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Statewide Crash Trends

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

MISSISSIPPI Traffic Safety Data 1990 - 2006

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

The preceding table entitled Mississippi Traffic Safety Data, gives a historical account of traffic safety in Mississippi for the years 1990-2006. Growth can be seen in the areas of population, registered vehicles, and the amount of vehicular miles traveled (VMT). The most important

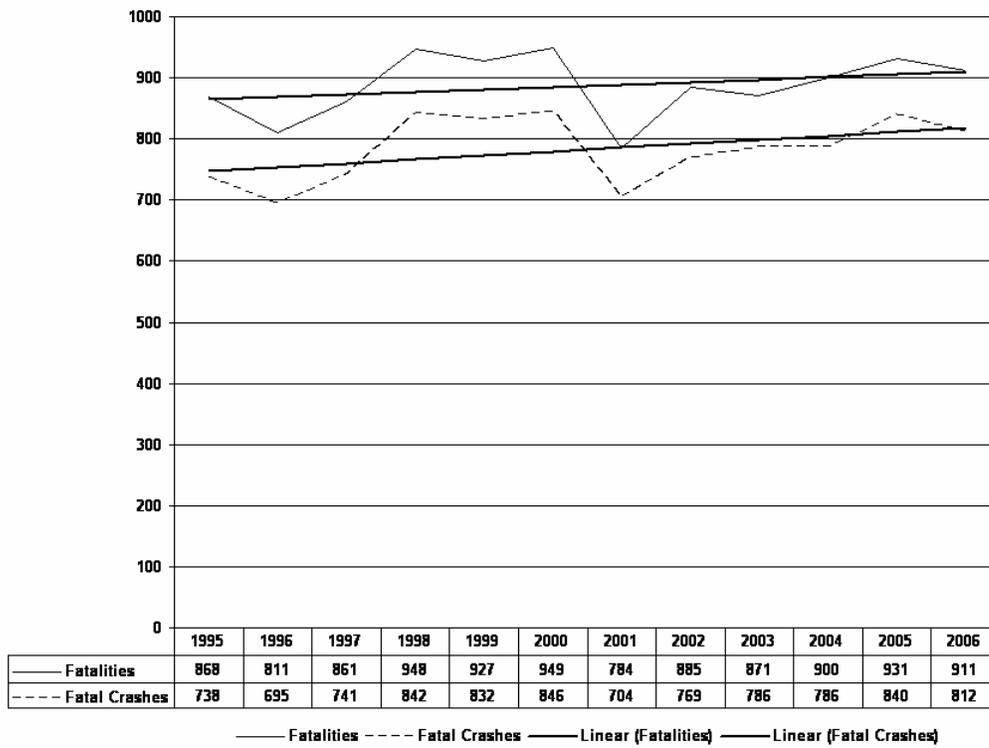
downward trend has been the fatality rate per hundred million VMT, as it declined from a high of 4.39 in 1981 to the first rate below 3.00 at 2.87 for 1991.

The rate for 2001 was 2.18 which represented the lowest fatality rate ever recorded in Mississippi. This was a banner year for highway safety with the nation's largest single-year fatality reduction at 17.4% (949 to 784). Some of this decrease was related to the September 11, 2001, national tragedy, as citizens became increasingly aware of the fragility of human life and, as such, became much more safety conscious and did not travel as much in the last four months of the year.

However, there was an increase in deaths for 2002 to 885 with a corresponding elevation in the fatality rate to 2.44. Both 2003 and 2004 had a rate of 2.31 with fatalities of 871 and 900 respectively. In 2005, there were 931 deaths with a rate of 2.33. The rate for 2006 decreased to 2.22 with fatalities falling to 911.

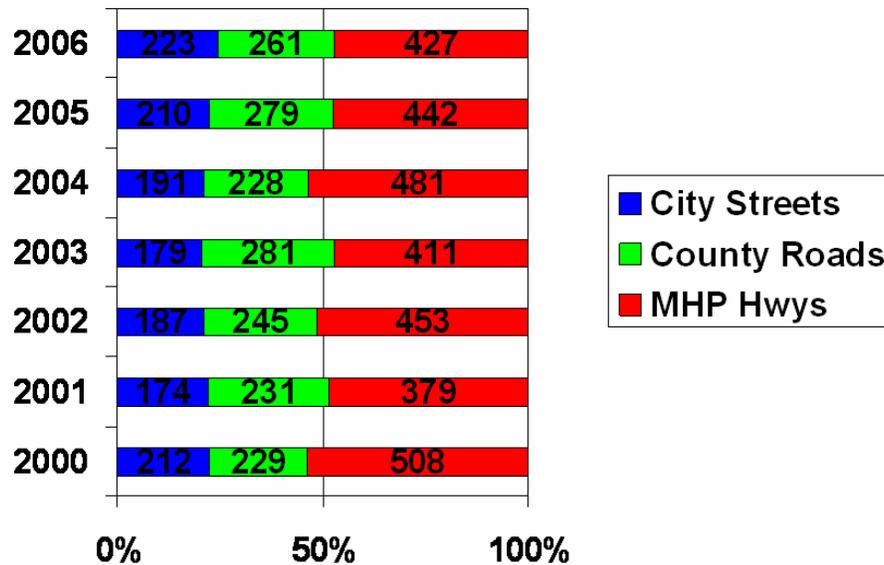
The national fatality rate for 2006 was 1.42, the lowest rate ever recorded. Mississippi remains well above the national rate (1.6 times as great). Fatal crashes had been in the seven hundreds since 2001 but rose to 840 in 2005 almost matching the most fatal crashes since 846 in 2000. The 2006 fatal crashes were a 3.33% decrease from 2005.

Fatalities vs Fatal Traffic Crashes in Mississippi 1995 -2006



Fatalities by road system for the last five years show a trend that has been established for quite a long time with moderate fluctuations among the components. Historically about 50% of all deaths occur on MHP highways. These highways accounted for 46.9% of 2006 fatalities (427 out of 911).

Traffic Fatalities by Road System



These road systems include interstates, state and federal routes where speeds are at least posted at 55 mph and go up to 70 mph on rural interstates.

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

County road deaths had remained level at an average of 235 for the years 2000 to 2002. However, in 2003 these rose to 281, dropped to 228 in year 2004, then rose again to 279 in 2005. The increase in county road fatalities from 2000 to 2005 is a staggering 21.8%. However, there was a 6.5% reduction in deaths on county roads in 2006. County sheriffs are prohibited from running radar on their roads. There is no uniform method of posting speeds on county roads. This is left to local county supervisors with little input from traffic engineers.

Deaths on city streets have averaged about 200 per year. Since 2000, the lowest total has been 174 in 2001 and the highest total was 223 in 2006. City fatalities accounted for 24.5% of the total last year.

There were 31,996 persons injured in traffic crashes during 2006. This represents a 23.7% increase in total injuries over 25,872 in 2005. Persons injured by type were: 21,420 drivers, 10,446 passengers, 62 pedestrians, 45 bicyclists and 23 unknown. About 3% of the injuries were life threatening, incapacitating trauma, sometimes resulting in permanent spinal cord or head injury. Many will be disabled for life. About 27% of the injuries were serious trauma resulting in costly needs for services such as ambulance, police, fire, emergency room treatment, or hospitalization. About 70% of these persons involved minor injury and/or complaint of pain.

On May 27, 2006, Mississippi became the 22nd state to implement a primary safety belt law. With its adoption, Mississippi qualified for \$ 8.7 million dollars in incentive funds for traffic safety. The Office of Highway Safety received one million and MDOT received 7.7 million for safety infrastructure. We need to commend our legislature for enacting this bill and the governor for his support and signature.

These funds were greatly needed to address our traffic safety problems. However, these funds pale in comparison to the significant cost savings associated with the potential saved lives and reduced injuries that will happen because of the primary law. Mississippi's safety belt use rate in 2005 had fallen to 60.8%, the lowest in the country for states with belt laws. After debate on the primary law had raised awareness statewide, the baseline rate during April, 2006, had risen to 63.1%.

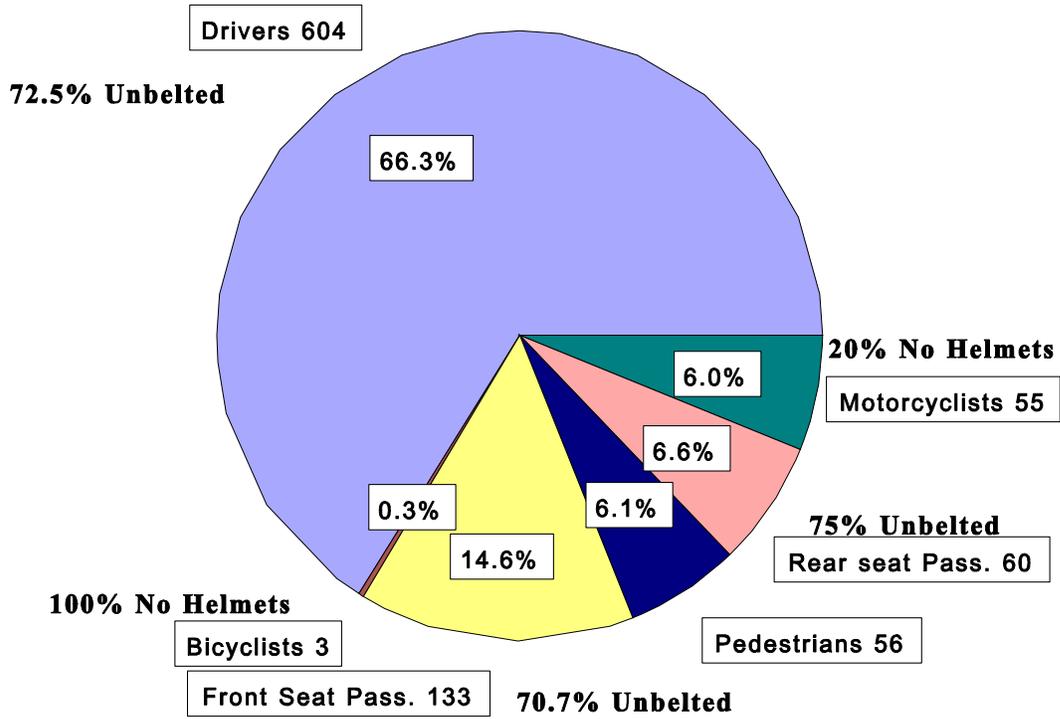
During May, 2006, DPS promoted the mobilization campaign, "Click It or Ticket" and stressed the law's effective date, May 27th, commencing with the Memorial Holiday weekend. It came as no surprise, but the July, 2006, scientific survey usage rate rose to 73.6%! This is obviously the highest rate Mississippi has ever recorded. Safety belt research estimates that passage and enforcement of primary laws will increase the usage rate 10 to 12 percentage points. Our rate has

risen a phenomenal 12.8% from 2005 to 2006. With sustained enforcement by all law enforcement jurisdictions, there is reason to believe we can elevate this rate even higher.

In 2006, there were 911 total traffic fatalities as follows: 604 drivers, 193 passengers, 56 pedestrians, 55 motorcyclists and 3 bicyclists. Of the 797 occupants killed (drivers and passengers), 577 were not belted, representing 72.4% not protected.

Mississippi 2006 Traffic Fatalities

911 Total Fatalities



During 2006 in Mississippi, there were 812 fatal traffic crashes, 21,997 injury crashes and 55,597 crashes involving only property damage. This equates to 78,406 total traffic crashes for our state. The total crashes for 2005 were 78,588 with 840 fatal crashes, 19,220 injury crashes and 58,528 incurring property damage. This was a 3.3% reduction in fatal crashes from 2005 to 2006. There were 931 traffic fatalities in 2005 and 911 in 2006, a 2.1% decrease.

An analysis of traffic fatalities for 2006 shows that belt usage in these crashes has increased slightly after passage of the primary law. The law became effective in late May, 2006, which left about seven months for strict enforcement and public awareness. Historically in Mississippi, more than three out of four traffic fatalities have not been protected by seat belts or child restraint devices. This past year was the first time this unbelted rate fell below 75% to 72.4%.

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

It is interesting to note that the unbelted rate of fatalities (72.4%) is very close to the scientific observed usage rate of 73.6%. To reduce traffic fatalities significantly, the usage rate needs to be above 80% and more in line with national rates. In the future, this analysis will be more reliable since the primary law will have been in effect more than a year.

A study of non-fatal injuries during 2006 is more revealing with respect to effectiveness because the numbers are greater representing a more valid study. There were 567 drivers sustaining life threatening injuries (A level) in 2006. These constituted those persons that would have died if not for EMS response within the "golden" hour after traumatic injury. Almost half of these (44.1%) were belted and subsequently, did not become a fatality.

