Highway Safety Plan

1 Summary information

APPLICATION INFORMATION

<table>
<thead>
<tr>
<th>Highway Safety Plan Name:</th>
<th>MISSISSIPPI - Highway Safety Plan - FY 2019</th>
</tr>
</thead>
<tbody>
<tr>
<td>Application Version:</td>
<td>4.1</td>
</tr>
</tbody>
</table>

INCENTIVE GRANTS - The State is eligible to apply for the following grants. Check the grant(s) for which the State is applying.

- S. 405(b) Occupant Protection: Yes
- S. 405(c) State Traffic Safety Information System Improvements: Yes
- S. 405(d) Impaired Driving Countermeasures: Yes
- S. 405(d) Alcohol-Ignition Interlock Law: No
- S. 405(d) 24-7 Sobriety Programs: No
- S. 405(e) Distracted Driving: No
- S. 405(f) Motorcyclist Safety Grants: No
- S. 405(g) State Graduated Driver Licensing Incentive: No
- S. 1906 Racial Profiling Data Collection: No

STATUS INFORMATION

<table>
<thead>
<tr>
<th>Submitted By:</th>
<th>Beth Loflin</th>
</tr>
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<tbody>
<tr>
<td>Submission On:</td>
<td>6/28/2018 5:29 PM</td>
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Submission Deadline (EDT): 7/9/2018 11:59 PM

2 Highway safety planning process

Enter description of the data sources and processes used by the State to identify its highway safety problems, describe its highway safety performance measures, establish its performance targets, and develop and select evidence-based countermeasure strategies and projects to address its problems and achieve its performance targets.

Overview of Planning Process:

The MOHS planning process is a continuous process that involves numerous functions to make the program and projects run smoothly. The highway safety program (which is operated on the federal fiscal year) begins with an approved Highway Safety Plan as mandated by 23CFR Part 1300.10. The Highway Safety Plan (HSP) contains targets, performance measures and strategies that Mississippi has set for the FY19.

Mississippi's Highway Safety Plan (HSP) is developed and produced by the MOHS, but is a large collaboration of partnerships that together, create the plan to reduce motor vehicle related injuries, fatalities and save lives.

The steps listed below outline the planning process broadly:
• Review the previous year Annual Report and latest available data;
• Implement Planning Meetings with Sub-grantees from program areas (Traffic Records, Impaired Driving, Occupant Protection, Public Information and Education, Police Traffic Services, Media, LEL Coordination, Judicial and Youth);
• Planning Meeting with Task Forces, Coordinating Committees, Partners, Task Forces, Agency Leaders and Mississippi Association of Highway Safety Leaders (MAHSL);
• Develop the statewide Problem Identification;
• Prepare and distribute the Request for Applications;
• Implement Grant Writing workshops with key partners and stakeholders;
• Analyze data to be used in prioritizing and setting of targets;
• Review, rate, rank and select of evidence based projects based on problem identification, analysis and performance measures to include in the HSP;
• Preparation of the HSP and 405 Applications; and
• Prepare the Annual Report for submission to NHTSA of the States accomplishments for the grant year.

The HSP contains goals, targets, performance measures and strategies that the State has set for the FY19 grant year and is provided as part of the State application for FY19 Federal highway safety funding. The MOHS safety program is based on detailed problem analysis and problem identification that precedes the selection of projects for funding.

The MOHS planning process consists of a number of stages:
1. Data Analysis;
2. Participation from traffic safety related partners;
3. Problem identification;
4. Issuance of Requests for Applications;
5. Identify performance measures with data based targets, and countermeasures;
6. Development of priorities for funding categories, and budget;
7. Determine additional priority programs;
8. Review and assign grant applications and determine funding category;
9. Develop, approve and distribute grant agreements; and
10. Implementation.

The MOHS operates under the provisions of the national priority grant program codified in a single section of the United States Code (HR.22 §4001-4015) and the Fixing America’s Surface Transportation Act (FAST). Section 405 priority funds can be used for occupant protection, state traffic safety information systems, impaired driving countermeasures, motorcycle safety, distracted driving, state graduated drivers licensing and non-motorized safety grants.

Based on the data, the MOHS will utilize grant funds to reduce crashes, fatalities, injuries and property damage by addressing road user behavioral issues in program areas such as police traffic services, motorcycle safety, traffic records improvements, impaired driving, adjudication, occupant protection, and public information and education.

**Data Sources in Planning Process:**

The Mississippi Office of Highway Safety (MOHS) uses a variety of data sources for the planning of highway safety issues, projects and programs for the State. The MOHS program is based on a detailed review of data and problem analysis that begins before the selection of projects. The MOHS problem identification is based on the most recent completed annual FARS data. Fatalities, injuries, crash data, citation data and survey data are used for problem identification analysis, to determine priority area of the State. Projects are selected and planned to address the needs determined in the problem identification. Problem identification also helps the MOHS in setting performance targets, performance measures and strategies.

The following are the data sources that are used during the planning process:

<table>
<thead>
<tr>
<th>Fatality Analysis Reporting System (FARS)</th>
<th>State Data and Statistics (MS Highway Patrol)</th>
</tr>
</thead>
<tbody>
<tr>
<td>National Statistics (NHTSA)</td>
<td>Regional Data (NHTSA Region 6 )</td>
</tr>
<tr>
<td>State Demographics (Census)</td>
<td>Surveys (Motorcycle, Seatbelt &amp; Child Restraint and Teen) (MS State University)</td>
</tr>
<tr>
<td>Surveys (Preusser Research Group-Night )</td>
<td>Roadway/Infrastructure Statistics (Mississippi Department of Transportation)</td>
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</tbody>
</table>
Steps in Problem Identification Process:

The following steps are implemented to determine needs and identify problem areas based on the available data. The most recent data is used to compare population, fatal and injury crashes, alcohol, unbelted, motorcycle, speed, pedestrian and bicycle fatalities, youth fatalities and the costs associated with crashes, injury and fatalities.

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

- Each county is evaluated and ranked using a 5 year average of data trends in the areas of alcohol, unbelted, speed, motorcycle, pedestrian, bicycle and youth fatalities. The data shows trends in multiple fatalities for each program area and where the focuses need to be in the upcoming grant year.
- Trend analysis is performed for each program area to take into account the data and projections of where the data may be in future, so that funds, activities and programs can be placed in the areas with the most need.
- MOHS also reviews the following to determine sub-grantee performance, need and trends within the agencies:
  - Project Problem Identification;
  - Risk Assessments;
  - Surveys; and
  - State Demographics
- Meetings are conducted with partners to determine needs, trends and issues in areas in the state. Meetings can be based on:
  - Youth;
  - Alcohol/Impaired Driving;
  - Partnership Meetings (FHWA, FMCSA, MDOT, MCSD)
  - Judicial- Traffic Safety Resource Prosecutor (TSRP)
  - LEL Coordinators;
  - Public Information and Education;
  - Traffic Records; and
  - Occupant Protection (Adult and Child Restraint)
- Request for Applications are based on the problem identification identified by the partners and MOHS staff.
- RFPs require applicants to show how countermeasures and strategies proposed, relate to the problem identification information and to identify how the activities will address problems identified in the sub-grantees area of coverage.

Data Sources in Problem Identification Process

The MOHS HSP is based on the most recent published data available at: http://www.nhtsa.gov, along with a variety of data sources for the identification of highway safety issues and trends. The following are the data sources that are used during the problem identification process:

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<td>NHTSA Region 6 Regional Data</td>
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<td>MS State University (Motorcycle, Child Restraint Seat; Seatbelt Survey)</td>
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<td>Police, Sheriff's Departments &amp; Community Partners</td>
<td>Mississippi State University-Social Science Research Center</td>
</tr>
<tr>
<td>Federal Highway Administration</td>
<td>US Census (State Demographics)</td>
</tr>
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</table>

Mississippi Department of Transportation-Roadway Statistics

Problem Identification Process-SHSP Coordination Process

The MOHS works with the Mississippi Department of Transportation (MDOT) to conduct problem identification through available data. Each group looks at the data in different ways, but all have several common goals to meet both agencies goals, which are fatality, fatality rate and injury reductions.

The SHSP Coordination process includes:
• Hold collaboration meetings to share data;
• Identify common factors through problem identification to find solutions;
• Determine common trends and common joint goals; and
• Create collaborative plans to combat joint highway safety issues within the State.

**Performance Measures Process-Overview:**

The MOHS uses reviews actual fatalities and linear trends to identify performance measures in each of the program areas and in each of the target core measures. The trend lines are shown on page 13, to show whether a performance measure is realistic and attainable for the State. In some cases, the MOHS chooses to maintain a performance measure due to low numbers or preliminary state data is show inconsistencies for the upcoming year. (Example of a large rise in fatalities from the current published data to what will be published in the upcoming year). Performance measures are re-evaluated each year with data as it is received by FARS and by the State.

**Performance Measure Process-Data Sources:**

The MOHS uses a variety of data sources for the planning of highway safety issues, projects and programs for the State. The following data sources are used during the performance measure and target development.

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**Steps in the Performance Measure Process:**

Using the data and information gathered through the problem identification process, the MOHS selects key program areas for emphasis and coordinates with various partners, the development of priority traffic safety performance measures with data based targets to measure progress. Targets for performance measures are based on trend analysis of crash data, other data sources such as demographic and outside influences, available funding, and the availability of viable evidence based strategies (for each program area) to address the problem.

**Description of Target Setting Process:** The HSP requires a description of the processes used by the State to describe its highway safety performance measures and define its highway safety targets; to develop and select evidence based strategies and projects to address its problems; and achieve its performance targets. The description of the target setting process is as follows:

1. Identify and collect relevant data from various data sources that can be used to measure progress of the programs.
2. Identify and work with partners to obtain data and information that may impact progress.
3. MOHS staff meets to determine the focus for the upcoming grant year. Discuss the performance targets, performance measures and strategies that will be used.
4. Projects and programs are selected based on need, performance, potential for impacting performance targets and evidence based projects.
5. Analyze the data and conduct trend analysis.
6. Provide data to partners and MAHSL for discussion and recommendations.
7. Identify if additional performance measures beyond the required Core Outcome, Behavioral and Activity measures are needed for the State. Each program area funded will have at least one outcome performance measure, as required. When appropriate some program areas may have more than one performance measure.
8. Targets are set based on data and input from partners that may impact target setting. Feedback from partners may include such issues as pending legislation, economic issues in the State, anticipated contributions of resources and support of partners, and recommendations from strategic planning meetings.
9. Performance measures are written based on the NHTSA/GHSA template standard fill-in-the-blank statement and are incorporated into the HSP by listing in the NHTSA/GHSA recommended performance measures chart.
10. Justification/explanation for each performance target will be included in the Performance Plan of the HSP.
11. Targets will be considered in the selection of evidence based countermeasure strategies that will contribute to achievement of the performance measure targets.

The performance plan of the HSP establishes a performance measure for each identified priority program area. The performance measures track progress from a baseline toward meeting the target by the specified date using absolute numbers, percentages or rates. Performance measures are reviewed and updated each year. The purpose of measuring performance is to determine whether programs are effective and efficient.

In the State’s performance plan section of the HSP, each program area is required to be accompanied by at least one performance measure that enables the State to track progress from a specific baseline toward meeting the goal (e.g., a goal to "increase seat belt use from XX percent in 20XX to YY percent in 20XX," using a performance measure of "percent of
restrained occupants in front outboard seating positions in passenger motor vehicles*). The most recently released State and FARS data is used by the State. See 23 CFR § 1300.11(c)

If the MOHS intends to fund programs outside the core measures, for each of these other programs, performance measures are required. The following information will be included for all performance measures (i) documentation of current safety levels; (ii) quantifiable annual performance targets, and; (iii) justification for each performance target that explains why the target is appropriate and data driven.

Selected targets will, whenever reasonable, represent an improvement from the current status rather than a simple maintenance of the current number or rate. Targets for each program area will be consistent, compatible and provide sufficient coverage of State geographic areas and road users. When performance targets are common across multiple agencies, the projects that will be deployed to achieve those targets may be a combination of those projects contained in the MOHS HSP, State and local plans, and the State SHSP.

Meetings and Performance Measure Process Discussion: The performance measure process begins with discussion among the MOHS Traffic Records Coordinator, Planner, Director and the MOHS Directors after data from the previous years has been collected. Trend lines are created to determine the direction that the data is projected to take in the coming years. Based on the data and trend lines, a tentative set of performance measures and targets are set for the MOHS planning and problem identification process and strategic meetings.

During the release of the RFP, the proposed performance measures and targets are released along with the RFP. Potential applicants include data, problem identification and grant information in the RFP that would help with reaching the MOHS performance measure targets and plans for the upcoming grant year. During the performance measure and target setting process and development of the HSP, the MOHS meets with the STRCC and the SHSP Strategic Planning Committees to determine and finalize the performance measures and their targets that will be added into the HSP.

Performance Measure Process-SHSP Coordination:

The MOHS works with the Mississippi Department of Transportation (MDOT) and additional partners to create the statewide Strategic Highway Safety Plan (SHSP) for the State of Mississippi, to determine the identical joint targets for the HSIP common measures. The strategic committee must agree on the targets for the three common performance measures of fatalities, fatality rate and injuries that the agencies will work to achieve in the upcoming year and in upcoming years. The following process is used:

- Agency gathers data to include information on roadways, FARS data, injury data and VMT data;
- Strategic meeting are planned for discussion of data and selection of joint measures;
- Partners gather and review the data as a group and give input into the selection of the joint performance measures;
- Three joint performance measures are developed and agreed on by each member of the strategic planning committee; and
- Performance measures with identical targets are included in each agencies plan.

Identify the participants in the processes (e.g., highway safety committees, program stakeholders, community and constituent groups).

Identification of the Participants in Planning Process:

The HSP planning process was developed through coordination with a variety of highway safety committees, stakeholders, community groups and partners from public and private agencies across the State. The MOHS partners and stakeholders help provide data for problem identification and performance measure target setting in addition to development of countermeasure strategies, for the upcoming grant year.

MOHS Partners:

Federal Partners:

- Federal Motor Carrier Safety Administration
- Federal Highway Administration
- National Highway Traffic Safety Administration
- Governor’s Highway Safety Association

State Partners:

- Legislators
- Mississippi Association of Chiefs of Police
- Mississippi Sheriff’s Association
- Mississippi Department of Transportation
- Mississippi Department of Health
- Mississippi Department of Public Safety
- Mississippi Highway Patrol

Public Information and Education Groups

- Mississippi Mothers against Drunk Driving
Utilization of State and Federal Planning Partners: The MOHS utilizes its partners at various meetings:

- Obtain partner input and feedback;
- Examine needs and potential solutions;
- Analysis of problem identification;
- Assess data improvements; and
- Identify targets for the NHTSA Core Performance Measures.

The MOHS staff is integrally involved throughout the development of the HSP planning and implementation process. MOHS staff serves on executive committees, implementation development, Task Forces, Strategic Highway Safety Planning committees and the State Traffic Records Coordinating Committee. Additional data analysis, planning and strategic meetings are planned throughout the year to assess areas of need, focus to identify solutions.

Participants in Problem Identification Process:

The following are the partners and stakeholders that contribute to the HSP problem identification process with data and information. The partners are invited into strategic planning meetings to help with discussion on problem identification, typically during the 2nd and 3rd quarters. During these meetings partners are asked to help the MOHS in identifying issues, problems in their areas and discuss ways to help with those issues.

MOHS Partners:

- Office of the Attorney General
- MOHS Youth Programs
- Federal Highway Administration
- Federal Motor Carrier Safety Administration
- Community Groups
- Mississippi Department of Education
- Mississippi Department of Health
- Mississippi Department of Public Safety
- Mississippi Department of Transportation
- NHTSA
- SHSP Planning Committee
- GHSA
- Local Law Enforcement

Enter description and analysis of the State's overall highway safety problems as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets, selecting countermeasure strategies, and developing projects.

Problem Identification-Data Section

One of the core steps that the MOHS uses for problem identification is data analysis. The MOHS looks at different forms of data to establish what the performance measures will be for upcoming grant year, along with where the data shows that the targets for the MOHS should be established. The MOHS has 690 fatalities in 2016, which is a 13 fatality increase over 2015. The fatalities have increase yearly from the five year low in 2012 of 382. The location of Mississippi fatalities are important in data analysis process, because the MOHS needs to know where the fatalities, injuries and crashes occur. This aids in the planning of enforcement and education programs that can be targeted in those areas that need the most attention.
The following charts are provided to show a data snapshot of the State and Traffic Safety issues and concerns as it relates to the Mississippi fatalities by person type.

The age of persons that are involved in fatal crashes helps show the population that the MOHS needs to focus on through enforcement and education. During 2016, the age group with the most fatal crashes was the age group of 30-39, 40-49 and 50-59. This information provides information on how to target education and media campaigns to reach those age groups and help with the reductions of fatalities.

The race of persons that were involved in fatal crashes helps show the population that the MOHS needs to focus on through enforcement and education. During 2016, the race and gender group with the most fatal crashes was the male gender group with race in white and black race groups. During 2016, there were 492 male fatalities compared to the 198 in females during 2016. This information provides information on how to target education and media campaigns to reach race and gender groups and help with the reductions of fatalities.
In 2016, most fatalities occurred during May, June and October, which is due to increase in tourism to the State and activities that require travel. Problem identification through data shows when most fatalities occur, the MOHS can provide law enforcement additional assistance through grant monies, media campaigns and other activities that can be provided during high fatality months, to reduce crashes, injuries and fatalities in Mississippi.

![2016 Mississippi Fatalities by Day of Week](chart1.png)

The chart shows the number of statewide fatalities and the days of the week that the fatalities occurred. The chart shows that the days of Friday-Sunday are the most fatal days of the week, with Saturday having the most fatal crashes. This helps show law enforcement and educational programs when the deadliest days are in the week, so that the programs can be adjust to help during those days and reduce fatalities and fatal crashes.

![2016 Mississippi Time of Fatality](chart2.png)

The above chart shows the time of day for 2016 statewide fatalities. The time period with the most statewide fatalities has taken a large shift from the past where traditionally fatalities occur between 3:00 p.m. and 5:00 p.m. having the most fatalities during the day. This is generally times that the school and work day is ending and people are rushing home or to activities.

Below shows a summary of Mississippi Fatalities by Crash type for 2012-2016. During 2016, fatality crashes involving roadway departures were the largest crash type, with single vehicle crashes following closely.

![Mississippi Fatalities by Crash Type](chart3.png)

2016 Mississippi Overall Fatality-Snapshot
For 2019, the MOHS staff will continue to look into the data like never before. The fatality data in a snapshot is as follows and what will be the priority for the MOHS during FY19:

**MOHS State Data**

- **Roadway Focus:** Interstates and city roadways are the deadliest.
- **Age Group Focus:** 30-39; 40-49; and 50-59.
- **Ethnicity/Race:** White/Caucasian ethnicity presented a fatality rate of 2x the fatality rate of other ethnic groups during 2016.
- **Gender Focus:** Males will remain the primary gender focus for 2019 for fatalities.
- **Months of Focus:** May, October and June are the deadliest month during the year. The MOHS will focus on activities, enforcement, media campaigns during these months.
- **Day of Week Focus:** Saturday is the deadliest day of the week, which is different than the past of Friday and Sunday.
- **Time of Day Focus:** The time of day focus has also shifted from overnight hours to the hours on 5:00 p.m. and 3:00 p.m.
- **Type of Crash Focus:** The type of crash focus for 2019 will be roadway departures and single vehicle fatality crashes.

### 2016 Mississippi Overall Injury

During 2016, Mississippi reported a total of 29,373 crashes, of which 622 were Type A; 5624 were Type B and 23,127 were Type C crashes. For Mississippi, the state uses the following for injury definitions* of crashes:

- **Type A-Life Threatening Injury.** Injuries where there is a high probability of the loss of life.
- **Type B-Moderate Injury.** Visible injuries that may include one or more of the following: abrasions, cuts, lacerations or broken bones.
- **Type C-Complaint of Pain.** No visible injury, the person/occupant only gives a verbal description of any injury.

*KABCO Injury Classification Scale and Definitions.

Injury crash information is very important with program identification, as the person did not have a fatal crash, but the person did have a crash that can still provide valuable information and data to be used in focusing on enforcement and education programs.

### Data Analysis - Population: Type of Injury

The following charts are provided to show a data snapshot of the State and Traffic Safety issues and concerns as it relates to the Mississippi fatalities by person type. In the chart below, almost all vehicle crashes are driver injury with passenger injuries following.
The age of persons that are involved in injury (A, B, C) crashes helps show the population that the MOHS needs to focus on through enforcement and education. During 2016, the age group with the most injury crashes was the age group of 30-39, 16-20 and 40-49. This information provides information on how to target education and media campaigns to reach those age groups and help with the reductions of injuries.

When looking at ethnicity among injuries, two ethnicities are much higher than others. The white ethnic groups with 49.1% and the black ethnic group with 47.4% of all A, B and C injuries. When looking at ages and ethnic groups, the numbers shift and change depending on which age group is focused on. Below shows a chart of the comparisons between the age groups. This information helps programs be able to focus on which ethnic groups are in the highest need for programs, especially educational and media programs. When looking at focusing for programs such as media and education, gender is also a focus area. In years past, males were the predominate focus group, but with looking focusing on the data and looking into further specifics, the MOHS is able to see trends emerge in the data, such as females have shifted into predominance in injuries. The MOHS also looks at the age groups to help focus on specific programs among gender, as well.

In 2016, most fatalities occurred during January, October and March, which could be due to an increase in weather events across the State. Problem identification through data shows when most injury crashes occur, so that the MOHS can provide law enforcement additional assistance through grant monies, media campaigns and other activities that can be provided during high injury months, to reduce crashes, injuries and fatalities in Mississippi.
The chart shows the number of statewide injuries (A, B, C) and the days of the week that the injuries occurred. The chart shows that the days of Friday and Saturday have the highest levels of injuries during the week. This helps show law enforcement and educational programs the days of the week with the largest injuries, so that the programs can be adjust to help during those days and reduce injuries and injury crashes.

The above chart shows the time of day for 2016 statewide injury crashes. The time period with the most statewide injury crashes occur between 3:00 p.m. and 5:00 p.m. having the most injuries during the day, which are the same time periods with the most fatalities. This is generally times that the school and work day is ending and people are rushing home or to activities.

For 2019, the MOHS staff will continue to look into the data like never before. The injury data in a snapshot is as follows and what will be the priority for the MOHS during FY19:

*MOHS State Data*
• Age Group Focus: 30-39; 40-49; and 16-20.
• Ethnicity/Race: White and Black ethnic groups have the highest injuries in 2016.
• Gender Focus: Females have the highest injuries in 2016, but males will also remain gender focus.
• Months of Focus: January, October and March had the highest numbers of injury crashes in 2016.
• Day of Week Focus: Friday has the highest injuries during the week.
• Time of Day Focus: 3:00 p.m., 4:00 p.m. and 5:00 p.m. have the highest numbers of injury crashes during 2016.

Enter discussion of the methods for project selection (e.g., constituent outreach, public meetings, solicitation of proposals).

Steps in Evidence Based Strategies and Project Selection Process:

The MOHS uses the following with the development of evidenced based strategies and with the selection of projects that will be implemented during the upcoming grant year.

After review of each RFP, the RFP is graded based on problem identification, performance, impact of program potential risk and data analysis.

• RFP's are reviewed by the MOHS Review Committee (RC), which consists of the MOHS Director, Directors, Planner, Financial Director and Internal Auditor.
• Grant agreements are prepared after the RFP has been approved by the RC.
• Agreements are prepared and forwarded to the agency for signature approval.
• Grant implementation is conducted with each awarded agency.
• Grant agreements begin with a start date of October 1, subject to the availability of federal funds.

The MOHS also uses the following as strategies for project selection:

1. Meetings: The MOHS staff meets throughout the grant year to hold strategic planning meetings for the upcoming grant year. Programs are reviewed to ensure the strategies and countermeasures are being used and remain effective for the program success.

A copy of the evidenced based strategies are given to MOHS applicants within the Project Director’s Funding Guidelines that is provided with the RFP and are also discussed in length during grant writing workshops. The evidenced based strategies are also discussed during MAHSL sub-committees, such as the STRCC and the Impaired Driving Task force to discuss the strategies that are being planned for the upcoming grant year. The project selection process takes place with all MOHS staff to discuss the selection of projects that will be funded for the upcoming grant year.

The TSS presents their assessments of the RFP, along with ratings, rankings and risk assessment to the RC. Decisions are made for selection of projects based on problem identification, data analysis, past performance (if applicable), budget requests, risk and scope of program. Decisions are made and the TSS begins working on the grant agreements for the grant year. The Planner adds the information in to the HSP and the Financial Director places the financial information into the Grants Tracking System (GTS).


The MOHS takes into consideration all data that is available, target areas and the countermeasures to continue the selection process for RFPs and to determine what the MOHS hopes to accomplish during the grant year.
3. Assessment Process to project potential impact of the countermeasure strategy: During the review of the Countermeasures that Work, the State takes notice of measures that are rated with three stars or above for effectiveness and includes the most effective measures into funded projects and programs. The higher the effectiveness of the measure, the more likely the success of the program will be for the State. All the strategies selected for inclusion in the HSP, are selected from proven countermeasures and strategies and will have the highest potential to impact the HSP.

These steps during the process of evidenced based strategies and the project selection process help the MOHS develop evidence based enforcement plans for impaired driving, occupant protection and police traffic services. Below are the countermeasures for each program areas that the MOHS will be requesting funding for implementation of projects.

iv. Countermeasures and the Impact of the Countermeasures:

FY19 Alcohol/Impaired Driving Proposed Strategies: The MOHS reviewed the Countermeasures that Work and will use 21 evidence based countermeasures as strategies for the upcoming grant year, along with surveys. A listing of the measures used can be found in the Impaired Driving Program Area.

FY19 Occupant Protection Countermeasures: The MOHS reviewed the Countermeasures that Work and will use 12 evidence based countermeasures as strategies for the upcoming grant year, along with surveys. A listing of the measures used can be found in the Occupant Protection Program Area.

FY19 Police Traffic Services Countermeasures: The MOHS reviewed the Countermeasures that Work and will use 13 evidence based countermeasures as strategies for the upcoming grant year, along with surveys. A listing of the measures used can be found in the Police Traffic Service Program Area.

FY19 Traffic Records Countermeasures: The MOHS will use the following countermeasures as strategies to accomplish the targets that have been set for the grant year.

- Software Updates: Provide software updates to essential programs, such as the Mississippi E-Citation program, Report Beam; Dash Board and others programs that are essential to data collection.
- Programming: Continue to improve programming of the Mississippi E-Citation program, Report Beam; Dash Board and others programs that are essential to data collection. Create new programming to collect additional data.

FY19 Driver’s Education Countermeasures: The MOHS reviewed the Countermeasures that Work and will use 4 evidence based countermeasures as strategies for the upcoming grant year, along with surveys. A listing of the measures used can be found in the Police Traffic Service Program Area.

The MOHS will evaluate the impact of the evidence based countermeasures through evaluation tools such as:

- Monitoring sub-grantees and programs;
- Review of financial and program documentation submitted from the agency;
- Evaluation through progress reports to evaluate performance measures;
- Evaluation of year end progress of reaching targets and performance measure through Progress Reports prepared by the agency; and
- Evaluation of citation information, financial information and program requirements.

The programs funded through the MOHS are evaluated extensively to ensure that the evidence based countermeasures are being used, performance measures and targets are being met. MOHS will conduct a review of the impact of the combined countermeasures in each program area and provide an explanation of the expected outcome in each program area and will consider such factors as: population coverage, geographic coverage, percent of problem addressed, the percent of funds dedicated, high impact projects vs. support project, etc.

1. Solicitation and Proposal Process of Evidence Based Strategy and Project Selection Process: The RFP is released to the public on a designated date that is set by the MOHS, along with a return date for the RFP. The RFP goes through an extensive review and is considered for the upcoming (new) fiscal year’s Highway Safety Plan (October 1st – September 30th). State agencies and other organizations interested in traffic safety issues may request an RFP from the MOHS at any time during the year, but will only be considered after completion of the RFP review and approval process.

During the grant year, the MOHS may solicit additional grants based on need, trends, national blitz or state campaigns or for a specific program area of need for the State. If a RFP is received requesting funding in the current fiscal year, the MOHS will consider the request based on available time and budget. If the project is accepted for funding and implementation in the current fiscal year, the current HSP will be updated and submitted to NHTSA for review and approval.

Request for Proposals: A release date for the current RFP was set for December. MOHS also set the due date for the RFP to be at the end of January giving the applicants approximately 45 days to have the RFP completed and turned in for review. MOHS released the RFP through several ways, so that anyone interested in applying for the grant funding would have an opportunity for applying.

- Letter of Notice of RFP: A letter of Notice is mailed, at least thirty days prior to the release of the application to all current law enforcement agencies (Municipal, County & State) across the State. The notice provides information on the RFP and the ways that the application can be applied through, as well as the release and deadlines dates for the submission. The letter also provides information on upcoming grant writing courses with time, date and location.
- Newspaper: MOHS released RFP information regarding the application through a legal notice in the state-wide newspaper, the Clarion Ledger. The legal notice is published in October. The Clarion Ledger is a statewide known paper with a large circulation of subscribers and daily users. The newspaper also is updated online through their company website.

- Email: The RFP is emailed to all continuation sub-grantees and known potential applicants through email.
- Website: The RFP is released through the MS Department of Public Safety website at: http://www.dps.state.ms.us. The website is easily accessible and viewed State-wide for anyone interested in applying. It was listed under the MOHS section, along with being listed on the front page of the web-site under “New Announcements”.

-
Website: The RFP is also released through the Mississippi Office of Highway Safety website at www.highwaysafety.ms.gov

MAHSL: Information regarding the RFP is provided to all attendees at the Mississippi Association of Highway Safety Leaders (MAHSL) scheduled meetings in August, September and October.

2. Project Selection: RFP’s submitted for traffic safety activities are not restricted to any dollar value, but must provide evidence of being reasonable, cost effective, and efficient and have project risks assessed. An RFP must state in detail the problem to be addressed, project performance target, measures and strategies, and the associated implementation of activities. RFP’s for proposed highway safety activities received from state agencies and political subdivisions will be reviewed by the MS Office of Highway Safety staff in accordance with review criteria listed below.

The RFP’s selected for funding will be incorporated into designated program area plans for review and approval. Upon approval, the program plans and an executive summary of the highway safety activities will be combined to produce the program area portion of the HSP for each fiscal year. The HSP becomes the basis for federal funding support and is submitted as a single document for federal program approval.

1. Finance Director provides an estimated budget to the MOHS Director based on carry forward and anticipated funding.
2. Applications received in the MOHS will be logged in and checked daily by the Office Manager (OM), to ensure they have all pertinent information and supporting documentation.
3. OM will be check Applicants on System for Award Management (debarment list) for exclusion of grant eligibility. https://www.sam.gov/portal/public/SAM/. OM will keep an annual Debarment Results notebook.
4. OM emails Application to Division Directors (DD). Debarment results are given to DD. Provides list of applicants to Review Committee. Review Committee represents Director, DD’s, Planner and Finance Mgr.
5. After review of debarment, DD will give debarment results, along with application assignments to Traffic Safety Specialist (TSS). TSS will add debarment results to each Application.
6. TSS review Application, rate Application using the MOHS Risk Assessment document. TSS will maintain checklist and assessments for planning purposes and reviews. A copy of assessments is given to Review Committee for review committee notebooks.
7. After assessment is given the Review Committee, the TSS may meet with Review Committee to make recommendations for funding and selection of project. All SS please be available for comments.
8. Grant budgets and grant agreement details are determined by Review Committee.
9. Once approved by the Review Committee, information is provided to the Planner for inclusion in the HSP. Financial information is provided to the Financial Director for setting up financial files.
10. DD provides the TSS with grant application review notes regarding decisions on Application, agreement, revisions and recommendations.
11. TSS will draft agreement documents to sub-grantees and give to DD for review.
12. DD will provide agreement to Accounting for review.
13. Accounting reviews agreements and forwards to the Quality Assurance manager for secondary review.
14. Agreements are given to Financial Director for verification of final award amounts. Final award amounts are provided to Planner for inclusion in the HSP.
15. DD will provide approved and completed applications to TSSs for them to obtain final signatures.
16. TSSs will contact sub-grantees, obtain signatures and route to Director for signature.
17. Approved agreements received at MOHS and preparations for Implementation begin. All Staff.
18. Approved agreements are implemented and given to sub-grantees at annual Implementation Meetings. All Staff.

3. Review of Proposals: During the initial review of the RFP, the TSS rates the RFP on completeness, data, risk, finance and program content. The TSS prepares a grant application risk assessment report on each RFP, with a summary of detailed previous grant performance, along with information from the RFP. The grant application risk assessment is a complete look of the sub-grantee from the previous year, including financial information, timeliness, budget, cost per citation and more. The grant application risk assessment is important for the review committee to look at the TSS’s review of the whole program and not just the proposal. The grant application risk assessment is brought to the RC as part of the review process for all RFP.

The next step in the review process of the proposals is the review meetings. The proposals and grant application risk assessment is brought to the RC for discussion. The TSS reports out on the proposal from financials, data, program details, targets and performance measures. The TSS along with the RC looks at all aspects of the RFP. Once the RFP has been thoroughly reviewed, decisions are made by the RC to fund the projects and funding amount and funding source that will best fit the agreement.

Items considered in the Review of Proposals are:

- Countermeasures that Work;
- Project effectiveness;
- Grant achievement of performance measures;
- Target areas of program area;
- Use of grant funding;
- Grant performance;
- Amount of risk;
- Requested amounts of funding; and
- Allowable Costs
Preference is given to projects that represent target areas of the State, high fatality and injury areas and/or projects that will have the largest impact on state-wide issues. These projects are reviewed to ensure countermeasures will work and will have the greatest opportunity for success. Prepare grant agreements with performance targets and measures: Once RFP has been approved for inclusion into the HSP; the TSS prepares the grant agreements for the sub-grantees. The agreements will include all approved financial information, equipment, program specifications, and justification and performance measures with base, targets, strategies and activities for the upcoming grant year.

4. Identify Funds from Sources in Evidence Based Strategy and Project Selection Process: All funding sources in the HSP are federal funds, unless otherwise noted in the additional funding section in each project description. The State of Mississippi utilizes Mississippi Highway Patrol activities and State funds as match for projects that need additional match monies provided.

The MOHS also operates under the provisions of the national priority grant program codified in a single section of the United States Code (23 U.S.C. 405 (Section 405)) Fixing America’s Surface Transportation Act (FAST). Section 405 funds can be used for occupant protection, state traffic safety information systems, impaired driving countermeasures, motorcycle safety, distracted driving, state graduated drivers licensing and non-motorized safety grants. Funds used by MOHS are also based on carry forward funds from the previous year of federal funding; and funding may come from other federal partners such as Mississippi Department of Transportation.

Enter list of information and data sources consulted.

**Data Sources in Evidence Based Strategy and Project Selection Process:**

The MOHS uses a variety of data sources for the identification of highway safety issues, trends, selection of performance measures and to define targets. The following are the data sources that are used for the strategy and project selection process:

<table>
<thead>
<tr>
<th>Fatality Analysis Reporting System (FARS)</th>
<th>MS Highway Patrol (Citation )</th>
</tr>
</thead>
<tbody>
<tr>
<td>NHTSA-(National Statistics)</td>
<td>MS State University-Social Science Research Center</td>
</tr>
<tr>
<td>MS State University (Motorcycle, Child Restraint Seat; Seatbelt Survey)</td>
<td>Federal Highway Administration</td>
</tr>
<tr>
<td>Police, Sheriff’s Departments &amp; Community Partners</td>
<td>MS Highway Patrol (Citation )</td>
</tr>
<tr>
<td>Department of Transportation-Roadway Statistics</td>
<td>Countermeasures that Work-NHTSA Publication</td>
</tr>
<tr>
<td>Fatality Analysis Reporting System (FARS)</td>
<td>NHTSA-(National Statistics)</td>
</tr>
<tr>
<td>Results of previous year Sub-grantee performance reports</td>
<td>Results of previous year sub-grantee project evaluations</td>
</tr>
</tbody>
</table>

All enforcement agencies that receive grant funds also provide data driven approaches, to identify the issues within their areas. Data is provided monthly with each submitted program report to the MOHS, which then is collected to track trends, issues and performance. The MOHS also uses data driven approaches through review of the most current data to engage in special enforcement efforts, pilots and special projects as the data drives shows the issues and where new focus begin to present itself.

Enter description of the outcomes from the coordination of the Highway Safety Plan (HSP), data collection, and information systems with the State Strategic Highway Safety Plan (SHSP).

**Coordination with the Strategic Highway Safety Plan for the Planning Process:**

Beginning in 2013, the MOHS and the Mississippi Department of Transportation (MDOT), along with additional partners began working together to identify common trends, potential targets areas through data and problem identification and to agree on consistent goals and performance measures that could be adopted by all parties.

The State Strategic Safety Plan (SHSP), which MDOT leads, reflects a lot of the same goals and targets that the MOHS reflects in the annual HSP. The SHSP document can be found at the MDOT website:  
http://mdottrafficsafety.com/Programs/strategicHighwaySafety/default.aspx


The MOHS and MDOT have adopted common performance measures for fatalities, fatality rate and serious injury for the upcoming fiscal year. The group meets to discuss the data and trends of where the three common measures would be in the upcoming FY and beyond. The three measures have been agreed on by all parties for the upcoming FY.

The SHSP Coordination process includes:

- Hold collaboration meetings to share data;
- Determine common trends and common joint goals;
Develop targets and performance measure; and
Create collaborative plans to combat joint highway safety issues within the State.

Problem Identification Process-SHSP Coordination Process

The MOHS works with the Mississippi Department of Transportation (MDOT) to conduct problem identification through available data. Each group looks at the data in different ways, but all have several common goals to meet both agencies goals, which are fatality, fatality rate and injury reductions.

Performance Measure Process-SHSP Coordination:

The MOHS works with the Mississippi Department of Transportation (MDOT) and additional partners to create the statewide Strategic Highway Safety Plan (SHSP) for the State of Mississippi, to determine the identical joint targets for the HSIP common measures. The strategic committee must agree on the targets for the three common performance measures of fatalities, fatality rate and injuries that the agencies will work to achieve in the upcoming year and in upcoming years. The following process is used:

- Agency gathers data to include information on roadways, FARS data, injury data and VMT data;
- Strategic meeting are planned for discussion of data and selection of joint measures;
- Partners gather and review the data as a group and give input into the selection of the joint performance measures;
- Three joint performance measures are developed and agreed on by each member of the strategic planning committee; and
- Performance measures with identical targets are included in each agencies plan.

3 Performance report

Open each performance measure listed below or click Add New to create additional non-core performance measures to provide a program-area-level report on the State’s progress towards meeting State performance targets from the previous fiscal year's HSP.

<table>
<thead>
<tr>
<th>Performance Measure Name</th>
<th>Progress</th>
</tr>
</thead>
<tbody>
<tr>
<td>C-1) Number of traffic fatalities (FARS)</td>
<td>In Progress</td>
</tr>
<tr>
<td>C-2) Number of serious injuries in traffic crashes (State crash data files)</td>
<td>In Progress</td>
</tr>
<tr>
<td>C-3) Fatalities/VMT (FARS, FHWA)</td>
<td>In Progress</td>
</tr>
<tr>
<td>C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)</td>
<td>In Progress</td>
</tr>
<tr>
<td>C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)</td>
<td>In Progress</td>
</tr>
<tr>
<td>C-6) Number of speeding-related fatalities (FARS)</td>
<td>In Progress</td>
</tr>
<tr>
<td>C-7) Number of motorcyclist fatalities (FARS)</td>
<td>In Progress</td>
</tr>
<tr>
<td>C-8) Number of unhelmeted motorcyclist fatalities (FARS)</td>
<td>In Progress</td>
</tr>
<tr>
<td>C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)</td>
<td>In Progress</td>
</tr>
<tr>
<td>C-10) Number of pedestrian fatalities (FARS)</td>
<td>In Progress</td>
</tr>
<tr>
<td>C-11) Number of bicyclists fatalities (FARS)</td>
<td>In Progress</td>
</tr>
<tr>
<td>B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)</td>
<td>In Progress</td>
</tr>
<tr>
<td>MOHS Outcome Measure-Teen Speed</td>
<td>In Progress</td>
</tr>
<tr>
<td>Activity Measure-Speed</td>
<td>In Progress</td>
</tr>
<tr>
<td>Activity Measure-Seatbelt</td>
<td>In Progress</td>
</tr>
<tr>
<td>Activity Measure-Impaired Driving</td>
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</tr>
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</tr>
<tr>
<td>MOHS Outcome Measure-Teen Seatbelt</td>
<td>In Progress</td>
</tr>
<tr>
<td>MOHS Outcome Measure-Traffic Records: Crash/Accessibility</td>
<td>In Progress</td>
</tr>
<tr>
<td>MOHS Outcome Measure-Traffic Records: Crash, Citation, Adjudication, Driver/Accessibility, Timeliness</td>
<td>In Progress</td>
</tr>
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<td>MOHS Outcome Measure-Traffic Records: Crash/Completeness</td>
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<td>MOHS Outcome Measure-Traffic Records: Vehicle/Data Integration</td>
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</tr>
<tr>
<td>MOHS Outcome Measure-Traffic Records:EMS Injury Surveillance/Data Integration</td>
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<tr>
<td>MOHS Outcome Measure-Traffic Records:Crash, Citation, Roadway, EMS-Injury Surveillance/Uniformity</td>
<td>In Progress</td>
</tr>
<tr>
<td>MOHS Outcome Measure-Traffic Records: Citation/Adjudication-Accessibility</td>
<td>In Progress</td>
</tr>
</tbody>
</table>
C-1) Number of traffic fatalities (FARS)

Progress: In Progress

Enter a program-area-level report on the State’s progress towards meeting State performance targets from the previous fiscal year’s HSP.

C-1 Core Outcome Measure/Number of Traffic Fatalities (FARS): To decrease the expected rise of total fatalities from 621.8 fatalities (2011–2015 average) to 677.8 (2014–2018 average) by the end of December 31, 2018. *Based on early state data, the MOHS will again experience an increase in fatalities in 2016, which will result in large increases in the number of fatalities for the projected end of 2018.

C-2) Number of serious injuries in traffic crashes (State crash data files)

Progress: In Progress

Enter a program-area-level report on the State’s progress towards meeting State performance targets from the previous fiscal year’s HSP.

C-2 Core Outcome Measure/Serious Injury: To decrease the expected rise of serious injuries from 579.4 injuries (2011–2015 average) to 574.4 (2014–2018 average) by the end of December 31, 2018. *Based on early state data, the MOHS will again experience an increase in injuries in 2016, which will result in large increases in the number of injuries for the projected end of 2018.

C-3) Fatalities/VMT (FARS, FHWA)

Progress: In Progress

Enter a program-area-level report on the State’s progress towards meeting State performance targets from the previous fiscal year’s HSP.

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) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)

Progress: In Progress

Enter a program-area-level report on the State’s progress towards meeting State performance targets from the previous fiscal year’s HSP.

C-4 Core Outcome Measure/Unrestrained Passengers: To maintain the number of unrestrained passenger vehicle occupant fatalities in all seating positions by the five year average (2011-2015) 295 by the end of (2014-2018).

C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)

Progress: In Progress

Enter a program-area-level report on the State’s progress towards meeting State performance targets from the previous fiscal year’s HSP.

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 (2011-2015) of 181 to 179 by the end of (2014-2018).

C-6) Number of speeding-related fatalities (FARS)

Progress: In Progress

Enter a program-area-level report on the State’s progress towards meeting State performance targets from the previous fiscal year’s HSP.

C-6 Core Outcome Measure/ Speed: To decrease the number of speeding-related fatalities by 5% from five year average (2011-2015) of 103 to 98 by the end of (2014-2018).

C-7) Number of motorcyclist fatalities (FARS)

Progress: In Progress

Enter a program-area-level report on the State’s progress towards meeting State performance targets from the previous fiscal year’s HSP.

C-7 Core Outcome Measure/Motorcycles: To decrease the number of motorcyclist fatalities by 3% from five year average (2011-2015) of 43 to 42 by the end of (2014-2018).
C-8) Number of unhelmeted motorcyclist fatalities (FARS)
Progress: In Progress

Enter a program-area-level report on the State’s progress towards meeting State performance targets from the previous fiscal year’s HSP.

C-8 Core Outcome Measure/Un-helmeted Motorcyclists: To maintain the number of un-helmeted motorcyclist fatalities of the five year average (2011-2015) of 6 by the end of (2014-2018).

C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)
Progress: In Progress

Enter a program-area-level report on the State’s progress towards meeting State performance targets from the previous fiscal year’s HSP.

C-9 Core Outcome Measure/Under 21: To maintain the number of drivers aged 20 or younger involved in fatal crashes of the five year average (2011-2015) of 82 by the end of (2014-2018).

C-10) Number of pedestrian fatalities (FARS)
Progress: In Progress

Enter a program-area-level report on the State’s progress towards meeting State performance targets from the previous fiscal year’s HSP.

C-10 Core Outcome Measures/Pedestrians: To maintain the number of pedestrian fatalities of the five year average (2011-2015) of 53 by the end of (2014-2018).

C-11) Number of bicyclists fatalities (FARS)
Progress: In Progress

Enter a program-area-level report on the State’s progress towards meeting State performance targets from the previous fiscal year’s HSP.

C-11 Core Outcome Measure: Bicyclist: To maintain the number of bicycle fatalities of the five year average (2011-2015) of (5) by the end of (2014-2018).

B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)
Progress: In Progress

Enter a program-area-level report on the State’s progress towards meeting State performance targets from the previous fiscal year’s HSP.

B-1 Core Behavior Measure/Occupant Protection: To increase statewide observed seatbelt use of front seat outboard occupants in passenger vehicles from five year average (2012-2016) of 78.68% to increase to 78.84% by the end of (2014-2018).

MOHS Outcome Measure-Teen Speed
Progress: In Progress

Enter a program-area-level report on the State’s progress towards meeting State performance targets from the previous fiscal year’s HSP.

Activity Measure-Speed
Progress: In Progress

Enter a program-area-level report on the State’s progress towards meeting State performance targets from the previous fiscal year’s HSP.

Activity Measure/Speed: To increase the number of speeding citations issued during grant funded enforcement activities by 15% from five year average (2012-2016) of 26,780 to an increased goal of 36,797 by the end of (2014-2018).

Activity Measure-Seatbelt
Progress: In Progress

Enter a program-area-level report on the State’s progress towards meeting State performance targets from the previous fiscal year’s HSP.

Activity Measure/Seat Belts: To increase the number of seatbelt citations during grant funded enforcement activities by 2% from five year average (2012-2016) of 25,654 to 26,167 by the end of (2014-2018).
Activity Measure-Impaired Driving

Progress: In Progress

Enter a program-area-level report on the State’s progress towards meeting State performance targets from the previous fiscal year’s HSP.

Activity Measure/Impaired Driving: To increase the number of impaired driving arrests by 2% during grant funded activities for the five year average (2012-2016) of 11,671 to 11,905 by the end of (2014-2018).

MOHS Outcome Measure-Teen Alcohol

Progress: In Progress

Enter a program-area-level report on the State’s progress towards meeting State performance targets from the previous fiscal year’s HSP.


MOHS Outcome Measure-Teen Seatbelt

Progress: In Progress

Enter a program-area-level report on the State’s progress towards meeting State performance targets from the previous fiscal year’s HSP.

