



*Mississippi Office of Highway Safety
Annual Report 2017*



This Annual Report is provided for the federal fiscal year from October 1, 2016 through September 30, 2017. This report consist of programmatic detail, financial information, data analysis throughout the report. The latest crash data was used in this report and was available and provided by NHTSA and the Fatal Analysis Reporting System (FARS).

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>>>Executive Summary>>>:

The Mississippi Office of Highway Safety (MOHS) administers Mississippi's highway safety grant program in accordance with the provisions and all amendments of the Highway Safety Act of 1966. At the MOHS, we take our responsibilities seriously: **Saving Lives**. We administer federally-funded programs aimed at reducing traffic fatalities, traffic injuries and the associated economic losses from property damage crashes in the state.

The U.S. Department of Transportation, through the National Highway Traffic Safety Administration (NHTSA) serves as the Federal oversight agency. The funds awarded to the MOHS for FY17 included:

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

These funds support the Mississippi Highway Safety programs for Impaired Driving, Occupant Protection, Child Passenger Restraint, Police Traffic Services, Public Information & Education, Traffic Records, Driver's Education, Paid Media, Motorcycle, Youth and Planning and Administration.

The 2017 Annual Report reflects the federal fiscal year highlights and successes toward many of the MOHS goals and targets. The report provides detailed descriptions of goals based on national standards, achievements in performance measures and strategies for each of the program areas.

Mississippi has a proven and successful track record of increasing the public's knowledge, perception and understanding of traffic safety issues. We are proud of the state's efforts to minimize the state's fatality rate. Overall traffic fatalities increased from 677 in 2015 to 690 in 2016. During 2016, fatal crashes increased by significant numbers on Mississippi roadways. Mississippi has a lot of work to do to drive down fatalities and injuries.

Mississippi saw an increase in traffic injuries from 27,955 in 2015 to 29,373 in 2016, in Type A, B and C injury crashes. The MOHS will continue to work with law enforcement and partners to continue the work in enforcement and education to further reduce the number of injuries crashes in the state. The MOHS will also use data driven approaches and best practices to address highway safety priorities within Mississippi to identify priorities and work toward reducing fatalities, injuries and crashes.

Although the traffic safety data shows increases in many of the MOHS priority programs, the MOHS was successful in achieving the following achievements during FY17:

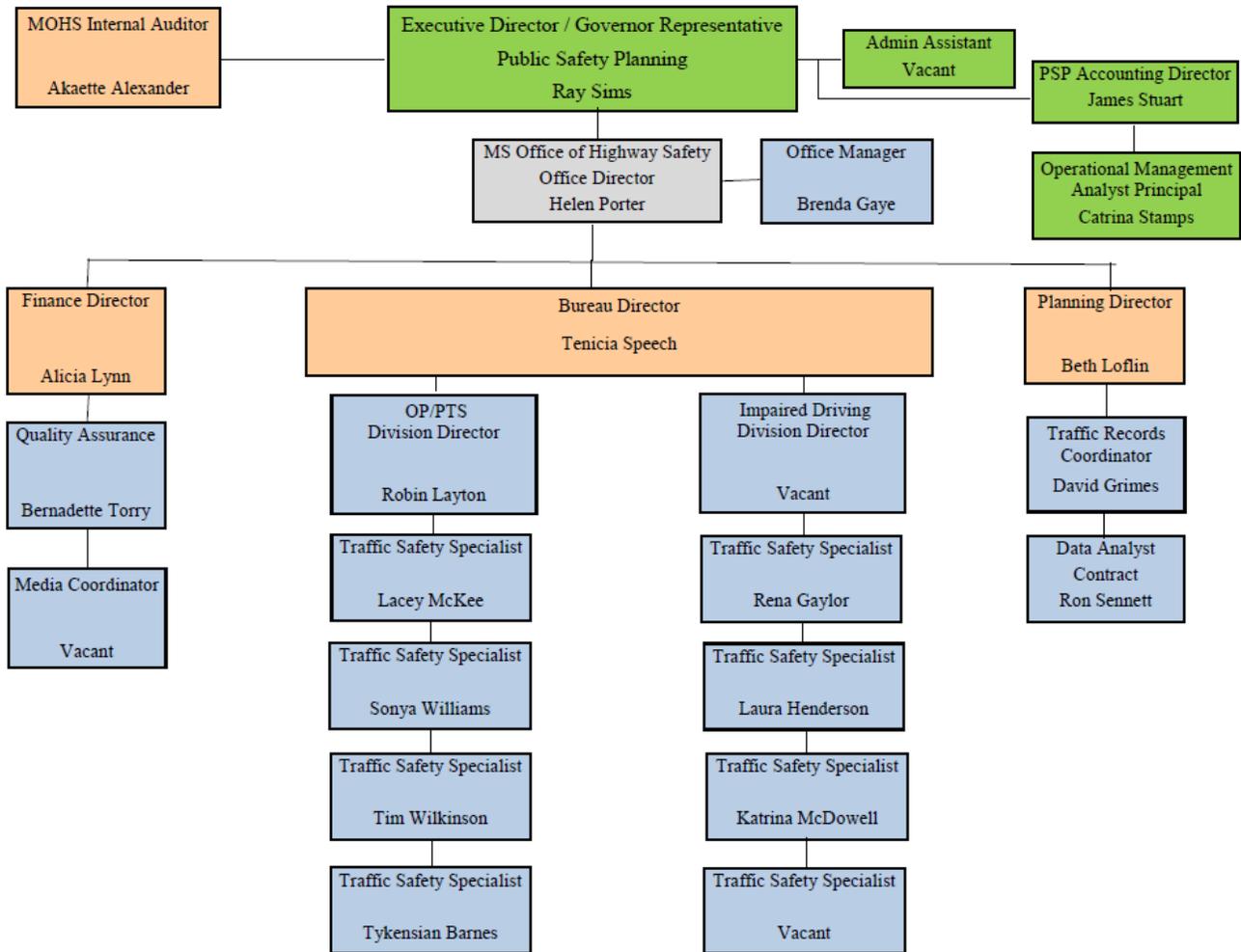
- Alcohol-Impaired Driving Fatalities decreased from 177 in 2015 to 128 in 2016, which is a decrease of 27.68%.
- Mississippi had the largest decrease in alcohol-impaired driving fatalities in the United States in 2016.
- Percentage of unbelted fatalities decreased from 55.3% in 2015 to 53.83% in 2016.
- Seatbelt Usage in Mississippi Increased from 77.9% in 2016 to 78.8% in 2017.
- Total number of teen fatalities (16-20) decreased from 78 in 2015 to 59 in 2016, which represents a drop of 24%.
- Total speed fatalities decreased 16% from 96 in 2015 to 81 in 2016.

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

I want to thank our Commissioner, Marshall Fisher and Governor's Representative Ray Sims, along, staff, state leaders, partners and sub-grantees for helping us achieve our goal of reducing injuries and fatalities on Mississippi's roadways.

Helen Porter, Office Director
Mississippi Office of Highway Safety

>>>2017 MOHS Organization Chart>>>



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

>>> MOHS Mission Statement and Mission Goal>>>

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

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



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Office of Highway Safety

>>>2017 Mississippi Legislation>>>

2017 Mississippi Legislative Summary: During the 2017 Mississippi legislative session, there were forty-one (41) highway safety related bills that were presented to the legislative committees. There were twenty-one (21) DUI/Impaired related bills; one (1) Distracted Driving bill; six (6) Speed Related bills; one (1) Graduated Driving License; one (1) Texting related bill; seven (7) Seatbelt or child restraint related bills; one (1) Bicycle bill and three (3) Motorcycle bills were presented for consideration.

2017 Legislative Bills Passed: Out of the only forty-one (41), only one highway safety related bills was passed through both the House of Representative and Senate and then presented to the Governor for signature. The following are the bill was passed:



Senate Bill 2724: Seatbelts; mandate for all passengers not required to use a child-restraint system.



>>>Mississippi Safety Partners>>>

The Mississippi Safety Partners listed below, include government agencies (Federal and State), program stakeholders, community partners that are involved in safety issues, public information, law enforcement and training for the State of Mississippi. These partners are vital to the success of the MOHS traffic safety program in reducing fatalities, injuries and crashes. In FY17, partners participated in the strategic planning and implementation of highway safety programs listed within the Highway Safety Plan, 2017 Annual Report and made the FY17 grant year a success and helped reduce fatalities and injuries on state roadways. This is a small listing of all the partners that are involved and partner with the MOHS.

- Federal Motor Carrier Safety Administration
- Federal Highway Administration
- Mississippi Association of Chiefs of Police
- Mississippi Sheriff's Association
- Mississippi Department of Transportation
- Mississippi Department of Health
- Mississippi Department of Mental Health
- Mississippi Department of Public Safety
- Mississippi Highway Patrol
- Mississippi Attorney General's Office
- Mississippi Law Enforcement Agencies
- National Highway Traffic Safety Administration
- Governor's Highway Safety Association
- State Traffic Records Coordinating Committee
- Safe Kids MS
- Mississippi State University
- Mississippi Social Science Research Center
- Mississippi Associate of Highway Safety Leaders
- MOHS Staff Members
- University Medical Center
- Oxford Police Department-Mississippi Law Enforcement Training Division

>>>Assessment of State of Mississippi's Progress>>>

>>>Statistical Progress 2012-2016>>>

	2012	2013	2014	2015	2016	Average
C1. Core Outcomes Measure- Fatalities (FARS)	582	613	607	677	690	634
C2. Core Outcomes Measure –Number of Serious Injuries (State Data)	631	568	506	506	622	567
C3. Core Outcome Measure- Fatalities/100M VMT	1.51	1.58	1.54	1.70	N/A	1.58
C4. Core Outcome Measure- Number of unrestrained passenger vehicle occupant fatalities, all seating positions	293	284	279	309	300	293
C5. Core Outcome Measure- Number of fatalities involving driver or motorcycle operator with .08 BAC or above	191	207	172	177	128	175
C6. Core Outcome Measure- Number of speeding-related fatalities	95	126	96	96	81	99
C7. Core Outcome Measure- Number of motorcyclist fatalities	39	39	41	37	50	41
C8. Core Outcome Measure- Number of un-helmeted motorcyclist fatalities	5	4	6	8	7	6
C9. Core Outcome Measure- Number of drivers age 20 or younger involved in fatal crashes	64	76	81	105	89	83
C10. Core Outcome Measure- Number of pedestrian fatalities	48	53	53	63	58	55
C11. Core Outcome Measure-Number of bicycle fatalities	4	6	6	5	5	5
Core Behavioral Measure	2013	2014	2015	2016	2017	Average
B-1. Percent observed belt use for passenger vehicles	74.4%	78.3%	79.6%	77.9%	78.8%	77.8%
Core Achievement Measures:	2013	2014	2015	2016	2017	Average
Seat Belt Citations Issued During Grant Funded Activities*	27,236	27,291	25,179	27,996	18,932	25,326
Impaired Driving Arrests During Grant Funded Activities*	11,263	10,667	12,330	12,851	8,015	11,025
Speeding Citations Issued During Grant Funded Activities*	21,873	26,785	32,596	34,589	13,762	25,921

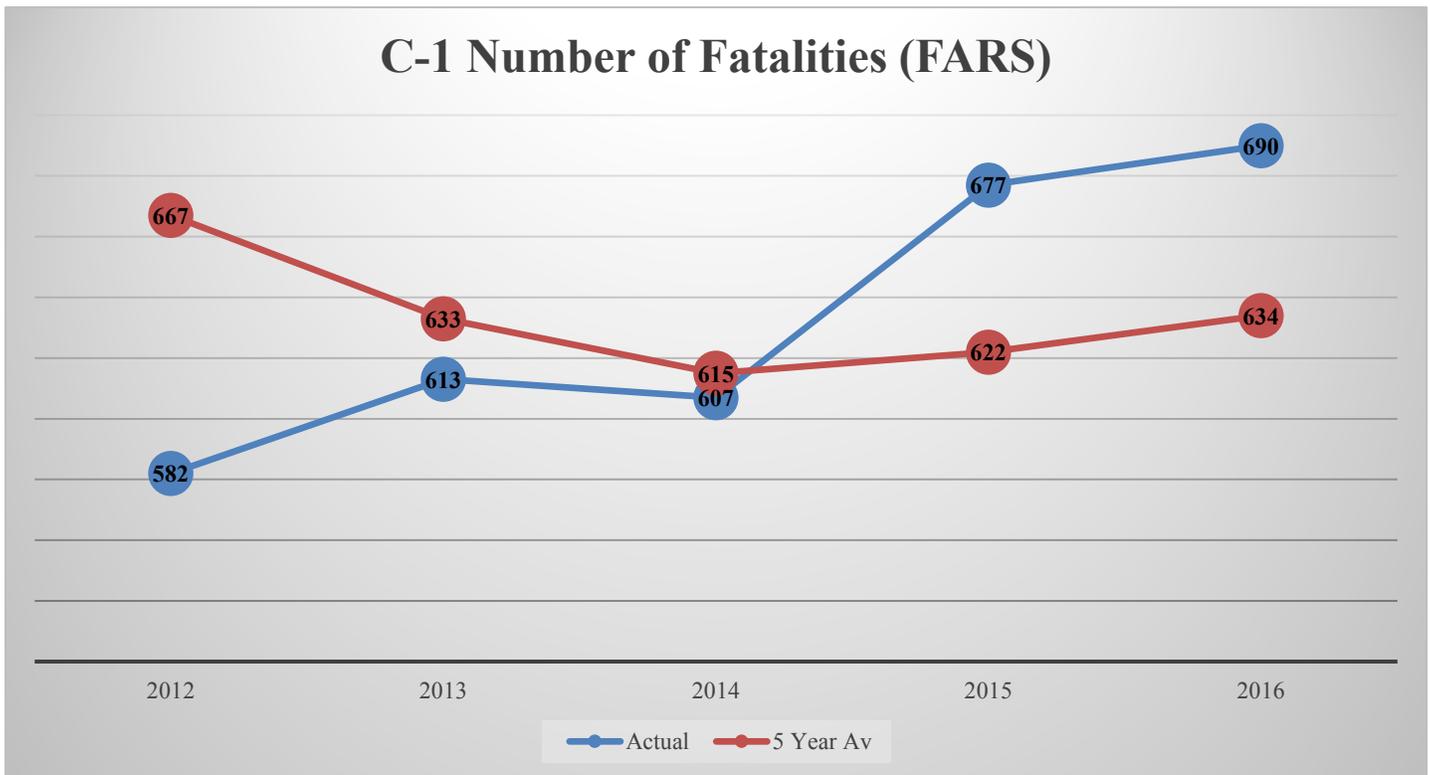
*Grant Funded Data-December 2017

>>>2017 Core Performance Measures>>>

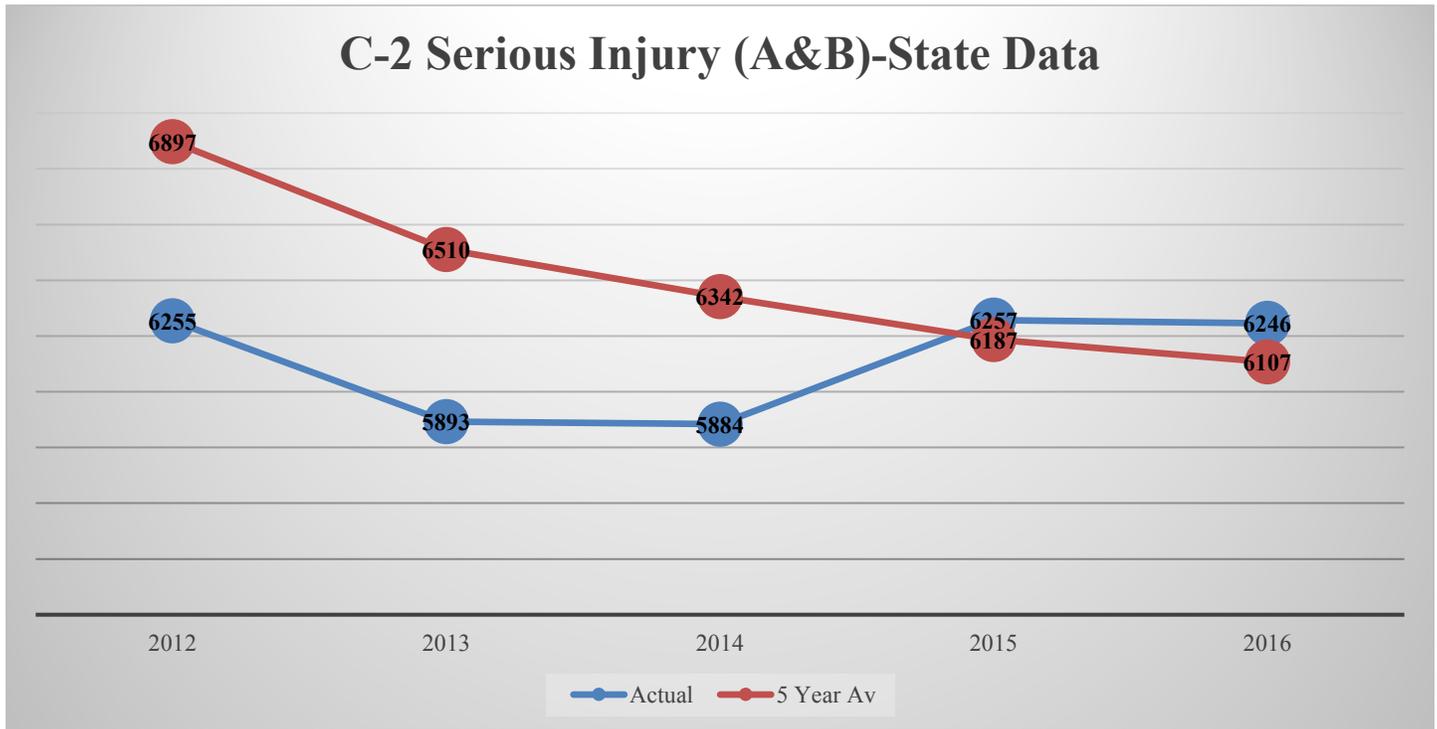
The MOHS works diligently with all agencies, creating strategic plans and hosting strategic planning meetings in an effort to reach core outcome and behavior measures for FY18 and FY19. The reduction of law enforcement within the Mississippi Highway Patrol and local agencies is one of the challenges that the overall program faced in FY17.

All 2011-2015 FARS data is final; 2016 FARS data is from the NHTSA (preliminary data); 2016 FARS fatality rate data is not available. 2012-2017 Seatbelt Survey is final. 2016 FARS or State data was used to assess achievement of performance target. Targets are set in the Highway Safety Plan to be reached within end of the calendar Year 2017; which will be represented by 2016 FARS data; 2017 data will not be final until 2018.

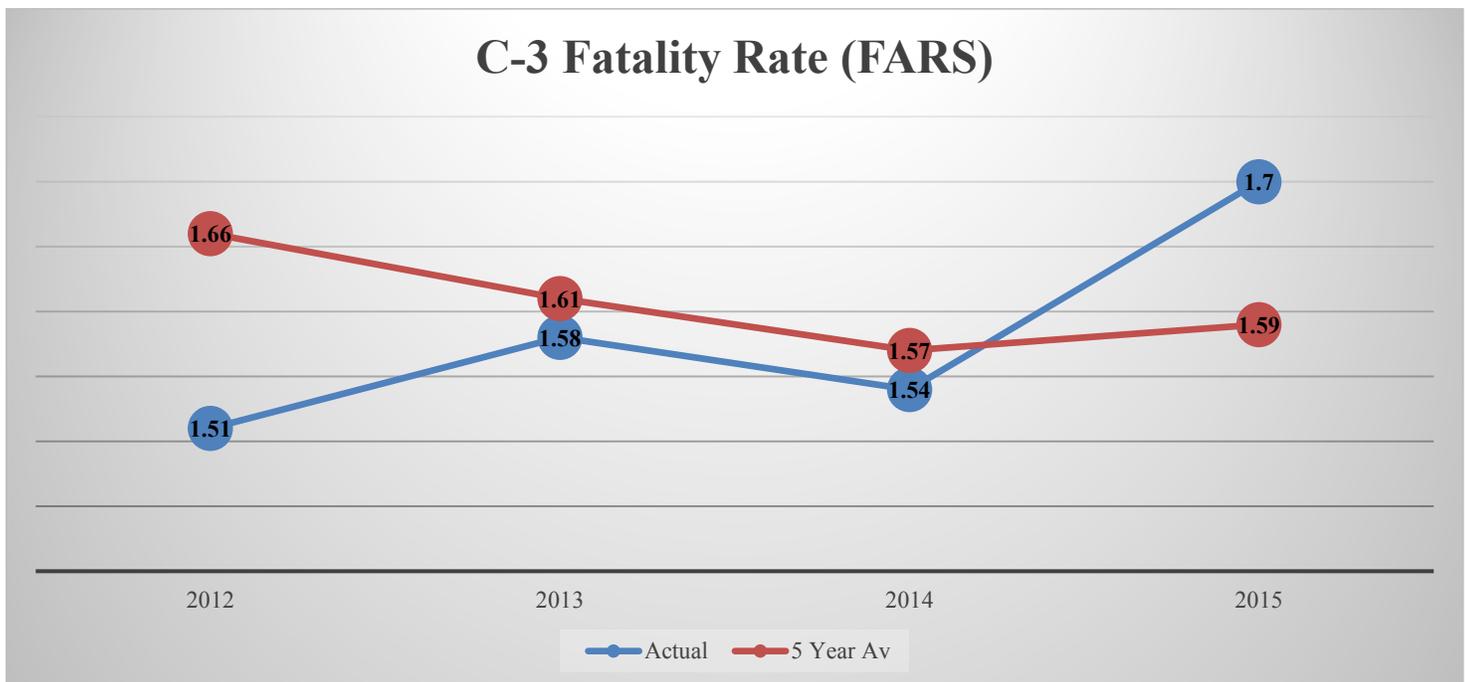
C-1 Core Outcome Measure/Number of Traffic Fatalities (FARS): To maintain traffic fatalities a five year moving average (2010-2014) of 615 by the end of 2017. **Fatalities increased from 677 in 2015 calendar year to 690 in 2016. The fatalities are higher than maintaining the target of 615 by the end of 2017. The MOHS did not reach the goal set, but continues to work toward reducing overall fatalities across the State. (Did not reach target)**



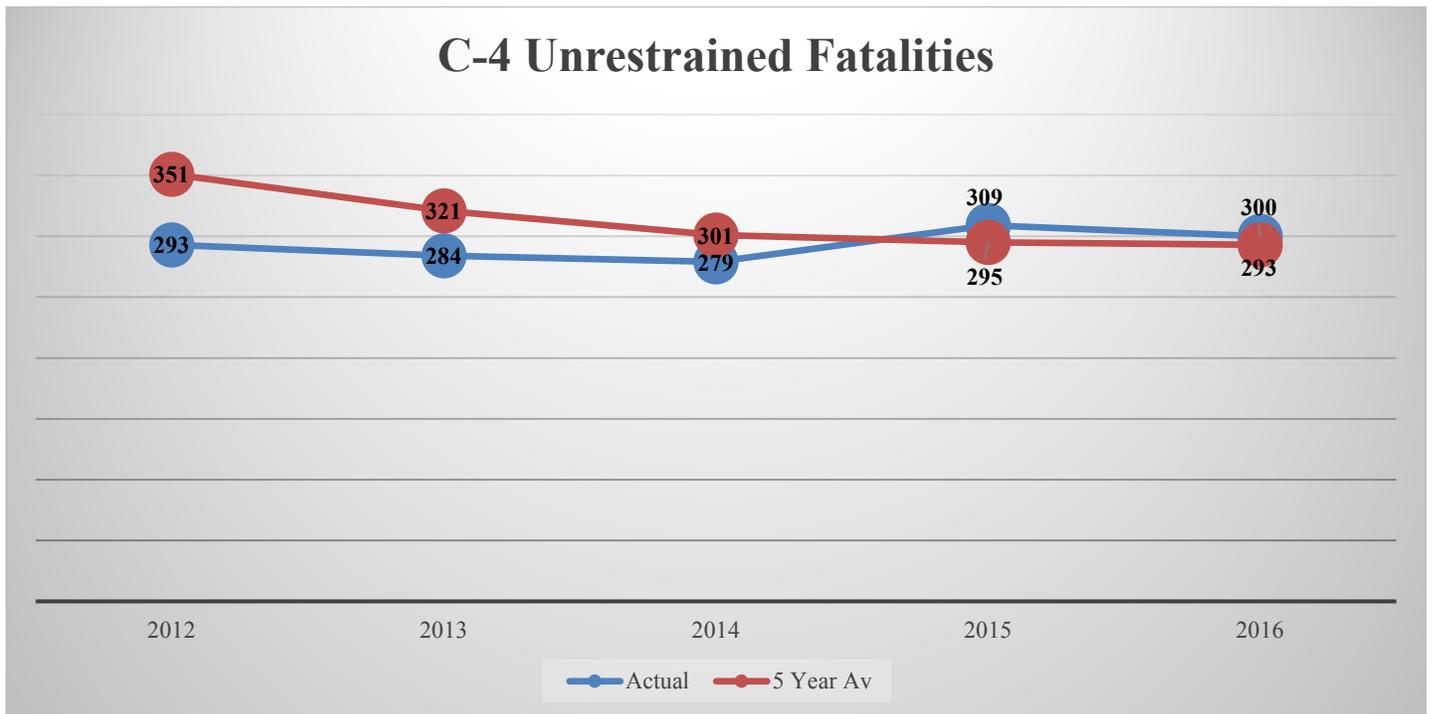
C-2 Core Outcome Measure/Serious Injury: To maintain the number of serious traffic injuries by a five year moving average (2010-2014) of 6,342 by the end of 2017. **Serious traffic injuries decreased from 6187 in 2015 to 6107 in 2016. The serious injury is higher than the target of reaching 6,342 by the end of 2016, but has decreased. *Measure was written for Type A and Type B injuries, not to include Type C injuries. (Did not reach target)**