There were 5,838 drivers that were serious injuries (B level) and over three out of four were belted (75.3%). Most of these were transported by EMS to medical centers for observation and/or emergency room care. Moreover, there were 14,661 drivers with minor injuries (C level) because they were belted at a rate of 90.6%. Finally for 2006, there were 100,845 drivers in traffic crashes that were not injured - why? - because 96.3% were

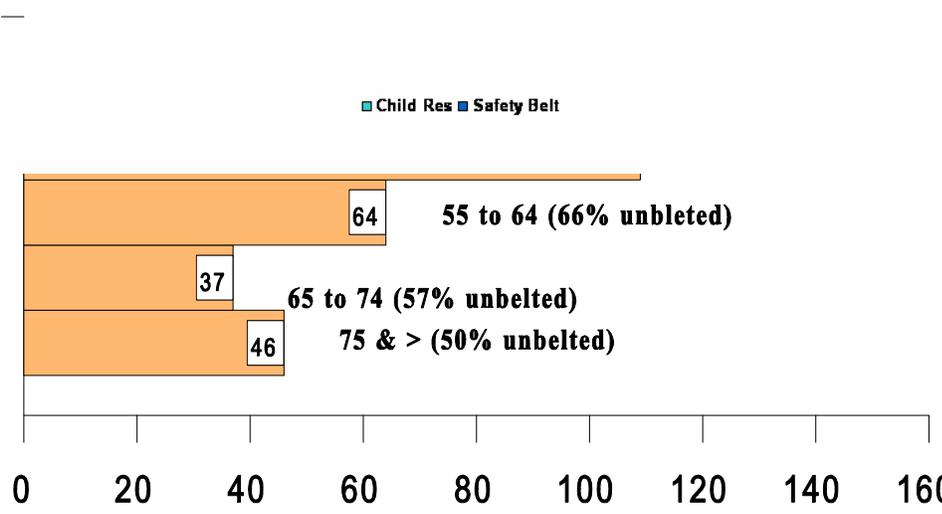
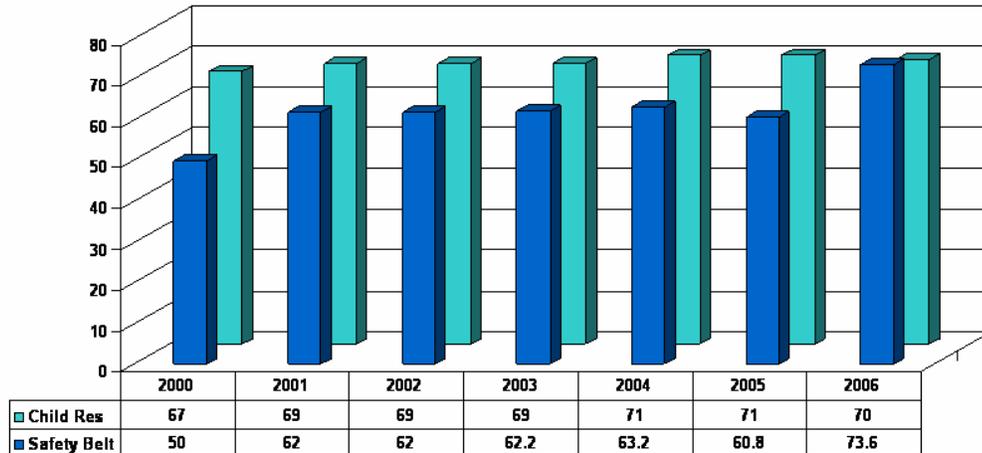
buckled. These statistics document the fact that as belt use increases, the severity of injury decreases. There is no doubt that seat belts save lives and/or reduce injury.

With sustained statewide law enforcement, coupled with public information and education, Mississippi stands poised to save hundreds of lives and reduce thousands of injuries each year from increased safety belt usage by motorists.

Mississippi

Child Restraint and Safety Belt Use Rates

Percent

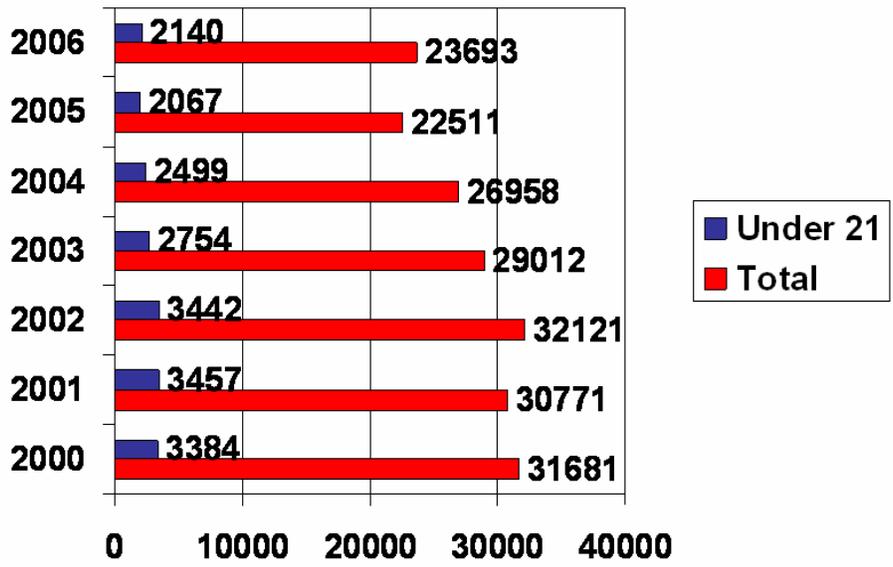


The chart above shows occupant fatalities by age and occupant protection. There were 15 deaths of very young children, ages 0 to 4, with 4 out of 10 not in child restraint devices. The ages 10 to 15 had 23 deaths with 74% unbelted. Our legislature is debating a measure to mandate all juveniles under 18 be restrained in all seating positions. Presently, our law only covers to age 8 in the rear seats.

Mississippi teenagers and young adults under age 35 represent significant traffic safety problems concerning seat belts. Teenagers (ages 16 to 20 actually) were 13.2% of occupant deaths while being only 6.4% of the licensed drivers. They were unbelted 77% of the time when killed. Young adults, ages 21 to 24, were 11% of occupant deaths and 6.9% of licensed drivers with 79% unbelted. Twenty percent of the occupant deaths were ages 25 to 34 and had the highest unbelted rate of 84%. Deaths of those ages 35 and older had 75% or less unbelted. The most senior adults killed were belted 50% of the time.

From a historical perspective on Mississippi roadways, there were 2,712 unbelted vehicle occupant fatalities between 2000 and 2004, which is an average of 540 traffic

DUI Arrests in Mississippi 2000 - 2006



deaths per year. Between 2000 and 2004, reported safety belt usage in Mississippi ranged from a low of 50.4% in 2000 to a high of 63.2% in 2004. Mississippi's reported 2005 safety belt usage rate dropped to 60.8% and was the lowest usage rate in the Nation. The 2005 usage rate was more than 20 percentage points below the National average of 82% usage. However, with passage of the primary law in May, 2006, the rate has risen to 73.6%, 8.4% under the national average.

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

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

Year	Total DUI Arrests	Underage 21 DUI	% Underage DUI
2000	31,681	3,384	10.7 %

2001	30,771	3,457	11.2 %
2002	32,121	3,442	10.7 %
2003	29,012	2,754	9.5 %
2004	26,958	2,499	9.3 %
2005	22,511	2,067	9.2 %
2006	23,693	2,140	9%

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

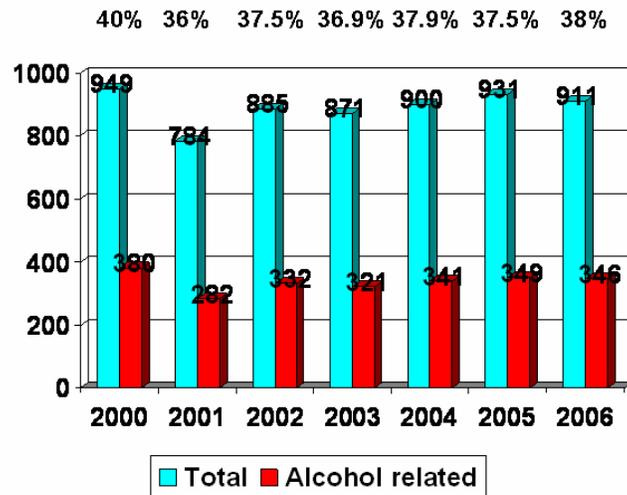
Projections are made for out-of-state DUI arrests from MHP trooper activity reports and selected major police departments in border cities and tourist areas. This gives us the capability to compute estimates of total arrests for each year. Recently, total DUI arrests have dropped from a high of 32,121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

The underage DUI arrests constitute major traffic safety problems. In fact, the teenage percentage of total DUI is really greater than the 9 to 11 % shown in the above table. This is true because the under 21 count stated is the actual number of young Mississippi drivers arrested, but the total, as noted, includes Mississippi and out-of-state drivers. We have no way of estimating the number of out-of-state underage arrests. The Mississippi underage driver accounts for 11.9% of all Mississippi drivers arrested for DUI. The most alarming fact is that these young drivers are committing two serious offenses - both drinking alcohol illegally and then driving under the influence!

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

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

Total Fatalities vs Alcohol Related Fatalities



In Mississippi, alcohol related traffic fatalities remain below the national average of 40%. For the years 2003 through 2006, the rate of alcohol deaths has remained relatively stable around 37% to 38%. However, the number of alcohol deaths for this period has increased from 321 to 346 because

total traffic fatalities have risen from 871 to 911. These deaths in 2006 reveal that almost one person each day is killed in a DUI crash on Mississippi roadways.

The average (mean) BAC for all DUI arrests during 2006 was .128. This is evidently well above the per se BAC of .08 and .02 for under age 21. The proximity of the mean for DUI arrests to .08 is a direct measure of the potential impact of DUI enforcement to raise the perception of risk for arrest among persons prone to drink and drive. The fines assessed for DUI are above 7 million dollars annually.

Mississippi DUI Analysis by Rates

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

The DUI refusal rate recently has been increasing to almost one in four (24.1%) while the conviction rate remains above 90%. Felony DUI (3rd offense) are supposed to be reported by the Circuit Court where the conviction occurred. However, most DUI abstracts come from Justice or Municipal courts. Therefore, the reported felony rate is very low (less than 1%). Historically, first offense DUI had been about 67% of DUI offenses before third offense became a felony. This under-reporting of felony DUI accounts for the first offense DUI statistics being over 80% of arrests.

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

RANKING OF TOP TWENTY COUNTIES IN MISSISSIPPI
TRAFFIC SAFETY PROBLEM IDENTIFICATION

RANK	2006 TOTAL CRASHES 100 mil VMT	2006 FTLY VMT RATE MHP HWY	2006 INJ VMT RATE MHP HWY	2006 TOTAL VMT RATE MHP HWY	2006 INJ PER MILE CO ROADS	2006 INJ RATE 10K POP
1	Forrest	Issaquena	Humphreys	Lafayette	Jackson	Tunica
2	Oktibbeha	Stone	Quitman	Franklin	Harrison	Forrest
3	Lowndes	Humphreys	Tallahatchie	Quitman	Hinds	Jones
4	Leflore	Neshoba	George	Marion	Tunica	Pearl River
5	Harrison	Chickasaw	Marion	Jefferson	Warren	Harrison
6	Lafayette	Perry	Tunica	Winston	Hancock	DeSoto
7	Adams	George	Claiborne	Humphreys	Pearl River	Jackson
8	Jackson	Clarke	Neshoba	Tunica	Lowndes	Grenada
9	Alcorn	Franklin	Coahoma	Pontotoc	Lamar	Rankin
10	Rankin	Jeff Davis	Attala	Claiborne	Lauderdale	Alcorn

RANK	2006 TOTAL CRASHES 100 mil VMT	2006 FTLY VMT RATE MHP HWY	2006 INJ VMT RATE MHP HWY	2006 TOTAL VMT RATE MHP HWY	2006 INJ PER MILE CO ROADS	2006 INJ RATE 10K POP
11	DeSoto	Tallahatchie	Winston	Attala	DeSoto	George
12	Lauderdale	Marion	Amite	Lowndes	Rankin	Lauderdale
13	Grenada	Calhoun	Bolivar	Itawamba	Forrest	Covington
14	Pike	Leake	Clay	Neshoba	Jones	Hancock
15	Pearl River	Winston	Panola	Amite	Lee	Stone
16	Marion	Tunica	Pearl River	George	George	Panola
17	Neshoba	Quitman	Tippah	Wilkinson	Adams	Lowndes
18	Hinds	Tippah	Pike	Tate	Claiborne	Pike
19	Jones	Smith	Calhoun	Tallahatchie	Madison	Neshoba
20	Clay	Walthall	Sharkey	Clarke	Pike	Lincoln

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

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

Ranking of Mississippi cities was performed with rates calculated after adjusting police crash numbers. Injury level C (Minor) and PDO accidents were removed from this study in order to reduce the reporting bias and, more significantly, to pinpoint the most hazardous crashes. The table on the following page discloses the ranking by city police departments investigating crashes on municipal streets. Although all cities are included in the full study, only the top 25 are listed. The report is

restricted to cities with at least 10,000+ population. There are indicators on the report to identify cities which increased or decreased at least three rank positions from 2005 to 2006.

PA 2008-01 PLANNING AND ADMINISTRATION

Through the planning and administration grant, continuous efforts will be made to provide the resources necessary for planning, administration and coordination of a statewide Highway Safety Program. The planning and administration grant will provide for the salaries, fringe benefits, and travel expenses for the Executive Director and Attorney (33% time), Bureau Director, the Program Analyst and two Administrative Assistants (100%), and the salaries and fringe benefits for the Office of Highway Safety Fiscal Officer (50%). In addition, it provides costs associated with operating the Highway Safety Program for both P & A personnel and project personnel located in the OHS office, including contractual services, commodities, and indirect costs for administrative support.

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

The day-to-day internal management of the Highway Safety Program is coordinated under the Executive Director by the Bureau Director. Programs under the Bureau Director are Alcohol Countermeasures, Occupant Protection, Traffic Records, Roadway Safety, Safe Communities, and Police Traffic Services. Please refer to the appropriate sections in the Planning Document for a description of program area staffing and coordination.