MOHS Outcome Measure: Teen-OP: Reduce unrestrained fatalities from 16-20 year old drivers by 2.5% from four year average (2011-2015) of 29 to 28 by the end of (2014-2018).

MOHS Outcome Measure-Traffic Records: Crash/Accessibility

Progress: In Progress

Enter a program-area-level report on the State’s progress towards meeting State performance targets from the previous fiscal year’s HSP.

MOHS Outcome Measure/Traffic Records: To decrease the number of average days from the crash event to entry into the Reportbeam Crash System from 3.33 days in 2016 to 3.15 days in 2017.

MOHS Outcome Measure-Traffic Records: Crash, Citation, Adjudication, Driver/Accessibility, Timeliness

Progress: In Progress

Enter a program-area-level report on the State’s progress towards meeting State performance targets from the previous fiscal year’s HSP.

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-Traffic Records: Crash/Completeness

Progress: In Progress

Enter a program-area-level report on the State’s progress towards meeting State performance targets from the previous fiscal year’s HSP.

MOHS Outcome Measure/Crash/Completeness: To increase the number of electronic submission of completed crash record data from Mississippi law enforcement agencies to DPS from 98.5% in 2015 to 99% in FY18.

MOHS Outcome Measure-Traffic Records: Driver/Timeliness

Progress: In Progress

Enter a program-area-level report on the State’s progress towards meeting State performance targets from the previous fiscal year’s HSP.

MOHS Outcome Measure-Traffic Records: Vehicle/Data Integration

Progress: In Progress

Enter a program-area-level report on the State’s progress towards meeting State performance targets from the previous fiscal year’s HSP.
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)

MOHS Outcome Measure-Traffic Records: EMS Injury Surveillance/Data Integration

Progress: In Progress

Enter a program-area-level report on the State’s progress towards meeting State performance targets from the previous fiscal year’s HSP.

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)

MOHS Outcome Measure-Traffic Records: Crash, Citation, Roadway, EMS-Injury Surveillance/Uniformity

Progress: In Progress

Enter a program-area-level report on the State’s progress towards meeting State performance targets from the previous fiscal year’s HSP.

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)

MOHS Outcome Measure-Traffic Records: Citation/Adjudication-Accessibility

Progress: In Progress

Enter a program-area-level report on the State’s progress towards meeting State performance targets from the previous fiscal year’s HSP.

MOHS Outcome Measure-Traffic Records: Citation/Timeliness

Progress: In Progress

Enter a program-area-level report on the State’s progress towards meeting State performance targets from the previous fiscal year’s HSP.

MOHS Outcome Measure/Traffic Records: To increase the percentage of citation data submitted to DPS electronically by 58.7% in 2016 to 60% by the end of FY18.

4 Performance plan

Open each performance measure listed below or click Add New to create additional non-core performance measures to provide a list of quantifiable and measurable highway safety performance targets that are data-driven, consistent with the Uniform Guidelines for Highway Safety Programs and based on highway safety problems identified by the State during the planning process.

<table>
<thead>
<tr>
<th>Performance Measure Name</th>
<th>Target Period/Performance Target</th>
<th>Target Start Year (Performance Target)</th>
<th>Target End Year (Performance Target)</th>
<th>Target Value (Performance Target)</th>
</tr>
</thead>
<tbody>
<tr>
<td>C-1) Number of traffic fatalities (FARS)</td>
<td>5 Year</td>
<td>2015</td>
<td>2019</td>
<td>697.0</td>
</tr>
<tr>
<td>C-2) Number of serious injuries in traffic crashes (State crash data files)</td>
<td>5 Year</td>
<td>2015</td>
<td>2019</td>
<td>556.0</td>
</tr>
<tr>
<td>C-3) Fatalities/VMT (FARS, FHWA)</td>
<td>5 Year</td>
<td>2015</td>
<td>2019</td>
<td>1.706</td>
</tr>
<tr>
<td>C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)</td>
<td>5 Year</td>
<td>2015</td>
<td>2019</td>
<td>307.0</td>
</tr>
<tr>
<td>C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)</td>
<td>5 Year</td>
<td>2015</td>
<td>2019</td>
<td>170.0</td>
</tr>
<tr>
<td>C-6) Number of speeding-related fatalities (FARS)</td>
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<td>C-8) Number of unhelmeted motorcyclist fatalities (FARS)</td>
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<td>C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)</td>
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<td>B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)</td>
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C-1) Number of traffic fatalities (FARS)

Is this a traffic records system performance measure?

No

C-1) Number of traffic fatalities (FARS)-2019

Target Metric Type: Numeric
Target Value: 697.0
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

C1-Number of Traffic Fatalities:

To slow the expected increase of the total fatalities-five year average from 634 fatalities (2012-2016) to 697 fatalities-five year average (2015-2019) by the end of December 31, 2019. Based on early state data, the MOHS will again experience an increase in fatalities during 2017, which will result in increases in the moving averages for the projected end of 2019.

| C-1- Fatalities |
|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|
|                 | 2008 | 2009 | 2010 | 2011 | 2012 | 5 Year Average |
| Fatalities      | 783  | 700  | 641  | 630  | 582  | 667.2          |
| 2009-2012       |      |      |      |      |      | 5 Year Average |
| Fatalities      | 700  | 641  | 630  | 582  | 613  | 633.2          |
| 2010-2013       |      |      |      |      |      | 5 Year Average |
| Fatalities      | 641  | 630  | 582  | 613  | 607  | 614.6          |
| 2011-2014       |      |      |      |      |      | 5 Year Average |
| Fatalities      | 630  | 582  | 613  | 607  | 677  | 621.8          |
| 2012-2015       |      |      |      |      |      | 5 Year Average |
| Fatalities      | 630  | 582  | 613  | 607  | 677  | 621.8          |
## Fatalities

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C-2) Number of serious injuries in traffic crashes (State crash data files)

Is this a traffic records system performance measure?

No

C-2) Number of serious injuries in traffic crashes (State crash data files)-2019

Target Metric Type: Numeric

Target Value: 556.0

Target Period: 5 Year

Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

C2 Serious Injury:

To continue with the expected decrease of serious injuries from 567 injuries-five year average (2012-2016) to 556 serious injuries-five year average(2015-2019) by the end of December 31, 2019. Based on early state data, the MOHS is projecting a decrease in serious injuries during 2017, which will result in decreases in the moving averages for the projected end of 2019. The MOHS hopes to maintain the current trend levels of decrease.

C-2 Serious Injury (A)

5 Year

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5 Year

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### C-3) Fatalities/VMT (FARS, FHWA)

**Is this a traffic records system performance measure?**

No

**C-3) Fatalities/VMT (FARS, FHWA)-2019**

- **Target Metric Type:** Numeric
- **Target Value:** 1.706
- **Target Period:** 5 Year
- **Target Start Year:** 2015

**Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.**

**C3 Fatality Rate:**

* 2016 VMT are not listed in STSI as of May 22, 2018

To slow the projected increase in fatality rate from 1.604 fatalities/100M VMT-five year average(2012-2016) to 1.706 fatalities/100M VMT-five year average (2015-2019) by the end of December 31, 2019. Based on early state data, the MOHS will again experience an increase in the fatality rate for 2017, which will result in an increase in the fatality rate for the projected end of 2019

**C-3 Fatality Rate**

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</tr>
<tr>
<td>Year</td>
<td>2011</td>
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<td>Rate</td>
<td>1.622</td>
<td>1.509</td>
<td>1.582</td>
<td>1.537</td>
<td>1.697</td>
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<th>2016*</th>
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<td>1.582</td>
<td>1.537</td>
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<th>2018 Average</th>
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<tbody>
<tr>
<td>Rate</td>
<td>1.582</td>
<td>1.537</td>
<td>1.697</td>
<td>1.698</td>
<td>1.687</td>
<td>1.640</td>
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</thead>
<tbody>
<tr>
<td>Rate</td>
<td>1.537</td>
<td>1.697</td>
<td>1.698</td>
<td>1.687</td>
<td>1.712</td>
<td>1.6662</td>
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</thead>
<tbody>
<tr>
<td>Rate</td>
<td>1.697</td>
<td>1.698</td>
<td>1.687</td>
<td>1.712</td>
<td>1.737</td>
<td>1.706</td>
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*2016 numbers are not finalized.

### Current Year Data

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<td>2.0%</td>
<td>2.00%</td>
<td>2.00%</td>
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### 5 Year Moving Average Data

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<td>-0.04</td>
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<td>0.9%</td>
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<td>1.6%</td>
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<td>2.4%</td>
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</table>
C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)

Is this a traffic records system performance measure?

No

C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)-2019

Target Metric Type: Numeric

Target Value: 307.0

Target Period: 5 Year

Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

C4-Unrestrained Fatalities:

To decrease the expected rise in the number of unrestrained passenger vehicle occupant fatalities in all seating positions from the five year average (2012-2016) of 293 to 307 by the end of (2015-2019). Based on early state data, the MOHS will again experience an increase in unrestrained fatalities in 2017, which will result in increases in the number of unrestrained fatalities for the projected end of 2019.

C-4 Unrestrained Fatalities

<table>
<thead>
<tr>
<th>Year</th>
<th>2008</th>
<th>2009</th>
<th>2010</th>
<th>2011</th>
<th>2012</th>
<th>Average</th>
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</thead>
<tbody>
<tr>
<td>Fatalities</td>
<td>432</td>
<td>380</td>
<td>340</td>
<td>309</td>
<td>293.00</td>
<td>350.8</td>
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</table>

5 Year Average

<table>
<thead>
<tr>
<th>Year</th>
<th>2009</th>
<th>2010</th>
<th>2011</th>
<th>2012</th>
<th>2013</th>
<th>Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fatalities</td>
<td>380</td>
<td>340</td>
<td>309</td>
<td>293</td>
<td>284.00</td>
<td>321.2</td>
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5 Year Average

<table>
<thead>
<tr>
<th>Year</th>
<th>2010</th>
<th>2011</th>
<th>2012</th>
<th>2013</th>
<th>2014</th>
<th>Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fatalities</td>
<td>340</td>
<td>309</td>
<td>293</td>
<td>284</td>
<td>279.00</td>
<td>301</td>
</tr>
</tbody>
</table>

5 Year Average
### Fatalities

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<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Fatalities</td>
<td>309</td>
<td>293</td>
<td>284</td>
<td>279</td>
<td>309</td>
<td>300</td>
<td>312</td>
<td>300</td>
</tr>
<tr>
<td>Difference</td>
<td>-9.0</td>
<td>-5.0</td>
<td>30.0</td>
<td>-9.0</td>
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<td>4.0</td>
<td>4.0</td>
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<tr>
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<td>-1.8%</td>
<td>10.8%</td>
<td>-2.9%</td>
<td>2.0%</td>
<td>2.00%</td>
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### 5 Year Moving Average Data

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</tr>
</thead>
<tbody>
<tr>
<td>Fatalities</td>
<td>351</td>
<td>321</td>
<td>301</td>
<td>295</td>
<td>293</td>
<td>295</td>
<td>300</td>
<td>307</td>
</tr>
<tr>
<td>Difference</td>
<td>-30</td>
<td>-20</td>
<td>-6</td>
<td>-2</td>
<td>2</td>
<td>5</td>
<td>7</td>
<td>7</td>
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<tr>
<td>% Difference</td>
<td>-8.5%</td>
<td>-6.2%</td>
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<td>-0.7%</td>
<td>0.7%</td>
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### Current Year Data

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</thead>
<tbody>
<tr>
<td>Fatalities</td>
<td>309</td>
<td>293</td>
<td>284</td>
<td>279</td>
<td>309</td>
<td>300</td>
<td>312</td>
<td>300</td>
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<tr>
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<td>-5.0</td>
<td>30.0</td>
<td>-9.0</td>
<td>4.0</td>
<td>4.0</td>
<td>4.0</td>
<td>4.0</td>
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<tr>
<td>% Difference</td>
<td>-3.1%</td>
<td>-1.8%</td>
<td>10.8%</td>
<td>-2.9%</td>
<td>2.0%</td>
<td>2.00%</td>
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### Target

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</thead>
<tbody>
<tr>
<td>Fatalities</td>
<td>312</td>
<td>304</td>
<td>308</td>
<td>304</td>
<td>308</td>
<td>312</td>
<td>308</td>
<td>304</td>
</tr>
<tr>
<td>Difference</td>
<td>2</td>
<td>4</td>
<td>4</td>
<td>4</td>
<td>4</td>
<td>4</td>
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<td>2.0%</td>
<td>2.0%</td>
<td>2.0%</td>
<td>2.0%</td>
<td>2.0%</td>
<td>2.0%</td>
</tr>
</tbody>
</table>
C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)

Is this a traffic records system performance measure?

No

C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)-2019

Target Metric Type: Numeric

Target Value: 170.0

Target Period: 5 Year

Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

C5-Fatalities Impaired Driver-.08 BAC or Above.

To decrease the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above, by 3% of the five year average (2012-2016) of 175 to 170 by the end of (2015-2019).
### 5 Year Moving Average Data

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</thead>
<tbody>
<tr>
<td>Fatalities</td>
<td>202</td>
<td>193</td>
<td>181</td>
<td>181</td>
<td>175</td>
<td>159</td>
<td>137</td>
<td>119</td>
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<td>-12.0</td>
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<td>-6.0</td>
<td>-16.0</td>
<td>-22.0</td>
<td>-18.0</td>
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<tr>
<td>% Difference</td>
<td>-4.5%</td>
<td>-6.2%</td>
<td>0.0%</td>
<td>-3.3%</td>
<td>-9.1%</td>
<td>-13.8%</td>
<td>-13.1%</td>
<td></td>
</tr>
</tbody>
</table>

*Data is very inconsistent with Impaired Driving. 2016 “certified” number doesn't appear to have imputed number from NHTSA. Without imputed number, either data for 2016 is incorrect or 2012-2015 should use state data for number.
C-6) Number of speeding-related fatalities (FARS)

Is this a traffic records system performance measure?

No

C-6) Number of speeding-related fatalities (FARS)-2019

Target Metric Type: Numeric

Target Value: 94.0

Target Period: 5 Year

Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

C6 Speed Fatalities

To decrease the number of speeding related fatalities by 5% from the five year average (2012-2016) of 99 to 94 by the end of (2015-2019).
Fatalities 126 96 96 81 75 94.84
2014 2015 2016 2017* 2018 5 Year Average
Fatalities 96 96 81 75 69 83.44
2015 2016 2017* 2018 2019 5 Year Average
Fatalities 96 81 75 69 63 76.96

Current Year Data

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</thead>
<tbody>
<tr>
<td>Fatalities</td>
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<td>113</td>
<td>96</td>
<td>96</td>
<td>81</td>
<td>75</td>
<td>69</td>
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<td>% Difference</td>
<td>18.9%</td>
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5 Year Moving Average Data

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</thead>
<tbody>
<tr>
<td>Fatalities</td>
<td>152</td>
<td>112</td>
<td>110</td>
<td>103</td>
<td>99</td>
<td>95</td>
<td>83</td>
<td>77</td>
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<td>% Difference</td>
<td>-26.3%</td>
<td>-1.8%</td>
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<td>-3.9%</td>
<td>-4.0%</td>
<td>-12.6%</td>
<td>-7.2%</td>
<td></td>
</tr>
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</table>

C-7) Number of motorcyclist fatalities (FARS)

Is this a traffic records system performance measure?

No

C-7) Number of motorcyclist fatalities (FARS)-2019

Target Metric Type: Numeric
Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

**C7 Motorcycle Fatalities:**

To decrease the expected rise of motorcycle fatalities from the five year average (2012-2016) of 41 to 50 by the end of (2015-2019). Based on early state data, the MOHS will again experience an increase in motorcycle fatalities in 2017, which will result in increases in the number of fatalities for the projected end of 2019.

![C-7 Motorcyclist Fatalities](image)

<table>
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<tr>
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<td>44</td>
<td>45</td>
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<tr>
<td>2008-2012 Average</td>
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<td>2009-2013 Average</td>
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<td>2013-2016 Average</td>
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<td>% Difference</td>
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<td>2.0%</td>
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<td></td>
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<td>2013-2017</td>
<td>52</td>
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<td>2014-2018</td>
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**5 Year Moving Average Data**

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<th>% Difference</th>
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<td>2009-2013</td>
<td>45</td>
<td>-1.0</td>
<td>-2.2%</td>
</tr>
<tr>
<td>2010-2014</td>
<td>44</td>
<td>-1.0</td>
<td>-2.3%</td>
</tr>
<tr>
<td>2011-2015</td>
<td>43</td>
<td>-1.8</td>
<td>-4.2%</td>
</tr>
<tr>
<td>2012-2016</td>
<td>41.2</td>
<td>2.6</td>
<td>6.3%</td>
</tr>
<tr>
<td>2013-2017</td>
<td>44</td>
<td>3.0</td>
<td>6.8%</td>
</tr>
<tr>
<td>2014-2018</td>
<td>47</td>
<td>3.0</td>
<td>6.4%</td>
</tr>
<tr>
<td>2015-2019</td>
<td>50</td>
<td>3.0</td>
<td>6.4%</td>
</tr>
</tbody>
</table>

**C-8) Number of unhelmeted motorcyclist fatalities (FARS)**

**Is this a traffic records system performance measure?**

No

**C-8) Number of unhelmeted motorcyclist fatalities (FARS)-2019**

- **Target Metric Type:** Numeric
- **Target Value:** 6.0
- **Target Period:** 5 Year
- **Target Start Year:** 2015

**Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.**

**C8 Un-Helmeted Motorcycle Fatalities:**

To maintain the number of un-helmeted motorcycle fatalities of the five year average (2012-2016) of 6 by the end of (2015-2019).
### Un-helmeted Motorcycle Fatalities

#### 5 Year Moving Average Data

<table>
<thead>
<tr>
<th></th>
<th></th>
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<th></th>
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<th></th>
<th></th>
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</tr>
</thead>
<tbody>
<tr>
<td>2008-2012</td>
<td>5</td>
<td>4</td>
<td>6</td>
<td>8</td>
<td>7</td>
<td>-20.0%</td>
<td>-12.5%</td>
<td>-12.5%</td>
</tr>
<tr>
<td>2009-2013</td>
<td>8</td>
<td>6</td>
<td>16</td>
<td>6</td>
<td>5.00</td>
<td>5.00%</td>
<td>2.00%</td>
<td>2.00%</td>
</tr>
<tr>
<td>2010-2014</td>
<td>6</td>
<td>16</td>
<td>6</td>
<td>5</td>
<td>4.00</td>
<td>7.40%</td>
<td>2.00%</td>
<td>2.00%</td>
</tr>
<tr>
<td>2011-2015</td>
<td>16</td>
<td>6</td>
<td>5</td>
<td>4</td>
<td>6.00</td>
<td>7.40%</td>
<td>2.00%</td>
<td>2.00%</td>
</tr>
<tr>
<td>2012-2016</td>
<td>6</td>
<td>5</td>
<td>4</td>
<td>6</td>
<td>8.00</td>
<td>5.8%</td>
<td>2.00%</td>
<td>2.00%</td>
</tr>
<tr>
<td>2013-2017</td>
<td>4</td>
<td>6</td>
<td>8</td>
<td>7</td>
<td>6</td>
<td>6.2%</td>
<td>2.00%</td>
<td>2.00%</td>
</tr>
<tr>
<td>2014-2018</td>
<td>6</td>
<td>8</td>
<td>7</td>
<td>6</td>
<td>6.8</td>
<td>6.76%</td>
<td>2.00%</td>
<td>2.00%</td>
</tr>
<tr>
<td>2015-2019</td>
<td>8</td>
<td>7</td>
<td>6</td>
<td>5</td>
<td>7.6</td>
<td>6.72%</td>
<td>2.00%</td>
<td>2.00%</td>
</tr>
</tbody>
</table>

**Current Year Data**

<table>
<thead>
<tr>
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<th></th>
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<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Fatalities</td>
<td>5</td>
<td>4</td>
<td>6</td>
<td>8</td>
<td>7</td>
<td>6</td>
<td>6.8</td>
<td>7.6</td>
</tr>
<tr>
<td>Difference</td>
<td>83.0</td>
<td>-2.0</td>
<td>-2.0</td>
<td>1.0</td>
<td>1.0</td>
<td>-0.8</td>
<td>-0.8</td>
<td></td>
</tr>
<tr>
<td>% Difference</td>
<td>-20.0%</td>
<td>50.0%</td>
<td>33.3%</td>
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<td>2.0%</td>
<td>2.00%</td>
<td>2.0%</td>
<td></td>
</tr>
</tbody>
</table>
C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)

Is this a traffic records system performance measure?
No

C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)-2019
Target Metric Type: Numeric
Target Value: 83.0
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

C9 Fatalities of Under 21 Aged Drivers in Fatal Crashes:
To maintain the number of under the age of 21 drivers in fatal crashes from the five year average of 83 (2012-2016) by the end of (2015-2019).

C-9 Under 21

<table>
<thead>
<tr>
<th>Year</th>
<th>2008</th>
<th>2009</th>
<th>2010</th>
<th>2011</th>
<th>2012</th>
<th>5 Year Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fatalities</td>
<td>110</td>
<td>125</td>
<td>86</td>
<td>86</td>
<td>64.00</td>
<td>94.2</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Year</th>
<th>2009</th>
<th>2010</th>
<th>2011</th>
<th>2012</th>
<th>2013</th>
<th>5 Year Average</th>
</tr>
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<tbody>
<tr>
<td>Fatalities</td>
<td>125</td>
<td>86</td>
<td>86</td>
<td>64</td>
<td>76.00</td>
<td>87.4</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Year</th>
<th>2010</th>
<th>2011</th>
<th>2012</th>
<th>2013</th>
<th>2014</th>
<th>5 Year Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fatalities</td>
<td>86</td>
<td>86</td>
<td>64</td>
<td>76</td>
<td>81.00</td>
<td>78.6</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Year</th>
<th>2011</th>
<th>2012</th>
<th>2013</th>
<th>2014</th>
<th>2015</th>
<th>5 Year Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fatalities</td>
<td>86</td>
<td>86</td>
<td>64</td>
<td>76</td>
<td>81.00</td>
<td>78.6</td>
</tr>
</tbody>
</table>
### Aged Under 21 Years of Age Fatalities

#### 5 Year Moving Average Data

<table>
<thead>
<tr>
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<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Fatalities</td>
<td>94</td>
<td>87</td>
<td>79</td>
<td>82</td>
<td>83</td>
<td>84</td>
<td>83</td>
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<tr>
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<td>1.0</td>
<td>1.0</td>
<td>-0.6</td>
<td>0.4</td>
<td>0.4</td>
</tr>
<tr>
<td>% Difference</td>
<td>-7.4%</td>
<td>-9.2%</td>
<td>3.8%</td>
<td>1.2%</td>
<td>1.2%</td>
<td>-0.7%</td>
<td>0.4%</td>
<td>0.4%</td>
</tr>
</tbody>
</table>

### Current Year Data

<table>
<thead>
<tr>
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<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Fatalities</td>
<td>64</td>
<td>76</td>
<td>81</td>
<td>105</td>
<td>89</td>
<td>67</td>
<td>75</td>
<td>83</td>
</tr>
<tr>
<td>Difference</td>
<td>12.0</td>
<td>5.0</td>
<td>24.0</td>
<td>-16.0</td>
<td>-22.0</td>
<td>7.9</td>
<td>7.9</td>
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<tr>
<td>% Difference</td>
<td>18.8%</td>
<td>6.6%</td>
<td>29.6%</td>
<td>-15.2%</td>
<td>-24.7%</td>
<td>11.8%</td>
<td>10.5%</td>
<td></td>
</tr>
</tbody>
</table>

#### 5 Year Average

<table>
<thead>
<tr>
<th></th>
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<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Fatalities</td>
<td>86</td>
<td>82.4</td>
<td>83</td>
<td>83.74</td>
</tr>
<tr>
<td>Difference</td>
<td></td>
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<td></td>
<td></td>
</tr>
<tr>
<td>% Difference</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
C-10) Number of pedestrian fatalities (FARS)

Is this a traffic records system performance measure?

No

C-10) Number of pedestrian fatalities (FARS)-2019

Target Metric Type: Numeric

Target Value: 63.0

Target Period: 5 Year

Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

C10 Pedestrian Fatalities

Reduce the expected rise of the number of pedestrian fatalities of the five year average (2012-2016) of 55 to 63 by the end of (2015-2019). Based on early state data, the MOHS will again experience an increase in the number of pedestrian fatalities, which will increase the fatality number for the projected end of 2019.

<table>
<thead>
<tr>
<th>Year</th>
<th>2008</th>
<th>2009</th>
<th>2010</th>
<th>2011</th>
<th>2012</th>
<th>5 Year Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fatalities</td>
<td>50</td>
<td>58</td>
<td>50</td>
<td>47</td>
<td>48.00</td>
<td>50.6</td>
</tr>
<tr>
<td>Year</td>
<td>2009</td>
<td>2010</td>
<td>2011</td>
<td>2012</td>
<td>2013</td>
<td>5 Year Average</td>
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<tr>
<td>Fatalities</td>
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<td>50</td>
<td>47</td>
<td>48</td>
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<td>2013</td>
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<td>5 Year Average</td>
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<tr>
<td>Fatalities</td>
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<td>47</td>
<td>48</td>
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<td>50.2</td>
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<td>2015</td>
<td>5 Year Average</td>
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<tr>
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<td>47</td>
<td>48</td>
<td>53</td>
<td>53</td>
<td>63.00</td>
<td>52.8</td>
</tr>
<tr>
<td>Year</td>
<td>2012</td>
<td>2013</td>
<td>2014</td>
<td>2015</td>
<td>2016</td>
<td>5 Year Average</td>
</tr>
<tr>
<td>Fatalities</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>-------</td>
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<td>------</td>
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<td>------</td>
</tr>
<tr>
<td>Fatalities</td>
<td>48</td>
<td>53</td>
<td>53</td>
<td>63</td>
<td>58</td>
<td>61</td>
</tr>
</tbody>
</table>

**2013** 2014 2015 2016 2017* 5 Year Average

| Fatalities | 53   | 53   | 63   | 58   | 61.00 | 57.6 |

**2014** 2015 2016 2017 2018 5 Year Average

| Fatalities | 53   | 63   | 58   | 61   | 64.00 | 59.8 |

**2015** 2016 2017 2018 2019 5 Year Average

| Fatalities | 63   | 58   | 61   | 64   | 67.00 | 62.6 |

**Current Year Data**

**Target**
C-11) Number of bicyclists fatalities (FARS)

Is this a traffic records system performance measure?

No

C-11) Number of bicyclists fatalities (FARS)-2019
Target Metric Type: Numeric
Target Value: 5.0
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

C11 Bicycle Fatalities:

Maintain the number of bicycle fatalities of the five year average (2012-2016) of 5 fatalities by the end of 2015-2019.
### Current Year Data

<table>
<thead>
<tr>
<th></th>
<th></th>
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<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Fatalities</td>
<td>4</td>
<td>6</td>
<td>6</td>
<td>5</td>
<td>5</td>
<td>5.1</td>
<td>5.2</td>
<td>5.3</td>
</tr>
<tr>
<td>Difference</td>
<td>2.0</td>
<td>0.0</td>
<td>-1.0</td>
<td>0.0</td>
<td>0.1</td>
<td>0.1</td>
<td>0.1</td>
<td></td>
</tr>
<tr>
<td>% Difference</td>
<td>50.0%</td>
<td>0.0%</td>
<td>-16.7%</td>
<td>0.0%</td>
<td>2.0%</td>
<td>2.00%</td>
<td>2.0%</td>
<td></td>
</tr>
</tbody>
</table>

### 5 Year Moving Average Data

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<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Fatalities</td>
<td>6</td>
<td>6</td>
<td>5</td>
<td>6</td>
<td>5.2</td>
<td>5.42</td>
<td>5.26</td>
<td>5.12</td>
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<td>-0.8</td>
<td>0.2</td>
<td>-0.2</td>
<td>-0.1</td>
<td></td>
</tr>
<tr>
<td>% Difference</td>
<td>0.0%</td>
<td>-16.7%</td>
<td>20.0%</td>
<td>-13.3%</td>
<td>4.2%</td>
<td>-3.0%</td>
<td>-2.7%</td>
<td></td>
</tr>
</tbody>
</table>
B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)

Is this a traffic records system performance measure?

No

B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)-2019

Target Metric Type: Percentage

Target Value: 79.6

Target Period: 5 Year

Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

B1 Behavior Measure-Seatbelt Survey*

To increase the statewide observed seat belt use of front seat outboard occupants in passenger vehicles from the five year average (2013-2017) of 77.8% to 79.62% by the end of 2016-2020.

<table>
<thead>
<tr>
<th>Year</th>
<th>2009</th>
<th>2010</th>
<th>2011</th>
<th>2012</th>
<th>2013</th>
<th>5 Year Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rate</td>
<td>76</td>
<td>81</td>
<td>81.88</td>
<td>83.2</td>
<td>74.4</td>
<td>79.296</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Year</th>
<th>2010</th>
<th>2011</th>
<th>2012</th>
<th>2013</th>
<th>2014</th>
<th>5 Year Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rate</td>
<td>81</td>
<td>81.88</td>
<td>83.2</td>
<td>74.4</td>
<td>78.3</td>
<td>79.756</td>
</tr>
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</table>

<table>
<thead>
<tr>
<th>Year</th>
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<th>2012</th>
<th>2013</th>
<th>2014</th>
<th>2015</th>
<th>5 Year Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rate</td>
<td>81.88</td>
<td>83.2</td>
<td>74.4</td>
<td>78.3</td>
<td>79.6</td>
<td>79.476</td>
</tr>
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<table>
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<th>2013</th>
<th>2014</th>
<th>2015</th>
<th>2016</th>
<th>5 Year Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rate</td>
<td>83.2</td>
<td>74.4</td>
<td>78.3</td>
<td>79.6</td>
<td>77.9</td>
<td>78.68</td>
</tr>
</tbody>
</table>
The MOHS underwent a Re-Selection of Counties for 2018 and expects with the addition of new counties that the seatbelt usage rate will drop, as it did from 83.2 in 2012 to 74.4 in 2013.

<table>
<thead>
<tr>
<th>Current Year Data</th>
<th>Target</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fatalities</td>
<td>74.40</td>
</tr>
<tr>
<td>Difference</td>
<td>3.9</td>
</tr>
<tr>
<td>% Difference</td>
<td>5.2%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>5 Year Moving Average Data</th>
<th>Target</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fatalities</td>
<td>79.296</td>
</tr>
<tr>
<td>Difference</td>
<td>0.5</td>
</tr>
<tr>
<td>% Difference</td>
<td>0.6%</td>
</tr>
</tbody>
</table>
MOHS Outcome Measure-Teen Alcohol Fatalities

Is this a traffic records system performance measure?

No

MOHS Outcome Measure-Teen Alcohol Fatalities-2019

Target Metric Type: Numeric

Target Value: 13.6

Target Period: 5 Year

Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

MOHS Outcome Measure-Teen Alcohol Fatalities

To maintain the number of alcohol related fatalities among 16-20 year old drivers and passengers from the five year average (2012-2016) of 13.6 by the end of 2015-2019. Based on early state data, the MOHS will increase the number of alcohol related fatalities among the age group of 16-20 year olds. These numbers have a high rate of inconsistency, with the R value of 0.0453. Although the trend shows a decrease in fatalities and based on trend lines, with the number of ups and downs in the data, it is hard to gauge what the number could be in 2019.

MOHS Outcome Measure: Teen Alcohol

<table>
<thead>
<tr>
<th>Year</th>
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<th>2009</th>
<th>2010</th>
<th>2011</th>
<th>2012</th>
<th>Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rate</td>
<td>12</td>
<td>7.00</td>
<td>9.5</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Year</th>
<th>2009</th>
<th>2010</th>
<th>2011</th>
<th>2012</th>
<th>2013</th>
<th>Average</th>
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<tbody>
<tr>
<td>Rate</td>
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<td>7</td>
<td>25.00</td>
<td>14.66667</td>
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</table>

<table>
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<tr>
<th>Year</th>
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<th>2011</th>
<th>2012</th>
<th>2013</th>
<th>2014</th>
<th>Average</th>
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<th>2013</th>
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**Rate**

<table>
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<tr>
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<th>2015</th>
<th>2016</th>
<th>2017</th>
<th>2018</th>
<th>2019</th>
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<tr>
<td>Rate</td>
<td>13</td>
<td>18</td>
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<td>4.9</td>
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**Current Year Data**

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<tr>
<td>Fatalities</td>
<td>7</td>
<td>25</td>
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<td>18</td>
<td>5</td>
<td>4.9</td>
<td>3.8</td>
<td>2.7</td>
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<td>-0.1</td>
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</tr>
<tr>
<td>% Difference</td>
<td>257.1%</td>
<td>-48.0%</td>
<td>38.5%</td>
<td>-72.2%</td>
<td>-2.0%</td>
<td>-22.4%</td>
<td>-28.9%</td>
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</table>

*Very inconsistent data. Trend says that data will drop 1.1 fatal per year. Rvalue is 0.04.*

**Current Year Data**

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<tr>
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<tr>
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<td>14.66</td>
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<td>-0.4</td>
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<td>% Difference</td>
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<td>5.3%</td>
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<td>-3.1%</td>
<td>-32.2%</td>
<td>-23.0%</td>
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</tr>
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</table>

**MOHS Outcome Measure-Teen Alcohol**

Is this a traffic records system performance measure?

No

MOHS Outcome Measure-Teen Seat Belt Fatalities-2019

Target Metric Type: Numeric

Target Value: 37.9

Target Period: 5 Year
Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

**MOHS Outcome Measure-Teen Occupant Protection Fatalities**

To decrease the expected rise in number of unbelted related fatalities among 16-20 year old drivers and passengers from the five year average (2012-2016) of 32 to 37.92 by the end of 2015-2019. Based on early state data, the MOHS will increase the number of unbelted related fatalities among the age group of 16-20 year olds.

**MOHS Outcome Measure: Teen Occupant Protection**

<table>
<thead>
<tr>
<th>Year</th>
<th>2008</th>
<th>2009</th>
<th>2010</th>
<th>2011</th>
<th>2012</th>
<th>5 Year Average Rate</th>
</tr>
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<tbody>
<tr>
<td>Rate</td>
<td>29</td>
<td>18</td>
<td>17.00</td>
<td></td>
<td></td>
<td>21.33333</td>
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<table>
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<th>2010</th>
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<tbody>
<tr>
<td>Rate</td>
<td>29</td>
<td>18</td>
<td>17</td>
<td>34.00</td>
<td></td>
<td>24.5</td>
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<table>
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<th>2012</th>
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<th>2014</th>
<th>5 Year Average Rate</th>
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<td>18</td>
<td>17</td>
<td>34.00</td>
<td></td>
<td>27</td>
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<table>
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<th>2013</th>
<th>2014</th>
<th>2015</th>
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<tr>
<td>Rate</td>
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<td>37</td>
<td>40.00</td>
<td>29.2</td>
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<table>
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<th>2017</th>
<th>2018</th>
<th>5 Year Average Rate</th>
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</thead>
<tbody>
<tr>
<td>Rate</td>
<td>37</td>
<td>40</td>
<td>32</td>
<td>35.6</td>
<td>39.20</td>
<td>36.76</td>
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<table>
<thead>
<tr>
<th>Year</th>
<th>2015</th>
<th>2016</th>
<th>2017</th>
<th>2018</th>
<th>2019</th>
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<tbody>
<tr>
<td>Rate</td>
<td>40</td>
<td>32</td>
<td>35.6</td>
<td>39.2</td>
<td>42.80</td>
<td>37.92</td>
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**Current Year Data**

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<td>37</td>
<td>40</td>
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<tr>
<td>% Difference</td>
<td>100.0%</td>
<td>8.8%</td>
<td>8.1%</td>
<td>-20.0%</td>
<td>2.0%</td>
<td>2.00%</td>
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Current Year Data | Target

<table>
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<td>37.9</td>
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<td>2.5</td>
<td>2.2</td>
<td>2.8</td>
<td>3.7</td>
<td>1.0</td>
<td>1.2</td>
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<tr>
<td>% Difference</td>
<td>14.9%</td>
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<td>2.00%</td>
<td>2.0%</td>
<td>2.0%</td>
</tr>
</tbody>
</table>

MOHS Outcome Measure-Teen Speed Fatalities

Is this a traffic records system performance measure?

No

MOHS Outcome Measure-Teen Speed Fatalities-2019

Target Metric Type: Numeric

Target Value: 16.4

Target Period: 5 Year

Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

MOHS Outcome Measure-Teen Speed Fatalities

To decrease the expected rise in number of speed related fatalities among 16-20 year old drivers and passengers from the five year average (2012-2016) of 13.4 to 16.36 by the end of 2015-2019. Based on early state data, the MOHS will increase the number of speed related fatalities among the age group of 16-20 year olds.
MOHS Outcome Measure: Teen Speed Fatalities

OHS Outcome Measure: Teen Speed

<table>
<thead>
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<th>Year</th>
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<td>8</td>
</tr>
<tr>
<td>2009</td>
<td>8</td>
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</tr>
<tr>
<td>2016</td>
<td>8</td>
<td>13</td>
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The trend line is given by the equation:

\[ y = 1.7x + 8.3 \]

with an R^2 value of 0.3948.
Current Year Data | Target

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<th></th>
<th></th>
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</thead>
<tbody>
<tr>
<td>Fatalities</td>
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<td>20</td>
<td>13</td>
<td>14.7</td>
<td>16.0</td>
<td>18.1</td>
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<tr>
<td>Difference</td>
<td>83.0</td>
<td>0.0</td>
<td>-7.0</td>
<td>7.0</td>
<td>-1.7</td>
<td>-1.3</td>
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<tr>
<td>% Difference</td>
<td>62.5%</td>
<td>0.0%</td>
<td>53.8%</td>
<td>-35.0%</td>
<td>2.0%</td>
<td>2.00%</td>
<td>2.0%</td>
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Current Year Data | Target

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<th></th>
<th></th>
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</thead>
<tbody>
<tr>
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<td>11.3</td>
<td>13.5</td>
<td>13.4</td>
<td>14.7</td>
<td>15.4</td>
<td>16.4</td>
</tr>
<tr>
<td>Difference</td>
<td>83.0</td>
<td>-0.8</td>
<td>-2.2</td>
<td>0.1</td>
<td>-1.3</td>
<td>-0.7</td>
<td>-0.9</td>
<td></td>
</tr>
<tr>
<td>% Difference</td>
<td>31.3%</td>
<td>7.6%</td>
<td>19.5%</td>
<td>-0.7%</td>
<td>2.0%</td>
<td>2.00%</td>
<td>2.0%</td>
<td></td>
</tr>
</tbody>
</table>

MOHS Outcome Measures: Teen Speed Fatalities

MOHS Outcome Measure-Traffic Records

Is this a traffic records system performance measure?

Yes

Primary performance attribute: Completeness
Core traffic records data system to be impacted: Crash

MOHS Outcome Measure-Traffic Records-2019
Target Metric Type: Percentage
Target Value: 99.0
Target Period: Annual
Target Start Year: 2019

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

MOHS Outcome Measure/Traffic Records: To increase the number of electronic submission of completed crash record data from Mississippi law enforcement agencies to DPS from 98.7% in 2017 to 99% in 2019.

MOHS Outcome Measure-Traffic Records
Is this a traffic records system performance measure?
Yes
Primary performance attribute: Timeliness
Core traffic records data system to be impacted: Crash

MOHS Outcome Measure-Traffic Records-2019
Target Metric Type: Numeric
Target Value: 2.5
Target Period: Annual
Target Start Year: 2019

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

MOHS Outcome Measure/Traffic Records: To decrease the number of average days from the crash event to entry into the Reportbeam Crash System from 2.67 days in 2017 to 2.5 days in 2019.

MOHS Outcome Measure-Traffic Records
Is this a traffic records system performance measure?
Yes
Primary performance attribute: Timeliness
Core traffic records data system to be impacted: Driver

MOHS Outcome Measure-Traffic Records-2019
Target Metric Type: Percentage
Target Value: 35.0
Target Period: Annual
Target Start Year: 2019

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

MOHS Outcome Measure/Traffic Records: To increase the percentage of drivers involved in fatal crashes that are subsequently tested for their BAC at the 26.5% level seen in 2017 to 35% in 2019.
Yes

Primary performance attribute: Timeliness
Core traffic records data system to be impacted: Citation/Adjudication

MOHS Outcome Measure-Traffic Records-2019
Target Metric Type: Percentage
Target Value: 61.5
Target Period: Annual
Target Start Year: 2019

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

MOHS Outcome Measure/Traffic Records: To increase the percentage of citation data submitted to DPS electronically by 60% in 2017 to 61.5% by the end of 2019.

MOHS Outcome Measure-Traffic Records
Is this a traffic records system performance measure?
Yes

Primary performance attribute: Timeliness
Core traffic records data system to be impacted: Crash

MOHS Outcome Measure-Traffic Records-2019
Target Metric Type: Numeric
Target Value: 2.3
Target Period: Annual
Target Start Year: 2019

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

Quantifiable and Measureable Progress Requirement:
Mississippi continues to have a strong emphasis on improvements in our data systems with emphasis on accuracy, completeness, timeliness, uniformity, accessibility and integration. Mississippi submitted an interim progress report to NHTSA April 28, 2017. Below is the updated performance measure that was selected, along with justification, measure, improvement and value of measure to show progress.

System to be Impacted: Crash

Performance Area(s) to be Impacted: Accuracy, Timeliness

Performance Measure used to track Improvement(s): Measure C/-T-1: The mean number of days from (a) when the date of the citation was issued to (b) the date the crash report is entered into the statewide crash database or a first available repository.

Relevant Project(s) in the State’s Strategic Plan: Project Title: M3DA-2019-MC-40-81-Department of Public Safety-Reportbeam Crash System Maintenance *Number will change.

Achieved or Anticipated Improvement(s): To decrease the mean number of days from (a) the crash date to (b) the date the crash report is entered into the Statewide Crash System (This is the database system that is used for each court to store all citation information for accountability and court).
**Specification of how the Measure is calculated/estimated**

Calculations are measured within the Reportbeam Crash System for all reporting agencies. The measure was calculated from the time the officer writes and submits the crash into the Reportbeam Crash system.

<table>
<thead>
<tr>
<th>Date and Baseline Value for the Measure</th>
<th>04/01/2016-3/31/2017</th>
<th>*These dates are correct for your baseline. Just get the data that correlates.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Traffic Crashes in Mississippi between 04/01/16 – 03/31/17</td>
<td>81,623</td>
<td>Mean for time period: 3.23 days.</td>
</tr>
<tr>
<td>City Crashes entered into database:</td>
<td>3.48 days</td>
<td>- County Crashes entered into database: 4.91 days</td>
</tr>
<tr>
<td>- MHP Crashes entered into database:</td>
<td>0.93 days</td>
<td>- Additional Roadways entered into database: 2.41</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Date and Current Value for the Measure</th>
<th>04/01/17 – 03/31/18</th>
<th>*These dates are correct for your current value. Just get the data that correlates.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Traffic Crashes in Mississippi between 04/01/17 – 03/31/18</td>
<td>80,051</td>
<td>Mean for time period: 2.46 days</td>
</tr>
<tr>
<td>City Crashes entered into database:</td>
<td>2.75 days</td>
<td>- County Crashes entered into database: 2.85 days</td>
</tr>
<tr>
<td>- MHP Crashes entered into database:</td>
<td>1.05 days</td>
<td>- Additional Roadways entered into database: 2.18</td>
</tr>
</tbody>
</table>

State HSP performance targets are identical to the State DOT targets for common performance measures (fatality, fatality rate, and serious injuries) reported in the HSIP annual report, as coordinated through the State SHSP.

Check the box if the statement is correct. Yes

Enter grant-funded enforcement activity measure information related to seat belt citations, impaired driving arrests and speeding citations.