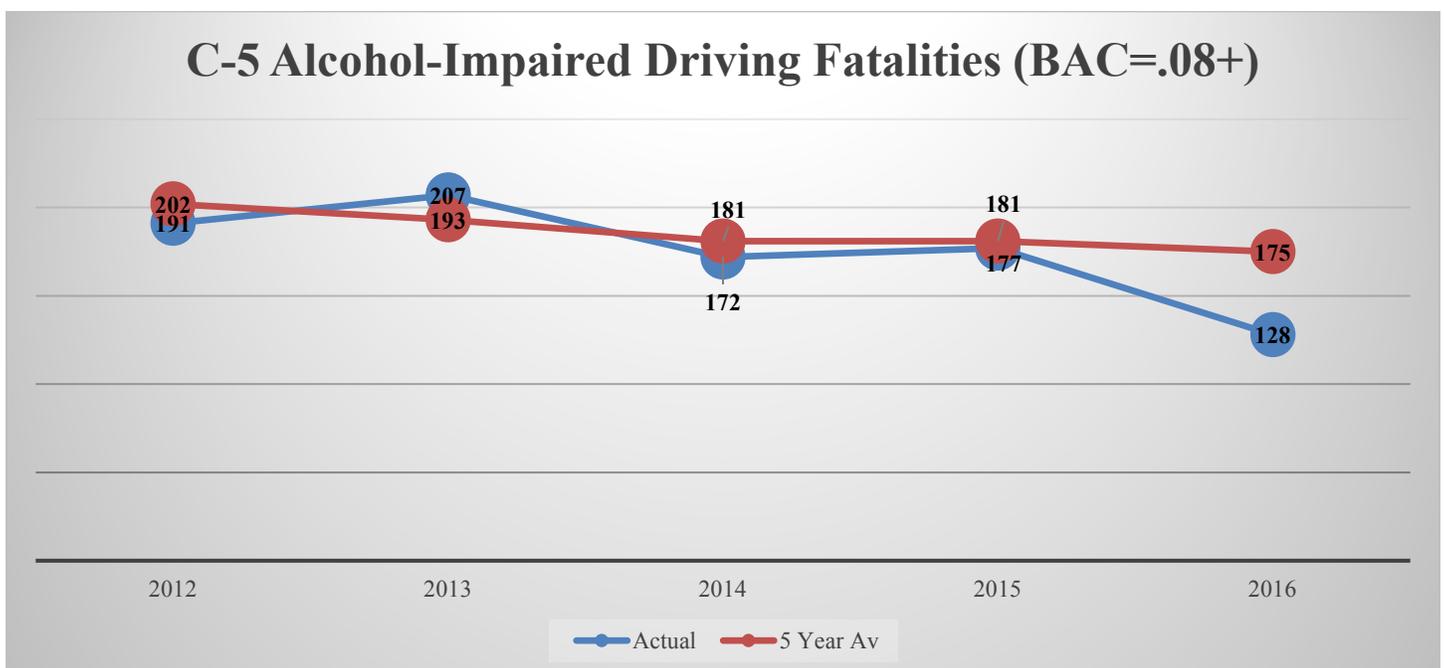
C-3 Core Outcome Measure/Fatality Rate: To maintain the number of fatalities by VMT from a five year average (2010-2014) of (1.57) by the end of 2017. To maintain the fatality rate of (1.57) for a long term target of by the end of 2018. **2016 FARS fatality rate data are not yet available. The State will assess and report on achievement of these measures once data becomes available. The MOHS seems unlikely to reach this achievement.**



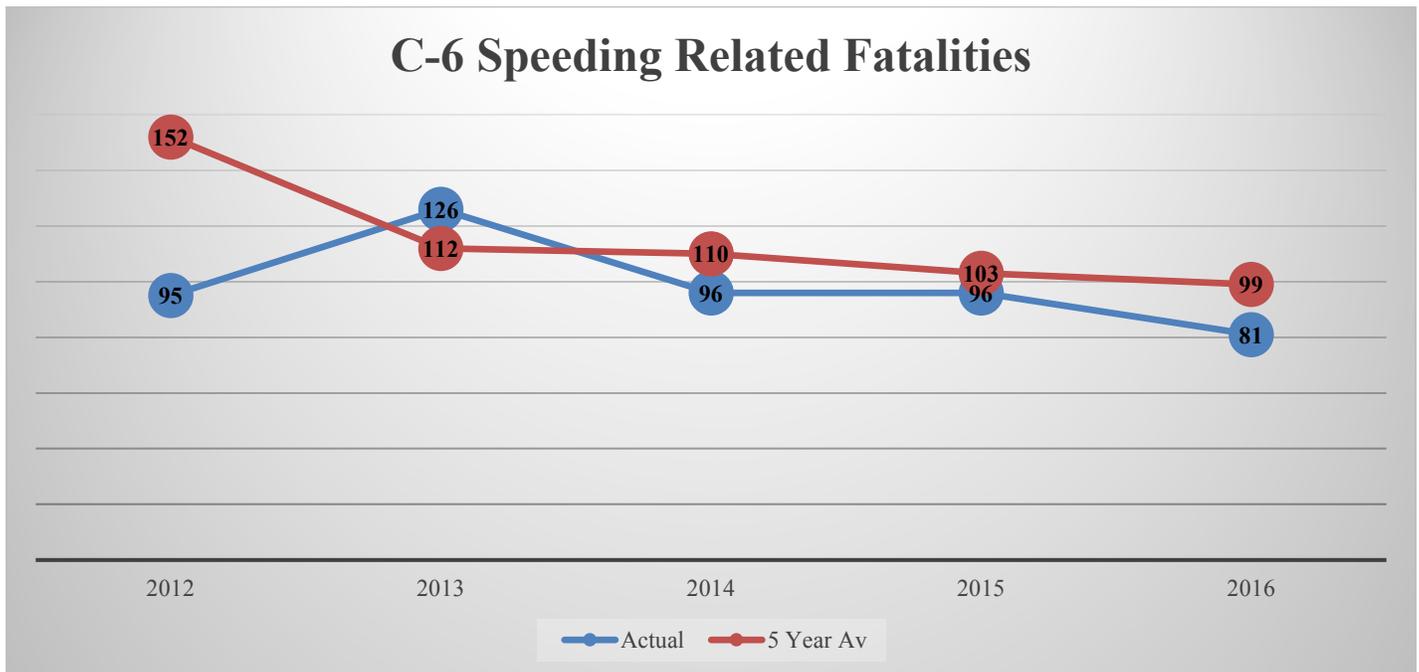
C-4 Core Outcome Measure/Unrestrained: To decrease the number of unrestrained passenger vehicle occupant fatalities in all seating positions by 2.5% from a five year average (2010-2014) of 301 to 293 by the end of 2017. To decrease the number of unrestrained passenger vehicle occupant fatalities by an additional 1% for a long term goal of 291 by the end of 2018. **The 2016 FARS data shows a decrease in unrestrained fatalities from 309 in 2015 to 300 in 2016. The MOHS met the five-year average goal the five year average of 293 by the end of 2017. (Target Met)**



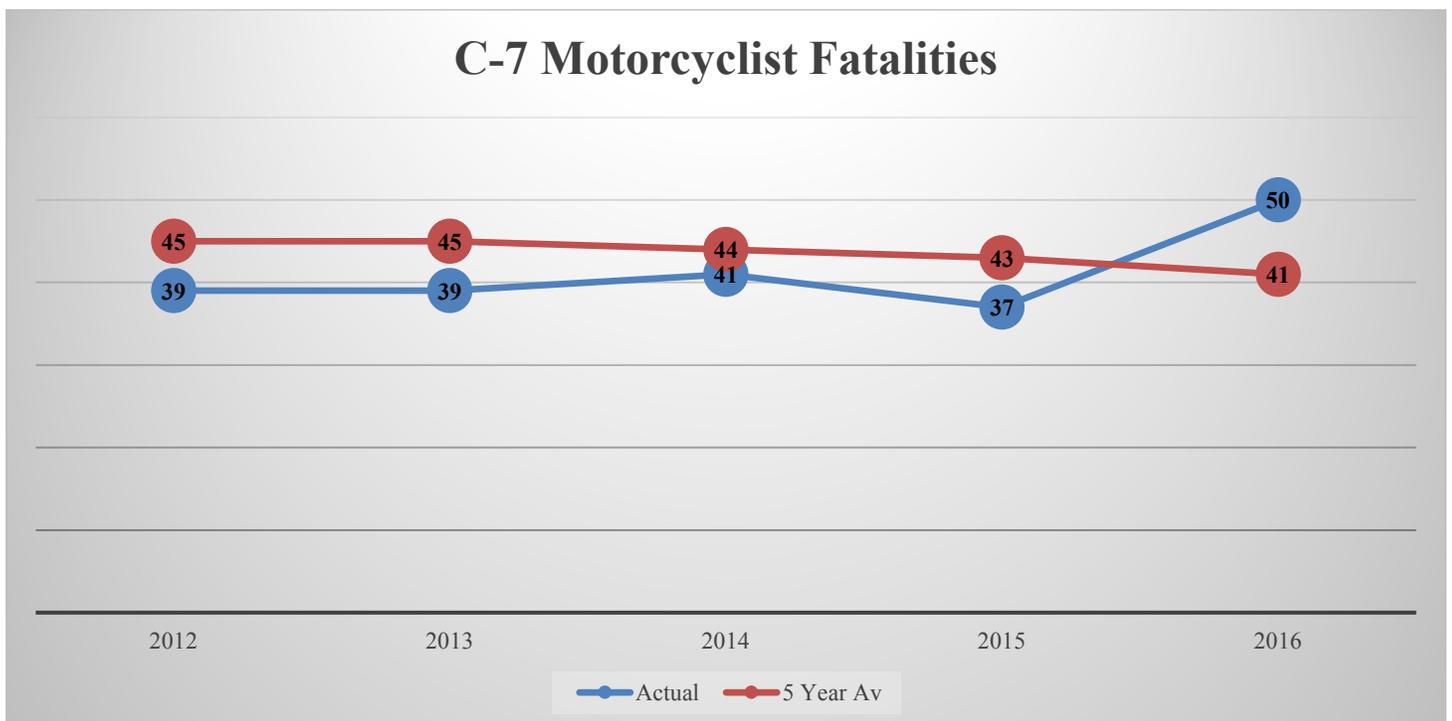
C-5 Core Outcome Measure/Alcohol and Other Drugs: To decrease the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above by 1.0% from five year average (2010-2014) of 182 to 180 by the end of 2017. To decrease the number of fatalities by an additional 1% for a long term goal of 178 by the end of 2018. **The 2016 FARS data shows a drastic decrease in impaired driving fatalities from 177 in 2015 to 128 in 2016. The MOHS met and exceeded the five- year average goal of 180 by the end of 2017. (Target Met)**



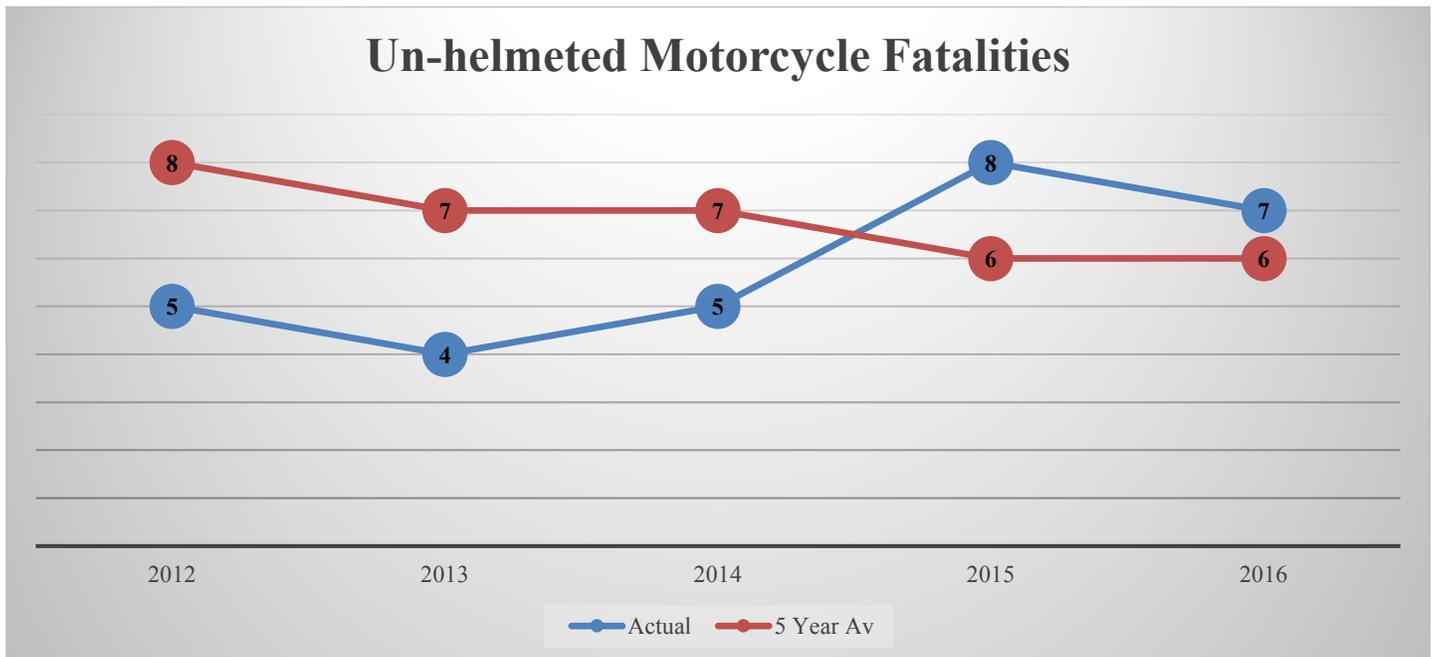
C-6 Core Outcome Measure/ Speed: To decrease the number of speeding-related fatalities by 4% from five year average (2010-2014) of 110 to 106 by the end of 2017. To decrease the number of speeding related fatalities by an additional 5% for a long term goal of 100 by the end of 2018. **The 2016 FARS data shows that the number of speed related fatalities decreased from 96 in 2015 to 81 in 2016. The MOHS met and exceeded the five- year average goal of 106 by the end of 2017. (Target Met)**



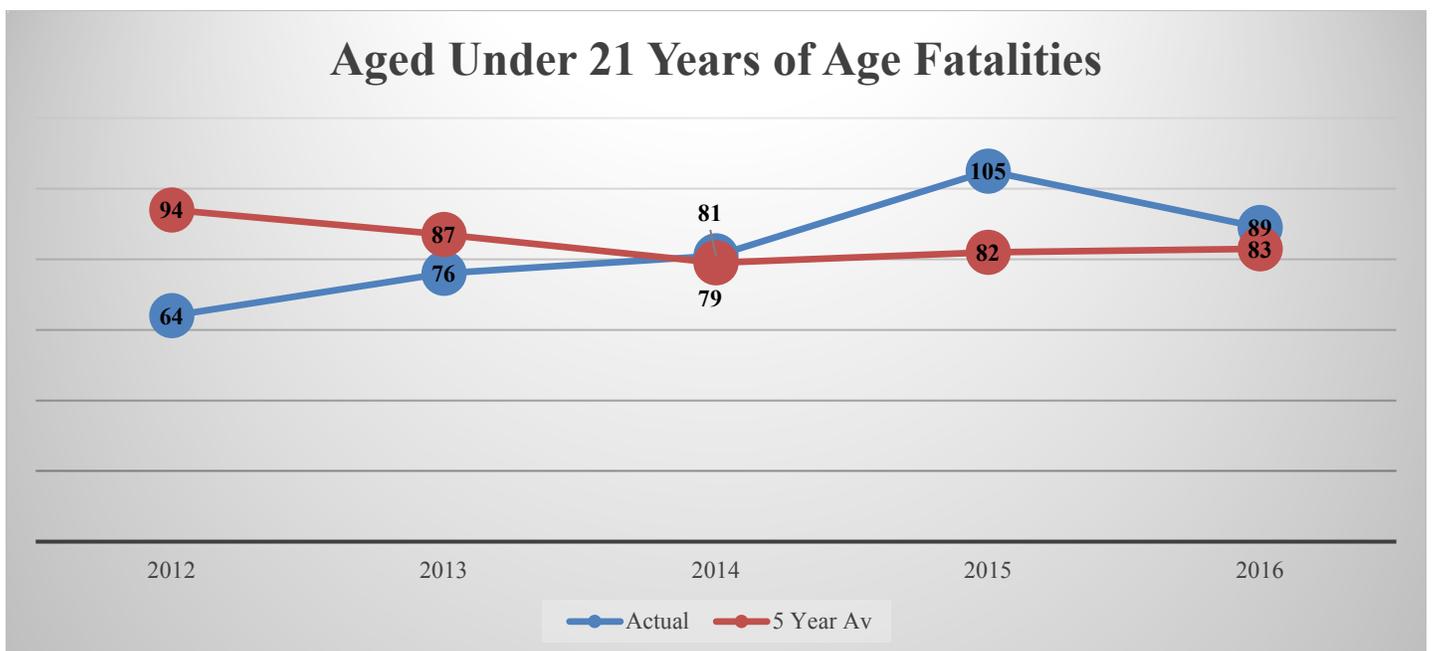
C-7 Core Outcome Measure/Motorcycles: To decrease the number of motorcyclist fatalities by 3.00% from five year average (2010-2014) of 44 to 42 by the end of 2017. To maintain the number of motorcyclist fatalities for a long term goal of 42 by the end of 2018. **The 2016 FARS data shows a large increase in motorcycle fatalities from 37 in 2015 to 50 in 2016. The MOHS met and exceeded the five year average goal of 42 by the end of 2017, with the 5 year average of 41. (Target Met)**



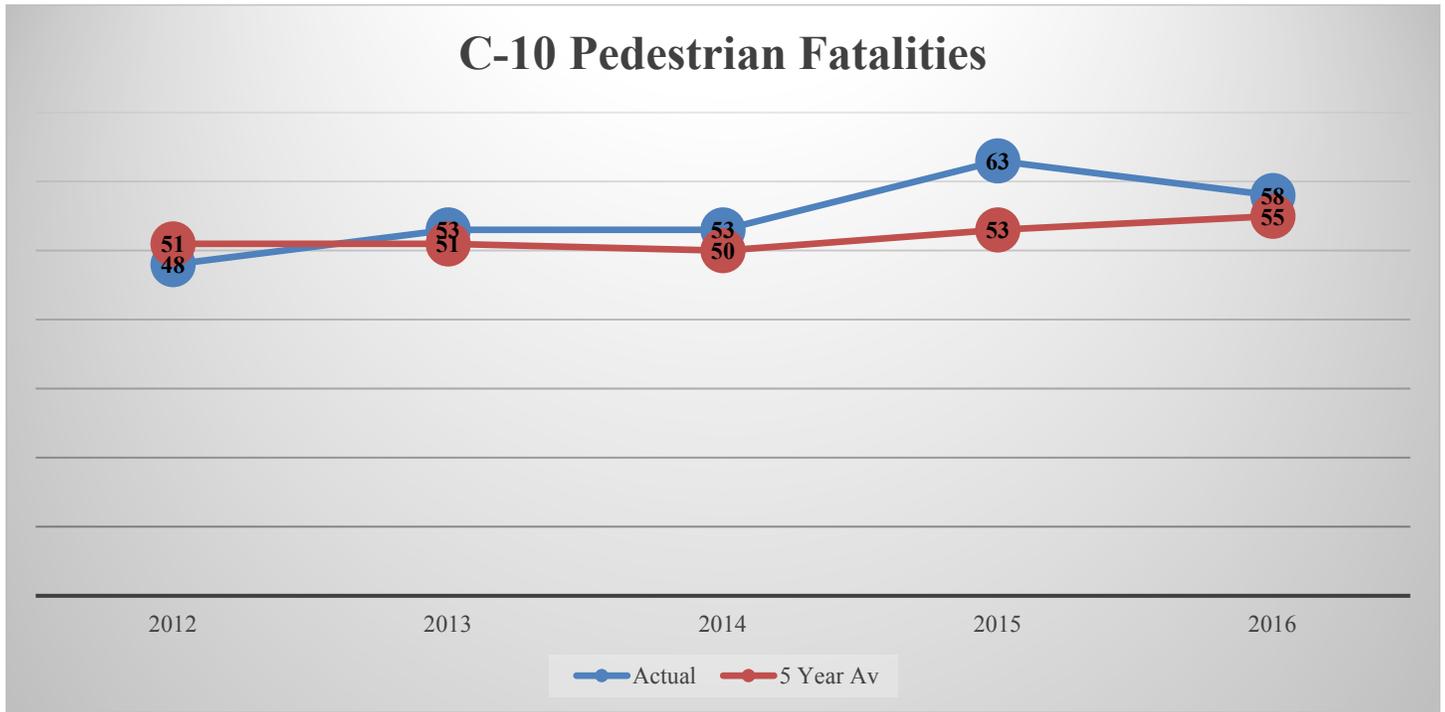
C-8 Core Outcome Measure/Un-helmeted Motorcyclists: To decrease the number of un-helmeted motorcyclist fatalities 15% from five year average (2010-2014) of 7 to 6 by the end of 2017. To decrease the number of un-helmeted motorcyclist fatalities for a long term goal of 5 by the end of 2018. **The 2016 FARS data shows that the un-helmeted fatalities decreased from 8 in 2015 to 7 in 2016. The MOHS met the five year average goal of 6 by the end of 2017. (Target Met)**



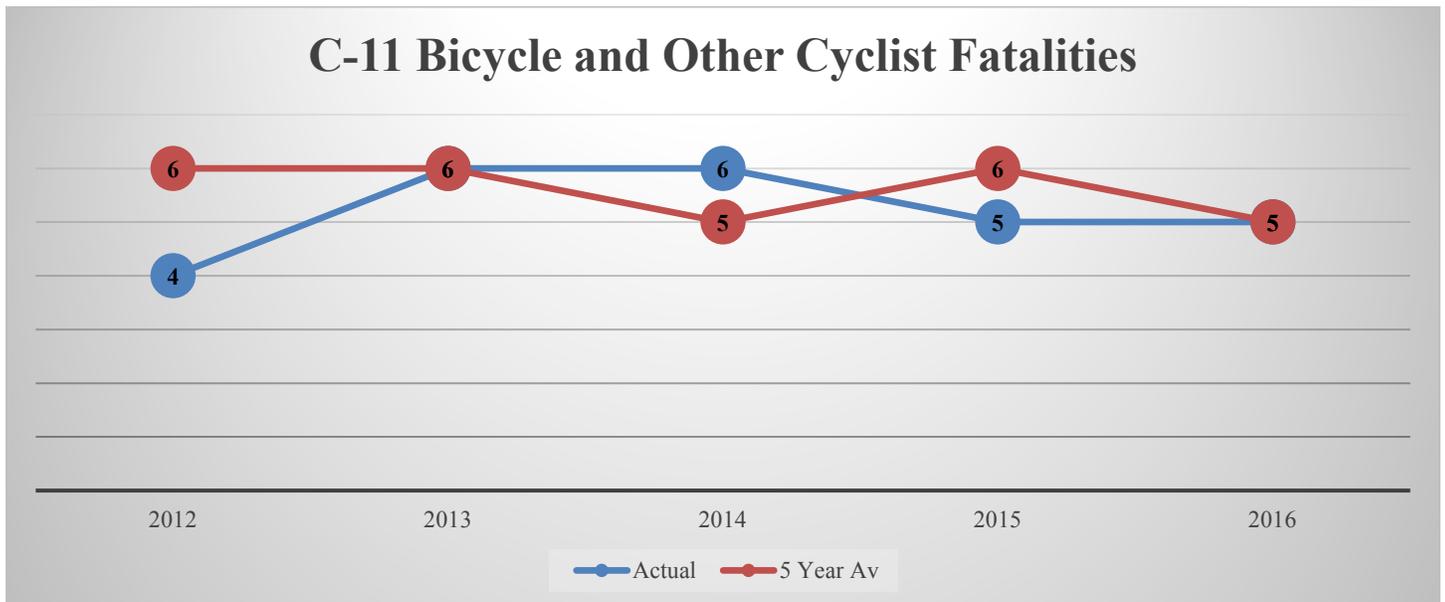
C-9 Core Outcome Measure/Under 21: To decrease the number of drivers aged 20 or younger involved in fatal crashes by 3.0% from five year average (2010-2014) of 79 to 76 by the end of 2017. To decrease the number of drivers aged 20 or younger by an additional 1% for a long term goal of 75 by the end of 2018. **The 2016 FARS shows that the fatalities for persons aged 21 and under, decreased from 105 in 2015 to 89 in 2016. The MOHS did not reach the five year average of 76 by the end of 2017, due to the large increase in 2015 with the rise to 105 fatalities. The MOHS will continue to work on this priority age group. (Did not reach target)**



