

FY 2014

405 Application



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Federal Appendix

Appendix D to Part 1200-Certifications and Assurances for National Priority Safety Program Grants (23 U.S.C. 405)

MOHS Appendix-Supplemental Documents

Occupant Protection:

- A. Seatbelt Action Plan;
- B. Click It or Ticket Campaign-Enforcement;
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- D. Child Restraint Installation Stations and CPS Class Information;
- E. Maintenance of Effort;
- F. Mississippi Primary Seatbelt Law;
- G. STEP Enforcement Programs;
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- I. Seat Belt Assessment Request to NHTSA

Traffic Records:

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Impaired Driving:

- A. Task Force Correspondence, Impaired Driving Plans and Vote Results;
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- C. MAHSL Minutes;
- D. MAHSL Membership List; and
- E. Maintenance of Effort

Mississippi FY2014 405 Applications

405(b)-Occupant Protection:

Qualification Requirements:

Qualification Requirement No. 1: Occupant Protection Plan

The State seeks to meet Qualification Requirement No.1

Occupant Protection continues to be a priority emphasis area for NHTSA and for the Mississippi Office of Highway Safety (MOHS). The current seat belt usage rate for Mississippi is **83.2%**. Law enforcement officers continue to issue seat belt and child restraint citations throughout the year and during the National *Click It or Ticket* campaign.

In addition to traditional enforcement, FARS data shows the need for the MOHS to focus on nighttime seat belt enforcement. In 2009, 70% of known passenger vehicle deaths were unbelted; 27% died unrestrained between the hours of 6pm to midnight and another 30% died between noon and 6pm. The State's overall unrestrained passenger fatalities continue to be on a downward trend, however, nighttime unrestrained occupants remain an issue in the State. Nighttime seat belt enforcement is an emphasis area and MOHS will continue to promote best practice for nighttime enforcement activities by law enforcement.

Paid media campaigns continue to be aired prior to and during the national campaign. New media messages are continually being reviewed, developed and implemented, including nighttime enforcement, to get the remaining 18.2% of the population to wear seat belts through education, outreach, media and enforcement activities. Teen drivers are especially vulnerable with their lack of driving experience and will continue to be an emphasis area for occupant protection.

The MOHS has been operating under a Seatbelt State Action Plan prescribed by NHTSA for increasing safety belt numbers and improving the overall seatbelt program. A copy of the Seatbelt State Action Plan is included. (See MOHS-Appendix-Occupant Protection-A)

The MOHS, along with all funded agencies, will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities according to their specific funding source. Programs that will be used to increase seatbelt use include; paid media, enforcement of primary seat belt laws and participation in State and national mobilizations. All awarded contracts are required to complete the HVE Compliance form of the contract which defines the mobilizations and sustained enforcement activities. Additionally, the MOHS will be conducting the annual statewide safety belt use survey in accordance with criteria established by the Secretary 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.

Outcome Measures:

C-4 Core Outcome Measure/Unrestrained Passengers:

To decrease the number of unrestrained passenger vehicle occupant fatalities in all seating positions 10% from the 2011 base calendar year of 305 to 275 by end of FY14. To decrease the number of unrestrained passenger vehicle occupant fatalities by an additional 5% for a long term goal of 262 by the end of 2015.

C-9 Core Outcome Measure/Under 21:

To decrease the number of drivers aged 20 or younger involved in fatal crashes by 15% from the 2011 calendar year baseline of 87 to 74 by end of FY14. To decrease the number of drivers aged 20 or younger by an additional 5% for a long term goal of 70 by the end of 2015.

Achievement Measure/Seat Belts:

To increase the number of seatbelt citations issued during grant-funded enforcement activities by 10% from 26,375 in 2011 to 29,013 by the end of FY14. To increase the number of seatbelt citations issued during grant funded activities by an additional 5% for a long term goal of 30,464 by the end of 2015.

Countermeasures:

Strategies that the MOHS uses are all contained in the Countermeasures that Work: A Highway Safety Countermeasures Guide for State Highway Safety Offices, published by NHTSA. Specifically, the MOHS uses the following countermeasures as strategies to accomplish the goals that have been set for the grant year.

- Countermeasure 1.1: State Primary Enforcement Belt Use Laws;
- Countermeasure 2.1: Short-Term, High Visibility Belt Enforcement;
- Countermeasure 2.2: Combined Enforcement, Nighttime;
- Countermeasures 2.3: Sustained Enforcement;
- Countermeasure 3.1: Communications and Outreach Supporting Enforcement;
- Countermeasure 3.2: Communication and Outreach Strategies for Low-Belt Use Groups;
- Countermeasures 5.1: Short-Term High Visibility Child Restraint/Booster Law Enforcement;
- Countermeasure 6.1: Communications and Outreach Strategies for Older Children;
- Countermeasure 6.2: Communication and Outreach Strategies for Booster Seat Use;
- Countermeasures 7.1 School Programs;
- Countermeasure 7.2: Child Restraint Distribution Programs; and
- Countermeasure 7.3 Inspection Stations

MOHS Strategies:

The MOHS will also participate in the following as a part of its overall comprehensive occupant protection plan.

Occupant Protection Coordinated Program

- Provide a comprehensive statewide Occupant Protection Coordinated Program;
- Conduct pre and post seatbelt surveys for FY2014;
- Fund law enforcement programs for day and night enforcement(Countermeasure 2.2);
- Assign MOHS staff to manage Occupant Protection enforcement and outreach grants;
- Promote seatbelt safety through earned and paid media (Countermeasures 3.1 & 3.2); and
- Provide technical assistance when needed for the Occupant Protection Program.

Statewide Child Passenger Safety Coordination program

- Provide a comprehensive Statewide Child Passenger Safety Coordination program.
- Conduct Child Passenger Seat Safety Surveys for FY2014;
- Fund the Mississippi Department of Health, to provide child passenger seats (Countermeasure 7.2);
- Provide funding for law enforcement programs to conduct specific high visibility seat belt and child passenger seat enforcement checkpoints and saturation patrols (Countermeasure 2.3); and
- Assign MOHS staff to manage enforcement and outreach grants, promote seatbelt safety and provide assistance where needed for the Occupant Protection Program.

Teen Seatbelt Focus Program:

- Provide a statewide Teen Seatbelt Focus Program.
- Conduct a Teen Seatbelt Usage Survey for FY2014;
- Provide funds to DREAM and other outreach providers to focus on peer to peer education and programs to encourage youth to buckle up (Countermeasure 6.1);
- Provide funds to law enforcement programs to focus on teen seatbelt usage (Countermeasure 2.3);
- Assign MOHS staff to manage enforcement and outreach grants, promoting seatbelt safety and provide assistance where needed for the Occupant Protection Program;
- Promote the “Rock the Belt” program in safety fairs, community and in schools across Mississippi, to promote seatbelt usage among students and adults (Countermeasure 7.1);
- Promote seatbelt usage at teen conferences, schools, meetings and safety fairs as well as other events planned by MOHS and sub-grantees (Countermeasure 7.1); and
- Strengthen Student Advisory Boards around the State

Impoverished Seat Belt Program:

- Provide seatbelt focus on impoverished areas across the State;
- Provide funds to law enforcement to focus on impoverished areas across the State, with a focus in the Delta region (Countermeasure 2.3); and
- Assign MOHS staff to manage enforcement and outreach grants, promoting seatbelt safety and provide assistance where needed for the Occupant Protection Program.

High Visibility Enforcement:

Support sustained high visibility enforcement of occupant protection laws which includes supporting the National Occupant Protection Enforcement Campaign, *Click It or Ticket*.