The OHS staff for state fiscal year 2008 consists of the following:

- 1 Attorney
- 1 Bureau Director
- 2 Division Directors
- 1 Program Analyst
- 1 Traffic Records Coordinator
- 1 Roadway Safety Coordinator
- 3 Law Enforcement Liaisons
- 1 Special Projects Coordinator
- 2 Administrative Assistants
- Additional Staff (paid through contractual arrangements with the University of Southern Mississippi):
 - 1 Alcohol Program Evaluator
 - 4 Law Enforcement Liaisons
 - 1 Administrative Assistant

**PA 2008-01
PLANNING AND ADMINISTRATION**

	TOTAL (100%)	FEDERAL (50%)
MATCH(50%)		
PERSONAL SERVICES		
Salaries & Wages: (Bureau Director; Executive Director (50.0%) Attorney (33.0%) Program Analyst (2) Administrative Assistants Fiscal Officer (60%))	\$206,920.32	\$103,460.16
		\$103,460.16
Fringe Benefits (24.9% of Salaries which consist	\$ 51,523.16	\$ 25,761.58
		\$ 25,761.58

of: Social Security, State Retirement,
Group Insurance, Unemployment
Insurance, and Workman's
Compensation)

Travel	\$ 15,000.00	\$ 7,500.00	\$ 7,500.00
Total Personal Services	\$273,443.48	\$136,721.74	\$136,721.74

CONTRACTUAL SERVICES

Utilities	\$ 8,200.00	\$ 4,100.00	\$ 4,100.00
Telephone	12,000.00	6,000.00	6,000.00
Office Rent	95,000.00	47,500.00	47,500.00
Accounting Services	45,000.00	22,500.00	22,500.00
Other Fees	<u>10,000.00</u>	<u>5,000.00</u>	<u>5,000.00</u>
Total Contractual Services	\$ 170,200.00	\$85,100.00	\$85,100.00

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

2008-02

ALCOHOL/DRUG COUNTERMEASURES

Mississippi's fatalities decreased from 931 in 2005 to 911 in 2006. Alcohol countermeasures projects proposed for this fiscal year include SFST and a DRE pilot training, designated DUI enforcement units in problem localities, and programs incorporating the concepts of safe communities, and police traffic services. As a part of any 402 alcohol countermeasures project or safe communities, in FY 2008, all applicants are required to establish and implement safety belt use policies for their individual agencies, attend the Mississippi Association of Highway Safety Leaders meetings, support S.T.O.R.M., the DUI Officer Association and the Blitz initiatives including two national and statewide campaigns "Click it Or Ticket" and "Drunk Driving, Over the Limit, Under Arrest".

Through the **Alcohol/Drug Countermeasures Coordination Project**, the OHS will continue to provide statewide coordination of all alcohol/drug traffic safety programs and activities. The Alcohol/Drug Program Specialist is responsible for planning 402 programs, and is

assisted by the alcohol special projects officer and the alcohol program evaluator in managing and evaluating programs. Weaknesses in the state's system are identified through monitoring of programs and contacts by program staff with agencies and persons across the state. Evaluation plans for new projects will be developed and needed data collected by the alcohol program specialist and the alcohol program evaluator.

Over the past years a vital need for continuation of **Standardized Field Sobriety Testing (SFST) Training** through Mississippi State University MASEP has been recognized in the state, and the requests for this training continue to increase. In FY 2007, 20 SFST training schools were held throughout the state, training a total of over 450 officers and state troopers in SFST. These officers have formed a DUI Officer Association entitled STORM (Sobriety Trained Officers Representing Mississippi), which has attributed greatly to a substantial drop in the average BAC for DUI arrests, down to .128 in 2006. The response from officers who have received the training and from law enforcement leaders across the state, including the Mississippi Highway Safety Patrol, indicate an overwhelming need for continuation of SFST. Plans are to continue the excellent working relationship with MASEP and hold at least eight additional SFST local sessions and one instructor training during FY 2008. These trainings meet the criteria of initiation, development and implementation specified in Title 23 CFR, Chapter 11, Part 1250, enabling consideration for local benefit.

**2008-02
ALCOHOL COUNTERMEASURES**

Subgrantee	Project Title	Federal	Match	402 to Local
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Office of Highway Safety	1. Alcohol/Drug Countermeasures Coordination Personnel: (salary, fringe, travel) 1 Alcohol Coordinator Contractual Services Commodities Indirect Costs	\$100,000.00	\$20,000.00	-0-
Mississippi State University	2. SFST Training Contractual Services	\$146,559.00	\$14,019.00	\$146,559.00
	TOTAL	\$246,559.00	\$34,019.00	\$146,559.00

**FY 2008-03
OCCUPANT PROTECTION**

Continued coordination among the many public, private and government entities promoting the use of occupant and child restraint devices is vital in order to achieve maximum impact. A central basis of leadership, planning and guidance is also essential be provided to achieve a comprehensive statewide program that is both effective and efficient. Through the **Occupant Protection Coordination Project**, a program specialist in the Mississippi Office of Highway Safety will continue to provide the leadership, planning, evaluation and coordination in occupant and child passenger safety programming statewide. The program specialist will continue a comprehensive statewide effort to increase safety belt and child passenger safety usage among Mississippi citizens.

The statewide program consists of several mechanisms for providing safety belt education, training and enforcement. Local community traffic safety programs throughout the state carry out a variety of programs designed to promote safety belt use. Educational activities at schools, health and safety fairs, day care centers, local businesses and at other special events complement other cooperative law enforcement initiatives. The program specialist will work in conjunction with the Child Passenger Safety Coordinator housed at the Mississippi Safe Kids Coalition, Ms Department of Health, the Law Enforcement Liaison Office, as well as all state and local agencies, project cities and law enforcement communities in promoting the Year 2008 Child Passenger Safety Week and the Buckle Up America Campaign. Program development capabilities will be targeted at schools, businesses, industries, hospitals, local and state government agencies, and others to implement education, promotion and awareness programs.

The Mississippi Office of Highway Safety will continue the **Child Passenger Safety Coordination Project** during FY 2008. The Director of Safe Kids will serve as the Statewide Child Passenger Safety and Buckle for Life Coordinator. **Mississippi Safe Kids Coalition LIFE (Living Independently for Everyone)** will house this project, located in downtown Jackson which will house a permanent child passenger safety seat fitting station at their office. The fitting station will be operated by child passenger safety technicians. This project is responsible for maintaining a statewide data base for instructors, technicians and permanent fitting stations. This project will also be the lead agency in conducting re-certification classes. The Buckle for Life citizen reporting system and child safety seat usage training will be continued in this project.

Thirteen mini-grants will be awarded to target low usage rate areas which include **Greenwood Police Department, Petal Police Department, Long Beach Police Department, Ridgeland Police Department, Meridian Police Department, Lauderdale County Sheriff's Department, McComb Police Department, Forrest County Sheriff's Department, Waynesboro Police Department, Brandon Police Department, Madison Police Department, Greene County Sheriff's Department, and Vicksburg Police Department.** These grants will include overtime pay for officers to work during the one enforcement period during Thanksgiving 2007 and the enforcement period for the "Click It or Ticket" campaign in May 2008, remaining overtime funds will be used for sustained safety belt enforcement.

The **Mississippi State University, Social Science Research Center**, will conduct a post mobilization observation and survey of seatbelt and child restraint use immediately after the May 2008 mobilization. A thorough evaluation report will be prepared. The **Mississippi State Occupant**

Restraints/Motorcycle Safety Survey Project will continue to conduct safety belt, child safety seat and motorcycle helmet use surveys in FY-2008. This project is responsible for all aspects of the sampling methodology, training of all surveyors, and reporting the results of the completed survey.

The **“Grab-it and Click-it” Program** is a 4th year program being taught by officers of the **Waynesboro Police Department** to implement proper seatbelt usage among young children. The program targets children in pre-school, kindergarten and elementary students up to the age of eleven. At the present time, over 300 children in the Wayne County School System including city and county schools have successfully completed the program. The “Grab-it and Click-it” program, in conjunction with our safety check points, have increased seatbelt usage in our area. The **Waynesboro Police Department** utilizing grant funding provided by the Mississippi Office of Highway Safety initiated the “Grab-it and Click-it” pilot program in public schools through the years of 2002-2007. The **Waynesboro Police Department** would like to apply for additional funding for the fiscal year 2008, in order to continue our “Grab-it and Click-it” program. Pencils, pens, certificates and junior police badges with the “Grab-it and Click-it” logo were presented to each child that completed the program.

The **Special Projects Coordinator** and the Mississippi Student Advisory Board will plan and host a statewide conference. The conference, “Teens on the Move” will be a continuation of a 18 year program. There are approximately 1500 attendees at the conference, all of whom are involved in peer-to-peer alcohol/drug prevention groups. The Special Projects Coordinator, along with input from the SAB, will plan and host a statewide club officer training. The training will reach approximately 300 students who are seen as leaders in their communities’ or schools’ peer-to-peer groups. The training will offer workshops in highway safety issues including occupant protection, leadership skills, alcohol/drug prevention, violence prevention, victimization and related topics.

OCCUPANT PROTECTION

Subgrantee	Project Title	Federal	Match	402 to Local
OHS	1. OR Coordination Personnel: Occupant Restraint Coordinator Travel Contractual Services Commodities	\$85,000.00	\$ 8,500.00	-0-
Safe Kids Coalition	2. Safe Kids Coalition/BFL Personnel: 3 CPS specialists Travel Contractual Services Commodities Car seats	\$174,994.00	\$36,715.00	-0-
USM	3. Special OP Projects Coordination Personnel: 1 Coordinator Fringe Travel Commodities Contractual Services Indirect Costs	\$175,000.00	\$25,000.00	-0-
Greenwood Police Dept.	4. Safety Belt Mini-grant Enforcement Overtime	\$10,000.00	-0-	\$10,000.00
Mississippi State University	5. Safety Belt Survey	\$176,858.00	\$17,685.00	-0-
Petal	6. Safety Belt Mini-grant Enforcement Overtime Fringe	\$10,000.00	-0-	\$10,000.00
Long Beach	7. Safety Belt Mini-grant Enforcement Overtime Commodities	\$10,000.00	-0-	\$10,000.00
Ridgeland	8. Safety Belt Mini-grant Enforcement Overtime	\$15,000.00	-0-	\$15,000.00
Meridian	8. Safety Belt Mini-grant Enforcement Overtime	\$10,000.00	-0-	\$10,000.00

Subgrantee	Project Title	Federal	Match	402 to Local
Lauderdale	Commodities 9. Safety Belt Mini-grant Enforcement Overtime 10. Safety Belt Mini-grant Enforcement Overtime	\$10,000.00	-0-	\$10,000.00

**OP 2008-03
OCCUPANT PROTECTION**

Subgrantee	Project Title	Federal	Match	402 to Local
McComb	11. Safety Belt Mini-grant Enforcement Overtime Commodities	\$10,000.00	-0-	\$10,000.00
Forrest County	12. Safety Belt Mini-grant Enforcement Overtime	\$10,000.00	-0-	\$10,000.00
Waynesboro	13. Safety Belt Mini-grant Enforcement Overtime Commodities	\$19,691.00	-0-	\$19,691.00
Brandon	14. Safety Belt Mini-grant Enforcement Overtime Commodities	\$10,000.00	-0-	\$10,000.00
Madison	15. Safety Belt Mini-grant Enforcement Overtime Commodities Car Seats	\$15,000.00	-0-	\$15,000.00
Greene County	16. Safety Belt Mini-grant Enforcement Overtime	\$10,000.00	-0-	\$10,000.00
Vicksburg	17. Safety Belt Mini-grant Enforcement Overtime	\$10,000.00	-0-	\$10,000.00

Subgrantee	Project Title	Federal	Match	402 to Local
OHS	Fringe 17. Safety Belt Mini-grant Enforcement Overtime Fringe Commodities Car Seats 18. FY 2008 "Click It or Ticket" Campaign Paid Media	\$200,000.00	-0-	\$200,000.00
	TOTAL	\$961,543.00	\$87,900.00	\$349,691.00

2008-04

TRAFFIC RECORDS

During FY-2007, traffic records management was focused on the development of the revised Strategic Plan for Traffic Records Systems and the formal application for second year Federal 408 Traffic Records Funds. The State Traffic Records Committee (STRC) met numerous times to refine the plan and set priorities for automation projects over the next three years. Two major milestones for traffic records involved crash and citation core systems. The increase in agencies using the new uniform crash report system, Reportbeam, shows that a vast majority of local agencies are entering their own crash data. The MDOT Safety Analysis Management System (SAMS) uses this crash database to attach the roadway environment data using GIS methodologies. Electronic transfer of citation data has begun during FY-2007 with Justice Courts and some of the largest Municipal Courts. This will produce timely updates of the Driver History file.

The most recent traffic records assessment was conducted during September, 2002, in order to examine the status of traffic records systems both statewide and local. This process produced a report outlining a review of the current strategic plan for traffic records and provided recommendations for new projects and activities over the next three to five years (FY-2005 thru FY-2007). By June, 2008, another traffic records assessment is due under the SAFETY-LU guidelines.

As mentioned previously, with re-authorization of the Federal Transportation Act in August, 2005, the traffic records systems are recipients of new information technologies funds for future expansion of the Mississippi Highway Safety Information System (MHSIS). The State Traffic Records Committee (STRC) is the oversight body for all improvements and coordination of traffic records systems. The Mississippi Association of Highway Safety Leaders (MAHSL) has been designated as an advisory group of SAMS and STRC is a permanent work committee of MAHSL.

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

The Office of Highway Safety promised the law enforcement community an electronic solution that emulated the scanned crash report by 2005. The Reportbeam product was introduced in August, 2004. When viewed on the computer monitor, the report is identical to the paper form, thus eliminating retraining. Business rules for editing are integrated in the software, errors are flagged immediately and required fields highlighted. Once the report is completed, a reviewing officer retrieves it, checks for errors, and either sends it to the active database or back to the originating officer for correction.