C-10 Core Outcome Measures/Pedestrians: To decrease the number of pedestrian fatalities by 3% from five year average (2010-2014) of 50 to 49 by the end of 2017. To decrease the number of pedestrian fatalities by an additional 1% for a long term goal of 48 by the end of 2018. The 2016 FARS data shows that pedestrian fatalities decreased from 63 in 2015 to 58 in 2016. The MOHS was unable to reach the five year average goal of 49, due to a large increase in fatalities in 2015 with the rise to 63. The MOHS continues to watch this priority area. **(Did not reach target)**

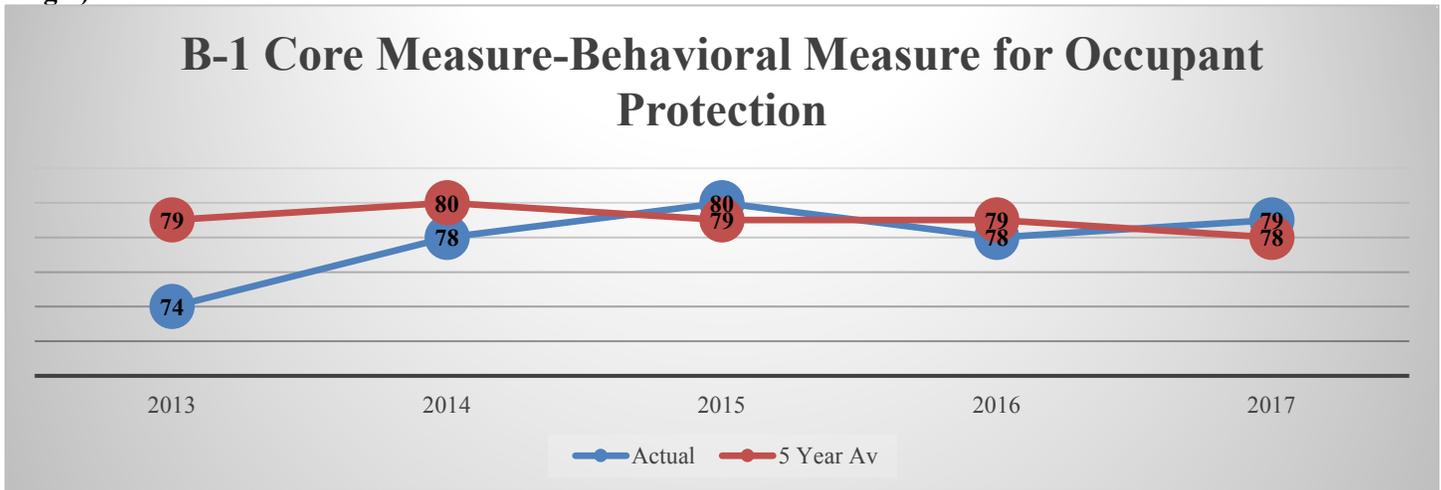


C-11 Core Outcome Measure: Bicyclist: To maintain the number of bicycle fatalities of the five year average (2010-2014) of 5 by the end of 2017. To reduce the number of pedestrian fatalities by 20% for a long term target of 4 by the end of 2018. The 2016 FARS data show that there was a decrease in fatalities from 6 in 2015 to 5 in 2016. The MOHS was able to meet the 5 year average goal of 5 by the end of 2017. **(Target Met)**



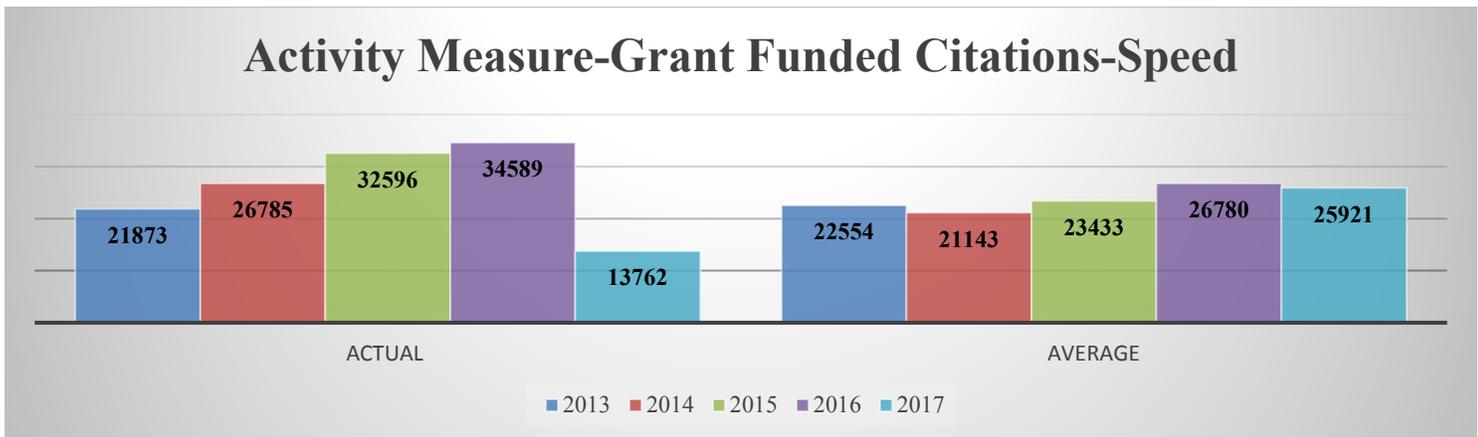
>>>Core Behavior Measure>>>

B-1 Core Behavior Measure/Occupant Protection: To increase statewide observed seatbelt use of front seat outboard occupants in passenger vehicles from the 2015 annual survey number of 79.60% to 80% by the end of 2016. To increase the statewide observed seatbelt use rate to 80.26% by the end of 2017. **Seatbelt usage increased from 77.9% in 2016 to 78.8% in 2017. The MOHS did increase the usage rate, but was unable to reach the goal of 80.26%. (Did not reach target)**



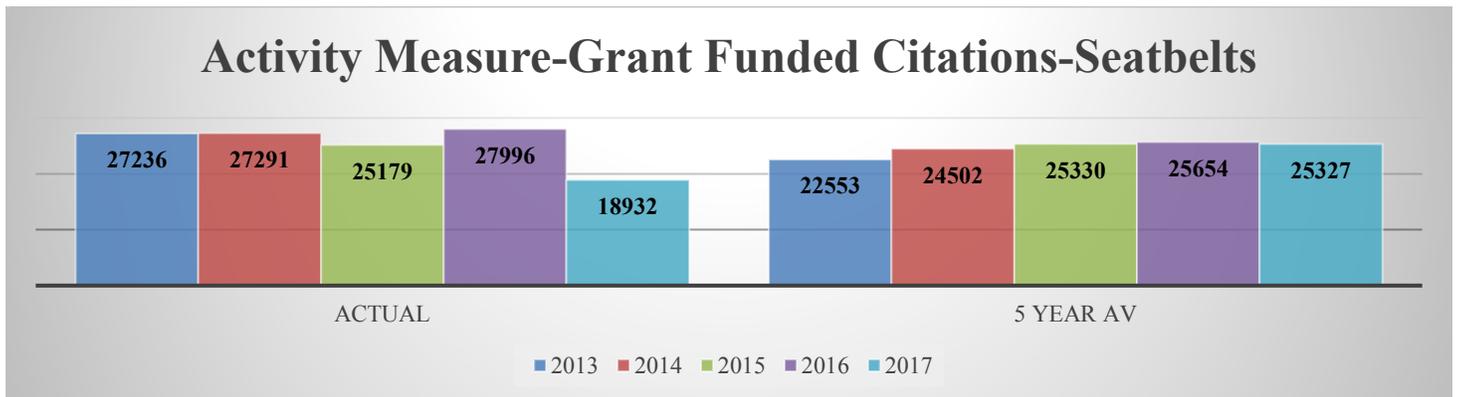
>>>Core Activity Measure>>>

Activity Measure/Speed: To increase the number of speeding citations issued during grant funded enforcement activities by 10% from five year average (2011-2015) of 23,433 to an increased goal of 25,777 by the end of FY17. **The 2017 grant funded citation data reflects a decrease of speed citations from 34,589 in 2016 to 13,762 in 2017. Although, there was a large decrease in speed citations, the MOHS was able to meet the 5 year average goal of 25,777 for FY17, with a total of 25,921 average for five years (2013-2017). (Target Met)**



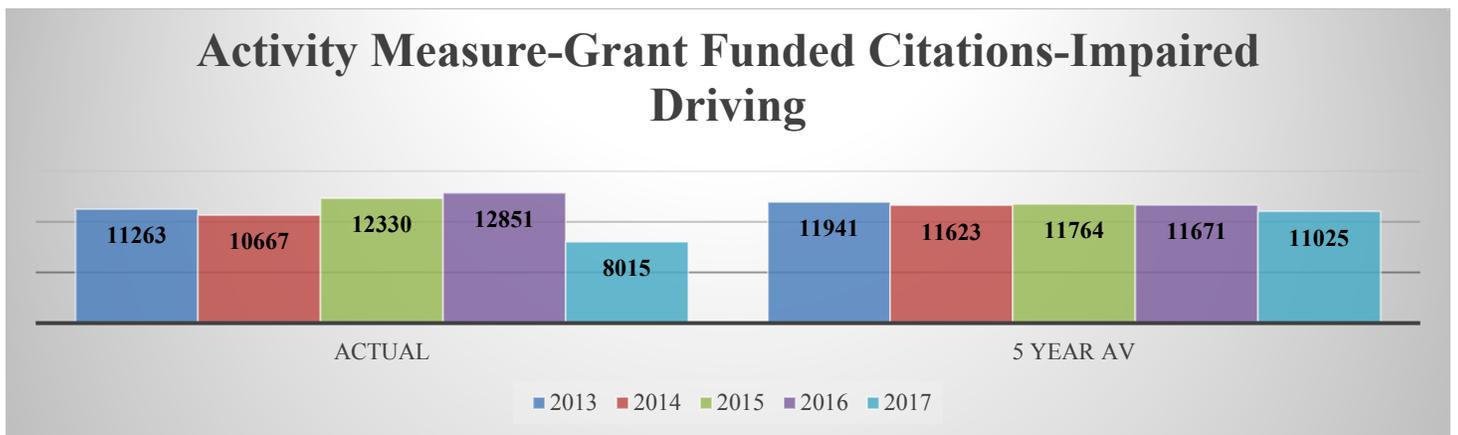
***The MOHS had a large decrease in grant funded citations due to the inactivity of the Department of Public Safety grants, which included enforcement activities of the Mississippi Highway Patrol. Although the Department of Public Safety grants were approved for grant funds for FY17, all expenditures and enforcement activities were placed on hold in FY17, pending NHTSA approval for a beginning effective date. These grants are vital to the State of Mississippi and the MOHS in the success of reducing fatalities, injuries and crashes. The Mississippi Highway Patrol is able to enforce in areas that are located in rural areas, low enforcement personnel and help local agencies with additional enforcement. In the case of speed enforcement, county law enforcement agencies and municipal agencies under a certain populations are not allow to run radar, the Mississippi Highway Patrol is able to assist in these areas and that are not allowed to use speed control devices.**

Activity Measure/Seat Belts: To increase the number of seatbelt citations during grant funded enforcement activities by 3% from five year average (2011-2015) of 25,330 to 26,090 by the end of FY17. **The 2017 grant funded citation data reflects a decrease of seatbelt citations from 27,996 in 2016 to 18,932 in 2017. The MOHS was unable to meet the 5 year average goal of 26,090 by the end of FY17. The five year average for years (2013-2017) was 25,327 seatbelt citations. (Target Not Met)**



***The MOHS had a large decrease in grant funded citations due to the inactivity of the Department of Public Safety grants, which included enforcement activities of the Mississippi Highway Patrol. Although the Department of Public Safety grants were approved for grant funds for FY17, all expenditures and enforcement activities were placed on hold in FY17, pending NHTSA approval for a beginning effective date. These grants are vital to the State of Mississippi and the MOHS in the success of reducing fatalities, injuries and crashes. The Mississippi Highway Patrol is able to enforce in areas that are located in rural areas, low enforcement personnel and help local agencies with additional enforcement.**

Activity Measure/Impaired Driving: To maintain the number of impaired driving arrests made during grant funded activities for the five year average (2011-2015) of 11,764 by the end of FY17. **The 2017 grant funded citation data reflects a decrease of impaired driving from 12,851 in 2016 to 8,015 in 2017. The MOHS was unable to meet the 5 year average goal of 11,764 by the end of FY17. The five year average for years (2013-2017) was 11,025 impaired driving citations. (Target Not Met).**

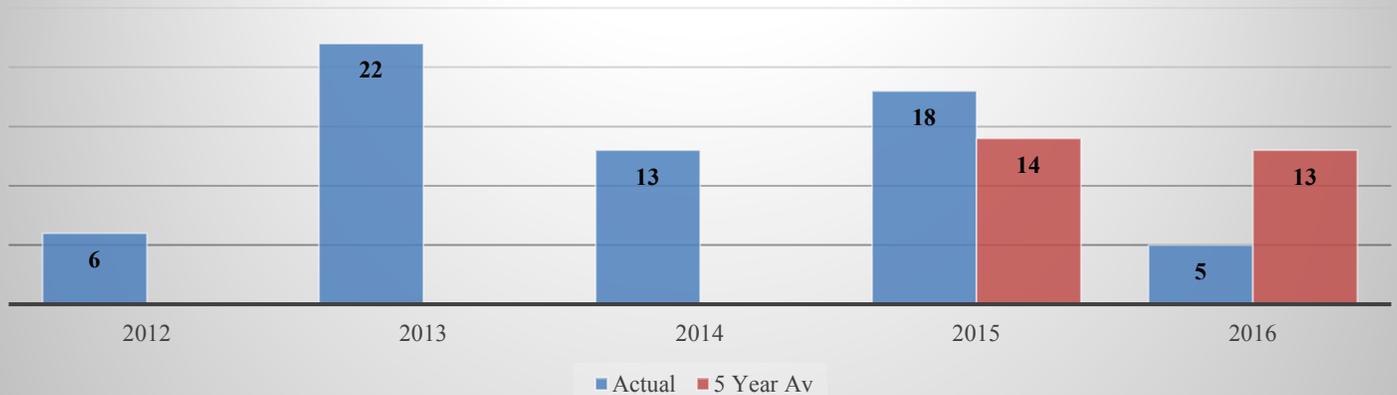


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>>>MOHS Outcomes Measures>>>

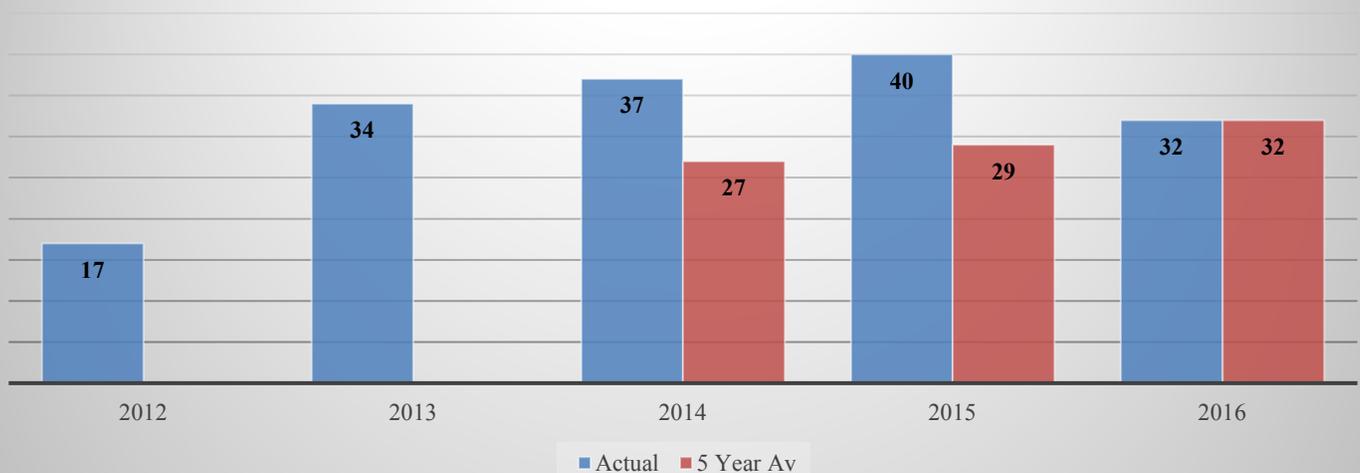
MOHS Outcome Measure: Teen-AL: Maintain alcohol impaired fatalities from 16-20 year old drivers at the five year average (2010-2014) of 12 by the end of FY17. Decrease alcohol impaired fatalities from 16-20 year old drivers by an additional 10% for a long term goal of 11 by the end of 2018. **2016 State data for Teen Alcohol fatalities decreased in numbers from 18 in 2015 to 5 in 2016, but did not maintain the year average of 12 by the end of FY17. The average, although reduced did not move the 5 year average to 12. Once data is finalized with the FY17 data, the average maybe met. *5 year average data was unavailable for years the five year moving averages for 2012-2014. (Did not reach target).**

MOHS Outcome Measure: Teen Alcohol (State Data)

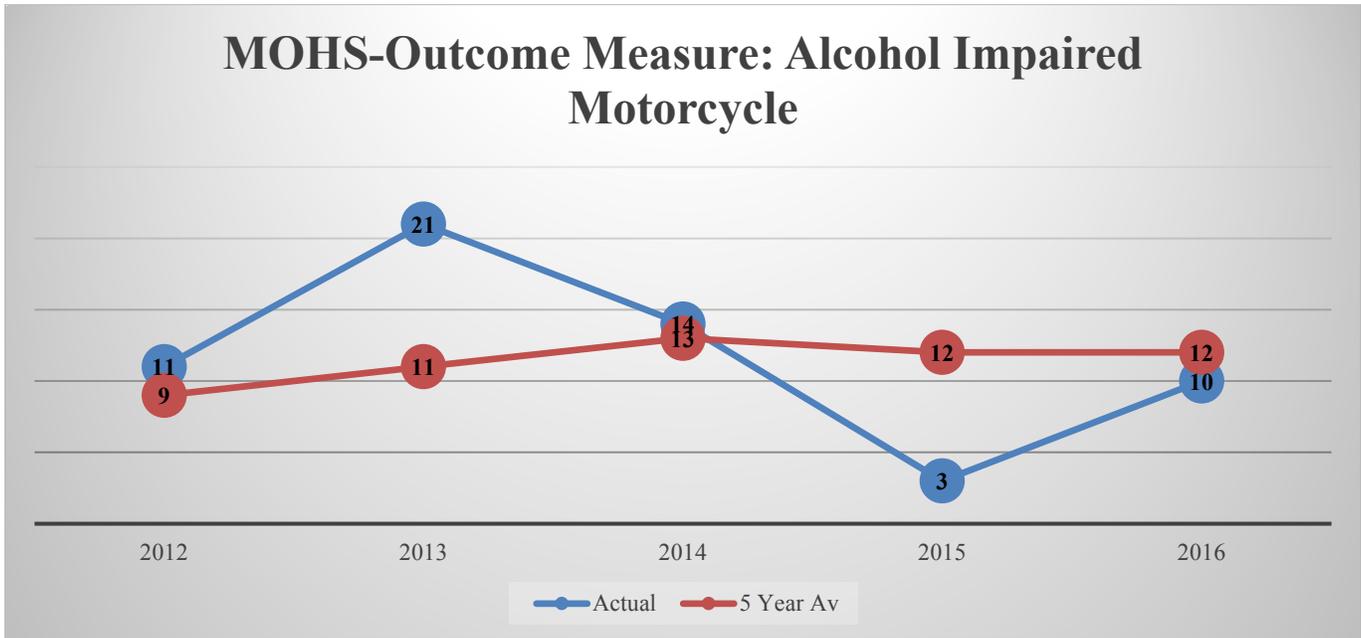


MOHS Outcome Measure: Teen-OP: Maintain unrestrained fatalities from 16-20 year old drivers by the five year average (2010-2014) of 27 by the end of FY17. To decrease unrestrained fatalities from 16-20 year old drivers by an additional 5% for a long term goal of 26 by the end of 2018. **2016 State data for Teen Seatbelt fatalities decreased in numbers from 40 in 2015 to 32 in 2016, but did not maintain the year average of 27 by the end of 2017. The average rose from 29 in 2015 to 32 in 2016. Once data is finalized with FY12 data, the average maybe met. *5 year average data was unavailable for years the five year moving averages for 2012-2013. (Did not reach target)**

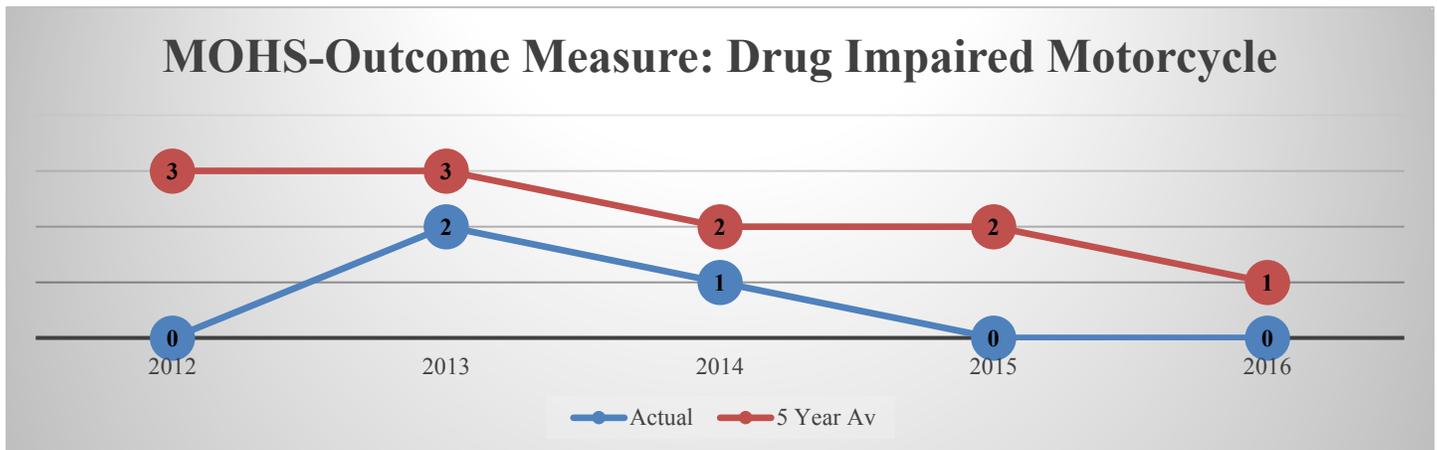
MOHS Outcome Measure: Teen Seatbelts (State Data)



MOHS Outcome Performance Measure: Alcohol Impaired: Reduce motorcycle fatalities involving alcohol impaired riders 8% from the 2014 state data number of 12 to 11 by the end of FY17. To decrease the number of motorcycle fatalities involving alcohol impaired riders for a long term goal of 10 by the end of 2018. **The MOHS met the goal of reaching 10 alcohol impaired fatalities by the end of FY17, along with the long term goal. The MOHS took a large decrease in fatalities during 2015 and a large increase from 2015 to 2016, but still remained within the goal. *State data. (Target Met)**



MOHS Outcome Performance Measure: Impaired Motorcycle: Reduce motorcycle impaired related fatalities by 25% from the five year average (2010-2014) of 3 to 2 by the end of FY17. To decrease motorcycle impaired fatalities by an additional 50% for a long term goal of 1 by the end of 2018. **The MOHS has been able to maintain (0) zero fatalities during 2015 and 2016. This information is based on confirmed fatalities with drugs found in fatality testing. *State data. (Target Met)**



Outcome Measure/Traffic Records: Crash / Accessibility: To maintain the CY2015 average time frame of 2.6 days from the occurrence of a crash event to the population of a crash record in the database maintained by the Mississippi Department of Public Safety. **The average time frame of the time of the crash to the crash record increased from 2.6 days in 2015 to 2.8 days in 2016. The MOHS feels that that increase in time was due to the large increase in crash records that were produced during the year. There were 79,600 crashes in 2015 and 82,105 in 2016, this may have caused the delay. (Did not reach target)**

Outcome Measure/Traffic Records: Crash, Citation- Adjudication, Driver/ Accessibility, Timeliness: To decrease the period from 365 days in FY2013 between when traffic safety data is first available and when summary statistics using this data are posted to the state's public website to at least a 9-month sliding window. **The MOHS continues to have a public website for program activities and data analysis, but since losing the MOHS Traffic Records Coordinator, the website has not been updated with statistical information or updates. This measure will continue to be a priority for the MOHS and with the hiring of a traffic records coordinator, the MOHS will be able to accomplish this measure. (Did not reach target)**

MOHS Outcome Measure/Crash/Completeness: To maintain the electronic submission of completed crash record data from Mississippi law enforcement agencies to DPS at 100% in FY2017. **The MOHS has been able to maintain 100% electronic submission of the crash record data to DPS. (Target Met)**

Outcome Measure/Traffic Records: Driver/ Timeliness: To maintain the percentage of drivers involved in fatal crashes that are subsequently tested for their BAC at the 45% level seen in 2014 for FY2017. **The Mississippi testing for drivers killed in fatal crashes in 2016 was 256 out of the 500 tested, which represents 51%. (Target Met)**

Outcome Measure/Traffic Records: Vehicle/ Data Integration: To continue the process of integrating data of vehicle insurance information with the vehicle VIN from the vehicle file. **The MOHS and STRCC continues to work on integrating data with the Department of the State Auditor to gather insurance information with the vehicle VIN file from the vehicle file. Work will also continue during FY18 and beyond to integrate more information onto a new updated crash report and crash collection system. The MOHS is also in the process of "mapping" the current crash report with MMUCC 5th edition with the help of NHTSA, this will help to add in compliance elements to the upcoming crash report update. (Did not reach target)**

Outcome Measure/Traffic Records: EMS- Injury Surveillance/ Data Integration: To continue the process of integrating data on crash reports, to link with the EMS Transport system and to the Hospital Trauma registry. **The MOHS and STRCC continue to work with the Department of Health to integrate data from crash report and link to hospital and EMS data systems. Work will also continue during FY18 and beyond to integrate more information onto a new updated crash report and crash collection system. The MOHS is also in the process of "mapping" the current crash report with MMUCC 5th edition with the help of NHTSA, this will help to add in compliance elements to the upcoming crash report update. (Did not reach target)**

Outcome Measure/Traffic Records: Crash- Citation—Roadway- EMS- Injury Surveillance/ Uniformity: To continue the process of mapping data of citation, crash and EMS run using same base layer map to overlay for proactive planning. **The MOHS and STRCC continue to work with the Department of Health to map data from crash report and link to hospital and EMS data systems. Work will also continue during FY18 and beyond to integrate more information onto a new updated crash report and crash collection system. The MOHS is also in the process of "mapping" the current crash report with MMUCC 5th edition with the help of NHTSA, this will help to add in compliance elements to the upcoming crash report update. (Did not reach target)**

Outcome Measure/Traffic Records: Citation/ Adjudication- Accessibility: To decrease the timeframe that citation data is accessible to the court from the citation date by a total of 25% - from an average of 10 days from 2009-2013 to 7.5 days by the end of 2017 - and maintain this performance level. **This measure was based on the electronic accessibility from the citation date to the court in the e-citation system, not on the whole state. Agencies, along with MHP, that are using the e-citation system have an average accessibility of 6.96 days, which would meet the target of 7.5 days. (Target Met)**

Outcome Measure/Traffic Records: Citation/ Timeliness: To increase the percentage of citation data submitted to DPS electronically by 2.5% from 51.2% in 2015 to 53.7% by the end of FY17. **The Department of Public Safety was able to increase the percentage of citation data submitted electronically from 51.2% to 53.7% in 2017. (Target Met)**

>>>FY17 MOHS Evidence Based Programs and Projects>>>

During FY17, the MOHS continued to implement and support law enforcement and community partners through evidence based enforcement programs and effective countermeasure activities. The MOHS, along with agencies funded with grant funds uses data to identify problem within the State to help identify areas of the most need and where resources need to be placed. Mississippi funds enforcement and program activities through data analysis, monitoring of programs and the participants that are in high fatality, injury and crash areas.