**A-1) Number of seat belt citations issued during grant-funded enforcement activities**

<table>
<thead>
<tr>
<th>Fiscal year</th>
<th>Seat belt citations</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>18932</td>
</tr>
</tbody>
</table>

**A-2) Number of impaired driving arrests made during grant-funded enforcement activities**

<table>
<thead>
<tr>
<th>Fiscal year</th>
<th>Impaired driving arrests</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>8015</td>
</tr>
</tbody>
</table>

**A-3) Number of speeding citations issued during grant-funded enforcement activities**

<table>
<thead>
<tr>
<th>Fiscal year</th>
<th>Speeding citations</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>13762</td>
</tr>
</tbody>
</table>

**5 Program areas**

**Program Area Hierarchy**

1. Impaired Driving (Drug and Alcohol)
   - Prosecutor Training
     - MS Office of Attorney General-Traffic Safety Resource Prosecutor
     - FAST Act 405d Impaired Driving Mid
   - Law Enforcement Training
     - Oxford Police Department-Law Enforcement Training Program
     - FAST Act 405d Impaired Driving Mid
   - High Visibility Enforcement
     - Madison County Sheriff's Department
- Neshoba County Sheriff's Department
  - 154 Transfer Funds-AL
- New Albany Police Department
  - 154 Transfer Funds-AL
- Pascagoula Police Department
  - 154 Transfer Funds-AL
- Pearl Police Department
  - 154 Transfer Funds-AL
- Philadelphia Police Department
  - 154 Transfer Funds-AL
- Pontotoc County Sheriff's Department
  - 154 Transfer Funds-AL
- Ridgeland Police Department
  - 154 Transfer Funds-AL
- Starkville Police Department
  - 154 Transfer Funds-AL
- Stone County Sheriff's Department
  - 154 Transfer Funds-AL
- Tunica County Sheriff's Department
  - 154 Transfer Funds-AL
- Winona Police Department
  - 154 Transfer Funds-AL
- Desoto County Sheriff's Department
  - FAST Act 405d Impaired Driving Mid
- Hinds County Sheriff's Department
  - FAST Act 405d Impaired Driving Mid
- Lauderdale County Sheriff's Department
  - FAST Act 405d Impaired Driving Mid
- Marion County Sheriff's Department
  - 154 Transfer Funds-AL
- Oxford Police Department
  - 154 Transfer Funds-AL
- Pearl River County Sheriff's Department
  - FAST Act 405d Impaired Driving Mid
- Simpson County Sheriff's Department
  - 154 Transfer Funds-AL
- Southaven Police Department
  - 154 Transfer Funds-AL
- Tishomingo County Sheriff's Department
  - FAST Act 405d Impaired Driving Mid
- MOHS-National DSGPO Special Wave Grants
  - 154 Transfer Funds-AL
- Bay St. Louis Police Department
  - 154 Transfer Funds-AL
- Canton Police Department
  - 154 Transfer Funds-AL
- Carroll County Sheriff's Department
  - 154 Transfer Funds-AL
- Carthage Police Department
  - 154 Transfer Funds-AL
- Clay County Sheriff's Department
  - 154 Transfer Funds-AL
- Coahoma County Sheriff's Department
  - 154 Transfer Funds-AL
- Covington County Sheriff's Department
  - 154 Transfer Funds-AL
- D'Iberville Police Department
  - 154 Transfer Funds-AL
- Department of Public Safety-Alcohol Enforcement
  - 154 Transfer Funds-AL
- Department of Public Safety-PAO
  - 154 Transfer Funds-AL
- Greenwood Police Department
  - 154 Transfer Funds-AL
- Grenada Police Department
  - 154 Transfer Funds-AL
- Gulfport Police Department
  - 154 Transfer Funds-AL
- Hancock County Sheriff's Department
  - 154 Transfer Funds-AL
- Hattiesburg Police Department
  - 154 Transfer Funds-AL
- Hernando Police Department
  - 154 Transfer Funds-AL
- Horn Lake Police Department
  - 154 Transfer Funds-AL
- Jones County Sheriff's Department
  - 154 Transfer Funds-AL
- Lamar County Sheriff's Department
  - 154 Transfer Funds-AL
- Contingency Travel
- Alcohol Adult Educational Programs
  - Jackson State University/Metro Jackson Community Coalition
    - 154 Transfer Funds-AL

2. Occupant Protection (Adult and Child Passenger Safety)
   - Sustained Enforcement
     - Canton Police Department
       - FAST Act NHTSA 402
     - Carroll County Sheriff's Department
       - FAST Act NHTSA 402
     - Vicksburg Police Department
       - FAST Act NHTSA 402
     - West Point Police Department
       - FAST Act NHTSA 402
     - MOHS Click It or Ticket Special Wave Grants
       - FAST Act NHTSA 402
     - MOHS High Risk Population Special Wave Grants
       - FAST Act NHTSA 402
     - Carthage Police Department
       - FAST Act NHTSA 402
     - Charleston Police Department
       - FAST Act NHTSA 402
     - Clarksdale Police Department
       - FAST Act NHTSA 402
     - Clay County Sheriff's Department
       - FAST Act NHTSA 402
     - Desoto County Sheriff's Department
       - FAST Act NHTSA 402
     - Hancock County Sheriff's Department
       - FAST Act NHTSA 402
     - Harrison County Sheriff's Department
       - FAST Act NHTSA 402
     - Hinds County Sheriff's Department
       - FAST Act NHTSA 402
     - Holly Springs Police Department
       - FAST Act NHTSA 402
     - Jones County Sheriff's Department
       - FAST Act NHTSA 402
     - Lamar County Sheriff's Department
       - FAST Act NHTSA 402
     - Lauderdale Sheriff's Department
       - FAST Act NHTSA 402
     - Morton Police Department
       - FAST Act NHTSA 402
     - New Albany Police Department
       - FAST Act NHTSA 402
     - Oktibbeha County Sheriff's Department
       - FAST Act NHTSA 402
     - Pearl Police Department
       - FAST Act NHTSA 402
     - Pearl River County Sheriff's Department
       - FAST Act NHTSA 402
     - Philadelphia Police Department
       - FAST Act NHTSA 402
     - Pike County Sheriff's Department
       - FAST Act NHTSA 402
     - Pontotoc County Sheriff's Office
       - FAST Act NHTSA 402
     - Sardis Police Department
       - FAST Act NHTSA 402
     - Southaven Police Department
       - FAST Act NHTSA 402
     - Tunica County Sheriff's Department
       - FAST Act NHTSA 402

- OP-Surveys and Evaluation
Mississippi State University-Occupant Protection Survey-Stennis Institute
- FAST Act NHTSA 402

- OP-Child Passenger Seat Technician Training
  - University Medical Center/Safe Kids MS Program
    - FAST Act 405b OP Low
  - MS Department of Health-Occupant Protection Program
    - FAST Act 405b OP Low

- Communication Campaign
  - MOHS Paid Media Sustained Enforcement OP/PTS Campaign
    - FAST Act 405b OP Low
  - MOHS Paid Media Sustained Occupant Protection Enforcement Campaign
  - MOHS Paid Media-Alcohol
    - MAP 21 405d Impaired Driving Mid
    - FAST Act 405d Impaired Driving Mid

- Child Restraint System Inspection Station(s)

3. Police Traffic Services

- PT-Sustained Enforcement
  - Bay St. Louis Police Department
    - FAST Act NHTSA 402
  - Biloxi Police Department
    - FAST Act NHTSA 402
  - Brandon Police Department
    - FAST Act NHTSA 402
  - Columbia Police Department
    - FAST Act NHTSA 402
  - D'Iberville Police Department
    - FAST Act NHTSA 402
  - Department of Public Safety
    - FAST Act NHTSA 402
  - Department of Public Safety-PAO
    - FAST Act NHTSA 402
  - Flowood Police Department
    - FAST Act NHTSA 402
  - Greenwood Police Department
    - FAST Act NHTSA 402
  - Gulfport Police Department
    - FAST Act NHTSA 402
  - Horn Lake Police Department
    - FAST Act NHTSA 402
  - Laurel Police Department
    - FAST Act NHTSA 402
  - Lucedale Police Department
    - FAST Act NHTSA 402
  - Madison Police Department
    - FAST Act NHTSA 402
  - Meridian Police Department
    - FAST Act NHTSA 402
  - Oxford Police Department
    - FAST Act NHTSA 402
  - Ridgeland Police Department
    - FAST Act NHTSA 402
  - Pass Christian Police Department
    - FAST Act NHTSA 402
  - Sherman Police Department
    - FAST Act NHTSA 402
  - Starkville Police Department
    - FAST Act NHTSA 402
  - Waveland Police Department
    - FAST Act NHTSA 402
  - MOHS Contingency Travel-Police Traffic Services

- Highway Safety Office Program Management
  - Contingency Travel

4. Traffic Records

- Highway Safety Office Program Management
- Contingency Travel-TR

5. Driver Education and Behavior

- Driver's Educational Programs
  - University of Mississippi Medical Center-Youth Highway Safety Program
    - NHTSA 402
  - University of Mississippi Medical Center- Youth Highway Safety Programs
    - FAST Act 405e Special Distracted Driving

6. Planning & Administration

- (none)
5.1 Program Area: Impaired Driving (Drug and Alcohol)

Program area type Impaired Driving (Drug and Alcohol)

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State’s highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

Impaired Driving:

Alcohol impaired fatalities increased from 175 in 2015 to 126 in 2016. In 2016, 18.26% of all fatalities were alcohol impaired, which dropped from 26% in 2015. MOHS plans to continue in the efforts to reduce overall crashes, fatal crashes, injury and the economic losses caused by traffic crashes. Alcohol impaired traffic crashes will continue to be a priority in program planning. *Data is very inconsistent with impaired driving. The 2016 “certified” number does not appear to have the imputed additional fatalities added in traditionally from NHTSA. Without the imputed number the data reflects closer to the state number of impaired fatalities. Without the imputed number, either the 2016 alcohol fatal number is incorrect or the 2012-2015 impaired numbers should be changed to not include the imputed NHTSA fatality addition.

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

<table>
<thead>
<tr>
<th>Year</th>
<th>Fatalities</th>
<th>Impaired Fatalities</th>
<th>% of Impaired Fatalities</th>
<th>Impaired Related Injuries</th>
</tr>
</thead>
<tbody>
<tr>
<td>2012</td>
<td>582</td>
<td>191</td>
<td>33%</td>
<td>N/A</td>
</tr>
<tr>
<td>2013</td>
<td>613</td>
<td>207</td>
<td>33%</td>
<td>1,077</td>
</tr>
<tr>
<td>2014</td>
<td>607</td>
<td>172</td>
<td>28%</td>
<td>1,127</td>
</tr>
</tbody>
</table>
The above chart shows the impaired fatalities and injuries during 2016 by the age of the population. In 2016, the age groups with most of the impaired fatalities have shifted to 30-39, 40-49 and 50-59. Injuries in 2016 among age groups were 30-39, 25-29 and 40-49 year olds. This data provides the MOHS on what population to direct educational programs and enforcement efforts. In 2016, males had a higher rate of fatality with 104 fatalities, than women with 22 fatalities. White males were higher with 65 fatalities with black males having 37 fatalities. White females were higher in impaired fatalities with 13 fatalities, which was higher than any other race.

The above chart shows the 2016 Impaired Driving Fatalities by month for Mississippi. Fatalities are highest in February, October, January and May.

During 2016, most alcohol related fatalities occurred on Sunday, with Saturday and Friday following. This has shifted from previous years of Saturday being the day with the largest fatalities.
During 2016, 5:00 p.m. had the most fatalities out of any other time period of the day with a total of 19 fatalities. This has shifted from years past with late night and early morning hours.

DUI Arrests and DUI Citations:

The total number of DUI arrests decreased from 28,855 in 2015, 15,394 in 2016 and 13,798 in 2017. Grant funded citations increased slightly from 12,851 in 2016 to 8,015 in 2017. During FY19, the MHP will host a training academy for additional trained enforcement to become part of the MHP, which will increase state-wide enforcement and increase the numbers of DUI arrests in the coming years. During 2017, the Mississippi Highway Patrol did not participate in any call back grant funded enforcement activities, which lead to the decrease in grant funded and overall statewide citations from previous year total.

DUI Arrest by Age: Most DUI arrest during 2016, occurred in the 30-39 age group, with 40-49 year old following.

DUI by Month and Jurisdiction: Local law enforcement continues to make the highest number of arrest, which includes both municipality and sheriff departments. May (1614), July (1452) and April (1410) have the highest number of arrests of all the months for 2016.
For 2019, the MOHS staff is looking at data like never before. The focus for MOHS has changed and has shifted the focus and priorities for the upcoming year for the MOHS. The data in a snapshot is as follows and what will be the priority for the MOHS during FY19:

For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

### Performance Measures in Program Area

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Performance Measure Name</th>
<th>Target Period(Performance Target)</th>
<th>Target End Year</th>
<th>Target Value(Performance Target)</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of 5 Year</td>
<td>2019</td>
<td>170.0</td>
<td></td>
</tr>
</tbody>
</table>

**Performance measures**

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.
Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Prosecutor Training</td>
</tr>
<tr>
<td>2019</td>
<td>Law Enforcement Training</td>
</tr>
<tr>
<td>2019</td>
<td>High Visibility Enforcement</td>
</tr>
<tr>
<td>2019</td>
<td>Contingency Travel</td>
</tr>
<tr>
<td>2019</td>
<td>Alcohol Adult Educational Programs</td>
</tr>
</tbody>
</table>

5.1.1 Countermeasure Strategy: Prosecutor Training

Program area | Impaired Driving (Drug and Alcohol)
Countermeasure strategy | Prosecutor Training

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?
No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)
No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planning activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]
No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planning activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification]
No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planning activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant) to promote seat belt and child restraint enforcement, and that based on the State’s problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State’s unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]
No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planning activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]
No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(i)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]
No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planning activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]
No
Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

The impact of this program will be the training and assistance to prosecutors from a designated personnel from the MS Attorney General Office for prosecutors and judges across the state. This will help enhance the prosecution of impaired driving laws across the state.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Problem identification, performance targets, strategies and the allocation of funds through this program will help with the prosecution of impaired driving, which in hopes will change behavior and reduce fatalities and injuries. Each activity has performance measures and targets to be met. Training helps prosecutors be prepared to try and be successful in favorable judgments.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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. There is not a specific countermeasure in the Countermeasures that Work: A Highway Safety Countermeasures Guide for State Highway Safety Offices for Prosecutor training, but there is a large section in the book for Prosecution and adjudication. With the help training, prosecutors are better prepared to handle impaired driving cases.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

<table>
<thead>
<tr>
<th>Planned activity unique identifier</th>
<th>Planned Activity Name</th>
<th>Primary Countermeasure</th>
</tr>
</thead>
</table>

5.1.1.1 Planned Activity: MS Office of Attorney General-Traffic Safety Resource Prosecutor

<table>
<thead>
<tr>
<th>Planned activity name</th>
<th>MS Office of Attorney General-Traffic Safety Resource Prosecutor</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planned activity number</td>
<td>M5CS-2019-MD-MD-40-21</td>
</tr>
<tr>
<td>Primary countermeasure strategy</td>
<td>Prosecutor Training</td>
</tr>
</tbody>
</table>

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No
Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(ii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(i) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

The TSRP program is statewide program covering the whole State. The TSRP will provide 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 will act as a resource to impaired enforcement officers on traffic-related/impaired driving issues. Will provide training for prosecutors, officers, and judges, including joint training for prosecutors and officers when possible; provide 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 will provide and assist with in-service training programs to assist law enforcement officers and prosecutors at their request; encourage district attorneys, city, and county prosecutors continued involvement in ID projects by providing information and/or training to allow them to handle ID cases appropriately; provide legal support and resources for prosecutors, officers and judges by distributing and updating, the MS DUI Benchbook.

Enter intended subrecipients.

Mississippi Attorney General's Office for a designated Traffic Safety Resource Prosecutor

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Prosecutor Training</td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>FAST Act 405d Impaired Driving Mid</td>
<td>405d Mid Court Support (FAST)</td>
<td>$172,676.92</td>
<td>$34,535.38</td>
<td></td>
</tr>
</tbody>
</table>

Major purchases and disposions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
<th>NHTSA Share Total Cost</th>
</tr>
</thead>
</table>


5.1.2 Countermeasure Strategy: Law Enforcement Training

**Program area**: Impaired Driving (Drug and Alcohol)

**Countermeasure strategy**: Law Enforcement Training

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State’s problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State’s unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Countermeasure strategy description**

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.
The impact of the program will be with the allocation of funding and the training strategy will allow for additional law enforcement officers to receive training to access impaired drivers across the State. This will allow for behavior change. Training will provide for a large impact with the knowledge of officers providing high levels of HVE and know what to look for with impairment levels. Officers will be more confident in knowing how to look for impairment and gauge types of impairment. Law Enforcement training will also impact the judicial side as expert testimony will be allowed to help with the increases in prosecution and sentencing.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Crash Analysis: The MOHS recognizes that a strong impaired enforcement plan is a key to reducing impaired fatalities, injuries and crashes in the State of Mississippi. In order to bring down impaired 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 impaired 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 program to go and solicit applications from those target areas.

Problem identification will be looked at to determine areas of the greatest needs to training. Problem identification can be used to offer training to officer in areas that have high levels of impaired driving. With the increase of law enforcement training, officers will be able to meet and exceed performance measure that are set within their agencies. Successful strategies will help the agencies be successful and the allocation of funds to law enforcement training will allow more officer to receive training that is needed.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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. There is not a specific countermeasure within the Countermeasures that Work: A Highway Safety Countermeasures Guide for State Highway Safety Offices for law enforcement training. The rationale to provide funding for law enforcement training is to provide officers with high levels of knowledge to be able to determine if a driver is impaired and be able to provide testimony as an expert in a courtroom. Training will help officers determine those impaired drivers and take those drivers off the roads, that could result in more fatalities and injuries.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

<table>
<thead>
<tr>
<th>Planned activity unique identifier</th>
<th>Planned Activity Name</th>
<th>Primary Countermeasure</th>
</tr>
</thead>
<tbody>
<tr>
<td>MSTR-2019-MD-22-51</td>
<td>Oxford Police Department-Law Enforcement Training Program</td>
<td>Law Enforcement Training</td>
</tr>
</tbody>
</table>

5.1.2.1 Planned Activity: Oxford Police Department-Law Enforcement Training Program

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No
5.1.3 Countermeasure Strategy: High Visibility Enforcement

Enter description of the planned activity.

Project Description: The Oxford Police Department- Law Enforcement Training Coordination program is a statewide program to provide impaired driving training to all law enforcement officers. The Oxford Police Department- Law Enforcement Training Coordination program will expand 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 proposes to provide technical assistance and training to law enforcement agencies throughout the State which will assist in the increase in ID arrests. A training plan can be provided on the number of classes, students to be trained and types of training that will be provided during the grant year. Funds will 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.

Enter intended subrecipients.

Oxford Police Department to training law enforcement across the State.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year  | Countermeasure Strategy Name
---|---
2019  | Law Enforcement Training

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
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<tr>
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<td>FAST Act 405d Impaired Driving Mid 405d Mid Training (FAST)</td>
<td>405d Mid Training (FAST)</td>
<td>$406,915.06</td>
<td>$81,383.01</td>
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</tr>
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</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
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<th>NHTSA Share per unit</th>
<th>NHTSA Share Total Cost</th>
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</thead>
<tbody>
<tr>
<td>No records found.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

5.1.3 Countermeasure Strategy: High Visibility Enforcement
Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State’s problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State’s unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5) ii)B [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h) ii) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Use of High Visibility Enforcement has been proven to be effective and make and impact in highway safety programs. HVE is listed in the Countermeasures that Work as a 4 Star approach with effectiveness. Saturation Patrol and Checkpoints reduce the number of impaired drivers by being visible to the public and show that there is an enforcement presence in the community. With a high presence, less people drive intoxicated and impaired for fear of penalties, fines and jail. All sub-grantees under the HVE strategy are required to have saturation patrols and checkpoints, along with be involved in HVE blitz campaigns through the year.
Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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, PiE partners and LEL coordinators are deployed to help with the needs and concerns.

There is a linkage between the data, targets, strategies and planned activities. With problem identification, the MOHS and the sub-grantees can use the data to pinpoint activity in their areas that have the highest crashes and injuries. With the involvement of HVE, the public sees enforcement working on impaired driving and there is change in behavior, which in turn will reduce crashes and injuries. The planned activities are selected based on the problem identification, to help reduce the impaired fatalities in the areas of the highest risk.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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. The MOHS uses the model countermeasures from the Impaired Section of the Countermeasures that Work: A Highway Safety Countermeasures Guide for State Highway Safety Offices. The MOHS uses 2.1 Publicized Checkpoints that is rated 5 stars; 2.2 High Visibility Saturation Patrols that is rated with 4 stars; 2.3 Preliminary Breath Test Devices that is rated with 4 stars; and 2.5 Integrated Enforcement that has 3 stars. The MOHS looks that the countermeasures in the Countermeasures that Work: A Highway Safety Countermeasures Guide for State Highway Safety Offices, that have high star levels for effectiveness.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

<table>
<thead>
<tr>
<th>Planned activity unique identifier</th>
<th>Planned Activity Name</th>
<th>Primary Countermeasure</th>
</tr>
</thead>
<tbody>
<tr>
<td>154AL-2019-ST-14-51</td>
<td>Madison County Sheriff's Department</td>
<td>High Visibility Enforcement</td>
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<tr>
<td>154AL-2019-ST-15-01</td>
<td>Neshoba County Sheriff's Department</td>
<td>High Visibility Enforcement</td>
</tr>
<tr>
<td>154AL-2019-ST-22-41</td>
<td>New Albany Police Department</td>
<td>High Visibility Enforcement</td>
</tr>
<tr>
<td>154AL-2019-ST-22-61</td>
<td>Pascagoula Police Department</td>
<td>High Visibility Enforcement</td>
</tr>
<tr>
<td>154AL-2019-ST-31-91</td>
<td>Pearl Police Department</td>
<td>High Visibility Enforcement</td>
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<tr>
<td>154AL-2019-ST-22-81</td>
<td>Philadelphia Police Department</td>
<td>High Visibility Enforcement</td>
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<tr>
<td>154AL-2019-ST-15-81</td>
<td>Pontotoc County Sheriff's Department</td>
<td>High Visibility Enforcement</td>
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<tr>
<td>154AL-2019-ST-23-01</td>
<td>Ridgeland Police Department</td>
<td>High Visibility Enforcement</td>
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<td>154AL-2019-ST-23-11</td>
<td>Starkville Police Department</td>
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<tr>
<td>154AL-2019-ST-16-61</td>
<td>Stone County Sheriff's Department</td>
<td>High Visibility Enforcement</td>
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<tr>
<td>154AL-2019-ST-17-21</td>
<td>Tunica County Sheriff's Department</td>
<td>High Visibility Enforcement</td>
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<tr>
<td>154AL-2019-ST-35-81</td>
<td>Winona Police Department</td>
<td>High Visibility Enforcement</td>
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<tr>
<td>M5X-2019-MD-11-71</td>
<td>Desoto County Sheriff's Department</td>
<td>High Visibility Enforcement</td>
</tr>
<tr>
<td>M5X-2019-MD-12-51</td>
<td>Hinds County Sheriff's Department</td>
<td>High Visibility Enforcement</td>
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<tr>
<td>M5X-2019-MD-13-81</td>
<td>Lauderdale County Sheriff's Department</td>
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<td>154AL-2019-ST-14-61</td>
<td>Marion County Sheriff's Department</td>
<td>High Visibility Enforcement</td>
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<tr>
<td>154AL-2019-ST-22-51</td>
<td>Oxford Police Department</td>
<td>High Visibility Enforcement</td>
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<td>M5X-2019-MD-15-51</td>
<td>Pearl River County Sheriff's Department</td>
<td>High Visibility Enforcement</td>
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<td>154AL-2019-ST-16-41</td>
<td>Simpson County Sheriff's Department</td>
<td>High Visibility Enforcement</td>
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<tr>
<td>154AL-2019-ST-34-41</td>
<td>Southaven Police Department</td>
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<td>M5X-2019-MD-17-11</td>
<td>Tishomingo County Sheriff's Department</td>
<td>High Visibility Enforcement</td>
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</table>
5.1.3.1 Planned Activity: Madison County Sheriff's Department

<table>
<thead>
<tr>
<th>Planned activity number</th>
<th>Planned activity name</th>
<th>Primary countermeasure strategy</th>
</tr>
</thead>
<tbody>
<tr>
<td>154AL-2019-ST-14-51</td>
<td>Madison County Sheriff's Department</td>
<td>High Visibility Enforcement</td>
</tr>
</tbody>
</table>

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(f)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to
reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Project Description: Projects under the MOHS Law Enforcement DUI Grants provide grant funds to local police departments and sheriff’s offices for enforcement in jurisdictions all across Mississippi. All jurisdictions will provide enforcement for hours that are specified in each agency agreement, in support of the alcohol DUI program. These enforcement grants will be coordinated with the national DSGPO, along with any State blitz campaigns that the MOHS develops for FY19.

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

Enter intended subrecipients.

Madison County Sheriff's Department

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>High Visibility Enforcement</td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
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<tbody>
<tr>
<td>2017</td>
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<td>154 Alcohol</td>
<td>$89,995.60</td>
<td>$89,995.60</td>
<td></td>
</tr>
</tbody>
</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

No records found.

5.1.3.2 Planned Activity: Neshoba County Sheriff's Department

Planned activity name Neshoba County Sheriff's Department


Primary countermeasure strategy High Visibility Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No
Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Project Description: Projects under the MOHS Law Enforcement DUI Grants provide grant funds to local police departments and sheriff’s offices for enforcement in jurisdictions all across Mississippi. All jurisdictions will provide enforcement for hours that are specified in each agency agreement, in support of the alcohol DUI program. These enforcement grants will be coordinated with the national DSGPO, along with any State blitz campaigns that the MOHS develops for FY19.

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

Enter intended subrecipients.

Neshoba County Sheriff's Department

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>High Visibility Enforcement</td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>154 Transfer Funds-AL</td>
<td>154 Alcohol</td>
<td>$29,120.00</td>
<td>$29,120.00</td>
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</tr>
</tbody>
</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.
5.1.3.3 Planned Activity: New Albany Police Department

**Primary countermeasure strategy** High Visibility Enforcement

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

Yes

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3)** [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4)** [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii)** [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii)** [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f)** [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2)** [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2)** [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

Project Description: Projects under the MOHS Law Enforcement DUI Grants provide grant funds to local police departments and sheriff’s offices for enforcement in jurisdictions all across Mississippi. All jurisdictions will provide enforcement for hours that are specified in each agency agreement, in support of the alcohol DUI program. These enforcement grants will be coordinated with the national DSGPO, along with any State blitz campaigns that the MOHS develops for FY19.

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

**Enter intended subrecipients.**

New Albany Police Department

**Countermeasure strategies**
Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

**Countermeasure strategies in planned activities**

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>High Visibility Enforcement</td>
</tr>
</tbody>
</table>

**Funding sources**

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>154 Transfer Funds-AL</td>
<td>154 Alcohol</td>
<td>$11,992.00</td>
<td>$11,992.00</td>
<td></td>
</tr>
</tbody>
</table>

**Major purchases and dispositions**

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
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</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

No records found.

5.1.3.4 Planned Activity: Pascagoula Police Department

**Planned activity name** Pascagoula Police Department

**Planned activity number** 154AL-2019-ST-22-61

**Primary countermeasure strategy** High Visibility Enforcement

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

Yes

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3)** [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4)** [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii)** [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii)** [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(f)(4) that must include high-visibility enforcement efforts]

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f)** [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2)** [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No
Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.2(b)(1)]

No

Enter description of the planned activity.

Project Description: Projects under the MOHS Law Enforcement DUI Grants provide grant funds to local police departments and sheriff’s offices for enforcement in jurisdictions all across Mississippi. All jurisdictions will provide enforcement for hours that are specified in each agency agreement, in support of the alcohol DUI program. These enforcement grants will be coordinated with the national DSGPO, along with any State blitz campaigns that the MOHS develops for FY19.

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

Enter intended subrecipients.

Pascagoula Police Department

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>High Visibility Enforcement</td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>154 Transfer Funds-AL</td>
<td>154 Alcohol</td>
<td>$16,500.00</td>
<td>$16,500.00</td>
<td></td>
</tr>
</tbody>
</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
<th>NHTSA Share Total Cost</th>
</tr>
</thead>
</table>

No records found.

5.1.3.5 Planned Activity: Pearl Police Department

Planned activity name: Pearl Police Department

Planned activity number: 154AL-2019-ST-31-91

Primary countermeasure strategy: High Visibility Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]
Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Project Description: Projects under the MOHS Law Enforcement DUI Grants provide grant funds to local police departments and sheriff’s offices for enforcement in jurisdictions all across Mississippi. All jurisdictions will provide enforcement for hours that are specified in each agency agreement, in support of the alcohol DUI program. These enforcement grants will be coordinated with the national DSGPO, along with any State blitz campaigns that the MOHS develops for FY19.

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Enter intended subrecipients.

Pearl Police Department

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
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<td>High Visibility Enforcement</td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>154 Transfer Funds-AL</td>
<td>154 Alcohol</td>
<td>$38,622.00</td>
<td>$38,662.00</td>
<td></td>
</tr>
</tbody>
</table>

Major purchases and disposions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.
5.1.3.6 Planned Activity: Philadelphia Police Department

Planned activity name: Philadelphia Police Department
Planned activity number: 154AL-2019-ST-22-81
Primary countermeasure strategy: High Visibility Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)
Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3)
[Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]
No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4)
[Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]
No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii)
[Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]
No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(i)(ii)
[Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(f)(4) that must include high-visibility enforcement efforts]
No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f)
[Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]
No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2)
[Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]
No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2)
[Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]
No

Enter description of the planned activity.

Project Description: Projects under the MOHS Law Enforcement DUI Grants provide grant funds to local police departments and sheriff’s offices for enforcement in jurisdictions all across Mississippi. All jurisdictions will provide enforcement for hours that are specified in each agency agreement, in support of the alcohol DUI program. These enforcement grants will be coordinated with the national DSGPO, along with any State blitz campaigns that the MOHS develops for FY19.

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Enter intended subrecipients.
Philadelphia Police Department

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities
5.1.3.7 Planned Activity: Pontotoc County Sheriff's Department

<table>
<thead>
<tr>
<th>Planned activity name</th>
<th>Pontotoc County Sheriff's Department</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planned activity number</td>
<td>154AL-2019-ST-15-81</td>
</tr>
<tr>
<td>Primary countermeasure strategy</td>
<td>High Visibility Enforcement</td>
</tr>
</tbody>
</table>

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3)

[Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4)

[Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(i)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No
Enter description of the planned activity.

Project Description: Projects under the MOHS Law Enforcement DUI Grants provide grant funds to local police departments and sheriff’s offices for enforcement in jurisdictions all across Mississippi. All jurisdictions will provide enforcement for hours that are specified in each agency agreement, in support of the alcohol DUI program. These enforcement grants will be coordinated with the national DSGPO, along with any State blitz campaigns that the MOHS develops for FY19.

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Enter intended subrecipients.

Ponotoc County Sheriff's Department

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
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<td>High Visibility Enforcement</td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>154 Transfer Funds-AL</td>
<td>154 Alcohol</td>
<td>$37,540.00</td>
<td>$37,540.00</td>
<td></td>
</tr>
</tbody>
</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
<th>NHTSA Share Total Cost</th>
</tr>
</thead>
</table>

No records found.

5.1.3.8 Planned Activity: Ridgeland Police Department

Planned activity name: Ridgeland Police Department

Planned activity number: 154AL-2019-ST-23-01

Primary countermeasure strategy: High Visibility Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]
Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Project Description: Projects under the MOHS Law Enforcement DUI Grants provide grant funds to local police departments and sheriff’s offices for enforcement in jurisdictions all across Mississippi. All jurisdictions will provide enforcement for hours that are specified in each agency agreement, in support of the alcohol DUI program. These enforcement grants will be coordinated with the national DSGPO, along with any State blitz campaigns that the MOHS develops for FY19.

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Enter intended subrecipients.

Ridgeland Police Department

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>High Visibility Enforcement</td>
</tr>
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</table>

Funding sources

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<tbody>
<tr>
<td>2017</td>
<td>154 Transfer Funds-AL</td>
<td>154 Alcohol</td>
<td>$39,750.00</td>
<td>$39,750.00</td>
<td></td>
</tr>
</tbody>
</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
<th>NHTSA Share Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>No records found.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

5.1.3.9 Planned Activity: Starkville Police Department
Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)
Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3)
[Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]
No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4)
[Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]
No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]
No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]
No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]
No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]
No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]
No

Enter description of the planned activity.

Project Description: Projects under the MOHS Law Enforcement DUI Grants provide grant funds to local police departments and sheriff’s offices for enforcement in jurisdictions all across Mississippi. All jurisdictions will provide enforcement for hours that are specified in each agency agreement, in support of the alcohol DUI program. These enforcement grants will be coordinated with the national DSGPO, along with any State blitz campaigns that the MOHS develops for FY19.

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

Enter intended subrecipients.

Starkville Police Department

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year   Countermeasure Strategy Name
2019   High Visibility Enforcement
5.1.3.10 Planned Activity: Stone County Sheriff's Department

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)
Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3)
[Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]
No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4)
[Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]
No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii)
[Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]
No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii)
[Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]
No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f)
[Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]
No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2)
[Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]
No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2)
[Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]
No

Enter description of the planned activity.

Project Description: Projects under the MOHS Law Enforcement DUI Grants provide grant funds to local police departments and sheriff’s offices for enforcement in jurisdictions all across Mississippi. All jurisdictions will provide enforcement for hours that are specified in each agency agreement, in support of the alcohol DUI program. These enforcement grants will be coordinated with the national DSGPO, along with any State blitz campaigns that the MOHS develops for FY19.
All law enforcement agencies participating in the MOHS Law Enforcement Grant program utilize data to targets of need and deploy resources based on problem identification and traffic trends in the agency locales and make adjustments to the program as needed. Law Enforcement agencies use the funding for salaries (part time and full time), travel, contractual service (Installations and Rental of Meeting Space) and equipment (In Car Camera, PBT and Computers), that has been reviewed and approved by the MOHS. All information on budget can be found in the agency agreements. The agency will generate at least (1) earned media campaigns during the DSGPO campaigns. Each agency has a personalized performance measure and strategies that can be found in the grant agreement.

Enter intended subrecipients.

Stone County Sheriff's Department

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>High Visibility Enforcement</td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>154 Transfer Funds-AL</td>
<td>154 Alcohol</td>
<td>$47,803.60</td>
<td>$47,803.60</td>
<td></td>
</tr>
</tbody>
</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
<th>NHTSA Share Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
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<td></td>
<td></td>
</tr>
</tbody>
</table>

No records found.

5.1.3.11 Planned Activity: Tunica County Sheriff's Department

Planned activity name: Tunica County Sheriff's Department
Planned activity number: 154AL-2019-ST-17-21
Primary countermeasure strategy: High Visibility Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(j) that must include high-visibility enforcement efforts]

No
Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Project Description: Projects under the MOHS Law Enforcement DUI Grants provide grant funds to local police departments and sheriff’s offices for enforcement in jurisdictions all across Mississippi. All jurisdictions will provide enforcement for hours that are specified in each agency agreement, in support of the alcohol DUI program. These enforcement grants will be coordinated with the national DSGPO, along with any State blitz campaigns that the MOHS develops for FY19.

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

Enter intended subrecipients.

Tunica County Sheriff's Department

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name
2019 High Visibility Enforcement

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>154 Transfer Funds-AL 154 Alcohol</td>
<td>$29,658.48</td>
<td>$29,658.48</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
<th>NHTSA Share Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

No records found.

5.1.3.12 Planned Activity: Winona Police Department

<table>
<thead>
<tr>
<th>Planned activity name</th>
<th>Winona Police Department</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planned activity number</td>
<td>154AL-2019-ST-35-81</td>
</tr>
<tr>
<td>Primary countermeasure strategy</td>
<td>High Visibility Enforcement</td>
</tr>
</tbody>
</table>
Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(ii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Project Description: Projects under the MOHS Law Enforcement DUI Grants provide grant funds to local police departments and sheriff’s offices for enforcement in jurisdictions all across Mississippi. All jurisdictions will provide enforcement for hours that are specified in each agency agreement, in support of the alcohol DUI program. These enforcement grants will be coordinated with the national DSGPO, along with any State blitz campaigns that the MOHS develops for FY19.

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

Enter intended subrecipients.

Winona Police Department

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>High Visibility Enforcement</td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.
Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
<th>NHTSA Share Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

No records found.

5.1.3.13 Planned Activity: Desoto County Sheriff's Department

- **Planned activity name**: Desoto County Sheriff's Department
- **Planned activity number**: M5X-2019-MD-11-71
- **Primary countermeasure strategy**: High Visibility Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3)

[Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4)

[Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii)

[Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii)

[Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f)

[Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2)

[Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2)

[Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Project Description: Projects under the MOHS Law Enforcement Impaired Driving Grants provide grant funds to local police departments and sheriff’s offices for enforcement in jurisdictions all across Mississippi. All jurisdictions will provide enforcement for hours that are specified in each agency agreement, in support of the Impaired Driving program. These enforcement grants will be coordinated with the national DSAGO, along with any State blitz campaigns that the MOHS develops for FY19.

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

**Enter intended subrecipients.**

Desoto County Sheriff’s Department

**Countermeasure strategies**

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

**Countermeasure strategies in planned activities**

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>High Visibility Enforcement</td>
</tr>
</tbody>
</table>

**Funding sources**

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source</th>
<th>Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>FAST Act 405d Impaired Driving Mid</td>
<td>2018</td>
<td>405d Impaired Driving Mid (FAST)</td>
<td>$170,765.76</td>
<td>$34,153.15</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Major purchases and dispositions**

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
<th>NHTSA Share Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>No records found.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**5.1.3.14 Planned Activity: Hinds County Sheriff’s Department**

**Planned activity name**

Hinds County Sheriff’s Department

**Planned activity number**

M6X-2019-MD-12-51

**Primary countermeasure strategy**

High Visibility Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(f)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]
Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]
No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]
No

Enter description of the planned activity.
Project Description: Projects under the MOHS Law Enforcement Impaired Driving Grants provide grant funds to local police departments and sheriff’s offices for enforcement in jurisdictions all across Mississippi. All jurisdictions will provide enforcement for hours that are specified in each agency agreement, in support of the Impaired Driving program. These enforcement grants will be coordinated with the national DSGPO, along with any State blitz campaigns that the MOHS develops for FY19.

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Enter intended subrecipients.
Hinds County Sheriff's Department

Countermeasure strategies
Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>High Visibility Enforcement</td>
</tr>
</tbody>
</table>

Funding sources
Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2018</td>
<td>FAST Act 405d Impaired Driving Mid</td>
<td>405d Impaired Driving Mid (FAST)</td>
<td>$148,910.04</td>
<td>$29,782.01</td>
<td></td>
</tr>
</tbody>
</table>

Major purchases and dispositions
Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
<th>NHTSA Share Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

No records found.

5.1.3.15 Planned Activity: Lauderdale County Sheriff's Department

<table>
<thead>
<tr>
<th>Planned activity name</th>
<th>Lauderdale County Sheriff's Department</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planned activity number</td>
<td>MSX-2019-MD-13-81</td>
</tr>
<tr>
<td>Primary countermeasure strategy</td>
<td>High Visibility Enforcement</td>
</tr>
</tbody>
</table>

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)
Yes
Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Project Description: Projects under the MOHS Law Enforcement Impaired Driving Grants provide grant funds to local police departments and sheriff’s offices for enforcement in jurisdictions all across Mississippi. All jurisdictions will provide enforcement for hours that are specified in each agency agreement, in support of the Impaired Driving program. These enforcement grants will be coordinated with the national DSGPO, along with any State blitz campaigns that the MOHS develops for FY19.

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Enter intended subrecipients.

Lauderdale County Sheriff's Department

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>High Visibility Enforcement</td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2018</td>
<td>FAST Act 405d Impaired Driving Mid</td>
<td>405d Impaired Driving Mid (FAST)</td>
<td>$132,711.75</td>
<td>$26,542.35</td>
<td></td>
</tr>
</tbody>
</table>
Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
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</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
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</tr>
</tbody>
</table>

No records found.

5.1.3.16 Planned Activity: Marion County Sheriff's Department

<table>
<thead>
<tr>
<th>Planned activity name</th>
<th>Marion County Sheriff's Department</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planned activity number</td>
<td>154AL-2019-ST-14-61</td>
</tr>
<tr>
<td>Primary countermeasure strategy</td>
<td>High Visibility Enforcement</td>
</tr>
</tbody>
</table>

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)
Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3)
[Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]
No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4)
[Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]
No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii)
[Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]
No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii)
[Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]
No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f)
[Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]
No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2)
[Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]
No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2)
[Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]
No

Enter description of the planned activity.

Project Description: Projects under the MOHS Law Enforcement Impaired Driving Grants provide grant funds to local police departments and sheriff’s offices for enforcement in jurisdictions all across Mississippi. All jurisdictions will provide enforcement for hours that are specified in each agency agreement, in support of the Impaired Driving program. These enforcement grants will be coordinated with the national DSGPO, along with any State blitz campaigns that the MOHS develops for FY19.

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Enter intended subrecipients.
Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year | Countermeasure Strategy Name
--- | ---
2019 | High Visibility Enforcement

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>154 Transfer Funds-AL</td>
<td>154 Alcohol</td>
<td>$93,260.52</td>
<td>$93,260.52</td>
<td></td>
</tr>
</tbody>
</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
<th>NHTSA Share Total Cost</th>
</tr>
</thead>
</table>

No records found.

5.1.3.17 Planned Activity: Oxford Police Department

Planned activity name: Oxford Police Department

Planned activity number: 154AL-2019-ST-22-51

Primary countermeasure strategy: High Visibility Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to
reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Project Description: Projects under the MOHS Law Enforcement Impaired Driving Grants provide grant funds to local police departments and sheriff’s offices for enforcement in jurisdictions all across Mississippi. All jurisdictions will provide enforcement for hours that are specified in each agency agreement, in support of the Impaired Driving program. These enforcement grants will be coordinated with the national DSGPO, along with any State blitz campaigns that the MOHS develops for FY19.

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Enter intended subrecipients.

Oxford Police Department

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>High Visibility Enforcement</td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>154 Transfer Funds-AL</td>
<td>154 Alcohol</td>
<td>$109,056.40</td>
<td></td>
<td>$109,056.40</td>
</tr>
</tbody>
</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
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</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

No records found.

5.1.3.18 Planned Activity: Pearl River County Sheriff's Department

<table>
<thead>
<tr>
<th>Planned activity name</th>
<th>Pearl River County Sheriff’s Department</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planned activity number</td>
<td>M5X-2019-MD-15-51</td>
</tr>
<tr>
<td>Primary countermeasure strategy</td>
<td>High Visibility Enforcement</td>
</tr>
</tbody>
</table>

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No
Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Project Description: Projects under the MOHS Law Enforcement Impaired Driving Grants provide grant funds to local police departments and sheriff’s offices for enforcement in jurisdictions all across Mississippi. All jurisdictions will provide enforcement for hours that are specified in each agency agreement, in support of the Impaired Driving program. These enforcement grants will be coordinated with the national DSGPO, along with any State blitz campaigns that the MOHS develops for FY19.

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Enter intended subrecipients.

Pearl River County Sheriff's Department

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>High Visibility Enforcement</td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>FAST Act 405d Impaired Driving Mid</td>
<td>405d Impaired Driving Mid (FAST)</td>
<td>$36,330.16</td>
<td>$7,266.03</td>
<td></td>
</tr>
</tbody>
</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.
5.1.3.19 Planned Activity: Simpson County Sheriff's Department

**Planned activity name**
Simpson County Sheriff's Department

**Planned activity number**
154AL-2019-ST-16-41

**Primary countermeasure strategy**
High Visibility Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)
Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3)
[Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]
No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4)
[Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]
No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii)
[Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]
No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii)
[Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]
No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f)
[Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]
No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2)
[Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]
No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2)
[Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]
No

**Enter description of the planned activity.**

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**Enter intended subrecipients.**

Simpson County Sheriff's Department

**Countermeasure strategies**
Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
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</tbody>
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Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

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<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>154 Transfer Funds-AL</td>
<td>154 Alcohol</td>
<td>$50,610.00</td>
<td>$50,610.00</td>
<td></td>
</tr>
</tbody>
</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
<th>NHTSA Share Total Cost</th>
</tr>
</thead>
</table>

No records found.

5.1.3.20 Planned Activity: Southaven Police Department

Planned activity name: Southaven Police Department

Planned activity number: 154AL-2019-ST-34-41

Primary countermeasure strategy: High Visibility Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(ii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(f)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No
Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Project Description: Projects under the MOHS Law Enforcement Impaired Driving Grants provide grant funds to local police departments and sheriff’s offices for enforcement in jurisdictions all across Mississippi. All jurisdictions will provide enforcement for hours that are specified in each agency agreement, in support of the Impaired Driving program. These enforcement grants will be coordinated with the national DSGPO, along with any State blitz campaigns that the MOHS develops for FY 19.

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

Enter intended subrecipients.

Southaven Police Department

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>High Visibility Enforcement</td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>154 Transfer Funds-AL</td>
<td>154 Alcohol</td>
<td>$116,163.60</td>
<td>$116,163.60</td>
<td></td>
</tr>
</tbody>
</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
<th>NHTSA Share Total Cost</th>
</tr>
</thead>
</table>

No records found.

5.1.3.21 Planned Activity: Tishomingo County Sheriff’s Department

<table>
<thead>
<tr>
<th>Planned activity name</th>
<th>Tishomingo County Sheriff's Department</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planned activity number</td>
<td>M5X-2019-MD-17-11</td>
</tr>
<tr>
<td>Primary countermeasure strategy</td>
<td>High Visibility Enforcement</td>
</tr>
</tbody>
</table>

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d)], for recruiting, training and maintaining a sufficient number of child passenger...
safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(ii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.25(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Project Description: Projects under the MOHS Law Enforcement Impaired Driving Grants provide grant funds to local police departments and sheriff’s offices for enforcement in jurisdictions all across Mississippi. All jurisdictions will provide enforcement for hours that are specified in each agency agreement, in support of the Impaired Driving program. These enforcement grants will be coordinated with the national DSGPO, along with any State blitz campaigns that the MOHS develops for FY 19.

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

Enter intended subrecipients.

Tishomingo County Sheriff's Department

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>High Visibility Enforcement</td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>FAST Act 405d Impaired Driving Mid</td>
<td>405d Impaired Driving Mid (FAST)</td>
<td>$49,290.00</td>
<td>$9,858.00</td>
<td></td>
</tr>
</tbody>
</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.
5.1.3.22 Planned Activity: MOHS-National DSGPO Special Wave Grants

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
<th>NHTSA Share Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>No records found.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Enter description of the planned activity.**

Project Description: The agencies will use the funds to provide overtime to non-funded agencies for officers to work overtime in conducting impaired driving enforcement during the national blitz periods of DSGPO. The agencies will conduct a minimum of (2) Special Traffic Enforcement Program (STEP) HVE/Deterrence checkpoints and a minimum of (2) Special Traffic Enforcement Program (STEP) HVE/Deterrence saturation patrols during each national DSGPO (Christmas/New Year & Labor Day), for a total of (4) Checkpoints and (4) Saturation Patrols. The agency will generate at least (1) earned media campaigns during the DSGPO campaigns. Funds will be used for law enforcement in strategically targeted areas, based on problem identification during blitz periods to reduce fatalities and injuries. The number of projects will be determined based on problem identification, need and trends. The number of hours and funding amounts will be determined by need, population size and funds available. Funds will be used for: Overtime, which is over and beyond regular duties and responsibilities.

**Enter intended subrecipients.**

Law enforcement agencies solicited across the state that have problem identification and data needs for the DSGPO blitz campaign. Short grant periods.

**Countermeasure strategies**

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

**Countermeasure strategies in planned activities**
Fiscal Year | Countermeasure Strategy Name
---|---
2019 | High Visibility Enforcement

### Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>154 Transfer Funds-AL</td>
<td>154 Alcohol</td>
<td>$50,000.00</td>
<td>$50,000.00</td>
<td></td>
</tr>
</tbody>
</table>

### Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
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</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

No records found.

**5.1.3.23 Planned Activity: Bay St. Louis Police Department**

**Planned activity name** Bay St. Louis Police Department

**Planned activity number** 15AAL-2019-ST-20-21

**Primary countermeasure strategy** High Visibility Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3)

[Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4)

[Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No
Enter description of the planned activity.

Project Description: Projects under the MOHS Law Enforcement DUI Grants provide grant funds to local police departments and sheriff’s offices for enforcement in jurisdictions all across Mississippi. All jurisdictions will provide enforcement for hours that are specified in each agency agreement, in support of the alcohol DUI program. These enforcement grants will be coordinated with the national DSGPO, along with any State blitz campaigns that the MOHS develops for FY19.

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

Enter intended subrecipients.
Bay St. Louis Police

Countermeasure strategies
Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>High Visibility Enforcement</td>
</tr>
</tbody>
</table>

Funding sources
Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>154 Transfer Funds-AL</td>
<td>154 Alcohol</td>
<td>$3,000.00</td>
<td>$3,000.00</td>
<td></td>
</tr>
</tbody>
</table>

Major purchases and dispositions
Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
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<th>NHTSA Share per unit</th>
<th>NHTSA Share Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>No records found.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

5.1.3.24 Planned Activity: Canton Police Department

Planned activity name Canton Police Department
Planned activity number 154AL-2019-ST-25-41
Primary countermeasure strategy High Visibility Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)
Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3)
[Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]
No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4)
[Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]
No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]
Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Project Description: Projects under the MOHS Law Enforcement DUI Grants provide grant funds to local police departments and sheriff’s offices for enforcement in jurisdictions all across Mississippi. All jurisdictions will provide enforcement for hours that are specified in each agency agreement, in support of the alcohol DUI program. These enforcement grants will be coordinated with the national DSGPO, along with any State blitz campaigns that the MOHS develops for FY19.

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Enter intended subrecipients.

Canton Police Department

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>High Visibility Enforcement</td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
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<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>154 Transfer Funds-AL</td>
<td>154 Alcohol</td>
<td>$10,275.00</td>
<td>$10,275.00</td>
<td></td>
</tr>
</tbody>
</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
<th>NHTSA Share Total Cost</th>
</tr>
</thead>
</table>

No records found.

5.1.3.25 Planned Activity: Carroll County Sheriff's Department
Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)
Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]
No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]
No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]
No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]
No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]
No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]
No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]
No

Enter description of the planned activity.

Project Description: Projects under the MOHS Law Enforcement DUI Grants provide grant funds to local police departments and sheriff’s offices for enforcement in jurisdictions all across Mississippi. All jurisdictions will provide enforcement for hours that are specified in each agency agreement, in support of the alcohol DUI program. These enforcement grants will be coordinated with the national DSGPO, along with any State blitz campaigns that the MOHS develops for FY19. All law enforcement agencies participating in the MOHS Law Enforcement Grant program utilize data to targets of need and deploy resources based on problem identification and traffic trends in the agency locales and make adjustments to the program as needed. Law Enforcement agencies use the funding for salaries (part time and full time), travel, contractual service (Installations and Rental of Meeting Space) and equipment (In Car Camera, PBT and Computers), that has been reviewed and approved by the MOHS. All information on budget can be found in the agency agreements. The agency will generate at least (1) earned media campaigns during the DSGPO campaigns. Each agency has a personalized performance measure and strategies that can be found in the grant agreement.