- Fund law enforcement programs (Countermeasure 2.1);
- Provide funding to outreach programs with an emphasis in occupant protection (Countermeasure 3.1); and
- Develop and promote a comprehensive media campaign for the *Click It or Ticket It* mobilization. (Countermeasure 3.1)

Child Passenger Seat Technician Training:

- Increase training opportunities and retention of child passenger safety (CPS) technicians and instructors;
- Continue to provide assistance to Mississippi Safe Kids, to provide training opportunities to individuals and agencies, to obtain Child Passenger Safety Seat Technician certification;
- Provide the NHTSA approved CPS training for local law enforcement and the Mississippi Highway Patrol in an effort to build the base for Child Passenger Safety Seat Technicians in the State;
- Increase the number of Emergency Medical service and Fire Department that are CPS fitting stations; and
- Increase number of CPS checkpoint locations across Mississippi and in target areas identified with low usage rates.

Child Passenger Seat Enforcement:

- Increase proper use of CPS in motor vehicle (Countermeasure 7.2);
- Increase CPS checkpoint locations throughout the State (Countermeasure 7.3);
- Conduct pre and post seatbelt surveys for FY2014;
- Fund law enforcement programs for day and night enforcement (Countermeasure 2.2);
- Assign MOHS staff to manage Occupant Protection enforcement and outreach grants;
- Promote seatbelt safety through earned and paid media (Countermeasure 3.2); and
- Provide technical assistance when needed for the Occupant Protection Program.

Surveys:

- MOHS will utilize the NHTSA/GHSA questions to track driver attitude and awareness related to seat belt issues by conducting surveys during the fourth quarter of FY 2014;
- Conduct Seatbelt and Child Restrain Survey to track seatbelt usage across the State; and
- Conduct a Teen Seatbelt Usage Survey for FY2014.

Qualification Requirement No. 2: Click It or Ticket

The State seeks to meet Qualification Requirement No.2

As a part of the overall comprehensive Occupant Protection program, increasing the use of seatbelts will continue to be a priority for the MOHS. The MOHS will continue to use the Click It or Ticket model. Mississippi seeks to continue the momentum and success found in this approach.

Mississippi successfully completed the FY 2012 Click It or Ticket (CIOT) campaign complete with earned and paid media. Mississippi had 182 law enforcement agencies that participated in the May 2012 campaign, covering over 70% of the State's population. Not all of the 182 law enforcement agencies were grant funded. Due to the FY14-405 Application deadline, the MOHS was unable to include CIOT information for the FY13 Click It or Ticket Campaign.

For FY14, the MOHS will issue OP grants to approximately 46 law enforcement agencies. These agencies cover the entire population of the State of Mississippi. (Coverage includes the Mississippi Highway Patrol). Last year, over 11,833 seatbelt citations and 1,420 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 May Click It or Ticket mobilization during May 21st-June 3rd, 2012 and participated in the CIOT mobilization for May 20th-June 2nd, 2013. (See MOHS-Appendix Occupant Protection-B)

Paid Media:

In FY12, a total of \$217,680.00 was used for the CIOT Memorial Day paid media campaign. Of this amount \$107,317.00, was used for television and cable ads, \$59,332.00 for radio ads, \$2,181.00 for print ads and \$39,700.00 for billboards. During the 2012 May Mobilization, 1,582 television ads and 4,402 radio ads were run within this time period. Also during the 2012 May Mobilization, 26 ads were run on movie screens across the State, 2,555 internet ads were created and run, 5 print ads and 4 billboards were placed across the State. In FY13, the State implemented a similarly aggressive paid media campaign. Approximately \$350,000.00 was set aside for the paid media campaign. A total of paid media expenditures for the FY13 campaign has not been finalized and the MOHS is unable to report those due to the deadline for the FY14 405(b) Application.

In FY14, the State will implement a similarly aggressive paid media campaign. Approximately \$350,000.00 has been set aside for the paid media campaign.

Earned Media:

In FY12, the MOHS engaged in an aggressive earned media campaign. This included 4 CIOT press conferences, 116 television news stories, 25 radio news stories, at least 90 print articles and 5 other forms of media which included local ad channels from Pearl and Brandon, which ran every 30 minutes for 2 weeks. News releases showing the post survey results of the enforcement efforts were distributed statewide, and press events were held locally through the LEL network utilizing radio and newspaper. For the FY13 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.

A similar plan was implemented during the FY13 Click It or Ticket campaign, the amount of media has not been finalized by the deadline for the FY14 405 Application. (See MOHS-Appendix Occupant Protection-C)

Press Conferences:

Media packets will be distributed during the CIOT campaign at the CIOT Press Conferences, and through the LEL network statewide. These media kits will contain information for the public regarding risks and costs associated with not using occupant protection devices, the benefits of seat belt use, and the need for heightened seat belt enforcement to minimize the risks and cost savings for the tax payers in the State of Mississippi.

Facebook will also be utilized for social media in 2014, as was in FY13, by updating the CIOT campaign page. The page includes a “Seat Belt Saves Lives” highway traffic safety message and will allow viewers to not only post comments but also complete a seat belt survey. In FY13, the Facebook page had over 3,260 “like status” over the course of the campaign.

A copy of the assurance for the **Click It or Ticket** national mobilization has been executed by the Mississippi Governor’s Representative for Highway Safety and is attached as (See 405 Application-Appendix D; Occupant Protection (23CFR 1200.21))

Qualification Requirement No. 3: Child Restraint Inspection Stations

Child Occupant Protection Program

The State seeks to meet Qualification Requirement No.3

Part One: Introduction

Child Occupant Protection Program

The Mississippi Office of Highway Safety Occupant Protection Coordination Programs oversees the statewide Child Occupant Protection Program through a grant with the Mississippi State Department of Health (MSDH). The following section describes the updated strategic plan for 2013, which includes Child Passenger Safety (CPS) education, certification and recertification of Child Passenger Safety Technicians (CPSTs), distribution of child safety seats to those in need, and other plans to teach proper installation of child safety seats. The MOHS plans to implement a similarly aggressive program for FY14.

The Child Occupant Protection Program has been implemented statewide and serves approximately 95% of the State’s population. In addition, MSDH will continue current activities and expand CPS initiatives, allowing for all of the State’s population to be served during the upcoming year. Mississippi is composed of 82 counties that fall into 9 Public Health Districts. MSDH coordinates medical clinics, child passenger safety health education, and other public health initiatives in all 82 counties within the State.

The majority of the State’s population requirement is met through statewide media campaigns, local health departments, community outreach initiatives, online resources, car seat checkpoints and inspection stations, as well as other CPS events. Public information is shared via the airways, and a contract with a local radio station allows for live remote broadcast to be performed at several of the checkpoints. The radio station serves as a catalyst to increase awareness about the CPS program, where and how to obtain car seats and encourages the public to come have their car seats check or replaced for free. Fact sheets showing the correct age appropriate car seats

and boosters to use in vehicles, and web-based information (found at www.HealthyMS.com/injury) is given to participants.

Installations stations and/or checkpoints were conducted in 71 of 82 counties. According to the 2010 Census, the population of the 71 counties that the stations and checkpoints were located or conducted in is 2,826,595. The total population for Mississippi is 2,978,512. With reaching those 2,826,595 citizens, the program reaches 95% of the population of Mississippi.

In 2014, through health department clinics in 82 counties, 9 Public Health District offices, and Safe Kids Mississippi coalitions and chapters throughout the state, at least 90% of the state's population will receive access to inspection stations, checkpoints and other public information about the proper seating positions in motor vehicles, the importance of child restraint usage, and instructions on how to reduce the improper use of child restraints.

Management of the Program

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

On October 1, 2012, Safe Kids became a part of the University of Mississippi Medical Center hospital and continues to be an official partner with the Office of Preventive Health at MSDH. This new partnership has expanded the effort of child passenger safety by way of providing education to staff and expecting mothers as well as new mothers. MSDH and Safe Kids Mississippi collaborate to implement CPS-related initiatives. A synchronized, collaborative, and cohesive plan of action has been developed for 2014.

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

The Safe Kids Mississippi Coalition is affiliated with Safe Kids U.S.A. and Safe Kids Worldwide. Currently, Safe Kids Mississippi has 4 chapters (located in Districts I, IV, V, and VI) across the State, covering more than half of the Public Health Districts. The Coalition Office is located in Jackson, Mississippi, and serves the public throughout the State as needed, as well as the greater metropolitan area. All Safe Kids Chapters and Coalitions act as a community resource for anyone who needs CPS information or general child safety materials. Child safety seat inspection and installation stations are also available at each of these offices.