The Program Area Sections presented in this Annual Report provide details on projects and activities funded in FY17 and the projects contributions to meeting the MOHS highway safety targets and performance measures. Federal fund expenditures are detailed by project number and can also be found in the Grants Funds Summary, located at the end of the Annual Report.

Crash Analysis: The MOHS recognizes that a strong enforcement plan is a key to reducing fatalities, injuries and crashes in the State of Mississippi. In order to bring down fatalities, injuries and crashes, the State must focus on data and problem identification, trend analysis and crash location data. All factors are considered when trying to reach the targets of the State. The State is able to look at the whole State and determine the need projects, increase in enforcement and the needs of the community. Crash analysis is used to determine the areas with the most fatal and injury crashes, which helps the MOHS determine where to place the available resources that include program management and funding.

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

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

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

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

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

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

Alcohol/Impaired Driving Evidenced Based Enforcement: Projects can be located on [pages 21 and 22](#). Each project was selected by the criteria above. The Alcohol/Impaired Driving program contributed through its evidenced based enforcement a total of:

>>> 154 Alcohol Grant Funded Activity>>>

- 52,173 Hours Worked on 154 Alcohol Activity
- 1,683 Number of Checkpoints
- 2,524 Number of Saturation Patrols
- 2,848 DUI Arrests (Alcohol)
- 785 DUI Other (Drug)
- 48 DRE Evaluations
- 920 DUI Assists to Other Law Enforcement
- 74 Minor in Possession (Alcohol/Drug)
- 105 Child Endangerment (Alcohol)
- 3,422 Seatbelt Violations
- 801 Child Restraint Violations
- 2,891 Speed Violations
- 4,775 No Insurance
- 2,438 No Driver's License
- 1,973 Suspended Driver's License
- 1,172 Reckless/Careless Driving (Used as Texting violations)
- 968 Drug Arrest
- 385 Felony Arrest
- 627 Fugitives Apprehended

>>> 405 Impaired Driving Grant Funded Activity>>>

- 52,079 Hours Worked on Impaired Activity
- 2,232 Number of Checkpoints
- 1,655 Number of Saturation Patrols
- 2,590 DUI Arrests (Alcohol)
- 1,650 DUI Other (Drug)
- 23 DRE Evaluations
- 732 DUI Assists to Other Law Enforcement
- 45 Minor in Possession (Alcohol/Drug)
- 161 Child Endangerment (Alcohol)
- 1,917 Seatbelt Violations
- 546 Child Restraint Violations
- 2,995 Speed Violations
- 4,825 No Insurance
- 1,587 No Driver's License
- 1,702 Suspended Driver's License
- 1,065 Reckless/Careless Driving (Used as Texting violations)
- 1,306 Drug Arrest
- 420 Felony Arrest
- 514 Fugitives Apprehended

Occupant Protection Evidenced Based Enforcement: Projects can be located on [page 31 and 32](#). Each project was selected by the criteria above. The Occupant Protection program contributed through its evidenced based enforcement a total of:

- 9,344 Hours Worked on Occupant Protection
- 254 Number of Checkpoints
- 757 Number of Saturation Patrols
- 44 DUI Arrests (Alcohol)
- 12 DUI Other (Drug)
- 12 DRE Evaluations
- 28 DUI Assists to Other Law Enforcement
- 12 Minor in Possession (Alcohol/Drug)
- 2 Child Endangerment (Alcohol)
- 6,624 Seatbelt Violations
- 578 Child Restraint Violations
- 414 Speed Violations
- 1,983 No Insurance
- 772 No Driver's License
- 611 Suspended Driver's License
- 208 Reckless/Careless Driving (Used as Texting violations)
- 122 Drug Arrest
- 57 Felony Arrest
- 57 Fugitives Apprehended

Police Traffic Services Evidenced Based Enforcement: Projects can be located on [page 40](#). Each project was selected by the criteria above. The Police Traffic Services program contributed through its evidenced based enforcement a total of:

- 14,171 Hours Worked on PTS Projects
- 122 Number of PTS Checkpoints
- 992 Number of PTS Saturation Patrols
- 50 DUI Arrests (Alcohol)
- 36 DUI Other (Drug)
- 22 DRE Evaluations
- 51 DUI Assists to Other Law Enforcement
- 5 Minor in Possession (Alcohol/Drug)
- 5 Child Endangerment (Alcohol)
- 4,642 Seatbelt Violations

- 388 Child Restraint Violations
- 7,462 Speed Violations
- 2,433 No Insurance
- 762 No Driver's License
- 521 Suspended Driver's License
- 133 Reckless/Careless Driving (Used as Texting violations)
- 131 Drug Arrest
- 28 Felony Arrest
- 175 Fugitives Apprehended

>>> Planning and Administration Overview >>>

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

The day-to-day internal management of MOHS is coordinated by the Office Director. Other administrative management is coordinated by the finance director, planning/traffic records director and office manager. Programs under the Division Directors are impaired driving, occupant protection, traffic records, motorcycle, outreach, judicial, and police traffic services projects and programs. Through planning and administration, continuous efforts will be made to provide the resources necessary for planning, data collection, financial review, administration and coordination of the statewide Highway Safety Program. The P&A covers costs associated with operating the Highway Safety Program to include salary, fringe, travel, contractual services, commodities, and indirect costs for administrative support.

>>>FY17 Funded Projects and Accomplishments>>>

Project Number: 154AL-2017-ST-41-01/154AL-2017-ST-41-02/154AL-2017-ST-41-03

Project Title: MOHS Alcohol Countermeasures Coordination & Program Management

The MOHS Impaired Driving Coordination & Program Management provided program management in the impaired driving program area to coordinate statewide and local law enforcement efforts related to DUI operations, national impaired driving blitz campaigns and other projects related to the impaired driving effort. Program oversaw funding to state and local law enforcement agencies, and assist in developing strategies for inter-jurisdictional enforcement efforts. Provided program management for the planned MOHS alcohol impaired driving outreach projects and the "Drive Sober or Get Pulled Over" (DSGPO) National Mobilization. Assisted with impaired driving media campaign during National DSGPO blitz period as needed and/or requested. Funds cover costs associated with operating the Alcohol Countermeasures Program to include salary, fringe, travel, contractual services and commodities for administrative support.

Budget: \$301,000.00 Federal Funding Source 154 AL

Expended: Pending

*The funding for the MOHS Alcohol Countermeasures coordination and program management is based on the salary and activities of full time positions of a program, the MOHS was unable to fully staff the alcohol program during FY17. The MOHS is currently in the process of hiring positions for the program in FY18.

Project Number: 154PA-2017-PA-41-01/ 402PA-2017-PA-41-01

Project Title: MOHS P&A

Provided program management to coordinate statewide local law enforcement efforts related to MOHS operations. Program oversaw funding to state and local law enforcement agencies for overtime enforcement, and assisted in developing strategies for inter-jurisdictional enforcement efforts. Funds cover costs associated with operating the administration of the highway safety to include salary, fringe, travel, contractual services for administrative support.

Budget: \$600,000.00 Federal Funding Source 154/ \$700,000.00 Federal Funding Source 402

Expended: Pending

*The funding for the MOHS planning and administration is based on the salary and activities of full time positions of a program, the MOHS was unable to fully staff the highway safety program during FY17. The MOHS is currently in the process of hiring positions for the program in FY18.

Project Number: OP-2017-OP-41-01/OP-2017-OP-41-02/OP-2017-OP-41-03

Project Title: MOHS Occupant Protection Coordination Program Management

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

Provided program management for the planned MOHS Seat Belt Survey, the Child Passenger Seat (CPS) survey and the Click It or Ticket (CIOT) National Mobilization. Oversaw projects related to CPS, including fitting stations, checkpoint stations and CPS technician training. Oversaw the Occupant Protection media campaign during National CIOT blitz period. Funds cover costs associated with operating the Occupant Protection Program to include salary, fringe, travel, contractual services and commodities for administrative support.

Budget: \$115,000.00 Federal Funding Source 402OP Occupant Protection

Expended: Pending

*The funding for the MOHS Occupant Protection Coordination and program management is based on the salary and activities of full time positions of a program, the MOHS was unable to fully staff the occupant protection program during FY17. The MOHS is currently in the process of hiring positions for the program in FY18.

Project Number: PT-2017-PT-41-01/PT-2017-PT-41-02/PT-2017-PT-41-03

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

Provided program management in the Police Traffic Services program area to coordinate statewide local law enforcement efforts related to MOHS operations. Program oversaw funding to state and local law enforcement agencies for overtime enforcement, and assisted in developing strategies for inter-jurisdictional enforcement efforts. Provided program management for the planned CIOT National Mobilization and Drive Sober Get Pulled Over. Oversaw PTS media campaign during enforcement blitz periods. Enforcement can include impaired driving, seatbelt, child restraint and speed. Funds cover costs associated with operating the Police Traffic Services Program to include salary, fringe, travel, contractual services and commodities for administrative support

Budget: \$114,000.00 Federal Funding Source 402-Police Traffic Services

Expended: Pending

*The funding for the MOHS Police Traffic Service Coordination and program management is based on the salary and activities of full time positions of a program, the MOHS was unable to fully staff the police traffic services program during FY17. The MOHS is currently in the process of hiring positions for the program in FY18.

Project Number: M5IDC-2017-MD-41-01

Project Title: MOHS Impaired Driving Coordination & Program Management

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

Provided program management for the planned MOHS alcohol impaired driving outreach projects, surveys and the "Drive Sober or Get Pulled Over" National Mobilization. Assist with impaired driving media campaign during National DSOGPO blitz period as needed and/or requested. Funds cover costs associated with operating the Impaired Driving Program to include salary, fringe, travel, contractual services and commodities for administrative support

Budget: \$176,000.00 Federal Funding Source 405(d)

Expended: Pending

*The funding for the MOHS Impaired Coordination and program management is based on the salary and activities of full time positions of a program, the MOHS was unable to fully staff the impaired driving program during FY17. The MOHS is currently in the process of hiring positions for the program in FY18.

Project Number: M3DA-2017-MC-41-01/M3DA-2017-MC-41-02/M3DA-2017-MC-41-03/M3DA-2017-MC-41-04
Project Title: MOHS Traffic Records Coordination Program Management

Program provided statewide coordination of traffic records, managing traffic records program funded projects, accessing and analyzing traffic safety data, generating and reporting traffic safety statistical data reports to state, local and federal agencies as requested and/or required. The traffic records would assist the MOHS staff with analytical data for application planning and development, review process, managing of programs, evaluating programs, monitoring, and implementation, identifying high risk locations, research, and studies. The traffic records coordinator would expand the uses of crash data and citation data to improve accessibility to statistical reports, charts and analyses. Funds cover costs associated with operating the Traffic Records Program to include salary, fringe, travel, contractual services and commodities for administrative support

Budget: \$101,000.00 Federal Funding Source 405c

Expended: Pending

*The MOHS Traffic Records Coordination is based on the salary and activities of the full time position of a Traffic Records Coordinator, the MOHS did not fund a full-time Traffic Records Coordinator in FY17. The MOHS is currently in the process of hiring the position of Traffic Records Coordinator in FY18.

Project Number: M3DA-2017-MC-41-04
Project Title: MOHS Traffic Records Consultant

The traffic records consultant was involved in the planning, organizing, and implementing a special phase of a statewide program in the field of traffic records. The work involved utilizing technical knowledge of several specialties which are necessary adjuncts to the traffic records system. General supervision is received from the Director/GR, Traffic Records Director and Coordinator and other designated supervisory staff.

Budget: \$38,501.00 Federal Funding Source 405c

Expended: Pending

*The MOHS Traffic Records consultant funding is based on the salary and activities of the part time position of a Traffic Records Consultant, the program activity for the program started later in the grant year, which reduced the amount of funding claimed and reimbursed for the program.



>>>Impaired Driving Program-Section 154 and 405(d) >>>

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

The Mississippi Office of Highway Safety continues to cite impaired driving as a top priority due to the state's high number of alcohol and drug-related fatalities. Extensive efforts are being made to continue to reduce this very serious offense by participating in all National Crackdowns related to impaired and drunk driving across the state. State and local law enforcement also conducted enhanced impaired driving enforcement activities throughout the grant year with emphasis on holidays and special events. In addition, public information and education was extensively emphasized through a multitude of public awareness activities throughout the year. Impaired Driving programs help the MOHS support increased enforcement, high visibility and police presence. As a result, arrests for DUI were up, and more citizens were reached with public information and education programs.

>>>2017 Highway Safety Plan Performance Targets:

C-5 Core Outcome Measure/Alcohol and Other Drugs: To decrease the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above by 1.0% from five year average (2010-2014) of 182 to 180 by the end of 2017. To decrease the number of fatalities by an additional 1% for a long term goal of 178 by the end of 2018. **The 2016 FARS data shows a drastic decrease in impaired driving fatalities from 177 in 2015 to 128 in 2016 The MOHS met and exceeded the five- year average goal of 180 by the end of 2017. (Target Met)**

>>>Projects' Contribution toward Achieving Performance Target:

During FY17, sixty-one (61) grant funded law enforcement agencies participated in high visibility enforcement, while public information and education groups and partners educated the public on the dangers of impaired driving. Paid and earned media campaigns were held during the FY17 year, with special emphasis during blitz campaign times.

During FY17, the MOHS began the re-structure of the SFST, ARIDE and DRE training programs with the help of the Oxford Police Department, which helped train and re-certify law enforcement officers in impaired driving training. The MOHS provided program management and oversight on all impaired driving programs, which included program management, technical assistance, monitoring and training to local grant funded agencies. The MOHS also provided funding for the full time services of a Traffic Safety Resource Prosecutor (TSRP) that provides legal trainings, legal support and resources to not only law enforcement, prosecutors and judges across the State.



>>>FY17 Funded Projects and Accomplishments>>>

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

Project Title: MOHS Alcohol Countermeasures Law Enforcement Grant Program:

Projects under the MOHS Law Enforcement DUI Grants provide grant funds to local police departments and sheriff's offices for enforcement in jurisdictions all across Mississippi. All jurisdictions provided enforcement for hours that are specified in each agency agreement, in support of the Impaired Driving program. These enforcement grants coordinated with the national DSGPO, along with any State blitz campaigns that the MOHS developed for FY17. All law enforcement agencies utilized problem identification through data located target areas of need and deploy resources based on problem identification and traffic trends in the agency and made adjustments to the program as needed.

Law Enforcement agencies used the funding for salaries (part time and full time), travel, commodities (office supply, etc.) contractual service (installations and rental of meeting space) and equipment (In Car Camera, PBT and Computers), that was reviewed and approved by the MOHS. Each agency had personalized performance measures and strategies that can be found in the grant agreement.

154 DUI Enforcement Projects:

Project numbers and budget amounts can be found in the budget chart at the end of the program area.

1. Adams County Sheriff's Department
2. Bay St. Louis Police Department
3. Carroll County Sheriff's Department
4. Carthage Police Department
5. Coahoma County Sheriff's Department
6. Columbia Police Department
7. D'Iberville Police Department
8. Gautier Police Department
9. Greenwood Police Department
10. Grenada Police Department
11. Gulfport Police Department
12. Hancock County Sheriff's Department
13. Hattiesburg Police Department
14. Hernando Police Department
15. Hinds County Sheriff's Department
16. Jones County Sheriff's Department
17. Lamar County Sheriff's Department
18. Long Beach Police Department
19. Meridian Police Department
20. Mississippi Highway Patrol
21. Montgomery County Sheriff's Department
22. Monticello Police Department
23. Neshoba County Sheriff's Department
24. Oktibbeha County Sheriff's Department
25. Oxford Police Department
26. Pascagoula Police Department
27. Philadelphia Police Department
28. Ridgeland Police Department
29. Tunica County Sheriff's Department
30. Winona Police Department
31. Yazoo City Police Department

Budget: \$3,232,133.35 Federal Funding Source 154AL

Expended: \$1,047,425.21

*Some programs did not fully expend grant funds due to personnel challenges. * The Mississippi Highway Patrol grant was awarded, but not implemented during FY17, due to NHTSA's approval a beginning effective date.

Project Number: 154AL-2017-ST-41-04/M5TR-2017-MD-41-02

Project Title: MOHS Constituent Travel



The MOHS provided financial support for approved constituent travel for highway safety partners requesting in and out of state travel expenses to alcohol and impaired meetings, conferences and trainings benefitting the impaired highway safety programs. Funds included airfare, baggage fees, hotel accommodation, transportation, per diem for meals, tips and travel fees approved by the MOHS. Travel is directly related to the support of funded strategies and projects.

**Budget: \$12,000.00 Federal Funding Source 154AL/\$6,000.00
Federal Funding Source 405d**

Expended: Pending

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

Project Title: MOHS Impaired Law Enforcement Grant Program:

Projects under the MOHS Law Enforcement Impaired Driving Grants provided grant funds to local police departments and sheriff's offices for enforcement in jurisdictions all across Mississippi. All jurisdictions provided enforcement for hours that are specified in each agency agreement, in support of the impaired driving program. These enforcement grants coordinated with the national DSGPO, along with any State blitz campaigns that the MOHS developed for FY17. All law enforcement agencies participated in the MOHS Law Enforcement Grant program utilized data to targets of need and deploy resources based on problem identification and traffic trends in the agency and made adjustments to the program as needed.

Law Enforcement agencies used the funding for salaries (part time and full time), travel, commodities (office supplies, etc.), contractual service (Installations and Rental of Meeting Space) and equipment (In Car Camera, PBT and Computers), that

was reviewed and approved by the MOHS. Each agency had personalized performance measures and strategies that can be found in the grant agreement.

1. Clinton Police Department
2. Covington County Sheriff's Department
3. Desoto County Sheriff's Department
4. George County Sheriff's Department
5. Horn Lake Police Department
6. Jackson County Sheriff's Department
7. Lauderdale Sheriff's Department
8. Madison Police Department
9. Madison County Sheriff's Department
10. Magee Police Department
11. Marion County Sheriff's Department
12. Mendenhall Police Department
13. New Albany Police Department
14. Pearl River County Sheriff's Department
15. Simpson County Sheriff's Department
16. Southaven Police Department
17. Starkville Police Department
18. Stone County Sheriff's Department
19. Walthall County Sheriff's Department
20. Wiggins Police Department
21. Yazoo County Sheriff's Department

Budget: \$1,469,440.20 Federal Funding Source 405(d)

Expended: \$1,101,689.01

*Some programs did not fully expend grant funds due to personnel challenges.

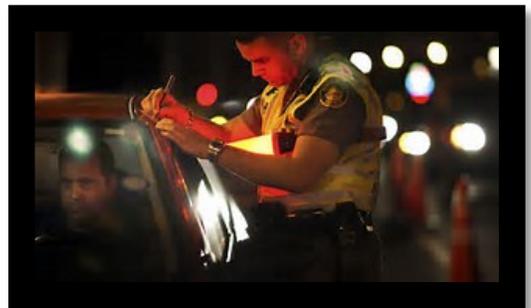
Project Number: 154AL-2017-ST-41-05

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

The MOHS used the funds to provide overtime to agencies for officers to work overtime in conducting impaired driving enforcement during the national blitz periods of DSGPO. The agencies conducted a minimum of (2) Special Traffic Enforcement Program (STEP) HVE/Deterrence checkpoints and a minimum of (2) Special Traffic Enforcement Program (STEP) HVE/Deterrence saturation patrols during each national DSGPO (Christmas/New Year & Labor Day), for a total of (4) Checkpoints and (4) Saturation Patrols.

Funds were used for law enforcement in strategically targeted areas, based on problem identification during blitz periods to reduce fatalities and injuries. The number of projects, hours and funding amounts were determined based on problem identification, need and trends. Funds were used for: overtime enforcement hours, which is over and beyond regular duties and responsibilities.

1. Claiborne County Sheriff's Department
2. Collins Police Department
3. Columbus Police Department
4. Jasper County Sheriff's Department
5. Long Beach Police Department-Closed Out
6. Morton Police Department
7. Noxubee County Sheriff's Department
8. Pontotoc County Sheriff's Department



With the addition of MOHS National Blitz Special Wave Grants during the Christmas/New Year's Blitz period, the agencies above were able to add the following statistics to the overall blitz numbers, which the agencies may not have been able to do without additional funding in their agencies.

Special Wave Statistics: The agencies above added an additional fifty-four (54) Impaired Driving citations with grant funds.

Budget: (Special Wave DSGPO Christmas/New Year & Labor Day) \$150,000.00 Federal Funding Source 154AL

Agencies Budget that accepted Special Wave: \$15,000.00

Expended: \$10,180.44 Federal Funds

*The MOHS offered Special Wave funding during the Christmas/New Year DSGPO National Blitz Campaign, but only

received eight (8) projects during solicitation. The MOHS did not offer Special Wave grants as intended during the Labor Day DSGPO Campaign due low participation in the Christmas/New Year's Special Wave and the lack of MOHS personnel to manage additional grant agencies.

Project Number: 154AL-2017-ST-41-06/M5TR-2017-MD-41-01

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

The Mississippi Office of Highway Safety/Safety Training and Recognition Symposium (MS STARS) for FY17 was scheduled for July 2017. The MS STARS program would have included the DUI 100 Club event for officers with outstanding work in issuing ID violations to impaired drivers as dictated by Mississippi's laws.

The conference was established to provide training to law enforcement, community partners, universities and others interested in highway safety issues in Mississippi about emerging trends, program ideas and the latest data available. In previous years, there were 350 that would register for the conference, and attendees were from all over the State. The conference would focus on impaired driving, occupant protection, youth/community partners, legal and general traffic and offer at least 30 separate workshops featuring state and nationally recognized speakers. Funds was used for: contractual services, speakers/presenters; travel; enforcement awards; etc.

Budget: \$110,000.00 Federal Funding Source 154AL/\$35,000.00 Federal Funding Source 405D

Expended: \$0.00 Federal Funds /\$0.00 Federal Funds

*The MOHS did not implement the MOHS MS Safety Training and Recognition Symposium (MS STARS) for the 2017 grant year due to the MOHS restructure and focus change of existing programs. Although the program was highly successful in years past, the MOHS chose to redirect funding, services and personnel to more high priority programs.

Project Number: 154-AL-2017-ST-40-82

Project Title: MS Dept. of Public Safety-Public Safety Awareness Officers (PAO)-Public Information Outreach Program Pay Attention or Pay the Fine/Stop the Knock

The Department of Public Safety Awareness Officers-Public Information Outreach program is a statewide program covering the whole state and all populations from children to adult. The Mississippi Highway Patrol (MHP) has of nine (9) Troop districts throughout the State, that are divided into three (3) Troop Districts in the Northern, Central and South. Each district has a Public Awareness Officer (PAO) that go into the local jurisdictions to speak with schools, colleges, local community events to bring awareness to that area on driving issues such driving under the influences of alcohol and drugs.