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

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

For departments without state-of-the-art computer systems, their paper crash reports are sent to DPS Safety Responsibility for entry by data clerks. These reports use the same edit criteria, but when errors are found, the report is returned to the submitting department. This delays the process greatly. Other problems with this process are that the diagram is not captured and the narrative is not entered into the database. These inefficiencies are magnified when the data is transmitted to MDOT and the diagram is not available for collision studies, nor the narrative to provide details.

A review of traffic crash reporting over the last five years shows:

2003 - Last year of old form (not MMUCC compliant), volume - 90,000+ crashes, \$250 reporting threshold.

2004 - year of transition to new crash report form (multi-page document capable of scanning/imaging and 85% MMUCC compliant) instituted January 1, 2004. Volume - 60,000+ crashes with reporting threshold raised to \$500. Reportbeam electronic form released August, 2004. A very small number of agencies were using the Reportbeam software at first, less than 25 at end of year. All MHP troopers were trained and begin using electronic report at troop district offices and/or personal computers by end of year.

2005 - First full year of Reportbeam electronic crash report. Volume - 78,800 crashes. The Traffic Records Coordinator attended police and sheriff association conferences and pleaded for agencies to begin using Reportbeam since it is free, increases accuracy and reduces officer downtime. With Reportbeam, the local agency has query report capabilities, statistics and analyses, E-Commerce features and mapping. At least 75 agencies were using Reportbeam by the end of 2005. Three of nine MHP trooper districts equipped with laptop computers for all officers.

2006 - Volume - 79,200 crashes for the year. At the close of the year, 25 sheriffs, 150 local police departments and all MHP troopers were using Reportbeam. Six out of nine MHP districts have laptops for troopers. In fact, 84.3% of all crashes submitted via Reportbeam.

2007 - As of July 3, there were 36,419 reports in the crash master file with 95.3% being electronic reports containing all data elements plus the automated diagram and narrative.

An extensive analysis of completeness for electronic crash reports reveals that as of May, 2007, there were 25 sheriffs out of 82 that are still sending paper reports (30.5%). There are only 49 police departments out of 300 that are sending paper crash reports (16.3%). Most of these are communities of 500 population or less. Conversely, this means that 69.5% of sheriffs and 83.7% of police departments **are** presently using Reportbeam. All troopers use Reportbeam and account for about 15,000 crashes or 18.75% of the total reported crashes annually.

During FY-2008, the traffic records coordinator will expand the uses of crash data and improve accessibility to statistical reports, charts and analyses. Reportbeam files are SQL databases and can be easily exported to ASCII for special purpose analytical files. Since our state is using the product for all law enforcement departments, there is continuing dialog from DPS and local departments when any problems are encountered. Visual Statements, Inc. is the company that markets the Reportbeam product. They were recently acquired by Trimble - a mature GIS company. This product is used at all law enforcement academies and is taught in basic crash reporting courses.

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

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

The Office of Highway Safety (OHS) funded a Mississippi Department of Transportation (MDOT) 411 traffic records project during FY-2003 to allow the purchase of GPS devices for all local law enforcement jurisdictions in the state. MDOT engineers have long desired all crash data with precise location attributes, not just occurrences on the state-maintained routes. During April and May, 2003, over 3,000 GPS devices were distributed to 300 local law enforcement agencies. They were trained in the use of the device and instructed to begin collecting coordinates on crashes and DUI citations. During FY-2006, another round of GPS units were acquired for two trooper classes. Another supply of GPS units will be ordered in October/November using 408 funds.

During FY-2008, preparation and dissemination of statistical reports will continue to be major traffic records activities. These reports are used for OHS planning, problem identification, evaluation, special analyses and responses to outside requests for data. Ad hoc queries come from the legislature, media, state and local agencies, law enforcement, universities, research foundations, safety associations and the general public. The Traffic Records Coordinator testified in January, 2006, at legislative hearings on the primary safety belt bill. Analyses of Mississippi crash data and EMS data were used to document the enormity of the problem with low belt use. Our primary law was passed, the Governor signed it to be effective May, 27, 2006.

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

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

The Mississippi legislature funds the Statewide Trauma System with assessments from traffic fines. As of 2007, there are complete ambulance run reporting data, emergency room data and trauma registry data for participating hospitals across the state. The EMS Division of the State Department of Health accepts electronic transfer of ambulance reports and expanded the software/hardware for trauma registries. The EMS assessment was conducted during April, 2004, with 411 funding. Our state is currently not compliant with the National Emergency Medical Services Information System (NEMSIS) standards. However, the new crash form has direct links to EMS data since the officer collects the EMS provider and hospital code numbers.

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

The Traffic Records Coordination program continues to plan, develop and implement traffic records projects and activities as authorized for continued implementation of the strategic plan. Many activities funded thus far have increased efficiency of crash collection, driver record updates and suspension actions for drivers without insurance when at-fault in crashes. An extensive study of our compulsory liability law is planned for FY-2008. The Performance and Expenditure Review Committee (PEER) of the legislature has contacted the traffic records coordinator for data analyses about crashes, driver history actions, insurance status and citations issued for failure to comply with this law.

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

- Aligns information technology (IT) with the goals of statewide highway safety stakeholders,

- Develops an enterprise-wide strategic plan for highway safety information technology. (The enterprise includes the Mississippi Departments of Public Safety, Transportation, Health and Tax, Local Government/Enforcement and MAHSL partners.)

- Identifies key technological improvements within this enterprise that support Mississippi's vision to improve highway safety, and

- Deals realistically with budgetary, regulatory and organizational limitations, within state and local government, to implement new or enhance existing IT configurations.

The Mississippi Highway Safety Information System (MHSIS) describes the total automated traffic records system which includes traffic crashes, citations, drivers, vehicles, roadways, EMS data, vital statistics, coroner reports, crime laboratory data, demographics and travel density. MHSIS is an evolutionary records system which is a complex, volume-intensive, data collection,

storage, and retrieval system. The goal is to achieve uniformity and compatibility of traffic records while reducing inefficiency of record keeping. The system will continue to support national priority areas defined by the National Highway Traffic Safety Administration (NHTSA).

2008-05
POLICE TRAFFIC SERVICES

The **Police Traffic Services Coordination** will oversee the Law Enforcement Liaison Network program that has been established this past year. The networks consist of 82 counties (that contain approximately 300 local municipalities) that are broken down into nine districts of the Mississippi Highway Patrol troops. There is a Law Enforcement Liaison Network Coordinator assigned to each MHP district. Three full-time State Regional Law Enforcement Liaison Officers oversee the project that is currently broken down into the Northern, Central and Southern regions. The Law Enforcement Liaison serves as a field representative and will contact and visit law enforcement agency heads in order to keep them informed on current traffic safety trends and issues. By doing this, the MS Office of Highway Safety has started to bring back a positive enthusiasm for the enforcement and education of highway safety. Namely, greater law enforcement participation, increased and improved reporting and a significant increase in alcohol countermeasure enforcement grant applications are but a few of these benefits. This was accomplished by having quarterly meetings in each troop to share ideas, educational material, training needs and a coordinated effort to traffic safety.

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

The coordinator of this project will work under the direction of the MS Governors Office of Highway Safety Director and work in conjunction with the State Law Enforcement Liaison Director. The coordinator will serve as the Central Region Law Enforcement Liaison and will assist in coordinating the Northern and Southern Law Enforcement Liaison Network program. The Central region is the largest segment of population and highest alcohol-fatality rates in Mississippi.

The State of Mississippi has a highway safety plan in place. The Police Traffic Services program will assist Law Enforcement agencies statewide to assist them in establishing a highway safety plan for their agency. This program will assist law enforcement agencies statewide develop and implement more strategic traffic enforcement among their agencies to include but not limited to: program coordination; enforcement; prosecution and adjudication; assessment and treatment; public information & education; occupant protection policy; pursuit policy; plans for self sufficiency; goals, objectives and tasks of the traffic unit; evaluating the unit for effectiveness; training required for officer

safety and prosecution of offenders. That in return will help enhance the Mississippi Highway Safety Plan and encourage more agencies/ officers get more involved in the highway safety enforcement activities. This program will focus on the main goal which is to provide education, training and enforcement assistance to increase the seatbelt usage rate and decrease number of intoxicated drivers on Mississippi highways therefore reducing vehicle crashes, injuries and fatalities.

The Law Enforcement Liaison (LEL) Project with the University of Southern Mississippi continues to expand. The LEL will continue to oversee SFST training, S.T.O.R.M., STEP Blitz activities, and provide technical assistance to the 82 sheriff's departments and approximately 300 municipal and other law enforcement agencies, with the continuation of the LEL assistant position to the LEL project. To assist in the demand for training, the LEL project will continue to facilitate Standardized Field Sobriety Training (SFST), Traffic Occupant Protection Strategies (TOPS), Complete Traffic Stops (CTS), and a pilot (DRE) training. The LEL program should be better able to bridge the gap between law enforcement, the private sector, and Office of Highway Safety.

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

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

**2008-05
POLICE TRAFFIC SERVICES**

Subgrantee	Project Title	Federal	Match	402 to Local
University of Southern Mississippi	1. Law Enforcement Liaison Project Personnel: 1 Senior LEL 3 LEL Trainers 1 Administrative Assistant Travel Contractual Services Commodities	\$343,964.00	\$75,308.00	\$343,964.00
MHSP	2. Uniformed Public Affairs Project Travel Commodities Equipment: 10 Laptops 10 Portable Printers 10 Projectors 10 Cases	\$66,000.00	\$505,475.00	-0-
OHS	3. Police Traffic Services Coordination Personnel: Salary Fringe Travel Commodities	\$80,000.00	\$10,000.00	-0-
TOTAL		\$489,964.00	\$590,783.00	\$343,964.00

RS 2008-06
ROADWAY SAFETY

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

The main reason for this problem centers around the lack of funds being available for these local agencies to bring their roadway traffic control sign, etc, into compliance. This problem is being addressed by the Governor's Office of Highway Safety. Since 2000 approximately 113 municipalities (based on the latest available data), are now in compliance with the MUTCD standards. These projects centered around the following areas: traffic sign inventories/studies, traffic engineering assistance to selected areas in the state, and acquisition of equipment for technical support. However, even with these improvements, there is still a large number of municipalities across the state (approximately 137) that need various levels of traffic engineering assistance and support to bring them into compliance with the MUTCD standards. Each year the OHS is attempting to meet these needs through direct awards to as many municipalities as possible as funds become available.

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

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

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

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

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

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

<u>Localities</u>		<u>Project Activity - FY 2007</u>
1. Crystal Springs, MS	(2nd Year)	Sign Implementation
2. McComb, MS	(2nd Year)	Sign Implementation
3. Stone County, MS	(2nd Year)	Sign Implementation
4. JSU (T2 Center)	(6 th Year)	Traffic Safety Training

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

At present, the State maintains a standing Highway Safety Committee chaired by the State DOT and is made up of agencies which have state responsibilities from construction of highways to enforcement efforts. One of the main purposes and goals of this committee is "to establish a procedure for continuing a systematic program to identify, investigate, make recommendations, correct and evaluated the effectiveness of a Highway Safety Program for the state."

With the introduction/implementation of the Traffic Safety Training project, local traffic control personnel will be able to more efficiently handle all aspects of traffic control procedures as outlined in the MUTCD manual.

With the implementation of the Warning and Regulatory Traffic Sign Installation

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

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

**RS 2008-06
ROADWAY SAFETY**

Subgrantee	Project Title	Federal	Match	402 to Local
JSU T ²	1. Traffic Safety Training Personnel Contractual Services Commodities	\$21,933.00	\$8,592.00	\$21,933.00
McComb	2. Traffic Safety Study Contractual Services	\$136,000.00	\$45,400.00	\$136,000.00
Crystal Springs	3. Traffic Safety Study Contractual Services	\$52,179.00	\$17,487.36	\$52,179.00
OHS	4. Roadway Safety Coordination Personnel: Salary Fringe Travel Commodities	\$60,000.00	\$10,000.00	-0-
Stone County	5. Traffic Safety Study Contractual Services	\$38,325.00	\$12,775.00	\$38,325.00
	TOTAL	\$308,437.0 0	\$94,254.3 6	\$248,437.0 0

SC 2008-07
SAFE COMMUNITIES

In FY 2008, the cities of **Picayune, Leland, and Pearl** and **Jones County** will continue their safe communities programs. The safe communities grants are coordinated in the Office of Highway Safety. The **City of Pearl, Mississippi** will add a DUI officer in its funding proposal. The **City of Hernando** will implement a new safe communities program.

Jones County is located in the southeastern portion of the state, and is intersected by I-59, U.S. Highway 11, and U.S. Highway 15. Jones County consists of approximately 62,000 people, with the Regional Medical Center, and Jones Junior College increasing daily commuter traffic. Major industries in the area include Howard Industries, Masonite, Sanderson Farms, and Wayne Farms, which also adds traffic on a daily basis from the five surrounding counties.

This safe communities project, which falls within the 26 county problem area for alcohol-related fatalities, will continue to focus on DUI enforcement, traffic enforcement, and public education. A full time DUI officer, and a safe communities coordinator oversees the project, and assists in developing partnerships within the community. Jones County has a safe community task force with key players from the area.

The **City of Picayune** plans to continue its safe community grant during the next project year as well, with emphasis on DUI enforcement, safety belts, and child safety seat usage. The City of Picayune was awarded a Community Service award from the Office of Highway Safety and received a NHTSA, Region IV, Safe Community Award, as well. These awards were for their exemplary work in educating the community about occupant protection, and strong DUI enforcement efforts.