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

Child Passenger Safety Checkpoints

CPS checkpoints are conducted by District Health Educators, certified MSDH staff, Safe Kids Mississippi Chapters, or through a collaboration of MSDH, Safe Kids, and/or community partners. Each checkpoint is staffed minimally with not less than one Nationally Certified CPS Technician. Parents, grandparents and other caregivers are invited to attend the checkpoints with their children, car seats and the vehicle in which the children will normally be transported. Following the completion of an intake form by the caregiver, a nationally certified CPST will inspect the car seat to determine if it is appropriate for the particular child, ensure that the seat is not on a current recall list or expired, and instruct and demonstrate the correct installation to the caregiver. Any problems or questions can usually be addressed on site, and technicians strive to have children leave the checkpoint riding more safely than when they arrived.

Participant information is collected for all inspections and new seat distributions. The intake information form provides valuable data for the program. For Safe Kids checkpoints, the data recorded on these forms is submitted on a quarterly basis to the Safe Kids U.S.A. Buckle Up program where it is collated with data from other checkpoints across the nation.

Between February 1, 2012 and May 31, 2013, 117 checkpoints were conducted statewide allowing for more than 2,300 car seats to be inspected through the Child Occupant Protection Program, including efforts of MSDH staff in all nine Public Health Districts, and Safe Kids Mississippi Chapters and affiliated Coalitions. As a result of the inspections approximately 1,899 child safety seats were distributed by the Child Occupant Protection Program.

Although most seats were distributed at checkpoints conducted across the state, approximately 1,000 seats were distributed at installation stations, educational events, or individual appointments. (See MOHS Appendix Occupant Protection-D)

Child Passenger Safety Seat Installation Stations

In 2012, the Child Passenger Safety Program distributed approximately 1,899 car seats and inspected more than 1,500 child safety seats. District Health Educators and other CPSTs are coordinated throughout the state to host installation stations and distribute seats to families in need. In addition, each Safe Kids Mississippi Chapter serves as an inspection station, which is manned by not less than one Nationally Certified CPS Technician, where parents or other caregivers can receive education, information, and assistance in the proper use and installation of their child safety seats. All 9 District Health Educators and staff of local Safe Kids Chapters are certified CPSTs, and many are certified instructors. In addition, CPSTs are located in many local health departments, Head Start centers, fire departments, and police departments throughout the state. (See MOHS Appendix Occupant Protection-D)

During FY14, the MOHS plans to continue at the same level, including the distribution and inspection at approximately the same level.

Updated Plan, Fiscal Year 2014 Child Occupant Protection Program Upcoming Activities

Public Education

In 2014, MSDH will continue distributing educational literature (e.g., Safety Tips, CPS brochures, posters, promotional items, etc.) and conducting educational presentations at community-based events. MSDH plans to focus specifically on needy families in 2014, by expanding the presence of CPS education in Head Start Centers and daycare facilities throughout the state.

In the coming year, MSDH plans to work with Safe Kids Mississippi to continue educating the public on the State of Mississippi's booster seat law, including local police departments. Child restraint usage rates may increase through more strict enforcement of the booster seat law. Therefore, officers will be provided education and encouragement to protect young passengers of motor vehicles. Law enforcement officials will also be encouraged to become CPSTs. It is incumbent upon them to know the laws for which they issue citations. MSDH also intends to begin development of a statewide media campaign intended to increase use of child restraints in Mississippi. The State will increase the usage of the local radio station for the coming year as a means of reaching more of the public with our message.

Child Passenger Safety Checkpoints

The Child Passenger Safety Program plans to continue conducting CPS checkpoints across the state. MSDH and Safe Kids Mississippi will collaborate to conduct checkpoints and clinics in the coming year. New strategies will be developed to increase participation from CPSTs, including a CPST listserv that announces upcoming checkpoints, and CPS information. Examples of shared responsibility will include scheduling checkpoints, recruitment of volunteers, local media campaigns, and overall organization of CPS-related events. In addition, both agencies will be supported in their efforts to promote any events hosted by the other, automatically widening the scope of the population served by both organizations.

Qualification Requirement No. 4: Child Passenger Technicians

The State seeks to meet Qualification Requirement No.4

Certified CPST Courses

In 2014, the Child Passenger Safety Program will continue to offer NHTSA approved certification and recertification of CPSTs throughout the state, including staff from local health departments. *At least 10 CPST courses will be offered in 2014, located in at least 5 different districts.* Increasing the number of certified technicians allows for a more efficient program of education and child safety seat distribution. The plan includes certification of individuals from all Public Health Districts, fire departments, police departments and collaboration with CPSTs across the state to ensure that CPS education is being dispersed to the entire target population. In 2014, health department staff certified as CPSTs will continue to distribute child safety seats through the local health department clinic. All CPST courses encompass the goals and objectives of NHTSA's Standardized CPST Program, and focus on the training and retraining of CPSTs, law enforcement officials, fire and emergency rescue personnel and other professionals to teach proper installation of child safety seats to parents and caregivers.

The State currently has over 250 Child Passenger Seat Technicians certified state-wide. During FY14, the MOHS plans to increase the number of CPST's, with efforts of the MS LEL program, by having all 9 coordinators become CPST trained and certified. Also the MOHS plans to increase the CPST's during FY14, with the help of law enforcement through grants to become certified through training.

Qualification Requirement No. 5: Requirement for Maintenance of Effort

The State seeks to meet Qualification Requirement No.5

See attached Maintenance of Effort information. (See MOHS-Appendix Occupant Protection-E)

Additional Requirements for Lower Seatbelt Use Rate States: In addition to meeting the above requirements, States with a seatbelt use rate below 90 percent must meet three of the six legal or programmatic criteria to qualify for grant funds.

Qualification Criteria No. 1: Primary Seatbelt Use Law

The State seeks to qualify under Criteria No. 1.

Mississippi enacted a primary safety belt use law on May 27, 2006 by MS Code 63-2-1. No change to the law has occurred since NHTSA's last approval. Therefore the State qualifies under Criteria No. 1. (MOHS- Appendix Occupant Protection-F.)

Criteria No. 2: Occupant Protection Laws

The State does not qualify under Criteria No. 2.

Criteria No. 3: Seat Belt Enforcement

The State seeks to qualify under Criteria No. 3.

Through the acceptance of the upcoming 2014, 405(b) grant funds, Mississippi plans to provide for a statewide Special Traffic Enforcement Program (STEP). The STEP will provide for periodic enforcement efforts that include the following five elements:

- A pre-wave seat belt observed use survey;
- A statewide media campaign to inform the public about the risks and costs of traffic crashes, the benefits of increased occupant protection use, and the need for traffic enforcement as a way to manage those risks and costs;
- Local media events announcing the pending enforcement wave; (earned media)
- A wave of enforcement effort consisting of checkpoints, saturation patrols or other enforcement tactics covering at least 70 percent of the State's unrestrained population; and
- A post-wave observed use survey coupled with a post-wave earned media event announcing the results of the survey and the enforcement effort.

The State determines the unrestrained population through FARS data to determine where unrestrained crashes and fatalities occur across the State. Projects are determined through data and problem identification in the grant planning process to determine where grants will be effective to reduce crashes and fatalities.

Mississippi reaches at least 70% of the State's unrestrained population through the efforts of enforcement of the Mississippi Highway Patrol, which reaches and enforces state-wide, as well as the 43 occupant protection grants that have been implemented in FY14. Of those 43 occupant protection grants, 9 of the grants are part of the law enforcement liaison program that reaches out into 9 MHP districts, that cover the State to provide assistance and support to each and every Sheriff and Police department in that district.