The program would coordinate with law enforcement agencies to promote not driving impaired, provide education to support and enhance law enforcement efforts during National Blitz campaigns: July 4th, Labor Day, Christmas/New Years and the Superbowl by facilitating press conferences; assist law enforcement agencies with the dissemination of educational information and materials during checkpoint efforts; conduct impaired driving prevention awareness presentations and generate earned media.

The program would continue a full scale pilot program in which the nine (9) PAO officers would work on the program Pay Attention or Pay a Fine and Stop the Knock. The program would focus on impaired driving with an enhanced education program, media campaign and enforcement program. Evaluation of the program would be provided on the effectiveness of the program. Funding would be utilized for travel expenses, equipment, overtime and fringe for the program.

Budget: \$84,385.35 Federal Funding Source 154AL

Expended: \$0.00 Federal Funds

*The MOHS was not able to implement the MS Dept. of Public Safety-Public Safety Awareness Officers Public Information Outreach Program, due to not receiving approval for the program to be implemented. The program was placed on hold during FY17, and no services, program activity or funding was claimed for the program in FY17. The program is planned to be implemented during FY18.

Project Number: M5CS-2017-MD-40-21

Project Title: MS Office of Attorney General - Traffic Safety Resource Prosecution Program (TSRP)–Impaired Program

Section 405(d) impaired driving grant funds allowed for the continuation of the Traffic Safety Resource Prosecutor (TSRP) position, whose primary goal is to improve the state’s DUI laws and conviction rate. The TSRP provides knowledge and training to state prosecutors, judges and law enforcement officers across the state. During the past five years, the TSRP has trained and provided technical assistance to over 4,500 prosecutors, law enforcement offices, judges and MS court clerks. The TSRP program is a statewide program covering the whole State. The TSRP provided one to three day educational courses for prosecutors, officers, and judges; courses on Basic DUI Course; Legal Updates on recent DUI and traffic-related case law; Search & Seizure Legal Update; SFST legal sections and Trial Advocacy Training for Prosecutors (& Officers when appropriate).

The TSRP acts as a resource to impaired enforcement officers on traffic-related/impaired driving issues. Provided training for prosecutors, officers, and judges, including joint training for prosecutors and officers; provided training to assist with the increase the reporting of BAC in all fatal crashes; continue to recruit local prosecutors and pair those prosecutors with their local officers who are participants in the SFST class.

The TSRP is an intricate part of the Mississippi Highway Safety Leaders Association (MAHSL) and the Impaired Driving Taskforce. During the legislative sessions, the TSRP tracks and summarizes all traffic and DUI legislation, including the ignition interlock bills and presents all information to both of committees.

The TSRP provided and assisted with in-service training programs to assist law enforcement officers and prosecutors at their request; encouraged district attorneys, city, and county prosecutors continued involvement in ID projects by providing information and/or training to allow them to handle ID cases appropriately; provided legal support and resources for prosecutors, officers and judges by distributing and updating, the MS DUI Benchbook.

Traffic Safety Prosecutor 2017 Training	Number of Trained
Court Clerks	78
Judges	240
Law Enforcement	887
Prosecutors	54
Drug Court Professionals	28
Total Trained	1,287

Traffic Safety Prosecutor Training	Number of Classes	Number Trained
SFST Classes	9	147
ARIDE	2	21
DRE In Service	1	15
DUI Basic	7	271
DUI Law Changes	9	449
Other Training	6	384
Total	34	1,287

Budget: \$203,954.55 Federal Funding Source 405(d)
Expended: \$145,344.79 Federal Funds

Project Number: 154AL-2016-ST-40-31/ M5X-2017-MD-40-31

Project Title: MS Standards and Training Law Enforcement Training Coordination

The MS Standards and Training Law Enforcement Training Coordination program was a statewide program to provide impaired driving training to all law enforcement officers. The MS Standards and Training Law Enforcement Training Coordination program was to expand training of the 9,904 State and local law enforcement officers within the State; which includes 540 new officers annually. The MS Standards and Training Law Enforcement Training Coordination proposed to provide technical assistance and training to law enforcement agencies throughout the State which would assist in the increase in ID arrests. Funds were used for salary for the LE training staff which included proportional funding for coordinator, finance/accounting/training coordinator; contractual services; travel and supplies for the program.

Budget: \$137,636.28 Federal Funding Source 154AL/ \$103,350.68 Federal Funding Source 405(d)
Expended: M5X-2017-MD-40-31-\$1,460.92 Federal Funds / 154AL-2016-ST-40-31 \$3,967.71 Federal Funds

*The MS Standards and Training Law Enforcement Training Coordination was not fully implemented during FY17, as the program was re-structured in early FY17 to move the program within another agency, which would provide leadership,

program management, instructors and technical assistance to the training program. The program was taken over and re-structured to provide training for SFST, ARIDE and DRE certification programs for law enforcement during FY17.

Project Number: 154AL-2017-ST-25-52-/ M5X-2017-MD-25-51

Project Title: Oxford Police Department- Law Enforcement Training Coordination

The Oxford Police Department- Law Enforcement Training Coordination program is a statewide program, which provided impaired driving training to all law enforcement officers. The Oxford Police Department- Law Enforcement Training Coordination program expanded training of the 9,904 State and local law enforcement officers within the State; which includes 540 new officers annually.

The Oxford Police Department- Law Enforcement Training Coordination provided technical assistance and training to law enforcement agencies throughout the State which assisted in the increase in ID arrests. Training can include Standard Field Sobriety Testing (SFST), Advanced Roadside Driving Impairment Enforcement (ARIDE) and Drug Recognition Expert training. Training is provided to law enforcement offices through approved NHTSA approved curriculum to increase the number of trained law enforcement officers in alcohol and drug detection.

Funds were used for salary for the LE training staff which includes proportional funding for coordinator and assistant; contractual services; travel and supplies for the program.

Law Enforcement Training Coordination	Target	Number of Classes	Number Trained
SFST Classes	12	14	229
ARIDE	4	5	60
DRE In Service	1	1	15
DRE Trained	2	*Sent outside of State	5

Budget: \$35,102.53.80 Federal Funding Source 154AL/ \$79,004.39 Federal Funding Source 405(d)
Expended: \$46,023.51 Federal Funds 154AL/\$21,184.89 Federal Funds 405(d)

*The project was slow starting and took time to get personnel, training, materials and supplies in place to begin training during FY17. The program was fully implemented only five months during FY17 and funds have been set aside for FY18. Program activities, the number of classes and number trained will increase during the fully implemented program in FY18.

Project Number: 154AL-2017-ST-94-51

Project Title: University of Mississippi Medical Center- Youth Highway Safety Program

The University of Mississippi Medical Center Youth Highway Safety Program is the state’s primary teen impaired driving awareness program. The program focused on the top counties of the State with the most teen alcohol impaired fatalities, injuries and crashes.

The University of Mississippi Medical Center-Youth Highway Safety Programs increased the awareness and worked statewide to provide public information on the consequences of impaired driving for young drivers aged 16-20 years old and young adults. University of Mississippi Medical Center-Youth Highway Safety Programs developed and distributed relevant youth impaired driving PI&E; conducted educational outreach activities, participated in safety fairs, sobriety checkpoints, and community events. Each year the University of Mississippi Medical Center-Youth Highway Safety Programs reaches more than 5,000 teens in the State while working in schools, safety fairs, conferences and meetings.

The program also worked with local law enforcement and local schools across the State to bring the message of the consequences of impaired driving. The program measures the effectiveness of the program with pre- and post-evaluations after each program. Funding provided salaries, fringe, contractual services, supplies and program expenses.

Alcohol Project Accomplishments (154):

- 180 alcohol awareness presentations;
- 33,598 people reached across Mississippi with awareness presentations and programs;

- 20 Health fairs across Mississippi, while reaching 7,375 during health fairs;
- 473 Social Media Posts and 40,906 people reached through social media;
- 102 Law Enforcement Agencies-Worked directly with agencies on programs and presentations;
- Worked with all 25 Top counties for alcohol fatalities;
- 72 Number of Schools the program worked with during FY17; and
- 22 Pre/Post Surveys conducted to measure awareness of the highway safety message.

Budget: \$110,024.00 Federal Funding Source 154AL

Expended: \$67,725.83 Federal Funds

>>> Grant Funded Law Enforcement Accomplishments:

During FY17, sixty-one (61) grant funded law enforcement agencies conducted high visibility enforcement, saturation patrols and checkpoints during grant funded activities throughout the State. The primary objective was to reduce fatalities, injuries and crashes, but also cite and arrest impaired offenders of Mississippi Impaired Driving laws.

MOHS funded grant programs fund full time and over time enforcement for high visibility enforcement, checkpoints and saturation patrols and participation in all National Impaired Driving Blitz Campaigns, which resulted in the following arrests and citations:

>>> 154 Alcohol Grant Funded Activity>>>

- | | |
|---|--|
| <ul style="list-style-type: none"> • 52,173 Hours Worked on 154 Alcohol Activity • 1,683 Number of Checkpoints • 2,524 Number of Saturation Patrols • 2,848 DUI Arrests (Alcohol) • 785 DUI Other (Drug) • 48 DRE Evaluations • 920 DUI Assists to Other Law Enforcement • 74 Minor in Possession (Alcohol/Drug) • 105 Child Endangerment (Alcohol) • 3,422 Seatbelt Violations | <ul style="list-style-type: none"> • 801 Child Restraint Violations • 2,891 Speed Violations • 4,775 No Insurance • 2,438 No Driver’s License • 1,973 Suspended Driver’s License • 1,172 Reckless/Careless Driving (Used as Texting violations) • 968 Drug Arrest • 385 Felony Arrest • 627 Fugitives Apprehended |
|---|--|

* Citations were not as high due to the inactivity of the Department of Public Safety grants, which included enforcement activities of the Mississippi Highway Patrol. Although the Department of Public Safety grants were approved for grant funds for FY17, all expenditures and enforcement activities were placed on hold in FY17, pending NHTSA approval for a beginning effective date.

>>> 405 Impaired Driving Grant Funded Activity>>>

- | | |
|--|--|
| <ul style="list-style-type: none"> • 52,079 Hours Worked on Impaired Activity • 2,232 Number of Checkpoints • 1,655 Number of Saturation Patrols • 2,590 DUI Arrests (Alcohol) • 1,650 DUI Other (Drug) • 23 DRE Evaluations • 732 DUI Assists to Other Law Enforcement • 45 Minor in Possession (Alcohol/Drug) • 161 Child Endangerment (Alcohol) • 1,917 Seatbelt Violations | <ul style="list-style-type: none"> • 546 Child Restraint Violations • 2,995 Speed Violations • 4,825 No Insurance • 1,587 No Driver’s License • 1,702 Suspended Driver’s License • 1,065 Reckless/Careless Driving (Used as Texting violations) • 1,306 Drug Arrest • 420 Felony Arrest • 514 Fugitives Apprehended |
|--|--|

>>> FY17 Drive Sober or Get Pulled Over National Blitz Law Enforcement Accomplishments:



Law Enforcement agencies from all across Mississippi participated in the Drive Sober or Get Pulled Over (DSGPO) National Blitz campaigns, which included not only grant funded agencies, but also agencies without grant funding. While the focus for DSGPO is impaired driving, law enforcement are able to cite other citations and apprehend individuals involved in other activity. The following highway safety statistics were gathered from each Drive Sober Get Pulled Over National Blitz Campaigns for FY17.

Christmas/New Year's (December 15, 2016-January 1, 2017):

During the Christmas/New Year's Drive Sober Get Pulled over Blitz period, forty-five (45) law enforcement agencies participated and conducted 236 checkpoints and saturation patrols, with 662 hours conducted at checkpoints. There were over 4,248 hours that law enforcement conducted during this blitz period, with 1,782 from over time enforcement.

This blitz period resulted in 248 DUI Arrests and 91 DUI/Drug Arrests. Along with the DUI arrests, the campaign also resulted in the following citations:

- 992 Seatbelt Violations
- 204 Child Restraint Violations
- 129 Felony Arrests
- 9 Stolen Vehicles Recovered
- 193 Fugitives Apprehended
- 548 Suspended Licenses
- 1,644 Uninsured Motorists
- 920 Speeding
- 150 Reckless Driving
- 263 Drug Arrests
- 1,535 Other Violations

* Citations were not as high due to the inactivity of the Department of Public Safety grants, which included enforcement activities of the Mississippi Highway Patrol. Although the Department of Public Safety grants were approved for grant funds for FY17, all expenditures and enforcement activities were placed on hold in FY17, pending NHTSA approval for a beginning effective date.

Law Enforcement agencies also conducted earned media during the Christmas/New Year's Blitz Campaign, which resulted in the following:

- 9 Press Conferences
- 12 TV news stories
- 11 Radio news stories
- 17 Printed news stories
- 11 Online
- 2 Other types of earned media

Labor Day (August 18, 2017 through September 4, 2017): During the Labor Day Drive Sober or Get Pulled Over Blitz period, fifty-three (53) law enforcement agencies participated and conducted 266 checkpoints and saturation patrols, with 808 hours conducted at checkpoints. There were over 11,552 hours that law enforcement conducted during the blitz period, with 2,858 from overtime hours. This blitz period resulted in 461 DUI Arrests and 145 DUI/Drug Arrests. Along with the DUI arrests, the campaign also resulted in the following:

- 1,275 Seatbelt Violations
- 211 Child Restraint Violations
- 350 Felony Arrests
- 12 Stolen Vehicles Recovered
- 466 Fugitives Apprehended
- 454 Suspended Licenses
- 2,151 Uninsured Motorists
- 1,854 Speeding
- 234 Reckless Driving



- 330 Drug Arrests
- 1,826 Other Violations

Law Enforcement agencies also conducted earned media during the Christmas/New Year's Blitz Campaign, which resulted in the following:

- 5 Press Conferences
- 6 TV news stories
- 226 Radio news stories
- 18 Printed news stories
- 15 Online
- 13 Other

* Citations were not as high due to the inactivity of the Department of Public Safety grants, which included enforcement activities of the Mississippi Highway Patrol. Although the Department of Public Safety grants were approved for grant funds for FY17, all expenditures and enforcement activities were placed on hold in FY17, pending NHTSA approval for a beginning effective date.

The MOHS will continue to work with law enforcement to increase participation in Drive Sober Get Pulled Over National Blitz Campaigns. The MOHS anticipates that participation with law enforcement will increase in FY18 with the help and coordination of the Highway Patrol and the solicitation of additional enforcement agencies through the release of a special wave enforcement grant for the blitz periods in FY18.

>>>Occupant Protection Program-Section 402 & 405(b)>>>

Mississippi's primary seatbelt law and child passenger laws, public information and education programs, enforcement efforts, media and child safety seat distribution programs have all contributed to the Mississippi's continued success with occupant protection. The MOHS participated in all national mobilizations for seat belt enforcement, including the "Click It or Ticket" (CIOT) campaign during May 2017. MOHS utilizes Section 402 and 405 funds for paid media campaigns and seat belt enforcement details, and reports law enforcement activities as required by NHTSA. High visibility enforcement continues to be a major deterrent to driving unbelted within the State, along with a high visibility media and education programs/

Recognizing the importance of Occupant Protection (OP) and Child Restraint (CR), MOHS has an Occupant Protection Division Director assigned to provide emphasis on strengthening the OP/CR program. Additionally, the LEL network coordinators spent an intense amount of time on CIOT special wave grants, highlighting the importance of seat belt and child restraint enforcement along with participation in the statewide CIOT campaign by law enforcement.

>>>2017 HSP Performance Targets>>>

C-4 Core Outcome Measure/Unrestrained: To decrease the number of unrestrained passenger vehicle occupant fatalities in all seating positions by 2.5% from a five year average (2010-2014) of 301 to 293 by the end of 2017. To decrease the number of unrestrained passenger vehicle occupant fatalities by an additional 1% for a long term goal of 291 by the end of 2018. **The 2016 FARS data shows a decrease in unrestrained fatalities from 309 in 2015 to 300 in 2016. The MOHS met the five-year average goal the five year average of 293 by the end of 2017. (Target Met)**

B-1 Core Behavior Measure/Occupant Protection: To increase statewide observed seatbelt use of front seat outboard occupants in passenger vehicles from the 2015 annual survey number of 79.60% to 80% by the end of 2016. To increase the statewide observed seatbelt use rate to 80.26% by the end of 2017. **Seatbelt usage increased from 77.9% in 2016 to 78.8% in 2017. The MOHS did increase the usage rate, but was unable to reach the goal of 80.26%.**

MOHS Outcome Measure: Teen-OP: Maintain unrestrained fatalities from 16-20 year old drivers by the five year average (2010-2014) of 27 by the end of FY17. To decrease unrestrained fatalities from 16-20 year old drivers by an additional 5% for a long term goal of 26 by the end of 2018. **2016 State data for Teen Seatbelt fatalities decreased in numbers from 40 in 2015 to 32 in 2016, but did not maintain the year average of 27 by the end of 2017. The average rose from 29 in**

2015 to 32 in 2016. Once data is finalized with FY12 data, the average maybe met. *5 year average data was unavailable for years the five year moving averages for 2012-2013.

>>>Projects' Contribution toward Achieving Performance Target >>>

During FY17, thirty-two (32) law enforcement agencies, participated in high visibility enforcement, while public information and education groups and partners educated the public on the dangers of buckling up. Paid and earned media campaigns were held during the FY17 year, with special emphasis during blitz campaign times. The MOHS funded programs that focused on high visibility enforcement and contributed to fewer occupant protection deaths and injuries across the State. High visibility media provided the citizens of Mississippi with awareness about buckling during the Click It or Ticket blitz campaign and throughout the entire year.

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

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

The MOHS Occupant Protection Division provides leadership and works to coordinate programs with the Safe Kids MS, the MS State Department of Health (MSDH) and other state and local agencies. MOHS promoted the 2017 Child Passenger Safety Week and "Click it or Ticket" for the Memorial Day holiday period. Through the Safe Kids MS Coalition, the Child Passenger Safety Coordination Project provided statewide safety checkpoints, a data base for child passenger instructors, technicians and a permanent fitting station located in Jackson and across the state. The MOHS provided program management and oversight on all OP programs, which included program management, technical assistance, monitoring and training to local grant funded agencies.

Mississippi is moving in the right direction with regard to child passenger safety, and perhaps with continued education and enforcement, child restraint usage rates could be brought to an even higher level. Section 405 funds were utilized in 2017 to continue funding the MS State Department of Health's Child Passenger Safety Program, Mississippi State University Seatbelt Survey. MOHS and Safe Kids MS, along with the MSDH are making a concerted effort to preserve the lives of children through the continued education of the public on child passenger safety awareness.



>>>FY17 Funded Projects and Accomplishments>>>

Project Number: OP-2017-OP-41-05

Project Title: MOHS Click It or Ticket Special Wave Grants

Law Enforcement agencies were provided overtime to officers to work in conducting Occupant Protection. Funds were used for law enforcement in strategic target areas that were identified through data to increase enforcement during the blitz period to reduce fatalities and injuries. Funds were used for overtime hours that were over and beyond regular duties and responsibilities. The number of projects were determined based on problem identification, need and trends. The number of hours and funding amounts were determined by need, population size and funds available.

- | | |
|---------------------------------------|--|
| 1) Collins Police Department | 5) Madison Police Department |
| 2) Indianola Police Department | 6) Neshoba County Sheriff's Department |
| 3) Jasper County Sheriff's Department | 7) Yazoo County Sheriff's Department |
| 4) Lamar County Sheriff's Department | |

Budget: \$200,000.00 Federal Funding Source 402 OP

**Agencies that accepted Special Waves Budget: \$17,500.00
Expended: \$7,972.35 Federal Funds**

With the addition of MOHS National Blitz Special Wave Grants during the Click It or Ticket Blitz period, the agencies above were able to add the following statistics to the overall blitz numbers, which the agencies may not have been able to do without additional funding in their agencies.

Special Wave Statistics: The agencies above added an additional 236 seatbelt citations with grant funds.

*The MOHS did implement and expend funds for the Click It or Ticket Special Wave grants as intended during the Click It or Ticket Blitz Campaign. Participation and solicitation of grants was lower than expected and lower than in previous years.

Project Number: OP-2017-OP-41-04

Project Title: MOHS Constituent Travel

Funds were used for constituent travel in and out of state to OP meetings, conference and trainings approved by the MOHS. Funds were used to provide honorariums for speakers, presenters for speaking engagements, conferences, meetings and training that would enhance the MOHS OP program. Funds included airfare, baggage fees, hotel accommodation and transportation, per diem for meals, tips and any additional travel fees approved by the MOHS. Travel is directly related to the support of funded strategies and projects.

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

Expended: Pending

Project Number: See Financial Chart Below

Project Name: MOHS Occupant Protection Law Enforcement STEP Grants

Law Enforcement agencies used funds to provide salary and fringe to agencies for officers to work overtime hours conducting occupant protection and child restraint enforcement during FY17 and with special emphasis during the national blitz periods of CIOT. The agencies conducted a minimum of (2) Special Traffic Enforcement Program (STEP), HVE checkpoints and a minimum of (2) Special Traffic Enforcement Program (STEP) HVE saturation patrols during each national CIOT (Memorial Day), for a total of (4) Checkpoints and (4) Saturation Patrols. Each agency has a personalized performance measure and strategies that can be found in the grant agreement.

- | | |
|---|---|
| 1. Carthage Police Department | 13. Ocean Springs Police Department |
| 2. Carroll County Police Department | 14. Oktibbeha County Sheriff's Department |
| 3. Desoto County Sheriff's Department | 15. Oxford Police Department |
| 4. Hancock County Sheriff's Department | 16. Philadelphia Police Department |
| 5. Harrison County Sheriff's Department | 17. Pike County Sheriff's Department |
| 6. Jackson County Sheriff's Department | 18. Prentiss County Sheriff's Department |
| 7. Jones County Sheriff's Department | 19. Puckett Police Department |
| 8. Lauderdale County Sheriff's Department | 20. Sardis Police Department |
| 9. Leland Police Department | 21. Tunica County Sheriff's Department |
| 10. Long Beach Police Department | 22. Vicksburg Police Department |
| 11. McComb Police Department | 23. Walthall County Sheriff's Department |
| 12. Mississippi Highway Patrol | 24. Yazoo City Police Department |

Budget: \$578,730.00 Federal Funding Source 402OP

Expended: \$233,666.54 Federal Funds

*Some programs did not fully expend grant funds due to personnel challenges. * Citations were not as high due to the inactivity of the Department of Public Safety grants, which included enforcement activities of the Mississippi Highway Patrol. Although the Department of Public Safety grants were approved for grant funds for FY17, all expenditures and enforcement activities were placed on hold in FY17, pending NHTSA approval for a beginning effective date.

Project Number: CR-2017-CR-40-11

Project Title: MS Department of Health Child Restraint Seat Program

The Department of Health conducted child safety seat checkpoints at local health departments, daycares and preschools. The agency conducted publicized community child safety seat checkpoints at community events, shopping centers, or health and safety fairs to promote correct usage statewide and distribute 2,500 child passenger restraints. The Department of Health collaborated with Safe Kids Mississippi, Mississippi Department of Education, and other local partners to conduct school based occupant protection activities (e.g. presentations, safety fairs, workshops, countdown to drive program) for children ages 5-14 years.

The Department of Health collaborated with Safe Kids MS and Public Health District Educators to conduct child passenger safety presentations on regulations and recommendations at schools and community/public events in all nine Health Districts. Scheduled CPST courses to increase the number of Child Passenger Safety Technicians throughout the state.

Conducted child safety seat checkpoints and publicized community child safety seat checkpoints. Distributed child restraints, increase knowledge about proper usage, and ensure they are being utilized and distribute fact sheets and child passenger safety brochures that target children, ages 5-14 years that come into local health clinics. The funding was provided for car-seats in collaboration the MS Department of Health Child Occupant Protection program.

The program provided the following services:

- Distributed 1,825 Car Seats for families in need; and
- Participated in 106 community events, where car seats were installed for families in need.

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

Expended: \$84,979.66 Federal Funds

Project Number: M2PE-2017-MB-40-71

Project Title: MS Department of Health Child Occupant Protection Program/Supplemental to 17-CR-401-1

The Department of Health was responsible for child passenger activities for the entire State of Mississippi. The Child Occupant Protection Program distributed child passenger safety seats, conducted child passenger safety presentations and child safety seat checkpoints. The Department of Health planned occupant protection awareness activities for student's ages 5-14 years and the parents/guardians. Contacted state, local, and federal agencies, hospitals, elementary schools, daycares, HeadStart Centers, and faith-based organizations statewide in a collaborative effort to speak with individuals. The Department of Health used funding for salary, fringe; travel, training and contractual services.

The program provided the following services:

- Distributed 1,825 Car Seats for families in need;
- Participated in 106 community events, where car seats were installed for families in need; and
- Conducted 102 community presentations.

Budget: \$45,447.99 Federal Funding Sources 405(b)

Expended: \$42,883.30 Federal Funds

Project Number: M2TR-2017-MB-63-91

Project Title: University Medical Center/ Safe Kids

The University Medical Center/Safe Kids MS Program was responsible for child passenger training for the entire State of Mississippi. The Child Occupant Protection Program conducted child passenger safety presentations, child safety seat checkpoints, Child Passenger Safety Technician training courses and child passenger safety renewal course.

The University Medical Center planned and coordinated occupant protection awareness activities for student's ages 5-14 years and the parents/guardians. Contacted state, local, and federal agencies, hospitals, elementary schools, daycares, HeadStart Centers, and faith-based organizations statewide in a collaborative effort to speak with individuals. Scheduled CPST courses within all nine (9) public health districts for fire and police department personnel, MSDH staff, social

workers, nurses, and/or individuals interested in promoting child passenger safety in their community. The University Medical Center used funding for salary, fringe, travel, training and contractual services.

