirements. In my capacity as the Governor's Representative for Highway Safety, I hereby provide the following Certifications and Assurances:

GENERAL REQUIREMENTS

The State will comply with applicable statutes and regulations, including but not limited to:

- 23 U.S.C. Chapter 4—Highway Safety Act of 1966, as amended;
- Sec. 1906, [Public Law 109-59](#), as amended by Sec. 25024, [Public Law 117-58](#);
- [23 CFR part 1300](#)—Uniform Procedures for State Highway Safety Grant Programs;
- [2 CFR part 200](#)—Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards;
- [2 CFR part 1201](#)—Department of Transportation, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards.

INTERGOVERNMENTAL REVIEW OF FEDERAL PROGRAMS

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

FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA)

The State will comply with FFATA guidance, *OMB Guidance on FFATA Subaward and Executive Compensation Reporting*, August 27, 2010, (https://www.fsrs.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reportin_08272010.pdf) by reporting to FSRS.gov for each sub-grant awarded:

- Name of the entity receiving the award;
- Amount of the award;

- Information on the award including transaction type, funding agency, the North American Industry Classification System code or Catalog of Federal Domestic Assistance number (where applicable), program source;
- Location of the entity receiving the award and the primary location of performance under the award, including the city, State, congressional district, and country; and an award title descriptive of the purpose of each funding action;
 - Unique entity identifier (generated by [SAM.gov](#));
- The names and total compensation of the five most highly compensated officers of the entity if:
 - (i) the entity in the preceding fiscal year received—
 - (I) 80 percent or more of its annual gross revenues in Federal awards;
 - (II) \$25,000,000 or more in annual gross revenues from Federal awards; and
 - (ii) the public does not have access to information about the compensation of the senior executives of the entity through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 ([15 U.S.C. 78m\(a\), 78o\(d\)](#)) or section 6104 of the Internal Revenue Code of 1986;
- Other relevant information specified by OMB guidance.

NONDISCRIMINATION

(applies to subrecipients as well as States)

The State highway safety agency [and its subrecipients] will comply with all Federal statutes and implementing regulations relating to nondiscrimination (“Federal Nondiscrimination Authorities”). These include but are not limited to:

- *Title VI of the Civil Rights Act of 1964* ([42 U.S.C. 2000d et seq.](#), 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin);
- [49 CFR part 21](#) (entitled *Non-discrimination in Federally-Assisted Programs of the Department of Transportation—Effectuation of Title VI of the Civil Rights Act of 1964*);
- [28 CFR 50.3](#) (U.S. Department of Justice Guidelines for Enforcement of Title VI of the Civil Rights Act of 1964);
- *The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970*, ([42 U.S.C. 4601](#)), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- *Federal-Aid Highway Act of 1973*, (*23 U.S.C. 324 et seq.*), and *Title IX of the Education Amendments of 1972*, as amended ([20 U.S.C. 1681-1683](#) and [1685-1686](#)) (prohibit discrimination on the basis of sex);
- *Section 504 of the Rehabilitation Act of 1973*, ([29 U.S.C. 794 et seq.](#)), as amended, (prohibits discrimination on the basis of disability) and [49 CFR part 27](#);
- *The Age Discrimination Act of 1975*, as amended, ([42 U.S.C. 6101 et seq.](#)), (prohibits discrimination on the basis of age);
- *The Civil Rights Restoration Act of 1987*, (Pub. L. 100-209), (broadens scope, coverage, and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms “programs or activities” to include all of the programs or activities of the

Federal aid recipients, subrecipients and contractors, whether such programs or activities are Federally-funded or not);

- *Titles II and III of the Americans with Disabilities Act (42 U.S.C. 12131-12189)* (prohibits discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing) and [49 CFR parts 37](#) and [38](#).

The preceding statutory and regulatory cites hereinafter are referred to as the “Acts” and “Regulations,” respectively.

GENERAL ASSURANCES

In accordance with the Acts, the Regulations, and other pertinent directives, circulars, policy, memoranda, and/or guidance, the Recipient hereby gives assurance that it will promptly take any measures necessary to ensure that:

“No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity, for which the Recipient receives Federal financial assistance from DOT, including NHTSA.”

The Civil Rights Restoration Act of 1987 clarified the original intent of Congress, with respect to Title VI of the Civil Rights Act of 1964 and other non-discrimination requirements (the Age Discrimination Act of 1975, and Section 504 of the Rehabilitation Act of 1973), by restoring the broad, institutional-wide scope and coverage of these nondiscrimination statutes and requirements to include all programs and activities of the Recipient, so long as any portion of the program is Federally assisted.

SPECIFIC ASSURANCES

More specifically, and without limiting the above general Assurance, the Recipient agrees with and gives the following Assurances with respect to its Federally assisted Highway Safety Grant Program:

1. The Recipient agrees that each “activity,” “facility,” or “program,” as defined in § 21.23(b) and (e) of [49 CFR part 21](#) will be (with regard to an “activity”) facilitated, or will be (with regard to a “facility”) operated, or will be (with regard to a “program”) conducted in compliance with all requirements imposed by, or pursuant to the Acts and the Regulations.
2. The Recipient will insert the following notification in all solicitations for bids, Requests For Proposals for work, or material subject to the Acts and the Regulations made in connection with all Highway Safety Grant Programs and, in adapted form, in all proposals for negotiated agreements regardless of funding source:

The [name of Recipient], in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C 2000d to 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that in any contract entered into pursuant to this advertisement, disadvantaged business enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.
3. The Recipient will insert the clauses of appendix A and E of this Assurance (also referred to as DOT Order 1050.2A) ^[1] in every contract or agreement subject to the Acts and the Regulations.
4. The Recipient will insert the clauses of appendix B of DOT Order 1050.2A, as a covenant running with the land, in any deed from the United States effecting or recording a transfer of real property, structures, use, or improvements thereon or interest therein to a Recipient.
5. That where the Recipient receives Federal financial assistance to construct a facility, or part of a facility, the Assurance will extend to the entire facility and facilities operated in connection therewith.
6. That where the Recipient receives Federal financial assistance in the form of, or for the acquisition of, real property or an interest in real property, the Assurance will extend to rights to space on, over, or under such property.
7. That the Recipient will include the clauses set forth in appendix C and appendix D of this DOT Order 1050.2A, as a covenant running with the land, in any future deeds, leases, licenses, permits, or similar instruments entered into by the Recipient with other parties:
 - a. for the subsequent transfer of real property acquired or improved under the applicable activity, project, or program; and
 - b. for the construction or use of, or access to, space on, over, or under real property acquired or improved under the applicable activity, project, or program.
8. That this Assurance obligates the Recipient for the period during which Federal financial assistance is extended to the program, except where the Federal financial assistance is to provide, or is in the form of, personal property, or real property, or interest therein, or

structures or improvements thereon, in which case the Assurance obligates the Recipient, or any transferee for the longer of the following periods:

- a. the period during which the property is used for a purpose for which the Federal financial assistance is extended, or for another purpose involving the provision of similar services or benefits; or
- b. the period during which the Recipient retains ownership or possession of the property.

9. The Recipient will provide for such methods of administration for the program as are found by the Secretary of Transportation or the official to whom he/she delegates specific authority to give reasonable guarantee that it, other recipients, sub-recipients, sub-grantees, contractors, subcontractors, consultants, transferees, successors in interest, and other participants of Federal financial assistance under such program will comply with all requirements imposed or pursuant to the Acts, the Regulations, and this Assurance.
10. The Recipient agrees that the United States has a right to seek judicial enforcement with regard to any matter arising under the Acts, the Regulations, and this Assurance.

By signing this ASSURANCE, the State highway safety agency also agrees to comply (and require any sub-recipients, sub-grantees, contractors, successors, transferees, and/or assignees to comply) with all applicable provisions governing NHTSA's access to records, accounts, documents, information, facilities, and staff. You also recognize that you must comply with any program or compliance reviews, and/or complaint investigations conducted by NHTSA. You must keep records, reports, and submit the material for review upon request to NHTSA, or its designee in a timely, complete, and accurate way. Additionally, you must comply with all other reporting, data collection, and evaluation requirements, as prescribed by law or detailed in program guidance.

The State highway safety agency gives this ASSURANCE in consideration of and for obtaining any Federal grants, loans, contracts, agreements, property, and/or discounts, or other Federal-aid and Federal financial assistance extended after the date hereof to the recipients by the U.S. Department of Transportation under the Highway Safety Grant Program. This ASSURANCE is binding on the State highway safety agency, other recipients, sub-recipients, sub-grantees, contractors, subcontractors and their subcontractors', transferees, successors in interest, and any other participants in the Highway Safety Grant Program. The person(s) signing below is/are authorized to sign this ASSURANCE on behalf of the Recipient.

THE DRUG-FREE WORKPLACE ACT OF 1988 (41 U.S.C. 8103)

The State will provide a drug-free workplace by:

- a. Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace, and specifying the actions that will be taken against employees for violation of such prohibition;
- b. Establishing a drug-free awareness program to inform employees about:
 1. The dangers of drug abuse in the workplace;
 2. The grantee's policy of maintaining a drug-free workplace;

3. Any available drug counseling, rehabilitation, and employee assistance programs;
4. The penalties that may be imposed upon employees for drug violations occurring in the workplace;
5. Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a);

- c. Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will—
 1. Abide by the terms of the statement;
 2. Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction;
- d. Notifying the agency within ten days after receiving notice under subparagraph (c)(2) from an employee or otherwise receiving actual notice of such conviction;
- e. Taking one of the following actions, within 30 days of receiving notice under subparagraph (c)(2), with respect to any employee who is so convicted—
 1. Taking appropriate personnel action against such an employee, up to and including termination;
 2. Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency;
- f. Making a good faith effort to continue to maintain a drug-free workplace through implementation of all of the paragraphs above.

POLITICAL ACTIVITY (HATCH ACT)

(applies to subrecipients as well as States)

The State will comply with provisions of the Hatch Act ([5 U.S.C. 1501-1508](#)), which limits the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

CERTIFICATION REGARDING FEDERAL LOBBYING

(applies to subrecipients as well as States)

CERTIFICATION FOR CONTRACTS, GRANTS, LOANS, AND COOPERATIVE AGREEMENTS

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

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

Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, “Disclosure Form to Report Lobbying,” in accordance with its instructions;

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

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

RESTRICTION ON STATE LOBBYING

(applies to subrecipients as well as States)

None of the funds under this program will be used for any activity specifically designed to urge or influence a State or local legislator to favor or oppose the adoption of any specific legislative proposal pending before any State or local legislative body. Such activities include both direct and indirect (e.g., “grassroots”) lobbying activities, with one exception. This does not preclude a State official whose salary is supported with NHTSA funds from engaging in direct communications with State or local legislative officials, in accordance with customary State practice, even if such communications urge legislative officials to favor or oppose the adoption of a specific pending legislative proposal.

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION

(applies to subrecipients as well as States)

INSTRUCTIONS FOR PRIMARY TIER PARTICIPANT CERTIFICATION (STATES)

1. By signing and submitting this proposal, the prospective primary tier participant is providing the certification set out below and agrees to comply with the requirements of [2 CFR parts 180](#) and [1200](#).
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective primary tier participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary tier participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary tier participant knowingly rendered an

erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default or may pursue suspension or debarment.