The Mississippi Office of Highway Safety will continue the same coverage during FY14 of cities and counties that was targeted in FY13 through data and problem identification, a list of the cities and counties have been provided (See MOHS-Appendix Occupant Protection G). Each of the 43 FY14 occupant protection grants and the statewide Mississippi Highway Patrol that have been slated for funding in FY14 will perform checkpoints, saturation patrols and participate in the Click It or Ticket national blitz campaign.

We anticipate the same level of agency participation in the STEP projects for 2014 as outlined in previous year 2013 recruitment by population. We also anticipate a higher increase for overall participation by reaching out to all the non-participating agencies identified by the 2013 campaign through the MOHS and the MS Law Enforcement Liaison Office. The chart includes all agency participation which consists of both funded and non-funded agencies across the State for 2013. (See MOHS-Appendix Occupant Protection-B)

Criteria No. 4: High Risk Population Countermeasure Programs

The State seeks to qualify under Criteria No. 4.

Problem Identification:

On May 27, 2006, Mississippi became the 22nd State to implement a primary safety belt law. With its adoption, Mississippi qualified for \$ 8.7 million dollars in incentive funds for traffic safety.

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 by those using safety belts and becoming injured rather than killed. In 2011, there were 6,670 serious injuries and 77.6%, or more than 3 out of every 4, were wearing safety belts. This documented rate of usage in trauma data shows the effectiveness of seat belts. However, the 56 young drivers and passengers ages 16 to 20 that were killed were unbelted at an alarming rate of 77%. Many of these young motorists could have been saved by the seat belt.

There were 442 drivers sustaining life threatening injuries (A level) in 2011. These constituted those persons that would have died if not for EMS response within the “golden” hour after traumatic injury. Forty-nine percent (49%) were belted and subsequently, did not become a fatality.

During 2011, there were 4,064 drivers with moderate injuries (B level) and over four out of five were belted (80.4%). Most of these were transported by EMS to medical centers for observation and/or emergency room care. Moreover, there were 13,562 drivers with minor injuries (C level), with a belt rate of 94%. These statistics document the fact that as belt use increases, the severity of injury decreases. There is no doubt that seat belts save lives and/or reduce injury. With sustained statewide law enforcement, coupled with public information and education, Mississippi stands poised to save hundreds of lives and reduce thousands of injuries each year from increased safety belt usage by motorists.

Mississippi has identified teen drivers (iii) and the impoverished area of the Delta (iv-other high risk populations) to seek to qualify under Criteria No. 4.

Teen Drivers:

Mississippi teenagers under age 20 represent significant traffic safety problems concerning seat belts. Teenagers (ages 16 to 20) were 11.9% of occupant deaths, while being only 6.2% of the licensed drivers. Those drivers were unbelted 59% of the time when killed. Mississippi will be focusing on the listed below counties during the FY13 year, as they represent the Top 25 counties with unbelted teen drivers. During 2010-2012, there were 142 teens killed. Out of 142 teens killed, 107 were unbelted, which represent 75% of all fatal crashes were unbelted. The following chart outlines the Top 25 Counties for teen motor vehicle fatalities.

TOP 25 COUNTIES FOR TEEN FATALITIES

| Counties | |
|-----------------|-----------|
| Hinds | Itawamba |
| Lauderdale | Harrison |
| Jackson | Rankin |
| Desoto | Greene |
| Lee | Adams |
| Carroll | Clarke |
| George | Hancock |
| Jones | Lincoln |
| Marion | Neshoba |
| Newton | Oktibbeha |
| Pontotoc | Simpson |
| Tate | Tippah |
| Yazoo | |

Impoverished Areas:

The **Mississippi Delta** is the distinctive northwest section of the state of Mississippi that lies between the Mississippi and Yazoo rivers. The region has been called "The Most Southern Place on Earth" ("Southern" in the sense of "characteristic of its region, the American South") because of its unique racial, cultural, and economic history. It was once of the richest cotton-growing areas in the nation. Before the American Civil War (1861-1865), the region attracted many speculators who developed land for cotton plantations; they became wealthy planters dependent for labor on black slaves.

The majority of residents in several counties across the region are African American. This population group usually buckles up at rates lower than other ethnic groups, which is one reason that the Delta region was selected. The agricultural economy does not support much business, and the region has worked to diversify. The strong musical tradition of African Americans developed blues and jazz. At times the region has suffered heavy flooding from the Mississippi River, notably in 1927 and 2011.

The Mississippi Delta includes all or part of the following counties: Washington, DeSoto, Humphreys, Carroll, Issaquena, Panola, Quitman, Bolivar, Coahoma, Leflore, Sunflower, Sharkey, Tunica, Tallahatchie, Holmes, Yazoo, and Warren.

The Delta area is considered a rural area of the State, due to the lack of major industry and jobs in the area. The citizens of the Delta rely heavily on agriculture and farming. The Delta is rich in farm land and resources, but has very few urbanized areas.

In recent years, due to the growth of the automobile industry in the South, many parts suppliers have opened facilities in the Delta (as well as on the Arkansas Delta side of the Mississippi River, another area of high poverty). The 1990s legalization of casino gambling in Mississippi has boosted the Delta's economy, particularly in the areas of Tunica and Vicksburg.

| Delta Region | | | | | |
|---------------------|-------------------|--------------------------|-------------------------|-------------------------------------|-------------------------------|
| County | Population | Per Capita Income | Median Household | Persons Below Property Level | Seatbelt Survey County |
| Panola | 34704 | 16,449 | \$34,594 | 28.10% | |
| Humphreys | 9375 | 13,448 | \$25,730 | 42.00% | |
| Coahoma | 26151 | 16,116 | \$26,050 | 37.20% | |
| Bolivar | 34145 | 16,114 | \$27,173 | 34.60% | |
| Washington | 51137 | 16,856 | \$28,591 | 36.00% | |
| Leflore | 32317 | 12,754 | \$22,353 | 40.40% | 76.80% |
| Sunflower | 29450 | 12,601 | \$27,042 | 31.80% | 77.70% |
| Quitman | 8223 | 13,293 | \$24,545 | 36.30% | |
| Tunica | 10778 | 14,963 | \$30,470 | 27.20% | |
| Warren | 48773 | 22,181 | \$40,469 | 22.40% | 98.50% |
| Issaquena | 1406 | 10,458 | \$22,396 | 40.00% | |
| Yazoo | 28065 | 14,730 | \$27,979 | 32.20% | |
| Tallahatchie | 15378 | 13,265 | \$27,092 | 32.80% | |
| Sharkey | 4916 | 14,750 | \$29,451 | 36.20% | |
| Carroll | 10597 | 16,412 | \$28,793 | 23.90% | |
| DeSoto * | 161252 | 25,065 | \$59,734 | 9.50% | 66.70% |

* DeSoto Median Income is higher due to the close proximate to TN (Memphis) and many of the residents drive over the State boarder for work.

In FY12, Mississippi had 3,794 crashes with injuries and 56,849 non-injured crashes in the Delta region. Of those crashes, 300 were unbelted, which represents 12% of the total of the crashes.

According to the 2012, Mississippi Seatbelt and Motorcycle Helmet Survey that was conducted by Mississippi State University, 4 counties within the seatbelt survey are located in the Delta region. Three out of the four are well below the Mississippi seatbelt percentage rate of 83.2% and below the national average of 85%.

Strategies

Teen Drivers:

Mississippi has established strategies for FY14 to increase the focus on seatbelt use among teen drivers. The following are areas that the MOHS supports and focuses on to help decrease fatalities and increase seatbelt usage of teen drivers.

- **Media:**

The MOHS will create a statewide media plan that will focus on teen seatbelt use and increasing the usage rate among teen drivers and passengers. The top 25 top teen fatality counties will be targeted in the media campaign.