Enter intended subrecipients.
Carroll County Sheriff's Department

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name
2019 High Visibility Enforcement
5.1.3.26 Planned Activity: Carthage Police Department

**Planned activity name**  
Carthage Police Department

**Planned activity number**  
154AL-2019-ST-25-51

**Primary countermeasure strategy**  
High Visibility Enforcement

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

Yes

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3)**

[Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4)**

[Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii)**

[Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii)**

[Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f)**

[Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2)**

[Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2)**

[Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

Project Description: Projects under the MOHS Law Enforcement DUI Grants provide grant funds to local police departments and sheriff’s offices for enforcement in jurisdictions all across Mississippi. All jurisdictions will provide enforcement for hours that are specified in each agency agreement, in support of the alcohol DUI program. These enforcement grants will be coordinated with the national DSGPO, along with any State blitz campaigns that the MOHS develops for FY19.
All law enforcement agencies participating in the MOHS Law Enforcement Grant program utilize data to targets of need and deploy resources based on problem identification and traffic trends in the agency locales and make adjustments to the program as needed. Law Enforcement agencies use the funding for salaries (part time and full time), travel, contractual service (Installations and Rental of Meeting Space) and equipment (In Car Camera, PBT and Computers), that has been reviewed and approved by the MOHS. All information on budget can be found in the agency agreements. The agency will generate at least (1) earned media campaigns during the DSGPO campaigns. Each agency has a personalized performance measure and strategies that can be found in the grant agreement.

**Enter intended subrecipients.**

Carthage Police Department

**Countermeasure strategies**

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

**Countermeasure strategies in planned activities**

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>High Visibility Enforcement</td>
</tr>
</tbody>
</table>

**Funding sources**

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>154 Transfer Funds-AL</td>
<td>154 Alcohol</td>
<td>$42,268.80</td>
<td></td>
<td>$42,268.80</td>
</tr>
</tbody>
</table>

**Major purchases and dispositions**

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
<th>NHTSA Share Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

No records found.

**5.1.3.27 Planned Activity: Clay County Sheriff's Department**

- **Planned activity name**: Clay County Sheriff's Department
- **Planned activity number**: 154AL-2019-ST-11-31
- **Primary countermeasure strategy**: High Visibility Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No
Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Project Description: Projects under the MOHS Law Enforcement DUI Grants provide grant funds to local police departments and sheriff’s offices for enforcement in jurisdictions all across Mississippi. All jurisdictions will provide enforcement for hours that are specified in each agency agreement, in support of the alcohol DUI program. These enforcement grants will be coordinated with the national DSGPO, along with any State blitz campaigns that the MOHS develops for FY19.

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

Enter intended subrecipients.

Clay County Sheriff's Department

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>High Visibility Enforcement</td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>154 Transfer Funds-AL</td>
<td>154 Alcohol</td>
<td>$16,010.00</td>
<td>$16,010.00</td>
<td></td>
</tr>
</tbody>
</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
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<tbody>
<tr>
<td></td>
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<td></td>
</tr>
</tbody>
</table>

No records found.

5.1.3.28 Planned Activity: Coahoma County Sheriff's Department

Planned activity name: Coahoma County Sheriff's Department
Planned activity number: 154AL-2019-ST-11-41
Primary countermeasure strategy: High Visibility Enforcement
Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the State driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racing profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Project Description: Projects under the MOHS Law Enforcement DUI Grants provide grant funds to local police departments and sheriff’s offices for enforcement in jurisdictions all across Mississippi. All jurisdictions will provide enforcement for hours that are specified in each agency agreement, in support of the alcohol DUI program. These enforcement grants will be coordinated with the national DSGPO, along with any State blitz campaigns that the MOHS develops for FY19.

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Enter intended subrecipients.

Coahoma County Sheriff's Department

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>High Visibility Enforcement</td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.
Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
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<tbody>
<tr>
<td></td>
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<td></td>
<td></td>
</tr>
</tbody>
</table>

No records found.

5.1.3.29 Planned Activity: Covington County Sheriff's Department

Planned activity name: Covington County Sheriff's Department

Planned activity number: 154AL-2019-ST-11-61

Primary countermeasure strategy: High Visibility Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3)

[Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4)

[Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Project Description: Projects under the MOHS Law Enforcement DUI Grants provide grant funds to local police departments and sheriff’s offices for enforcement in jurisdictions all across Mississippi. All jurisdictions will provide enforcement for hours that are specified in each agency agreement, in support of the alcohol DUI program. These enforcement grants will be coordinated with the national DSGPO, along with any State blitz campaigns that the MOHS develops for FY19.

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information on budget can be found in the agency agreements. The agency will generate at least (1) earned media campaigns during the DSGPO campaigns. Each agency has a personalized performance measure and strategies that can be found in the grant agreement.

Enter intended subrecipients.
Covington County Sheriff's Department

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>High Visibility Enforcement</td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>154 Transfer Funds-AL</td>
<td>154 Alcohol</td>
<td>$40,652.00</td>
<td>$40,652.00</td>
<td></td>
</tr>
</tbody>
</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
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<th>NHTSA Share per unit</th>
<th>NHTSA Share Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>No records found.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

5.1.3.30 Planned Activity: D'Iberville Police Department

<table>
<thead>
<tr>
<th>Planned activity name</th>
<th>Planned activity number</th>
<th>Primary countermeasure strategy</th>
</tr>
</thead>
<tbody>
<tr>
<td>D'Iberville Police Department</td>
<td>154AL-2019-ST-26-91</td>
<td>High Visibility Enforcement</td>
</tr>
</tbody>
</table>

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(f)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]
Is this planned activity part of the State motorcyclist safety grant application (§ 405(f))? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Project Description: Projects under the MOHS Law Enforcement DUI Grants provide grant funds to local police departments and sheriff’s offices for enforcement in jurisdictions all across Mississippi. All jurisdictions will provide enforcement for hours that are specified in each agency agreement, in support of the alcohol DUI program. These enforcement grants will be coordinated with the national DSGPO, along with any State blitz campaigns that the MOHS develops for FY19.

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Enter intended subrecipients.

D’Iberville Police Department

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
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</thead>
<tbody>
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<td>High Visibility Enforcement</td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
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<tbody>
<tr>
<td>2017</td>
<td>154 AL-2019-ST-40-81</td>
<td>154 Alcohol</td>
<td>$53,044.00</td>
<td>$53,044.00</td>
<td></td>
</tr>
</tbody>
</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
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</thead>
<tbody>
<tr>
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</tr>
</tbody>
</table>

No records found.

5.1.3.31 Planned Activity: Department of Public Safety-Alcohol Enforcement

<table>
<thead>
<tr>
<th>Planned activity name</th>
<th>Department of Public Safety-Alcohol Enforcement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planned activity number</td>
<td>154AL-2019-ST-40-81</td>
</tr>
<tr>
<td>Primary countermeasure strategy</td>
<td>High Visibility Enforcement</td>
</tr>
</tbody>
</table>

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes
Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(i) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Project Description: Projects under the MOHS Law Enforcement DUI Grants provide grant funds to local police departments and sheriff’s offices for enforcement in jurisdictions all across Mississippi. All jurisdictions will provide enforcement for hours that are specified in each agency agreement, in support of the alcohol DUI program. These enforcement grants will be coordinated with the national DSGPO, along with any State blitz campaigns that the MOHS develops for FY19.

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

Enter intended subrecipients.

Mississippi Department of Public Safety/Highway Patrol for statewide enforcement of all 82 counties for alcohol enforcement.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>High Visibility Enforcement</td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>154 Transfer Funds-AL</td>
<td>154 Alcohol</td>
<td>$1,683,660.19</td>
<td>$0.00</td>
<td></td>
</tr>
</tbody>
</table>
Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
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</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
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</tr>
</tbody>
</table>

No records found.

5.1.3.32 Planned Activity: Department of Public Safety-PAO

<table>
<thead>
<tr>
<th>Planned activity name</th>
<th>Department of Public Safety-PAO</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planned activity number</td>
<td>154AL-2019-ST-40-82</td>
</tr>
<tr>
<td>Primary countermeasure strategy</td>
<td>High Visibility Enforcement</td>
</tr>
</tbody>
</table>

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3)

[Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4)

[Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii)

[Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii)

[Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f)

[Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2)

[Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2)

[Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Project Description: 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 goes 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 will coordinate with law enforcement agencies to promote not driving impaired, provide education/information 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 will continue 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 will focus on impaired driving with an enhanced education program, media campaign and enforcement program. Evaluation of the program will be provided on the effectiveness of the
program. Funding will be utilized for travel expenses, equipment, overtime and fringe for the program.

Enter intended subrecipients.

Mississippi Department of Public Safety/Public Awareness Officers. Statewide.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
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</thead>
<tbody>
<tr>
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<td>High Visibility Enforcement</td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>154 Transfer Funds-AL</td>
<td>154 Alcohol</td>
<td>$69,358.80</td>
<td>$0.00</td>
<td></td>
</tr>
</tbody>
</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
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</tr>
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<tr>
<td></td>
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<td></td>
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</tr>
</tbody>
</table>

No records found.

5.1.3.33 Planned Activity: Greenwood Police Department

<table>
<thead>
<tr>
<th>Planned activity name</th>
<th>Greenwood Police Department</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planned activity number</td>
<td>154AL-2019-ST-21-31</td>
</tr>
<tr>
<td>Primary countermeasure strategy</td>
<td>High Visibility Enforcement</td>
</tr>
</tbody>
</table>

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(ci)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]
Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Project Description: Projects under the MOHS Law Enforcement DUI Grants provide grant funds to local police departments and sheriff’s offices for enforcement in jurisdictions all across Mississippi. All jurisdictions will provide enforcement for hours that are specified in each agency agreement, in support of the alcohol DUI program. These enforcement grants will be coordinated with the national DSGPO, along with any State blitz campaigns that the MOHS develops for FY19.

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Enter intended subrecipients.

Greenwood Police Department

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>High Visibility Enforcement</td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>154 Transfer Funds-AL</td>
<td>154 Alcohol</td>
<td>$30,527.50</td>
<td>$30,527.50</td>
<td></td>
</tr>
</tbody>
</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
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<tbody>
<tr>
<td></td>
<td></td>
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<td></td>
</tr>
</tbody>
</table>

No records found.

5.1.3.34 Planned Activity: Grenada Police Department

Planned activity name: Grenada Police Department

Planned activity number: 154AL-2019-ST-28-41

Primary countermeasure strategy: High Visibility Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes
Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Project Description: Projects under the MOHS Law Enforcement DUI Grants provide grant funds to local police departments and sheriff’s offices for enforcement in jurisdictions all across Mississippi. All jurisdictions will provide enforcement for hours that are specified in each agency agreement, in support of the alcohol DUI program. These enforcement grants will be coordinated with the national DSGPO, along with any State blitz campaigns that the MOHS develops for FY19.

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Enter intended subrecipients.

Grenada Police Department

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>High Visibility Enforcement</td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>154 Transfer Funds-AL</td>
<td>154 Alcohol</td>
<td>$49,956.40</td>
<td>$49,956.40</td>
<td></td>
</tr>
</tbody>
</table>
**Major purchases and dispositions**

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
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<tbody>
<tr>
<td></td>
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</tr>
</tbody>
</table>

No records found.

**5.1.3.35 Planned Activity: Gulfport Police Department**

<table>
<thead>
<tr>
<th>Planned activity name</th>
<th>Gulfport Police Department</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planned activity number</td>
<td>154AL-2019-ST-21-41</td>
</tr>
<tr>
<td>Primary countermeasure strategy</td>
<td>High Visibility Enforcement</td>
</tr>
</tbody>
</table>

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

Project Description: Projects under the MOHS Law Enforcement DUI Grants provide grant funds to local police departments and sheriff’s offices for enforcement in jurisdictions all across Mississippi. All jurisdictions will provide enforcement for hours that are specified in each agency agreement, in support of the alcohol DUI program. These enforcement grants will be coordinated with the national DSGPO, along with any State blitz campaigns that the MOHS develops for FY19.

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**Enter intended subrecipients.**
Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

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<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
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</thead>
<tbody>
<tr>
<td>2019</td>
<td>High Visibility Enforcement</td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>154 Transfer Funds-AL</td>
<td>154 Alcohol</td>
<td>$95,473.60</td>
<td>$95,473.60</td>
<td></td>
</tr>
</tbody>
</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
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<tbody>
<tr>
<td></td>
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<td></td>
<td></td>
</tr>
</tbody>
</table>

No records found.

5.1.3.36 Planned Activity: Hancock County Sheriff's Department

Planned activity name: Hancock County Sheriff's Department

Planned activity number: 154AL-2019-ST-12-31

Primary countermeasure strategy: High Visibility Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to
reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest.

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Project Description: Projects under the MOHS Law Enforcement DUI Grants provide grant funds to local police departments and sheriff’s offices for enforcement in jurisdictions all across Mississippi. All jurisdictions will provide enforcement for hours that are specified in each agency agreement, in support of the alcohol DUI program. These enforcement grants will be coordinated with the national DSGPO, along with any State blitz campaigns that the MOHS develops for FY19.

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

Enter intended subrecipients.

Hancock County Sheriff's Department

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>High Visibility Enforcement</td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>154 Transfer Funds-AL</td>
<td>154 Alcohol</td>
<td>$36,408.90</td>
<td>$36,408.90</td>
<td></td>
</tr>
</tbody>
</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
<th>NHTSA Share Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

No records found.

5.1.3.37 Planned Activity: Hattiesburg Police Department

Planned activity name Hattiesburg Police Department

Planned activity number 154AL-2019-ST-21-51

Primary countermeasure strategy High Visibility Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No
Enter description of the planned activity.

Project Description: Projects under the MOHS Law Enforcement DUI Grants provide grant funds to local police departments and sheriff’s offices for enforcement in jurisdictions all across Mississippi. All jurisdictions will provide enforcement for hours that are specified in each agency agreement, in support of the alcohol DUI program. These enforcement grants will be coordinated with the national DSGPO, along with any State blitz campaigns that the MOHS develops for FY19.

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Enter intended subrecipients.

Hattiesburg Police Department

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>High Visibility Enforcement</td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>154 Transfer Funds-AL</td>
<td>154 Alcohol</td>
<td>$51,750.00</td>
<td>$51,750.00</td>
<td></td>
</tr>
</tbody>
</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.
### 5.1.3.38 Planned Activity: Hernando Police Department

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
<th>NHTSA Share Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

No records found.

**Primary countermeasure strategy**  
High Visibility Enforcement

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**  
Yes

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3)**  
[Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4)**  
[Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii)**  
[Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii)**  
[Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f)**  
[Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2)**  
[Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2)**  
[Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

Project Description: Projects under the MOHS Law Enforcement DUI Grants provide grant funds to local police departments and sheriff’s offices for enforcement in jurisdictions all across Mississippi. All jurisdictions will provide enforcement for hours that are specified in each agency agreement, in support of the alcohol DUI program. These enforcement grants will be coordinated with the national DSGPO, along with any State blitz campaigns that the MOHS develops for FY19.

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**Enter intended subrecipients.**

Hernando Police Department

**Countermeasure strategies**
Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>High Visibility Enforcement</td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>154 Transfer Funds-AL</td>
<td>154 Alcohol</td>
<td>$95,745.00</td>
<td>$95,745.00</td>
<td>$95,745.00</td>
</tr>
</tbody>
</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

No records found.

5.1.3.39 Planned Activity: Horn Lake Police Department

<table>
<thead>
<tr>
<th>Planned activity name</th>
<th>Horn Lake Police Department</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planned activity number</td>
<td>154-AL-2019-ST-21-81</td>
</tr>
<tr>
<td>Primary countermeasure strategy</td>
<td>High Visibility Enforcement</td>
</tr>
</tbody>
</table>

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(f)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcyclist and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No
Enter description of the planned activity.

Project Description: Projects under the MOHS Law Enforcement DUI Grants provide grant funds to local police departments and sheriff’s offices for enforcement in jurisdictions all across Mississippi. All jurisdictions will provide enforcement for hours that are specified in each agency agreement, in support of the alcohol DUI program. These enforcement grants will be coordinated with the national DSGPO, along with any State blitz campaigns that the MOHS develops for FY19.

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Enter intended subrecipients.

Horn Lake Police Department

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>High Visibility Enforcement</td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
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<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>154 Transfer Funds-AL</td>
<td>154 Alcohol</td>
<td>$127,350.00</td>
<td></td>
<td>$127,350.00</td>
</tr>
</tbody>
</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
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</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

No records found.

5.1.3.40 Planned Activity: Jones County Sheriff's Department

<table>
<thead>
<tr>
<th>Planned activity name</th>
<th>Planned activity number</th>
<th>Primary countermeasure strategy</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jones County Sheriff's Department</td>
<td>154AL-2019-ST-13-41</td>
<td>High Visibility Enforcement</td>
</tr>
</tbody>
</table>

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No
Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Project Description: Projects under the MOHS Law Enforcement DUI Grants provide grant funds to local police departments and sheriff’s offices for enforcement in jurisdictions all across Mississippi. All jurisdictions will provide enforcement for hours that are specified in each agency agreement, in support of the alcohol DUI program. These enforcement grants will be coordinated with the national DSGPO, along with any State blitz campaigns that the MOHS develops for FY19.

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Enter intended subrecipients.

Jones County Sheriff's Department

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>High Visibility Enforcement</td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>154 Transfer Funds-AL</td>
<td>154 Alcohol</td>
<td>$49,392.00</td>
<td>$49,329.00</td>
<td></td>
</tr>
</tbody>
</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
<th>NHTSA Share Total Cost</th>
</tr>
</thead>
</table>
5.1.3.41 Planned Activity: Lamar County Sheriff's Department

**Planned activity name**: Lamar County Sheriff's Department

**Planned activity number**: 154AL-2019-ST-13-71

**Primary countermeasure strategy**: High Visibility Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(ii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(f)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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Enter intended subrecipients.

Lamar County Sheriff's Department

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities
5.1.4 Countermeasure Strategy: Contingency Travel

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?
No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)
No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]
No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification]
No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State’s problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State’s unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]
No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]
No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]
5.1.5 Countermeasure Strategy: Alcohol Adult Educational Programs

### Program area
Impaired Driving (Drug and Alcohol)

### Countermeasure strategy
Alcohol Adult Educational Programs

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]
Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State’s problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State’s unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Within the State of Mississippi, impaired driving fatalities represent 18.3% of the overall State fatalities. The adult educational programs that are funded will help impact impaired driving through bringing changes to behavior. Adult education programs will bring information to high risk areas and areas of focus on the dangers of drinking and driving, along with information on medication and drug use that may impair drivers. The Metro Jackson Community Coalition program will work with adults in the top risk and focus areas on alcohol education, to try and attribute to the reduction of to the overall goal of reducing impaired driving fatalities, reducing crashes and injuries. The impact of the program will be to educate and provide information to the public to changes the behaviors of impaired driving. Educational programs will be able to spread the message to specific groups and demographics in the targeted areas, this information, we hope will reach those that at risk.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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 program to go and solicit applications from those target areas.
The linkage of problem identification and the adult educational programs is that we will be able to focus resources, such as public information programs into the area that are most at risk and those areas have the demographics with the highest risks. With the funding of adult educational programs and the change in behavior, the targets for the in the grant itself will be met, along with performance targets that the state has set for impaired driving. The planned activities under the alcohol adult educational program will directly attribute to the reduction of fatalities, injuries and crashes.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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. There is not a specific countermeasure in the Countermeasures that Work: A Highway Safety Countermeasures Guide for State Highway Safety Offices, that is specific for adult education programs. Adult education programs that are funded through the MOHS do contribute a pre and post survey for each presentation and program, this helps the sub-grantee and the MOHS determine if the program is working.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

<table>
<thead>
<tr>
<th>Planned activity unique identifier</th>
<th>Planned Activity Name</th>
<th>Primary Countermeasure</th>
</tr>
</thead>
<tbody>
<tr>
<td>154AL-2019-ST-40-01</td>
<td>Jackson State University/Metro Jackson Community Coalition</td>
<td>Alcohol Adult Educational Programs</td>
</tr>
</tbody>
</table>

5.1.5.1 Planned Activity: Jackson State University/Metro Jackson Community Coalition

<table>
<thead>
<tr>
<th>Planned activity name</th>
<th>Jackson State University/Metro Jackson Community Coalition</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planned activity number</td>
<td>154AL-2019-ST-40-01</td>
</tr>
<tr>
<td>Primary countermeasure strategy</td>
<td>Alcohol Adult Educational Programs</td>
</tr>
</tbody>
</table>

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No
Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Project Description: The Metro Jackson Community Prevention Coalition will be the state’s primary adult impaired driving awareness program. The program will focus on the top 25 counties of the State with the most alcohol relate fatalities. The program will coordinate with law enforcement agencies to promote impaired driving prevention; provide impaired driving prevention education/information to support and enhance law enforcement efforts during (4) National Blitz campaigns: July 4th, Labor Day, Christmas/New Years and the Superbowl by facilitating Cup Coaster initiatives and or press conferences; assist law enforcement agencies with the dissemination of educational information and materials during checkpoint efforts; conduct impaired driving prevention awareness presentations and generate earned media. The MJCPC will utilize the grant funds for the continued salary for project director and a prevention specialist; fringe; travel and training, supplies; contractual services; indirect costs to conduct described program activities above and beyond the agency’s daily activities and responsibilities.

Enter intended subrecipients.

Jackson State University/Metro Jackson Community Coalition

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Alcohol Adult Educational Programs</td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2016</td>
<td>154 Transfer Funds-AL 154 Alcohol</td>
<td>$209,774.37</td>
<td></td>
<td>$0.00</td>
<td></td>
</tr>
</tbody>
</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
<th>NHTSA Share Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

No records found.

5.2 Program Area: Occupant Protection (Adult and Child Passenger Safety)

Program area type Occupant Protection (Adult and Child Passenger Safety)

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

Yes

Problem identification

Enter description and analysis of the State’s highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.
Occupant Protection:

On May 27, 2006, Mississippi became the 22nd State to implement a primary safety belt law. Effective, July 1, 2017, Mississippi will join other states by implementing an all passenger seatbelt law. Historically, most of the drivers and passengers that die in traffic crashes are not belted. Although, safety belts cannot save all persons, it is estimated that fatalities are in fact reduced 50 to 65 percent when safety belts are used, becoming injured rather than killed.

In 2016, there were 561 occupant fatalities and 53.83%, which is more than 1 out of every 2, were not wearing safety belts. There is no doubt that seat belts save lives and/or reduce injury. With sustained statewide law enforcement, coupled with public information and education, Mississippi stands poised to save hundreds of lives and reduce thousands of injuries each year from increased safety belt usage by motorists.

<table>
<thead>
<tr>
<th>restraint</th>
<th>Driver</th>
<th>Passenger</th>
<th>Pedestrian</th>
<th>Bicyclist</th>
<th>Unknown</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>N/A</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>58</td>
</tr>
<tr>
<td>Shoulder Only</td>
<td>1</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>5</td>
</tr>
<tr>
<td>Lap Belt Only</td>
<td>1</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>3</td>
</tr>
<tr>
<td>Lap/Shoulder</td>
<td>196</td>
<td>49</td>
<td></td>
<td></td>
<td></td>
<td>245</td>
</tr>
<tr>
<td>Child Restraint</td>
<td>12</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>12</td>
</tr>
<tr>
<td>Unbelted</td>
<td>243</td>
<td>59</td>
<td></td>
<td></td>
<td></td>
<td>302</td>
</tr>
<tr>
<td>No Helmet</td>
<td>14</td>
<td>1</td>
<td></td>
<td></td>
<td></td>
<td>15</td>
</tr>
<tr>
<td>Helmet</td>
<td>39</td>
<td>1</td>
<td></td>
<td></td>
<td></td>
<td>40</td>
</tr>
<tr>
<td>Unk for Helmet</td>
<td>2</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>2</td>
</tr>
<tr>
<td>Other</td>
<td>1</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1</td>
</tr>
<tr>
<td>Not Reported</td>
<td>4</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>4</td>
</tr>
<tr>
<td>Unknown</td>
<td>1</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1</td>
</tr>
<tr>
<td><strong>Grand Total</strong></td>
<td>500</td>
<td>124</td>
<td>58</td>
<td>5</td>
<td>3</td>
<td>690</td>
</tr>
</tbody>
</table>

There were 561 motor vehicle occupants in 2016, with 302 total occupants not, which represents 53.83% unbelted. Of the 439 total driver occupants, there were 243 drivers unrestrained which represents 55.3% drivers unbelted. Of the 122 unrestrained occupants, there were 59 passengers unrestrained, which represents 48.3% were unbelted. As the chart shows, most unbelted fatalities occur on state highways with 95 unbelted fatalities for 2016, with county roads with the second deadliest roadways for 2016 with 89 unbelted fatalities.
The largest age group of unbelted fatalities was among the 21-29 age population with 67 unbelted fatalities, which represents 22.2%; the 30-39 age population with 54 fatalities, which represents 17.47% of all fatalities of the 690 fatalities, 302 were unbelted. White and Black ethnic groups have the highest levels of fatalities among all ethnic groups represented.

### 2016 Unbelted Fatalities by Age Range and Race

<table>
<thead>
<tr>
<th>Age Range</th>
<th>amer indian</th>
<th>black</th>
<th>oth asian</th>
<th>other</th>
<th>unknown</th>
<th>white</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>05 - 09</td>
<td>2</td>
<td>1</td>
<td>1</td>
<td></td>
<td></td>
<td>3</td>
<td></td>
</tr>
<tr>
<td>10 - 15</td>
<td>4</td>
<td></td>
<td>4</td>
<td>8</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>16 - 20</td>
<td>11</td>
<td></td>
<td>21</td>
<td>32</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>21 - 24</td>
<td>17</td>
<td></td>
<td>19</td>
<td>36</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>25 - 29</td>
<td>11</td>
<td></td>
<td>20</td>
<td>31</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>30 - 39</td>
<td>1</td>
<td>20</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>30</td>
<td>54</td>
</tr>
<tr>
<td>40 - 49</td>
<td>17</td>
<td></td>
<td>22</td>
<td>39</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>50 -59</td>
<td>13</td>
<td></td>
<td>35</td>
<td>48</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>60 - 69</td>
<td>12</td>
<td></td>
<td>18</td>
<td>30</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>70 - 79</td>
<td>5</td>
<td></td>
<td>11</td>
<td>16</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>80 - &gt;</td>
<td>1</td>
<td></td>
<td>4</td>
<td>5</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>1</td>
<td>113</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>185</td>
<td>302</td>
</tr>
</tbody>
</table>
During 2016, the male population had 223 fatalities, which represents 74% of all unbelted fatalities and female had 79 unbelted fatalities, which represented 26% of all unbelted fatalities.

*During 2016, May and October were the deadliest months of the year for unbelted fatalities. This data helps the MOHS put resources in place for unbelted focus projects, such as extra enforcement and educational programs.*

The above charts show that Saturday and Sunday had the most unbelted fatalities during the week, each with more than 50 on each day. The chart below shows the 2016 unbelted fatalities by the time of day. The data shows that 1:00 p.m. had the highest number of unbelted fatalities, with 3:00 p.m., 6:00 p.m. and 8:00 p.m. coming in next for the highest number of unbelted fatalities in 2016.
The above chart shows the grant funded citations v. statewide citations for 2013-2017. The data shows a decrease in grant funded citations from 25,018 in 2016 to 18,932 in 2017. The state wide seatbelt citations decreased 29,829 in 2016 to 12,121 in 2017. The state will continue to work on maintaining the increase of grant funded citations, along with working with all agencies across the state to work on increasing the state wide seatbelt citations.

Mississippi Seatbelt Surveys/Usage Rate:

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. Occupant Protection continues to be a priority emphasis area for NHTSA and for the MOHS.

Overall Seatbelt Survey: In the overall seatbelt usage rate, the 2017 seat belt usage rate for Mississippi is 78.89%, which increased 0.9%. The northern part of the State continues to be a major focus area with two surveyed areas being less than 65% usage. The southern part of the State remains to have some of the highest rates for seatbelt usage, with most above 80% usage rates and some above the national average of 87%.

<table>
<thead>
<tr>
<th>County</th>
<th>2016 Survey</th>
<th>2017 Survey</th>
<th>Percentage Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Chickasaw</td>
<td>65.00%</td>
<td>63.4%</td>
<td>-1.6%</td>
</tr>
<tr>
<td>Desoto</td>
<td>88.40%</td>
<td>83.4%</td>
<td>-5.0%</td>
</tr>
<tr>
<td>Hancock</td>
<td>75.70%</td>
<td>88.5%</td>
<td>+12.8%</td>
</tr>
<tr>
<td>Harrison</td>
<td>90.30%</td>
<td>90.6%</td>
<td>+0.3%</td>
</tr>
<tr>
<td>Holmes</td>
<td>78.80%</td>
<td>83.5%</td>
<td>+4.7%</td>
</tr>
<tr>
<td>Hinds</td>
<td>72.50%</td>
<td>75.2%</td>
<td>+2.7%</td>
</tr>
</tbody>
</table>
As the chart shows, the MOHS has made major positive differences in Hancock (+12.8%) and Lee (+6.5%) counties, presumably due to an increased effort in media and enforcement in these areas of the state. There were several significant drops in belt use in 2017 came from Leflore (-6.3%) and Desoto (-5.0%). All other differences among the counties surveyed were less than 5% in either a positive or negative direction. These differences are considered to be due to normal fluctuations and of minimal impact.

Child Restraint Survey: According to the 2016 Seat Belt Survey Report, Mississippi currently has a 78.8% usage rate. This rate is slightly higher than the 77.9% usage rate in 2015. Over time, the effort toward increasing and improving child restraint use has been both extensive and intensive. The child restraint rate in 2017 83.7%, which is higher than the 2016 rate of 81.2%. There is little doubt that having a primary child restraint law has made a significant impact on the high use of child restraints in Mississippi. The 2006 primary seat belt law for all front seat passengers could be an influential factor in the usage rate increase. Forty municipalities with populations of 10,000 and above were selected for the 2017 Child Restraint Survey.

<table>
<thead>
<tr>
<th>Seating Position of Child</th>
<th>Children Observed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Front Seat</td>
<td>771</td>
</tr>
<tr>
<td>Back Seat</td>
<td>4,805</td>
</tr>
<tr>
<td>Totals</td>
<td>5,576</td>
</tr>
</tbody>
</table>

For 2019, the MOHS staff is looking at data like never before. The focus for MOHS has changed and has shifted the focus and priorities for the upcoming year for the MOHS. The data in a snapshot is as follows and what will be the priority for the MOHS during FY19:
• Roadway Focus: Highways and county roads are the most deadliest roadways
• Age Group Focus: 30-39 and 50-59.
• Ethnicity/Race & Gender Focus: White Males and White Females.
• Months of Focus: May, October and December are the deadliest months during the year.
• Day of Week Focus: Saturday and Sunday are the deadliest day of the week.
• Time of Day Focus: The time of day focus has also shifted from overnight hours to the hours on 1:00 p.m. and 3:00 p.m.

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Performance Measure Name</th>
<th>Target Period(Performance Target)</th>
<th>Target End Year</th>
<th>Target Value(Performance Target)</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)</td>
<td>5 Year</td>
<td>2019</td>
<td>307.0</td>
</tr>
<tr>
<td>2019</td>
<td>B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)</td>
<td>5 Year</td>
<td>2019</td>
<td>79.6</td>
</tr>
<tr>
<td>2019</td>
<td>MOHS Outcome Measure-Teen Seat Belt Fatalities</td>
<td>5 Year</td>
<td>2019</td>
<td>37.9</td>
</tr>
</tbody>
</table>

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Sustained Enforcement</td>
</tr>
<tr>
<td>2019</td>
<td>OP-Surveys and Evaluation</td>
</tr>
<tr>
<td>2019</td>
<td>OP-Child Passenger Seat Technician Training</td>
</tr>
<tr>
<td>2019</td>
<td>Communication Campaign</td>
</tr>
<tr>
<td>2019</td>
<td>Child Restraint System Inspection Station(s)</td>
</tr>
</tbody>
</table>

5.2.1 Countermeasure Strategy: Sustained Enforcement
Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?
No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)
Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]
No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification]
No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State’s problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State’s unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]
Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]
Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]
Yes

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]
No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]
No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]
No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Traffic Safety Impact: With the countermeasure selected, Sustained Enforcement, the agencies funded will be able to provide long term enforcement in areas of need and not just during certain periods of time. Long term enforcement has proven to be a deterrent and will help reduce fatalities, injuries and crashes.

Occupant Protection Funding: Within the State of Mississippi, unbelted fatalities represent 43.8%, a large percentage of the overall State fatalities. 100% of the State’s population will be covered by enforcement efforts utilizing the MHP, city and county law enforcement agencies within the top unbelted fatality and crash locations. The MOHS focuses on the
Top 25 Counties and Cities with the highest fatal crashes and injuries and seeks applications in the areas with the most data assessment needs. The MOHS also provides special wave grants through-out the year as data becomes available and new areas of data are assessed and areas are in need. The amount of funds being utilized is commensurate with the State-wide problem, and thus the State feels that the projects selected and if fully implemented and successful, will contribute to the overall goal of reducing fatalities, reducing crashes and injuries.

**Funding Sources:** All funding sources in the Mississippi HSP are federal funded monies, unless otherwise noted in the additional funding section in each project description. Mississippi also utilizes MHP activities and State funds as match for projects that need additional match monies.

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

The linkage for this strategy is with sustained enforcement, the state will be able to meet statewide and agency targets and performance measures. With the use of data and problem identification, the MOHS is able to identify areas of need and risk, which programs in sustained enforcement can be implemented and funded. This implemented programs will be able to held reduce fatalities and injuries in occupant protection.

**Evidence of effectiveness**

**Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.**

Selection of Countermeasures/Strategies: The MOHS uses Countermeasures that Work: A Highway Safety Countermeasures Guide for State Highway 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. In the Countermeasures that Work: A Highway Safety Countermeasures Guide for State Highway Offices document, the effectiveness of sustained enforcement 3 stars. The MOHS choses this strategy, because it makes a large impact with the use of high visibility enforcement in areas. With sustained enforcement, the public wear their seatbelts more, which in turn reduces fatalities and injuries.

**Planned activities**

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

**Planned activities in countermeasure strategy**

<table>
<thead>
<tr>
<th>Planned activity unique identifier</th>
<th>Planned Activity Name</th>
<th>Primary Countermeasure</th>
</tr>
</thead>
<tbody>
<tr>
<td>OP-2019-OP-25-41</td>
<td>Canton Police Department</td>
<td>Sustained Enforcement</td>
</tr>
<tr>
<td>OP-2019-OP-10-80</td>
<td>Carroll County Sheriff's Department</td>
<td>Sustained Enforcement</td>
</tr>
<tr>
<td>OP-2019-OP-23-41</td>
<td>Vicksburg Police Department</td>
<td>Sustained Enforcement</td>
</tr>
<tr>
<td>OP-2019-OP-35-61</td>
<td>West Point Police Department</td>
<td>Sustained Enforcement</td>
</tr>
<tr>
<td>OP-2019-OP-41-05</td>
<td>MOHS Click It or Ticket Special Wave Grants</td>
<td>Sustained Enforcement</td>
</tr>
<tr>
<td>OP-2018-OP-25-51</td>
<td>Carthage Police Department</td>
<td>Sustained Enforcement</td>
</tr>
<tr>
<td>OP-2019-OP-25-71</td>
<td>Charleston Police Department</td>
<td>Sustained Enforcement</td>
</tr>
<tr>
<td>OP-2019-OP-25-81</td>
<td>Clarksdale Police Department</td>
<td>Sustained Enforcement</td>
</tr>
<tr>
<td>OP-2019-OP-11-30</td>
<td>Clay County Sheriff's Department</td>
<td>Sustained Enforcement</td>
</tr>
<tr>
<td>OP-2019-OP-11-71</td>
<td>Desoto County Sheriff's Department</td>
<td>Sustained Enforcement</td>
</tr>
<tr>
<td>OP-2019-OP-12-31</td>
<td>Hancock County Sheriff's Department</td>
<td>Sustained Enforcement</td>
</tr>
<tr>
<td>OP-2019-OP-12-41</td>
<td>Harrison County Sheriff's Department</td>
<td>Sustained Enforcement</td>
</tr>
<tr>
<td>OP-2019-OP-12-51</td>
<td>Hinds County Sheriff's Department</td>
<td>Sustained Enforcement</td>
</tr>
<tr>
<td>OP-2019-OP-21-71</td>
<td>Holly Springs Police Department</td>
<td>Sustained Enforcement</td>
</tr>
<tr>
<td>OP-2019-OP-13-41</td>
<td>Jones County Sheriff's Department</td>
<td>Sustained Enforcement</td>
</tr>
<tr>
<td>OP-2019-OP-13-71</td>
<td>Lamar County Sheriff's Department</td>
<td>Sustained Enforcement</td>
</tr>
<tr>
<td>OP-2019--OP-13-81</td>
<td>Lauderdale Sheriff's Department</td>
<td>Sustained Enforcement</td>
</tr>
<tr>
<td>OP-2019-OP-31-11</td>
<td>Morton Police Department</td>
<td>Sustained Enforcement</td>
</tr>
<tr>
<td>OP-2019-OP-15-31</td>
<td>Oktibbeha County Sheriff's Department</td>
<td>Sustained Enforcement</td>
</tr>
<tr>
<td>OP-2019-OP-31-91</td>
<td>Pearl Police Department</td>
<td>Sustained Enforcement</td>
</tr>
<tr>
<td>OP-2019-OP-15-51</td>
<td>Pearl River County Sheriff's Department</td>
<td>Sustained Enforcement</td>
</tr>
</tbody>
</table>
5.2.1.1 Planned Activity: Canton Police Department

<table>
<thead>
<tr>
<th>Planned activity number</th>
<th>Canton Police Department</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planned activity number</td>
<td>OP-2019-OP-25-41</td>
</tr>
<tr>
<td>Primary countermeasure strategy</td>
<td>Sustained Enforcement</td>
</tr>
</tbody>
</table>

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3)

[Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4)

[Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii)

[Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii)

[Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f)

[Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2)

[Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2)

[Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

Enter intended subrecipients.

Canton Police Department
Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

### Fiscal Year | Countermeasure Strategy Name
---|---
2019 | Sustained Enforcement

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>FAST Act NHTSA 402</td>
<td>Occupant Protection (FAST)</td>
<td>$10,915.00</td>
<td>$2,183.00</td>
<td>$10,915.00</td>
</tr>
</tbody>
</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
<th>NHTSA Share Total Cost</th>
</tr>
</thead>
</table>

No records found.

5.2.1.2 Planned Activity: Carroll County Sheriff's Department

<table>
<thead>
<tr>
<th>Planned activity name</th>
<th>Carroll County Sheriff's Department</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planned activity number</td>
<td>OP-2019-OP-10-80</td>
</tr>
</tbody>
</table>

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(ii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]
Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

Enter intended subrecipients.

Carroll County Sheriff's Department

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Sustained Enforcement</td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>FAST Act NHTSA 402</td>
<td>Occupant Protection (FAST)</td>
<td>$10,013.00</td>
<td>$2,002.60</td>
<td>$10,013.00</td>
</tr>
</tbody>
</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
<th>NHTSA Share Total Cost</th>
</tr>
</thead>
</table>

No records found.

5.2.1.3 Planned Activity: Vicksburg Police Department

Planned activity name: Vicksburg Police Department

Planned activity number: OP-2019-OP-23-41

Primary countermeasure strategy: Sustained Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger
safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

Enter intended subrecipients.

Vicksburg Police Department

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Sustained Enforcement</td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>FAST Act NHTSA 402</td>
<td>Occupant Protection (FAST)</td>
<td>$11,085.00</td>
<td>$2,217.00</td>
<td>$11,085.00</td>
</tr>
</tbody>
</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.
5.2.1.4 Planned Activity: West Point Police Department

**Planned activity name** | West Point Police Department
---|---
**Planned activity number** | OP-2019-OP-35-61
**Primary countermeasure strategy** | Sustained Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

**Enter intended subrecipients.**

West Point Police Department

**Countermeasure strategies**

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.
Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Sustained Enforcement</td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>FAST Act NHTSA 402</td>
<td>Occupant Protection (FAST)</td>
<td>$2,099.00</td>
<td>$419.80</td>
<td>$2,099.00</td>
</tr>
</tbody>
</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
<th>NHTSA Share Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

No records found.

5.2.1.5 Planned Activity: MOHS Click It or Ticket Special Wave Grants

<table>
<thead>
<tr>
<th>Planned activity name</th>
<th>MOHS Click It or Ticket Special Wave Grants</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planned activity number</td>
<td>OP-2019-OP-41-05</td>
</tr>
<tr>
<td>Primary countermeasure strategy</td>
<td>Sustained Enforcement</td>
</tr>
</tbody>
</table>

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No
Enter description of the planned activity.

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

Enter intended subrecipients.

Agencies that do not have regular grants, but are solicited for Click It or Ticket special enforcement, as well as an extended grant which can include up to 6 months of enforcement. Agencies will be solicited with data and problem identification.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Sustained Enforcement</td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>FAST Act NHTSA 402</td>
<td>Occupant Protection (FAST)</td>
<td>$50,000.00</td>
<td>$10,000.00</td>
<td>$50,000.00</td>
</tr>
</tbody>
</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
<th>NHTSA Share Total Cost</th>
</tr>
</thead>
</table>

No records found.

5.2.1.6 Planned Activity: MOHS High Risk Population Special Wave Grants

Planned activity name: MOHS High Risk Population Special Wave Grants

Planned activity number: OP-2019-OP-41-06

Primary countermeasure strategy: Sustained Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No
Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

Enter intended subrecipients.

Agencies that receive funds are solicited based on data and problem identification. These grants will follow the criteria and population set in the 405b application for groups of rural roads; young adults and middle age drivers.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Sustained Enforcement</td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>FAST Act NHTSA 402</td>
<td>Occupant Protection (FAST)</td>
<td>$5,000.00</td>
<td>$1,000.00</td>
<td>$5,000.00</td>
</tr>
</tbody>
</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
<th>NHTSA Share Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

No records found.

5.2.1.7 Planned Activity: Carthage Police Department

<table>
<thead>
<tr>
<th>Planned activity name</th>
<th>Carthage Police Department</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planned activity number</td>
<td>OP-2018-OP-25-51</td>
</tr>
<tr>
<td>Primary countermeasure strategy</td>
<td>Sustained Enforcement</td>
</tr>
</tbody>
</table>

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)
Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

Enter intended subrecipients.

Carthage Police Department

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Sustained Enforcement</td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year  Funding Source  Eligible Use of Funds  Estimated Funding Amount  Match Amount  Local Benefit
Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
<th>NHTSA Share Total Cost</th>
</tr>
</thead>
</table>

No records found.

5.2.1.8 Planned Activity: Charleston Police Department

Planned activity name: Charleston Police Department

Planned activity number: OP-2019-OP-25-71

Primary countermeasure strategy: Sustained Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3)

[Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4)

[Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

Charleston Police Department

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Sustained Enforcement</td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>FAST Act NHTSA 402</td>
<td>Occupant Protection (FAST)</td>
<td>$1,445.00</td>
<td>$289.00</td>
<td>$1,445.00</td>
</tr>
</tbody>
</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
<th>NHTSA Share Total Cost</th>
</tr>
</thead>
</table>

No records found.

5.2.1.9 Planned Activity: Clarksdale Police Department

<table>
<thead>
<tr>
<th>Planned activity name</th>
<th>Clarksdale Police Department</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planned activity number</td>
<td>OP-2019-OP-25-81</td>
</tr>
<tr>
<td>Primary countermeasure strategy</td>
<td>Sustained Enforcement</td>
</tr>
</tbody>
</table>

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3)

[Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4)

[Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii)

[Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii)

[Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f)

[Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No
Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

Enter intended subrecipients.

Clarksdale Police Department

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Sustained Enforcement</td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>FAST Act NHTSA 402</td>
<td>Occupant Protection (FAST)</td>
<td>$33,057.48</td>
<td>$6,611.50</td>
<td>$33,057.48</td>
</tr>
</tbody>
</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
<th>NHTSA Share Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

No records found.

5.2.1.10 Planned Activity: Clay County Sheriff’s Department

Planned activity name Clay County Sheriff’s Department
Planned activity number OP-2019-OP-11-30
Primary countermeasure strategy Sustained Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)(i)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No
Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-rate State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

Enter intended subrecipients.

Clay County Sheriff's Department

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Sustained Enforcement</td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>FAST Act NHTSA 402</td>
<td>Occupant Protection (FAST)</td>
<td>$10,000.00</td>
<td>$2,000.00</td>
<td>$10,000.00</td>
</tr>
</tbody>
</table>

Major purchases and dispositions
Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
<th>NHTSA Share Total Cost</th>
</tr>
</thead>
</table>

No records found.

5.2.11 Planned Activity: Desoto County Sheriff's Department

Planned activity name: Desoto County Sheriff's Department

Planned activity number: OP-2019-OP-11-71

Primary countermeasure strategy: Sustained Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(f)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

Enter intended subrecipients.

Desoto County Sheriff's Department
Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Sustained Enforcement</td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>FAST Act NHTSA 402</td>
<td>Occupant Protection (FAST)</td>
<td>$22,620.00</td>
<td>$4,524.00</td>
<td>$22,620.00</td>
</tr>
</tbody>
</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
<th>NHTSA Share Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

No records found.

5.2.1.12 Planned Activity: Hancock County Sheriff's Department

Planned activity name: Hancock County Sheriff's Department
Planned activity number: OP-2019-OP-12-31
Primary countermeasure strategy: Sustained Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3)
[Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4)
[Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]
Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

Enter intended subrecipients.

Hancock County Sheriff's Department

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Sustained Enforcement</td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>FAST Act NHTSA 402</td>
<td>Occupant Protection (FAST)</td>
<td>$1,483.00</td>
<td>$296.60</td>
<td>$1,483.00</td>
</tr>
</tbody>
</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

No records found.

5.2.1.13 Planned Activity: Harrison County Sheriff's Department

<table>
<thead>
<tr>
<th>Planned activity name</th>
<th>Harrison County Sheriff's Department</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planned activity number</td>
<td>OP-2019-OP-12-41</td>
</tr>
<tr>
<td>Primary countermeasure strategy</td>
<td>Sustained Enforcement</td>
</tr>
</tbody>
</table>

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger

No
safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(f)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

MOHS will provide sub-grants to local law enforcement agencies, for high visibility and sustained overtime enforcement efforts of occupant protection traffic safety laws. Each agency will provide enforcement in support of occupant protection and child passenger safety program. All efforts will be coordinated with the annual Click It or Ticket blitz campaign, as well as other designated MOHS efforts. All law enforcement agencies participating in the highway safety program will utilize data to identify highway safety needs.

Each agency will participate in efforts to reduce of state-wide and local performance targets by using countermeasures and strategies. Agencies will conduct enforcement efforts based on crash analysis and deploy resources in coordination with the state and local agency enforcement plans and make adjustments as needed. Each agency has personalized performance measures and strategies that can be found in each grant agreement. Funds can be used for salary, commodities, equipment, contractual services, in-direct cost (if applicable) and travel. All costs associated with the program are listed in the agency grant agreement.

Enter intended subrecipients.