The program provided the following services:

- Distributed 156 Car Seats for needy families. (48 through 405 Dept. of Health Grants/108 through other funding)
- Conducted 47 community presentations to child care facilities, elementary schools, retail businesses and health care facilities, while reaching over 6,680 individuals.
- Conducted 20 community car set checkup events and installed 357 car seats.
- Conducted 3 booster seat observational surveys.
- Conducted 2 CPS updates, 1 re-certification and 11 CPS technician courses; and
- Certified/Recertified 128 Child Passenger Seat Technicians in FY17.
- Conduct 8 law enforcement CPS training course, while training 67 law enforcement officers.
- Established 4 new nationally registered CPS fit stations in Mississippi.

Budget: \$104,927.20 Federal Funding Source 405(b)

Expended: \$79,725.10 Federal Funds

*Agency was unable to expend funds, due to grant funded position became vacant in May and was unable to be re-hired by the end of the grant year.

Project Number: SO-2017-SO-40-11

Project Title: Mississippi State University-Occupant Restraints Survey and Child Restraint Survey

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

Mississippi State University was the agency selected to survey the 2017 occupant restraints survey. The survey consisted of a pseudo-random sample of (16) counties across the State of Mississippi in order to represent the entire State. Counties were selected in 2013 based on the NHTSA certification and based on data collection. The MOHS will be working with Mississippi State University during 2018 to analyze data and re-certify seatbelt counties.

Seatbelt Observation Year	Seatbelt Observation Results
2013	74.4%
2014	78.3%
2015	79.6%
2016	77.9%
2017	78.8%

During the 2017 Seatbelt Survey, 19,571 vehicle occupants and 173 survey observation sites were observed. Hancock County had the highest increase in seatbelt usage, where Leflore County had the largest decrease. The MOHS uses the seatbelt usage rates to observe where in the state have the largest decreases or increases, so that the MOHS, law enforcement and public information groups may make the biggest impact.

County	2016 Survey	2017 Survey	Percentage Change
Chickasaw	65.0%	63.4%	-1.6%
Desoto	88.4%	83.4%	-5.0%
Hancock	75.7%	88.5%	+12.8%
Harrison	90.3%	90.6%	+0.3%
Holmes	78.8%	83.5%	+4.7%

Hinds	72.5%	75.2%	+2.7%
Jackson	88.0%	89.6%	+1.6%
Lee	70.3%	76.8%	+6.5%
Leflore	68.7%	62.4%	-6.3%
Madison	81.4%	77.6%	-3.8%
Panola	80.3%	78.2%	-2.1%
Perry	92.3%	89.2%	-3.1%
Pike	82.8%	80.2%	-2.6%
Pontotoc	72.9%	72.7%	-0.2%
Prentiss	70.6%	74.9%	+4.3%
Rankin	72.6%	76.8%	+4.2%
Total	77.9%	78.8%	+0.9%

Seatbelt Usage Rates by Road Class:

Road Class	2017 Occupant Observed	2017 Belt Usage Rate	2016 Belt Usage Rate	Percentage Change
Interstates	5,300	86.3%	85.8%	0.5%
Other Principle Arterials	6,221	83.5%	83.0%	0.5%
Minor Arterials	4,304	78.0%	80.7%	-2.7%
Collectors	2,349	77.0%	77.6%	-0.6%
Local Roads	1,404	74.5%	66.2%	8.3%

Seatbelt Usage Rates by Vehicle Type:

Vehicle Type	2017 Occupants Observed	2017 Belt Usage Rate	2016 Belt Usage Rate	Percentage Change
Passenger Car/Wagon	7,972	81.4%	82.5%	-1.1%
Pickup Truck	5,317	70.9%	68.7%	2.2%
SUV	4,893	85.2%	83.1%	2.1%
Van	1,396	80.4%	82.6%	-2.2%

Gender Usage Rates:

Vehicle Type	2017 Driver Male Usage Rate	2017 Driver Female Usage Rate	2017 Passenger Male Usage Rate	2017 Passenger Female Usage Rate
Passenger Car	79.5%	82.3%	81.2%	81.8%
Pickup Truck	69.5%	80.2%	63.4%	86.6%
SUV	79.4%	87.1%	85.3%	93.0%
Van	78.3%	85.0	77.8%	90.6%
Overall	74.2%	84.4%	73.2%	86.2%

The 2017 Mississippi Observational Seatbelt Survey produced an official rate of 78.8%, which was higher than the 77.9% usage rate in 2016. Four out of five Mississippi motorists are using their belts on roadways. Pickup trucks and male drivers continue to be a concern, the MOHS will continue to work with law enforcement, public information groups and community partners to continue to bring awareness on the importance of seatbelt usage.

>>>2017 Child Restraint Survey: The child restraint survey of the project was conducted in a convenience survey of forty (40) municipalities with populations over 10,000, this is also done to generate representative numbers for the entire state. Each municipality's inclusion in the survey is not targeted based on any predetermined problems.

In 2017, there were 4,427 vehicles observed in the forty municipalities during the survey period of March to August. These vehicles contained 5,597 children estimated to be under the age of seven years of age. The age is seven is chosen, as Mississippi law states that all children under 7 must be restrained in a child restraint device or booster seat.

During the survey, the child restraint usage rate was calculated to be 83.7% for 2017. Out of the forty municipalities that were observed, eleven of the cities exhibited child restraint usage rates of 95% or higher. Four out of the eleven cities exhibited 100% child restraint usage rates.

2017 Child Restraint Observed Usage:

City:	Usage Rate:	City:	Usage Rate:	City:	Usage Rate:
Biloxi	92.4%	Hattiesburg	100%	Oxford	97.3%
Brandon	78.4%	Hernando	82.0%	Pascagoula	95.7%
Brookhaven	95.5%	Horn Lake	77.8%	Picayune	80.0%
Canton	78.3%	Indianola	48.8%	Pearl	76.9%
Clarksdale	72.1%	Jackson	97.7%	Petal	100%
Cleveland	82.8%	Laurel	100%	Ridgeland	81.0%
Clinton	84.5%	Long Beach	92.5%	Southaven	80.8%
Columbus	98.7%	Madison	79.4%	Starkville	97.8%
Corinth	76.4%	McComb	81.6%	Tupelo	100%
Gautier	88.9%	Meridian	98.0%	Vicksburg	64.5%
Greenville	68.9%	Moss Point	91.9%	West Point	89.4%
Greenwood	84.1%	Natchez	82.0%	Yazoo City	83.3%
Grenada	63.9%	Ocean Springs	91.6%		
Gulfport	91.1%	Olive Branch	83.6%		

Seating Position of Child	Children Observed	Children Restrained
Front Seat	771	55.1%
Back Seat	4,805	88.3%
Totals	5,576	

The overall estimated child restraint rate in 2017 is 83.7%, which is higher than the observed rate of 81.27% in the 2016 child restrain observational survey. Mississippi is moving in the right direction with regard to child passenger safety, and perhaps with continued education and enforcement, child restraint usage rates could be brought to an even higher level.

Section 405 funds were utilized in 2017 to continue funding the MS State Department of Health’s Child Passenger Safety Program, Mississippi State University Seatbelt Survey and the Mississippi Highway Patrol. MOHS and Safe Kids MS, along with the MSDH are making a concerted effort to preserve the lives of children through the continued education of the public on child passenger safety awareness.



The agency utilized the grant funds for the mileage, travel, in direct costs, salary, overtime and fringe to conduct described program activities above and beyond the agency’s daily activities and responsibilities.

Budget: \$199,264.05 Federal Funding Source 402SO
Expended: \$163,231.96 Federal Funds

Project Number: SO-2017-SO-40-12

Project Title: Mississippi State University-Social Science Research Center/ Observational Seatbelt Survey Re-Selection

Project Description: The Social Science Research Center at Mississippi State University will administer the required reselections of observation site locations for future Mississippi seatbelt usage surveys beginning in 2018. The survey will look at Mississippi fatality data and road segments and perform detailed analysis consistent with the approved NHTSA sampling plan. Documentation and tables will be submitted to MOHS for the inclusion of information to NHTSA to meet all selection sites.

Budget: \$23,343.84 Federal Funding Source 402SO

Expended: \$0.00 Federal Funds

*This project was not completed during FY17. No funding or costs was be submitted to the MOHS for reimbursement during FY17. The project was included in the FY18 HSP and will be implemented and completed during FY18.

Project Number: TR-2017-TR-88-01

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

PRG was to utilize the funding from the 402 Federal Funding Source to conduct a behavioral measures awareness survey and a nighttime seat belt survey. PRG was to conduct the behavioral measures survey to satisfy the requirement per Federal Regulations 23 CFR 1300.

Survey a minimum of 5 sites (to be decided with MOHS) and collect 800 surveys to complete the behavioral measure awareness survey. Behavioral measure awareness surveys will be conducted at driver's license service locations in Greenwood, Gulfport, Jackson, Meridian and Olive Branch. Nighttime seat belt survey (pre and post) to be conducted on roadways within the following 12 counties: DeSoto, Panola, Pontotoc, Lee, Holmes, Madison, Hinds, Rankin, Pike, Hancock, Harrison and Jackson. Utilize contractual funds for collection of data, travel expenses, material preparation and preparation for final reports due to MOHS.

Budget: \$73,453.00 Federal Funding Source 402TR

Expended: \$0.00 Federal Funding Source

*The MOHS did not conduct or implement the Behavioral Measures Survey for 2017. No activity of funding was requested for this project.

Project Number: OP-2017-OP-41-06

Project Title: MOHS Occupant Protection Assessment

Project Description: An Occupant Protection Assessment was performed by NHTSA Occupant Protection panel of experts in November 2016. This assessment implemented to evaluate the occupant protection programs, strategies and efforts of the MOHS. A team of occupant protection and child restraint experts conducted an on-site assessment by conducting interviews, file review and preparing reports. The State will use the final report and recommendations of the Occupant Protection assessment team for the improvements and targets for the Occupant Protection program.

Budget: \$30,000.00 Federal Funding Source 402OP

Expended: Pending

Project Number: OP-2017-OP-41-01

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

The Mississippi Office of Highway Safety/Safety Training and Recognition Symposium (MS STARS) for FY17 was to be implemented during July, 2017.

The conference was established to provide training to law enforcement, community partners, universities and others interested in highway safety issues in Mississippi about emerging trends, program ideas and the latest data available. In

previous years, there were 350 that would register for the conference, and attendees were from all over the State. The conference would focus on impaired driving, occupant protection, youth/community partners, legal and general traffic and offer at least 30 separate workshops featuring state and nationally recognized speakers. Funds was used for: contractual services, speakers/presenters; travel; enforcement awards; etc.

Budget: \$15,000.00 Federal Funding Source 402OP
Expended: \$0.00 Federal Funding Source

*The MOHS did not implement the MOHS MS Safety Training and Recognition Symposium (MS STARS) for the 2017 grant year due to the MOHS restructure and focus change of existing programs. Although the program was highly successful in years past, the MOHS chose to redirect funding, services and personnel to more high priority programs.

>>> Grant Funded Law Enforcement Accomplishments:

During FY17, thirty (30) law enforcement agencies conducted grant funded activities throughout the State. The primary objective is to reduce fatalities, injuries and crashes, but also cite offenders of not wearing their seatbelts or properly restraining occupant and children according to Mississippi seatbelt laws.

MOHS funded grant programs to fund full time and over time enforcement for high visibility enforcement, checkpoints and saturation patrols, which resulted in the following arrests and citations:

- 9,344 Hours Worked on Occupant Protection
- 254 Number of Checkpoints
- 757 Number of Saturation Patrols
- 44 DUI Arrests (Alcohol)
- 12 DUI Other (Drug)
- 12 DRE Evaluations
- 28 DUI Assists to Other Law Enforcement
- 12 Minor in Possession (Alcohol/Drug)
- 2 Child Endangerment (Alcohol)
- 6,624 Seatbelt Violations
- 578 Child Restraint Violations
- 414 Speed Violations
- 1,983 No Insurance
- 772 No Driver's License
- 611 Suspended Driver's License
- 208 Reckless/Careless Driving (Used as Texting violations)
- 122 Drug Arrest
- 57 Felony Arrest
- 57 Fugitives Apprehended

* Citations were not as high due to the inactivity of the Department of Public Safety grants, which included enforcement activities of the Mississippi Highway Patrol. Although the Department of Public Safety grants were approved for grant funds for FY17, all expenditures and enforcement activities were placed on hold in FY17, pending NHTSA approval for a beginning effective date.

>>> Click It or Ticket National Blitz Campaign Accomplishments:

Over eighty-six Mississippi law enforcement agencies participated in the Click It or Ticket National Blitz campaign with not only grant funded agencies, but also agencies across the State, without grant funding.

Memorial Day: Law enforcement agencies conducted 3,203 enforcement hours during the Click it or Ticket Campaign, which included 842 enforcement hours at 368 checkpoints. The Click It or Ticket Blitz campaign resulted in 3,087 Seatbelt Citations and 406 Child Restraint Citations. Along with Seatbelt Citations, the campaign also resulted in the following:

- 269-DUI Arrests
- 118-DUI Drug
- 213-DUI and Drug Arrests
- 5-DRE Evaluations
- 259-Felony Arrests
- 33-Stolen Vehicles Recovered
- 314-Fugitives Apprehended
- 792-Suspended Licenses
- 2,595-Uninsured Motorists
- 1,837-Speeding Citations
- 252-Reckless Driving
- 502-Drug Arrests
- 2,510-Other Violations

Law Enforcement agencies also conducted earned media during the Memorial Day National Blitz Campaign, which resulted in the following:

- 7- Press Conferences
- 6 -TV news stories
- 8- Radio news stories
- 17-Printed news stories
- 14-Online
- 1-Other

* Citations were not as high due to the inactivity of the Department of Public Safety grants, which included enforcement activities of the Mississippi Highway Patrol. Although the Department of Public Safety grants were approved for grant funds for FY17, all expenditures and enforcement activities were placed on hold in FY17, pending NHTSA approval for a beginning effective date.

>>>Police Traffic Services Program-Section 402>>>

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



>>>2017 HSP Performance Targets>>>

C-4 Core Outcome Measure/Unrestrained: To decrease the number of unrestrained passenger vehicle occupant fatalities in all seating positions by 2.5% from a five year average (2010-2014) of 301 to 293 by the end of 2017. To decrease the number of unrestrained passenger vehicle occupant fatalities by an additional 1% for a long term goal of 291 by the end of 2018. **The 2016 FARS data shows a decrease in unrestrained fatalities from 309 in 2015 to 300 in 2016. The MOHS met the five-year average goal the five year average of 293 by the end of 2017. (Target Met)**

C-5 Core Outcome Measure/Alcohol and Other Drugs: To decrease the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above by 1.0% from five year average (2010-2014) of 182 to 180 by the end of 2017. To decrease the number of fatalities by an additional 1% for a long term goal of 178 by the end of 2018. **The 2016 FARS data shows a drastic decrease in impaired driving fatalities from 177 in 2015 to 128 in 2016 The MOHS met and exceeded the five- year average goal of 180 by the end of 2017. (Target Met)**

C-6 Core Outcome Measure/ Speed: To decrease the number of speeding-related fatalities by 4% from five year average (2010-2014) of 110 to 106 by the end of 2017. To decrease the number of speeding related fatalities by an additional 5% for a long term goal of 100 by the end of 2018. **The 2016 FARS data shows that the number of speed related fatalities decreased from 96 in 2015 to 81 in 2016. The MOHS met and exceeded the five- year average goal of 106 by the end of 2017. (Target Met)**

>>>Projects' Contribution toward Achieving Performance Target>>>

During FY17, twenty (20) law enforcement agencies, participated in high visibility enforcement, while public information and education groups and partners educated the public on the dangers of highway safety issues. Paid and earned media campaigns were held during the FY17 year, with special emphasis during blitz campaign times for Drive Sober and Get Pulled Over and Click It or Ticket National Blitz Campaigns.

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

agencies.

>>>FY17 Funded Projects and Accomplishments>>>

Project Number: PT-2017-PT-41-04

Project Title: MOHS Constituent Travel

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

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

Expended: Pending

Project Number: See Below Financial Chart Below

Project Name: MOHS Law Enforcement Police Traffic Services STEP Grants

Law Enforcement agencies funds to provide salary to agencies for officers to work hours conducting impaired driving, seatbelt and speed enforcement during FY17 and with special emphasis during the national blitz periods of DSGPO and CIOT. The agencies conducted a minimum of (2) Special Traffic Enforcement Program (STEP) HVE checkpoints and a minimum of (2) Special Traffic Enforcement Program (STEP) HVE saturation patrols during each national DSGPO (Christmas/New Year) and CIOT (Memorial Day), for a total of (4) Checkpoints and (4) Saturation Patrols. Each agency has a personalized performance measure and strategies that can be found in the grant agreement.

- | | |
|------------------------------------|---------------------------------------|
| 1. Bay St. Louis Police Department | 11. Hinds County Sheriff's Department |
| 2. Clinton Police Department | 12. Horn Lake Police Department |
| 3. Columbia Police Department | 13. Lucedale Police Department |
| 4. D'Iberville Police Department | 14. Meridian Police Department |
| 5. Flowood Police Department | 15. Mississippi Highway Patrol |
| 6. Gautier Police Department | 16. Morton Police Department |
| 7. Greenwood Police Department | 17. Sherman Police Department |
| 8. Greenville Police Department | 18. Starkville Police Department |
| 9. Gulfport Police Department | 19. Waveland Police Department |
| 10. Hattiesburg Police Department | |

Budget: \$844,522.88.00 Federal Funding Source 402PT

Expended:\$342,759.39 Federal Funds

Some programs did not full expend grant funds due to personnel challenges. Citations were not as high due to the inactivity of the Department of Public Safety grants, which included enforcement activities of the Mississippi Highway Patrol. Although the Department of Public Safety grants were approved for grant funds for FY17, all expenditures and enforcement activities were placed on hold in FY17, pending NHTSA approval for a beginning effective date.

Project Number: PT-2017-PT-41-05

Project Title: MOHS Speed Special Wave Grants

Law Enforcement agencies were to use funds to provide overtime hours to officers conducting additional impaired driving, seatbelt enforcement, with an emphasis in speed enforcement. Funds were to be used for law enforcement in strategic target areas that have been identified through data to increase enforcement during the blitz period to reduce fatalities and injuries. Funds were to be used for: Overtime hours that were over and beyond regular duties and responsibilities. The number of projects, hours and funding amounts were determined based on problem identification, need and trends.

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

Expended: \$0.00 Federal Funding Source

*The MOHS did not offer funding for special wave grants as intended due low participation in the Christmas/New Year's Special Wave and Click It or Ticket special waves and the lack of MOHS personnel to manage additional grant agencies.

Project Number: PT-2017-PT-41-01**Project Title: MOHS/Safety Training and Recognition Symposium (MS STARS)**

The Mississippi Office of Highway Safety/Safety Training and Recognition Symposium (MS STARS) for FY17 was scheduled to be implemented during July, 2017.

The conference was established to provide training to law enforcement, community partners, universities and others interested in highway safety issues in Mississippi about emerging trends, program ideas and the latest data available. In previous years, there were 350 that would register for the conference, and attendees were from all over the State. The conference would focus on impaired driving, occupant protection, youth/community partners, legal and general traffic and offer at least 30 separate workshops featuring state and nationally recognized speakers. Funds was used for: contractual services, speakers/presenters; travel; enforcement awards; etc.

Budget: \$10,000.00 Federal Funding Source 402PTS

Expended: \$0.00 Federal Funding Source

*The MOHS did not implement the MOHS MS Safety Training and Recognition Symposium (MS STARS) for the 2017 grant year due to the MOHS restructure and focus change of existing programs. Although the program was highly successful in years past, the MOHS chose to redirect funding, services and personnel to more high priority programs.

Project Number: PT-2017-PT-40-81**Project Title: MS Dept. of Public Safety-Public Safety Awareness Officers (PAO) Public Information Outreach Program Pay Attention or Pay the Fine/Stop the Knock**

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

The program would continue to participate in a full scale pilot program in which the 9 PAO officers will work on the program Pay Attention or Pay a Fine and Stop the Knock. The program would focus on distracted driving, speed, seatbelt, child restraint and ID with an enhanced education program, media campaign and enforcement program. Evaluation of the program will be provided on the effectiveness of the program. Funding would be utilized for travel expenses, equipment, overtime and fringe for the program.

Budget: \$77,065.35 Federal Funding Source 402PT

Expended: \$0.00 Federal Funding Source 402PT

*The MOHS was not able to implement the MS Dept. of Public Safety-Public Safety Awareness Officers Public Information Outreach Program due to not receiving approval for the program to be implemented. The program was on hold during FY17 and no services, program activity or funding was claimed for the program.

Project Number: PT-2017-PT-40-31**Project Title: MS Standards and Training Law Enforcement Training Coordination**

See MOHS Law Enforcement Coordination 154AL-2017-ST-40-31/M5X-2017-MD-40-31

The MS Standards and Training Law Enforcement Training Coordination program was to advance or expand training of the 9,904 State and local law enforcement officers within the State; which includes 540 new officers annually. The MS Standards and Training Law Enforcement Training Coordination program was to conduct no less than (2) TOPS training courses in FY17.

The MS Standards and Training Law Enforcement Training Coordination program was also to create a new training program for the MOHS and state law enforcement on speed and distracted driving that would have been conducted in the latter part of FY17. Funds were to be used for salary for the LE training staff which includes proportional funding for coordinator, finance/accounting/training coordinator; contractual services; travel and supplies for the program.

Budget: \$35,440.00 Federal Funding Source 402PT
Expended: \$1,460.92 Federal Funding Source PT

*The MS Standards and Training Law Enforcement Training Coordination was not fully implemented during FY17, as the program was re-structured in early FY17 to move the program within another agency, which would provide leadership, program management, instructors and technical assistance to the training program. The program was taken over and re-structured to provide training for SFST, ARIDE and DRE certification programs for law enforcement during FY17. There were no TOPS training provided in FY17.

>>> Grant Funded Law Enforcement Accomplishments:

During FY17, twenty-one (21) law enforcement agencies conducted grant funded activities throughout the State. The primary objective is to reduce fatalities, injuries and crashes, but also cite and arrest impaired offenders of Mississippi Impaired Driving laws. MOHS funded grant programs fund full time and over time enforcement for high visibility enforcement, checkpoints and saturation patrols, which resulted in the following arrests and citations:

- 14,171 Hours Worked on PTS Projects
- 122 Number of PTS Checkpoints
- 992 Number of PTS Saturation Patrols
- 50 DUI Arrests (Alcohol)
- 36 DUI Other (Drug)
- 22 DRE Evaluations
- 51 DUI Assists to Other Law Enforcement
- 5 Minor in Possession (Alcohol/Drug)
- 5 Child Endangerment (Alcohol)
- 4,642 Seatbelt Violations
- 388 Child Restraint Violations
- 7,462 Speed Violations
- 2,433 No Insurance
- 762 No Driver's License
- 521 Suspended Driver's License
- 133 Reckless/Careless Driving (Used as Texting violations)
- 131 Drug Arrest
- 28 Felony Arrest
- 175 Fugitives Apprehended

* Citations were not as high due to the inactivity of the Department of Public Safety grants, which included enforcement activities of the Mississippi Highway Patrol. Although the Department of Public Safety grants were approved for grant funds for FY17, all expenditures and enforcement activities were placed on hold in FY17, pending NHTSA approval for a beginning effective date.



>>>Traffic Records Program Section 405(c) >>>



The MOHS continued to partner and work with the Mississippi State Traffic Records Coordinating Committee (STRCC) during the FY17 grant year. The STRCC is a group of state partners that focus on the collaboration, implementation and execution of state traffic record systems. The MOHS continues to work on objectives that are listed in the Statewide Strategic Traffic Records Strategic Plan and work to achieve performance based targets established by the STRCC.