- **Evaluation:**

The MOHS participated in a Teen Demo project in 2009-2010, that focused on teen seatbelt use. The project focused on Central and Coastal areas of the State, while leaving the North part of the State untouched, to create a controlled area for evaluation. The Central and Coastal areas had a pre-survey of 65.8% seatbelt use and after the program concluded the post survey showed seatbelt use at 71.8%. The controlled area of the North had a pre-survey of 55.2% seat belt use and a post survey of 69.9%. (See MOHS-Appendix Occupant Protection-H)

The MOHS will participate in a teen seatbelt survey during FY14 that will be conducted during the months of August and September of 2014, as a Back to School emphasis. The MOHS will focus on the Top 25 counties for teen fatalities. The teen seatbelt survey will be conducted by Mississippi State University and will create baseline data that can be used to help guide program activities and funding.

- **Programs:**

The MOHS has several grant programs that focus on increasing teen seatbelt usage.

- **Public Information and Education:**

The DREAM outreach youth program focuses on a variety of traffic safety issues, which includes occupant protection, to increase the teen seatbelt usage rate statewide. DREAM conducts a variety of programs that reach the youth of the State through peer to peer education, conferences, community and school activities. Below is a listing of a few of the projects that are planned for FY14:

Mississippi Student Advisory Board (SAB): The SAB creates and promotes highway safety through a school presentations, conferences and social media. The SAB educates teens and teen drivers through peer to peer education, as well as help the DREAM program with outreach efforts and community events throughout the State.

Teens on the Move: The annual Teens on the Move conference will be held in the third quarter of FY14, which includes a focus on teen seat belt safety and use among teen drivers. An interactive program will be conducted during the conference and Mr. Brian Pearce with the K & J Foundation will be speaking his personal message about the death of his children due to not using seat belts.

Rock the Belt: The Rock the Belt program is used throughout the State in schools and throughout the State at safety fairs and community events. In FY12, the Rock the Belt program was presented to over 4500 youth at community fairs and school events. During the FY14 year, plans are to continue the program and increase attendance and the spread of the message.

Seatbelt Surveys: Student seatbelt surveys will be conducted throughout the FY14 year, to capture the use of seatbelts among teens at schools with the help of law enforcement and the MS Student Advisory Board. Mississippi State University will

also be conducting a teen seatbelt survey during August and September to capture seatbelt usage of teen drivers in top teen fatality areas.

Buckle Up Faithfully: Program that works with churches and the community to promote seatbelt use among young adults and teen drivers. Minority populations have a lower safety belt usage rate compared to the general population and have a higher rate of incurring injuries in motor vehicle crashes. To reduce the number of deaths and injuries among minorities, churches are used to bring traffic safety programs to the youth in congregations.

- **Enforcement:**

During FY14, the MOHS will create mini-grants for law enforcement efforts focusing on teen seatbelt use. The areas of focus will be within the Top 25 Counties for Teen Fatalities that have been identified.

Impoverished Areas:

- **Media:**

In FY14, the MOHS will have an aggressive paid statewide media campaign with a special focus on the Delta region. Earned and paid media will be used primarily with local radio stations, due to the limited reach of television in the area.

For FY14, the MOHS will again conduct an aggressive earned media campaign, which will include an earned media tour. The media tour will again engage in multiple radio and television interviews, as well as scheduled and unscheduled media events. Multiple press conferences and events will be planned throughout the Delta area.

- **Programs:**

The MOHS has several grant programs that focus on increasing seatbelt usage in impoverished areas, especially in the Delta region.

- **Public Information and Education:**

Mississippi Department of Health: During FY14, efforts will continue to focus on seatbelt use in the Delta region. Through the MOHS and the Mississippi Department of Health, efforts are made to provide car seats, education and public awareness to low income families in the Delta area. Safe Kids Mississippi and the local health department in the Delta, promote CPS checkpoints and activities posters, ads, press releases, radio messaging and word of mouth.

DREAM: Because some of the Delta region is in the top 25 counties for teen motor vehicle fatalities, the DREAM youth program will work within the region on increasing the seatbelt usage rate among teens 15-20 with a variety of youth oriented programs and activities during the school year and during the Summer months.

- **Enforcement:**

The MOHS will provide funding to law enforcement programs in the Delta region, to conduct specific high visibility seatbelt and child passenger seat enforcement checkpoints and saturation patrols. The MOHS will be working with the LEL network in the Delta area to train law enforcement to obtain Child Passenger Safety Seat Technician certifications to increase the ease of officers to issue CPS citations.

Criteria No. 5: Comprehensive Occupant Protection Program

The State does not qualify under Criteria No. 5

Criteria No. 6: Occupant Protection Program Assessment

The State seeks to qualify under Criteria No.6

The Mississippi Office of Highway Safety has requested an occupant protection program assessment that will take place before the September 1, 2014 deadline. A copy of the requesting documentation is attached. (MOHS Appendix I)

State Traffic Safety Information System Improvements Grants 405(c)

Qualification Requirements:

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

The State seeks to qualify under Criteria No.1

Structure and Composition:

- Mississippi currently has a State Traffic Records Coordinating Committee (STRCC) that was organized and chartered in 1981. A review of the charter indicated the need to update some portions and that was completed and was re-chartered on March 1, 2013. (See MOHS Appendix-Traffic Records-A)
- The STRCC has met the requirement of holding a minimum of three meetings during the previous twelve months. Copies of all agenda's, sign-in sheets and notes are attached. (See MOHS Appendix-Traffic Records-B).
- The STRCC has a multidisciplinary membership that consist of owners, operators, collectors and users of traffic records, public health and injury control data systems, highway safety, highway infrastructure, law enforcement and adjudication officials and public health, emergency medical services, injury control, driver licensing and motor carrier agencies and organizations. (See MOHS Appendix-Traffic Records-C).
- Mississippi has designated Robert Hancock as the STRCC coordinator.

Functions:

- The STRCC has the authority to review any of the State's highway safety data and traffic records systems and review and approve any changes to such systems before the changes are implemented.
- The STRCC considers and coordinates the views of organizations in the State that are involved in the collection, administration, and use of highway safety data and traffic records systems, and represent those views to outside organizations.
- The STRCC reviews and evaluates new technologies to keep the highway safety data and traffic records system current.
- The STRCC approves annually the membership of the STRCC, the STRCC coordinator, and change to the State's multi-year Strategic Plan required. The STRCC also approves performance measures to be used to demonstrate quantitative progress in the accuracy, completeness, timeliness, uniformity, accessibility or integration of core highway safety databases.

Qualification Requirement No. 2: Strategic Plan Requirement

STRCC Recommendations from Traffic Records Assessment for the 2014 Strategic Plan

The State seeks to qualify under Criteria No.2

The Mississippi Highway Safety Information System (MHSIS) describes the total automated traffic records system which includes traffic crashes, citations, drivers, vehicles, roadways, EMS and hospital data, vital statistics, coroner reports, crime laboratory data, demographics and travel density. MHSIS is an evolutionary records system which is a complex, volume-intensive, data collection, storage, and retrieval system. The goal is to achieve uniformity and compatibility of traffic records while reducing inefficiency of traffic record applications. The system supports national priority areas defined by the National Highway Traffic Safety Administration (NHTSA).

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

During the first week of April 2008, a NHTSA traffic records assessment was conducted and pertinent parts are included in the next section. This assessment established a “benchmark” by which the State could strategically plan for and measure its progress in improving the capacity to make highway safety related decisions based on reliable highway safety information. Many of the recommendations in the assessment report were used to produce the updated Traffic Records Strategic Plan. The recommendations from the Strategic Plan were enacted within the next three to five years. The SHSP contains goals, performance measures and the list of priority projects to be funded with NHTSA Section 405(c) funds.

The Mississippi Office of Highway Safety (MOHS) is undergoing another traffic records assessment conducted during the FY13 Highway Safety Plan grant period. Information obtained from the results of the 2013 assessment will again be utilized to update the MOHS Traffic Records Strategic Plan. A copy of the recommendations from the 2008 Traffic Records Assessment (with updated information) for the 2014 Strategic Plan are as follows.

Strategic Plan – Updated June 2013

STRCC Recommendations from Traffic Records Assessment for 2014 Strategic Plan

Crash Records Information System

Continue to identify problems with GPS crash locating errors. Implement a solution to correct the errors at the source to reduce the need for the MDOT data cleansing effort. Any corrections in crash location should be updated on the DPS state crash file, so all users can benefit from more accurate information. Also, begin to utilize accessible data now available for added fields such as vehicle identification number, cell phone use, and motor carrier.