4. The prospective primary tier participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary tier participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms **covered transaction, civil judgment, debarment, suspension, ineligible, participant, person, principal, and voluntarily excluded**, as used in this clause, are defined in [2 CFR parts 180](#) and [1200](#). You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.
6. The prospective primary tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under [48 CFR part 9, subpart 9.4](#), debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.
7. The prospective primary tier participant further agrees by submitting this proposal that it will include the clause titled “Instructions for Lower Tier Participant Certification” including the “Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion—Lower Tier Covered Transaction,” provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with [2 CFR parts 180](#) and [1200](#).
8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under [48 CFR part 9, subpart 9.4](#), debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any prospective lower tier participants, each participant may, but is not required to, check the System for Award Management Exclusions website (<https://www.sam.gov/>).
9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under [48 CFR part 9, subpart 9.4](#), suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate the transaction for cause or default.

**CERTIFICATION REGARDING DEBARMENT, SUSPENSION, AND OTHER RESPONSIBILITY
MATTERS—PRIMARY TIER COVERED TRANSACTIONS**

1. The prospective primary tier participant certifies to the best of its knowledge and belief, that it and its principals:
 - a. Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions by any Federal department or agency;
 - b. Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State, or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
 - c. Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State, or local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
 - d. Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.
2. Where the prospective primary tier participant is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this proposal.

INSTRUCTIONS FOR LOWER TIER PARTICIPANT CERTIFICATION

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below and agrees to comply with the requirements of [2 CFR parts 180](#) and [1200](#).
2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency with which this transaction originated may pursue available remedies, including suspension or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms **covered transaction, civil judgment, debarment, suspension, ineligible, participant, person, principal, and voluntarily excluded**, as used in this clause, are defined in [2 CFR parts 180](#) and [1200](#). You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.

5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under [48 CFR part 9, subpart 9.4](#), debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled “Instructions for Lower Tier Participant Certification” including the “Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion—Lower Tier Covered Transaction,” without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with [2 CFR parts 180](#) and [1200](#).
7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under [48 CFR part 9, subpart 9.4](#), debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any prospective lower tier participants, each participant may, but is not required to, check the System for Award Management Exclusions website (<https://www.sam.gov>).
8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under [48 CFR part 9, subpart 9.4](#), suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency with which this transaction originated may pursue available remedies, including suspension or debarment.

CERTIFICATION REGARDING DEBARMENT, SUSPENSION, INELIGIBILITY AND VOLUNTARY EXCLUSION—LOWER TIER COVERED TRANSACTIONS

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions by any Federal department or agency.
2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

BUY AMERICA

(applies to subrecipients as well as States)

The State and each subrecipient will comply with the Buy America requirement ([23 U.S.C. 313](#)) when purchasing items using Federal funds. Buy America requires a State, or subrecipient, to purchase with Federal funds only steel, iron and manufactured products produced in the United States, unless the Secretary of Transportation determines that such domestically produced items would be inconsistent with the public interest, that such materials are not reasonably available and of a satisfactory quality, or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. In order to use Federal funds to purchase foreign produced items, the State must submit a waiver request that provides an adequate basis and justification for approval by the Secretary of Transportation.

CERTIFICATION ON CONFLICT OF INTEREST

(applies to subrecipients as well as States)

GENERAL REQUIREMENTS

No employee, officer, or agent of a State or its subrecipient who is authorized in an official capacity to negotiate, make, accept, or approve, or to take part in negotiating, making, accepting, or approving any subaward, including contracts or subcontracts, in connection with this grant shall have, directly or indirectly, any financial or personal interest in any such subaward. Such a financial or personal interest would arise when the employee, officer, or agent, any member of his or her immediate family, his or her partner, or an organization which employs or is about to employ any of the parties indicated herein, has a financial or personal interest in or a tangible personal benefit from an entity considered for a subaward. Based on this policy:

1. The recipient shall maintain a written code or standards of conduct that provide for disciplinary actions to be applied for violations of such standards by officers, employees, or agents.
 - a. The code or standards shall provide that the recipient's officers, employees, or agents may neither solicit nor accept gratuities, favors, or anything of monetary value from present or potential subawardees, including contractors or parties to subcontracts.
 - b. The code or standards shall establish penalties, sanctions, or other disciplinary actions for violations, as permitted by State or local law or regulations.
2. The recipient shall maintain responsibility to enforce the requirements of the written code or standards of conduct.

DISCLOSURE REQUIREMENTS

No State or its subrecipient, including its officers, employees, or agents, shall perform or continue to perform under a grant or cooperative agreement, whose objectivity may be impaired because of any related past, present, or currently planned interest, financial or otherwise, in

organizations regulated by NHTSA or in organizations whose interests may be substantially affected by NHTSA activities. Based on this policy:

1. The recipient shall disclose any conflict of interest identified as soon as reasonably possible, making an immediate and full disclosure in writing to NHTSA. The disclosure shall include a description of the action which the recipient has taken or proposes to take to avoid or mitigate such conflict.
2. NHTSA will review the disclosure and may require additional relevant information from the recipient. If a conflict of interest is found to exist, NHTSA may (a) terminate the award, or (b) determine that it is otherwise in the best interest of NHTSA to continue the award and include appropriate provisions to mitigate or avoid such conflict.
3. Conflicts of interest that require disclosure include all past, present, or currently planned organizational, financial, contractual, or other interest(s) with an organization regulated by NHTSA or with an organization whose interests may be substantially affected by NHTSA activities, and which are related to this award. The interest(s) that require disclosure include those of any recipient, affiliate, proposed consultant, proposed subcontractor, and key personnel of any of the above. Past interest shall be limited to within one year of the date of award. Key personnel shall include any person owning more than a 20 percent interest in a recipient, and the officers, employees or agents of a recipient who are responsible for making a decision or taking an action under an award where the decision or action can have an economic or other impact on the interests of a regulated or affected organization.