>>>2017 HSP Performance Targets>>>

Outcome Measure/Traffic Records: Crash / Accessibility: To maintain the CY2015 average time frame of 2.6 days from the occurrence of a crash event to the population of a crash record in the database maintained by the Mississippi Department of Public Safety. **The average time frame of the time of the crash to the crash record increased from 206 days in 2015 to 2.8 days in 2016. The MOHS feels that that increase in time was due to the large increase in crash records that were produced during the year. There were 79,600 crashes in 2015 and 82,105 in 2016, this may have caused the delay.**

Outcome Measure/Traffic Records: Crash, Citation- Adjudication, Driver/ Accessibility, Timeliness: To decrease the period from 365 days in FY2013 between when traffic safety data is first available and when summary statistics using this data are posted to the state's public website to at least a 9-month sliding window. **The MOHS continues to have a public website for program activities and data analysis, but since losing the MOHS Traffic Records Coordinator, the website has not been updated with statistical information or updates. This measure will continue to be a priority for the MOHS and with the hiring of a traffic records coordinator, the MOHS will be able to accomplish this measure.**

MOHS Outcome Measure/Crash/Completeness: To maintain the electronic submission of completed crash record data from Mississippi law enforcement agencies to DPS at 100% in FY2017. **The MOHS has been able to maintain 100% electronic submission of the crash record data to DPS.**

Outcome Measure/Traffic Records: Driver/ Timeliness: To maintain the percentage of drivers involved in fatal crashes that are subsequently tested for their BAC at the 45% level seen in 2014 for FY2017. **The Mississippi testing for drivers killed in fatal crashes in 2016 was 256 out of the 500 tested, which represents 51%. (Target Met)**

Outcome Measure/Traffic Records: Vehicle/ Data Integration: To continue the process of integrating data of vehicle insurance information with the vehicle VIN from the vehicle file. **The MOHS and STRCC continues to work on integrating data with the Department of the State Auditor to gather insurance information with the vehicle VIN file from the vehicle file. Work will also continue during FY18 and beyond to integrate more information onto a new updated crash report and crash collection system. The MOHS is also in the process of "mapping" the current crash report with MMUCC 5th edition with the help of NHTSA, this will help to add in compliance elements to the upcoming crash report update.**

Outcome Measure/Traffic Records: EMS- Injury Surveillance/ Data Integration: To continue the process of integrating data on crash reports, to link with the EMS Transport system and to the Hospital Trauma registry. **The MOHS and STRCC continue to work with the Department of Health to integrate data from crash report and link to hospital and EMS data systems. Work will also continue during FY18 and beyond to integrate more information onto a new updated crash report and crash collection system. The MOHS is also in the process of "mapping" the current crash report with MMUCC 5th edition with the help of NHTSA, this will help to add in compliance elements to the upcoming crash report update.**

Outcome Measure/Traffic Records: Crash- Citation—Roadway- EMS- Injury Surveillance/ Uniformity: To continue the process of mapping data of citation, crash and EMS run using same base layer map to overlay for proactive planning. **The**

MOHS and STRCC continue to work with the Department of Health to map data from crash report and link to hospital and EMS data systems. Work will also continue during FY18 and beyond to integrate more information onto a new updated crash report and crash collection system. The MOHS is also in the process of “mapping” the current crash report with MMUCC 5th edition with the help of NHTSA, this will help to add in compliance elements to the upcoming crash report update.

Outcome Measure/Traffic Records: Citation/ Adjudication- Accessibility: To decrease the timeframe that citation data is accessible to the court from the citation date by a total of 25% - from an average of 10 days from 2009-2013 to 7.5 days by the end of 2017 - and maintain this performance level. **This measure was based on the electronic accessibility from the citation date to the court in the e-citation system, not on the whole state. Agencies, along with MHP, that are using the e-citation system have an average accessibility of 6.96 days, which would meet the target of 7.5 days. (Target Met)**

Outcome Measure/Traffic Records: Citation/ Timeliness: To increase the percentage of citation data submitted to DPS electronically by 2.5% from 51.2% in 2015 to 53.7% by the end of FY17. **The Department of Public Safety was able to increase the percentage of citation data submitted electronically from 51.2% to 53.7% in 2017. (Target Met)**

>>>Projects’ Contribution toward Achieving Performance Target>>>

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



The State Traffic Records Coordinating Committee (STRCC) met on a regularly scheduled basis to review all major traffic record projects at its member agencies. The strategic plan for data system improvements is developed and updated annually to apply for Section 405(C) traffic records funds. The STRCC worked on priority projects this year, such as working on discussions on a replacement for the outdated Reportbeam Crash System and working toward strengthening the STRCC. During late FY17, the MOHS and STRCC requested for a NHTSA GO Team to provide STRCC restructure and training and Strategic planning. Both GO Teams assessments and workshops will take place during FY18.

During FY17, preparation and dissemination of statistical reports were major traffic record activities. These tabulations are used for MOHS planning, problem identification, evaluation, special analyses and responses to requests for data. Ad hoc queries are made by the legislature, media, state and local agencies, law enforcement, universities, research foundations, safety associations and the general public. Special planning data sets were also developed to show the picture of areas that need improvement in the state and focused enforcement efforts areas.



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

The projects listed below increase the ability to provide the Traffic Records program with accurate, timely and assessable data to be used in

problem identification, planning and evaluation of highway safety programs. This data that is collected from the traffic records programs is used for the reduction of fatalities, injuries and crashes across Mississippi.

>>>FY17 Funded Projects and Accomplishments>>>

Project Number: M3DA-2017-MC-41-05

Project Title: eCite Maintenance and Daily Activity Reporting System.

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

The MOHS would continue to increase the number of law enforcement agencies submitting citations and arrest electronically; decrease the average number of days participating agencies issuance of a citation and the date the citation is entered into the first available repository. The MOHS will also increase the percentage of citations from participating agencies that can be mapped on the Dashboard and compared to Crash data. Continued development of paper ticket entry system for citations; continue maintenance and support of eCite; monitor the changes in the laws and the eCite-generated ticket; ensure all ticket data being received and processed by the courts; provide data files that contain MapClick-generated location data for tickets. The e-citation program currently has 15 agencies have been trained and/or using the system, that are writing e-citations, with the plans during FY17 to reach 30 agencies during the grant year. The MOHS would utilize funds for proportional funding for a project director and field specialist, fringe, contractual service and indirect costs.

Budget: \$314,539.42 Federal Funding Source 405C

Expended: \$0.00 Federal Funding

*The MOHS did not implement this program due to the agency entering into contractual obligations before the application was approved by NHTSA. Due to supplanting concerns, the MOHS did not implement the program and did not provided funding to the program. Although the program was highly successful in years past, the MOHS chose to redirect funding, services and personnel to more high priority programs.

Project Number: M3DA-2017-MC-40-81

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

During FY17, a working sub-committee of the State Traffic Records Coordinating Committee (STRCC), along with the recommendations and results of the 2013 Traffic Records Assessment will identify Crash records improvements that need to be addressed as well as cost associated with maintenance of the record system.

By the end of FY17, the Crash reporting system will be updated and include both new and revised edit routines. The updates will make the program more user-friendly for all users and agencies. The system will provide enhanced query options for data extraction to allow enhanced data driven strategies. Ensure edits will comply with Model Minimum Uniform Crash Criteria (MMUCC). Additional mapping program will be added to increase the accuracy of the location of crashes. Use the STRCC to review the Statewide Uniform Crash Report and agree on material to edit while ensuring the stakeholders information and needs.

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

Expended: \$0.00 Federal Funding

*The MOHS did not fund or implement this program during FY17. Funds were not expended for this project, due to cost were paid with state funds through the MS Department of Public Safety. The MOHS requested during FY17 for NHTSA to perform a MMUCC mapping for the current crash report into the new MMUCC v.5 criteria. The mapping will be completed in FY18. The MOHS and STRCC will continue to look into the upgrading and replacement of the current Mississippi Crash system. Funds have been set aside in FY18 for the progression of this project and the beginning on a replacement to the current system.

Project Number: M3DA-2017-MC-41-06

Project Title: Special Mini-Grants for E-Citation Equipment/Full-Time Officer Integration into E-Citation Program.

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

MOHS would continue to help the Mississippi State University SSRC to increase the number of Law Enforcement Agencies submitting citations and arrest electronically; decrease the average number of days participating agencies issuance of a citation and the date the citation is entered into the first available repository. The MOHS will issue special mini-grants to local law enforcement agencies for the purchase of equipment for the e-citation program, which will include a laptop, scanner and printer for the use of the e-citation program. More agencies would be able to utilize the e-citation program, if the equipment were available for their use.

The MOHS would use the selection of agencies for grants that are established sub-grantees that have DUI full time officers. The special mini-grants would be given to officers based on the impaired driving fatalities. The MOHS has researched the equipment costs and all equipment would have been purchased for \$2,000.00 for each unit, if there is any additional equipment needed, the agency would take on the additional costs for the program. MOHS would utilize funds for equipment for twenty-five (25) full time DUI officers/agencies to purchase the equipment needed to integrate into the e-citation program.

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

Expended: \$0.00 Federal Funding

*The MOHS did not implement this program and has provided no funding to the program. Although the program was highly anticipated, the MOHS chose to redirect funding, services and personnel to more high priority programs.

>>>>Driver's Education Program-Section 402 DE



The MOHS has long recognized the importance of combining enforcement and public education into its highway safety efforts. Thus, an educational component designed to help raise awareness about the dangers of drinking and driving, occupant protection distracted driving and teen safety has been in effect for the past six grant years.

The MOHS Public Information and Education Program has a collection of sub-grantees that focus on public information and education, which includes presentations at churches, schools, conferences, meetings, health fairs and many other events to increase awareness. Booths or table set-ups are displayed with relevant educational materials and promotional items bearing “no drinking and driving”, “buckle up” and distracted driving safety messages. These projects helped the MOHS support multiple programs

including impaired, OP unrestrained, youth and older drivers in Mississippi. These projects helped reach more citizens with public information and education.

>>>>2017 HSP Performance Targets:

C-9 Core Outcome Measure/Under 21: To decrease the number of drivers aged 20 or younger involved in fatal crashes by 3.0% from five year average (2010-2014) of 79 to 76 by the end of 2017. To decrease the number of drivers aged 20 or younger by an additional 1% for a long term goal of 75 by the end of 2018. **The 2016 FARS shows that the fatalities for persons aged 21 and under, decreased from 105 in 2015 to 89 in 2016. The MOHS did not reach the five year average**

of 76 by the end of 2017, due to the large increase in 2015 with the rise to 105 fatalities. The MOHS will continue to work on this priority age group. (Did not reach target)



MOHS Outcome Measure: Teen-AL: Maintain alcohol impaired fatalities from 16-20 year old drivers at the five year average (2010-2014) of 12 by the end of FY17. Decrease alcohol impaired fatalities from 16-20 year old drivers by an additional 10% for a long term goal of 11 by the end of 2018. **2016 State data for Teen Alcohol fatalities decreased in numbers from 18 in 2015 to 5 in 2016, but did not maintain the year average of 12 by the end of FY17. The average, although reduced did not move the 5 year average to 12. Once data is finalized with the FY17 data, the average maybe met. *5 year average data was unavailable for years the five year moving averages for 2012-2014.**

MOHS Outcome Measure: Teen-OP: Maintain unrestrained fatalities from 16-20 year old drivers by the five year average (2010-2014) of 27 by the end of FY17. To decrease unrestrained fatalities from 16-20 year old drivers by an additional 5% for a long term goal of 26 by the end of 2018. **2016 State data for Teen Seatbelt fatalities decreased in numbers from 40 in 2015 to 32 in 2016, but did not maintain the year average of 27 by the end of 2017. The average rose from 29 in 2015 to 32 in 2016. Once data is finalized with FY12 data, the average maybe met. *5 year average data was unavailable for years the five year moving averages for 2012-2013.**



>>>Projects' Contribution toward Achieving Performance Target

During FY17, The MOHS funded programs that included peer to peer education and prevention strategies to focus on the age population of 21 and younger, with the focus of ages 16-20 years of age. Evidence based programs were selected and were implemented during the grant year.

There were two (2) projects selected for the driver's education program, with only one being fully implemented. This program

educated young drivers about the negative effects of distracted driving, impaired driving, seatbelt usage, speeding and awareness of risks while driving. This educational program attributed to the statistics above.

>>>FY17 Funded Projects and Accomplishments>>>

Project Number: DE-2017-DE-94-51

Project Title: University of Mississippi Medical Center- Youth Highway Safety Program

The University of Mississippi Medical Center- Youth Highway Safety Program is the state's primary teen impaired driving awareness program. The program focused on the top counties of the State with the most teen alcohol impaired fatalities.

The University of Mississippi Medical Center- Youth Highway Safety Programs helped increase the awareness and work statewide to provide public information on the consequences of impaired driving, seatbelt usage, speed control and distracted driving for young drivers aged 16-20 years old. University of Mississippi Medical Center- Youth Highway Safety Programs developed and distributed relevant youth PI&E; conducted educational outreach activities, participated in safety fairs, and community events. Each year the University of Mississippi Medical Center- Youth Highway Safety Programs reaches more than 5,000 teens in the State while working in schools, safety fairs, conferences and meetings.

The program worked with local law enforcement and local schools across the State to bring the message of the consequences of impaired driving, seatbelt usage, speed control and distracted driving. The program measured the effectiveness of the

program with pre- and post-evaluations after each program. Funding was used to provide salaries, fringe, contractual services, supplies and program expenses.

Drivers Education Project Accomplishments (402DE):

- 235 highway safety awareness presentations;
- 54,960 people reached across Mississippi with awareness presentations and programs;
- 38 Health fairs across Mississippi;
- 473 Social Media Posts and 40,903 people reached through social media;
- 71 Law Enforcement Agencies-Worked directly with agencies on programs and presentations;
- Worked with all 25 Top counties for fatalities; and
- 112 Number of Schools the program worked with during FY17.

Budget: \$73,521.78 Federal Funding Source 402DE

Expended: \$45,456.90 Federal Funds

*Funds were not expended due to a staff person leaving the position and the position not replaced before the end of the grant year.

Project Number: DE-2017-DE-41-01

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

The Mississippi Office of Highway Safety/Safety Training and Recognition Symposium (MS STARS) for FY17 will be implemented during July, 2017.

The MS STARS program would have included funding the DUI 100 Club and Buckle for Life law enforcement recognition event, recognition was to be given to law enforcement officers with outstanding work in issuing highway safety violations to drivers as dictated by Mississippi's laws.

The conference was established to provide training to law enforcement, community partners, universities and others interested in highway safety issues in Mississippi about emerging trends, program ideas and the latest data available. In previous years, there were 350 that would register for the conference, and attendees were from all over the State. The conference would focus on impaired driving, occupant protection, youth/community partners, legal and general traffic and offer at least 30 separate workshops featuring state and nationally recognized speakers. Funds was used for: contractual services, speakers/presenters; travel; enforcement awards; etc.

Budget: \$60,000.00 Federal Funding Source 402DE

Expended: \$0.00 Federal Funds

*The MOHS did not implement the MOHS MS Safety Training and Recognition Symposium (MS STARS) for the 2017 grant year due to the MOHS restructure and focus change of existing programs. Although the program was highly successful in years past, the MOHS chose to redirect funding, services and personnel to more high priority programs.

>>>FY17 402/405F Motorcycle Program>>>

In the planning of the FY17 programs, the MOHS was anticipating the implementation of a statewide motorcycle program funded through grant funds. The state has struggled with a rise in motorcycles fatalities, injuries and crashes over the past few years. Although the motorcycle program is needed a needed program, the MOHS was unable to implement this program during the grant year.

The MOHS was also not able to provide personnel to work directly with the program, as the MOHS began to restructure and change the focus of existing programs. Although the program is important, the MOHS chose to redirect funding, services and personnel to more high priority programs for FY17. The MOHS will look into creating this pilot in the future when staff can be allocated to the program

>>>2017 HSP Performance Targets>>>

C-7 Core Outcome Measure/Motorcycles: To decrease the number of motorcyclist fatalities by 3.00% from five year average (2010-2014) of 44 to 42 by the end of 2017. To maintain the number of motorcyclist fatalities for a long term goal of 42 by the end of 2018. **The 2016 FARS data shows a large increase in motorcycle fatalities from 37 in 2015 to 50 in 2016. The MOHS met and exceeded the five year average goal of 42 by the end of 2017, with the 5 year average of 41. (Target Met)**

C-8 Core Outcome Measure/Un-helmeted Motorcyclists: To decrease the number of un-helmeted motorcyclist fatalities 15% from five year average (2010-2014) of 7 to 6 by the end of 2017. To decrease the number of un-helmeted motorcyclist fatalities for a long term goal of 5 by the end of 2018. **The 2016 FARS data shows that the un-helmeted fatalities decreased from 8 in 2015 to 7 in 2016. The MOHS met the five year average goal of 6 by the end of 2017. (Target Met)**

MOHS Outcome Performance Measure: Alcohol Impaired: Reduce motorcycle fatalities involving alcohol impaired riders 8% from the 2014 state data number of 12 to 11 by the end of FY17. To decrease the number of motorcycle fatalities involving alcohol impaired riders for a long term goal of 10 by the end of 2018. **The MOHS met the goal of reaching 10 alcohol impaired fatalities by the end of FY17, along with the long term goal. The MOHS took a large decrease in fatalities during 2015 and a large increase from 2015 to 2016, but still remained within the goal. *State data.**

MOHS Outcome Performance Measure: Impaired Motorcycle: Reduce motorcycle impaired related fatalities by 25% from the five year average (2010-2014) of 3 to 2 by the end of FY17. To decrease motorcycle impaired fatalities by an additional 50% for a long term goal of 1 by the end of 2018. **The MOHS has been able to maintain (0) zero fatalities during 2015 and 2016. This information is based on confirmed fatalities with drugs found in fatality testing. *State data. (Target Met)**

>>>Projects' Contribution toward Achieving Performance Target >>>

With the lack of a statewide motorcycle program, the state motorcycle fatalities, injuries and crashes continue to rise. The MOHS cannot make a determination if the project below would have contributed to a decrease or the achievement of the performance measure being met. Without a sustained statewide motorcycle program, the MOHS can determine that the problem with fatalities, injuries and crashes cannot be reduced if a program does not exist.



>>>FY17 Funded Projects and Accomplishments>>>

Project Number: MC-2017-MC-41-01

Project Title: MOHS Motorcycle Program (Pilot)

The MOHS is in the beginning stages of the planning of a statewide motorcycle program. The program would have utilized the grant funds for the mileage; salary; overtime and fringe to conduct described program activities above and beyond the agency's daily activities and responsibilities.

Budget: \$50,000.00 Federal Funding Source 402MC

Expended: \$0.00 Federal Funds

*The MOHS did not implement the pilot program for a statewide motorcycle program. The MOHS did not receive funds for the 405(f) program through the NHTSA priority programs. The MOHS was also not able to provide personnel to work directly with the program, as the MOHS began to restructure and change the focus of existing programs. Although the program is important, the MOHS chose to redirect funding, services and personnel to more high priority programs for FY17. The MOHS will look into creating this pilot in the future when staff can be allocated to the program.

>>> Media and Marketing Program>>>

>>>Paid Media Report>>>

In a market more segmented than ever before, the MOHS diversifies the media mix to maximize audience's exposure to the message. The MOHS wants to generate the message as frequently as possible in order to affect the behavioral change, while negotiating for the best media placement at the lowest possible cost.

The media planning process involves in-depth, up-front analyses. Major emphasis is placed upon finding unique placement opportunities and providing cost-effective solutions. Media alternatives are analyzed based upon the particular medium's composition, coverage and efficiency in reaching the potential audience. The MOHS also determines the frequency that the message should be seen/heard by the target audience. With every media buy, the MOHS requests one bonus spot for each paid media spot that is placed.



Broadcast Placement Strategy: In most campaigns, the MOHS uses network television as the primary medium, to increase the reach to audience. It also uses cable television to increase the frequency of the message to the audience. Although broadcast television viewership has declined over the past few years, television still provides the greatest source of reach through the use of select day parts and programming. Ads are placed on 25 network stations statewide.

Programming is determined based on up-to-date Nielsen and Rentrak ratings. The MOHS seeks the highest-rated program for the lowest cost per point in order to reach the largest percentage of the target audience. Through cable, the broadcast buy covers the entire state. Cable networks offer an excellent opportunity to reach outlying markets, particularly the northern counties bordering Tennessee. Spots also air on movie screens statewide during campaigns.

Radio serves as a secondary medium to increase reach while generating higher levels of frequency. Radio is the top medium of choice Monday-Friday, 9 a.m.-6 p.m., making radio a great compliment to the prime and late night schedules on broadcast and cable television. Radio provides a solid mechanism to distribute the message almost evenly throughout the state. Formats that index high for male targets include All Talk, AC, Alternative, CHR, Country, Hip-Hop, News, Rock, Urban and College. The MOHS places advertising in the highest rated stations in each format according to current Arbitron and Tapscan reports and requests a buy-one/bonus-one schedule.



Online Media Placement: The MOHS places a significant amount of digital ads through a network of 1,000s of websites focusing on men 18-34 through desktop, tablet and mobile responsive ad positions. Ads are placed on sites such as ESPN Online Properties, Turner Digital, Miss. State University, University of Southern Miss., and University of Miss. Athletic sites, Facebook, Twitter, Instagram and YouTube.

Outdoor: Digital outdoor boards quickly remind all drivers about impaired driving enforcement and seat belt usage. High school and University campuses and high-traffic metropolitan areas are targeted statewide through quick, memorable reminders. The MOHS also leases special digital message boards for some of the northern counties, an area difficult to reach through broadcast TV and radio.

Print: The MOHS places ads in the *Jackson Free Press*, a weekly publication featuring local entertainment and events; college newspapers; local papers and the states only Hispanic newspaper, *La Noticia*.

Movie Theatres: Movie theatres are a popular venue for quick enforcement messages. The MOHS laces ads on movie theatre screens throughout the state during blitz campaigns, resulting in thousands of impressions.

>>>FY17 Funded Projects and Accomplishments>>>

Project Number: 154PM-2017-PM-00-00/ M5PEM-2017-PM-00-00

Project Title: MOHS Paid Media Sustained DUI Enforcement Campaign

A comprehensive and sustained paid media campaign in support of the continual DUI enforcement efforts for the DSGPO campaigns utilized Section 405d alcohol funding was implemented in the FY17 grant period. These funds were used for sustained radio and outdoor billboard space in December 2016, January 2017, February 2017, and Labor Day 2017.

All DSGPO messages and media plans were approved by NHTSA before airing. The number of holiday alcohol-related vehicle crash fatalities was used to evaluate the media messaging. The measures that were used to assess message recognition were as follows: number of television and radio spots, ads and GPAs for paid media, earned media messages for print and television, alcohol-related vehicle crash fatalities were used to evaluate the effectiveness of the messaging.



Christmas/New Year's 2016/2017: This year's Drive Sober or Get Pulled Over Christmas/New Year's campaign from December 14 2016-January 1, 2017, included coverage of cities and rural areas throughout the state. The overall objective was to effectively reach males 18-34, as a secondary target, males 35-54, through a heavily concentrated campaign with one key message-Drive Sober or Get Pulled Over-- in order to effect positive change. The strategy was to use radio, online, outdoor, and print to reinforce the message, that was carried primarily by television.

Spots aired on highly-rated primetime shows favored by the demographic, such as sports, particularly NFL and Mississippi university playoffs and bowl games. Special programming that occurred within the campaign window, such as television series finales and New Year's specials, were also selected. New spots aired on movie screens nationwide. Through numerous online networks, media was placed on thousands of websites (particularly sports sites such as Yahoo Sports, ESPN and Turner Sports), in the sports and entertainment sections of local and online newspapers and in a Hispanic newspaper.

Quick reminder ads were shown on electronic outdoor boards in high-traffic areas across the state. A media challenge is that Tennessee media dominates the northern section of the state. These counties were reached through cable T.V., online, radio and special portable digital message boards. During big playoff college games, the MOHS placed rotating digital ribbon and scoreboard messages, live game video streaming and audio broadcasts in the stadiums. Spots also ran statewide during high school playoffs and all-star games. During these televised games, live pregame announcements and interviews, electronic stadium signage and related websites also relayed the message.

Labor 2017: The MOHS Drive Sober or Get Pulled over Labor Day 2017 Campaign included an enforcement from August 17- September 5, 2017, and a paid and earned media campaign. All Mississippi markets were targeted, with males 18-34 as the primary target audience. The Drive Sober or Get Pulled Over Labor Day Campaign radio and outdoor/billboard.

The MOHS focused on both 15: second radio spots, which were created for the campaign, airing throughout the state and in high fatality and injury crash areas. The radio spots were run on radio stations, with 656 radio spots. Electronic outdoor signage was placed across the state on 36 outdoor boards airing throughout the state and in high fatality and injury crash areas.

Budget: \$895,000.00 Federal Funding Source 154AL/ \$805,000.00 Federal Funding Source 405(d)
Expended: \$321,555.40.00 Federal Funds 154/ \$396,130.40 Federal Funds 405(d)

Project Number: M2PE-2017-MB-00-00

Project Title: MOHS Paid Media Sustained Occupant Protection Enforcement Campaign

A comprehensive and sustained paid media campaign in support of the continual Occupant Protection enforcement efforts for the “CIOT” campaigns utilized Section 405 Occupant Protection funding. These funds were used for sustained radio and television ads, print, and outdoor space in May 2017. The number of holiday unbelted vehicle crash fatalities will be used to evaluate the media messaging. The measures that will be used to assess message recognition are as follows: number of television and radio spots, ads and GPAs for paid media, earned media messages for print and television, unbelted-related vehicle crash fatalities, the results obtained from the *behavioral measures awareness survey and seat belt survey* will be used to evaluate the effectiveness of the messaging.



Memorial Day 2017: The MOHS Click It or Ticket Memorial Days 2017 Campaign included paid and earned media from May 15-June 4, 2017. Males 30-49 were the primary target audience.

The MOHS focused on both 15: and: 30 second radio spots, which were created for the campaign, airing throughout the state and in high fatality and injury crash areas. The radio spots were run on 9 radio stations. Electronic outdoor signage was placed across the state on 47 outdoor boards airing throughout the state and in high fatality and injury crash areas. Digital advertising was placed with a total of 1,950,000 digital impressions.

Budget: \$350,000.00 Federal Funding Source 405(b)
Expended: \$142,580.00 Federal Funds

Project Number: PM-2017-PM-00-00

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

A comprehensive and sustained paid media campaign in support of the continual Police Traffic Service enforcement efforts for the DSGPO and CIOT campaigns utilizing Section 402 Police Traffic Service funding was planned, but not implemented in the FY17 grant period. There were no paid media activities or funds expended for the PTS Paid Media campaigns.

Budget: \$195,000.00 Federal Funding Source 402PT
Expended: \$0.00 Federal Funds

>>> Earned Media Report >>>

Christmas/New Year's 2016/2017: *2017/2018 information was not available at the time of the report.