Continue to improve the Web based query tool at DPS with access to a public-use redacted version of the crash data-set to include municipalities/cities in 2013/2014. This tool has been made available to all users at <http://psdl.ssrc.msstate.edu> and is current with 2012 crash and citation data for all law enforcement agencies.

Driver and Vehicle Records System

Resolve the procedure for enforcement officers submitting inquiries to NCIC on tags that contain characters smaller than those of standard size or any other variance from the basic tag style through a cooperative decision process. This issue was corrected with the 2008 DPS-MIS contract as described in the project priority section.

Continue to use the name on the driver license for titles and registrations in anticipation of the requirement to link vehicle and driver information for highway safety and homeland security concerns.

Plan to include a bar code on the registration document to assist law enforcement to further enhance their ability to capture the registration information for electronic crash reporting and the electronic citations system. The bar code registration system will continue to be developed for deployment starting in the 2013 project year. The Electronic Citation system (eCite) has been deployed by state troopers and will begin deployment by county and municipal agencies in 2014 project year.

Continue to develop processes and procedures in follow up on rejected conviction records with the courts to which they are returned, and provide assistance in establishing correct identification of licensed drivers.

Injury Surveillance System

Continue to establish a functional comprehensive statewide injury surveillance system that supports all aspects of injury transport, treatment, and prevention activities.

Seek legislative support and permanent funding for EMS data collection/analysis system.

Seek legislative funding and support to hire a State Medical Examiner that could provide direction, education and oversight to the coroners throughout the state. [This was accomplished in 2010 as a result of 2009 legislative appropriations to fully fund two forensic pathologists].

Develop a data quality process for the EMS data collection system that provides the EMS providers with a report of inaccurate records, why the rejection and the percentage of rejected records. These reports will help the EMS providers and BEMS in identifying data quality issues and needs.

Citation Records System

Create a statewide repository for all citations issued and their dispositions for use in traffic safety analysis. This citation information system should be:

- Inclusive of all citations distributed to Law Enforcement;
- Inclusive of all citations submitted to the courts for adjudication; and
- Capable of reporting dispositions from 100% of the courts to the driver history record.

Continue in the development and deployment of an electronic citation issuance process that would:

- Capitalize on the state's investment in laptops, GPS, and cellular technologies; and
 - Develop standards for ensuring accuracy on the front-end of ticket preparation.
- The First phase of the multi-year project has been completed for all 9 District of the MS Highway Patrol. This includes approximately 475 sworn Troopers and non-enforcement personnel which includes the court personnel.
- The Second phase will include the local and county agencies. This project started during the 2013 project year, starting with the Pearl River Valley Water Supply District- Reservoir Patrol. This phase also includes an Electronic DUI /General Affidavit that is currently being tested with Highway Patrol troop G. Upon completion of these agencies, the project will then continue with implementing the program for the remaining 82 counties within the state.
- The Third phase will begin implementing the project to the top twenty (20) at risk municipalities selected by the following criteria: population, fatal /injury crash data analysis by jurisdiction and total vehicle miles traveled (VMT). There are a total of 253 registered municipalities with sworn officers according to the Board of Minimum Standards.

Roadway Information Systems

Provide assistance to county and municipal officials in the use of data from *Report Beam* and SAMS for safety analysis and project development.

State Traffic Records Coordinating Committee

Continue building a strong role for the STRCC in Mississippi by remaining involved in all aspects of highway safety problem identification and the planning processes. Also, in an effort to gain input/participation from all partners and stakeholders statewide involved or affected by highway safety issues.

Expand the STRCC to include representatives of multidisciplinary levels to include both the executive and working level and those from highway safety, highway safety infrastructure, law enforcement and adjudication, public health, injury control, motor carrier agencies and other organizations.

Establish project management procedures and a tracking mechanism for the Strategic Plan in an effort to increase the Traffic Records Coordinator and the STRCC's ability to evaluate progress and further enhance planning process.

Vision, Goals and Strategies

Vision Statement

To meet the needs of Mississippi's citizens to reduce death and injury occurring on Mississippi's roadways thereby reducing the economic costs of traffic crashes.

Goals and Strategies

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

2013/2014 Goals and Strategies: (Current & Previous Year Progress Report)

Goal 1.

The uniform crash file is currently the foundation for linkage to roadway files, citation/adjudication, Emergency Medical Services (EMS) data, and trauma registries. By the end of fiscal year 2014, this will also include vehicle registration files and medical examiner files. These merged databases will fulfill the information needs of managers in the departments of public safety and health to develop specific highway safety countermeasures.

- **Strategy:**

- To improve access to all components of the highway safety information system.

- **Achievements:**

- Citation/Adjudication system through the eCite project for the Mississippi Highway Patrol in all 9 troop districts was completed and accessible by DPS officials and authorized personnel on the state public safety data lab website.
 - Accessibility of roadway files through eCite mapping system has been completed for all 9 troop districts and implemented statewide by the MS Highway Patrol.

- **On-going:**

- Vehicle registration and Driver License system, Collaboration between AAMVA and Nlets for Drivers License Exchange (CANDLE), is a project for 2013/2014 project year.
 - Complete redesign of the Public Safety Data Lab to include accessible crash data by city, county and state, general information, informational highlights, contact information, reports and publications section, resource section for the general public to access traffic safety factsheets, public service announcements, and mission statement/objectives.

- **Strategy:**

- Ensure that all traffic records files maintain linkage data elements when data structures are created or modified.

- **Achievements:**

- By fiscal year 2014, modifications/upgrades to the Uniform Crash Report "ReportBeam" related to cell phone use, vehicle identification and motor carrier information can be accessed and utilized during statistical analysis by authorized users, DPS, MDOT, FARS analyst, Federal Motor Carrier Safety Administration as well as other agencies.

- State property damage caused by a motor vehicle crash can also be identified by MDOT and utilized in the cost recovery process by the state seeking restitution for the damaged property.
- **On-going:**
Implementation of the CANDLE Project for the 2013/2014 which will address the VIN issue linking information from Department of Revenue to the uniform crash report.
- **Strategy:**
Create a uniform coroner database, especially for traffic fatalities, and link death certificates, blood alcohol information and drug test results with the police crash report, the state FARS database and injury surveillance data.
- **Achievement:**
Completed in 2010 and fully functional/accessible in 2011.
- **Strategy:**
Utilize the Mississippi EMS Information System (MEMSIS) system which is National EMS Information System (NEMSIS) compliant to link police crashes to ambulance reports and trauma registries.
- **On-going:**
Planned project to be implemented at a later date.
- **Strategy:**
Develop computer program to link DUI citations written at crash scenes with Intoxilyzer 8000 database to enhance tracking of DUI through enforcement, adjudication, disposition and driver history file.
- **On-going:**
Planned project for 2013/2014 project year.

Goal 2.

By fiscal year 2014, Mississippi will fully implement an Electronic Citation/Conviction System including DUI arrests for the Mississippi Highway Patrol (MHP) and commence local law enforcement agency deployment.

- **Strategy:**
Use a phased implementation approach that begins with the electronic transfer of court dispositions of traffic violations between the municipal and justice courts and the Department of Public Safety (DPS).

- **Achievement:**

This strategy was implemented in 2010, however, to date not all courts are submitting electronically. All 82 county courts are reporting state highway patrol citations and a limited number of municipal courts are reporting electronically.

- **On-going:**

Efforts will continue in the 2013/2014 project year to get all courts to comply with the electronic transfer of court dispositions for all citations. This will be accomplished through the eCite project as well as continued efforts by MOHS.

- **Strategy:**

Implement an MHP electronic citation system that incorporates the Mobile Data Terminals and magnetic stripe/bar code technologies of the Mississippi driver's license. Create electronic citation records for justice and municipal courts to access.