Harrison County Sheriff's Department

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Sustained Enforcement</td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>FAST Act NHTSA 402</td>
<td>Occupant Protection (FAST)</td>
<td>$48,949.00</td>
<td>$9,789.80</td>
<td>$48,949.00</td>
</tr>
</tbody>
</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.
5.2.1.14 Planned Activity: Hinds County Sheriff's Department

<table>
<thead>
<tr>
<th>Planned activity name</th>
<th>Hinds County Sheriff's Department</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planned activity number</td>
<td>OP-2019-OP-12-51</td>
</tr>
<tr>
<td>Primary countermeasure strategy</td>
<td>Sustained Enforcement</td>
</tr>
</tbody>
</table>

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3)

[Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4)

[Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

Enter intended subrecipients.

Hinds County Sheriff's Department

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.
Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Sustained Enforcement</td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>FAST Act NHTSA</td>
<td>Occupant Protection (FAST)</td>
<td>$10,750.00</td>
<td>$2,150.00</td>
<td>$10,750.00</td>
</tr>
</tbody>
</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
<th>NHTSA Share Total Cost</th>
</tr>
</thead>
</table>

No records found.

5.2.1.15 Planned Activity: Holly Springs Police Department

Planned activity name: Holly Springs Police Department

Planned activity number: OP-2019-OP-21-71

Primary countermeasure strategy: Sustained Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3)

[Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4)

[Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii)

[Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii)

[Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f)

[Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2)

[Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2)

[Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No
Enter description of the planned activity.

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

Enter intended subrecipients.

Holly Springs Police Department

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Sustained Enforcement</td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>FAST Act NHTSA 402</td>
<td>Occupant Protection (FAST)</td>
<td>$15,289.25</td>
<td>$3,057.85</td>
<td>$15,289.25</td>
</tr>
</tbody>
</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
<th>NHTSA Share Total Cost</th>
</tr>
</thead>
</table>

No records found.

5.2.1.16 Planned Activity: Jones County Sheriff's Department

Planned activity name Jones County Sheriff's Department

Planned activity number OP-2019-OP-13-41

Primary countermeasure strategy Sustained Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from
the State's most recent highway safety data and traffic records system assessment

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

Enter intended subrecipients.

Jones County Sheriff's Department

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name
2019,Sustained Enforcement

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>FAST Act NHTSA 402</td>
<td>Occupant Protection (FAST)</td>
<td>$19,381.50</td>
<td>$3,876.30</td>
<td>$19,381.50</td>
</tr>
</tbody>
</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
<th>NHTSA Share Total Cost</th>
</tr>
</thead>
</table>

No records found.

5.2.1.17 Planned Activity: Lamar County Sheriff's Department
<table>
<thead>
<tr>
<th>Planned activity name</th>
<th>Lamar County Sheriff's Department</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planned activity number</td>
<td>OP-2019-OP-13-71</td>
</tr>
<tr>
<td>Primary countermeasure strategy</td>
<td>Sustained Enforcement</td>
</tr>
</tbody>
</table>

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)  
Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3)  
[Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]  
No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4)  
[Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]  
No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii)  
[Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]  
No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii)  
[Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]  
No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f)  
[Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]  
No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2)  
[Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]  
No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2)  
[Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]  
No

Enter description of the planned activity.

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

Enter intended subrecipients.

Lamar County Sheriff's Department

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
</table>
Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>FAST Act NHTSA 402 Occupant Protection (FAST)</td>
<td>$2,946.00</td>
<td>$589.20</td>
<td>$2,946.00</td>
<td></td>
</tr>
</tbody>
</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
<th>NHTSA Share Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

No records found.

5.2.1.18 Planned Activity: Lauderdale Sheriff's Departmen

Planned activity name Lauderdale Sheriff's Departmen
Planned activity number OP-2019–OP-13-81
Primary countermeasure strategy Sustained Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3)[Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4)[Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii)[Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii)[Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f)[Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2)[Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2)[Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

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

Enter intended subrecipients.

Lauderdale Police Department

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Sustained Enforcement</td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>FAST Act NHTSA 402</td>
<td>Occupant Protection (FAST)</td>
<td>$37,440.00</td>
<td>$7,488.00</td>
<td>$37,440.00</td>
</tr>
</tbody>
</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
<th>NHTSA Share Total Cost</th>
</tr>
</thead>
</table>

No records found.

5.2.1.19 Planned Activity: Morton Police Department

Planned activity name: Morton Police Department

Planned activity number: OP-2019-OP-31-11

Primary countermeasure strategy: Sustained Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3)

[Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4)

[Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(ii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No
Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

Enter intended subrecipients.

Morton Police Department

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Sustained Enforcement</td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use Of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>FAST Act NHTSA 402</td>
<td>Occupant Protection (FAST)</td>
<td>$5,355.18</td>
<td>$1,071.04</td>
<td>$5,355.18</td>
</tr>
</tbody>
</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
<th>NHTSA Share Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>No records found.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

5.2.1.20 Planned Activity: New Albany Police Department

Planned activity name New Albany Police Department
Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

Enter intended subrecipients.

New Albany Police Department

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Sustained Enforcement</td>
</tr>
</tbody>
</table>

Funding sources
Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>FAST Act NHTSA 402</td>
<td>Occupant Protection (FAST)</td>
<td>$14,000.86</td>
<td>$2,800.13</td>
<td>$14,000.86</td>
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</tbody>
</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
<th>NHTSA Share Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
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</tr>
</tbody>
</table>

No records found.

5.2.1.21 Planned Activity: Oktibbeha County Sheriff's Department

<table>
<thead>
<tr>
<th>Planned activity name</th>
<th>Oktibbeha County Sheriff's Department</th>
</tr>
</thead>
<tbody>
<tr>
<td>Primary countermeasure strategy</td>
<td>Sustained Enforcement</td>
</tr>
</tbody>
</table>

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

Enter intended subrecipients.
Oktibbeha County Sheriff's Department

Countermeasure strategies
Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Sustained Enforcement</td>
</tr>
</tbody>
</table>

Funding sources
Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>FAST Act NHTSA 402</td>
<td>Occupant Protection (FAST)</td>
<td>$15,000.00</td>
<td>$3,000.00</td>
<td>$15,000.00</td>
</tr>
</tbody>
</table>

Major purchases and dispositions
Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
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</thead>
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<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

No records found.

5.2.1.22 Planned Activity: Pearl Police Department

Planned activity name  Pearl Police Department
Planned activity number  OP-2019-OP-31-91
Primary countermeasure strategy  Sustained Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)
Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]
No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]
No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(ii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]
No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]
No
Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

Enter intended subrecipients.

Pearl Police Department

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Sustained Enforcement</td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>FAST Act NHTSA 402</td>
<td>Occupant Protection (FAST)</td>
<td>$100,000.00</td>
<td>$20,000.00</td>
<td>$100,000.00</td>
</tr>
</tbody>
</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
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</thead>
<tbody>
<tr>
<td></td>
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<td></td>
</tr>
</tbody>
</table>

No records found.

5.2.1.23 Planned Activity: Pearl River County Sheriff's Department

Planned activity name | Pearl River County Sheriff's Department
Primary countermeasure strategy | Sustained Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)
Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

Enter intended subrecipients.

Pearl River County Sheriff's Department

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Sustained Enforcement</td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year | Funding Source | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|-------------------|---------------|----------------------|--------------------------|-------------|---------------|
Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
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</thead>
<tbody>
<tr>
<td></td>
<td></td>
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<td></td>
<td></td>
</tr>
</tbody>
</table>

No records found.

5.2.1.24 Planned Activity: Philadelphia Police Department

Planned activity name: Philadelphia Police Department
Planned activity number: OP-2019-OP-22-81
Primary countermeasure strategy: Sustained Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)
Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3)
[Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]
No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4)
[Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]
No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]
No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(g)(4) that must include high-visibility enforcement efforts]
No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]
No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]
No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]
No

Enter description of the planned activity.

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

Philadelphia Police Department

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name
2019 Sustained Enforcement

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>FAST Act NHTSA 402</td>
<td>Occupant Protection (FAST)</td>
<td>$1,484.00</td>
<td>$296.80</td>
<td>$1,484.00</td>
</tr>
</tbody>
</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
<th>NHTSA Share Total Cost</th>
</tr>
</thead>
</table>

No records found.

5.2.1.25 Planned Activity: Pike County Sheriff’s Department

Planned activity name Pike County Sheriff's Department
Planned activity number OP-2019-OP-15-71
Primary countermeasure strategy Sustained Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)
Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]
No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]
No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]
No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]
No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]
No
Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

Enter intended subrecipients.

Pike County Sheriff's Department

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Sustained Enforcement</td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
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</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>FAST Act NHTSA 402</td>
<td>Occupant Protection (FAST)</td>
<td>$12,500.00</td>
<td>$2,500.00</td>
<td>$12,500.00</td>
</tr>
</tbody>
</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
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</tr>
</thead>
<tbody>
<tr>
<td>No records found.</td>
<td></td>
<td></td>
<td></td>
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<td></td>
</tr>
</tbody>
</table>

5.2.1.26 Planned Activity: Pontotoc County Sheriff's Office

Planned activity name Pontotoc County Sheriff's Office

Planned activity number OP-2019-OP-15-81

Primary countermeasure strategy Sustained Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(bj) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]
**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4)**

[Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii)**

[Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii)**

[Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f)**

[Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2)**

[Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2)**

[Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

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

**Enter intended subrecipients.**

Pontotoc County Sheriff's Department

**Countermeasure strategies**

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

**Countermeasure strategies in planned activities**

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Sustained Enforcement</td>
</tr>
</tbody>
</table>

**Funding sources**

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>FAST Act NHTSA 402</td>
<td>Occupant Protection (FAST)</td>
<td>$15,000.00</td>
<td>$3,000.00</td>
<td>$15,000.00</td>
</tr>
</tbody>
</table>

**Major purchases and dispositions**
Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
<th>NHTSA Share Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

No records found.

5.2.1.27 Planned Activity: Sardis Police Department

**Planned activity name**: Sardis Police Department

**Planned activity number**: OP-2019-OP-33-91

**Primary countermeasure strategy**: Sustained Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(f)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

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

**Enter intended subrecipients.**

Sardis Police Department
Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Sustained Enforcement</td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>FAST Act NHTSA 402</td>
<td>Occupant Protection (FAST)</td>
<td>$3,352.00</td>
<td>$710.40</td>
<td>$3,352.00</td>
</tr>
</tbody>
</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
<th>NHTSA Share Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

No records found.

5.2.1.28 Planned Activity: Southaven Police Department

- Planned activity name: Southaven Police Department
- Planned activity number: OP-2019-OP-34-41
- Primary countermeasure strategy: Sustained Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]
Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

Enter intended subrecipients.

Southaven Police Department

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Sustained Enforcement</td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>FAST Act NHTSA 402</td>
<td>Occupant Protection (FAST)</td>
<td>$13,399.20</td>
<td>$2,679.84</td>
<td>$13,399.20</td>
</tr>
</tbody>
</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
<th>NHTSA Share Total Cost</th>
</tr>
</thead>
</table>

No records found.

5.2.1.29 Planned Activity: Tunica County Sheriff's Department

<table>
<thead>
<tr>
<th>Planned activity name</th>
<th>Tunica County Sheriff's Department</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planned activity number</td>
<td>OP-2019-OP-17-21</td>
</tr>
<tr>
<td>Primary countermeasure strategy</td>
<td>Sustained Enforcement</td>
</tr>
</tbody>
</table>

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger...
null
5.2.2 Countermeasure Strategy: OP-Surveys and Evaluation

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?
Yes

Enter justification supporting the innovative countermeasure strategy, including research, evaluation and/or substantive anecdotal evidence, that supports the potential of the proposed innovative countermeasure strategy.

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)
No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]
No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification]
No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State’s problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State’s unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]
Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]
Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]
Yes

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]
No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]
No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]
No
Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

This impacts the state to show where the needs are in the State are, as well as the usage rate of the public wearing seatbelts. The survey helps with planning programs and projects for seatbelt enforcement and educational programs. The survey will be funded with highway safety funding. This planned activity will help the state with problem identification, creation and implementation of programs for occupant protection and child restraint.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

The linkage of this strategy helps provide problem identification to where the areas in the state need to additional resources for seatbelt and child restraint. This information and the results of the survey help provide targets for enforcement and educational programs. The allocation of funds goes to the planned activity of the annual seatbelt and child restraint usage surveys.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

The rationale to select this countermeasure is without this measure, the State would be unable to determine what the seatbelt usage rate would be for the state in overall belt use and child restraint use. This information is valuable for the use of problem identification and helping the MOHS solicit programs and implement programs for seat belt safety.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

<table>
<thead>
<tr>
<th>Planned activity unique identifier</th>
<th>Planned Activity Name</th>
<th>Primary Countermeasure</th>
</tr>
</thead>
<tbody>
<tr>
<td>SO-2018-SO-40-11</td>
<td>Mississippi State University-Occupant Protection Survey-Stennis Institute</td>
<td>OP-Surveys and Evaluation</td>
</tr>
</tbody>
</table>

5.2.2.1 Planned Activity: Mississippi State University-Occupant Protection Survey-Stennis Institute

<table>
<thead>
<tr>
<th>Planned activity name</th>
<th>Mississippi State University-Occupant Protection Survey-Stennis Institute</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planned activity number</td>
<td>SO-2018-SO-40-11</td>
</tr>
<tr>
<td>Primary countermeasure strategy</td>
<td>OP-Surveys and Evaluation</td>
</tr>
</tbody>
</table>

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No
Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

Enter intended subrecipients.

Mississippi State University-Stennis Institute.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>OP-Surveys and Evaluation</td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>FAST Act NHTSA 402</td>
<td>Special Occupant Protection (FAST)</td>
<td>$215,734.92</td>
<td>$43,146.98</td>
<td>$0.00</td>
</tr>
</tbody>
</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
<th>NHTSA Share Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

5.2.3 Countermeasure Strategy: OP-Child Passenger Seat Technician Training

Program area | Occupant Protection (Child Passenger Safety)
Countermeasure strategy | OP-Child Passenger Seat Technician Training

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No
Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State’s problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State’s unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

The strategy of Child Passenger Seat Technician Training has a huge impact on the reduction of child fatalities. With training professionals, law enforcement and community partners, they are able to recognize if children are belted improperly. Trained law enforcement officers can provide education, proper seat installations and/or citations, which could provide behavior change. Community partners can provide education and proper seat installations, which can also change behavior and provide safety. Planned activities under this strategy will allocate funds to areas that have the highest fatalities and injuries across the state and train professionals and law enforcement to be trained to certified child passenger seat technicians.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

The linkage between these areas are that problem identification can be used to help place planned activities (training) in areas that have high fatalities, injuries with occupant protection. With education and citation activity, changes in behavior will help reduce the state fatalities and injuries. Planned activities will help certify officers in the high risk areas and areas of focus identified through data and problem identification. Planned activities will help agencies achieve state and agency targets and performance measures and attribute to state goals and targets.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

The MOHS chose this countermeasure, as it is a contributing factor to several strategies in the Countermeasures that Work: A highway Safety Countermeasures Guide of State Highway Offices. Trained Child Passenger Seat Technicians are needed to man Child Passenger Seat Inspection Stations, which are listed in the guidance under 7.2. This strategy is listed as a 2 star project for effectiveness. Although this is not a high level for effectiveness, the MOHS uses the inspection stations to help education caregivers in the proper use of child seats, as well as inspect seats and possibly provide a car seat to the caregiver, if a seat is needed or ineffective. The more children that are buckled, there will be less fatalities and injuries.
Program. The MOHS provides funds for planned activities to train professional, law enforcement and community partners, so that can provide education and proper seat installations, which can also change behavior and provide safety.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

<table>
<thead>
<tr>
<th>Planned activity unique identifier</th>
<th>Planned Activity Name</th>
<th>Primary Countermeasure</th>
</tr>
</thead>
<tbody>
<tr>
<td>M2TR-2019-MB-63-91</td>
<td>University Medical Center/Safe Kids MS Program</td>
<td></td>
</tr>
<tr>
<td>M2PE-2019-MB-40-71</td>
<td>MS Department of Health-Occupant Protection Program</td>
<td></td>
</tr>
</tbody>
</table>

5.2.3.1 Planned Activity: University Medical Center/Safe Kids MS Program

<table>
<thead>
<tr>
<th>Planned activity name</th>
<th>University Medical Center/Safe Kids MS Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planned activity number</td>
<td>M2TR-2019-MB-63-91</td>
</tr>
</tbody>
</table>

Primary countermeasure strategy

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5) No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification] No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)] Yes

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(ii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment] No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts] No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest] No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest] No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)] No

Enter description of the planned activity.

Project Description: The University Medical Center is responsible for child passenger training for the entire State of Mississippi. The Child Occupant Protection Program will conduct child passenger safety presentations, child safety seat checkpoints, Child Passenger Safety Technician training courses and child passenger safety renewal course.

The University Medical Center will plan occupant protection awareness activities for student’s ages 5-14 years and the parents/guardians. Contact state, local, and federal agencies, hospitals, elementary schools, daycares, HeadStart Centers, and faith-based organizations statewide in a collaborative effort to speak with individuals. Schedule CPST courses within
Enter intended subrecipients.

University Medical Center/Safe Kids MS

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year | Countermeasure Strategy Name
---|---
2019 | OP-Child Passenger Seat Technician Training

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2018</td>
<td>FAST Act 405b OP Low</td>
<td>405b Low Training (FAST)</td>
<td>$109,794.88</td>
<td>$21,958.98</td>
<td></td>
</tr>
</tbody>
</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
<th>NHTSA Share Total Cost</th>
</tr>
</thead>
</table>

No records found.

5.2.3.2 Planned Activity: MS Department of Health-Occupant Protection Program

Planned activity name | MS Department of Health-Occupant Protection Program
---|---
Planned activity number | M2PE-2019-MB-40-71

Primary countermeasure strategy

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

Yes

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]
Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Project Description: The Department of Health is responsible for child passenger activities for the entire State of Mississippi. The Child Occupant Protection Program will distribute child passenger safety seats, conduct child passenger safety presentations and child safety seat checkpoints. The Department of Health will plan occupant protection awareness activities for student’s ages 5-14 years and the parents/guardians. Contact state, local, and federal agencies, hospitals, elementary schools, daycares, HeadStart Centers, and faith-based organizations statewide in a collaborative effort to speak with individuals. The Department of Health will use funding for salary; fringe; travel; training and contractual services.

Enter intended subrecipients.

Mississippi Department of Health and impoverished areas around the State.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>OP-Child Passenger Seat Technician Training</td>
</tr>
<tr>
<td>2019</td>
<td>Child Restraint System Inspection Station(s)</td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2018</td>
<td>FAST Act 405b OP Low 405b Low Community CPS Services (FAST)</td>
<td>$88,216.42</td>
<td>$17,643.28</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
<th>NHTSA Share Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

No records found.

5.2.4 Countermeasure Strategy: Communication Campaign

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)
Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State’s problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State’s unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

The traffic safety impact for Mass Media Campaigns is that the public will have a constant reminder of the dangers of impaired driving, along with the fact that enforcement will be out looking for impaired drivers on the roadways. Mass media helps with the communication of the dangers in helps with knowledge and awareness, which will change behavior in individuals.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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 program to go and solicit applications from those target areas.

MOHS staff reviews problem identification data for each program area, including impaired driving and look to see where the areas have the highest levels of concentration of fatalities and crashes. This shows where the MOHS hopes will make the biggest impacts with behavioral changes. Problem identification shows where resources need to be allocations and there with the help of enforcement can help achieve performance targets.
Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Selection of Countermeasures/Strategies: The MOHS uses Countermeasures that Work: A Highway Safety Countermeasures Guide for State Highway 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. Mass media is part of the Countermeasures that Work: A Highway Safety Countermeasures Guide for State Highway Offices publication, listed in Occupant Protection as 3.1; 3.2; 6.1 and 6.2. Mass media is an expensive, but easy plan to get the message out to a large and targets audience at one time. With the help of radio, cable, billboards and tv, the MOHS can reach a large amount of the population by location and demographic and help with behavior change.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

<table>
<thead>
<tr>
<th>Planned activity unique identifier</th>
<th>Planned Activity Name</th>
<th>Primary Countermeasure</th>
</tr>
</thead>
<tbody>
<tr>
<td>PM-2019-PM-00</td>
<td>MOHS Paid Media Sustained Enforcement OP/PTS Campaign</td>
<td>Communication Campaign</td>
</tr>
</tbody>
</table>

5.2.4.1 Planned Activity: MOHS Paid Media Sustained Enforcement OP/PTS Campaign

<table>
<thead>
<tr>
<th>Planned activity name</th>
<th>MOHS Paid Media Sustained Enforcement OP/PTS Campaign</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planned activity number</td>
<td>PM-2019-PM-00</td>
</tr>
<tr>
<td>Primary countermeasure strategy</td>
<td>Communication Campaign</td>
</tr>
</tbody>
</table>

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]
Enter description of the planned activity.

Project Description: A comprehensive and sustained paid media campaign in support of the continual Occupant Protection/Police Traffic Service enforcement efforts for the DSGPO and CIOT campaigns utilizing Section 402 funding will be implemented in the FY19 grant period. These funds will be used for sustained radio and television ads, print, and outdoor space in May 2019 and September 2019.

The DSGPO and CIOT messages will be approved by NHTSA before airing. 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.

This project will address the following items:

a. What program/policy the advertising is supporting this advertising will be in support of the national Occupant Protection Campaign for the DSGPO and CIOT blitz periods.

b. How the advertising will be implemented through media buys throughout the state.

c. The amount allocated for paid advertising and total amount.

d. The measures that will be used to assess message recognition.

e. The blitz numbers recorded and returned from agency participants to include total number of agency participation, citations written, earned media and the like;

f. Paid media reports; behavioral awareness survey; seat survey and unbelted crash fatality data during specified time period for each blitz campaign.

Enter intended subrecipients.

MOHS and State of Mississippi

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Communication Campaign</td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>FAST Act 405b OP Low</td>
<td>405b OP Low (FAST)</td>
<td>$150,000.00</td>
<td>$30,000.00</td>
<td></td>
</tr>
</tbody>
</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
<th>NHTSA Share Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

No records found.

5.2.4.2 Planned Activity: MOHS Paid Media Sustained Occupant Protection Enforcement Campaign

Planned activity name: MOHS Paid Media Sustained Occupant Protection Enforcement Campaign

Planned activity number: M2PE-2019-MB-00-00

Primary countermeasure strategy: Communication Campaign

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No
Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]
No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]
No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(ii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]
No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]
No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]
No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]
No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]
No

Enter description of the planned activity.
Enter intended subrecipients.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year  Countermeasure Strategy Name
No records found.

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year  Funding Source  Eligible Use of Funds  Estimated Funding Amount  Match Amount  Local Benefit
No records found.

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item  Quantity  Price Per Unit  Total Cost  NHTSA Share per unit  NHTSA Share Total Cost
No records found.

5.2.4.3 Planned Activity: MOHS Paid Media-Alcohol
**Planned activity name**  MOHS Paid Media-Alcohol

**Planned activity number**  M5PM-2019-PM-00-00

**Primary countermeasure strategy**  Communication Campaign

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3)

[Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4)

[Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii)

[Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii)

[Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(f)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f)

[Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2)

[Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2)

[Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

Project Description: A comprehensive and sustained paid media campaign in support of the continual DUI enforcement efforts for the DSGPO campaigns utilizing Section 405d alcohol funding will be implemented in the FY19 grant period. These funds will be used for sustained radio and television ads, print, and outdoor space in December 2018, January 2019 and Labor Day 2019.

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

This project will address the following items:

a. What program/policy the advertising is supporting—This advertising will be in support of the national Impaired Driving Campaigns for the DSGPO blitz campaign;

b. How the advertising will be implemented— thru media buys throughout the State;

c. The amount allocated for paid advertising total amount; and

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

**Enter intended subrecipients.**

MOHS

**Countermeasure strategies**
Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Communication Campaign</td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>MAP 21 405d Impaired Driving Mid</td>
<td>405d Impaired Driving Mid (MAP-21)</td>
<td>$100,000.00</td>
<td>$20,000.00</td>
<td></td>
</tr>
<tr>
<td>2018</td>
<td>FAST Act 405d Impaired Driving Mid</td>
<td>405d Impaired Driving Mid (FAST)</td>
<td>$150,000.00</td>
<td>$30,000.00</td>
<td></td>
</tr>
</tbody>
</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
<th>NHTSA Share Total Cost</th>
</tr>
</thead>
</table>

No records found.

5.2.5 Countermeasure Strategy: Child Restraint System Inspection Station(s)

<table>
<thead>
<tr>
<th>Program area</th>
<th>Occupant Protection (Child Passenger Safety)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Countermeasure strategy</td>
<td>Child Restraint System Inspection Station(s)</td>
</tr>
</tbody>
</table>

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State’s problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State’s unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No
Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

Yes

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

The impact of the child restraint system inspection station program is to help provide training, seats and education to the public on buckling up children to help reduce fatalities, injuries and crashes. Planned activities chosen under this countermeasure will help with the overall child restraint program. Inspection stations set up across the state will provide a huge impact for parents, grandparents and caregivers to have a location to check car seats, provide information and possibly provide a car seats to impoverished citizens that may not have the means to acquire a car seat or that has a defective car seat. Proper buckling of children will help with the reduction of fatalities and injuries among children.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

The linkage of problem identification, targets and strategies for inspection stations are very prominent. With the use of location data, the MOHS and planned activities can identify the area of potential need and where the greatest impact could be found in the areas of child restraints. The MOHS provides information to the planned activities on where the highest number of un-belted fatalities, injuries and crashes across in statewide, which may help the planned activities use their resources to help put those resources in the areas of the greatest needs.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Inspection stations have been proven by the Countermeasures that Work: A Highway Safety Countermeasures Guide for State Highway Safety Offices, as an effective program. Inspections stations are listed with a 2 star effectiveness in the Countermeasures that Work: A Highway Safety Countermeasures Guide for State Highway Safety Offices. The MOHS chose this countermeasure strategy and the funding allocation as an additional resource for education to parents and caregivers and the ability to provide seat to areas that have the highest risks for child fatalities. The state is highly impoverished and with the help of inspection stations and the help of CPS, the MOHS can help to attribute to the reduction of child fatalities and injuries.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

<table>
<thead>
<tr>
<th>Planned activity unique identifier</th>
<th>Planned Activity Name</th>
<th>Primary Countermeasure</th>
</tr>
</thead>
<tbody>
<tr>
<td>CR-2019-CR-40-71</td>
<td>MS Department of Health-Child Restraint Seat Program</td>
<td>Child Restraint System Inspection Station(s)</td>
</tr>
</tbody>
</table>

5.3 Program Area: Police Traffic Services

Program area type  Police Traffic Services

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those
problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State’s highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

Speed:

NHTSA defines speeding as driving too fast for conditions or exceeding the posted speed limit. The MOHS Police Traffic Services Program plans to increase enforcement, education, and training in traffic enforcement and effective adjudication, thereby reducing the incidence of aggressive and improper driving, including speed.

Traffic enforcement has been a long mainstay of the police profession. Increasing community demands on law enforcement agencies, rising crime rates, and shifting priorities have begun to direct resources away from traffic enforcement. MOHS, along with all awarded agencies, will implement activities in support of national highway safety targets to reduce motor vehicle related fatalities.

The public’s lack of compliance with traffic laws and the view that driving beyond the speed limit is acceptable must be changed. It is imperative that the motoring public understand that driving under the influence of alcohol, driving too fast and not wearing their seatbelt is dangerous and unacceptable behavior.

In 2016, most speed related fatalities occurred on county roads with state highways coming in next highest type of roadway. October is still the highest month in unbelted fatalities with March, June and July with a tie for the next highest months.

The largest age group of speed related fatalities was among the 30-39 age population with 17 fatalities and 40-49 age population with 15 fatalities during 2016. The chart also shows fatalities based on gender with males having the highest level of speed fatalities with 60 fatalities, compared to 21 of female.
During 2016, Saturday and Friday had the most fatalities during the week with 16 fatalities on Saturday and 14 on Friday.

The charts above show 9:00 p.m. was by far the time of day with the largest amounts of speeding related fatalities during the day. This data will help the MOHS create focused programs during the times with the most speeding related fatalities. Although much of the public concern about speeding has been focused on high-speed Interstates, they actually have the best safety record of all roads and the lowest speeding fatality rate.

- Almost 50% of speed-related fatalities occur on local roads with limits of 50 mph or less.
- For drivers involved in fatal crashes, young males are the most likely to be speeding.
- Law enforcement consistently reports that speeding is the number 1 traffic complaint from citizens to their agencies.
- Speeding is contributing factor for contacts between drivers 16 and older and law enforcement.

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

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

For 2019, the MOHS staff is looking at data like never before. The focus for MOHS has changed and has shifted the focus and priorities for the upcoming year for the MOHS. The data in a snapshot is as follows and what will be the priority for the MOHS during FY18: MOHS State Data

- Roadway Focus: County roads are the most deadliest roadways
- Age Group Focus: 30-39 and 40-49
- Ethnicity/Race & Gender Focus: White Males and White Females represent a higher fatal rate of other ethnicity and race.
- Months of Focus: October, June, July and March are the deadliest months during the year.
- Day of Week Focus: Saturday and Friday are the deadliest days of the week.
- Time of Day Focus: The time of day focus has also shifted from overnight hours to the hours on 9:00 p.m. and 4:00 p.m.
Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Performance Measure Name</th>
<th>Target Period(Performance Target)</th>
<th>Target End Year</th>
<th>Target Value(Performance Target)</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>C-6) Number of speeding-related fatalities (FARS)</td>
<td>5 Year</td>
<td>2019</td>
<td>94.0</td>
</tr>
<tr>
<td>2019</td>
<td>MOHS Outcome Measure-Teen Speed Fatalities</td>
<td>5 Year</td>
<td>2019</td>
<td>16.4</td>
</tr>
</tbody>
</table>

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>PT-Sustained Enforcement</td>
</tr>
<tr>
<td>2019</td>
<td>Highway Safety Office Program Management</td>
</tr>
<tr>
<td>2019</td>
<td>Contingency Travel</td>
</tr>
</tbody>
</table>

5.3.1 Countermeasure Strategy: PT-Sustained Enforcement

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification]
Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State’s problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State’s unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]
Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]
Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]
No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]
No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]
No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]
No

Countermeasure strategy description
To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Sustained enforcement in the Police Traffic Services is provided a high visibility enforcement and ongoing enforcement efforts. Planned activities are for occupant protection, speed and impaired driving programs. Impacts of this strategy can help with the reduction of fatalities, injuries and crashes. The MOHS recognizes that a strong impaired enforcement plan is a key to reducing impaired, occupant protection, speed and other traffic safety fatalities, injuries and crashes in the State of Mississippi. In order to bring down impaired fatalities, injuries and crashes, the State must focus on data and program identification, trend analysis and crash location data. All factors are considered when trying to reach the impaired, occupant protection, speed and other traffic safety targets of the State.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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, PI&E partners and LEL coordinators are deployed to help with the needs and concerns.

The requirements include: national law enforcement mobilizations and sustained enforcement of statutes addressing impaired driving, occupant protection and driving in excess of posted speed limits activities dependent upon the funding source of the contract. All awarded contracts are required to complete the HVE Compliance which defines the mobilizations and sustained enforcement activities.

The linkage for this strategy is with sustained enforcement, the state will be able to meet statewide and agency targets and performance measures. With the use of data and problem identification, the MOHS is able to identify areas of need and risk, which programs in sustained enforcement can be implemented and funded. This implemented programs will be able to held reduce fatalities and injuries in police traffic services.

Evidence of effectiveness
Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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. In the Countermeasures that Work: A Highway Safety Countermeasures Guide for State Highway Safety Offices document, the effectiveness of high visibility enforcement is 2 stars. The MOHS chooses this strategy, because it makes a large impact with the use of high visibility enforcement in areas. With sustained enforcement, the public wear their seatbelts more, which in turn reduces fatalities and injuries.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

<table>
<thead>
<tr>
<th>Planned activity unique identifier</th>
<th>Planned Activity Name</th>
<th>Primary Countermeasure</th>
</tr>
</thead>
<tbody>
<tr>
<td>PT-2019-PT-20-21</td>
<td>Bay St. Louis Police Department</td>
<td>PT-Sustained Enforcement</td>
</tr>
<tr>
<td>PT-2019-PT-20-41</td>
<td>Biloxi Police Department</td>
<td>PT-Sustained Enforcement</td>
</tr>
<tr>
<td>PT-2019-PT-20-51</td>
<td>Brandon Police Department</td>
<td>PT-Sustained Enforcement</td>
</tr>
<tr>
<td>PT-2019-PT-26-21</td>
<td>Columbia Police Department</td>
<td>PT-Sustained Enforcement</td>
</tr>
<tr>
<td>PT-2019-PT-26-91</td>
<td>D'Iberville Police Department</td>
<td>PT-Sustained Enforcement</td>
</tr>
<tr>
<td>PT-2019-PT-40-81</td>
<td>Department of Public Safety</td>
<td>PT-Sustained Enforcement</td>
</tr>
<tr>
<td>PT-2019-PT-40-82</td>
<td>Department of Public Safety-PAO</td>
<td>PT-Sustained Enforcement</td>
</tr>
<tr>
<td>PT-2019-PT-27-81</td>
<td>Flowood Police Department</td>
<td>PT-Sustained Enforcement</td>
</tr>
<tr>
<td>PT-2019-PT-21-31</td>
<td>Greenwood Police Department</td>
<td>PT-Sustained Enforcement</td>
</tr>
<tr>
<td>PT-2019-PT-21-41</td>
<td>Gulfport Police Department</td>
<td>PT-Sustained Enforcement</td>
</tr>
<tr>
<td>PT-2019-PT-21-81</td>
<td>Horn Lake Police Department</td>
<td>PT-Sustained Enforcement</td>
</tr>
<tr>
<td>PT-2019-PT-23-71</td>
<td>Laurel Police Department</td>
<td>PT-Sustained Enforcement</td>
</tr>
<tr>
<td>PT-2019-PT-29-91</td>
<td>Lucedale Police Department</td>
<td>PT-Sustained Enforcement</td>
</tr>
<tr>
<td>PT-2019-PT-30-21</td>
<td>Madison Police Department</td>
<td>PT-Sustained Enforcement</td>
</tr>
<tr>
<td>PT-2019-PT-22-21</td>
<td>Meridian Police Department</td>
<td>PT-Sustained Enforcement</td>
</tr>
<tr>
<td>PT-2019-PT-22-51</td>
<td>Oxford Police Department</td>
<td>PT-Sustained Enforcement</td>
</tr>
<tr>
<td>PT-2019-PT-20-31</td>
<td>Ridgeland Police Department</td>
<td>PT-Sustained Enforcement</td>
</tr>
<tr>
<td>PT-2019-PT-22-71</td>
<td>Pass Christian Police Department</td>
<td>PT-Sustained Enforcement</td>
</tr>
<tr>
<td>PT-2019-PT-88-11</td>
<td>Sherman Police Department</td>
<td>PT-Sustained Enforcement</td>
</tr>
<tr>
<td>PT-2019-PT-23-11</td>
<td>Starkville Police Department</td>
<td>PT-Sustained Enforcement</td>
</tr>
<tr>
<td>PT-2019-PT-35-41</td>
<td>Waveland Police Department</td>
<td>PT-Sustained Enforcement</td>
</tr>
</tbody>
</table>

5.3.1.1 Planned Activity: Bay St. Louis Police Department

Planned activity name Bay St. Louis Police Department
Planned activity number PT-2019-PT-20-21
Primary countermeasure strategy PT-Sustained Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from
the State’s most recent highway safety data and traffic records system assessment

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.25(h)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

The agency will use the funds to provide salary and fringe for officers to work overtime hours conducting enforcement, which can include impaired driving, occupant protection and speed during FY19. There will be a special emphasis during the national blitz periods of DSGPO and CIOT. The agencies will conduct Special Traffic Enforcement Program (STEP) HVE checkpoints and a Special Traffic Enforcement Program (STEP) HVE saturation patrols during each national DSGPO (Christmas/New Year) and CIOT (Memorial Day). The agency will generate earned media campaigns during the DSGPO (Christmas/New Year) and CIOT (Memorial Day) campaigns. Each agency has a personalized performance measure and strategies that can be found in the grant agreement.

Enter intended subrecipients.

Bay St. Louis Police Department

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>PT-Sustained Enforcement</td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>FAST Act NHTSA 402</td>
<td>Police Traffic Services (FAST)</td>
<td>$11,682.00</td>
<td>$2,336.40</td>
<td>$11,682.00</td>
</tr>
</tbody>
</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
<th>NHTSA Share Total Cost</th>
</tr>
</thead>
</table>

No records found.

5.3.1.2 Planned Activity: Biloxi Police Department

<table>
<thead>
<tr>
<th>Planned activity name</th>
<th>Biloxi Police Department</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planned activity number</td>
<td>PT-2019-PT-20-41</td>
</tr>
</tbody>
</table>
Primary countermeasure strategy  PT-Sustained Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

The agency will use the funds to provide salary and fringe for officers to work overtime hours conducting enforcement, which can include impaired driving, occupant protection and speed during FY19. There will be a special emphasis during the national blitz periods of DSGPO and CIOT. The agencies will conduct Special Traffic Enforcement Program (STEP) HVE checkpoints and a Special Traffic Enforcement Program (STEP) HVE saturation patrols during each national DSGPO (Christmas/New Year) and CIOT (Memorial Day). The agency will generate earned media campaigns during the DSGPO (Christmas/New Year) and CIOT (Memorial Day) campaigns. Each agency has a personalized performance measure and strategies that can be found in the grant agreement.

Enter intended subrecipients.

Biloxi Police Department

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>PT-Sustained Enforcement</td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
<th>NHTSA Share Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

No records found.

5.3.1.3 Planned Activity: Brandon Police Department

Planned activity name: Brandon Police Department
Planned activity number: PT-2019-PT-20-51
Primary countermeasure strategy: PT-Sustained Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)
Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3)
[Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]
No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4)
[Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]
No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii)
[Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]
No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii)
[Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]
No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f)
[Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]
No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2)
[Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]
No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2)
[Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]
No

Enter description of the planned activity.

The agency will use the funds to provide salary and fringe for officers to work overtime hours conducting enforcement, which can include impaired driving, occupant protection and speed during FY19. There will be a special emphasis during the national blitz periods of DSGPO and CIOT. The agencies will conduct Special Traffic Enforcement Program (STEP) HVE checkpoints and a Special Traffic Enforcement Program (STEP) HVE saturation patrols during each national DSGPO (Christmas/New Year) and CIOT (Memorial Day). The agency will generate earned media campaigns during the DSGPO (Christmas/New Year) and CIOT (Memorial Day) campaigns. Each agency has a personalized performance measure and strategies that can be found in the grant agreement.

Enter intended subrecipients.

Brandon Police Department
Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>PT-Sustained Enforcement</td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>FAST Act NHTSA 402</td>
<td>Police Traffic Services (FAST)</td>
<td>$60,000.00</td>
<td>$12,000.00</td>
<td>$60,000.00</td>
</tr>
</tbody>
</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
<th>NHTSA Share Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

No records found.

5.3.1.4 Planned Activity: Columbia Police Department

<table>
<thead>
<tr>
<th>Planned activity name</th>
<th>Columbia Police Department</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planned activity number</td>
<td>PT-2019-PT-26-21</td>
</tr>
<tr>
<td>Primary countermeasure strategy</td>
<td>PT-Sustained Enforcement</td>
</tr>
</tbody>
</table>

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3)
[Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4)
[Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(i)(ii)
[Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii)
[Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f)
[Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2)
[Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]
Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

The agency will use the funds to provide salary and fringe for officers to work overtime hours conducting enforcement, which can include impaired driving, occupant protection and speed during FY19. There will be a special emphasis during the national blitz periods of DSGPO and CIOT. The agencies will conduct Special Traffic Enforcement Program (STEP) HVE checkpoints and a Special Traffic Enforcement Program (STEP) HVE saturation patrols during each national DSGPO (Christmas/New Year) and CIOT (Memorial Day). The agency will generate earned media campaigns during the DSGPO (Christmas/New Year) and CIOT (Memorial Day) campaigns. Each agency has a personalized performance measure and strategies that can be found in the grant agreement.

Enter intended subrecipients.

Columbia Police Department

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>PT-Sustained Enforcement</td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>FAST Act NHTSA 402, Police Traffic Services (FAST)</td>
<td>$11,940.00</td>
<td>$2,388.00</td>
<td>$11,940.00</td>
<td></td>
</tr>
</tbody>
</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
<th>NHTSA Share Total Cost</th>
</tr>
</thead>
</table>

No records found.

5.3.1.5 Planned Activity: D'Iberville Police Department

<table>
<thead>
<tr>
<th>Planned activity name</th>
<th>D'Iberville Police Department</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planned activity number</td>
<td>PT-2019-PT-26-91</td>
</tr>
<tr>
<td>Primary countermeasure strategy</td>
<td>PT-Sustained Enforcement</td>
</tr>
</tbody>
</table>

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No
Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(ii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

The agency will use the funds to provide salary and fringe for officers to work overtime hours conducting enforcement, which can include impaired driving, occupant protection and speed during FY19. There will be a special emphasis during the national blitz periods of DSGPO and CIOT. The agencies will conduct Special Traffic Enforcement Program (STEP) HVE checkpoints and a Special Traffic Enforcement Program (STEP) HVE saturation patrols during each national DSGPO (Christmas/New Year) and CIOT (Memorial Day). The agency will generate earned media campaigns during the DSGPO (Christmas/New Year) and CIOT (Memorial Day) campaigns. Each agency has a personalized performance measure and strategies that can be found in the grant agreement.

Enter intended subrecipients.

D'Iberville Police Department

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>PT-Sustained Enforcement</td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
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<th>Estimated Funding Amount</th>
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<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>FAST Act NHTSA 402</td>
<td>Police Traffic Services (FAST)</td>
<td>$13,494.00</td>
<td>$2,698.80</td>
<td>$13,494.00</td>
</tr>
</tbody>
</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
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</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

No records found.

5.3.1.6 Planned Activity: Department of Public Safety
Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3)

[Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4)

[Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(i) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

The agency will use the funds to provide salary and fringe for officers to work overtime hours conducting enforcement, which can include impaired driving, occupant protection and speed during FY19. There will be a special emphasis during the national blitz periods of DSGPO and CIOT. The agencies will conduct Special Traffic Enforcement Program (STEP) HVE checkpoints and a Special Traffic Enforcement Program (STEP) HVE saturation patrols during each national DSGPO (Christmas/New Year) and CIOT (Memorial Day). The agency will generate earned media campaigns during the DSGPO (Christmas/New Year) and CIOT (Memorial Day) campaigns. Each agency has a personalized performance measure and strategies that can be found in the grant agreement.

Enter intended subrecipients.

Department of Public Safety for Statewide enforcement.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>PT-Sustained Enforcement</td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.
Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
<th>NHTSA Share Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

No records found.

5.3.1.7 Planned Activity: Department of Public Safety-PAO

Planned activity name: Department of Public Safety-PAO
Planned activity number: PT-2019-PT-40-82
Primary countermeasure strategy: PT-Sustained Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)
Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3)
[Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]
No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4)
[Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]
No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii)
[Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]
No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii)
[Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]
No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f)
[Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]
No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for the impaired driving program criterion? § 1300.25(h)(2)
[Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]
No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2)
[Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]
No

Enter description of the planned activity.

Project Description: 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 will 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 will also 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 will 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 will be utilized for travel expenses, equipment, overtime and fringe for the program.

Enter intended subrecipients.

Department of Public Safety/Public Awareness Officers and Statewide.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>PT-Sustained Enforcement</td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>FAST Act NHTSA 402</td>
<td>Police Traffic Services (FAST)</td>
<td>$41,065.35</td>
<td>$8,213.07</td>
<td>$0.00</td>
</tr>
</tbody>
</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
<th>NHTSA Share Total Cost</th>
</tr>
</thead>
</table>

No records found.

5.3.1.8 Planned Activity: Flowood Police Department

Planned activity name Flowood Police Department

Planned activity number PT-2019-PT-27-81

Primary countermeasure strategy PT-Sustained Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3)

[Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4)

[Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(ii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No
Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

The agency will use the funds to provide salary and fringe for officers to work overtime hours conducting enforcement, which can include impaired driving, occupant protection and speed during FY19. There will be a special emphasis during the national blitz periods of DSGPO and CIOT. The agencies will conduct Special Traffic Enforcement Program (STEP) HVE checkpoints and a Special Traffic Enforcement Program (STEP) HVE saturation patrols during each national DSGPO (Christmas/New Year) and CIOT (Memorial Day). The agency will generate earned media campaigns during the DSGPO (Christmas/New Year) and CIOT (Memorial Day) campaigns. Each agency has a personalized performance measure and strategies that can be found in the grant agreement.

Enter intended subrecipients.

Flowood Police Department

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>PT-Sustained Enforcement</td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>FAST Act NHTSA 402</td>
<td>Police Traffic Services (FAST)</td>
<td>$51,527.00</td>
<td>$10,305.40</td>
<td>$51,527.00</td>
</tr>
</tbody>
</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
<th>NHTSA Share Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
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<td></td>
</tr>
</tbody>
</table>

No records found.

5.3.1.9 Planned Activity: Greenwood Police Department

<table>
<thead>
<tr>
<th>Planned activity name</th>
<th>Greenwood Police Department</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planned activity number</td>
<td>PT-2019-PT-21-31</td>
</tr>
<tr>
<td>Primary countermeasure strategy</td>
<td>PT-Sustained Enforcement</td>
</tr>
</tbody>
</table>

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes
Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(ii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

The agency will use the funds to provide salary and fringe for officers to work overtime hours conducting enforcement, which can include impaired driving, occupant protection and speed during FY19. There will be a special emphasis during the national blitz periods of DSGPO and CIOT. The agencies will conduct Special Traffic Enforcement Program (STEP) HVE checkpoints and a Special Traffic Enforcement Program (STEP) HVE saturation patrols during each national DSGPO (Christmas/New Year) and CIOT (Memorial Day). The agency will generate earned media campaigns during the DSGPO (Christmas/New Year) and CIOT (Memorial Day) campaigns. Each agency has a personalized performance measure and strategies that can be found in the grant agreement.

Enter intended subrecipients.

Greenwood Police Department

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>PT-Sustained Enforcement</td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>FAST Act NHTSA 402</td>
<td>Police Traffic Services (FAST)</td>
<td>$22,361.75</td>
<td>$4,472.35</td>
<td>$22,361.75</td>
</tr>
</tbody>
</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.
5.3.1.10 Planned Activity: Gulfport Police Department

<table>
<thead>
<tr>
<th>Planned activity name</th>
<th>Gulfport Police Department</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planned activity number</td>
<td>PT-2019-PT-21-41</td>
</tr>
<tr>
<td>Primary countermeasure strategy</td>
<td>PT-Sustained Enforcement</td>
</tr>
</tbody>
</table>

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

The agency will use the funds to provide salary and fringe for officers to work overtime hours conducting enforcement, which can include impaired driving, occupant protection and speed during FY19. There will be a special emphasis during the national blitz periods of DSGPO and CIOT. The agencies will conduct Special Traffic Enforcement Program (STEP) HVE checkpoints and a Special Traffic Enforcement Program (STEP) HVE saturation patrols during each national DSGPO (Christmas/New Year) and CIOT (Memorial Day). The agency will generate earned media campaigns during the DSGPO (Christmas/New Year) and CIOT (Memorial Day) campaigns. Each agency has a personalized performance measure and strategies that can be found in the grant agreement.

Enter intended subrecipients.