PROHIBITION ON USING GRANT FUNDS TO CHECK FOR HELMET USAGE
(applies to subrecipients as well as States)

The State and each subrecipient will not use 23 U.S.C. Chapter 4 grant funds for programs to check helmet usage or to create checkpoints that specifically target motorcyclists.

POLICY ON SEAT BELT USE

In accordance with [Executive Order 13043](#), Increasing Seat Belt Use in the United States, dated April 16, 1997, the Grantee is encouraged to adopt and enforce on-the-job seat belt use policies and programs for its employees when operating company-owned, rented, or personally-owned vehicles. The National Highway Traffic Safety Administration (NHTSA) is responsible for providing leadership and guidance in support of this Presidential initiative. For information and resources on traffic safety programs and policies for employers, please contact the Network of Employers for Traffic Safety (NETS), a public-private partnership dedicated to improving the traffic safety practices of employers and employees. You can download information on seat belt programs, costs of motor vehicle crashes to employers, and other traffic safety initiatives at www.trafficsafety.org. The NHTSA website (www.nhtsa.gov) also provides information on statistics, campaigns, and program evaluations and references.

POLICY ON BANNING TEXT MESSAGING WHILE DRIVING

In accordance with [Executive Order 13513](#), Federal Leadership On Reducing Text Messaging While Driving, and DOT Order 3902.10, Text Messaging While Driving, States are encouraged to adopt and enforce workplace safety policies to decrease crashes caused by distracted driving, including policies to ban text messaging while driving company-owned or rented vehicles, Government-owned, leased or rented vehicles, or privately-owned vehicles when on official Government business or when performing any work on or behalf of the Government. States are also encouraged to conduct workplace safety initiatives in a manner commensurate with the size of the business, such as establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving, and education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

SECTION 402 REQUIREMENTS

1. To the best of my personal knowledge, the information submitted in the annual grant application in support of the State's application for a grant under [23 U.S.C. 402](#) is accurate and complete.
2. The Governor is the responsible official for the administration of the State highway safety program, by appointing a Governor's Representative for Highway Safety who shall be responsible for a State highway safety agency that has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program. ([23 U.S.C. 402\(b\)\(1\)\(A\)](#))
3. At least 40 percent of all Federal funds apportioned to this State under [23 U.S.C. 402](#) for this fiscal year will be expended by or on behalf of political subdivisions of the State in carrying out local highway safety programs ([23 U.S.C. 402\(b\)\(1\)\(C\)](#)) or 95 percent by and on behalf of Indian tribes ([23 U.S.C. 402\(h\)\(2\)](#)), unless this requirement is waived in writing. (This provision is not applicable to the District of Columbia, Puerto Rico, the U.S. Virgin Islands, Guam, American Samoa, and the Commonwealth of the Northern Mariana Islands.)
4. The State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks. ([23 U.S.C. 402\(b\)\(1\)\(D\)](#))
5. As part of a comprehensive program, the State will support a data-based traffic safety enforcement program that fosters effective community collaboration to increase public safety, and data collection and analysis to ensure transparency, identify disparities in traffic enforcement, and inform traffic enforcement policies, procedures, and activities. ([23 U.S.C. 402\(b\)\(1\)\(E\)](#))
6. The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State, as identified by the State highway safety planning process, including:

- Participation in the National high-visibility law enforcement mobilizations as identified annually in the NHTSA Communications Calendar, including not less than 3 mobilization campaigns in each fiscal year to—
 - Reduce alcohol-impaired or drug-impaired operation of motor vehicles; and
 - Increase use of seat belts by occupants of motor vehicles;
- Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits;
- An annual statewide seat belt use survey in accordance with 23 CFR part 1340 for the measurement of State seat belt use rates, except for the Secretary of Interior on behalf of Indian tribes;
- Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources;
- Coordination of triennial Highway Safety Plan, data collection, and information systems with the State strategic highway safety plan, as defined in 23 U.S.C. 148(a); and
- Participation in the Fatality Analysis Reporting System (FARS), except for American Samoa, Guam, the Commonwealth of the Northern Mariana Islands, or the United States Virgin Islands

7. The State will actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect. (23 U.S.C. 402(j))
8. The State will not expend Section 402 funds to carry out a program to purchase, operate, or maintain an automated traffic enforcement system, except in a work zone or school zone. (23 U.S.C. 402(c)(4))

I understand that my statements in support of the State's application for Federal grant funds are statements upon which the Federal Government will rely in determining qualification for grant funds, and that knowing misstatements may be subject to civil or criminal penalties under 18 U.S.C. 1001. I sign these Certifications and Assurances based on personal knowledge, and after appropriate inquiry.

Click here to validate form fields and permit signature

Joshua Bromen

Digitally signed by Joshua Bromen
Date: 2025.08.01 12:58:31 -05'00'

8/1/25

Signature Governor's Representative for Highway Safety

Date

Joshua Bromen

Printed name of Governor's Representative for Highway Safety

Appendix B to Part 1300—Application Requirements for Section 405 and Section 1906 Grants

[Each fiscal year, to apply for a grant under [23 U.S.C. 405](#) or Section 1906, [Public Law 109-59](#), as amended by Section 25024, [Public Law 117-58](#), the State must complete and submit all required information in this appendix, and the Governor's Representative for Highway Safety must sign the Certifications and Assurances.]