- **Achievement:**

Completed in 2012 for all 9 Troop District for all sworn state troopers and non-enforcement personnel. Completed implementation and training for approximately 475 MS Highway Patrol personnel and court personnel.

- **On-going:**

Will begin implementation of the next phase of the project for local and county agencies, starting with county sheriff departments in 2013/2014 project year.

- **Strategy:**

Implement Commercial Driver's License (CDL) Violations and Dispositions in a timely manner to fulfill all facets of the Commercial Motor Vehicle Safety Act (CMVSA) and Commercial Driver License Information System (CDLIS) federal mandates.

- **Achievement:**

Completed and fully implemented in 2010/2011 project year.

Goal 3.

By fiscal year 2014, Mississippi will improve the traffic records integration to DPS Mississippi Justice Information System (MJIS) to allow for on-line access to new tag registration files. By the end of FY-2013 Driver/CDL files will allow local and State Law Enforcement access to personal identification data elements to populate electronic citation/crash reports.

- **Strategy:**

Modify existing mainframe computer programs to create linkage capability to new tag and driver license files to interface with MJIS technologies.

- **On-going:**

To be implemented through the CANDLE Project in 2013/2014. See project description for more information.

- **Strategy:**

Allow local law enforcement access to digital photographs from the driver license master file on-line to verify subjects, produce BOLO(Be on Look Out – Law Enforcement term) documents and missing person reports.

- **On-going:**

To be implemented through the CANDLER Project in 2013/2014.

- **Strategy:**

Implement mobile computer technology for the capture of citation data for Mississippi and out-of-state drivers.

- **Achievement:**

Completed in 2011/2012 for MS Highway Patrol.

- **On-going:**

Implement technology for the 82 county sheriff departments then start implementing technology to local police departments in 2013/2014 project year.

- **Strategy:**

Provide continued training in the new technologies (GPS, Report Beam, mobile computing) to assure use increases accuracy, timeliness, and accessibility of highway safety data.

- **Achievement:**

On-going training and refresher training process offered for all technology systems/upgrades for all systems throughout each fiscal year.

Goal 4.

To make the MS Uniform Crash Reporting system more accurate and accessible by all authorized users in extracting statistical data needed by the agency. Update current state crash system to allow for more timely, accurate and accessible query of the system to generate crash reports for agency jurisdiction.

- **Strategy:**

Upgrade, the Crash Report to include both new and revised edit routines. It will contain drop-down boxes for pick-and-choose data values, especially alpha-numeric attributes. The query structure will allow data fields to be returned as cross-tabulations, multi-variate distributions or columnar fields. The query will also return data export options such as spreadsheets, tables, databases, and/or text files. Look into a mapping program to map all crashes by type and also be able to self-populate when filling out the crash report by use of location arrow points then able to narrow in on GPS coordinates.

Goal 5.

Use the recommendations listed in the Traffic Records Assessment in an effort to remain compliant with the Section 405(c) of MAP-21 requirements in 2013.

• **Strategy:**

Use the recommendations listed in the Traffic Records Assessment to update the States Traffic Records System.

Qualification Requirement No. 3: Quantifiable and Measurable Progress Requirement

The State seeks to qualify under Criteria No.3

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 on January 28, 2013 and an update of interim progress report on June 5, 2013. Below is the updated performance measure that was selected, along with justification, measure, improvement and value of measure to show progress.

**SECTION 405
STATE TRAFFIC SAFETY INFORMATION SYSTEM IMPROVEMENTS GRANTS
INTERIM PROGRESS REPORTING IN FY 2014**

**State Traffic Safety Information System Improvements Grant
Interim Progress Report**

State: **Mississippi** Report Date: **6/5/2013** Submitted by: **Robert M. Hancock**
Regional Reviewer:

| | |
|--|---|
| System to be Impacted | <input type="checkbox"/> CRASH <input type="checkbox"/> DRIVER <input type="checkbox"/> VEHICLE <input type="checkbox"/> ROADWAY <input checked="" type="checkbox"/> CITATION/ADJUDICATION <input type="checkbox"/> EMS/INJURY OTHER specify: |
| Performance Area(s) to be Impacted | <input type="checkbox"/> ACCURACY <input checked="" type="checkbox"/> TIMELINESS <input type="checkbox"/> COMPLETENESS <input type="checkbox"/> ACCESSIBILITY <input type="checkbox"/> UNIFORMITY <input type="checkbox"/> INTEGRATION OTHER specify: |
| Performance Measure used to track Improvement(s) | <p>Narrative Description of the Measure</p> <p>Justification: There is no statewide automated citation/conviction system. The Mississippi Department of Public Safety (DPS) does not have a system to write or track traffic citations written in Mississippi electronically.</p> <p>Measure C/A-T-1: The mean number of days from (a) when the date of the citation was issued to (b) the date the citation is entered into the statewide citation database or a first available repository.</p> |
| Relevant Project(s) in the State's Strategic Plan | <p>Title, number and strategic Plan page reference for each Traffic Records System improvement project to which this performance measure relates</p> <p>Project Title: MSU/SSRC E-citation Project, 12-K9-401-2, Page 26 of the current Strategic Plan.</p> |

| | |
|--|--|
| <p>Improvement(s) Achieved or Anticipated</p> | <p>Narrative of the Improvement(s)</p> <p>Prior to 2011, citations were completed by hand and officers had to drive to the specific court to swear in to the citation. Court clerks had to manually input citations in the County system. After the adjudication process, the court clerks had to hand write the disposition on the ticket with a statement of assessments etc., and then submit the copies by mail to DPS. DPS would then manually input the citation into the DPS main frame driver's records filing system. The mean number of days from (a) when the date of the citation was issued to (b) the date the citation is entered into the County System is 30 days. Currently, Mississippi Highway Patrol (MHP) citations are written electronically and then submitted electronically to the specific court where they are sworn in within minutes. The mean number of days from (a) when the date of the citation was issued to (b) the date the citation is entered into the Statewide eCitation's CiteSearch System (This is the database system that is used for each court to store all citation information for trooper accountability and court) is measured within 2 minutes. Citations are available for the court clerks through Citesearch for view and pull for payment or set up for court after 7 days from issuance (MHP Policy) unless it is a jailed offense or DUI and then it is pulled for court immediately upon transfer from troopers system.</p> |
| <p>Specification of how the Measure is calculated / estimated</p> | <p>Narrative Description of Calculation / Estimation Method</p> <p>Calculations are measured within the 81 of the 82 Justice Courts that are accepting electronic citations for the Mississippi Highway Safety Patrol.</p> <p>From 4/1/11-3/31/12 there were 176,197 electronic citations stored in the CiteSearch database of the eCite system. Those electronic citations averaged 11.4 days from time citation was received by the court till it was placed in the system. The measure is calculated from time citation was written till it was received by the court system. Manual tickets that were written took an average of 30 days from when it was written to get to the court clerk to be placed in the system.</p> <p>From 4/1/12-3/31/13 there were 295,361 electronic citations stored in the CiteSearch database of the eCite system. Those electronic citations averaged 8.5 days from time citation was received by the court till it was placed in the system (note that this includes the 7 day mandatory hold in the system per MHP policy for trooper view and weekends). Electronic tickets that were written took an average of 2 minutes from the time it was written to be transmitted from the car, to be placed in the CiteSearch database (time is depending on wireless signal from modem in the car). Manual tickets that were written took an average of 30 days from when it was written to get to the court clerk to be placed in the system.</p> |
| <p>Date and Baseline Value for the</p> | <p>4/1/2011-3/31/2012–</p> <ul style="list-style-type: none"> • MHP tickets with Electronic Citations issue dates between 4/1/11 and |