The **City of Leland** is located at the crossroads of U.S. Highway 61 and Highway 82 and is frequented with thousands of commuters daily due to several casinos in nearby Greenville, three major universities, one junior college and an experimental work station located in adjacent Stoneville. Another factor contributing to traffic congestion is the Delta Blues Festival and other entertainment activities, such as the Leland Crawfish Festival, the Greenville Balloon Festival where tens of thousands travelers convene and often where alcohol is consumed.

A DUI unit consisting of three officers has been established to combat the problem of drinking and driving within the town. This fiscal year Safe Community funding will accommodate the police department with the salary of one full-time DUI officer. Additional money will be used for reflective traffic cones and traffic vests to be used during projected roadblocks and special details during the grant period.

The **City of Pearl** will continue with their traffic unit safe communities grant and will add one DUI enforcement officer. Pearl is located within Rankin County, and is one of the fastest

growing areas in the State. In 2005, Pearl opened the new Trustmark Stadium, home of the Mississippi Braves, a AA semi-professional team. Bass Pro Shop is also located in the City of Pearl near the Trustmark stadium. Traffic flow continues to increase to this area, bringing with it an increase in traffic crashes. Pearl Police Department plans to continue their traffic unit, dedicated full time to all aspects of traffic safety.

The **City of Hernando** is located in DeSoto County, one of the fastest growing counties in Mississippi. Desoto County borders Tunica County, which is also one of the fastest growing areas in the State and home to several casinos and hotels. Since the building of the numerous casinos in the 1990's, there has been a steady increase in the residential population, business establishments, local restaurants and bars.

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

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

Each project site will participate in coordinated statewide public information and education campaigns in addition to supporting and cooperating in the STEP Initiatives, the Mississippi Association of Highway Safety Leaders, and STORM (Sobriety Trained Officers Representing Mississippi). Coordinated efforts will be made in working with law enforcement officers throughout Mississippi in strictly enforcing the state's DUI law and safety belt and child restraint laws. Each project site will also be required to have at least one staff member trained as a certified child passenger safety technician during the project period. Once trained, this technician will be asked to set up child safety checkpoints in their communities and participate in state sponsored checks if requested. In addition to individual project supplies and materials, the Office of Highway Safety will supply each project with information and materials provided by NHTSA.

**SC 2008-07
SAFE COMMUNITIES**

Subgrantee	Project Title	Federal	Match	402 to Local
City of Pearl	1. Safe Communities Personnel: 3 Traffic Officers Fringe	\$106,806.22	\$106,806.22	\$106,806.22
Jones County	2. Safe Communities Personnel: 3 DUI Officers(50/50 Match) Commodities	\$62,808.35	\$62,808.35	\$62,808.35
City of Picayune	3. Safe Communities Personnel: Grant Coordinator Overtime (Federal) Fringe Travel Commodities	\$49,999.33	\$50,000.00	\$49,999.33
City of Leland	Contractual Services	\$34,145.95	\$34,145.95	\$34,145.95
City of Hernando	4. Safe Communities Personnel: 1 DUI Officer Overtime	\$75,000.00	\$7,500.00	\$75,000.00
	5. Safe Communities Personnel: 1 Officer Overtime Commodities Equipment: 2 Mobile Video Cameras			
	TOTAL	\$328,759.85	\$261,260.52	\$328,759.85

2008
SECTION 154 TRANSFERRED FUNDS

The Mississippi Department of Transportation received 40% of the 154 alcohol Transfer funds for FY 2007. These funds will be utilized in **MDOT's High Hazard Elimination Program**, designed to reduce road hazards as defined by FHWA, and to enhance and develop the Safety Analysis Management System (SAMS) for the state.

Local DUI Enforcement Projects will be targeted in areas within the 30 counties totaling 55% of the state's alcohol-related fatalities, and 55% of the state's population. These projects include the continuation grants of **City of Brandon, City of Columbia, City of Flowood, City of Greenwood, City of Grenada, City of Gulfport, City of Indianola, City of McComb, City of Meridian, City of Ocean Springs, Pearl River Reservoir Patrol, City of Pelahatchie, City of Petal, City of Philadelphia, City of Pontotoc, City of Saltillo, City of Senatobia, City of Starkville, City of Winona, and the Counties of Forrest, Harrison, Hinds, Lauderdale, Leake, Madison, Neshoba, Newton, Simpson, and Tippah.**

New projects will be implemented in **Town of Byhalia, City of Canton, City of Carthage, Hancock County, City of Horn Lake, Jackson County, Lamar County, Leflore County, City of Long Beach, Town of Mantachie, City of Moss Point, City of Natchez, City of Olive Branch, Pearl River County, Pontotoc County, Rankin County, Smith County, Stone County, Tunica County and the City of Wiggins.**

A high DUI conviction rate can be attributed to the decrease number of DUI arrests made by the **City of Brandon Police Department**. With the assistance of highway safety funding, the department will be able to continue the salary for its dedicated DUI officer.

The proposed DUI Enforcement Project will enable newly funded **Town of Byhalia** Police Department to hire one DUI officer, purchase two in-car video systems and provide public information and educational literature relating to impaired driving.

The **City of Canton** is intersected by four major highways which results in major traffic congested and is further impacted by plant entrances, thoroughfares to casinos and businesses. Federal funding will assist the police department in hiring a DUI officer and will make available overtime hours to better combat impaired driving.

To combat the growing problem of DUI-related crashes, the **City of Carthage** police department created a DUI unit. In addition to arresting DUI offenders, public information and education programs will be conducted throughout the city.

Within the city limits of the **City of Columbia** are three highways, namely Highways 13, 35 and 44. Highway 13 south is used as a route to the costal counties, including Hancock which is known for its gambling casinos. Further, Marion County, which harbors Columbia, is located between two counties which prohibit the sale of alcohol. The project grant would allow the

employment of one full time DUI officer to actively engage in DUI enforcement and a police vehicle to be used exclusively for DUI patrol.

Alcohol consumption and failure to wear safety belts are major contributors to a drastic increase in traffic crashes for the **City of Flowood**. Total number of crashes increased from 1278 to 1556 for the period of 2005 to 2006. Overtime money and PBT's will be used to address the severity of this problem.

Forrest County is comprised of some major arteries for traffic between the Mississippi Gulf Coast (casino territory), Jackson, New Orleans and Mobile. This area of the state is known as the "hub, of south Mississippi due to the numerous highways that run across the county, including: U. S. Highways: 98, 49, 11, 13, 42 and Interstate 59. The project grant will provide two full time DUI deputies and one part-time grant program coordinator to provide a more comprehensive approach to DUI enforcement and education.

The **City of Greenwood** continue to rank in the top thirty counties in alcohol-related fatalities in the state. There is a need to continue federal highway safety funding in order to adequately address the city's major traffic problems brought on by impaired driving.

The **City of Grenada** is the only incorporated area in Grenada County and as such is the hub for shopping, recreation, medical care, and dining for the 23,263 residents of its county as well as for surrounding counties. State Highway 51 goes right through the middle of our city and a major portion of it is currently under construction. This construction creates an additional danger for drivers. Compounding this problem is the fact that the construction is in a DUI problem area.

The advent of the gaming industry and the sudden dramatic economic growth has turned the **City of Gulfport** into a cosmopolitan area with big city traffic problems. With these traffic problems-inadequate infrastructure, traffic congestion, and an industry that encourages patrons to consume alcohol-comes increased numbers of DUI related crashes-injuries and fatalities. The DUI unit will be able to benefit from additional PBT's and a mobile video system.

With the ability to concentrate more manpower on the streets at the appropriate times, the **Hancock County Sheriff's Department** expects to increase DUI arrests during the grant period. Two laptop computers, two in-car video cameras and two PBTs will assist in DUI enforcement.

Traffic problems combined with inadequate infrastructure, traffic congestion and a gaming industry that encourages patrons to consume alcohol creates an increased number of crash related injuries and fatalities for **Harrison County**. The sheriff department is requesting funding for four DUI officers to actively engage in more saturation patrols and safety checkpoints.

Hinds County is home to seven (7) incorporated municipalities and numerous unincorporated communities. The largest of these, Byram is a residential community located in the southeastern part of the county. Successful petitioning and rezoning of the business district by area merchants to declare portions of the Byram Community as a resort area is the result of the Hinds County Sheriff's Office continued efforts in strong DUI enforcement. This rezoning effort approved the sale of packaged liquor and the sale of liquor within area restaurants. Therefore, an increase in the number of impaired drivers is a logical expectation. The department requests continued funding for a central LEL officer not only to deal with DUI traffic issues within its boundaries but also to

organize, coordinate and conduct regional DUI enforcement activities among agencies throughout central Mississippi. A laptop computer is needed to maintain vital information and to process paperwork while six PBTs will be used to enhance enforcement.

In addition to being close to Memphis, Tennessee, the **City of Horn Lake** is within a few miles of Tunica which is home to over eight major casinos which are noted for providing free consumption of alcohol to its patrons. Plan is to engage the police department in at least two checkpoints/roadblocks per month during sustained enforcement.

The City of Indianola has seven night clubs from which a significant number of impaired drivers emerge. To address this issue, the city is requesting financial assistance in employing a dedicated DUI officer and implementing overtime for special DUI details.

Overtime money through the DUI Enforcement Program will permit assigned deputies of the **Jackson County Sheriff's Department** to work DUI details during checkpoints and saturations. This is particularly important as the county is located close to the next county which harbors multiple casinos which routinely use free alcohol to "loosen the pockets" of their patrons.

In an effort to strengthen the link between OHS and law enforcement agencies throughout the Southern Region, the **Lamar County Sheriff's Department** proposes to establish an LEL program. The grant will accommodate 50% of the DUI officer's salary, purchase 4 PBTs and one in-car video camera.

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

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

Motorists driving under the influence is a major problem in **Leflore County**. Past records indicate that there has been a low number of DUI arrests even though alcohol use is a contributing factor to crashes that occur within the jurisdiction. The low number can be attributed to the lack of funds needed to hire someone designated to address this issue. Thus, the department is requesting funds to hire one DUI officer, provide overtime and to purchase an in-car camera.

The City of Long Beach was devastated during Hurricane Katrina. This police department

lost all patrol vehicles. The DUI unit previously funded with OHS funds had been continuing up to that point, and was basically at a standstill except for funding assistance to address impaired driving. Overtime, 4 PBTs and one in-car video system will be provided through OHS.

Madison County is experiencing dramatic and sustaining growth since the opening of the Nissan Manufacturing Plant and several industrial service providers. The county has two major Interstates, namely I-55 and I-220. It is also flanked by several state highways and the Natchez Trace Parkway. Overtime dollars will be utilized by the sheriff's office to conduct saturation patrols, roadblocks and expanded routine patrols.

The **Town of Mantachie** has experienced a growth in the last 15 years as its population has nearly doubled since the 1990 census. Much of the town's growth is due to an influx of individuals and families seeking to be near the Tupelo urban area but not wanting to be subject to its higher taxes, code requirements, and other issues common to larger population centers. As with many others, Mantachie's two greatest problems are (1) lack of manpower and (2) lack of funding. Financial assistance will allow for overtime and provision of equipment, including PBTs.

The cities of **McComb and Purvis** Police Departments are applying for a DUI enforcement project in an effort to place more emphasis on traffic issues such as DUI and to decrease alcohol related crashes, fatalities and injuries. The departments will incorporate their efforts with other agencies such as the Pike County Sheriff's Office and MHP.

Continued funding for the **City of Meridian** would provide overtime necessary to run details on a more frequent basis, such as weekends, holidays and for special events. Though the number of DUI arrests have declined from 502 in 2005 to 402 in 2006, this is still a significant increase compared to the 272 DUI arrests ascertained during the first year of the department establishing a traffic unit. Assigning two specialized DUI officers will be provided by the city and will serve to reduce the down-time for full time patrol officers who otherwise engage in DUI stops. The purchase of a digital cameras will assist officers in sustaining substantial testimony during court.

Traversed by several major highways, including I-10 and I-90, the **City of Moss Point** proposes to implement an DUI project and to engage in over time to deal with impaired driving.

The City of Natchez is in the cross roads of 4 major four-lane U.S. Highways, U. S. 61, 65, 84 and 98 which overlap for the majority of their length through the City and remain as only four lanes. With the coordination of the DUI project being handled by a part-time grants manager the police department will be better able to utilize the provided overtime. The purchase of a PBT and a passive alcohol sensor will also enhance the program.

During the past ten years, **Neshoba County** has experienced major growth with the opening of new retail and resort businesses located near the Pearl River Casino Resort. The county also contains portions of state highways 15, 16, 19, 21 and 486. The jurisdiction is responsible for 10.6 square miles that make up the City of Philadelphia, approximately three square miles inside the Town of Union, and the 60 square miles of land on the Pearl River Indian Reservation of the Mississippi Band of Choctaw Indians (MBCI). An increased amount of traffic, as well as popular

tourist attractions, has resulted in increased number of both alcohol- related violations and alcohol-related crashes to which the sheriff's department must respond. The department employs a full-time DUI officer whose duties include coordinating alcohol awareness presentations, DUI roadblocks/checkpoints and other programs related to reducing DUI behavior in the county.

Newton County will implement a new DUI enforcement project plans to address the extensive amount of "downtime" required to process a DUI arrest with the use of federal dollars to provide one DUI officer to work additional manpower hours in order to focus specifically on DUI related incidents.

Impacted by the costal casino industry is the **City of Ocean Springs** which was once a quaint community. With the increasing number of DUI arrests and with larger court dockets, the city is in need of continuation of funds for overtime

The cost effectiveness of the proposed program to address DUI far out weighs revenue generated from the **City of Olive Branch** and therefore limits the police department in addressing impaired drivers. Requested funds affords the department to hire a DUI officer and to purchase two in-car video systems.