State: Mississippi _____ Fiscal Year: 2026 _____

Instructions: Check the box for each part for which the State is applying for a grant, fill in relevant blanks, and identify the attachment number or page numbers where the requested information appears in the Highway Safety Plan. Attachments may be submitted electronically.



PART 1: OCCUPANT PROTECTION GRANTS ([23 CFR 1300.21](#))

[Check the box above only if applying for this grant.]

ALL STATES

[Fill in all blanks below.]

- The State's occupant protection program area plan for the upcoming fiscal year is provided in the annual grant application at OP Strategic Plan, pages 33-34 (location).
- The State will participate in the Click it or Ticket national mobilization in the fiscal year of the grant. The description of the State's planned participation is provided in the annual grant application at OP Strategic Plan, page 36 (location).
- Projects demonstrating the State's active network of child restraint inspection stations are provided in the annual grant application at AGA, page 20 and 405B application, pages 54-55 (location). Such description includes estimates for: (1) the total number of planned inspection stations and events during the upcoming fiscal year; and (2) within that total, the number of planned inspection stations and events serving each of the following population categories: urban, rural, and at-risk. The planned inspection stations/events provided in the annual grant application are staffed with at least one current nationally Certified Child Passenger Safety Technician.
- Projects, as provided in the annual grant application at AGA, page 20 and 405B application, pages 54-55 (location), that include estimates of the total number of classes and total number of technicians to be trained in the upcoming fiscal year to ensure coverage of child passenger safety inspection stations and inspection events by nationally Certified Child Passenger Safety Technicians.

LOWER SEAT BELT USE STATES ONLY

[Check at least 3 boxes below and fill in all blanks under those checked boxes.]

The State's primary seat belt use law, requiring all occupants riding in a passenger motor vehicle to be restrained in a seat belt or a child restraint, was enacted on 3/20/99 (date) and last amended on 7/1/94 (date), is in effect, and will be enforced during the fiscal year of the grant.

- *Legal citation(s):*
MS CODE 63-2-1

The State's occupant protection law, requiring occupants to be secured in a seat belt or age-appropriate child restraint while in a passenger motor vehicle and a minimum fine of \$25, was enacted on 7/1/94 (date) and last amended on 7/1/17 (date) and is in effect and will be enforced during the fiscal year of the grant.

- *Legal citation(s):*
 - Requirement for all occupants to be secured in seat belt or age-appropriate child restraint;
MS CODE 63-2-1
 - Coverage of all passenger motor vehicles;
MS CODE 63-2-1
 - Minimum fine of at least \$25;
MS CODE 63-2-7
 - Exemptions from restraint requirements.
MS CODE 63-2-1 (3)

Projects demonstrating the State's seat belt enforcement plan are provided in the annual grant application at
Pages 20 and 23 (location).

The projects demonstrating the State's high risk population countermeasure program are provided in the annual grant application at
Page 18 (location).

The State's comprehensive occupant protection program is provided as follows:

- Date of NHTSA-facilitated program assessment conducted within 5 years prior to the application date: 4/19/21 (date);
- Multi-year strategic plan: annual grant application or triennial HSP at
AGA, Page 59 (location);
- The name and title of the State's designated occupant protection coordinator is Lekisha Noel, Occupant Protection Director.
- The list that contains the names, titles, and organizations of the statewide occupant protection task force membership: annual grant application at
Pages 71-72 (location).

The State's NHTSA-facilitated occupant protection program assessment of all elements of its occupant protection program was conducted on 4/19/21 (date) (within 5 years of the application due date);

PART 2: STATE TRAFFIC SAFETY INFORMATION SYSTEM IMPROVEMENTS GRANTS (23 CFR 1300.22)

[Check the box above only if applying for this grant.]

ALL STATES

The State has a functioning traffic records coordinating committee that meets at least 3 times each year.

The State has designated a TRCC coordinator.

The State has established a State traffic records strategic plan, updated annually, that has been approved by the TRCC and describes specific quantifiable and measurable improvements anticipated in the State's core safety databases, including crash, citation or adjudication, driver, emergency medical services or injury surveillance system, roadway, and vehicle databases.

[*Fill in the blank below.*] Written description of the performance measure(s), and all supporting data, that the State is relying on to demonstrate achievement of the quantitative improvement in the preceding 12 months of the application due date in relation to one or more of the significant data program attributes is provided in the annual grant application at

TRCC Strategic Plan, page 82 _____ (location).

PART 3: IMPAIRED DRIVING COUNTERMEASURES (23 CFR 1300.23(D)-(F))

[Check the box above only if applying for this grant.]

ALL STATES

The State will use the funds awarded under [23 U.S.C. 405\(d\)](#) only for the implementation of programs as provided in [23 CFR 1300.23\(j\)](#).

MID-RANGE STATES ONLY

[Check one box below and fill in all blanks under that checked box.]

The State submits its statewide impaired driving plan approved by a statewide impaired driving task force on _____ (date). Specifically:

- Annual grant application at _____ (location)
describes the authority and basis for operation of the statewide impaired driving task force;
- Annual grant application at _____ (location)
contains the list of names, titles, and organizations of all task force members;
- Annual grant application at _____ (location)
contains the strategic plan based on Highway Safety Guideline No. 8—Impaired Driving.

The State has previously submitted a statewide impaired driving plan approved by a statewide impaired driving task force on 6/23/23 (date) and continues to use this plan.

HIGH-RANGE STATE ONLY

[Check one box below and fill in all blanks under that checked box.]