Gulfport Police Department

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities
Fiscal Year  Countermeasure Strategy Name
2019  PT-Sustained Enforcement

Funding sources
Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>FAST Act NHTSA 402</td>
<td>Police Traffic Services (FAST)</td>
<td>$16,487.36</td>
<td>$3,297.47</td>
<td>$16,487.36</td>
</tr>
</tbody>
</table>

Major purchases and dispositions
Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
<th>NHTSA Share Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>No records found.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

5.3.1.11 Planned Activity: Horn Lake Police Department

Planned activity name: Horn Lake Police Department
Planned activity number: PT-2019-PT-21-81
Primary countermeasure strategy: PT-Sustained Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)
Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3)
[Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]
No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4)
[Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]
No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(ii)(I) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]
No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]
No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]
No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]
No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]
No
Enter description of the planned activity.

The agency will use the funds to provide salary and fringe for officers to work overtime hours conducting enforcement, which can include impaired driving, occupant protection and speed during FY19. There will be a special emphasis during the national blitz periods of DSGPO and CIOT. The agencies will conduct Special Traffic Enforcement Program (STEP) HVE checkpoints and a Special Traffic Enforcement Program (STEP) HVE saturation patrols during each national DSGPO (Christmas/New Year) and CIOT (Memorial Day). The agency will generate earned media campaigns during the DSGPO (Christmas/New Year) and CIOT (Memorial Day) campaigns. Each agency has a personalized performance measure and strategies that can be found in the grant agreement.

Enter intended subrecipients.

Horn Lake Police Department

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>PT-Sustained Enforcement</td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>FAST Act NHTSA 402</td>
<td>Police Traffic Services (FAST)</td>
<td>$39,075.00</td>
<td>$7,815.00</td>
<td>$39,075.00</td>
</tr>
</tbody>
</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
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</tr>
</thead>
<tbody>
<tr>
<td></td>
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</tr>
</tbody>
</table>

No records found.

5.3.1.12 Planned Activity: Laurel Police Department

<table>
<thead>
<tr>
<th>Planned activity name</th>
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</tr>
</thead>
<tbody>
<tr>
<td>Planned activity number</td>
<td>PT-2019-PT-23-71</td>
</tr>
<tr>
<td>Primary countermeasure strategy</td>
<td>PT-Sustained Enforcement</td>
</tr>
</tbody>
</table>

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(ii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No
Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

The agency will use the funds to provide salary and fringe for officers to work overtime hours conducting enforcement, which can include impaired driving, occupant protection and speed during FY19. There will be a special emphasis during the national blitz periods of DSGPO and CIOT. The agencies will conduct Special Traffic Enforcement Program (STEP) HVE checkpoints and a Special Traffic Enforcement Program (STEP) HVE saturation patrols during each national DSGPO (Christmas/New Year) and CIOT (Memorial Day). The agency will generate earned media campaigns during the DSGPO (Christmas/New Year) and CIOT (Memorial Day) campaigns. Each agency has a personalized performance measure and strategies that can be found in the grant agreement.

Enter intended subrecipients.

Laurel Police Department

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>PT-Sustained Enforcement</td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>FAST Act NHTSA 402  Police Traffic Services (FAST)</td>
<td>$12,012.00</td>
<td>$12,012.00</td>
<td>$2,402.40</td>
<td></td>
</tr>
</tbody>
</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
<th>NHTSA Share Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

No records found.

5.3.1.13 Planned Activity: Lucedale Police Department

<table>
<thead>
<tr>
<th>Planned activity name</th>
<th>Lucedale Police Department</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planned activity number</td>
<td>PT-2019-PT-29-91</td>
</tr>
<tr>
<td>Primary countermeasure strategy</td>
<td>PT-Sustained Enforcement</td>
</tr>
</tbody>
</table>

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes
Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(i) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

The agency will use the funds to provide salary and fringe for officers to work overtime hours conducting enforcement, which can include impaired driving, occupant protection and speed during FY19. There will be a special emphasis during the national blitz periods of DSGPO and CIOT. The agencies will conduct Special Traffic Enforcement Program (STEP) HVE checkpoints and a Special Traffic Enforcement Program (STEP) HVE saturation patrols during each national DSGPO (Christmas/New Year) and CIOT (Memorial Day). The agency will generate earned media campaigns during the DSGPO (Christmas/New Year) and CIOT (Memorial Day) campaigns. Each agency has a personalized performance measure and strategies that can be found in the grant agreement.

Enter intended subrecipients.

Lucedale Police Department

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year | Countermeasure Strategy Name
---|---
2019 | PT-Sustained Enforcement

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Fiscal Year | Source Fiscal Year | Funding Source | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit
---|---|---|---|---|---|---
2017 | FAST Act NHTSA 402 | Police Traffic Services (FAST) | $23,076.00 | $4,615.20 | $23,076.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.
5.3.1.14 Planned Activity: Madison Police Department

Planned activity name: Madison Police Department
Planned activity number: PT-2019-PT-30-21
Primary countermeasure strategy: PT-Sustained Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)
Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3)
[Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]
No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4)
[Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]
No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii)
[Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]
No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii)
[Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]
No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f)
[Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]
No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2)
[Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]
No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2)
[Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]
No

Enter description of the planned activity.

The agency will use the funds to provide salary and fringe for officers to work overtime hours conducting enforcement, which can include impaired driving, occupant protection and speed during FY19. There will be a special emphasis during the national blitz periods of DSGPO and CIOT. The agencies will conduct Special Traffic Enforcement Program (STEP) HVE checkpoints and a Special Traffic Enforcement Program (STEP) HVE saturation patrols during each national DSGPO (Christmas/New Year) and CIOT (Memorial Day). The agency will generate earned media campaigns during the DSGPO (Christmas/New Year) and CIOT (Memorial Day) campaigns. Each agency has a personalized performance measure and strategies that can be found in the grant agreement.

Enter intended subrecipients.

Madison Police Department

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities
Fiscal Year | Countermeasure Strategy Name
---|---
2019 | PT-Sustained Enforcement

**Funding sources**

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>FAST Act NHTSA 402</td>
<td>Police Traffic Services (FAST)</td>
<td>$34,200.00</td>
<td>$6,840.00</td>
<td>$34,200.00</td>
</tr>
</tbody>
</table>

**Major purchases and dispositions**

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
<th>NHTSA Share Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>No records found.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

5.3.1.15 Planned Activity: Meridian Police Department

- **Planned activity name**: Meridian Police Department
- **Planned activity number**: PT-2019-PT-22-21
- **Primary countermeasure strategy**: PT-Sustained Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3)

[Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4)

[Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(ii)(l)

[Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent high visibility traffic safety and traffic studies system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(i)(l)

[Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f)

[Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcyclist and another vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2)

[Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2)

[Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No
Enter description of the planned activity.

The agency will use the funds to provide salary and fringe for officers to work overtime hours conducting enforcement, which can include impaired driving, occupant protection and speed during FY19. There will be a special emphasis during the national blitz periods of DSGPO and CIOT. The agencies will conduct Special Traffic Enforcement Program (STEP) HVE checkpoints and a Special Traffic Enforcement Program (STEP) HVE saturation patrols during each national DSGPO (Christmas/New Year) and CIOT (Memorial Day). The agency will generate earned media campaigns during the DSGPO (Christmas/New Year) and CIOT (Memorial Day) campaigns. Each agency has a personalized performance measure and strategies that can be found in the grant agreement.

Enter intended subrecipients.

Meridian Police Department

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>PT-Sustained Enforcement</td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>FAST Act NHTSA 402</td>
<td>Police Traffic Services (FAST)</td>
<td>$11,600.00</td>
<td>$2,320.00</td>
<td>$11,600.00</td>
</tr>
</tbody>
</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
<th>NHTSA Share Total Cost</th>
</tr>
</thead>
</table>

No records found.

5.3.1.16 Planned Activity: Oxford Police Department

Planned activity name: Oxford Police Department

Planned activity number: PT-2019-PT-22-51

Primary countermeasure strategy: PT-Sustained Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(ii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No
Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]
No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcyclist crashes involving an impaired operator is highest]
No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]
No

Enter description of the planned activity.
The agency will use the funds to provide salary and fringe for officers to work overtime hours conducting enforcement, which can include impaired driving, occupant protection and speed during FY19. There will be a special emphasis during the national blitz periods of DSGPO and CIOT. The agencies will conduct Special Traffic Enforcement Program (STEP) HVE checkpoints and a Special Traffic Enforcement Program (STEP) HVE saturation patrols during each national DSGPO (Christmas/New Year) and CIOT (Memorial Day). The agency will generate earned media campaigns during the DSGPO (Christmas/New Year) and CIOT (Memorial Day) campaigns. Each agency has a personalized performance measure and strategies that can be found in the grant agreement.

Enter intended subrecipients.
Oxford Police Department

Countermeasure strategies
Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>PT-Sustained Enforcement</td>
</tr>
</tbody>
</table>

Funding sources
Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>FAST Act NHTSA 402</td>
<td>Police Traffic Services (FAST)</td>
<td>$15,887.00</td>
<td>$3,177.40</td>
<td>$15,887.00</td>
</tr>
</tbody>
</table>

Major purchases and dispositions
Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
<th>NHTSA Share Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
No records found.

5.3.1.17 Planned Activity: Ridgeland Police Department

<table>
<thead>
<tr>
<th>Planned activity name</th>
<th>Ridgeland Police Department</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planned activity number</td>
<td>PT-2019-PT-20-31</td>
</tr>
<tr>
<td>Primary countermeasure strategy</td>
<td>PT-Sustained Enforcement</td>
</tr>
</tbody>
</table>

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)
Yes
Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.25(f)(1)(iii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

The agency will use the funds to provide salary and fringe for officers to work overtime hours conducting enforcement, which can include impaired driving, occupant protection and speed during FY19. There will be a special emphasis during the national blitz periods of DSGPO and CIOT. The agencies will conduct Special Traffic Enforcement Program (STEP) HVE checkpoints and a Special Traffic Enforcement Program (STEP) HVE saturation patrols during each national DSGPO (Christmas/New Year) and CIOT (Memorial Day). The agency will generate earned media campaigns during the DSGPO (Christmas/New Year) and CIOT (Memorial Day) campaigns. Each agency has a personalized performance measure and strategies that can be found in the grant agreement.

Enter intended subrecipients.

Ridgeland Police Department

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>PT-Sustained Enforcement</td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>FAST Act NHTSA 402</td>
<td>Police Traffic Services (FAST)</td>
<td>$9,293.76</td>
<td>$1,858.75</td>
<td>$9,293.76</td>
</tr>
</tbody>
</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.
5.3.1.18 Planned Activity: Pass Christian Police Department

**Planned activity name**  
Pass Christian Police Department

**Planned activity number**  
PT-2019-PT-22-71

**Primary countermeasure strategy**  
PT-Sustained Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3)

[Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4)

[Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii)

[Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii)

[Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f)

[Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2)

[Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2)

[Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

The agency will use the funds to provide salary and fringe for officers to work overtime hours conducting enforcement, which can include impaired driving, occupant protection and speed during FY19. There will be a special emphasis during the national blitz periods of DSGPO and CIOT. The agencies will conduct Special Traffic Enforcement Program (STEP) HVE checkpoints and a Special Traffic Enforcement Program (STEP) HVE saturation patrols during each national DSGPO (Christmas/New Year) and CIOT (Memorial Day). The agency will generate earned media campaigns during the DSGPO (Christmas/New Year) and CIOT (Memorial Day) campaigns. Each agency has a personalized performance measure and strategies that can be found in the grant agreement.

Enter intended subrecipients.

Pass Christian Police Department

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities
5.3.1.19 Planned Activity: Sherman Police Department

**Fiscal Year** | **Countermeasure Strategy Name**
---|---
2019 | PT-Sustained Enforcement

### Funding sources

Click **Add New** to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>FAST Act NHTSA 402</td>
<td>Police Traffic Services (FAST)</td>
<td>$15,132.00</td>
<td>$3,026.40</td>
<td>$15,132.00</td>
</tr>
</tbody>
</table>

### Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
<th>NHTSA Share Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>No records found.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### 5.3.1.19 Planned Activity: Sherman Police Department

**Planned activity name** | Sherman Police Department
---|---
**Planned activity number** | PT-2019-PT-88-11
**Primary countermeasure strategy** | PT-Sustained Enforcement

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

Yes

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3)**

[Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4)**

[Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii)**

[Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(i)(ii)**

[Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f)**

[Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2)**

[Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2)**

[Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No
Enter description of the planned activity.

The agency will use the funds to provide salary and fringe for officers to work overtime hours conducting enforcement, which can include impaired driving, occupant protection and speed during FY19. There will be a special emphasis during the national blitz periods of DSGPO and CIOT. The agencies will conduct Special Traffic Enforcement Program (STEP) HVE checkpoints and a Special Traffic Enforcement Program (STEP) HVE saturation patrols during each national DSGPO (Christmas/New Year) and CIOT (Memorial Day). The agency will generate earned media campaigns during the DSGPO (Christmas/New Year) and CIOT (Memorial Day) campaigns. Each agency has a personalized performance measure and strategies that can be found in the grant agreement.

Enter intended subrecipients.

Sherman Police Department

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>PT-Sustained Enforcement</td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>FAST Act NHTSA 402</td>
<td>Police Traffic Services (FAST)</td>
<td>$35,214.00</td>
<td>$7,042.80</td>
<td>$35,214.00</td>
</tr>
</tbody>
</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

No records found.

5.3.1.20 Planned Activity: Starkville Police Department

Planned activity name          Starkville Police Department
Planned activity number        PT-2019-PT-23-11
Primary countermeasure strategy PT-Sustained Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(ii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No
Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]
No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]
No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]
No

Enter description of the planned activity.
The agency will use the funds to provide salary and fringe for officers to work overtime hours conducting enforcement, which can include impaired driving, occupant protection and speed during FY19. There will be a special emphasis during the national blitz periods of DSGPO and CIOT. The agencies will conduct Special Traffic Enforcement Program (STEP) HVE checkpoints and a Special Traffic Enforcement Program (STEP) HVE saturation patrols during each national DSGPO (Christmas/New Year) and CIOT (Memorial Day). The agency will generate earned media campaigns during the DSGPO (Christmas/New Year) and CIOT (Memorial Day) campaigns. Each agency has a personalized performance measure and strategies that can be found in the grant agreement.

Enter intended subrecipients.
Starkville Police Department

Countermeasure strategies
Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>PT-Sustained Enforcement</td>
</tr>
</tbody>
</table>

Funding sources
Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>FAST Act NHTSA 402</td>
<td>Police Traffic Services (FAST)</td>
<td>$15,400.00</td>
<td>$3,080.00</td>
<td>$15,400.00</td>
</tr>
</tbody>
</table>

Major purchases and dispositions
Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
<th>NHTSA Share Total Cost</th>
</tr>
</thead>
</table>

No records found.

5.3.1.21 Planned Activity: Waveland Police Department

<table>
<thead>
<tr>
<th>Planned activity name</th>
<th>Waveland Police Department</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planned activity number</td>
<td>PT-2019-PT-35-41</td>
</tr>
<tr>
<td>Primary countermeasure strategy</td>
<td>PT-Sustained Enforcement</td>
</tr>
</tbody>
</table>

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)
Yes
Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(ii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

The agency will use the funds to provide salary and fringe for officers to work overtime hours conducting enforcement, which can include impaired driving, occupant protection and speed during FY19. There will be a special emphasis during the national blitz periods of DSGPO and CIOT. The agencies will conduct Special Traffic Enforcement Program (STEP) HVE checkpoints and a Special Traffic Enforcement Program (STEP) HVE saturation patrols during each national DSGPO (Christmas/New Year) and CIOT (Memorial Day). The agency will generate earned media campaigns during the DSGPO (Christmas/New Year) and CIOT (Memorial Day) campaigns. Each agency has a personalized performance measure and strategies that can be found in the grant agreement.

Enter intended subrecipients.

Waveland Police Department

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year  Countermeasure Strategy Name
2019  PT-Sustained Enforcement

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>FAST Act NHTSA 402  Police Traffic Services (FAST)</td>
<td>$16,068.00</td>
<td>$3,213.60</td>
<td>$16,068.00</td>
<td></td>
</tr>
</tbody>
</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.
5.3.1.22 Planned Activity: MOHS Contingency Travel-Police Traffic Services

Planned activity name: MOHS Contingency Travel-Police Traffic Services
Planned activity number: PT-2019-PT-41-04
Primary countermeasure strategy: PT-Sustained Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)
No

Is this planned activity part of the State occupant protection grant application (§405(b)) for child restraint inspection stations? § 1300.21(d)(3)
[Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]
No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4)
[Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]
No

Is this planned activity part of the State traffic safety information system improvements grant application (§405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii)
[Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]
No

Is this planned activity part of the impaired driving countermeasure grant application (§405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii)
[Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in §1300.23(j)(4) that must include high-visibility enforcement efforts]
No

Is this planned activity part of the State motorcyclist safety grant application (§405(f)) under the motorcyclist awareness program criterion? § 1300.25(f)
[Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]
No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2)
[Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]
No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2)
[Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of §1300.28(b)(1)]
No

Enter description of the planned activity.

Enter intended subrecipients.

Countermeasure strategies
Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name
2019 Contingency Travel

Funding sources
Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.
Major purchases and dispositions
Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
<th>NHTSA Share Total Cost</th>
</tr>
</thead>
</table>

No records found.

5.3.2 Countermeasure Strategy: Highway Safety Office Program Management

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?
No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)
No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]
No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification]
No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State’s problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State’s unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]
No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]
No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]
No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]
No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]
Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

The impact for traffic safety is having designated staff to manage the police traffic service program is vital to the program. Program management will help with grant activity, reimbursements and the funding of planned activities.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Without program coordination there would be no problem identification, targets or strategies. Provides program management in the Police Traffic Services program area to coordinate statewide local law enforcement efforts related to MOHS operations. Program oversees funding to state and local law enforcement agencies for overtime enforcement, and assist in developing strategies for inter-jurisdictional enforcement efforts. Provided program management for the planned MOHS Seat Belt Survey, the CPS survey, the CIOT National Mobilization and Drive Sober Get Pulled Over. Oversee projects related to CPS, including fitting stations, checkpoint stations and CPS technician training. Oversee OP media campaign during National CIOT blitz period. Enforcement can include impaired driving, seatbelt, child restraint and speed. Personnel services will include salaries and benefits, travel, supplies, and training, monitoring, workshops, seminars and program management at the same percentage.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

There are currently no countermeasures in the Countermeasures that Work: A Highway Safety Countermeasures Guide for State Highway Safety Office for program management. Without the countermeasure of program management for police traffic services the program would not be able to function.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

<table>
<thead>
<tr>
<th>Planned activity unique identifier</th>
<th>Planned Activity Name</th>
<th>Primary Countermeasure</th>
</tr>
</thead>
<tbody>
<tr>
<td>PT-2019-PT-41-01</td>
<td>MOHS Police Traffic Services Coordination-Program Management</td>
<td>PA-Provide Adequate guidance to subgrantees</td>
</tr>
<tr>
<td>PT-2019-PT-41-02</td>
<td>MOHS Police Traffic Services Coordination-Travel</td>
<td>Provide staff the opportunity to receive training and attend traffic safety conference to improve skills on a local, state and national level</td>
</tr>
<tr>
<td>PT-2019-PT-41-03</td>
<td>MOHS Police Traffic Services-Misc Expenses</td>
<td>PA-Provide Adequate guidance to subgrantees</td>
</tr>
</tbody>
</table>

5.3.3 Countermeasure Strategy: Contingency Travel

Program area: Police Traffic

Countermeasure strategy: Contingency Travel

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No
Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Contingency travel will help traffic safety partners attend meetings, workshops and training to help the MOHS in traffic safety areas such as impaired driving, occupant protection, distracted driving and speed management. Planned activities can include NHTSA trainings, NHTSA conferences, etc. The traffic safety impact will be to those individuals that are able to attend meetings, workshops and trainings will be able to take information that is learned back into the community.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

The linkages between contingency travel with planned activities, data, targets and strategies, is that the more partners that the State has to help with traffic issues the better. Training additional partners will help attribute to the reduction of traffic issues.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

The rational for selecting contingency travel is that training, conferences, workshops and meetings take place where additional partners are needed or with the addition of partners would help the program gain further success, as in the case with LEL trainings. Allocating funding to planned activities will help partners attend training, they may not be able to. This strategy is not listed in the Countermeasures that Work: A Highway Safety Countermeasures Guide for State Highway Safety Offices.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy
5.4 Program Area: Traffic Records

Program area type  Traffic Records

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State’s highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

The proposed projects will be implemented during FY19 to help the MOHS and the STRCC on the recommendations from the 2013 Traffic Records Assessment. Additional projects may be implemented during FY19, as the STRCC works to restructure and work on additional projects to strength the MOHS and STRCC.

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Performance Measure Name</th>
<th>Target Period(Performance Target)</th>
<th>Target End Year</th>
<th>Target Value(Performance Target)</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>MOHS Outcome Measure-Traffic Records</td>
<td>Annual</td>
<td>2019</td>
<td>99.0</td>
</tr>
<tr>
<td>2019</td>
<td>MOHS Outcome Measure-Traffic Records</td>
<td>Annual</td>
<td>2019</td>
<td>2.5</td>
</tr>
<tr>
<td>2019</td>
<td>MOHS Outcome Measure-Traffic Records</td>
<td>Annual</td>
<td>2019</td>
<td>35.0</td>
</tr>
<tr>
<td>2019</td>
<td>MOHS Outcome Measure-Traffic Records</td>
<td>Annual</td>
<td>2019</td>
<td>61.5</td>
</tr>
<tr>
<td>2019</td>
<td>MOHS Outcome Measure-Traffic Records</td>
<td>Annual</td>
<td>2019</td>
<td>2.3</td>
</tr>
</tbody>
</table>

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Highway Safety Office Program Management</td>
</tr>
<tr>
<td>2019</td>
<td>Contingency Travel-TR</td>
</tr>
</tbody>
</table>

5.4.1 Countermeasure Strategy: Highway Safety Office Program Management

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?
Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State’s problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State’s unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcycle safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcycle safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

The impact for traffic safety is having designated staff to manage the traffic records program is vital to the program. Program management will help with grant activity, reimbursements and the funding of planned activities.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Without traffic records program management, there would be no staff to pull and work on problem identification of the programs, which would effect targets and strategies. Funded planned activities will help with the collection of data, identifying problem identification, which will help with performance targets and strategies for planned activities on a state level and agency level.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.
Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

<table>
<thead>
<tr>
<th>Planned activity unique identifier</th>
<th>Planned Activity Name</th>
<th>Primary Countermeasure</th>
</tr>
</thead>
<tbody>
<tr>
<td>TR-2019-TR-41-01</td>
<td>MOHS Traffic Records Coordination-Program Management</td>
<td>PA-Provide Adequate guidance to subgrantees</td>
</tr>
<tr>
<td>TR-2019-TR-41-02</td>
<td>MOHS Traffic Records Coordination-Travel</td>
<td>Provide staff the opportunity to receive training and attend traffic safety conference to improve skills on a local, state and national level</td>
</tr>
<tr>
<td>TR-2019-TR-41-03</td>
<td>MOHS Traffic Records Coordination-Misc Expenses</td>
<td>PA-Provide Adequate guidance to subgrantees</td>
</tr>
</tbody>
</table>

5.4.2 Countermeasure Strategy: Contingency Travel-TR

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State’s problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State’s unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the...
State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest.

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Contingency travel will help traffic safety partners attend meetings, workshops and training to help the MOHS in traffic safety areas such as impaired driving, occupant protection, distracted driving and speed management. Planned activities can include NHTSA trainings, NHTSA conferences, etc. The traffic safety impact will be to those individuals that are able to attend meetings, workshops and trainings will be able to take information that is learned back into the community.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

The linkages between contingency travel with planned activities, data, targets and strategies, is that the more partners that the State has to help with traffic issues the better. Training additional partners will help attribute to the reduction of traffic issues.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

The rational for selecting contingency travel is that training, conferences, workshops and meetings take place where additional partners are needed or with the addition of partners would help the program gain further success, as in the case with LEL trainings. Allocating funding to planned activities will help partners attend training, they may not be able to.

This strategy is not listed in the Countermeasures that Work: A Highway Safety Countermeasures Guide for State Highway Safety Offices.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

<table>
<thead>
<tr>
<th>Planned activity unique identifier</th>
<th>Planned Activity Name</th>
<th>Primary Countermeasure</th>
</tr>
</thead>
<tbody>
<tr>
<td>TR-2019-TR-41-04</td>
<td>MOHS Traffic Records Contingency Travel</td>
<td>TR-Attend all State Traffic Records Committee meetings and serve as a technical liaison to other state agency personnel involved in traffic records activities (e.g., MDOT, State Health Department, Department of Revenue)</td>
</tr>
</tbody>
</table>

5.5 Program Area: Driver Education and Behavior

Program area type  Driver Education and Behavior

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State’s highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.
In addition to traffic enforcement, the MOHS will focus on programs that involve an emphasis on driver’s education program that will provide public information and education to the citizens of Mississippi about the consequences driving behaviors. Both NHTSA and MOHS recognize the importance of education focusing toward the citizens of Mississippi, as a means of preventing erratic driving behaviors, such as driving under the influence for vehicles, lack of seat belt use, speed and distracted driving.

The MOHS will create the programs, which will act on behalf of the Mississippi Office of Highway Safety, MS Department of Public Safety, Division of Public Safety Planning to provide a comprehensive coordinated program with the approach to reduce the number of motor vehicle crashes, injuries and fatalities among vehicle or motorcycle operators by providing an innovative technical assistance program designed with an overall target of strengthening the implementation processes of grantees funded to provide public information and education.

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Performance Measure Name</th>
<th>Target Period(Performance Target)</th>
<th>Target End Year</th>
<th>Target Value(Performance Target)</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>C-1) Number of traffic fatalities (FARS)</td>
<td>5 Year</td>
<td>2019</td>
<td>697.0</td>
</tr>
<tr>
<td>2019</td>
<td>C-2) Number of serious injuries in traffic crashes (State crash data files)</td>
<td>5 Year</td>
<td>2019</td>
<td>556.0</td>
</tr>
<tr>
<td>2019</td>
<td>C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)</td>
<td>5 Year</td>
<td>2019</td>
<td>307.0</td>
</tr>
<tr>
<td>2019</td>
<td>C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of 0.08 and above (FARS)</td>
<td>5 Year</td>
<td>2019</td>
<td>170.0</td>
</tr>
<tr>
<td>2019</td>
<td>C-6) Number of speeding-related fatalities (FARS)</td>
<td>5 Year</td>
<td>2019</td>
<td>94.0</td>
</tr>
<tr>
<td>2019</td>
<td>C-7) Number of motorcyclist fatalities (FARS)</td>
<td>5 Year</td>
<td>2019</td>
<td>50.0</td>
</tr>
<tr>
<td>2019</td>
<td>C-8) Number of unhelmeted motorcyclist fatalities (FARS)</td>
<td>5 Year</td>
<td>2019</td>
<td>6.0</td>
</tr>
<tr>
<td>2019</td>
<td>C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)</td>
<td>5 Year</td>
<td>2019</td>
<td>83.0</td>
</tr>
<tr>
<td>2019</td>
<td>C-10) Number of pedestrian fatalities (FARS)</td>
<td>5 Year</td>
<td>2019</td>
<td>63.0</td>
</tr>
<tr>
<td>2019</td>
<td>C-11) Number of bicyclists fatalities (FARS)</td>
<td>5 Year</td>
<td>2019</td>
<td>5.0</td>
</tr>
<tr>
<td>2019</td>
<td>MOHS Outcome Measure-Teen Alcohol Fatalities</td>
<td>5 Year</td>
<td>2019</td>
<td>13.6</td>
</tr>
<tr>
<td>2019</td>
<td>MOHS Outcome Measure-Teen Seat Belt Fatalities</td>
<td>5 Year</td>
<td>2019</td>
<td>37.9</td>
</tr>
<tr>
<td>2019</td>
<td>MOHS Outcome Measure-Teen Speed Fatalities</td>
<td>5 Year</td>
<td>2019</td>
<td>16.4</td>
</tr>
</tbody>
</table>

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Driver’s Educational Programs</td>
</tr>
</tbody>
</table>

5.5.1 Countermeasure Strategy: Driver’s Educational Programs

Program area: Driver Education and Behavior

Countermeasure strategy: Driver’s Educational Programs

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)
Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State’s problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State’s unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

Yes

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description
To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:
Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

In addition to traffic enforcement, the MOHS will focus on programs that involve an emphasis on driver’s education program that will provide public information and education to the citizens of Mississippi about the consequences driving behaviors. Both NHTSA and MOHS recognize the importance of education focusing toward the citizens of Mississippi, as a means of preventing erratic driving behaviors, such as driving under the influence for vehicles, lack of seat belt use, speed and distracted driving.

The MOHS will create the programs, which will act on behalf of the Mississippi Office of Highway Safety, MS Department of Public Safety, Division of Public Safety Planning to provide a comprehensive coordinated program with the approach to reduce the number of motor vehicle crashes, injuries and fatalities among vehicle or motorcycle operators by providing an innovative technical assistance program designed with an overall target of strengthening the implementation processes of grantees funded to provide public information and education.

The impact of driver’s educational programs will help educate teens and young adults on highway safety related issues. With combination of activities and educational presentations, the message is brought to teens and adults in hope that it will impact behavior and in turn reduce the number of fatalities and injuries among teens. This strategy will help with planned activities to be successful in helping the MOHS change behavior.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.
The amount of funds being utilized is commensurate with the State-wide driving problems, and thus the State feels that the projects selected and if fully implemented and successful, will contribute to the overall goal of reducing driving fatalities, reducing crashes and injuries. Projects selected for funding incorporate many of the strategies above. Of those selected, they are based on problem identification for the statewide driver’s education problem and will contribute to the overall impact of the driver’s education program.

The linkage for drivers educational programs starts with problem identification is used to locate areas that have the highest number of teen and young adult crashes. Programs are developed for those areas of risk and need and then resources are dispersed into those areas that have the highest levels of crashes. Each agency has performance measures and targets to reach and in turn should help attribute to the reduction of crashes. Allocation of funds is determined based on the areas of need and where the areas have the most crashes.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Educational programs are listed in the Countermeasures that Work: A Highway Safety Countermeasures Guide for State Highway Safety Offices under Driver Education 2.1 with one star; 2.2 with one star; 3.1 with 2 stars. Although the level of effectiveness is 1-2 stars, the impact of the program can be great. Each program is evaluated by the sub-grantee with pre and post surveys. Driver’s educational programs were selected because it is a way to inform a large amount of teens and young adults at one time with the use of educational programs at schools, health fairs, sport events and college campuses. Working in some of these areas gives the MOHS, along with the planned activities the opportunity to reach more and more students in this demographic.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

<table>
<thead>
<tr>
<th>Planned activity unique identifier</th>
<th>Planned Activity Name</th>
<th>Primary Countermeasure</th>
</tr>
</thead>
<tbody>
<tr>
<td>DE-2019-DE-94-51</td>
<td>University of Mississippi Medical Center-Youth Highway Safety Program</td>
<td>Driver's Educational Programs</td>
</tr>
<tr>
<td>FES'AL-2019-AL-94-51</td>
<td>University of Mississippi Medical Center- Youth Highway Safety Programs</td>
<td>Driver's Educational Programs</td>
</tr>
<tr>
<td>FESX-2019-FE-00-00</td>
<td>MOHS Distracted Driving Projects</td>
<td>High Visibility Cellphone/Text Messaging Enforcement</td>
</tr>
</tbody>
</table>

5.5.1.1 Planned Activity: University of Mississippi Medical Center-Youth Highway Safety Program

Planned activity name University of Mississippi Medical Center-Youth Highway Safety Program
Planned activity number DE-2019-DE-94-51
Primary countermeasure strategy Driver's Educational Programs

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3)
[Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4)
[Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No
Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]
No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]
No

Enter description of the planned activity.

Project Description: The University of Mississippi Medical Center Youth Highway Safety Program will be the state’s primary teen highway safety awareness program. The program will focus on the top counties of the State with the most teen fatalities and injuries.

The University of Mississippi Medical Center- Youth Highway Safety Programs will increase the awareness and work statewide to provide public information on the consequences of impaired driving for young drivers aged 16-20 years old. University of Mississippi Medical Center- Youth Highway Safety Programs conduct educational outreach activities and participate 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 will also work with local law enforcement and local schools across the State to bring the message of the consequences of impaired driving, seatbelt usage, speed control, distracted driving and more highway safety issues. The program measures the effectiveness of the program with pre- and post-evaluations after each program. Funding will be used to provide salaries, fringe, contractual services, supplies and program expenses.

Enter intended subrecipients.
University Medical Center Youth Highway Safety Program.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Driver's Educational Programs</td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2016</td>
<td>NHTSA 402</td>
<td>Driver Education</td>
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<td>$21,595.57</td>
<td>$0.00</td>
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</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
<th>NHTSA Share Total Cost</th>
</tr>
</thead>
</table>
No records found.

5.5.1.2 Planned Activity: University of Mississippi Medical Center- Youth Highway Safety Programs

<table>
<thead>
<tr>
<th>Planned activity name</th>
<th>University of Mississippi Medical Center- Youth Highway Safety Programs</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planned activity number</td>
<td>FES*AL-2019-AL-94-51</td>
</tr>
<tr>
<td>Primary countermeasure strategy</td>
<td>Driver's Educational Programs</td>
</tr>
</tbody>
</table>

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)
No
Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3)
[Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4)
[Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-rate State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Project Description: The University of Mississippi Medical Center Youth Highway Safety Program will be the state’s primary teen impaired driving awareness program. The program will focus on the top counties of the State with the most teen alcohol impaired fatalities.

The University of Mississippi Medical Center- Youth Highway Safety Programs will increase the awareness and work statewide to provide public information on the consequences of impaired driving for young drivers aged 16-20 years old. University of Mississippi Medical Center- Youth Highway Safety Programs will develop and distribute relevant youth impaired driving PI&E; conduct educational outreach activities, participate 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 will also work with local law enforcement and local schools across the State to bring the message of the consequences of impaired driving. The program measures the effectiveness of the program with pre- and post-evaluations after each program. Funding will be used to provide salaries, fringe, contractual services, supplies and program expenses.

Enter intended subrecipients.

University of Mississippi Medical Center Youth Highway Safety Program.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Driver's Educational Programs</td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

| Source Fiscal Year | Funding Source | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
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<th>NHTSA Share per unit</th>
<th>NHTSA Share Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

No records found.

5.6 Program Area: Planning & Administration

**Program area type** Planning & Administration

Will countermeasure strategies and planned activities be described in this plan to address the program area?

No

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State’s highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

The MOHS is responsible for the development and implementation of the annual HSP based on an evaluation 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. Programs under the Directors are impaired driving, occupant protection, traffic records, motorcycle, outreach, judicial, and police traffic services. Through planning and administration, continuous efforts will be made to provide the resources necessary for planning, administration and coordination of the statewide Highway Safety Program.

The P&A covers costs associated with operating the Highway Safety Program to include contractual services, commodities, and indirect costs for administrative support. The administrative assistant provides support to the MOHS staff via the following duties: collecting and maintaining time and attendance records, receive and distribute incoming/outgoing correspondence, records minutes for staff and other meetings, answers phone, orders office supplies and other clerical duties as needed and requested.

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

Planned Activities in the Planning & Administration

<table>
<thead>
<tr>
<th>Planned activity unique identifier</th>
<th>Planned Activity Name</th>
<th>Primary Countermeasure</th>
</tr>
</thead>
<tbody>
<tr>
<td>154AL-2019-ST-41-01</td>
<td>MOHS Alcohol Coordination-Program Management</td>
<td>PA-Provide sound financial management of State and Federal Funds</td>
</tr>
<tr>
<td>154AL-2019-ST-41-02</td>
<td>MOHS Alcohol Coordination-Travel</td>
<td>Provide staff the opportunity to receive training and attend traffic safety conference to improve skills on a local, state and national level</td>
</tr>
<tr>
<td>154AL-2019-ST-41-03</td>
<td>MOHS Alcohol Coordination-Misc Expenses</td>
<td>PA-Provide Adequate guidance to subgrantees</td>
</tr>
<tr>
<td>154PA-2019-PA-41-01</td>
<td>MOHS P&amp;A</td>
<td>PA-Provide sound financial management of State and Federal Funds</td>
</tr>
<tr>
<td>402PA-2019-PA-41-01</td>
<td>MOHS P&amp;A</td>
<td>PA-Provide sound financial management of State and Federal Funds</td>
</tr>
<tr>
<td>OP-2019-OP-41-01</td>
<td>MOHS Occupant Protection Coordination-Program Management</td>
<td>PA-Provide Adequate guidance to subgrantees</td>
</tr>
<tr>
<td>OP-2019-OP-41-02</td>
<td>MOHS Occupant Protection Coordination-Travel</td>
<td>Provide staff the opportunity to receive training and attend traffic safety conference to improve skills on a local, state and national level</td>
</tr>
</tbody>
</table>
5.6.1 Planned Activity: MOHS Alcohol Coordination-Program Management

Planned activity name: MOHS Alcohol Coordination-Program Management
Planned activity number: 154AL-2019-ST-41-01
Primary countermeasure strategy: PA-Provide sound financial management of State and Federal Funds

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)
No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]
No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]
No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]
No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]
No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]
No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]
No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]
No

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

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

Enter intended subrecipients.
None. These funds are for MOHS.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Provide staff the opportunity to receive training and attend traffic safety conference to improve skills on a local, state and national level</td>
</tr>
<tr>
<td>2019</td>
<td>PA-Provide sound financial management of State and Federal Funds</td>
</tr>
<tr>
<td>2019</td>
<td>PA-Provide Adequate guidance to subgrantees</td>
</tr>
<tr>
<td>2019</td>
<td>PA-Follow guidance provided by the MOHS Financial Director to limit P&amp;A costs to the maximum amount allowed by federal guidelines</td>
</tr>
<tr>
<td>2019</td>
<td>Highway Safety Office Program Management</td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2016</td>
<td>154 Transfer Funds-AL</td>
<td>154 Alcohol</td>
<td>$284,630.00</td>
<td>$0.00</td>
<td></td>
</tr>
</tbody>
</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
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</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

No records found.

5.6.2 Planned Activity: MOHS Alcohol Coordination-Travel

Planned activity name MOHS Alcohol Coordination-Travel
Planned activity number 154AL-2019-ST-41-02

Primary countermeasure strategy Provide staff the opportunity to receive training and attend traffic safety conference to improve skills on a local, state and national level

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)
No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3)
[Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4)
[Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No
Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(ii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Travel for alcohol program staff to attend conferences, meetings and training.

Enter intended subrecipients.

MOHS Staff

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Provide staff the opportunity to receive training and attend traffic safety conference to improve skills on a local, state and national level</td>
</tr>
<tr>
<td>2019</td>
<td>PA-Provide sound financial management of State and Federal Funds</td>
</tr>
<tr>
<td>2019</td>
<td>PA-Provide Adequate guidance to subgrantees</td>
</tr>
<tr>
<td>2019</td>
<td>PA-Follow guidance provided by the MOHS Financial Director to limit P&amp;A costs to the maximum amount allowed by federal guidelines</td>
</tr>
<tr>
<td>2019</td>
<td>Highway Safety Office Program Management</td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2016</td>
<td>154 Transfer Funds-AL</td>
<td>154 Alcohol</td>
<td>$10,000.00</td>
<td>$0.00</td>
<td></td>
</tr>
</tbody>
</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
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<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
<th>NHTSA Share Total Cost</th>
</tr>
</thead>
</table>

No records found.

5.6.3 Planned Activity: MOHS Alcohol Coordination-Misc Expenses
Click for more information.

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)
No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3)
[Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]
No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4)
[Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]
No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]
No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]
No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]
No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]
No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]
No

Enter description of the planned activity.

Enter intended subrecipients.

MOHS Staff

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
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<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>PA-Provide sound financial management of State and Federal Funds</td>
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<tr>
<td>2019</td>
<td>PA-Provide Adequate guidance to subgrantees</td>
</tr>
<tr>
<td>2019</td>
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<td>2019</td>
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</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.
Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
<th>NHTSA Share Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

No records found.

5.6.4 Planned Activity: MOHS P&A

Planned activity name: MOHS P&A

Planned activity number: 154PA-2019-PA-41-01

Primary countermeasure strategy: PA-Provide sound financial management of State and Federal Funds

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3)

[Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4)

[Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Provides program management to coordinate statewide local law enforcement efforts related to MOHS operations. Program oversees funding to state and local law enforcement agencies for overtime enforcement, and assisted in developing strategies for inter-jurisdictional enforcement efforts. MOHS P&A includes salaries, fringe and other expenses for MOHS. Impaired enforcement can also be included in police traffic service grants, as well.

Enter intended subrecipients.

MOHS Staff

Countermeasure strategies
Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Provide staff the opportunity to receive training and attend traffic safety conference to improve skills on a local, state and national level</td>
</tr>
<tr>
<td>2019</td>
<td>PA-Provide sound financial management of State and Federal Funds</td>
</tr>
<tr>
<td>2019</td>
<td>PA-Provide Adequate guidance to subgrantees</td>
</tr>
<tr>
<td>2019</td>
<td>PA-Follow guidance provided by the MOHS Financial Director to limit P&amp;A costs to the maximum amount allowed by federal guidelines</td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2016</td>
<td>154 Transfer Funds-PA</td>
<td>154 Planning and Administration</td>
<td>$700,000.00</td>
<td>$0.00</td>
<td></td>
</tr>
</tbody>
</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
<th>NHTSA Share Total Cost</th>
</tr>
</thead>
</table>

No records found.

5.6.5 Planned Activity: MOHS P&A

Planned activity name: MOHS P&A

Planned activity number: 402PA-2019-PA-41-01

Primary countermeasure strategy: PA-Provide sound financial management of State and Federal Funds

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3)

[Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4)

[Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No
Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Provides program management to coordinate statewide local law enforcement efforts related to MOHS operations. Program oversees funding to state and local law enforcement agencies for overtime enforcement, and assisted in developing strategies for inter-jurisdictional enforcement efforts. MOHS P&A includes salaries, fringe and other expenses for MOHS. Impaired enforcement can also be included in police traffic service grants, as well.

Enter intended subrecipients.

MOHS Staff

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Provide staff the opportunity to receive training and attend traffic safety conference to improve skills on a local, state and national level</td>
</tr>
<tr>
<td>2019</td>
<td>PA-Provide sound financial management of State and Federal Funds</td>
</tr>
<tr>
<td>2019</td>
<td>PA-Provide Adequate guidance to subgrantees</td>
</tr>
<tr>
<td>2019</td>
<td>PA-Follow guidance provided by the MOHS Financial Director to limit P&amp;A costs to the maximum amount allowed by federal guidelines</td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2016</td>
<td>NHTSA 402</td>
<td>Planning and Administration</td>
<td>$750,000.00</td>
<td>$150,000.00</td>
<td>$0.00</td>
</tr>
</tbody>
</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
<th>NHTSA Share Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>No records found.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

5.6.6 Planned Activity: MOHS Occupant Protection Coordination-Program Management

Planned activity name: MOHS Occupant Protection Coordination-Program Management

Planned activity number: OP-2019-OP-41-01

Primary countermeasure strategy: PA-Provide Adequate guidance to subgrantees

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No
Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]
No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]
No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(i) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]
No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]
No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]
No

Enter description of the planned activity.

Provide program management in the Occupant Protection program area to coordinate statewide local law enforcement efforts related to MOHS operations. Program oversees funding to state and local law enforcement agencies for overtime enforcement, and assist in developing strategies for inter-jurisdictional enforcement efforts. Provide program management for the planned MOHS Seat Belt Survey, the Child Passenger Seat (CPS) survey and the Click It or Ticket (CIOT) National Mobilization. Oversees projects related to CPS, including fitting stations, checkpoint stations and CPS technician training. Oversee the Occupant Protection media campaign during National CIOT blitz period. Includes travel and misc. expenses. Personnel services will include salaries and benefits, travel, supplies, and training, monitoring, workshops, seminars and program management at the same percentage.

Enter intended subrecipients.

MOHS Staff

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Provide staff the opportunity to receive training and attend traffic safety conference to improve skills on a local, state and national level</td>
</tr>
<tr>
<td>2019</td>
<td>PA-Provide sound financial management of State and Federal Funds</td>
</tr>
<tr>
<td>2019</td>
<td>PA-Provide Adequate guidance to subgrantees</td>
</tr>
<tr>
<td>2019</td>
<td>PA-Follow guidance provided by the MOHS Financial Director to limit P&amp;A costs to the maximum amount allowed by federal guidelines</td>
</tr>
<tr>
<td>2019</td>
<td>Highway Safety Office Program Management</td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source</th>
<th>Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>NHTSA 402</td>
<td>2016</td>
<td>Occupant Protection</td>
<td>$156,000.00</td>
<td>$31,200.00</td>
<td>$0.00</td>
<td></td>
</tr>
</tbody>
</table>

Major purchases and dispositions
Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
<th>NHTSA Share Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

No records found.

5.6.7 Planned Activity: MOHS Occupant Protection Coordination-Travel

<table>
<thead>
<tr>
<th>Planned activity name</th>
<th>MOHS Occupant Protection Coordination-Travel</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planned activity number</td>
<td>OP-2019-OP-41-02</td>
</tr>
<tr>
<td>Primary countermeasure strategy</td>
<td>Provide staff the opportunity to receive training and attend traffic safety conference to improve skills on a local, state and national level</td>
</tr>
</tbody>
</table>

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)  
No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]  
No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]  
No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]  
No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]  
No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]  
No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]  
No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]  
No

Enter description of the planned activity.

Travel for occupant protection program staff to attend conferences, meetings and training.

Enter intended subrecipients.

MOHS staff

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities
2019  Provide staff the opportunity to receive training and attend traffic safety conference to improve skills on a local, state and national level
2019  PA-Provide sound financial management of State and Federal Funds
2019  PA-Provide Adequate guidance to subgrantees
2019  PA-Follow guidance provided by the MOHS Financial Director to limit P&A costs to the maximum amount allowed by federal guidelines
2019  Highway Safety Office Program Management

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2016</td>
<td>NHTSA 402</td>
<td>Occupant Protection</td>
<td>$10,000.00</td>
<td>$2,000.00</td>
<td>$0.00</td>
</tr>
</tbody>
</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
<th>NHTSA Share Total Cost</th>
</tr>
</thead>
</table>

No records found.

5.6.8 Planned Activity: MOHS Occupant Protection Coordination-Misc Expenses

Planned activity name  MOHS Occupant Protection Coordination-Misc Expenses
Planned activity number  OP-2019-OP-41-03
Primary countermeasure strategy  PA-Provide Adequate guidance to subgrantees

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply
with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.
Program Expenses for Occupant Protection Program

Enter intended subrecipients.
MOHS Staff

Countermeasure strategies
Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Provide staff the opportunity to receive training and attend traffic safety conference to improve skills on a local, state and national level</td>
</tr>
<tr>
<td>2019</td>
<td>PA-Provide sound financial management of State and Federal Funds</td>
</tr>
<tr>
<td>2019</td>
<td>PA-Provide Adequate guidance to subgrantees</td>
</tr>
<tr>
<td>2019</td>
<td>PA-Follow guidance provided by the MOHS Financial Director to limit P&amp;A costs to the maximum amount allowed by federal guidelines</td>
</tr>
<tr>
<td>2019</td>
<td>Highway Safety Office Program Management</td>
</tr>
</tbody>
</table>

Funding sources
Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2016</td>
<td>NHTSA 402</td>
<td>Occupant Protection</td>
<td>$3,000.00</td>
<td>$600.00</td>
<td>$0.00</td>
</tr>
</tbody>
</table>

Major purchases and dispositions
Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
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<th>NHTSA Share per unit</th>
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</thead>
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<tr>
<td></td>
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<td></td>
<td></td>
</tr>
</tbody>
</table>

No records found.