Pearl River County is still experiencing the impact of Hurricane Katrina, especially on the population which has nearly doubled in size. This is due to the influx of people from the New Orleans and Slidell, Louisiana, as well as from Hancock County, MS. The newly established DUI Enforcement Unit will employ a DUI officer and will acquire four PBTs, one laptop and one in-car camera

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

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

There are two major arteries that flow into the **City of Petal** from neighboring Hattiesburg: East Hardy and Highway 11. These two roadways approach gridlock at peak rush hour traffic. Incidents of road rage coupled with impaired driving occur during these times causing an increase in traffic crashes. Funding from OHS to purchase a desktop

computer, a lighting system and to provide overtime will enhance the police department 's ability in addressing this problem.

The **City of Philadelphia** is located in Neshoba County and is home to more than 33% of the County's total population. The city sees tremendous traffic from the casinos, hotels and water parks at the Pearl River Resort which is located approximately two miles west of the City along Highway 16. Grant funds will be used to pay the salary of a DUI officer and overtime. This program has proven to be very successful in informing local residents of the dangers of drinking and driving. A projector will allow for information to be shared visually

Due to the popularity of the rapidly expanding Pearl River Resort, which has the state's only land-based casino and the highest grossing gambling operation, the **City of Philadelphia** has much heavier traffic flow than other towns of the same size. Gambling for recreation is often accompanied by alcohol consumption which oftentimes carries over into impaired driving, thus making the streets and roads unsafe. Funding will provide salary for one full time DUI officer as well as make provisions for two mobile video cameras.

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

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

Although **Pontotoc County** is a dry county, the illegal sale and consumption of alcohol remains a major problem. Geographically, the county is located on an industrial and major transportation corridor between Birmingham and Memphis and will soon undergo major population growth due to the establishment of a new Toyota plant.

Rankin County contains several major traffic arteries, including Interstates 20 and 55, U.S. Highways 80 and 49, and State Highways 13, 18, 25, 35, 43, 468, 469, 471 and 472. Due to these major highways, as well as several major local roadways, the county has experienced an 11% increase in crashes. The sheriff's department is requesting for continuation of its DUI Enforcement officer and overtime for additional patrol officers to continue to enable them to conduct checkpoints

and saturation throughout its county.

Problems within the city limits of **Saltillo** are brought on by area counties prohibiting the sale of alcoholic beverages. This enhances drinking and driving behaviors within the city due to the fact that many drivers come over to buy alcohol and/or visit the two available nightclubs there. Plan is to designate one DUI officer to address the problem of impaired driving in the city.

The **Simpson County Sheriff's** Department needs to continue to implement its DUI Unit in order to adequately respond to the large number of vehicular crashes that occur within the county. Plan is for the department to receive funding for one dedicated DUI officer and overtime.

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

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

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

Salary for one full time DUI officer will assist in removing impaired drivers from the roads and highways of **Tippah County** where over 270 DUI arrests were made last year. The county looks forward to significantly decreasing a present more than two hour downtime period.

Tunica County houses the largest casino resort between Las Vegas and Atlantic City. Tunica County is also a fast growing entertainment destination with more headline entertainment than anywhere else in mid-America. Coordination of the DUI Enforcement Unit will consist of a commander, a DUI officer, and a community relations officer.

A major factor that defines the **City of Wiggins** as being high risk for driving under

the influence behavior include gaming industry in an adjoining county which encourages alcohol consumption. The police department plans to deal with this problem includes involving several other law enforcement agencies in regular sobriety checkpoints in an effort to remove the impaired driver.

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

Mini grants will be implemented in the following towns to address their degree of impaired driving: Towns of **Farmington, Terry and Inverness**.

The **Town of Farmington** is the second largest municipality in Alcorn County. Funding will allow for overtime, commodities, and a computer to strengthen statistical maintenance.

DUI is a serious traffic problem in the **Town of Terry** as evidenced by the fact that DUI arrests increased from 20 in 2005 to 50 in 2006, a 150% increase. In fact, this town has had an alcohol related fatality each year among its local high school students. The police department desires to money for overtime and an in-car camera to respond adequately to the significant increase of vehicular accidents.

Funding will provide for the **Town of Inverness** overtime to address problems with driving under the influence which is currently limit due to budgetary constraints.

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

The "call back" details will start October 1, 2007 and run continuously through September 30, 2008, with special emphasis placed on the alcohol blitz holiday seasons. This added manpower on the busy highways should help to reduce fatal and injury crashes during this busy season. These details will be in addition to the normal hours worked by the troopers (as approved by the State Personnel Board).

The enforcement period for the "Drunk Driving, Over the Limit, Under Arrest"

Initiative will run from August 17 to September 3, 2007. Other proposed high visibility DUI enforcement initiatives are planned for the Christmas/New Year's holiday period in 2007, July 4th holiday 2008, and Labor Day holiday 2008. Specific dates will be announced later. These enforcement periods will include checkpoints and saturation patrols by the state and local law enforcement agencies to reduce the number of alcohol-related fatalities in Mississippi.

Enforcement Strategies

- _____ – _____ • Each local OHS DUI project agency will conduct at least one special impaired driving enforcement operation per month in a high impaired driving related crash/fatality location and/or corridor.
- _____ – _____ • During the July 4th and August mobilizations, each local OHS DUI project agency identified in the HFR counties will conduct at least two special impaired driving enforcement operations during each mobilization.
- _____ – _____ • During the sustained period MHP, in conjunction with the local jurisdictions, will conduct at least two safety checkpoints per month in each of the high fatality ranked thirty counties.
- _____ – _____ • Each local OHS DUI project will continue to do monthly multi-jurisdictional sobriety checkpoints, giving priority to locations identified in the SES counties.

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

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

The TSRP will also assist prosecutors and law enforcement officers across the state in identifying areas where training is needed. This collaboration will result in the training of a minimum of 1000 prosecutors and law enforcement officers on topics including but not

limited to: prosecuting basic DUI cases (APractical DUI Course: Nuts & Bolts@); crash reconstruction; vehicular homicide (ALethal Weapon@); search and seizure; Officer Testimony Training (ACops in Court@); Legal Updates; Basic DUI prosecution Course with a SFST primer; PowerPoint for Prosecutors; and Trial Advocacy for DUI cases.

Moreover, the OHS and TSRP will collaborate with the LEL Office and STORM to provide joint, cross-training for law enforcement officers and prosecutors. STORM and the LEL office already provide numerous trainings statewide for officers who handle impaired driving cases. By collaborating with these groups, the TSRP and OHS can reach more participants. The TSRP will also assist the LEL office in developing a Drug Recognition Expert (DRE) program in Mississippi. This program will teach officers how to detect drivers impaired by substances other than alcohol. Additionally, once the DRE program is established, the TSRP will conduct training to teach the prosecutor how to handle these types of cases. (e.g. The TSRP will coordinate a AProsecuting the Drugged Driver Course@.)

The DUI association in Mississippi “STORM” (Sobriety Trained Officers Representing Mississippi) applied for and received their non-profit status in FY 2007. This dedicated group of Law enforcement officers from across the state has requested funds to promote their organization through two biannual conferences to be held in Vicksburg, Mississippi. This organization currently operates on dues and some support from the University of Southern Mississippi.

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

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

2008
SECTION 154 ALCOHOL FUNDS

Subgrantee	Project Title	Federal	Match	402 to Local
Brandon Police Department	1. DUI Enforcement Program Personnel: 2 DUI Officers Equipment: 1 Mobile Video Camera	\$66,395.00	-0-	\$66,395.00
Byhalia Police Department	2. DUI Enforcement Program Personnel: 1 DUI Officer Fringe Commodities Equipment: 2 Mobile Video Cameras	\$38,636.12	-0-	\$38,636.12
Carthage Police Department	3. DUI Enforcement Program Personnel: 1 DUI Officer Fringe	\$47,436.35	-0-	\$47,436.35
Columbia Police Department	4. DUI Enforcement Program Personnel: 1 DUI Officer Overtime, Fringe	\$60,000.00	-0-	\$60,000.00
Farmington Police Department	5. DUI Enforcement Program Personnel: Overtime Commodities Equipment: 1 Desk top Computer	\$10,000.00	-0-	\$10,000.00
Flowood Police Department	6. DUI Enforcement Program Personnel: Overtime, Fringe, Travel Commodities Equipment: 3 PBT's	\$32,500.00	-0-	\$32,500.00
Forrest County		\$100,000.00	-0-	\$100,000.00

Subgrantee	Project Title	Federal	Match	402 to Local
Sheriff's Department	2 Stop Sticks 7. DUI Enforcement Program Personnel: 1 DUI Officer 1 Part-time Project Coordinator Fringe, Travel, Commodities Equipment: 1 Mobile Video Camera			

2008
SECTION 154 ALCOHOL FUNDS

Subgrantee	Project Title	Federal	Match	402 to Local
Greenwood Police Department	8. DUI Enforcement Program Personnel: 1 DUI Officer Overtime, Fringe, Travel Contractual Services Commodities Equipment: 1 Digital Video Camera	\$75,593.01	-0-	\$75,593.01
Grenada Police Department	9. DUI Enforcement Program Personnel: 1 DUI Officer Fringe	\$50,000.00	-0-	\$50,000.00
Gulfport Police Department	10. DUI Enforcement Program Personnel: Overtime, Fringe, Travel Commodities	\$72,408.00	-0-	\$72,408.00

Subgrantee	Project Title	Federal	Match	402 to Local
Hancock County Sheriff's Department	Equipment: 3 PBT's 3 Radar Units 1 Mobile Video Camera	\$128,892.00	-0-	\$128,892.00
	11. DUI Enforcement Program Personnel: 2 DUI Officers Fringe, Travel, Commodities	\$169,618.08	-0-	\$169,618.08
Harrison County Sheriff's Department	Equipment: 2 PBT's 2 Laptops 2 Mobile Video Camera	\$100,000.00	-0-	\$100,000.00
Hinds County Sheriff's Department	12. DUI Enforcement Program Personnel: 4 DUI Officers Fringe			\$100,000.00
Horn Lake Police Department	13. DUI Enforcement Program Personnel: 1 DUI Officer Overtime, Travel, Commodities Contractual Services	\$51,193.18	-0-	\$51,193.18
	Equipment: 6 PBT's 1 Laptop 22 Streamlight Flashlights 14. DUI Enforcement Program Personnel: 1 DUI Officer Overtime, Fringe, Commodities			

2008

SECTION 154 ALCOHOL FUNDS

Subgrantee	Project Title	Federal	Match	402 to Local
Indianola Police Department	15. DUI Enforcement Program Personnel: 1 DUI Officer Fringe, Travel Equipment: 1 PBT 1 Mobile Video Camera	\$40,000.00	-0-	\$40,000.00
Inverness Police Department	16. DUI Enforcement Program Personnel: Overtime Equipment: 1 PBT	\$10,000.00	-0-	\$10,000.00
Lamar County Sheriff's Department	17. DUI Enforcement Program Personnel: 50% of 1 DUI Officer Fringe, Travel Equipment: 4 PBT's 1 Mobile Video Camera	\$40,341.50	-0-	\$40,341.50
Lauderdale County Sheriff's Department	18. DUI Enforcement Program Personnel: 2 DUI Officers Overtime, Fringe, Travel Equipment: 3 PBT's	\$100,000.00	-0-	\$100,000.00
Leake County Sheriff's Department	19. DUI Enforcement Program Personnel: Overtime, Fringe, Travel Commodities Equipment: 5 PBT's 1 Lighting Kit 12 Flashlights	\$25,000.00	-0-	\$25,000.00
Leflore County Sheriff's Department		\$57,067.03	-0-	\$57,067.03

Subgrantee	Project Title	Federal	Match	402 to Local
	20. DUI Enforcement Program Personnel: 1 DUI Officer Overtime, Fringe, Travel Commodities Equipment: 1 Mobile Video Camera			

2008
SECTION 154 ALCOHOL FUNDS

Subgrantee	Project Title	Federal	Match	402 to Local
Long Beach Police Department	21. DUI Enforcement Program Personnel: Overtime, Fringe Equipment: 4 PBT's 2 Radar Units 1 Mobile Video Camera	\$40,000.00	-0-	\$40,000.00
M.A.D.D.	22. Youth Projects Grant Personnel: 1 Youth Coordinator Fringe, Travel, Commodities Contractual Services	\$76,743.04	-0-	-0-
Madison County Sheriff's Department	23. DUI Enforcement Program Personnel: Overtime Equipment: 6 Laptops 3 Mobile Video Cameras	\$94,979.00	-0-	\$94,979.00
Mantachie Police Department		\$15,000.00	-0-	\$15,000.00

Subgrantee	Project Title	Federal	Match	402 to Local
McComb Police Department	24. DUI Enforcement Program Personnel: Overtime, Fringe Equipment: 3 PBT's 3 Laptops	\$35,000.00	-0-	\$35,000.00
Meridian Police Department	25. DUI Enforcement Program Personnel: Overtime, Travel, Commodities Equipment: 2 PBT's 20 Reflective Vests 2 Mobile Video Cameras	\$100,000.00	-0-	\$100,000.00
Mississippi Highway Safety Patrol	26. DUI Enforcement Program Personnel: 2 DUI Officers Fringe, Travel, Commodities Contractual Services Equipment: 1 Digital Camera 1 Shredder	\$1,129,887.27	-0-	-0-
	27. Call Back Project Personnel: Overtime, Fringe, Travel Commodities			