The State submits its statewide impaired driving plan approved by a statewide impaired driving task force on _____ (date) that includes a review of a NHTSA-facilitated assessment of the State's impaired driving program conducted on _____ (date). Specifically:

- Annual grant application at _____ (location)
describes the authority and basis for operation of the statewide impaired driving task force;
- Annual grant application at _____ (location)
contains the list of names, titles, and organizations of all task force members;
- Annual grant application at _____ (location)
contains the strategic plan based on Highway Safety Guideline No. 8—Impaired Driving;
- Annual grant application at _____ (location)
addresses any related recommendations from the assessment of the State's impaired driving program;
- Annual grant application at _____ (location)
contains the projects, in detail, for spending grant funds;

- Annual grant application at _____ (location)

describes how the spending supports the State's impaired driving program and achievement of its performance targets.

The State submits an updated statewide impaired driving plan approved by a statewide impaired driving task force on _____ (date) and updates its assessment review and spending plan provided in the annual grant application at _____ (location).

PART 4: ALCOHOL-IGNITION INTERLOCK LAWS ([23 CFR 1300.23\(G\)](#))

[Check the box above only if applying for this grant.]

[Check one box below and fill in all blanks under that checked box.]

The State's alcohol-ignition interlock law, requiring all individuals convicted of driving under the influence or of driving while intoxicated to drive only motor vehicles with alcohol-ignition interlocks for a period of not less than 180 days, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

- *Legal citations:*
 - Requirement for alcohol-ignition interlocks for all DUI offenders for not less than 180 days;
 - _____
 - Identify all alcohol-ignition interlock use exceptions.

The State's alcohol-ignition interlock law, requiring an individual convicted of driving under the influence of alcohol or of driving while intoxicated, and who has been ordered to use an alcohol-ignition interlock, and does not permit the individual to receive any driving privilege or driver's license unless the individual installs on each motor vehicle registered, owned, or leased by the individual an alcohol-ignition interlock for a period of not less than 180 days, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

○ *Legal citations:*

- Requirement for installation of alcohol ignition-interlocks for DUI offenders for not less than 180 days;
- Identify all alcohol-ignition interlock use exceptions.

The State's alcohol-ignition interlock law, requiring an individual convicted of, or the driving privilege of whom is revoked or denied, for refusing to submit to a chemical or other appropriate test for the purpose of determining the presence or concentration of any intoxicating substance, and who has been ordered to use an alcohol-ignition interlock, requires the individual to install on each motor vehicle to be operated by the individual an alcohol-ignition interlock for a period of not less than 180 days, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant; and

The State's compliance-based removal program, requiring an individual convicted of driving under the influence of alcohol or of driving while intoxicated, and who has been ordered to use an alcohol-ignition interlock, requires the individual to install on each motor vehicle to be operated by the individual an alcohol-ignition interlock for a period of not less than 180 days, was enacted (if a law) or implemented (if a program) on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant; and

State's compliance-based removal program, requiring completion of a minimum consecutive period of not less than 40 percent of the required period of alcohol-ignition interlock installation immediately prior to the end of the individual's installation requirement, without a confirmed violation of the State's alcohol-ignition interlock program use requirements, was enacted (if a law) or implemented (if a program) on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

○ *Legal citations:*

- Requirement for installation of alcohol-ignition interlocks for refusal to submit to a test for 180 days;
- Requirement for installation of alcohol ignition-interlocks for DUI offenders for not less than 180 days;
- Requirement for completion of minimum consecutive period of not less than 40 percent of the required period of alcohol-interlock use;

- Identify list of alcohol-ignition interlock program use violations;

- Identify all alcohol-ignition interlock use exceptions.

PART 5: 24-7 SOBRIETY PROGRAMS (23 CFR 1300.23(H))

[Check the box above only if applying for this grant.]

[Fill in all blanks.]

The State provides citations to a law that requires all individuals convicted of driving under the influence or of driving while intoxicated to receive a restriction on driving privileges that was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

○ *Legal citation(s):*

[Check at least one of the boxes below and fill in all blanks under that checked box.]

Law citation. The State provides citations to a law that authorizes a statewide 24-7 sobriety program that was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

○ *Legal citation(s):*

Program information. The State provides program information that authorizes a statewide 24-7 sobriety program. The program information is provided in the annual grant application at _____ (location).

PART 6: DISTRACTED DRIVING GRANTS (23 CFR 1300.24)

[Check the box above only if applying for this grant and check the box(es) below for each grant for which you wish to apply.]

The State has conformed its distracted driving data to the most recent Model Minimum Uniform Crash Criteria (MMUCC) and will provide supporting data (*i.e.*, the State's most

recent crash report with distracted driving data element(s)) within 30 days after notification of award.

DISTRACTED DRIVING AWARENESS GRANT

The State provides sample distracted driving questions from the State's driver's license examination in the annual grant application at _____ (location).

DISTRACTED DRIVING LAW GRANTS

Prohibition on Texting While Driving

State's texting ban statute, prohibiting texting while driving and requiring a fine, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

- *Legal citations:*
 - Prohibition on texting while driving;
 - Definition of covered wireless communication devices;
 - Fine for an offense;
 - Exemptions from texting ban.

Prohibition on Handheld Phone Use While Driving

The State's handheld phone use ban statute, prohibiting a driver from holding a personal wireless communications device while driving and requiring a fine for violation of the law, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

- *Legal citations:*
 - Prohibition on handheld phone use;
 - Definition of covered wireless communication devices;
 - Fine for an offense;
 - Exemptions from handheld phone use ban.

Prohibition on Youth Cell Phone Use While Driving

The State's youth cell phone use ban statute, prohibiting youth cell phone use while driving, and requiring a fine, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

○ *Legal citations:*

- Prohibition on youth cell phone use while driving;

- Definition of covered wireless communication devices;

- Fine for an offense;

- Exemptions from youth cell phone use ban

Prohibition on Viewing Devices While Driving

The State's viewing devices ban statute, prohibiting drivers from viewing a device while driving, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant

○ *Legal citations:*

- Prohibition on viewing devices while driving;

- Definition of covered wireless communication devices;

PART 7: MOTORCYCLIST SAFETY GRANTS (23 CFR 1300.25)

[Check the box above only if applying for this grant.]