5.6.9 Planned Activity: MOHS Police Traffic Services Coordination-Program Management

Planned activity name MOHS Police Traffic Services Coordination-Program Management
Planned activity number PT-2019-PT-41-01
Primary countermeasure strategy PA-Provide Adequate guidance to subgrantees

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)
No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]
No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]
No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]
No
Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Provides program management in the Police Traffic Services program area to coordinate statewide local law enforcement efforts related to MOHS operations. Program oversees funding to state and local law enforcement agencies for overtime enforcement, and assist in developing strategies for inter-jurisdictional enforcement efforts. Provided program management for the planned MOHS Seat Belt Survey, the CPS survey, the CIOT National Mobilization and Drive Sober Get Pulled Over. Oversee projects related to CPS, including fitting stations, checkpoint stations and CPS technician training. Oversee OP media campaign during National CIOT blitz period. Enforcement can include impaired driving, seatbelt, child restraint and speed. Personnel services will include salaries and benefits, travel, supplies, and training, monitoring, workshops, seminars and program management at the same percentage.

Enter intended subrecipients.

MOHS Staff

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Provide staff the opportunity to receive training and attend traffic safety conference to improve skills on a local, state and national level</td>
</tr>
<tr>
<td>2019</td>
<td>PA-Provide sound financial management of State and Federal Funds</td>
</tr>
<tr>
<td>2019</td>
<td>PA-Provide Adequate guidance to subgrantees</td>
</tr>
<tr>
<td>2019</td>
<td>PA-Follow guidance provided by the MOHS Financial Director to limit P&amp;A costs to the maximum amount allowed by federal guidelines</td>
</tr>
<tr>
<td>2019</td>
<td>Highway Safety Office Program Management</td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2016</td>
<td>NHTSA 402</td>
<td>Police Traffic Services</td>
<td>$100,560.00</td>
<td>$20,112.00</td>
<td>$0.00</td>
</tr>
</tbody>
</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
<th>NHTSA Share Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

No records found.
5.6.10 Planned Activity: MOHS Police Traffic Services Coordination-Travel

<table>
<thead>
<tr>
<th>Planned activity name</th>
<th>MOHS Police Traffic Services Coordination-Travel</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planned activity number</td>
<td>PT-2019-PT-41-02</td>
</tr>
</tbody>
</table>

**Primary countermeasure strategy:** Provide staff the opportunity to receive training and attend traffic safety conference to improve skills on a local, state and national level.

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.28(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

Provide Travel for MOHS staff to attend meetings, conferences and trainings.

**Enter intended subrecipients.**

MOHS Staff

**Countermeasure strategies**

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

**Countermeasure strategies in planned activities**

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Provide staff the opportunity to receive training and attend traffic safety conference to improve skills on a local, state and national level</td>
</tr>
<tr>
<td>2019</td>
<td>PA- Provide sound financial management of State and Federal Funds</td>
</tr>
<tr>
<td>2019</td>
<td>PA- Provide Adequate guidance to subgrantees</td>
</tr>
<tr>
<td>2019</td>
<td>PA- Follow guidance provided by the MOHS Financial Director to limit P&amp;A costs to the maximum amount allowed by federal guidelines</td>
</tr>
<tr>
<td>2019</td>
<td>Highway Safety Office Program Management</td>
</tr>
</tbody>
</table>
Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2016</td>
<td>NHTSA 402</td>
<td>Police Traffic Services</td>
<td>$10,000.00</td>
<td>$2,000.00</td>
<td>$0.00</td>
</tr>
</tbody>
</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
<th>NHTSA Share Total Cost</th>
</tr>
</thead>
</table>

No records found.

5.6.11 Planned Activity: MOHS Police Traffic Services-Misc Expenses

Planned activity name | MOHS Police Traffic Services-Misc Expenses
Planned activity number | PT-2019-PT-41-03
Primary countermeasure strategy | PA-Provide Adequate guidance to subgrantees

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Expenses for Police Traffic Services Program

Enter intended subrecipients.
5.6.12 Planned Activity: MOHS Impaired Driving Coordination & Program Management

**Planned activity name** MOHS Impaired Driving Coordination & Program Management

**Planned activity number** MSIDC-2019-MD-41-01

**Primary countermeasure strategy** PA-Provide Adequate guidance to subgrantees

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3)**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4)**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(ii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

---

**Countermeasure strategies**

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

**Countermeasure strategies in planned activities**

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Provide staff the opportunity to receive training and attend traffic safety conference to improve skills on a local, state and national level</td>
</tr>
<tr>
<td>2019</td>
<td>PA-Provide sound financial management of State and Federal Funds</td>
</tr>
<tr>
<td>2019</td>
<td>PA-Provide Adequate guidance to subgrantees</td>
</tr>
<tr>
<td>2019</td>
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<td>2019</td>
<td>Highway Safety Office Program Management</td>
</tr>
</tbody>
</table>

**Funding sources**

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2016</td>
<td>NHTSA 402</td>
<td>Police Traffic Services</td>
<td>$3,000.00</td>
<td>$600.00</td>
<td>$0.00</td>
</tr>
</tbody>
</table>

**Major purchases and dispositions**

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

**5.6.12 Planned Activity: MOHS Impaired Driving Coordination & Program Management**

---

MO Staff
Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

Enter intended subrecipients.

MOH Impaired Driving Staff

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
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<th>Countermeasure Strategy Name</th>
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<tbody>
<tr>
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<td>2019</td>
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<td>2019</td>
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</tbody>
</table>

Funding sources

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<thead>
<tr>
<th>Source Fiscal Year</th>
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<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>FAST Act 405d Impaired Driving Mid</td>
<td>405d Impaired Driving Mid (FAST)</td>
<td>$189,000.00</td>
<td>$37,800.00</td>
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</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
<th>NHTSA Share Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

No records found.

5.6.13 Planned Activity: MOHS Traffic Records Coordination-Program Management
Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)  
No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3)  
[Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]  
No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4)  
[Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]  
No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii)  
[Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]  
Yes

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(i)  
[Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]  
No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f)  
[Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]  
Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(b)(2)  
[Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcyclist crashes involving an impaired operator is highest]  
No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2)  
[Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]  
No

Enter description of the planned activity.

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

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

Enter intended subrecipients.

MOHS Staff

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities
Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2016</td>
<td>NHTSA 402</td>
<td>Traffic Records</td>
<td>$75,000.00</td>
<td>$15,000.00</td>
<td>$0.00</td>
</tr>
</tbody>
</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
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</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

No records found.

5.6.14 Planned Activity: MOHS Traffic Records Coordination-Travel

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3)

[Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4)

[Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No
enter description of the planned activity.

Training for Traffic Records Program Staff for meetings, conferences and trainings.

Enter intended subrecipients.

MOHS Staff.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Provide staff the opportunity to receive training and attend traffic safety conference to improve skills on a local, state and national level</td>
</tr>
<tr>
<td>2019</td>
<td>PA-Provide sound financial management of State and Federal Funds</td>
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<td>2019</td>
<td>PA-Provide Adequate guidance to subgrantees</td>
</tr>
<tr>
<td>2019</td>
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<td>2019</td>
<td>Highway Safety Office Program Management</td>
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Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

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<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
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<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2016</td>
<td>NHTSA 402</td>
<td>Traffic Records</td>
<td>$5,000.00</td>
<td>$1,000.00</td>
<td>$0.00</td>
</tr>
</tbody>
</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
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<th>Total Cost</th>
<th>NHTSA Share per unit</th>
<th>NHTSA Share Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>No records found.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

5.6.15 Planned Activity: MOHS Traffic Records Coordination-Misc Expenses
Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Expenses for Traffic Records Programs

Enter intended subrecipients.

MOHS Staff

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Provide staff the opportunity to receive training and attend traffic safety conference to improve skills on a local, state and national level</td>
</tr>
<tr>
<td>2019</td>
<td>PA-Provide sound financial management of State and Federal Funds</td>
</tr>
<tr>
<td>2019</td>
<td>PA-Provide Adequate guidance to subgrantees</td>
</tr>
<tr>
<td>2019</td>
<td>PA-Follow guidance provided by the MOHS Financial Director to limit P&amp;A costs to the maximum amount allowed by federal guidelines</td>
</tr>
<tr>
<td>2019</td>
<td>Highway Safety Office Program Management</td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.
Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

ItemQuantityPrice Per UnitTotal CostNHTSA Share per unitNHTSA Share Total Cost

No records found.

6 Evidence-based Traffic Safety Enforcement Program (TSEP)

Evidence-based traffic safety enforcement program (TSEP) information

Identify the planned activities that collectively constitute an evidence-based traffic safety enforcement program (TSEP).

Planned activities in the TSEP:

<table>
<thead>
<tr>
<th>Planned activity unique identifier</th>
<th>Planned Activity Name</th>
<th>Primary Countermeasure</th>
</tr>
</thead>
<tbody>
<tr>
<td>OP-2019-OP-25-41</td>
<td>Canton Police Department</td>
<td>Sustained Enforcement</td>
</tr>
<tr>
<td>OP-2019-OP-10-80</td>
<td>Carroll County Sheriff's Department</td>
<td>Sustained Enforcement</td>
</tr>
<tr>
<td>OP-2019-OP-23-41</td>
<td>Vicksburg Police Department</td>
<td>Sustained Enforcement</td>
</tr>
<tr>
<td>OP-2019-OP-35-61</td>
<td>West Point Police Department</td>
<td>Sustained Enforcement</td>
</tr>
<tr>
<td>OP-2019-OP-41-05</td>
<td>MOHS Click It or Ticket Special Wave Grants</td>
<td>Sustained Enforcement</td>
</tr>
<tr>
<td>PT-2019-PT-20-21</td>
<td>Bay St. Louis Police Department</td>
<td>PT-Sustained Enforcement</td>
</tr>
<tr>
<td>PT-2019-PT-20-41</td>
<td>Biloxi Police Department</td>
<td>PT-Sustained Enforcement</td>
</tr>
<tr>
<td>PT-2019-PT-20-51</td>
<td>Brandon Police Department</td>
<td>PT-Sustained Enforcement</td>
</tr>
<tr>
<td>154AL-2019-ST-14-51</td>
<td>Madison County Sheriff's Department</td>
<td>High Visibility Enforcement</td>
</tr>
<tr>
<td>154AL-2019-ST-15-01</td>
<td>Neshoba County Sheriff's Department</td>
<td>High Visibility Enforcement</td>
</tr>
<tr>
<td>154AL-2019-ST-22-41</td>
<td>New Albany Police Department</td>
<td>High Visibility Enforcement</td>
</tr>
<tr>
<td>154AL-2019-ST-22-61</td>
<td>Pascagoula Police Department</td>
<td>High Visibility Enforcement</td>
</tr>
<tr>
<td>154AL-2019-ST-31-91</td>
<td>Pearl Police Department</td>
<td>High Visibility Enforcement</td>
</tr>
<tr>
<td>154AL-2019-ST-22-81</td>
<td>Philadelphia Police Department</td>
<td>High Visibility Enforcement</td>
</tr>
<tr>
<td>154AL-2019-ST-15-81</td>
<td>Pontotoc County Sheriff's Department</td>
<td>High Visibility Enforcement</td>
</tr>
<tr>
<td>154AL-2019-ST-23-01</td>
<td>Ridgeland Police Department</td>
<td>High Visibility Enforcement</td>
</tr>
<tr>
<td>154AL-2019-ST-23-11</td>
<td>Starkville Police Department</td>
<td>High Visibility Enforcement</td>
</tr>
<tr>
<td>154AL-2019-ST-16-61</td>
<td>Stone County Sheriff's Department</td>
<td>High Visibility Enforcement</td>
</tr>
<tr>
<td>154AL-2019-ST-17-21</td>
<td>Tunica County Sheriff's Department</td>
<td>High Visibility Enforcement</td>
</tr>
<tr>
<td>154AL-2019-ST-35-81</td>
<td>Winona Police Department</td>
<td>High Visibility Enforcement</td>
</tr>
<tr>
<td>M5X-2019-MD-11-71</td>
<td>Desoto County Sheriff's Department</td>
<td>High Visibility Enforcement</td>
</tr>
<tr>
<td>M5X-2019-MD-12-51</td>
<td>Hinds County Sheriff's Department</td>
<td>High Visibility Enforcement</td>
</tr>
<tr>
<td>M5X-2019-MD-13-81</td>
<td>Lauderdale County Sheriff's Department</td>
<td>High Visibility Enforcement</td>
</tr>
<tr>
<td>154AL-2019-ST-14-61</td>
<td>Marion County Sheriff's Department</td>
<td>High Visibility Enforcement</td>
</tr>
<tr>
<td>154AL-2019-ST-22-51</td>
<td>Oxford Police Department</td>
<td>High Visibility Enforcement</td>
</tr>
<tr>
<td>M5X-2019-MD-15-51</td>
<td>Pearl River County Sheriff's Department</td>
<td>High Visibility Enforcement</td>
</tr>
<tr>
<td>154AL-2019-ST-16-41</td>
<td>Simpson County Sheriff's Department</td>
<td>High Visibility Enforcement</td>
</tr>
<tr>
<td>154AL-2019-ST-34-41</td>
<td>Southaven Police Department</td>
<td>High Visibility Enforcement</td>
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<tr>
<td>M5X-2019-MD-17-11</td>
<td>Tishomingo County Sheriff's Department</td>
<td>High Visibility Enforcement</td>
</tr>
<tr>
<td>Code</td>
<td>Agency Name</td>
<td>Type</td>
</tr>
<tr>
<td>------------</td>
<td>-------------------------------------</td>
<td>---------------------</td>
</tr>
<tr>
<td>154AL-2019-ST-41-05</td>
<td>MOHS-National DSGPO Special Wave Grants</td>
<td>High Visibility Enforcement</td>
</tr>
<tr>
<td>OP-2018-OP-25-51</td>
<td>Carthage Police Department</td>
<td>Sustained Enforcement</td>
</tr>
<tr>
<td>OP-2019-OP-25-71</td>
<td>Charleston Police Department</td>
<td>Sustained Enforcement</td>
</tr>
<tr>
<td>OP-2019-OP-25-81</td>
<td>Clarksdale Police Department</td>
<td>Sustained Enforcement</td>
</tr>
<tr>
<td>OP-2019-OP-11-30</td>
<td>Clay County Sheriff's Department</td>
<td>Sustained Enforcement</td>
</tr>
<tr>
<td>OP-2019-OP-11-71</td>
<td>Desoto County Sheriff's Department</td>
<td>Sustained Enforcement</td>
</tr>
<tr>
<td>OP-2019-OP-12-31</td>
<td>Hancock County Sheriff's Department</td>
<td>Sustained Enforcement</td>
</tr>
<tr>
<td>OP-2019-OP-12-41</td>
<td>Harrison County Sheriff's Department</td>
<td>Sustained Enforcement</td>
</tr>
<tr>
<td>OP-2019-OP-12-51</td>
<td>Hinds County Sheriff's Department</td>
<td>Sustained Enforcement</td>
</tr>
<tr>
<td>OP-2019-OP-21-71</td>
<td>Holly Springs Police Department</td>
<td>Sustained Enforcement</td>
</tr>
<tr>
<td>OP-2019-OP-13-41</td>
<td>Jones County Sheriff's Department</td>
<td>Sustained Enforcement</td>
</tr>
<tr>
<td>OP-2019-OP-13-71</td>
<td>Lamar County Sheriff's Department</td>
<td>Sustained Enforcement</td>
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<tr>
<td>OP-2019--OP-13-81</td>
<td>Lauderdale Sheriff's Department</td>
<td>Sustained Enforcement</td>
</tr>
<tr>
<td>OP-2019-OP-31-11</td>
<td>Morton Police Department</td>
<td>Sustained Enforcement</td>
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<tr>
<td>OP-2019-OP-15-31</td>
<td>Oktibbeha County Sheriff's Department</td>
<td>Sustained Enforcement</td>
</tr>
<tr>
<td>OP-2019-OP-31-91</td>
<td>Pearl Police Department</td>
<td>Sustained Enforcement</td>
</tr>
<tr>
<td>OP-2019-OP-15-51</td>
<td>Pearl River County Sheriff's Office</td>
<td>Sustained Enforcement</td>
</tr>
<tr>
<td>OP-2019-OP-15-71</td>
<td>Pike County Sheriff's Department</td>
<td>Sustained Enforcement</td>
</tr>
<tr>
<td>OP-2019-OP-33-91</td>
<td>Sardis Police Department</td>
<td>Sustained Enforcement</td>
</tr>
<tr>
<td>OP-2019-OP-34-41</td>
<td>Southaven Police Department</td>
<td>Sustained Enforcement</td>
</tr>
<tr>
<td>OP-2019-OP-17-21</td>
<td>Tunica County Sheriff's Department</td>
<td>Sustained Enforcement</td>
</tr>
<tr>
<td>PT-2019-PT-26-21</td>
<td>Columbia Police Department</td>
<td>PT-Sustained Enforcement</td>
</tr>
<tr>
<td>PT-2019-PT-26-91</td>
<td>D'Iberville Police Department</td>
<td>PT-Sustained Enforcement</td>
</tr>
<tr>
<td>PT-2019-PT-40-81</td>
<td>Department of Public Safety</td>
<td>PT-Sustained Enforcement</td>
</tr>
<tr>
<td>PT-2019-PT-40-82</td>
<td>Department of Public Safety-PAO</td>
<td>PT-Sustained Enforcement</td>
</tr>
<tr>
<td>PT-2019-PT-27-81</td>
<td>Flowood Police Department</td>
<td>PT-Sustained Enforcement</td>
</tr>
<tr>
<td>PT-2019-PT-21-31</td>
<td>Greenwood Police Department</td>
<td>PT-Sustained Enforcement</td>
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<tr>
<td>PT-2019-PT-21-41</td>
<td>Gulfport Police Department</td>
<td>PT-Sustained Enforcement</td>
</tr>
<tr>
<td>PT-2019-PT-21-81</td>
<td>Horn Lake Police Department</td>
<td>PT-Sustained Enforcement</td>
</tr>
<tr>
<td>PT-2019-PT-23-71</td>
<td>Laurel Police Department</td>
<td>PT-Sustained Enforcement</td>
</tr>
<tr>
<td>PT-2019-PT-29-91</td>
<td>Lucedale Police Department</td>
<td>PT-Sustained Enforcement</td>
</tr>
<tr>
<td>PT-2019-PT-30-21</td>
<td>Madison Police Department</td>
<td>PT-Sustained Enforcement</td>
</tr>
<tr>
<td>PT-2019-PT-22-21</td>
<td>Meridian Police Department</td>
<td>PT-Sustained Enforcement</td>
</tr>
<tr>
<td>PT-2019-PT-22-51</td>
<td>Oxford Police Department</td>
<td>PT-Sustained Enforcement</td>
</tr>
<tr>
<td>PT-2019-PT-20-31</td>
<td>Ridgeland Police Department</td>
<td>PT-Sustained Enforcement</td>
</tr>
<tr>
<td>PT-2019-PT-22-71</td>
<td>Pass Christian Police Department</td>
<td>PT-Sustained Enforcement</td>
</tr>
<tr>
<td>PT-2019-PT-68-11</td>
<td>Sherman Police Department</td>
<td>PT-Sustained Enforcement</td>
</tr>
<tr>
<td>PT-2019-PT-23-11</td>
<td>Starkville Police Department</td>
<td>PT-Sustained Enforcement</td>
</tr>
<tr>
<td>PT-2019-PT-35-41</td>
<td>Waveland Police Department</td>
<td>PT-Sustained Enforcement</td>
</tr>
<tr>
<td>154AL-2019-ST-41-05</td>
<td>Bay St. Louis Police Department</td>
<td>High Visibility Enforcement</td>
</tr>
<tr>
<td>154AL-2019-ST-25-41</td>
<td>Canton Police Department</td>
<td>High Visibility Enforcement</td>
</tr>
<tr>
<td>154AL-2019-ST-10-81</td>
<td>Carroll County Sheriff's Department</td>
<td>High Visibility Enforcement</td>
</tr>
<tr>
<td>154AL-2019-ST-25-51</td>
<td>Carthage Police Department</td>
<td>High Visibility Enforcement</td>
</tr>
</tbody>
</table>
Analysis

Enter analysis of crashes, crash fatalities, and injuries in areas of highest risk.

Problem Identification-Data Section

One of the core steps that the MOHS uses for problem identification is data analysis. The MOHS looks at different forms of data to establish what the performance measures will be for upcoming grant year, along with where the data shows that the targets for the MOHS should be established.

2016 Mississippi Overall Fatality

The location of Mississippi fatalities are important in data analysis process, because the MOHS needs to know where the fatalities, injuries and crashes occur. This aids in the planning of enforcement and education programs that can be targeted in those areas that need the most attention. The number of fatal crashes in county roads, highways and interstates have increased from 2014-2015, but had a decrease in city streets fatalities in 2015.
<table>
<thead>
<tr>
<th>Mississippi Counties by 2016 Ranking</th>
<th>Fatalities</th>
<th>Percent of Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Hinds County</td>
<td>29</td>
<td>28</td>
</tr>
<tr>
<td>2 Jackson County</td>
<td>16</td>
<td>18</td>
</tr>
<tr>
<td>3 Desoto County</td>
<td>11</td>
<td>17</td>
</tr>
<tr>
<td>4 Lauderdale County</td>
<td>15</td>
<td>15</td>
</tr>
<tr>
<td>5 Harrison County</td>
<td>30</td>
<td>24</td>
</tr>
<tr>
<td>6 Lee County</td>
<td>15</td>
<td>19</td>
</tr>
<tr>
<td>7 Rankin County</td>
<td>22</td>
<td>21</td>
</tr>
<tr>
<td>8 Jones County</td>
<td>15</td>
<td>11</td>
</tr>
<tr>
<td>9 Madison County</td>
<td>9</td>
<td>6</td>
</tr>
<tr>
<td>10 Marshall County</td>
<td>8</td>
<td>14</td>
</tr>
<tr>
<td><strong>Sub Total 1.</strong> Top Ten Counties</td>
<td>197</td>
<td>187</td>
</tr>
<tr>
<td><strong>Sub Total 2.</strong> All Other Counties</td>
<td>385</td>
<td>426</td>
</tr>
<tr>
<td><strong>Total</strong> All Counties</td>
<td>582</td>
<td>613</td>
</tr>
</tbody>
</table>

*This Sub Total is the Total for the Top Ten Counties

**This Sub Total is the Total for all Counties Outside the Top Ten"STSI/NHTSA
Data Analysis - Population: Type of Fatality

The following charts are provided to show a data snapshot of the State and Traffic Safety issues and concerns as it relates to the Mississippi fatalities by person type.

### Mississippi Fatalities by Person Type

<table>
<thead>
<tr>
<th>Person Type</th>
<th>2012</th>
<th>2013</th>
<th>2014</th>
<th>2015</th>
<th>2016</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>#</td>
<td>%</td>
<td>#</td>
<td>%</td>
<td>#</td>
</tr>
<tr>
<td>Passenger Car</td>
<td>225</td>
<td>39</td>
<td>232</td>
<td>38</td>
<td>262</td>
</tr>
<tr>
<td>Light Truck - Pickup</td>
<td>132</td>
<td>23</td>
<td>140</td>
<td>23</td>
<td>113</td>
</tr>
<tr>
<td>Light Truck - Utility</td>
<td>87</td>
<td>15</td>
<td>94</td>
<td>15</td>
<td>82</td>
</tr>
<tr>
<td>Light Truck - Van</td>
<td>19</td>
<td>3</td>
<td>20</td>
<td>3</td>
<td>13</td>
</tr>
<tr>
<td>Occupants</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Light Truck - Other</td>
<td>0</td>
<td>0</td>
<td>3</td>
<td>0</td>
<td>5</td>
</tr>
<tr>
<td>Large Truck</td>
<td>12</td>
<td>2</td>
<td>17</td>
<td>3</td>
<td>13</td>
</tr>
<tr>
<td>Bus</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Other/Unknown Occupants</td>
<td>11</td>
<td>2</td>
<td>9</td>
<td>1</td>
<td>18</td>
</tr>
<tr>
<td>Total Occupants</td>
<td>488</td>
<td>84</td>
<td>515</td>
<td>84</td>
<td>506</td>
</tr>
<tr>
<td>Motorcyclists</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total Motorcyclists</td>
<td>39</td>
<td>7</td>
<td>39</td>
<td>6</td>
<td>41</td>
</tr>
<tr>
<td>Pedestrian</td>
<td>48</td>
<td>8</td>
<td>53</td>
<td>9</td>
<td>53</td>
</tr>
<tr>
<td>Bicyclist and Other Cyclist</td>
<td>4</td>
<td>1</td>
<td>6</td>
<td>1</td>
<td>6</td>
</tr>
<tr>
<td>Nonoccupants</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Other/Unk Nonoccupants</td>
<td>3</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>Total Nonoccupants</td>
<td>55</td>
<td>9</td>
<td>59</td>
<td>10</td>
<td>60</td>
</tr>
<tr>
<td>Total</td>
<td>582</td>
<td>100</td>
<td>613</td>
<td>100</td>
<td>607</td>
</tr>
</tbody>
</table>

*Sum of Percents May Not = 100 Due to Individual Cell Rounding

*NHTSA/STSI

### 2016 Mississippi Fatalities by Age

![2016 Mississippi Fatalities by Age](image)
The age of persons that are involved in fatal crashes helps show the population that the MOHS needs to focus on through enforcement and education. During 2016, the age group with the most fatal crashes was the age group of 30-39, 40-49 and 50-59. This information provides information on how to target education and media campaigns to reach those age groups and help with the reductions of fatalities.

The race of persons that were involved in fatal crashes helps show the population that the MOHS needs to focus on through enforcement and education. During 2016, the race and gender group with the most fatal crashes was the male gender group with race in white and black race groups. During 2016, there were 492 male fatalities compared to the 198 in females during 2016. This information provides information on how to target education and media campaigns to reach race and gender groups and help with the reductions of fatalities.

Data Analysis - Time/Date Charts: 2016 Traffic Fatalities by Month and Jurisdiction

In 2016, most fatalities occurred during May, June and October, which is due to increase in tourism to the State and activities that require travel. Problem identification through data shows when most fatalities occur, the MOHS can provide law enforcement additional assistance through grant monies, media campaigns and other activities that can be provided during high fatality months, to reduce crashes, injuries and fatalities in Mississippi.

The chart shows the number of statewide fatalities and the days of the week that the fatalities occurred. The chart shows that the days of Friday-Sunday are the most fatal days of the week, with Saturday having the most fatal crashes. This helps show law enforcement and educational programs when the deadliest days are in the week, so that the programs can be adjust to help during those days and reduce fatalities and fatal crashes.

2016 Mississippi Overall Injury

During 2016, Mississippi reported a total of 29,373 crashes, of which 622 were Type A; 5624 were Type B and 23,127 were Type C crashes. For Mississippi, the state uses the following for injury definitions* of crashes:

- Type A-Life Threatening Injury. Injuries where there is a high probability of the loss of life.
Injury Definitions.

**KABCO Injury Classification Scale and Definitions.**

Injury crash information is very important with program identification, as the person did not have a fatal crash, but the person did have a crash that can still provide valuable information and data to be used in focusing on enforcement and education programs.

Data Analysis—Population: Type of Injury

The age of persons that are involved in injury (A, B, C) crashes helps show the population that the MOHS needs to focus on through enforcement and education. During 2016, the age group with the most injury crashes was the age group of 30-39, 16-20 and 40-49. In 2016, most fatalities occurred during January, October and March, which could be due to an increase in weather events across the State. Problem identification through data shows when most injury crashes occur, so that the MOHS can provide law enforcement additional assistance through grant monies, media campaigns and other activities that can be provided during high injury months, to reduce crashes, injuries and fatalities in Mississippi.

The chart shows the number of statewide injuries (A, B, C) and the days of the week that the injuries occurred. The chart shows that the days of Friday and Saturday have the highest levels of injuries during the week. This helps show law enforcement and educational programs the days of the week with the largest injuries, so that the programs can be adjust to help during those days and reduce injuries and injury crashes. The time period with the most statewide injury crashes occur between 3:00 p.m. and 5:00 p.m. having the most injuries during the day, which are the same time periods with the most fatalities. This is generally times that the school and work day is ending and people are rushing home or to activities.

**Areas of Highest Risk for 2019**

The MOHS looks at all the data that is provided above, in each of programs areas of impaired driving, occupant protection, speed, etc., to determine the areas of needs and the areas that are considered the highest risks. The MOHS looks at all fatalities, injuries and crashes for counties and cities for each program area and determines the Top 30 high risk areas, so that program can be solicited and developed to reduce fatalities, injuries and crashes. By developing and funding program in the highest risk areas, the MOHS, along with law enforcement and public information groups, have the highest chances for impact on those measures.

**Top 30 Impaired Driving High Risk Areas of Focus**

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<th>Injury City</th>
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<td>Pike Co</td>
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</table>
Enter explanation of the deployment of resources based on the analysis performed.

The MOHS has reviewed the problem identification and evidence based data listed in the data analysis section of the evidenced-based enforcement plan. The MOHS has identified through data and problem identification the Top 30 high risk areas for fatalities and injuries for counties and cities in each of the areas of focus (Impaired Driving; Occupant Protection and Police Traffic Services) for FY19. These areas are the main focus for FY19, these are the areas that MOHS will deploy resources. The MOHS will deploy funding resources through law enforcement, state agencies and public information and education grants to the areas that have the highest levels of fatalities and injuries. These grant programs will include high visibility enforcement, which includes saturation patrols and checkpoints. High Visibility has been proven to be effective in the reduction of fatalities and injuries.

For the focus and high risk areas that are not currently placed in the evidenced based enforcement plan, at the time of the submission of the application date, the MOHS will solicit grants in the areas of focus during FY19 through high risk special wave grants and HVE grants during FY19. The current grants listed in the EBE were submitted as an application in the initial application process. As the grant year progresses, the MOHS will continue to review data and problem identification, which may show that the MOHS needs to deploy additional resources across the state. Data and problem identification is an ongoing process.
Enter description of how the State plans to monitor the effectiveness of enforcement activities, make ongoing adjustments as warranted by data, and update the countermeasure strategies and projects in the Highway Safety Plan (HSP).

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.

Agencies that are funded through the MOHS must set performance measures in their agreements. The MOHS reviews the performance measures, citations and financial reimbursement each month from the agency monthly reimbursement paperwork. Adjustment can be made to to grant programs based on the information from the monthly reports. The MOHS uses the monthly reports as an evaluation tool to help assess the field and the progress that the field is making toward the annual performance measures and targets for the agency, as well as the statewide performance measures set by MOHS. The MOHS looks for citations numbers, as well as crash information for the areas that are funded, information can used to see the progress and the impact of the agency on an annual basis, as well as a patterns in multiple years of grants.

The MOHS will continue to look at countermeasure strategies and programs to impact the effectiveness of programs ad to achieve the statewide targets and performance measures. Any changes to strategies and projects will be updated in the HSP. 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.

As data and problem identification become available, the MOHS may solicit enforcement grant programs to help with emerging problems and trends.

### 7 High Visibility Enforcement

**High-visibility enforcement (HVE) strategies**

**Planned HVE strategies to support national mobilizations:**

*Reminder: When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.*

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<thead>
<tr>
<th>Countermeasure Strategy Name</th>
<th>Planned Activity Name</th>
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<tr>
<td>Communication Campaign</td>
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</table>

**HVE activities**

Select specific HVE planned activities that demonstrate the State’s support and participation in the National high-visibility law enforcement mobilizations to reduce alcohol-impaired or drug impaired operation of motor vehicles and increase use of seat belts by occupants of motor vehicles.

**HVE Campaigns Selected**

<table>
<thead>
<tr>
<th>Planned activity unique identifier</th>
<th>Planned Activity Name</th>
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| OP-2019-OP-25-71   | Charleston Police Department | Sustained Enforcement |
| OP-2019-OP-25-81   | Clarksdale Police Department | Sustained Enforcement |
| OP-2019-OP-11-30   | Clay County Sheriff's Department | Sustained Enforcement |
| OP-2019-OP-11-71   | Desoto County Sheriff's Department | Sustained Enforcement |
| OP-2019-OP-12-31   | Hancock County Sheriff's Department | Sustained Enforcement |
| OP-2019-OP-12-41   | Harrison County Sheriff's Department | Sustained Enforcement |
| OP-2019-OP-12-51   | Hinds County Sheriff's Department | Sustained Enforcement |
| OP-2019-OP-21-71   | Holly Springs Police Department | Sustained Enforcement |
| OP-2019-OP-13-41   | Jones County Sheriff's Department | Sustained Enforcement |
| OP-2019-OP-13-71   | Lamar County Sheriff's Department | Sustained Enforcement |
| OP-2019--OP-13-81  | Lauderdale Sheriff's Department | Sustained Enforcement |
| OP-2019-OP-31-11   | Morton Police Department | Sustained Enforcement |
| OP-2019-OP-15-31   | Oktibbeha County Sheriff's Department | Sustained Enforcement |
| OP-2019-OP-31-91   | Pearl Police Department | Sustained Enforcement |
| OP-2019-OP-15-51   | Pearl River County Sheriff's Department | Sustained Enforcement |
| OP-2019-OP-15-71   | Pike County Sheriff's Department | Sustained Enforcement |
| OP-2019-OP-33-91   | Sardis Police Department | Sustained Enforcement |
| OP-2019-OP-34-41   | Southaven Police Department | Sustained Enforcement |
| OP-2019-OP-17-21   | Tunica County Sheriff's Department | Sustained Enforcement |
| PT-2019-PT-26-21   | Columbia Police Department | PT-Sustained Enforcement |
| PT-2019-PT-26-91   | D'Iberville Police Department | PT-Sustained Enforcement |
| PT-2019-PT-40-81   | Department of Public Safety | PT-Sustained Enforcement |
| PT-2019-PT-40-82   | Department of Public Safety-PAO | PT-Sustained Enforcement |
| PT-2019-PT-27-81   | Flowood Police Department | PT-Sustained Enforcement |</p>
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<tr>
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<tr>
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<td>Waveland Police Department</td>
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<tr>
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<tr>
<td>Carroll County Sheriff's Department</td>
<td>High Visibility Enforcement</td>
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<tr>
<td>Carthage Police Department</td>
<td>High Visibility Enforcement</td>
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<tr>
<td>Clay County Sheriff's Department</td>
<td>High Visibility Enforcement</td>
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<tr>
<td>Coahoma County Sheriff's Department</td>
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<tr>
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<tr>
<td>D'Iberville Police Department</td>
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<tr>
<td>Department of Public Safety-Alcohol Enforcement</td>
<td>High Visibility Enforcement</td>
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<tr>
<td>Department of Public Safety-PAO</td>
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<td>Grenada Police Department</td>
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<td>Gulfport Police Department</td>
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<td>Hancock County Sheriff's Department</td>
<td>High Visibility Enforcement</td>
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<td>Hattiesburg Police Department</td>
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<td>Hernando Police Department</td>
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<td>High Visibility Enforcement</td>
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<td>Jones County Sheriff's Department</td>
<td>High Visibility Enforcement</td>
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<tr>
<td>Lamar County Sheriff's Department</td>
<td>High Visibility Enforcement</td>
</tr>
</tbody>
</table>

8 405(b) Occupant Protection Grant

Occupant protection information

405(b) qualification status: Lower seat belt use rate State

Occupant protection plan

Submit State occupant protection program area plan that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems.

Program Area

Occupant Protection (Adult and Child Passenger Safety)

Participation in Click-it-or-Ticket (CIOT) national mobilization

Select or click Add New to submit the planned participating agencies during the fiscal year of the grant, as required under § 1300.11(d)(6).
<table>
<thead>
<tr>
<th>Agency</th>
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<tbody>
<tr>
<td>Bay St. Louis Police Department</td>
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<tr>
<td>Biloxi Police Department</td>
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<td>Columbia Police Department</td>
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<tr>
<td>Desoto County Police Department</td>
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<tr>
<td>D'Iberville Police Department</td>
</tr>
<tr>
<td>Department of Public Safety-Public Affairs Officers</td>
</tr>
<tr>
<td>Department of Public Safety-Mississippi Highway Patrol-Troop C</td>
</tr>
<tr>
<td>Department of Public Safety-Mississippi Highway Patrol-Troop D</td>
</tr>
<tr>
<td>Department of Public Safety-Mississippi Highway Patrol-Troop E</td>
</tr>
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<td>Department of Public Safety-Mississippi Highway Patrol-Troop F</td>
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<td>Department of Public Safety-Mississippi Highway Patrol-Troop G</td>
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<td>Department of Public Safety-Mississippi Highway Patrol-Troop H</td>
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<td>Department of Public Safety-Mississippi Highway Patrol-Troop J</td>
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<tr>
<td>Department of Public Safety-Mississippi Highway Patrol-Troop K</td>
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<td>Department of Public Safety-Mississippi Highway Patrol-Troop K</td>
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<tr>
<td>Department of Public Safety-Mississippi Highway Patrol-Troop M</td>
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<tr>
<td>Department of Public Safety-Mississippi Highway Patrol-Troop U-Commercial Vehicle Enforcement</td>
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<tr>
<td>Flowood Police Department</td>
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<td>Greenwood Police Department</td>
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<td>Gulfport Police Department</td>
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<tr>
<td>Hancock County Sheriff's Department</td>
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<td>New Albany Police Department</td>
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<td>Oktibbeha Sheriff's Department</td>
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<td>Oxford Police Department</td>
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</tbody>
</table>
Pass Christian Police Department
Pearl Police Department
Pearl River County Sheriff's Department
Philadelphia Police Department
Pike County Sheriff's Department
Pontotoc County Sheriff's Department
Ridgeland Police Department
Sardis Police Department
Sherman Police Department
Southaven Police Department
Starkville Police Department
Tunica County Sheriff's Department
Vicksburg Police Department
Waveland Police Department
West Point Police Department

**Enter description of the State’s planned participation in the Click-it-or-Ticket national mobilization.**

**2019 Click It or Ticket Mobilization**

As a part of the overall comprehensive FY19 OP program, increasing the use of seatbelts will continue to be a priority for the MOHS. The MOHS will continue to use the CIOT model. Mississippi seeks to continue the momentum and success found in this approach. Below please find efforts for the last completed year of the CIOT campaign, which the MOHS will replicate for the FY19 CIOT campaign.

**Enforcement:** Below please find efforts for the last completed year of the finalized FY17 CIOT campaign, which the MOHS will replicate for the FY19 CIOT campaign. The FY18 CIOT results are still being processed, but a description can be found below.

FY17 Participation: Mississippi successfully completed the FY17 CIOT campaign complete with enforcement, earned and paid media. Mississippi had 86 of the Mississippi law enforcement agencies participate in the May 2017 campaign, along with the statewide enforcement of the MHP covering over 100% of the State’s population. Not all of the 86 law enforcement agencies were grant funded. A list of participating in FY17 agencies are listed below. The MOHS expects that the listing below, will also participate in the FY19 CIOT campaign.

Adams County SO; Amory PD; Baldwyn PD; Batesville PD; Bay St. Louis PD; Biloxi PD; Booneville PD; Brandon PD; Carroll County SD; Carthage PD; Clarksdale PD; Clinton PD; Collins PD; Columbia PD; Covington County SD; DeSoto County SO; D'Iberville PD; Ecru PD; Eupora PD; Flowood PD; Fulton PD; Gautier PD; Georgetown PD; Greenville PD; Greenwood PD; Grenada PD; Gulfport PD; Guntaun PD; Hancock County SO; Harrison County SO; Hernando PD; Hinds County SO; Horn Lake PD; Indianola PD; Jasper County SO; Lamar County SO; Lauderdale SO; Lee County SO; Leland PD; Louisville PD; Luedale PD; Macon PD; Madison PD; Marion PD; Marion County SO; McComb PD; Meridian PD; MHP; Montgomery County SO; Monticello PD; Morton PD; Moss Point PD; Myrtle PD; Natchez PD; Neshoba County SO; Nettleton PD; New Albany PD; North Carrollton PD; Ocean Springs PD; Okitibeha County SO; Olive Branch PD; Oxford PD; Pearl River County SO; Philadelphia PD; Pike County SO; Polkville PD; Pontotoc PD; Pontotoc County SD; Prentiss County SO; Renova PD; Sardis PD; Saltillo PD; Scott County SO; Shannon PD; Sherman PD; Simpson County SO; Smithville PD; Southaven PD; Starkville PD; Terry PD; Tishomingo County SO; Tunica County SD; Vicksburg PD; Walthall County SO; Warren County SO; Waveland PD; Winona PD; and Yazoo City PD.

In 2017, over 3,087 seatbelt citations and 406 child restraint citations were written during the enforcement period. Law enforcement will again utilize checkpoints and saturation patrols during the enforcement period to ensure maximum statewide coverage. Mississippi conducted a successful National CIOT mobilization during May 22-June 4, 2017 and will participate in the CIOT mobilization for May 21-June 3, 2018 and May 20-June 2, 2019.

During the Click It or Ticket campaign, the participating agencies accomplished the following during the blitz period:

- 269-DUI Arrests
- 118-DUI Drug
- 213-DUI and Drug Arrests
- 5-DRE Evaluation
- 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

FY18 CIOT Enforcement Efforts: During the FY18 CIOT effort, the MOHS began work on the CIOT program in as early as February with the preparation of building a strong enforcement effort, by working with the MOHS Law Enforcement Liaisons. The MOHS began sending out information to the law enforcement about CIOT through email blasts about the upcoming blitz, government designation of CIOT, fact sheets, press releases, dates and strategies that the enforcement could use for the campaign.

The MOHS set aside funds to help with bringing on additional agencies for the FY18 CIOT efforts, in the form of Special Wave mini grants. These funds help provide agencies with additional resource to help with high visibility enforcement, checkpoints and saturation patrols. Information about the special wave funds was submitted to each agency within the State to let agencies know that the MOHS would be offering additional funds for high visibility enforcement for the upcoming CIOT event. Information was provided to local law enforcement at each of the LEL information meeting across the State and also at the March, April and May meetings of the Mississippi Association of Highway Safety Leaders.

The MOHS is still obtaining the CIOT enforcement blitz forms were provided to all law enforcement agencies across the State, to gain data and statistics about the CIOT efforts. Forms are due to the MOHS in July and an in-depth analysis will be done, once the information is provided. The MOHS requested that all law enforcement agencies increase enforcement during the CIOT blitz time.

FY19 CIOT Enforcement Participation Plan: For FY19, the MOHS will issue OP/PT grant agreements to approximately 48 law enforcement agencies. In each OP/PT agreement, each agency must participate in CIOT campaign. The following agencies will be funded for FY19.

<table>
<thead>
<tr>
<th>Bay St. Louis Police Department</th>
<th>Biloxi Police Department</th>
<th>Brandon Police Department</th>
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<tr>
<td>Canton Police Department</td>
<td>Carroll County Police Department</td>
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<td>DPS-PAO</td>
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<td>Gulfport Police Department</td>
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<td>Pass Christian Police Department</td>
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<td>Philadelphia Police Department</td>
<td>Pike County Sheriff’s Department</td>
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<td>Ridgeland Police Department</td>
<td>Sardis Police Department</td>
<td>Sherman Police Department</td>
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<tr>
<td>Southaven Police Department</td>
<td>Starkville Police Department</td>
<td>Tunica County Sheriff’s</td>
</tr>
</tbody>
</table>
Many agencies participate in CIOT blitz campaign, that are not grant funded. The MOHS will submit CIOT information to all law enforcement agencies, Occupant Protection task force members and community partners before and during FY19 CIOT to gain participation in the CIOT program. With the help of the MOHS staff, LEL coordinators and partners, the MOHS will solicit additional programs and participation for the 2019 CIOT. The MOHS will also solicit additional grants with agencies that are in high unbelted areas throughout the year, so that the areas of need are covered. These grants are issued as a special wave grant which is for a short period of time to focus on a blitz campaign, specific need or issue. The MOHS issues between 10-15 special wave grants a year. These agencies cover 100% of the entire population of the State of Mississippi. (Coverage includes the Mississippi Highway Patrol).

The MOHS plans to solicit additional grants in the top 25 counties with unbelted fatalities for CIOT participation and for additional enforcement during 2019.

<table>
<thead>
<tr>
<th>County</th>
<th>Unbelted</th>
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<tbody>
<tr>
<td>Hinds</td>
<td>12</td>
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<tr>
<td>Lauderdale</td>
<td>12</td>
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<tr>
<td>DeSoto</td>
<td>12</td>
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<tr>
<td>Lee</td>
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<tr>
<td>Rankin</td>
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<tr>
<td>Jackson</td>
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<tr>
<td>Tate</td>
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<tr>
<td>Pike</td>
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<td>Harrison</td>
<td>7</td>
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<td>Madison</td>
<td>7</td>
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<tr>
<td>Lincoln</td>
<td>7</td>
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<tr>
<td>Marshall</td>
<td>6</td>
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<tr>
<td>Panola</td>
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<tr>
<td>Lamar</td>
<td>6</td>
</tr>
<tr>
<td>Pearl River</td>
<td>6</td>
</tr>
<tr>
<td>Pontotoc</td>
<td>6</td>
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<tr>
<td>Washington</td>
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<td>George</td>
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<tr>
<td>Monroe</td>
<td>6</td>
</tr>
<tr>
<td>Jones</td>
<td>5</td>
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<tr>
<td>Neshoba</td>
<td>5</td>
</tr>
<tr>
<td>Hancock</td>
<td>5</td>
</tr>
</tbody>
</table>
The MOHS plans to solicit additional grants in the top 14 cities with unbelted fatalities for CIOT participation and for additional enforcement during 2019.

1. Jackson 5
2. Southaven 4
3. Biloxi 3
4. Laurel 3
5. Pearl 3
6. Ridgeland 3
7. Batesville 2
8. Greenville 2
9. Gulfport 2
10. Hattiesburg 2
11. Hazlehurst 2
12. Madison 2
13. Pelahatchie 2
14. Tupelo 2

After the CIOT program ends, the MOHS will send out CIOT blitz participation forms, asking all participating agencies to send information, citations, check points and patrol information back to the MOHS, so that the MOHS will know which agencies participated and the efforts that were made.

**Paid Media:** Below please find efforts for the last completed year of the CIOT campaign which the MOHS will replicate for the FY19 CIOT campaign.

FY17 Paid Media Participation: The MOHS Click It or Ticket Memorial Day Blitz Campaign, included paid and earned media from May 15-June 4, 2017, to make the program a success. Males 18-35 were the primary target audience, and youth 16-20 were the secondary target audience.

Focusing on teen seat belt use, the paid media plan included statewide coverage, with special emphasis on 24 counties: Desoto, Tate, Tippah, Lee, Itawamba, Pontotoc, Carroll, Oktibbeha, Yazoo, Neshoba, Newton, Lauderdale, Clarke, Hinds, Rankin, Simpson, Jones, Lincoln, Marion, Greene, George, Jackson, Harrison and Hancock. The sixteen (16) surveyed counties were Hancock, Harrison, Jackson, Perry, Pike, Hinds, Rankin, Madison, Leflore, Holmes, Panola, Desoto, Pontotoc, Chickasaw, Lee and Prentiss. 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.

In FY17, a total of $69,860.00 was used for the CIOT Memorial Day paid media campaign. Of this amount $69,860.00, was used for radio ads and outdoor media.