2008
SECTION 154 ALCOHOL FUNDS

Subgrantee	Project Title	Federal	Match	402 to Local
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Subgrantee	Project Title	Federal	Match	402 to Local
Moss Point Police Department	28. DUI Enforcement Program Personnel: 1 DUI Officer Overtime, Fringe, Travel	\$50,000.00	-0-	\$50,000.00
Natchez Police Department	29. DUI Enforcement Program Personnel: Part-time Grants Manager Overtime, Fringe, Travel	\$35,000.00	-0-	\$35,000.00
Neshoba County Sheriff's Department	Equipment: 1 PBT 1 Passive Alcohol Sensor	\$39,595.00	-0-	\$39,595.00
Newton County Sheriff's Department	30. DUI Enforcement Program Personnel: 1 DUI Officer Overtime, Fringe, Commodities	\$33,460.00	-0-	\$33,460.00
Ocean Springs Police Department	31. DUI Enforcement Program Personnel: 1 DUI Officer Fringe	\$30,000.00	-0-	\$30,000.00
Office of the Attorney General	32. DUI Enforcement Program Personnel: Overtime, Fringe, Commodities	\$145,000.00	-0-	-0-
Office of Highway Safety	33. Traffic Safety Resource Prosecutor Personnel: 1 Staff Attorney Fringe, Travel, Commodities Contractual Services	\$480,000.00	-0-	\$280,000.00
		\$300,000.00	-0-	\$300,000.00

Subgrantee	Project Title	Federal	Match	402 to Local
Office of Highway Safety	34. Impaired Driving Project Management (Salaries P&A) 2 Program Managers Commodities Contractual Services Equipment: 9 In Car Systems 250 PBT's for Locals 35. Drunk Driving, Over the Limit, Under Arrest Paid Media			

2008
SECTION 154 ALCOHOL FUNDS

Subgrantee	Project Title	Federal	Match	402 to Local
Olive Branch Police Department	36. DUI Enforcement Program Personnel: 1 DUI Officer Fringe, Travel Equipment: 2 Mobile Video Cameras	\$43,926.15	-0-	\$43,926.15
Pearl River County Sheriff's Department	37. DUI Enforcement Program Personnel: 1 DUI Officer Overtime, Fringe, Travel Equipment: 4 PBT's 1 Laptop 1 Mobile Video Camera	\$60,000.00	-0-	\$60,000.00
Pearl River Valley Water Supply District		\$56,773.00	-0-	\$56,773.00

Subgrantee	Project Title	Federal	Match	402 to Local
Reservoir Patrol Pelahatchie Police Department	38. DUI Enforcement Program Personnel: Overtime, Fringe, Commodities Equipment: 4 PBT's 3 Mobile Video Cameras 1 Traffic Light Bar	\$10,000.00	-0-	\$10,000.00
Petal Police Department	39. DUI Enforcement Program Personnel: Overtime, Commodities Equipment: 1 Mobile Video Camera	\$35,000.00	-0-	\$35,000.00
Philadelphia Police Department	40. DUI Enforcement Program Personnel: Overtime, Fringe, Travel Commodities Contractual Services Equipment: 1 Desktop Computer 1 Lighting System	\$44,000.00	-0-	\$44,000.00
	41. DUI Enforcement Program Personnel: 1 DUI Officer Overtime, Fringe, Commodities Equipment: 1 Digital Camera 1 Directional Light Kit 1 Projector			

2008
SECTION 154 ALCOHOL FUNDS

Subgrantee	Project Title	Federal	Match	402 to Local
Pontotoc Police Department	42. DUI Enforcement Program Personnel: 1 DUI Officer Overtime, Travel, Commodities Contractual Services	\$50,000.00	-0-	\$50,000.00
Pontotoc County Sheriff's Department	Equipment: 3 Mobile Video Cameras	\$50,000.00	-0-	\$50,000.00
	43. DUI Enforcement			

2008
SECTION 154 ALCOHOL FUNDS

Subgrantee	Project Title	Federal	Match	402 to Local
Senatobia Police Department	48. DUI Enforcement Program Personnel: 1 DUI Officer Fringe, Travel Equipment: 2 PBT's 1 Mobile Video Camera	\$50,000.00	-0-	\$50,000.00
Simpson County Sheriff's Department	49. DUI Enforcement Program Personnel: 1 DUI Officer Overtime, Fringe, Travel Commodities Equipment: 1 Digital Camera 1 Mobile Video Camera	\$50,000.00	-0-	\$50,000.00
Smith County Sheriff's Department	50. DUI Enforcement Program Personnel: 1 DUI Officer Fringe, Commodities	\$50,000.00	-0-	\$50,000.00

Subgrantee	Project Title	Federal	Match	402 to Local
Starkville Police Department	Equipment: 1 PBT 1 Laptop 1 Mobile Video Camera	\$75,000.00	-0-	\$75,000.00
	51. DUI Enforcement Program Personnel: 1 DUI Officer Overtime, Fringe, Travel Commodities Equipment: 4 PBT's 1 Laptop Stinger Flashlights			
Stone County Sheriff's Department	52. DUI Enforcement Program Personnel: 1 DUI Officer Overtime, Fringe, Travel Commodities Equipment: 4 PBT's 1 Laptop Stinger Flashlights	\$50,000.00	-0-	\$50,000.00
	52. DUI Enforcement Program Personnel: 1 DUI Officer Overtime, Fringe, Travel Commodities Equipment: 1 Laptop 2 Mobile Video Cameras			
S.T.O.R.M.	53. STORM Training Project	\$30,000.00	-0-	\$30,000.00

2008
SECTION 154 ALCOHOL FUNDS

Subgrantee	Project Title	Federal	Match	402 to Local
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Subgrantee	Project Title	Federal	Match	402 to Local
Terry Police Department	54. DUI Enforcement Program-Mini Grant Personnel: Overtime, Commodities Equipment: 1 Mobile Video Camera	\$10,000.00	-0-	\$10,000.00
Tippah County Sheriff's Department	55. DUI Enforcement Program Personnel: 1 DUI Officer Overtime, Fringe, Commodities Equipment: 1 Laptop 1 Transport Seat 1 Stop Stick 1 Mobile Video Camera	\$49,261.15	-0-	\$49,261.15
Tunica Police Department	56. DUI Enforcement Program Personnel: 1 DUI Officer Overtime, Fringe, Travel Equipment: 3 PBT's 1 Laptop 1 Mobile Video Camera	\$43,842.50	-0-	\$43,842.50
Waynesboro Police Department	57. DUI Enforcement Program Personnel: Overtime, Fringe, Commodities Equipment: 2 Radar Units	\$40,000.00	-0-	\$40,000.00
Wiggins Police Department				
	TOTAL	\$4,893,571.59	-0-	\$3,686,941.28

SECTION 405

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

Implementation of the program will begin at the state level. The Injury and Violence Prevention Director will be responsible for overseeing all activities of the Child Occupant Grant. The Injury and Violence Prevention staff will work with the Office of Epidemiology to collect and analyze all data related to motor vehicle injuries and deaths within the state.

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

Currently, Mississippi has 152 school districts throughout 82 counties serving children 5-19 years of age. The MS Safe Kids Coalition will provide training for at least two additional MDH staff and community partners in each public health district to increase the number of CPST in that particular area. Existing relationships with CPS partners and community organization will strengthen and new partnerships will be developed with local organizations such as YMCA's Girls and Boys Clubs and elementary, middle and high schools to implement child passenger safety activities.

Public Information and Education

From FY 2005 to FY 2007, the Mississippi Department of Health Child Passenger Safety Program distributed and installed 6,013 child safety seats, 5,000 child passenger safety packets, inspected over 1,200 car seats and reached nearly 250,000 Mississippians throughout the public health districts, local health departments, checkpoints and health and safety fairs. The Injury Prevention Program will update existing child passenger safety information packets to be distributed with child safety seats to clients of the health

department at schools, community health and safety events, car seat checkpoints and to anyone who request information on child passenger safety. The packet will include information presented in an easy to understand format with detailed illustrations and instructions. Information will include all aspects of proper installation of child restraint devices using standard seat belt hardware, supplemental hardware and modification devices. Existing materials provided by the National Highway Traffic Safety Administration (NHTSA), National Safe Kids Coalition and the National Center for Injury Prevention and Control at the Centers for Disease Control and Prevention will be utilized to ensure accurate information and to minimize cost. Information on permanent fitting stations, technicians within the state and other CPS resources will also be included in the packet.

At the state level, the Injury/Violence Prevention Program (IVPP) will continue its partnership with MS Safe Kids Coalition, MDH's Emergency Medical Services, the Public Health Districts and the Office of Highway Safety. The Injury Prevention Director and coordinator will be responsible for activities in all 9 Public Health Districts. The Injury and Violence Prevention Director will attend the national Child Passenger Safety Technical Conference and remain an active member with the Southeastern Injury Network (SERICN) and the State and Territorial Injury Prevention Directors Association (STIPDA).

MDH health educators and community health facilitators have established strong working relationships with community organizations, school districts, social/civic organizations and political leaders within their respective districts. Additional health department staff, such as breast feeding coordinator, coordinating nurses, social workers and case managers will be trained as certified technicians and will offer two-hour or four-hour CPS courses to recipients of child safety seats and all other interested parties. Both new and established partnerships will be utilized to effectively disseminate child passenger safety information and to arrange CPS classes. Due to limited staff and overloaded caseloads, some health departments may elect to have recipients view a detailed child safety seat installation video developed by the National Highway Traffic Safety Administration or the Safe Kids Coalition.

Child Passenger Safety resource materials, additional brochures and videos produced by the National Highway Traffic Safety Administration, Safe Kids Coalition and other agencies depicting all aspects of proper use of a child safety seat will be available through the MDH Office of Preventative Health Clearinghouse.

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

**2008
SECTION 405**

Subgrantee	Project Title	Federal	Match	402 to Local
Mississippi State Department of Health	1. Child Passenger Safety Project Personnel: Travel, Commodities Contractual Services	\$75,000.0 0	\$25,000.00	\$100,000 .00
	TOTAL	\$75,000.0 0	\$25,000.00	\$100,000 .00

FY 2008
Section 406

The **Mississippi Highway Patrol** will receive 406 funding to conduct sustained seat belt enforcement throughout the state and to allow for full participation in the enforcement efforts during the “Click It or Ticket” Campaigns scheduled for Thanksgiving 2007 and May 2008.

The remaining 406 funds will be utilized to purchase paid media for the Thanksgiving and May **Click It or Ticket Campaigns**. Both television and radio spots will be aired statewide during the May 2008 blitz. The Thanksgiving paid media will consist of radio spots approved in NHTSA.

FY 2008
SECTION 406

Subgrantee	Project Title	Federal	Match	402 to Local
MHP	Click It or Ticket Seat Belt Enforcement Personnel: Overtime Fringe Travel	\$250,000.00	-0-	-0-
OHS	Click It or Ticket Campaign	\$250,000.00	-0-	-0-

Subgrantee	Project Title	Federal	Match	402 to Local
	Paid Media			
	TOTAL	\$500,000.00	-0-	-0-

Section 408 Traffic Records

The Mississippi Office of Highway Safety applied for and received 408 during FY 2007. The following projects are currently being developed and will be implemented during FY 2008. Costs for each individual project must be approved by NHTSA and the Traffic Records steering committee.

Project Title: Upgrade Computer Software to Access Tag/License Plate Database

The computer programs at DPS are antiquated main-frame CICS applications which need to be modified to allow improved on-line access to the State Tax Commission tag/license plate database. There is a need to hire additional MIS staff at DPS or contract for a software consultant to make the necessary main-frame program changes as soon as possible. This is a very high profile project and needs immediate attention for officer safety.

Project Title: Acquire portable GPS devices for state and local law enforcement officers

Latitude and longitude coordinates are required data elements for all crashes and DUI citations received from all enforcement jurisdictions statewide. This critical location information was the predominant missing piece of the puzzle for MDOT in order to link the crash with their linear reference system and digital maps. There is a need to purchase additional GPS devices during 2007 for state and local agencies. Rookie MHP troopers

need to be equipped and two new trooper classes were held in 2006 and one class is now underway in 2007.

Project Title: Electronic Download of Traffic Citations from Municipal/Justice Courts

This project will develop and implement an automated software solution for use by municipal and justice court records departments to electronically transmit traffic citation data from the courts to the Department of Public Safety for Mississippi drivers. This transaction data will serve as updates to the Mississippi Driver History file. The citation data will include personal identifiers, date, time, location, violation charge, court date, fine, disposition and crash involvement.

Project Title: State Traffic Records Committee (STRC) Support Project

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

Project Title: Establish a Comprehensive Citation/Conviction System

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

Project Title: Mississippi Department of Transportation - Safety Analysis Management System (SAMS)

Prior to 2006, Mississippi experienced many problems with hazard elimination studies at MDOT. Mississippi has had one of the highest fatality rates in the nation for many years. While these fatalities, injuries, and crashes occur throughout the state, county roads and state highways experience higher fatality rates and crash rates than others road systems. During 2004, MDOT initiated the development of SAMS. The results of these sophisticated data analyses are used to address and/or correct potential problem areas so the severity of crashes can be reduced or eliminated.

The SAMS project will be conducted in two phases. Phase I will require consulting services to analyze the available information and fully document the requirements for the design and development of a customized electronic SAMS solution for MDOT. Phase II will require consulting services for the design, development, testing, training, and implementation of SAMS, as well as data collection oversight.