The MOHS Drive Sober or Get Pulled Over Christmas New Year Campaign, included a paid and earned media campaign period from December 14 2016-January 1, 2017, included coverage of cities and rural areas throughout the state. The overall objective was to effectively reach males 18-34, as a secondary target, males 35-54, through a heavily concentrated campaign with one key message-Drive Sober or Get Pulled Over- in order to effect positive change. The strategy was to use radio, online, outdoor, and print to reinforce the message, that was carried primarily by television.

Labor Day 2016: The MOHS Drive Sober or Get Pulled Over Campaign, Labor Day, 2015, included an enforcement period from August 17- September 5, 2017. All Mississippi markets, statewide, were targeted, and the primary target audiences were males age 18-34 in Mississippi. The MOHS was able to add in additional earned media through contracted vendors and received six addition bill boards for advertising, along with 216 bonus radio spots.

Click It or Ticket 2017: The MOHS Click It or Ticket Memorial Day 2017 Campaign covered an enforcement period from May 22, 2017 to June 4, 2017, as well as a paid and earned media statewide campaign period from May 15-June 4th, 2017. Seatbelt use was particularly emphasized in the 25 low usage counties and the 16 survey counties. The MOHS focused on the demographics of males ages 18-34 during the CIOT campaign, as the primary target audience and youth 16-20 as the secondary target audience.

As part of the overall Click It or Ticket campaign, several media conferences were held around the state by law enforcement agencies to generate awareness for seatbelt use. The MOHS was able to add in additional earned media through contracted vendors and received seven addition bill boards for advertising, along with 220 bonus radio spots.



>>>FY17-MOHS Financial Report>>>

The Mississippi Office of Highway Safety funded a total of 159 highway safety projects during the FY17 grant year. The FY17 highway safety program included: (45) 154-Federally Funded Grants, (27) 405(d)-Federally Funded Grant, (39) 402-OP Federally Funded Grants, (3) 405(b) Federally Funded Grants, (24) 402-PT Federally Funded Grants, (3)405(c) Federally Funded Grants, (2) 402 Driver's Education; (1) 402 Motorcycle and (15) Planning and Administration (P&A) Federally Funded Grants. The FY17 Highway Safety Plan accounted for a total of \$13,264,058.65 in highway safety related program funding.

Below please find corresponding financial charts for FY17 with project number assigned to the project in the Grants Tracking System (GTS); Project Title; Obligated/Budget Amount; Expended Amount; and Unexpended Total.

Project Number	Project Title	Obligated:	Expended:	Unexpended Funds:
154AL-2017-ST-41-01	Alcohol Countermeasures Coordination & Program Mgmt.	\$226,000.00	Pending	\$226,000.00
154AL-2017-ST-41-02	Alcohol Countermeasures Coordination-Travel	\$55,000.00	Pending	\$55,000.00
154AL-2017-ST-41-03	Alcohol Countermeasures Coordination-Program Expenses.	\$20,000.00	Pending	\$20,000.00
154PA-2017-PA-41-01	Planning and Administration	600,000.00	Pending	\$600,000.00
402PA-2017-PA-41-01	Planning and Administration	700,000.00	Pending	\$700,000.00
OP-2017-OP-41-01	Occupant Protection Coordination & Program Mgmt.	\$92,000.00	Pending	\$92,000.00
OP-2017-OP-41-02	Occupant Protection Coordination-Travel	\$15,000.00	Pending	\$15,000.00
OP-2017-OP-41-03	Occupant Protection Coordination-Program Expenses.	\$8,000.00	Pending	\$8,000.00
PT-2017-PT-41-01	Police Traffic Services Coordination & Program Mgmt.	\$89,000.00	Pending	\$89,000.00
PT-2017-PT-41-02	Police Traffic Services Coordination-Travel	\$15,000.00	Pending	\$15,000.00
PT-2017-PT-41-03	Police Traffic Services Coordination-Program Expenses	\$10,000.00	Pending	\$10,000.00
M5IDC-2017-MD-41-01	Impaired Driving Coordination & Program Mgmt.	\$176,000.00	Pending	\$176,000.00
M3DA-2017-MC-41-01	Traffic Records Coordination Program	\$72,000.00	Pending	\$72,000.00
M3DA-2017-MC-41-02	Traffic Records Coordination Program-Travel	\$11,000.00	Pending	\$11,000.00
M3DA-2017-MC-41-03	Traffic Records Coordination-Program Expenses.	\$15,000.00	Pending	\$15,000.00
M3DA-2017-MC-41-04	Traffic Records Consultant	\$38,501.00	Pending	\$38,501.00
Total Planning and Administration Funds		\$2,142,501.00	\$0.00	\$2,142,501.00
Alcohol Countermeasures Enforcement Grants				
Project Number	Project Title	Obligated:	Expended:	Unexpended Funds:
154-AL-2017-ST-10-11	Adams County Sheriff's Department	\$59,233.00	\$35,164.54	\$24,068.46
154-AL-2017-ST-20-21	Bay St. Louis Police Department	\$13,652.00	\$6,047.38	\$7,604.62
154AL-2017-ST-10-81	Carroll County Sheriff's Department	\$39,102.00	\$38,122.25	\$979.75
154AL-2017-ST-25-51	Carthage Police Department	\$45,192.00	\$35,456.00	\$9,736.00
154AL-2017-ST-11-11	Claiborne County Sheriff's Department	\$7,500.00	\$2,794.82	\$4,705.18
154AL-2017-ST-11-41	Coahoma County Sheriff's Department	\$23,760.00	\$8,363.47	\$15,396.53
154AL-154-ST-26-11	Collins Police Department	\$2,500.00	\$2,499.89	\$0.11
154AL-2017-ST-26-21	Columbia Police Department	\$51,653.00	\$32,273.31	\$19,379.69
154AL-2017-ST-26-31	Columbus Police Department	\$7,500.00	\$1,815.82	\$5,684.18
154AL-2017-ST-26-91	D'Iberville Police Department	\$40,874.00	\$37,356.93	\$3,517.07
154-AL-2017-ST-21-01	Gautier Police Department	\$21,732.00	\$21,698.00	\$34.00
154AL-2017-ST-21-31	Greenwood Police Department	\$52,211.00	\$45,935.38	\$6,275.62
154AL-2017-ST-28-41	Grenada Police Department	\$49,245.00	\$42,459.64	\$6,785.36
154AL-2017-ST-12-31	Hancock County Sheriff's Department	\$70,704.00	\$57,075.84	\$13,628.16
154AL-2017-ST-21-51	Hattiesburg Police Department	\$68,257.00	\$41,011.84	\$27,245.16
154AL-2017-ST-28-61	Hernando Police Department	\$95,141.00	\$81,454.95	\$13,686.05
154AL-2017-ST-12-51	Hinds County Sheriff's Department	\$151,427.00	\$117,971.10	\$33,455.90

154AL-2017-ST-13-11	Jasper County Sheriff's Department	\$7,500.00	\$1,162.96	\$6,337.04
154AL-2017-ST-13-41	Jones County Sheriff's Department	\$31,814.00	\$7,503.87	\$24,310.13
154AL-2017-ST-20-31	Long Beach Police Department	\$14,125.00	\$0.00	\$14,125.00
154AL-2017-ST-29-81	Long Beach Police Department	\$2,500.00	\$786.71	\$1,713.29
154AL-2017-ST-13-71	Lamar County Sheriff's Department	\$39,908.00	\$31,521.38	\$8,386.62
154AL-2017-ST-22-21	Meridian Police Department	\$50,401.00	\$45,101.87	\$5,299.13
154AL-2017-ST-14-91	Montgomery County Sheriff's Department	\$42,471.00	\$36,024.00	\$6,447.00
154-AL-2017-ST-30-91	Monticello Police Department	\$29,270.00	\$28,253.08	\$1,016.92
154AL-2017-ST-31-11	Morton Police Department	\$2,500.00	\$1,048.77	\$1,451.23
154AL-2017-ST-40-81	MS Highway Patrol	\$1,749,021.00	\$0.00	\$1,749,021.00
154AL-2017-ST-40-82	MS Highway Patrol-PAO	\$84,385.35	\$0.00	\$84,385.35
154AL-2017-ST-15-01	Neshoba County Sheriff's Department	\$31,062.00	\$29,234.27	\$1,827.73
154AL-2017-ST-15-21	Noxubee County Sheriff's Department	\$2,500.00	\$0.00	\$2,500.00
154AL-2017-ST-15-31	Oktibbeha County Sheriff's Department	\$20,726.00	\$18,248.02	\$2,477.98
154AL-2017-ST-22-51	Oxford Police Department	\$112,088.00	\$94,445.36	\$17,642.64
154AL-2017-ST-22-61	Pascagoula Police Department	\$15,411.00	\$12,095.83	\$3,315.17
154AL-2017-ST-22-81	Philadelphia Police Department	\$42,966.00	\$39,326.97	\$3,639.03
154AL-2017-ST-15-81	Pontotoc County Sheriff's Department	\$7,500.00	\$7,182.00	\$318.00
154AL-2017-ST-23-01	Ridgeland Police Department	\$76,704.00	\$63,146.08	\$13,557.92
154AL-2017-ST-17-21	Tunica County Sheriff's Department	\$43,146.00	\$13,113.97	\$30,032.03
154AL-2017-ST-35-81	Winona Police Department	\$10,726.00	\$7,411.53	\$3,314.47
154AL-2017-ST-36-01	Yazoo City Police Department	\$15,726.00	\$4,317.38	\$11,408.62
Total Alcohol Law Enforcement		\$3,232,133.35	\$1,047,425.21	\$2,184,708.14
MOHS Impaired Driving Enforcement Grants				
Project Number	Project Title	Obligated:	Expended:	Unexpended Funds:
M5X-2017-MD-20-61	Clinton Police Department	\$50,390.00	\$27,367.89	\$23,022.11
M5X-2017-MD-11-61	Covington County Sheriff's Department	\$47,648.00	\$42,053.13	\$5,594.87
M5X-2017-MD-11-71	Desoto County Sheriff's Department	\$154,577.00	\$146,553.37	\$8,023.63
M5X-2017-MD-12-01	George County Sheriff's Department	\$44,781.00	\$0.00	\$44,781.00
M5X-2017-MD-21-41	Gulfport Police Department	\$96,255.20	\$85,199.48	\$11,055.72
M5X-2017-MD-21-81	Horn Lake Police Department	\$123,044.00	\$91,351.10	\$31,692.90
M5X-2017-MD-13-01	Jackson County Sheriff's Department	\$27,500.00	\$0.00	\$27,500.00
M5X-2017-MD-13-81	Lauderdale County Sheriff's Department	\$105,608.00	\$79,385.56	\$26,222.44
M5X-2017-MD-30-21	Madison Police Department	\$21,126.00	\$13,922.97	\$7,203.03
M5X-2017-MD-14-51	Madison County Sheriff's Department	\$58,116.00	\$58,093.84	\$22.16
M5X-2017-MD-30-31	Magee Police Department	\$67,795.00	\$61,498.71	\$6,296.29
M5X-2017-MD-14-61	Marion County Sheriff's Department	\$81,985.00	\$80,097.99	\$1,887.01
M5X-2017-MD-30-71	Mendenhall Police Depart.	\$47,079.00	\$0.00	\$47,079.00
M5X-2017-MD-22-41	New Albany Police Department	\$50,589.00	\$46,284.01	\$4,304.99
M5X-2017-MD-15-51	Pearl River County Sheriff's Department	\$50,992.00	\$24,254.22	\$26,737.78
M5X-2017-MD-16-41	Simpson County Sheriff's Department	\$87,257.00	\$59,229.60	\$28,027.40
M5X-2017-MD-34-41	Southaven Police Department	\$121,564.00	\$102,478.63	\$19,085.37
M5X-2017-MD-23-11	Starkville Police Department	\$95,453.00	\$81,141.43	\$14,311.57
M5X-2017-MD-16-61	Stone County Sheriff's Department	\$47,480.00	\$35,931.73	\$11,548.27
M5X-2017-MD-17-41	Walthall County Sheriff's Department	\$10,039.00	\$8,861.64	\$1,177.36
M5X-2017-MD-35-71	Wiggins Police Department	\$47,325.00	\$25,993.31	\$21,331.69
M5X-2017-MD-18-21	Yazoo County Sheriff's Department	\$32,837.00	\$31,990.40	\$846.60
Total 405D Impaired Law Enforcement		\$1,469,440.20	\$1,101,689.01	\$367,751.19
154/405D Special Programs				
Project Number	Project Title	Obligated:	Expended:	Unexpended Funds:
154AL-2017-ST-41-05	MOHS-National DSGPO Special Wave Grant	\$150,000.00	Pending	\$150,000.00
154PM-2017-PM-00-00	MOHS Paid Media Impaired Driving	\$895,000.00	Pending	\$895,000.00
154AL-2017-ST-41-06	MOHS STARS Conference	\$110,000.00	\$0.00	\$110,000.00

154AL-2017-ST-94-51	University of Mississippi Medical Center-Youth Programs	\$110,024.00	\$67,725.83	\$42,298.17
154AL-2017-ST-41-04	MOHS Constituent Travel	\$12,000.00	Pending	\$12,000.00
154AL-2017-ST-40-31	MS Standards and Training Law Enforcement Training.	\$137,636.28	\$3,967.71	\$133,668.57
M5PEM-2017-PM-00-00	MOHS Paid Media Impaired Driving	\$805,000.00	Pending	\$805,000.00
M5TR-2017-MD-41-01	MOHS STARS Conference	\$35,000.00	\$0.00	\$35,000.00
M5CS-2017-MD-40-21	MS Office of the Attorney General's Office TSRP	\$203,954.55	\$145,344.79	\$58,609.76
M5X-2017-MD-40-31	MOHS Law Enforcement Training Coordination.	\$103,350.68	\$1,460.92	\$101,889.76
154AL-2017-ST-22-52	Oxford Police Department Training Division	\$79,004.39	\$46,023.51	\$32,980.88
M5X-2017-MD-25-51	Oxford Police Department Training Division	\$35,102.53	\$21,184.89	\$13,917.64
M5TR-2017-MD-41-02	MOHS Constituent Travel	\$6,000.00	Pending	\$6,000.00
Total 154 Special Projects		\$1,493,664.67	\$117,717.05	\$1,375,947.62
Total 405D Special Projects		\$1,188,407.76	\$167,990.60	\$1,020,417.16

MOHS OP Enforcement Projects

Project Number	Project Title	Obligated:	Expended:	Unexpended Funds:
OP-2017-OP-10-11	Adams County Sheriff's Department	\$18,800.00	17610.93	\$1,189.07
OP-2017-OP-25-51	Carthage Police Department	\$4,052.00	\$4,052.00	\$0.00
OP-2017-OP-10-81	Carroll County Sheriff's Department	\$10,000.00	\$8,040.13	\$1,959.87
OP-2017-OP-26-11	Collins Police Department Special Wave.	\$2,500.00	\$2,500.00	\$0.00
OP-2017-OP-11-71	Desoto County Sheriff's Department	\$22,040.00	\$21,700.00	\$340.00
OP-2017-OP-12-31	Hancock County Sheriff's Department	\$5,000.00	\$0.00	\$5,000.00
OP-2017-OP-12-41	Harrison County Sheriff's Department	\$44,783.00	\$44,148.04	\$634.96
OP-2017-OP-28-81	Indianola Police Department-Special Wave	\$2,500.00	\$0.00	\$2,500.00
OP-2017-OP13-11	Jasper County Sheriff's Department-Special Wave.	\$2,500.00	\$2,285.32	\$214.68
OP-2017-OP-13-41	Jones County Sheriff's Department	\$16,748.00	\$8,203.71	\$8,544.29
OP-2017-OP-13-71	Lamar County Sheriff's Department Special Wave	\$2,500.00	\$1,772.66	\$727.34
OP-2017-OP-13-81	Lauderdale County Sheriff's Department	\$33,296.00	\$31,735.97	\$1,560.03
OP-2017-OP-29-61	Leland Police Department	\$4,770.00	\$587.83	\$4,182.17
OP-2017-OP-20-31	Long Beach Police Department	\$0.00	\$0.00	\$0.00
OP-2017-OP-30-21	Madison Police Department-Special Wave	\$2,500.00	\$1,414.37	\$1,085.63
OP-2017-OP-30-01	McComb Police Department	\$19,601.00	\$17,998.65	\$1,602.35
OP-2017-OP-40-81	MS Hwy Patrol	\$279,049.00	\$0.00	\$279,049.00
OP-2017-OP-15-01	Neshoba County Sheriff's Department	\$2,500.00	\$0.00	\$2,500.00
OP-2017-OP-31-61	Ocean Springs Police Department	\$5,000.00	\$5,000.00	\$0.00
OP-2017-OP-15-31	Oktibbeha County Sheriff's Department	\$12,500.00	\$12,042.66	\$457.34
OP-2017-OP-22-51	Oxford Police Department	\$7,021.00	\$5,776.47	\$1,244.53
OP-2017-OP-22-81	Philadelphia Police Department	\$3,000.00	\$513.93	\$2,486.07
OP-2017-OP-15-71	Pike County Sheriff's Department	\$7,776.00	\$7,049.78	\$726.22
OP-2017-OP-15-91	Prentiss County Sheriff's Department	\$11,046.00	\$10,000.00	\$1,046.00
OP-2017-OP-77-51	Puckett Police Department	\$4,800.00	\$1,359.60	\$3,440.40
OP-2017-OP-33-91	Sardis Police Department	\$10,726.00	\$2,210.83	\$8,515.17
OP-2017-OP-17-21	Tunica County Sheriff's Department	\$12,725.00	\$7,149.26	\$5,575.74
OP-2017-OP-23-41	Vicksburg Police Department	\$17,197.00	\$10,611.40	\$6,585.60
OP-2017-OP-17-41	Walthall County Sheriff's Department	\$1,300.00	\$1,148.32	\$151.68
OP-2017-OP-36-01	Yazoo City Police Department	\$10,000.00	\$8,754.68	\$1,245.32
OP-2017-OP-18-21	Yazoo County Sheriff's Department	\$2,500.00	\$0.00	\$2,500.00
Total Occupant Protection Enforcement		\$578,730.00	\$233,666.54	\$345,063.46

Occupant Protection Special Programs

Project Number	Project Title	Obligated:	Expended:	Unexpended Funds:
OP-2017-OP-41-05	MOHS-CIOT Special Wave	\$200,000.00	Pending	\$200,000.00
OP-2017-OP-41-04	MOHS Constituent Travel	\$5,000.00	Pending	\$5,000.00
M2PE-2017-MB-00-00	MOHS Paid Media-OP	\$350,000.00	\$142,580.00	\$207,420.00

M2PE-2017-MB-40-71	MS Department of Health-OP Program	\$45,447.99	\$42,883.30	\$2,564.69
M2TR-2017-MB-63-91	University Medical Center	\$104,927.20	\$79,725.10	\$25,202.10
CR-2017-CR-40-11	MS Department of Health -Child Restraint Seat	\$85,000.00	\$84,979.66	\$20.34
SO-2017-SO-40-11	MS State University-Seat Belt/ Child Restraint Survey.	\$199,264.05	\$163,231.96	\$36,032.09
SO-2017-SO-40-12	MS State University-Seat Belt/Child Restraint Survey.	\$23,343.84	\$0.00	\$23,343.84
OP-2017-OP-41-06	MOHS OP Assessment	\$30,000.00	Pending	\$30,000.00
TR-2017-TR-88-01	Preusser Research Group.	\$79,453.00	\$0.00	\$79,453.00
OP-2017-OP-41-01	MS STARS Conference.	\$15,000.00	\$0.00	\$15,000.00
Total 402 Seatbelt Observation Funds		\$199,264.05	\$163,231.96	\$36,032.09
Total 402 Occupant Protection Funds		\$250,000.00	\$0.00	\$250,000.00
Total 402 Child Restraint Funds		\$85,000.00	\$84,979.66	\$20.34
Total 402 Traffic Records Funds		\$79,453.00	\$0.00	\$79,453.00
Total 405B Occupant Protection Funds		\$500,375.19	\$265,188.40	\$235,186.79
Police Traffic Services Enforcement Program				
Project Number	Project Title	Obligated:	Expended:	Unexpended Funds:
PT-2017-PT-20-21	Bay St. Louis Police Department	\$11,820.00	7235.98	\$4,584.02
PT-2017-PT-20-51	Brandon Police Department	\$50,982.00	48845.47	\$2,136.53
PT-2017-PT-20-61	Clinton Police Department	\$40,000.00	\$31,453.58	\$8,546.42
PT-2017-PT-26-21	Columbia Police Department	\$16,391.00	\$7,533.58	\$8,857.42
PT-2017-PT-26-91	D'Iberville Police Department	\$20,000.00	\$13,339.84	\$6,660.16
PT-2017-PT-27-81	Flowood Police Department	\$50,718.00	\$46,606.35	\$4,111.65
PT-2017-PT-21-01	Gautier Police Department	\$13,855.00	\$13,854.98	\$0.02
PT-2017-PT-21-31	Greenwood Police Department	\$14,226.00	\$11,919.05	\$2,306.95
PT-2017-PT-21-21	Greenville Police Department	\$8,934.00	\$0.00	\$8,934.00
PT-2017-PT-21-41	Gulfport Police Department	\$19,203.88	\$15,928.11	\$3,275.77
PT-2017-PT-21-51	Hattiesburg Police Department	\$22,857.00	\$9,649.74	\$13,207.26
PT-2017-PT-12-51	Hinds County Sheriff's Department	\$7,505.00	\$6,975.01	\$529.99
PT-2017-PT-21-81	Horn Lake Police Department	\$29,620.00	\$14,164.54	\$15,455.46
PT-2017-PT-29-91	Lucedale Police Department	\$54,875.00	\$39,238.17	\$15,636.83
PT-2017-PT-22-21	Meridian Police Department	\$15,334.00	\$12,029.59	\$3,304.41
PT-2017-PT-40-82	MS Highway Patrol-Speed	\$380,882.00	\$0.00	\$380,882.00
PT-2017-PT-31-11	Morton Police Department	\$2,752.00	\$911.09	\$1,840.91
PT-2017-PT-88-11	Sherman Police Department	\$41,689.00	\$31,259.89	\$10,429.11
PT-2017-PT-23-11	Starkville Police Department	\$19,769.00	\$13,337.06	\$6,431.94
PT-2017-PT-35-41	Waveland Police Department	\$23,110.00	\$18,477.36	\$4,632.64
Total Police Traffic Service Enforcement Program		\$844,522.88	\$342,759.39	\$501,763.49
Police Traffic Services Special Programs				
Project Number	Project Title	Obligated:	Expended:	Unexpended Funds:
PT-2017-PT-40-81	MS Department of Public Safety-PAO Program	\$77,065.35	\$0.00	\$77,065.35
PM-2017-PM-00-00	MOHS Paid Media Police Traffic Service	\$195,000.00	\$0.00	\$195,000.00
PT-2017-PT-41-05	MOHS Speed Special Wave Grants	\$250,000.00	\$0.00	\$250,000.00
PT-2017-PT-40-31	MOHS Standards & Training Law Enforcement Training Coordination.	\$35,440.00	\$1,460.92	\$33,979.08
PT-2017-PT-41-01	MS STARS Conference.	\$10,000.00	\$0.00	\$10,000.00
PT-2017-PT-41-04	MOHS Constituent Travel	\$5,000.00	Pending	\$5,000.00
Total Police Traffic Services Special Program		\$572,505.35	\$1,460.92	\$571,044.43
Traffic Records Program				
Project Number	Project Title	Obligated:	Expended:	Unexpended Funds:
M3DA-2017-MC-41-05	MOHS-Electronic Citation Program.	\$314,539.42	\$0.00	\$314,539.42
M3DA-2016-MC-40-81	MS Department of Public Safety-Reportbeam	\$75,000.00	\$0.00	\$75,000.00

M3DA-2017-MC-41-06	MOHS Special Mini Grants for E-Citation Performance & Equipment.	\$55,000.00	\$0.00	\$55,000.00
Total Traffic Records Program		\$444,539.42	\$0.00	\$444,539.42
Driver's Education				
Project Number	Project Title	Obligated:	Expended:	Unexpended Funds:
DE-2017-DE-41-01	MS STARS Conference.	60,000.00	\$0.00	\$60,000.00
DE-2017-DE-94-51	University of Mississippi Medical Center Youth Highway Safety Program	\$73,521.78	\$45,456.90	\$28,064.88
Total Driver's Education Projects		\$133,521.78	\$45,456.90	\$88,064.88
Motorcycle Projects				
Project Number	Project Title	Obligated:	Expended:	Unexpended Funds:
MC-2017-MC-41-01	MOHS Motorcycle Program.	\$50,000.00	\$0.00	\$50,000.00
Total Motorcycle Projects		\$50,000.00	\$0.00	\$50,000.00
Total Grant Funds		\$13,264,058.65	\$3,571,565.64	\$9,187,953.59



**MISSISSIPPI
Office of Highway Safety**

Marshall Fisher, Commissioner
Mississippi Department of Public Safety
1900 East Woodrow Wilson
Jackson, MS 39216

Colonel Chris Gillard
Mississippi Highway Patrol
1900 East Woodrow Wilson
Jackson, MS 39216

Ray Sims, Executive Director
Public Safety Planning
1025 North Park Drive
Ridgeland, MS 39157

Helen Porter, Office Director
Mississippi Office of Highway Safety
1025 North Park Drive
Ridgeland, MS 39157

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