[Check at least 2 boxes below and fill in all blanks under those checked boxes only.]

Motorcycle Rider Training Course

- The name and organization of the head of the designated State authority over motorcyclist safety issues is _____
- The head of the designated State authority over motorcyclist safety issues has approved and the State has adopted one of the following introductory rider curricula:

[Check at least one of the following boxes below and fill in any blanks.]

Motorcycle Safety Foundation Basic Rider Course;

TEAM OREGON Basic Rider Training;

Idaho STAR Basic I;

California Motorcyclist Safety Program Motorcyclist Training Course;

Other curriculum that meets NHTSA's Model National Standards for Entry-Level Motorcycle Rider Training and that has been approved by NHTSA.

- In the annual grant application at _____ (location), a list of counties or political subdivisions in the State where motorcycle rider training courses will be conducted during the fiscal year of the

grant AND number of registered motorcycles in each such county or political subdivision according to official State motor vehicle records.

Motorcyclist Awareness Program

- The name and organization of the head of the designated State authority over motorcyclist safety issues is _____.
- The State's motorcyclist awareness program was developed by or in coordination with the designated State authority having jurisdiction over motorcyclist safety issues.
- In the annual grant application at _____ (location), performance measures and corresponding performance targets developed for motorcycle awareness that identify, using State crash data, the counties, or political subdivisions within the State with the highest number of motorcycle crashes involving a motorcycle and another motor vehicle.
- In the annual grant application at _____ (location), the projects demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest, and a list that identifies, using State crash data, the counties or political subdivisions within the State ranked in order of the highest to lowest number of crashes involving a motorcycle and another motor vehicle per county or political subdivision.

Helmet Law

- The State's motorcycle helmet law, requiring the use of a helmet for each motorcycle rider under the age of 18, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.
 - *Legal citation(s):*

Reduction of Fatalities and Crashes Involving Motorcycles

- Data showing the total number of motor vehicle crashes involving motorcycles is provided in the annual grant application at _____ (location).
- Description of the State's methods for collecting and analyzing data is provided in the annual grant application at _____ (location).

Impaired Motorcycle Driving Program

- In the annual grant application or triennial HSP at _____ (location), performance measures and corresponding performance targets developed to reduce impaired motorcycle operation.
- In the annual grant application at _____ (location), countermeasure strategies and projects demonstrating that the State will implement data-driven programs designed to reach motorcyclists and motorists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest (*i.e.*, the majority of counties or political

subdivisions in the State with the highest numbers of motorcycle crashes involving an impaired operator) based upon State data.

Reduction of Fatalities and Crashes Involving Impaired Motorcyclists

- Data showing the total number of reported crashes involving alcohol-impaired and drug-impaired motorcycle operators are provided in the annual grant application at _____ (location).
- Description of the State's methods for collecting and analyzing data is provided in the annual grant application at _____ (location).

Use of Fees Collected From Motorcyclists for Motorcycle Programs

[Check one box only below and fill in all blanks under the checked box only.]

Applying as a Law State—

- The State law or regulation requires all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are to be used for motorcycle training and safety programs.

Legal citation(s):

_____.

AND

The State's law appropriating funds for FY _____ demonstrates that all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are spent on motorcycle training and safety programs.

Legal citation(s):

Applying as a Data State—

- Data and/or documentation from official State records from the previous fiscal year showing that *all* fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs were used for motorcycle training and safety programs is provided in the annual grant application at _____ (location).

PART 8: NONMOTORIZED SAFETY GRANTS (23 CFR 1300.26)

[Check the box above only if applying for this grant and only if NHTSA has identified the State as eligible because the State annual combined nonmotorized road user fatalities exceed 15 percent of the State's total annual crash fatalities based on the most recent calendar year final FARS data, then fill in the blank below.]

The list of project(s) and subrecipient(s) information that the State plans to conduct under this program is provided in the annual grant application at _____ (location(s)).

PART 9: PREVENTING ROADSIDE DEATHS GRANTS (23 CFR 1300.27)

[Check the box above only if applying for this grant, then fill in the blank below.]

The State's plan describing the method by which the State will use grant funds is provided in the annual grant application at _____ (location(s)).

PART 10: DRIVER AND OFFICER SAFETY EDUCATION GRANTS (23 CFR 1300.28)

[Check the box above only if applying for this grant.]

[Check one box only below and fill in required blanks under the checked box only.]

Driver Education and Driving Safety Courses

[Check one box only below and fill in all blanks under the checked box only.]

Applying as a law State—

- The State law requiring that driver education and driver safety courses include instruction and testing related to law enforcement practices during traffic stops was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.
- *Legal citation(s):* _____.

Applying as a documentation State—

- The State has developed and is implementing a driver education and driving safety course throughout the State that require driver education and driver safety courses to include instruction and testing related to law enforcement practices during traffic stops.
- Curriculum or course materials, and citations to grant required topics within, are provided in the annual grant application at _____ (location).

Peace Officer Training Programs

[Check one box only below and fill in all blanks under the checked box only.]

Applying as a law State—

- The State law requiring that the State has developed and implemented a training program for peace officers and reserve law enforcement officers with respect to proper interaction with civilians during traffic stops was

enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

▪ *Legal citation(s):*

Applying as a documentation State—

- The State has developed and is implementing a training program for peace officers and reserve law enforcement officers with respect to proper interaction with civilians during traffic stops.
- Curriculum or course materials, and citations to grant required topics within, are provided in the annual grant application at _____ (location).