Project Title: Upgrade the state EMS-MIS system to be compliant with NEMSIS and continue to develop the mini-CODES project in one trauma region

Mississippi has traditionally been a national leader in EMS development. It was the first state to assess a portion of traffic fines to fund Regional EMS services for training and equipment. They have had an automated EMS run reporting system for many years, dating back to the 1980's. Our state was also one of the first states to fund a Statewide Trauma System that reimburses participating doctors and hospitals for uncompensated trauma care. Three years ago a state assessment of EMS was conducted and the Mississippi system was found to be lacking in data elements to meet NEMSIS standards. With any use of data at the EMS system or patient care level, the standard definitions, variables, and codes associated with each of the NHTSA Version 2.2.1 data elements is critical.

**Section 408
Traffic Records**

Subgrantee	Project Title	Federal	Match	402 to Local
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Subgrantee	Project Title	Federal	Match	402 to Local
DPS	1. License Data Base Software Upgrade	Amounts Pending	Amounts Pending	N/A
OHS	2. GPS Project			
DPS	3. Municipal/Justice Court Traffic Citation Download Project			
OHS				
DPS	4. State Traffic Records Committee Support Project			
MDOT				
Department of Health	5. Citation/Conviction System			
	TOTAL	\$449,556.00	\$89,911.00	N/A

2008

410 ALCOHOL INCENTIVE GRANT

While progress has been made in reducing alcohol related traffic crashes in Mississippi in 2006, alcohol was a contributing factor in 38% or 346 of fatal crashes. For 2006, there were 812 fatal crashes resulting in 911 fatalities. According to the Mississippi Department of Public Safety, there were 23,693 DUI arrests in 2006 up from 22,511 in 2005.

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

Paid media in support of the sustained DUI enforcement efforts and the **“Drunk Driving, Over the Limit, Under Arrest”** campaign has been included in 410 as well. These funds will be used for sustained radio ads in December and July, with the remaining funds to be spent around Labor Day 2007. The Mississippi Highway Patrol will receive 410 funding to maintain the sustained DUI enforcement statewide and ensure concentration of DUI enforcement during the Labor Day, July 4th, Christmas and New Year’s holidays.

Evaluation of the 410 projects is essential in order to identify deficiencies in the alcohol countermeasures system, as well as to provide quantitative and qualitative feedback to project agencies. Evaluation is also necessary to ensure future progressive planning and policy development in the alcohol countermeasures area. NHTSA requires an annual report showing compliance with 410 basic criteria, as well as a quarterly progress report detailing alcohol countermeasure activities. Funding will be utilized for a **410 Alcohol Program Evaluation Project** through the University of Southern Mississippi. The 410 alcohol evaluator will continue to operate the alcohol countermeasures evaluation system during this fiscal year, and will work closely with the countermeasures coordinator, the traffic records coordinator, and the program analyst to identify and address deficiencies in the state alcohol countermeasures system. State and local data will be collected to monitor and ensure compliance to the basic 410 criteria. The alcohol program evaluator will be responsible for 410 quarterly and annual reports.

The State of Mississippi plans to address the 21-34 year working population relevant to drinking and driving by implementing the **NETS (Network of Employers for Traffic Safety)** program designed to offer businesses the opportunity to educate their employees about the dangers of drinking and driving. Extensive efforts are being made to get relevant materials distributed and to utilize media across the state to get the message out to

individuals of various work capacities about the ills of impaired driving, traffic safety as well as the importance of safety belt usage. The 410 Alcohol Incentive Grant Coordinator will participate in NETS training and engage in technical assistance on organizational development, public relations, product development and other components of the program in order to formulate a NETS specific strategic business and marketing plan.

In order to continue to address the ever present problem of the drinking driver in Mississippi, increased DUI enforcement is vital if we are to reduce the number of traffic fatalities involving alcohol. Increased enforcement in the purchasing of alcohol by underage youth is also essential in reducing alcohol-related traffic injuries and fatalities. Mississippi has reapplied for Section 410 Incentive Grant funding for Drunk Driving Prevention. Efforts to increase the level of DUI enforcement continues to be a main priority within the state.

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

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

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

purposes. Equipment will include in-car computers and PBTs. and a patrol vehicle which will serve as local match.

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

Listed as the fifth largest populated county in the state, **Washington County** is seemingly plagued with hazardous motor vehicle violators. The sheriff department is proposing to implement a DUI unit comprised of a dedicated DUI officer. The program will further be enhanced by conducting road blocks and other special details.

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

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

2008
SECTION 410 ALCOHOL COUNTERMEASURES

Subgrantee	Project Title	Federal	Match	402 to Local
Canton Police Department	1. DUI Enforcement Program Personnel: 1 DUI Officer Overtime, Fringe, Travel Commodities Contractual Services Equipment: 1 Laptop 1 Mobile Video Camera	\$60,000.00 \$93,550.00	\$25,000.00 \$31,250.00	\$60,000.00 \$93,550.00
Hattiesburg Police Department	2. DUI Enforcement Program Personnel: 1 DUI Officer Overtime, Fringe, Travel Equipment: 11 PBT's 20 Reflective Vests 1 Laptop 1 LCD Projector 1 Mobile Video Camera	 \$140,000.00	 \$46,667.00	 \$140,000.0 0
Jackson Police Department	3. DUI Enforcement Program Personnel: 2 DUI Officers Overtime, Fringe, Travel Commodities Contractual Services Equipment:	 \$500,000.00	 \$175,000.00	 -0-
Mississippi Highway Safety Patrol				

Subgrantee	Project Title	Federal	Match	402 to Local
Newton Police Department	25 PBT's	\$35,000.00	\$12,000.00	\$35,000.00
	4. Sustained DUI Enforcement Project Personnel: Overtime, Fringe, Travel			
	5. DUI Enforcement Program Personnel: 1 DUI Officer Fringe, Commodities Equipment: 1 Spike System 1 Mobile Video Camera			

2008
SECTION 410 ALCOHOL COUNTERMEASURES

Subgrantee	Project Title	Federal	Match	402 to Local
Office of Highway Safety	6. "Drunk Driving, Over the Limit, Under Arrest" Sustained Paid Media Campaign	\$500,000.00	-0-	-0-
Oxford Police Department	7. DUI Enforcement Program Personnel: 2 DUI Officers Fringe, Travel Contractual Services Equipment: 2 PBT's 2 Radar Units	\$85,000.00		\$85,000.00

Subgrantee	Project Title	Federal	Match	402 to Local
Rankin County	2 Mobile Video Cameras 4 Flashlights	\$56,523.00	\$25,000.00	\$56,523.00
	8. DUI Enforcement Program Personnel: 1 DUI Officer Overtime, Travel Equipment: 15 PBT's	\$50,000.00	\$12,500.00	\$50,000.00
Ridgeland Police Department	9. DUI Enforcement Program Personnel: 1 DUI Officer Overtime Travel Fringe	\$40,000.00	\$10,000.00	-0-
University of Mississippi		\$60,000.00	\$10,000.00	-0-
University of Southern Mississippi	10. DUI Judicial Training			
	11. Alcohol Program Evaluation Personnel: 1 Alcohol Program Evaluator Fringe, Travel Commodities Contractual Services			

2008
SECTION 410 ALCOHOL COUNTERMEASURES

Subgrantee	Project Title	Federal	Match	402 to Local
University of Southern Mississippi	12. NETS	\$50,000.00	-0-	-0-
	TOTAL			



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

Highway Safety Program Cost Summary

State Mississippi Number Page 1 of 2 Date : August 28, 2007

Program Area	Approved Program Costs	Basis for % Change	State/Local Funds	Federally Funded Programs				Federal Share to Local
				Previous Bal	Incre/(Decre)	% Chg	Current Bal	
PA-01	\$221,821.74		\$221,821.74					-0-
AI-02	\$246,559.00		\$34,019.00					\$146,559.00
OP-03	\$961,543.00		\$87,900.00					\$349,691.00
TR-04	\$106,389.00		\$1,000.00					-0-
PT-05	\$489,964.00		*\$590,783.00	(*20% In-kind State Match PT- MHSP Patrol Vehicles \$505,475)				\$343,964.00
RS-06	\$308,437.00		\$94,254.36					\$248,437.00
SC-07	\$328,759.85		\$261,260.52					\$328,759.85
402 TOTAL	\$2,663,473.59		\$1,291,038.62					

53.2% to local

State Officials Authorized Signature:
NAME _____
TITLE _____
DATE _____
Effective Date _____

Federal Official(s) Authorized Signature:
NAME _____
TITLE _____
DATE _____
Effective Date _____

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

Highway Safety Program Cost Summary

State Mississippi Number Page 2 of 2 Date : August 28, 2007

Program Area	Approved Program Costs	Basis for % Change	State/Local Funds	Federally Funded Programs				Federal Share to Local
				Previous Bal	Incre/(Decre)	% Chg	Current Bal	
Section 154 Transferred Funds (Alcohol)	\$4,893,571.59		-0-					3,686,941.28
MDOT Hazard Elimination	\$2,500,000.00		-0-					-0-
	\$75,000.00		\$18,750.00					-0-
Section 405	\$500,000.00		-0-					\$250,000.00
Section 406	\$449,556.00		\$89,911.00					-0-
Section 408			\$390,260.00					\$586,420.24
Section 410 Alcohol	1,236,420.24							
GRAND TOTAL	\$12,318,021.42		1,789,959.62					\$5,940,772.37

State Officials Authorized Signature:
 NAME _____
 TITLE _____
 DATE _____
 Effective Date _____

Federal Official(s) Authorized Signature
 NAME _____
 TITLE _____
 DATE _____
 Effective Date _____

NHTSA _____
 FHWA _____
 DATE _____
 Effective Date _____
 NAME _____
 TITLE _____

2008 Goals and Objectives

Fatality Rate:

Short Range: *Decrease the fatality rate per 100 million vehicle miles traveled from 2.22 in 2006 to 2.19 by the end of 2008.*

Long Range: *Decrease fatality rate per 100 million vehicle miles traveled from 2.22 in 2006 to 2.00 by the year 2010.*

Injury Rate:

Short Range: *Decrease the injury rate per 100 million VMT from 78 in 2006 to 65 by the end of 2008.*

Long Range: *Decrease the injury rate from the current 78 to 55 by the year 2010.*

Alcohol and Other Drugs:

Short Range: *Reduce alcohol related fatalities from 38% in 2006 to 36% by the end of 2008.*

Long Range: *Reduce the percentage of alcohol related fatalities from the current 38% to 35% by the year 2010.*

Young Drivers & Alcohol:

Short Range: *Reduce drivers aged 15 - 20 involved in fatal crashes from 13.4% in 2006 to 12% by the end of 2008. Reduce driver fatalities aged 15 - 20 involved in alcohol-related fatal crashes from 9.9% in 2006 to 7% by the end of 2008.*

Long Range: *Reduce drivers aged 15 - 20 involved in fatal crashes to 10% by the year 2010. Reduce driver fatalities aged 15 - 20 involved in alcohol-related fatal crashes to 5% by the end of 2010.*

Occupant Restraint:

Short Range: *Increase safety belt usage among all motorists from 73.6% in 2006 to 76% by the end of 2008.*

Long Range: *Increase safety belt usage among all motorists from 73.6% in 2006 to 80% by the year 2010.*

Child Restraint:

Short Range: *Increase child restraint usage from 70% in 2006 to 73% by the end of 2008.*

Long Range: *Increase child restraint usage from 70% in 2006 to 78% by the year 2010.*

Traffic Records:

Short Range: *Ensure all local law enforcement are reporting crashes on the new uniform crash report with GPS coordinates. Expand the use of the automated crash reporting using laptops/desktops with the Reportbeam software to 90% of all local agencies by the end of 2008.*

Long Range: *Have 95+% utilization of the new Reportbeam software by the end of 2010. Fully implement the Safety Analysis Management System (SAMS) of MDOT by the end of 2010.*

Roadway Safety:

Short Range: *Implement three continuation traffic safety signing projects in three sites during 2008.*

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

STATE CERTIFICATIONS AND ASSURANCES

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

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

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

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

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

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

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

- Highway Safety Grant Funding Policy for Field-Administered Grants

Certifications and Assurances

The Governor is responsible for the administration of the State highway safety program through a State highway safety agency which has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight

procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program (23 USC 402(b) (1) (A));

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

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

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

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

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

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

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

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

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

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

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21); (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§ 1681-1683, and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. §794), which prohibits discrimination on the basis of handicaps (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42U.S.C. §§ 6101-6107), which prohibits discrimination on the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (f) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970(P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse of alcoholism; (g) §§ 523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§ 290 dd-3 and 290 ee-3), as amended, relating to confidentiality of alcohol and drug abuse patient records; (h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§ 3601 et seq.), as amended, relating to nondiscrimination in the sale, rental or financing of housing; (i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and, (j) the requirements of any other nondiscrimination statute(s) which may apply to the application.

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

The State will provide a drug-free workplace by:

- a) Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;

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

- g) Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (a), (b), (c), (d), (e), and (f) above.

BUY AMERICA ACT

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

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

POLITICAL ACTIVITY (HATCH ACT).

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

CERTIFICATION REGARDING FEDERAL LOBBYING

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

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

(2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of

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

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

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

RESTRICTION ON STATE LOBBYING

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

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION

Instructions for Primary Certification

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into

this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.

3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

5. The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.

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

7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.

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

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

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

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

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

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

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

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

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

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

Instructions for Lower Tier Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.
2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms *covered transaction*, *debarred*, *suspended*, *ineligible*, *lower tier covered transaction*, *participant*, *person*, *primary covered transaction*, *principal*, *proposal*, and *voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.
5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See below)
7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.

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

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

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

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

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

ENVIRONMENTAL IMPACT

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year _____ highway safety planning document and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If, under a future revision, this Plan will be modified in such a manner that a project would be instituted that could affect environmental quality to the extent that a review and statement would be necessary, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 USC 4321 et seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).

Governor's Representative for Highway Safety

Date