FY18 CIOT Paid Media Efforts: The MOHS is also still obtaining information on the media (earned and paid) for the CIOT campaign to gather the information on the number of impressions, television, radio and newspapers spots that were run and achieved during the campaign. The MOHS worked with media providers to provide information to the public on CIOT and buckling up. Paid media was funded through deferral funds for television, radio, bill board and digital banners on web services. Information on the finalized FY18 CIOT media results will be provided in the 2018 Annual report with statistics and funding information.
FY19 CIOT Paid Media Plan: For the FY19 CIOT media campaign, the State will set aside program funds for paid media efforts to support the Click It or Ticket campaign. The MOHS is in the process of soliciting for a new Request for Proposal in FY19 for a new media contract provider. With the addition of a new media contractor, new innovative approaches will be implemented to make the CIOT program stronger and more successful.

Earned Media:

FY17 Earned Media Participation: 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.

FY18 Earned Media Efforts:

For the FY18 CIOT campaign, the MOHS again planned an aggressive earned media campaign, which included an earned media tour. The media tour again engages in multiple radio and television interviews, as well as scheduled and unscheduled media events.

FY19 Earned Media Efforts:

A similar plan will be implemented during the FY19 Click It or Ticket campaign, the amount of media has not been finalized in time to meet the deadline for the FY19 405 Application.

Social Media: The MOHS utilizes various social media platforms to help promote awareness campaigns for Click It or Ticket and Drive Sober Get Pulled Over. During each campaign, updates, posts are created and monitored daily to help gain page traffic and deliver message to thousands of Mississippi social media users. Research shows that social media, particularly Facebook, is one of the most favored media to reach teens and young adults. For the campaign to be successful, it needed to appeal to the target audience with memorable, realistic interactive messages through the new media.

FY19 Earned Media Participation: The MOHS is in the process of soliciting for a new Request for Proposal in FY18 for a new media contract provider. With the addition of a new media contractor, new innovative approaches will be implemented to make the CIOT program stronger and more successful. The MOHS will work with the media contractor to work on new ways to work on earned media opportunities. The MOHS is also working on the revamping of a website for the MOHS, which will include earned media opportunities for the CIOT program.

Additional Media: The MOHS is looking into re-developing social media accounts for Facebook, Twitter, Instagram and Pinterest that may also bring more interest to the Mississippi highway safety and bring more awareness on developing issues. A copy of the assurance for the CIOT national mobilization has been executed by the Mississippi Governor’s Representative for Highway Safety.

Child restraint inspection stations

Submit countermeasure strategies, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification.

*Reminder: When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.

Countermeasure Strategy Name

Child Restraint System Inspection Station(s)

Submit planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification.

*Reminder: When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.

<table>
<thead>
<tr>
<th>Planned activity unique identifier</th>
<th>Planned Activity Name</th>
<th>Primary Countermeasure</th>
</tr>
</thead>
<tbody>
<tr>
<td>M2PE-2019-MB-40-71</td>
<td>MS Department of Health-Occupant Protection Program</td>
<td></td>
</tr>
<tr>
<td>CR-2019-CR-40-71</td>
<td>MS Department of Health-Child Restraint Seat Program</td>
<td>Child Restraint System Inspection Station(s)</td>
</tr>
</tbody>
</table>

Enter the total number of planned inspection stations and/or events in the State.

Planned inspection stations and/or events: 62

Enter the number of planned inspection stations and/or inspection events serving each of the following population categories: urban, rural, and at-risk.
Populations served - urban 16
Populations served - rural 47
Populations served - at risk 17

CERTIFICATION: The inspection stations/events are staffed with at least one current nationally Certified Child Passenger Safety Technician.

Child passenger safety technicians

Submit countermeasure strategies, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification.

*Reminder: When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.

<table>
<thead>
<tr>
<th>Countermeasure Strategy Name</th>
<th>Planned Activity Name</th>
<th>Primary Countermeasure</th>
</tr>
</thead>
<tbody>
<tr>
<td>Child Restraint System Inspection Station(s)</td>
<td>MS Department of Health-Occupant Protection Program</td>
<td></td>
</tr>
<tr>
<td>Child Restraint System Inspection Station(s)</td>
<td>MS Department of Health-Child Restraint Seat Program</td>
<td>Child Restraint System Inspection Station(s)</td>
</tr>
</tbody>
</table>

Submit planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification.

*Reminder: When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.

Enter an estimate of the total number of classes and the estimated total number of technicians to be trained in the upcoming fiscal year to ensure coverage of child passenger safety inspection stations and inspection events by nationally Certified Child Passenger Safety Technicians.

Estimated total number of classes 12
Estimated total number of technicians 147

Maintenance of effort

ASSURANCE: The lead State agency responsible for occupant protection programs shall maintain its aggregate expenditures for occupant protection programs at or above the level of such expenditures in fiscal year 2014 and 2015.

Qualification criteria for a lower seat belt use rate State

To qualify for an Occupant Protection Grant in a fiscal year, a lower seat belt use rate State (as determined by NHTSA) must submit, as part of its HSP, documentation demonstrating that it meets at least three of the following additional criteria. Select application criteria from the list below to display the associated requirements.

Primary enforcement seat belt use statute Yes
Occupant protection statute No
Seat belt enforcement Yes
High risk population countermeasure program Yes
Comprehensive occupant protection program Yes
Occupant protection program assessment Yes

Primary enforcement seat belt use statute

Open each requirement below to provide legal citations to demonstrate that the State statute meets the requirement.
Seat belt enforcement

Submit countermeasure strategies, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State’s problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State’s unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred.

*Reminder: When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.

<table>
<thead>
<tr>
<th>Countermeasure Strategy Name</th>
<th>Planned activity unique identifier</th>
<th>Planned Activity Name</th>
<th>Primary Countermeasure</th>
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</thead>
<tbody>
<tr>
<td>Sustained Enforcement</td>
<td>OP-2019-OP-25-41</td>
<td>Canton Police Department</td>
<td>Sustained Enforcement</td>
</tr>
<tr>
<td>Short-term, High Visibility Law Enforcement</td>
<td>OP-2019-OP-10-80</td>
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High risk population countermeasure programs

Submit countermeasure strategies, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan.

*Reminder: When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.

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<tr>
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<td>Driver's Educational Programs</td>
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Submit planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan.

*Reminder: When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.
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</table>
Comprehensive occupant protection program

Enter the date of NHTSA-facilitated program assessment that was conducted within five years prior to the application due date that evaluates the occupant protection program for elements designed to increase seat belt use in the State.

Date of NHTSA-facilitated program assessment 11/18/2016

Upload the multi-year strategic plan based on input from Statewide stakeholders (task force) under which the State developed – (A) Data-driven performance targets to improve occupant protection in the State, at the level of detail required under § 1300.11(c); (B) Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach) designed to achieve the performance targets of the strategic plan, at the level of detail required under § 1300.11(d); (C) A program management strategy that provides leadership and identifies the State official responsible for implementing various aspects of the multi-year strategic plan; and (D) An enforcement strategy that includes activities such as encouraging seat belt use policies for law enforcement agencies, vigorous enforcement of seat belt and child safety seat statutes, and accurate reporting of occupant protection system information on police accident report forms, at the level of detail required under § 1300.11(d)(5).

Documents Uploaded
No documents uploaded to GMSS

List the page number(s) from your occupant protection multi-year strategic plan that addresses:

Data-driven performance targets Page 6
Countermeasure strategies Page 6-8
Program management strategy Page 8
Enforcement strategy Page 11

Enter the name and title of the State’s designated occupant protection coordinator responsible for managing the occupant protection program in the State, including developing the occupant protection program area of the HSP and overseeing the execution of the projects designated in the HSP.

Designated occupant protection coordinator name Robin Layton
Designated occupant protection coordinator title Robin Layton

Enter a list that contains the names, titles and organizations of the Statewide occupant protection task force membership that includes agencies and organizations that can help develop, implement, enforce and evaluate occupant protection programs.

<table>
<thead>
<tr>
<th>Name</th>
<th>Title</th>
<th>Area of Focus:</th>
<th>Agency:</th>
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<tbody>
<tr>
<td>Clay Johnston</td>
<td>Director</td>
<td>Citations/ Crash/ Driver</td>
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<tr>
<td>Mallory Berg*</td>
<td>Outreach Specialist</td>
<td>CPS/ Outreach</td>
<td>UMMC/Safe Kids</td>
</tr>
<tr>
<td>Erica Cousin*</td>
<td>Outreach Coordinator</td>
<td>CPS/ Outreach</td>
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</table>
Elizabeth Foster*  Director, Safe Kids MS  CPS/Youth/Outreach  UMMC/Safe Kids/Chair MAHSL

Cecilia Kazery  Director  Crash/Vehicle  Crash Reconstruction

Angela Stuart  FARS Analyst  Data  MS DPS/FARS

Janice Grant  Director  Drivers Education  Department of Education

Donny Gray  Director  Driver’s Education  Department of Education

Janice Shannon  Supervisor  Driver’s Education  Department of Education

Ray Sims  Executive Director  Administration  Public Safety Planning

Teresa Bridges  Program Specialist  Federal Highway  Federal Highway Administration

Mark Dunlap  Program Specialist  Federal Motor Carrier  FMCSA

Joey East  President of Chief's Association  Law Enforcement  Oxford Police Department

K C Hamp  President of Sheriff's Association  Law Enforcement  Tunica County Sheriff’s Association

Mark Morgan*  Law Enforcement Liaison  Law Enforcement  Hinds County Sheriff's Department

Kenneth Brown  Captain  Law Enforcement  DPS/MHP/Driver Services

Scott Carnegie  Director  Law Enforcement  DPS/MHP/Motor Carrier

David Layton  Law Enforcement Liaison  Law Enforcement  Greenwood Police Department

Tracy Dayton*  Seatbelt Law Enforcement  Law Enforcement  Lucedale Police Department

Lance Chancellor*  Grants/Statistical Administrator  Outreach/Law Enforcement  Jones County Sheriff’s Department

Molly Miller*  Traffic Safety Resource Prosecutor  Legislative, Reg & Policy  Attorney General

Helen Porter*  Office Director  Administration  MS Office of Highway Safety

Johnny Poulos*  Public Affairs Officer  Outreach/Media/Law Enforcement  MS Highway Patrol

Ray Hall*  Public Affairs Officer  Outreach/Media/Law Enforcement  MS Highway Patrol

Beth Loflin*  Planning/Traffic Records Director  Planner/Data  MS Office of Highway Safety

Ted Grimes  Traffic Records Coordinator  Data  MS Office of Highway Safety

Representative*  Director  Prevention  MS Department of Health

Jacquelyn German*  Program Specialist  Prevention  MS Department of Health

Victor Sutton  Director  Prevention  MS Department of Health

Norman Miller  Director  Prevention  Central MS Trauma Region
Submit countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach) designed to achieve the performance targets of the strategic plan, at the level of detail required under § 1300.11(d).

*Reminder: When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.

**Countermeasure Strategy Name**

Sustained Enforcement  
OP-Surveys and Evaluation  
Driver's Educational Programs  
Child Restraint System Inspection Station(s)

**Occupant protection program assessment**

Enter the date of the NHTSA-facilitated assessment of all elements of its occupant protection program, which must have been conducted within three years prior to the application due date.

**Date of the NHTSA-facilitated assessment** 11/18/2016

**9 405(c) - State Traffic Safety Information System Improvement Grant**

Traffic records coordinating committee (TRCC)

Submit at least three meeting dates of the TRCC during the 12 months immediately preceding the application due date.
Enter the name and title of the State’s Traffic Records Coordinator

Name of State’s Traffic Records Coordinator: Ted Grimes
Title of State’s Traffic Records Coordinator: Traffic Records Coordinator

Enter a list of TRCC members by name, title, home organization and the core safety database represented, provided that at a minimum, at least one member represents each of the following core safety databases: (A) Crash; (B) Citation or adjudication; (C) Driver; (D) Emergency medical services or injury surveillance system; (E) Roadway; and (F) Vehicle.

**FY19 State Traffic Records Coordinating Committee Members**

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<tr>
<th>First</th>
<th>Last</th>
<th>System Representation</th>
<th>Agency</th>
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<tr>
<td>* Teresa</td>
<td>Bridges</td>
<td>Federal Highway</td>
<td>Federal Highway Administration</td>
<td><a href="mailto:teresa.bridges@dot.gov">teresa.bridges@dot.gov</a></td>
<td>601-214-0438</td>
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<tr>
<td>Billy</td>
<td>Brister</td>
<td>Citation/Adjudication</td>
<td>MAESP</td>
<td><a href="mailto:Billy.brister@ssrc.msstate.edu">Billy.brister@ssrc.msstate.edu</a></td>
<td></td>
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<tr>
<td>* Kenneth</td>
<td>Brown, Lt.</td>
<td>Driver/Crash</td>
<td>DPS/ Director of Driver Records</td>
<td><a href="mailto:kbrown@dps.ms.gov">kbrown@dps.ms.gov</a></td>
<td>601-987-1231</td>
</tr>
<tr>
<td>Patricia</td>
<td>Bryant</td>
<td>Citation/Crash/Driver</td>
<td>DPS/MIS</td>
<td><a href="mailto:pbryant@dps.ms.gov">pbryant@dps.ms.gov</a></td>
<td>601-933-2646</td>
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<tr>
<td>* Scott</td>
<td>Carnegie</td>
<td>Driver/Crash</td>
<td>MS Dept. of Public Safety-Motor Carrier</td>
<td><a href="mailto:scarnegie@dps.ms.gov">scarnegie@dps.ms.gov</a></td>
<td>601-987-1454</td>
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<tr>
<td>* Lisa</td>
<td>Chism</td>
<td>Vehicle</td>
<td>MS Dept. of Revenue</td>
<td><a href="mailto:lisa.chism@dor.ms.gov">lisa.chism@dor.ms.gov</a></td>
<td>601-923-7228</td>
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<tr>
<td>Anthony</td>
<td>Cunningham</td>
<td>Driver/Crash</td>
<td>DPS/ Deputy Director of Driver Records</td>
<td><a href="mailto:acunningham@dps.ms.gov">acunningham@dps.ms.gov</a></td>
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</tr>
<tr>
<td>* Mark</td>
<td>Dunlap</td>
<td>Driver/Crash</td>
<td>Federal Motor Carrier Safety Administration</td>
<td><a href="mailto:mark.dunlap@dot.gov">mark.dunlap@dot.gov</a></td>
<td>601-965-4219</td>
</tr>
<tr>
<td>* Donna</td>
<td>Etheridge</td>
<td>Injury/Surveillance/EMS</td>
<td>MS Dept. of Health</td>
<td><a href="mailto:Donna.etheridge@msdh.ms.gov">Donna.etheridge@msdh.ms.gov</a></td>
<td>601-576-8212</td>
</tr>
<tr>
<td>* Randy</td>
<td>Ginn</td>
<td>State Law Enforcement</td>
<td>MHP</td>
<td><a href="mailto:Rginn@dps.ms.gov">Rginn@dps.ms.gov</a></td>
<td>662-323-5314</td>
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<tr>
<td>Jeannie</td>
<td>Gipson</td>
<td>Driver/Crash</td>
<td>MS Dept. of Public Safety-Motor Carrier</td>
<td><a href="mailto:jgipson@dps.ms.gov">jgipson@dps.ms.gov</a></td>
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<tr>
<td>David</td>
<td>Hall</td>
<td>Trauma Registry</td>
<td>MS Dept. of Health</td>
<td><a href="mailto:David.hall@msdh.ms.gov">David.hall@msdh.ms.gov</a></td>
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<tr>
<td>* Sam</td>
<td>Howell</td>
<td>Driver - BAC Crime Lab</td>
<td>DPS/MS Crime Lab</td>
<td><a href="mailto:Showell@mcl.state.ms.us">Showell@mcl.state.ms.us</a></td>
<td>601-987-1631</td>
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<tr>
<td>* Clay</td>
<td>Johnston</td>
<td>Citation/Crash/Driver</td>
<td>Director-DPS/MIS</td>
<td><a href="mailto:CJohnston@dps.ms.gov">CJohnston@dps.ms.gov</a></td>
<td>601-933-2606</td>
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<tr>
<td>* Cecilia</td>
<td>Kazery</td>
<td>Vehicle/Crash</td>
<td>Crash Reconstruction</td>
<td><a href="mailto:ckazery@dps.ms.gov">ckazery@dps.ms.gov</a></td>
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<tr>
<td>* Chris</td>
<td>Kimbrell</td>
<td>Roadway</td>
<td>MS Dept. of Transportation</td>
<td><a href="mailto:ckimbrell@mdot.state.ms.us">ckimbrell@mdot.state.ms.us</a></td>
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<tr>
<td>Tara</td>
<td>Lacoste</td>
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<td><a href="mailto:Tara.lacoste@dot.gov">Tara.lacoste@dot.gov</a></td>
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<tr>
<td>* Beth</td>
<td>Loflin</td>
<td>Strategic Planning</td>
<td>MOHS/Planner</td>
<td><a href="mailto:bloflin@dps.ms.gov">bloflin@dps.ms.gov</a></td>
<td>601-977-3725</td>
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</tbody>
</table>
Melinda McGrath  Advisor MDOT Executive Director  mmcgrath@mdot.state.ms.us  601-359-7249
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* Molly Miller  Citation/Adjudication MS Attorney General Office/TSRP  mmill@ago.state.ms.us  601-359-4265
David Parrish  Evaluation/Seatbelt Survey Mississippi state University  david.parrish@ssrc.msstate.edu  662-325-8116
* Jeremy Pate  Citation/Crash/Driver University of Alabama/CAPS
Maury Phillips  Driver - BAC Crime Lab DPS/MS Crime Lab  mphillips@mcl.state.ms.gov
* Helen Porter  Office Director MS Office of Highway Safety  Hporter@dps.ms.gov  601-977-3722
Mickey Ramsey  Injury Surveillance American Medical Response (AMR)  Mickee.ramsey@amr.net
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Mark Solomon  Strategic Planning Preussner Research Group  mark@preussergroup.com
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S Stinson  Injury Surveillance AAA Ambulance  ssstinson@aaaambulance.net
Mark Thomas  Roadway MDOT  mthomas@mdot.state.ms.us  601-359-1454
Vikki Whittington  Citation/Crash/Driver FARS Analyst  vwhittington@dps.ms.gov
* Alisa Williams  Injury Surveillance MS Dept. of Health  Alisa.Williams@msdh.ms.gov  601-576-7365
* Jim Willis  Roadway MS Dept. of Transportation  JCWillis@mdot.state.ms.us  601-359-1454
Ryan Wilson  Injury Surveillance American Medical Response (AMR)  Ryan.wilson@amr.net
Wendell Wright  Driver/Crash DPS/Driver Services  wwright@dps.ms.gov  601-987-1231
Evan Wright  Roadway MDOT  ewright@mdot.ms.gov  601-359-7685

Executive Committee members

State traffic records strategic plan

Upload a Strategic Plan, approved by the TRCC, that—(i) Describes specific, quantifiable and measurable improvements, as described in paragraph (b)(3) of this section, that are anticipated in the State’s core safety databases, including crash, citation or adjudication, driver, emergency medical services or injury surveillance system, roadway, and vehicle databases; (ii) Includes a list of all recommendations from its most recent highway safety data and traffic records system assessment; (iii) Identifies which recommendations identified under paragraph (b)(2)(ii) of this section the State intends to address in the fiscal year, the countermeasure strategies and planned activities, at the level of detail required under §1300.11(d), that implement each recommendation, and the performance measures to be used to demonstrate quantifiable and measurable progress; and (iv) Identifies which recommendations identified under paragraph (b)(2)(ii) of this section the State does not intend to address in the fiscal year and explains the reason for not implementing the recommendations.
Enter a direct copy of the section of the State traffic records strategic plan that lists all recommendations from the State's most recent highway safety data and traffic records system assessment.

- **Recommendations from 2013 TR Assessment:**

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

  - **Crash Recommendations:**
    - Improve the interfaces with the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.
    - Improve the data quality control program for the Crash data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.

  - **Vehicle Recommendations:**
    - Improve the description and contents of the Vehicle data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.
    - Improve the applicable guidelines for the Vehicle data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.
    - Improve the data dictionary for the Vehicle data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.
    - Improve the procedures/process flows for the Vehicle data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.
    - Improve the data quality control program for the Vehicle data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.

  - **Driver Recommendations:**
    - Improve the description and contents of the Driver data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.
    - Improve the data quality control program for the Driver data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.

  - **Roadway Recommendations:**
    - Improve the procedures/process flows for the Roadway data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.
    - Improve the data quality control program for the Roadway data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.

  - **Citation/Adjudication Recommendations:**
    - Improve the interfaces with the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.
    - Improve the data quality control program for the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.

  - **EMS/Injury Surveillance Recommendations:**
    - Improve the interfaces with the Injury Surveillance systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.
    - Improve the data quality control program for the Injury Surveillance systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.

  - **Data Use and Integration Recommendations:**
    - Improve the traffic records systems capacity to integrate data that reflects best practices identified in the Traffic Records Advisory.

  - **State Traffic Records Coordinating Committee:**
    - STRCC needs to establish a formal data system performance review process along with quality control programs. As it stands, there is little emphasis on system-level performance measures, which are key to gauging the health of individual traffic records components along the six data quality metrics.
    - STRCC Inventory-Such an inventory should include high-level overviews of each system and its sub-systems, basic flowcharts or diagrams to illustrate how data are collected and processed, a description of the technical architecture, easy-to-use data dictionaries, and contact information for system administrators or managers.
    - The STRCC consists of the Executive Board and Technical Committee. The membership of the STRCC Executive Committee includes key representatives from agencies either responsible for managing at least one of the six core information systems (Crash, Vehicle, Driver Citation/Adjudication, Roadway, EMS/Injury Surveillance) with a higher level of management and decision making, such as directors, project evaluators, data analysts, planners and infrastructure specialists.
    - The membership of the STRCC Technical Committee includes representatives from agencies either responsible for managing at least one of the six core information systems (Crash, Vehicle, Driver Citation/Adjudication, Roadway, EMS/Injury Surveillance) or with a vital interest in one or more of those systems. These representatives come from highway safety, highway infrastructure, law enforcement and adjudication, public health, injury control and motor carrier agencies and organizations. These agencies and organizations include the Department of Public Safety - Mississippi Highway Patrol; Motor Carrier Division; Crash Reconstruction; Driver Services, Fatal Accident Reporting System (FARS); Management Information Services; Crime Lab; Office of Highway Safety; Department of Transportation; Department of Health; Emergency Medical Services; Department of Revenue; Department of Information Technology Services; Mississippi State Social Science Research Center; Judiciary as well as Mississippi Sheriffs Association designers and Mississippi Chiefs of Police designers; FHWA; FMCSA.
    - The members of the Technical Committee are appointed by the heads of their respective agencies and shall meet at least three times annually. The Technical Committee can vote to extend membership on the Technical Committee to other Mississippi entities, public or private, that are part of the traffic safety information system. Representatives from all Mississippi entities which are part of the traffic safety information system can participate on the STRCC, but only Executive Board members can vote on STRCC business. Technical Committee members who are unable to attend a meeting may provide their written proxy for voting purposes.

  - **Chart:**

    The document should be significantly expanded to include elements critical to the operation, structure, and activities of Mississippi's STRCC.

    - Among the elements that should be considered are:
      - Clearly defining the unique purposes of both the executive and technical tiers;
      - Outlining each tier’s roles and associated duties;
      - Laying out the specific members or positions that make-up each tier;
      - Defining how the two tiers work together including items such as how funding recommendations originate and ultimately are approved;
Enter a direct copy of the section of the State traffic records strategic plan that identifies which recommendations the State intends to address in the fiscal year, the countermeasure strategies and planned activities, at the level of detail required under 23 C.F.R. 1300.11(d), that implement each recommendation, and the performance measures to be used to demonstrate quantifiable and measurable progress.

MOHS Updates to 2013 Traffic Records Assessment Update Report for 2019

The MOHS and the STRCC will work to make the following recommendations from the 2013 Traffic Records Assessment during FY19. Additional improvements will be developed during FY19, as the STRCC works to restructure, conduct a new TR Assessment and work on additional projects to strength the MOHS and STRCC. The MOHS will continue to work on all 2013 Traffic Records Recommendations during FY19.

• Crash Recommendations
  - Improve the interfaces with the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.
    
    During FY18, the STRCC began the review and selection of vendors/contractors for improvements to the crash data system. The current Crash system is the antiquated Report Beam system that has been in operation in the State for many years. The Report Beam system is no longer being updated with system upgrades, but can only maintain the current system with data inputs. There have been no system upgrades in several years.
    
    A vendor was selected during FY18 and have had several research and development meeting with the STRCC to begin the process of building a new Crash system. The Crash system should be completed with the FY19 grant year. As the system is being created and implemented, members of the STRCC will work with the vendor to make sure all systems are compliant and reflect best practices.
  
  - Improve the data quality control program for the Crash data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.
    
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• Vehicle Recommendations
  - Improve the description and contents of the Vehicle data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.
    
    The MOHS will continue to work on this recommendation for the upcoming year. During FY18, a Traffic Records Coordinator was hired and will continue to work on this recommendation in FY19.
    
    - Improve the applicable guidelines for the Vehicle data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.
      
      The MOHS will continue to work on this recommendation for the upcoming year. During FY18, a Traffic Records Coordinator was hired and will continue to work on this recommendation in FY19.
    
    - Improve the data dictionary for the Vehicle data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.
      
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      A vendor was selected during FY18 and have had several research and development meeting with the STRCC to begin the process of building a new Crash system. The Crash system should be completed with the FY19 grant year. As the system is being created and implemented, members of the STRCC will work with the vendor to make sure all systems are compliant and reflect best practices.
• Driver

The DDS system does not capture novice driver training or driver improvement information.

Opportunity: At this time, there is no formal driver record data purging process or procedure. Establishing a driver record data purging policy is an important element of a driver record system.

The MOHS will continue to work on this recommendation for the upcoming year. During FY18, a Traffic Records Coordinator was hired and will continue to work on this recommendation in FY19.

Opportunity: The DPS Division of Driver Services should become an active contributing member of the STRCC.

During FY18, the STRCC has added several members of Mississippi Department of Public Safety-Driver’s Services program to take part in the STRCC. Driver’s Services as an active voice on the STRCC, along with helping the STRCC providing recommendation for upgrades and updates to driver’s licensing data systems.

• Roadway Recommendations:
  ◦ Improve the procedures/process flows for the Roadway data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.
  
  The MOHS will continue to work on this recommendation for the upcoming year. During FY18, a Traffic Records Coordinator was hired and will continue to work on this recommendation in FY19.
  
  ◦ Improve the data quality control program for the Roadway data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.
  
  During FY18, the STRCC began the review and selection of vendors/contractors for improvements to the crash data system. The current Crash system is the antiquated Report Beam system that has been in operation in the State for many years. The Report Beam system is no longer being updated with system upgrades, but can only maintain the current system with data inputs. There have been no system upgrades in several years.

  A vendor was selected during FY18 and have had several research and development meeting with the STRCC to begin the process of building a new Crash system. The Crash system should be completed with the FY19 grant year. As the system is being created and implemented, members of the STRCC will work with the vendor to make sure all systems are compliant and reflect best practices.

• Citation/Adjudication Recommendations:
  ◦ Improve the description and contents of the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.

  During FY18, The Department of Public Safety released and new citation and adjudication system that will be able to manage the reporting and collection of citations and judicial outcomes more accurate and increase timeliness. The DPS Driver’s Services program directs and maintains this system for the State. Best practice elements will continued to be considered in the upgrades and establishment current system.

  ◦ Improve the interfaces with the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.

  During FY18, The Department of Public Safety released and new citation and adjudication system that will be able to manage the reporting and collection of citations and judicial outcomes more accurate and increase timeliness. The DPS Driver’s Services program directs and maintains this system for the State. Best practice elements will continued to be considered in the upgrades and establishment current system.

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

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• Citation/Adjudication:

Opportunities: An underlying premise of the Advisory is that electronic systems are effective in improving data quality and timeliness. As such, it is advantageous for the state to continue to increase adoption of the state electronic citation system, with the goal of eliminating paper citations to the maximum possible extent. Efforts should be made to determine whether this electronic system can provide the means to fully implement citation tracking system functionality. Additionally, continuing to make progress toward interoperability of the court systems and electronic posting of dispositions to the driver file will ensure timeliness and accuracy of the overall system. Similarly, enhanced interoperability with driver and vehicle source files will improve data quality for both the citation and adjudication systems.

To maximize interoperability to its full potential, the State should investigate the feasibility of employing additional national standards that have not currently been adopted. Additionally in this regard, a full set of documentation for all sub-systems is essential, and strengthening as many different types of documentation as possible would be an important step in this regard. Finally, a comprehensive set of performance measures will enable the implementation of a continuous quality improvement program, and assist in providing feedback when there are problems with quality or timeliness.

Mississippi has the beginnings of an electronic citation system in place that was created to become a statewide citation system. The system has had a slow acceptance within local law enforcement. The MOHS will continue to work on this recommendation for the upcoming year, a Traffic Records Coordinator has been hired and a new Traffic Records Plan will be developed, this recommendation will be implemented.

During FY18, The Department of Public Safety released and new citation and adjudication system that will be able to manage the reporting and collection of citations and judicial outcomes more accurate and increase timeliness. The DPS Driver’s Services program directs and maintains this system for the State. Best practice elements will continued to be considered in the upgrades and establishment current system.

• EMS/Injury Surveillance Recommendations:
  ◦ Improve the interfaces with the Injury Surveillance systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.

  The MOHS will continue to work on this recommendation for the upcoming year. During FY18, a Traffic Records Coordinator was hired and will continue to work on this recommendation in FY19.

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

  The MOHS will continue to work on this recommendation for the upcoming year. During FY18, a Traffic Records Coordinator was hired and will continue to work on this recommendation in FY19.

• EMS/Injury Surveillance:

Mississippi has most of the primary components of a comprehensive injury surveillance system. These components include: pre-hospital data collection system, trauma registry, inpatient discharge, and vital records database managed by the Mississippi Department of Health (MSDH). Emergency department data are a valuable resource of information; collection and analysis of that information should be pursued.

While data from each of these systems is available, to varying degrees, for use by the traffic records community for problem identification and planning purposes there is an opportunity to establish a closer working relationship with the STRCC and the managers of these injury surveillance systems.
The Mississippi State Department of Health (MSDH) manages all of the traffic records databases in the Injury Surveillance System, which will help facilitate data sharing and integration. Almost all of the records in those databases, except for the vital records files, are collected and transmitted to the State systems electronically. These processes allow for the development of validation rules and edit checks at several levels of data collection to improve the completeness and accuracy of the data. There is historical support for the creation of interfaces between several traffic records system components (crash, driver, EMS, trauma registry, hospital) and integration of those files for problem identification and program evaluation.

Mississippi has almost all of the components necessary for a successful traffic records injury surveillance system; inclusion of emergency department data and active participation of the injury data managers on the STRCC will complete the system. Many of the components have edit checks, performance metrics, and performance measures. The measures demonstrating progress, and the quality management reports should be share regularly with the STRCC. There are many opportunities for integrating the datasets and conducting analyses that characterize outcomes of motor vehicle crashes.

*Data Use and Integration Recommendations*

- Improve the traffic records systems capacity to integrate data that reflects best practices identified in the Traffic Records Program Assessment Advisory.

The State is lacking a formal system inventory at the State level. A State-level formal traffic records system inventory must be a comprehensive document that contains all traffic records data sources, system custodians (including contact information), data elements and attributes, linkage variables, linkages useful to the State, and data access policies (including copies of applicable data request applications or data use agreements). The traffic records system inventory should be updated annually and shared with members of the State’s Traffic Records Coordinating Committee (STRCC) as well as made available to data users and traffic safety and public health stakeholders.

During FY18, the STRCC began the review and selection of vendors/contractors for improvements to the crash data system. The current Crash system is the antiquated Report Beam system that has been in operation in the State for many years. The Report Beam system is no longer being updated with system upgrades, but can only maintain the current system with data inputs. There have been no system upgrades in several years. A vendor was selected during FY18 and have had several research and development meeting with the STRCC to begin the process of building a new Crash system. The Crash system should be completed with the FY19 grant year. As the system is being created and implemented, members of the STRCC will work with the vendor to make sure all systems are compliant and reflect best practices.

*STRCC:

- The document should be significantly expanded to include elements critical to the operation, structure, and activities of Mississippi’s STRCC. Among the elements that should be considered are:
  - Clearly defining the unique purposes of both the executive and technical tiers
  - Outlining each tier’s roles and associated duties,

The MOHS has developed the STRCC purposes for the both the executive and technical committees. The STRCC Charter was revised and implemented to reflect the purposes of the executive and technical tiers.

- Laying out the specific members or positions that make-up each tier,

The MOHS will continue to work on this recommendation for the upcoming year. During FY18, a Traffic Records Coordinator was hired and will continue to work on this recommendation in FY19.

- Defining how the two tiers work together including items such as how funding recommendations originate and ultimately are approved.

  The MOHS will continue to work on this recommendation for the upcoming year. During FY18, a Traffic Records Coordinator was hired and will continue to work on this recommendation in FY19.

- Describing meeting frequency and other meeting logistics, and

  The MOHS will continue to work on this recommendation for the upcoming year. During FY18, a Traffic Records Coordinator was hired and will continue to work on this recommendation in FY19.

- Establishing chairs or co-chairs for each tier.

  The MOHS will continue to work on this recommendation for the upcoming year. During FY18, a Traffic Records Coordinator was hired and will continue to work on this recommendation in FY19.

- STRCC Meetings:

  - Technical meetings need more structure- agenda/ minutes.

  The STRCC meeting become more structure with the addition of agendas and minutes at each STRCC meeting.

  - STRCC Inventory - Such an inventory should include high-level overviews of each system and its sub-systems, basic flowcharts or diagrams to illustrate how data are collected and processed, a description of the technical architecture, easy-to-use data dictionaries, and contact information for system administrators or managers.

  The MOHS will continue to work on this recommendation for the upcoming year. During FY18, a Traffic Records Coordinator was hired and will continue to work on this recommendation in FY19.

  - STRCC needs to establish a formal data system performance review process along with quality control programs. As it stands, there is little emphasis on system-level performance measures, which are keys to gauging the health of individual traffic records components along the six data quality metrics.

  The MOHS will continue to work on this recommendation for the upcoming year. During FY18, a Traffic Records Coordinator was hired and will continue to work on this recommendation in FY19.

Submit the planned activities, at the level of detail required under § 1300.11(d), that implement recommendations.

*Reminder: When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.*

<table>
<thead>
<tr>
<th>Planned activity unique identifier</th>
<th>Planned Activity Name</th>
<th>Primary Countermeasure Strategy</th>
</tr>
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</table>


The MOHS plans to continue working on all recommendations that were given during the 2013 Assessment. The MOHS is working with a NHTSA GO Team to work on the re-structure of improvements to ensure emphasis on integration.

The MOHS plans to continue working on all recommendations that were given during the 2013 Assessment. The MOHS is working with a NHTSA GO Team to work on the re-structure of improvements to ensure emphasis on integration.

**Quantitative improvement**

Enter a direct copy of the section of the State traffic records strategic plan that describes specific, quantifiable and measurable improvements, as described in 23 C.F.R. 1300.22(b)(3), that are anticipated in the State’s core safety databases, including crash, citation or adjudication, driver, emergency medical services or injury surveillance system, roadway, and vehicle databases. Specifically, the State must demonstrate quantitative improvement in the data attribute of accuracy, completeness, timeliness, uniformity, accessibility or integration of a core database by providing a written description of the performance measures that clearly identifies which performance attribute for which core database the State is relying on to demonstrate progress using the methodology set forth in the "Model Performance Measures for State Traffic Records Systems" (DOT HS 811 441), as updated.

- **Quantifiable and Measurable Progress Requirement:**

Mississippi continues to have a strong emphasis on improvements in our data systems with emphasis on accuracy, completeness, timeliness, uniformity, accessibility and integration.

Below is the updated performance measure that was selected, along with justification, measure, improvement and value of measure to show progress.

<table>
<thead>
<tr>
<th>System to be Impacted</th>
<th>X Crash _Driver _Vehicle _Roadway _Citation/Adjudication _EMS/Injury _Other specify:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Performance Area(s) to be impacted</td>
<td>X Accuracy X Timeliness _Completeness _Accessibility _Uniformity _Integration _Other</td>
</tr>
</tbody>
</table>

**Performance Measure used to track Improvement(s):**

- **Narrative Description of the Measure:**
  - Measure C/-T-1: The mean number of days from (a) when the date of the citation was issued to (b) the date the crash report is entered into the statewide crash database or a first available repository.

**Relevant Project(s) in the State’s Strategic Plan:**

- **Title, number and strategic Plan page reference for each Traffic Records System improvement project to which this performance measure relates**
  - Project Title: M3DA-2019-MC-40-81-Department of Public Safety-Reportbeam Crash System Maintenance *Number will change.

**Achieved or Anticipated:**

- **To decrease the mean number of days from (a) the crash date to (b) the date the crash report is entered into the Statewide Crash System (This is the database system that is used for each court to store all citation information for accountability and court).**

**Specification of how the Measure is calculated/estimated:**

- **Narrative Description of Calculation / Estimation Method:**
  - Calculations are measured within the Reportbeam Crash System for all reporting agencies. The measure was calculated from the time the officer writes the crash report and submits the crash into the Reportbeam Crash system.

**Date and Baseline Value for the Measure**

- **04/01/2016-3/31/2017**- *These dates are correct for your baseline. Just get the data that correlates.
  - Traffic Crashes in Mississippi between 04/01/16 – 03/31/17 = 81,623
  - Mean for time period: 3.23 days.
  - City Crashes entered into database: 3.48 days
    - County Crashes entered into database: 4.91 days
    - MHP Crashes entered into database: .93 days
    - Additional Roadways entered into database: 2.41

**Date and Current Value for the Measure**

- **04/01/17 – 03/31/18**- *These dates are correct for your current value. Just get the data that correlates.
  - Traffic Crashes in Mississippi between 04/01/17 – 03/31/18 = 81,623
  - Mean for time period: 3.23 days.

Traffic Crashes in Mississippi between 04/01/17 – 03/31/18 = 80,051

Mean for time period: 2.46 days

City Crashes entered into database: 2.75 days

- County Crashes entered into database: 2.85 days
- MHP Crashes entered into database: 1.05 days
- Additional Roadways entered into database: 2.18

Upload supporting documentation covering a contiguous 12-month performance period starting no earlier than April 1 of the calendar year prior to the application due date, that demonstrates quantitative improvement when compared to the comparable 12-month baseline period.

Documents Uploaded

No documents uploaded to GMSS

State highway safety data and traffic records system assessment

Enter the date of the assessment of the State’s highway safety data and traffic records system that was conducted or updated within the five years prior to the application due date and that complies with the procedures and methodologies outlined in NHTSA’s “Traffic Records Highway Safety Program Advisory” (DOT HS 811 644), as updated.

Date of Assessment: 8/26/2013

Requirement for maintenance of effort

ASSURANCE: The lead State agency responsible for State traffic safety information system improvements programs shall maintain its aggregate expenditures for State traffic safety information system improvements programs at or above the average level of such expenditures in fiscal years 2014 and 2015.

10 405(d) Impaired Driving Countermeasure Grant

Impaired driving assurances

Impaired driving qualification - Mid-Range State

ASSURANCE: The State shall use the funds awarded under 23 U.S.C. 405(d)(1) only for the implementation and enforcement of programs authorized in 23 C.F.R. 1390.23(j).

ASSURANCE: The lead State agency responsible for impaired driving programs shall maintain its aggregate expenditures for impaired driving programs at or above the average level of such expenditures in fiscal years 2014 and 2015.

Authority to operate

Enter a direct copy of the section of the statewide impaired driving plan that describes the authority and basis for the operation of the Statewide impaired driving task force, including the process used to develop and approve the plan and date of approval.

Impaired Driving Task Force (IDTF): The IDTF was established by the MOHS and the Mississippi Governor’s Representative (GR) during 2013, to meet the requirements for an ID Task Force, set in the MAP-21 requirements, the IDTF continues to operate under the requirements of the FAST Act. The IDTF was established to discuss, formulate strategic plans and create strategies involving communication, data collection, resource sharing, impaired law review, high visibility enforcement ideas and other topics that are based on Highway Safety Guideline No.8. The MOHS manages the IDTF as a priority program and includes strategies and targets developed by the IDTF that will be managed and tracked for progress by the MOHS.

Coordination:

The development of the IDSP is a collaboration of all partners of the IDTF. The IDSP coordination process includes:

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

Impaired Driving Task Force Membership:

The current IDTF has 46 standing committee members and composed of leaders from organizations that are active in addressing the problem of impaired driving. The IDTF is managed by a chairman that calls for meetings and reports from the committee members. The members of the committee are added throughout the year as needed and as new areas of need arise.
Members are selected from areas that include enforcement (municipal, county and state); law enforcement training; prosecution; adjudication; public health and treatment; data records, driver’s licensing, ignition interlock, communication and public information and education. (See Membership List as Appendix.)

The IDTF corresponds through email, phone calls and meetings. The IDTF schedules meetings throughout the year, with strategic planning meetings for the purpose of review, discussing, planning and approval of the IDSP for inclusion in the 405(d) grant application.

Impaired Driving Task Force Meetings: The MOHS staff, partners and IDTF members meet throughout the year to hold strategic meetings to develop and implement programs and activities based on careful problem identification, data analysis, trends and communication. Members are encouraged to attend all IDTF meetings, as these meetings are beneficial in planning projects for the State in ID. Meetings are held quarterly at the MOHS offices, but may include additional meetings as needed. The proposed meeting schedule of the IDTF during FY19 (2018-2019) will be as follows:

Tentative Impaired Driving Task Force Meetings: November 2018; March 2019; June 2019; September 2019

**Plan Approval:** The IDTF was emailed a preliminary/working copy of the IDSP on April 17, 2018. The ISTF was asked to review the IDSP for revisions, information content, review performance measures and provide back to the Impaired Driving Coordinator thoughts, questions and suggestions. A deadline for suggestions and revisions was provided to the IDSP. After review and updates of the IDSP, the final copy of the IDSP and approval form was provided to the IDTF for vote on May 15th, 2018. The MOHS received votes and was approved by the members of the IDTF. All suggestions and recommendations that were provided to the MOHS Office Director and management staff for review and to be considered in updates for the IDSP for 2020.

**Input the date that the Statewide impaired driving plan was approved by the State’s task force.**

Date impaired driving plan approved by task force: 5/15/2018

**Task force member information**

Enter a direct copy of the list in the statewide impaired driving plan that contains names, titles and organizations of all task force members, provided that the task force includes key stakeholders from the State highway safety agency, law enforcement and the criminal justice system (e.g., prosecution, adjudication, probation) and, as determined appropriate by the State, representatives from areas such as 24–7 sobriety programs, driver licensing, treatment and rehabilitation, ignition interlock programs, data and traffic records, public health and communication.

**Impaired Driving Task Force Members**

**MOHS Impaired Driving Coordinator:** Rena Gaylor, Impaired Driving Division Director

**Law Enforcement:**

<table>
<thead>
<tr>
<th>Name</th>
<th>Title</th>
<th>Agency</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mark Hicks</td>
<td>Chief of Enforcement</td>
<td>MS Alcohol Beverage Control</td>
</tr>
<tr>
<td>Chief Joey East</td>
<td>President (Outgoing)</td>
<td>MS Chiefs Association</td>
</tr>
<tr>
<td>Sheriff K.C. Hamp</td>
<td>President</td>
<td>MS Sheriff’s Association</td>
</tr>
<tr>
<td>Colonel Chris Gillard</td>
<td>Colonel</td>
<td>MS Highway Patrol</td>
</tr>
<tr>
<td>Chief Joel Spellins</td>
<td>MS Law Enforcement Liaison</td>
<td>Sherman Police Department</td>
</tr>
<tr>
<td>Mark Morgan</td>
<td>MS Law Enforcement Liaison</td>
<td>Hinds County Sheriff’s Department</td>
</tr>
<tr>
<td>David Layton</td>
<td>MS Law Enforcement Liaison</td>
<td>Greenwood Police Department</td>
</tr>
</tbody>
</table>

**Law Enforcement Training:**

<table>
<thead>
<tr>
<th>Name</th>
<th>Title</th>
<th>Agency</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rob Banks</td>
<td>SFST  State  Director/ARIDE</td>
<td>State Oxford Police Department-Mississippi Specialized Director/DRE State Director Training</td>
</tr>
</tbody>
</table>

**Prosecution/Adjudication:**


Name: Molly Miller
Title: Traffic Safety Resource Prosecutor
Agency: MS Attorney General’s Office

TBD
TBD
DWI Courts

Public Health/Treatment:
Billy Brister
MAESP Director
MS State University
Darlene Murphy
Director
MS Dept. of Mental Health
*Representative
MS Dept. of Health

Data/Traffic Records:
Jim Willis
Traffic Engineer
MS Dept. of Transportation
Mark Thomas
Traffic Engineer
Ms Dept. of Transportation
Angela Stuart
FARS Analyst
MS Dept. of Public Safety
Ted Grimes
Traffic Records Coordinator
MS Office of Highway Safety
Ron Sennett
Traffic Records Consultant
MS Department of Public Safety
Ginger Meriweather
President
MS Coroner-Medical Examiner’s Association
Sam Howell
Director
MS Crime Lab
Patricia Bryant
Office Director
MS Dept. of Public Safety-Management Information Systems
Clay Johnston
Director
MS Dept. of Public Safety-Management Information Systems

Driver’s Licensing
Anthony Cunningham
Captain
MS Department of Public Safety
Wendell Wright
MS Department of Public Safety-Driver’s Services
Lt. Kenneth McGruder
Director
MS Department of Public Safety-Driver’s Services

Ignition Interlock
Annette Beard
Smart Start
Jan Davis
Smart Start
Mike Voight
Intoxalock

Communication:
Warren Strain
MS Department of Public Safety
Select whether the State will use a previously submitted Statewide impaired driving plan that was developed and approved within three years prior to the application due date.

Click link to view Highway Safety Guidelines No. 8

http://icsw.nhtsa.gov/nhtsa/whatsup/tea21/tea21programs/pages/ImpairedDriving.htm

Continue to use previously submitted plan

No

List the page number(s) from your impaired driving strategic plan that is based on the most recent version of Highway Safety Program Guideline No. 8 - Impaired Driving, which at a minimum covers the following:

Prevention: Page 9
Criminal justice system: Page 10
Communication program: Page 22
Alcohol and other drug misuse, including screening, treatment, assessment and rehabilitation: Page 23
Upload a copy of the Statewide impaired driving plan. The strategic plan must contain the following information, in accordance with part 3 of appendix B: (i) Section that describes the authority and basis for the operation of the Statewide impaired driving task force, including the process used to develop and approve the plan and date of approval; (ii) List that contains names, titles and organizations of all task force members, provided that the task force includes key stakeholders from the State highway safety agency, law enforcement and the criminal justice system (e.g., prosecution, adjudication, probation) and, as determined appropriate by the State, representatives from areas such as 24-7 sobriety programs, driver licensing, treatment and rehabilitation, ignition interlock programs, data and traffic records, public health and communication; (iii) Strategic plan based on the most recent version of Highway Safety Program Guideline No. 8—Impaired Driving, which, at a minimum, covers the following—(A) Prevention; (B) Criminal justice system; (C) Communication programs; (D) Alcohol and other drug misuse, including screening, treatment, assessment and rehabilitation; and (E) Program evaluation and data.

Statewide impaired driving plan type:

New

11 Certifications, Assurances, and Highway Safety Plan PDFs

No documents uploaded to GMSS