Applying as a qualifying State—

- A proposed bill or planning or strategy documents that identify meaningful actions that the State has taken and plans to take to develop and implement a qualifying law or program is provided in the annual grant application at _____ (location).
- A timetable for implementation of a qualifying law or program within 5 years of initial application for a grant under this section is provided in the annual grant application at _____ (location).

PART 11: RACIAL PROFILING DATA COLLECTION GRANTS (23 CFR 1300.29)

[Check the box above only if applying for this grant.]

[Check one box only below and fill in all blanks under the checked box only.]

The official document(s) (i.e., a law, regulation, binding policy directive, letter from the Governor or court order) demonstrates that the State maintains and allows public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads are provided in the annual grant application at _____ (location).

The projects that the State will undertake during the fiscal year of the grant to maintain and allow public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads are provided in the annual grant application at _____ (location).

In my capacity as the Governor's Representative for Highway Safety, I hereby provide the following certifications and assurances —

- I have reviewed the above information in support of the State's application for [23 U.S.C. 405](#) and Section 1906 grants, and, based on my review, the information is accurate and complete to the best of my personal knowledge.
- As condition of each grant awarded, the State will use these grant funds in accordance with the specific statutory and regulatory requirements of that grant, and will comply with all applicable laws, regulations, and financial and programmatic requirements for Federal grants.
- I understand and accept that incorrect, incomplete, or untimely information submitted in support of the State's application may result in the denial of a grant award.

Click here to validate form fields and permit signature

Joshua Bromen

Digitally signed by Joshua Bromen
Date: 2025.08.01 13:02:30 -05'00'

8/1/25

Signature Governor's Representative for Highway Safety

Date

Joshua Bromen

Printed name of Governor's Representative for Highway Safety

From: [Trenise M. Dixon](#)
To: [NHTSAStategrantapplications](#)
Cc: [Ledet, Kenneth \(NHTSA\)](#); [deCourcy, Susan \(NHTSA\)](#)
Subject: RE: Mississippi FY 2026 AGA Section 405 Application Review - Clarifying Question
Date: Monday, August 18, 2025 11:42:41 AM
Attachments: [image001.png](#)
[eCite D360 citations FY26.xlsx](#)

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Good morning.

Please see attached supporting documentation.

Best regards,
Trenise Dixon

From: NHTSAStategrantapplications <NHTSAStategrantapplications@dot.gov>
Sent: Friday, August 15, 2025 11:32 AM
To: Trenise M. Dixon <TDixon@dps.ms.gov>
Cc: Ledet, Kenneth (NHTSA) <kenneth.ledet@dot.gov>; deCourcy, Susan (NHTSA) <Susan.deCourcy@dot.gov>
Subject: Mississippi FY 2026 AGA Section 405 Application Review - Clarifying Question

Hello:

NHTSA reviewed your Annual Grant Application and requests your response to the following question:

405(c) Traffic Records	<p>§ 1300.22(b)(2) requires States to provide a written description of the performance measures that clearly demonstrate quantitative improvement in the data attribute of accuracy, completeness, timeliness, uniformity, accessibility, or integration of a core traffic records database and provide supporting documentation covering a contiguous performance period starting no earlier than April 1, 2024 (e.g., April 1, 2024 - March 31, 2025) that demonstrates quantitative improvement to the comparable 12-month baseline period (e.g., April 1, 2023 - March 31, 2024).</p> <p>Mississippi submitted a description of quantitative improvement on page 102 of the Annual Grant Application, but it did not provide supporting documentation to support the data. Please provide supporting documentation covering both the baseline and performance period. Examples of acceptable supporting documentation may include a table showing the data used (for calculations), analysis spreadsheets, system screenshots of the related query, or aggregate results.</p>
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We appreciate your prompt response to ensure that NHTSA can send qualification letters by mid-September. All responses must be received no later **Wednesday, August 20, 2025**.

Per § 1300.12(c) -- "Failure to respond promptly to a request for additional information concerning a Section 405 or Section 1906 grant application may result in a State's disqualification from consideration for a Section 405 or Section 1906 grant to avoid a delay in awarding grants to all States."

Thank you.

From: Trenise M. Dixon <TDixon@dps.ms.gov>
Sent: Friday, August 1, 2025 7:11 PM
To: NHTSAStategrantapplications <NHTSAStategrantapplications@dot.gov>
Cc: Ledet, Kenneth (NHTSA) <kenneth.ledet@dot.gov>; deCourcy, Susan (NHTSA) <Susan.deCourcy@dot.gov>

Subject: MISSISSIPPI FY26 Annual Grant Application

CAUTION: This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Good afternoon.

Attached are the Mississippi FY26 Annual Grant Application, Certifications and Assurances, Appendices A and B.

Below are the incentive grants the state of Mississippi is applying for:

405(b) Occupant Protection	Yes/Low Use Rate
405(c) State Date Systems Improvement	Yes
405(d) Impaired Driving	Yes/Mid-Range
405(d) Ignition Interlock	NO
405(d) 24-7 Sobriety Program	NO
405(e) Distracted Driving (Law)	NO
405(e) Distracted Driving (Awareness)	NO
405(f) Motorcyclist Safety	NO
405(g) Nonmotorized	NO
405(h) Preventing Roadside Deaths	NO
405(i) Driver and Officer Safety	NO
1906 Racial Profiling Data Collection	NO

Best regards,

Trenise M. Dixon
Planning Director
MOHS- Division of Public Safety Planning
152 Watford Parkway Drive
Mailing address~ P.O. Box 1633
Canton, MS 39046
Office: 601.391.4916
www.dps.ms.gov



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4/1/24 - 3/31/25 Number of eCite submissions (using GPS as proxy)

eCite	407,532
D360	91,071
Percent	82%