| Measure | <p>3/31/12 = <u>176,197</u></p> <ul style="list-style-type: none"> • Average time between issue date/time and vendor download date/time = 273.09 hours or 11.4 days <ul style="list-style-type: none"> ▪ Please note, however, that eCite tickets would have all been visible to clerks on CitSearch 7 days from issue date for non-jailed offenses and immediately upon transfer from trooper’s system for jailed offenses | | | | | | | | | | | | | | | | | |
|---|--|-------------------------|--|----------------------|--------------------|--------------------|--|---------|--------|---|--------------|---------|--|---------|---------|---|---------------------------|-------------------------|
| Date and Current Value for the Measure | <p>04/01/2012-3/31/2013-</p> <ul style="list-style-type: none"> • MHP tickets with issue dates between 4/1/12 and 3/31/13 = 295,361 • Average time between issue date/time and vendor download date/time = 204.6 hours or 8.5 days | | | | | | | | | | | | | | | | | |
| Regional Reviewer’s Conclusion | <p>Check one</p> <p><input type="checkbox"/> Quantitative performance improvement <i>has</i> been documented</p> <p><input type="checkbox"/> Quantitative performance improvement has <i>not</i> been documented</p> <p><input type="checkbox"/> Not sure</p> | | | | | | | | | | | | | | | | | |
| If “has not” or “not sure”: What remedial guidance have you given the State? | | | | | | | | | | | | | | | | | | |
| Comments | <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: center;"><i>Required Data</i></th> <th style="text-align: center;">4/1/2011-3/31/2012</th> <th style="text-align: center;">4/1/2012-3/31/2013</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">Number of Citations Submitted Manually</td> <td style="text-align: center;">101,208</td> <td style="text-align: center;">29,191</td> </tr> <tr> <td style="text-align: center;">Average Time Between submission of Manual Citations and Entry into Court Repository</td> <td style="text-align: center;">30 – 40 Days</td> <td style="text-align: center;">30 Days</td> </tr> <tr> <td style="text-align: center;">Number of Citations Submitted Electronically</td> <td style="text-align: center;">176,197</td> <td style="text-align: center;">295,361</td> </tr> <tr> <td style="text-align: center;">Average Time Between submission of Electronic Citations and Entry into Court repository</td> <td style="text-align: center;">273.09 hours or 11.4 days</td> <td style="text-align: center;">204.6 hours or 8.5 days</td> </tr> </tbody> </table> | | | <i>Required Data</i> | 4/1/2011-3/31/2012 | 4/1/2012-3/31/2013 | Number of Citations Submitted Manually | 101,208 | 29,191 | Average Time Between submission of Manual Citations and Entry into Court Repository | 30 – 40 Days | 30 Days | Number of Citations Submitted Electronically | 176,197 | 295,361 | Average Time Between submission of Electronic Citations and Entry into Court repository | 273.09 hours or 11.4 days | 204.6 hours or 8.5 days |
| <i>Required Data</i> | 4/1/2011-3/31/2012 | 4/1/2012-3/31/2013 | | | | | | | | | | | | | | | | |
| Number of Citations Submitted Manually | 101,208 | 29,191 | | | | | | | | | | | | | | | | |
| Average Time Between submission of Manual Citations and Entry into Court Repository | 30 – 40 Days | 30 Days | | | | | | | | | | | | | | | | |
| Number of Citations Submitted Electronically | 176,197 | 295,361 | | | | | | | | | | | | | | | | |
| Average Time Between submission of Electronic Citations and Entry into Court repository | 273.09 hours or 11.4 days | 204.6 hours or 8.5 days | | | | | | | | | | | | | | | | |

Qualification Requirement No. 4: Requirement to Conduct or Update a Traffic Records Assessment

The State seeks to qualify under Criteria No.4

The MOHS had a Traffic Records Assessment in 2008. A Traffic Record Assessments is in currently being performed and began June 4, 2013. Recommendations from 2013 Assessment will not be available for review until August 2013. Below is an over view of the 2008 assessment information and recommendations. A copy of the 2008 Traffic Records Assessment and updates on all recommendations are attached. (MOHS Appendix –Traffic Records-D)

2008 Traffic Records Assessment Update Report

The last peer review (assessment) of Mississippi's highway traffic records capabilities was conducted March 31 through April 4, 2008. Over 75 professionals involved in highway safety programs in the State were interviewed. A team of professionals with backgrounds and expertise in the several component areas of traffic records data systems (crash, driver/vehicle, traffic engineering, enforcement and adjudication, and EMS/Trauma data systems) conducted the assessment. MOHS will conduct another assessment in 2013 based on assessment procedure recommended and approved by NHTSA.

The following are the major recommendations found in the 2008 Traffic Records Assessment, along with the progress that the MOHS has made in the recommendations. A complete listing of all recommendations with progress updates is attached. (MOHS Appendix-Traffic Records-D)

Crash Records Information System

- Identify problems with GPS crash locating errors. Implement a solution to correct the errors at the source to reduce the need for the MDOT data cleansing effort. Any corrections in crash location should be updated on the DPS state crash file so all users can benefit from more accurate information.
 - **Training has been undergoing with agencies to be sure of the specific location of the GPS coordinates of the crash. A mapping program is currently under review for development with the state using MDOT map for easy access and transfer of crash locations. This will allow the officer writing the crash report to click on the map, choose the exact location the crash occurred, which will then populate the exact GPS coordinates.**

- Develop a Web based query tool at DPS with access to a public-use redacted version of the crash dataset.
 - **This system is currently available and updated on the Public Safety Data Lab website <http://psdl.ssrc.msstate.edu/>**

Driver & Vehicle Records System

- Resolve the procedure for enforcement officers submitting inquiries to NCIC on tags that contain characters smaller than those of standard size or any other variance from the basic tag style through a cooperative decision process.
 - **Completed with partnership of Department of Revenue and Department of Public Safety.**

- Begin using the name on the driver license for titles and registrations in anticipation of the requirement to link vehicle and driver information for highway safety and homeland security concerns.

➤ **Undergoing with a partnership with Department of Revenue.**

Plan to include a bar code on the registration document to assist law enforcement and to enhance the ability of enforcement to capture the registration information for electronic crash reporting now and electronic citations when developed.

➤ **Undergoing with a partnership with Department of Revenue through the CANDLE project.**

Begin treating information pertaining to non-commercial drivers in policy and processes comparable to those for commercial drivers. Information from a previous state of licensing can be as significant as adverse history information generated in Mississippi.

➤ **Upcoming project to work on.**

Follow up rejected conviction records with the courts to which they are returned, and provide assistance in establishing correct identification of licensed drivers.

➤ **Drivers Services is working on this issue.**

Begin creating records on unlicensed Mississippi drivers and out-of-state drivers and updating those records when subsequent actions need DPS attention.

➤ **Undergoing project with eCitation program. Currently all of MHP citations are written through eCite and accounts for all citations written**

Injury Surveillance System

Establish a functional comprehensive statewide injury surveillance system that supports all aspects of injury transport, treatment, and prevention activities.

➤ **State continues its efforts to establish a functional comprehensive statewide injury surveillance system that supports all aspects of injury transport, treatment, and prevention activities.**

Seek legislative support and permanent funding for the EMS data collection and analysis system.

➤ **The State continues its efforts to seek legislative support and permanent funding for EMS data collection/analysis system.**

Seek legislative funding and support to hire a State Medical Examiner that could provide direction, education and oversight to the coroners and medical examiners throughout the state.

➤ **This was accomplished in 2010 as a result of 2009 legislative appropriations to fully fund two forensic pathologists.**

Develop a data quality process for the EMS data collection system that provides the EMS providers with a report of what records were rejected, why the data were rejected and the percentage of rejected records. These reports will assist the EMS providers and the BEMS in identifying data quality issues and needs.

➤ **Planned Project at a later date.**

Develop a process that will allow local and regional EMS providers to access their data in the State EMS data repository.

➤ **Planned Project at a later date.**

Citation Records System

Create a statewide repository for all citations issued and their dispositions for use in traffic safety analysis. This citation information system should be:

o Inclusive of all citations distributed by the State Auditor to Law Enforcement.

➤ **Ongoing project with eCitation. Currently all of MHP Citations are accounted for. Working with the local departments at this time.**

o Inclusive of all citations submitted to the courts for adjudication.

➤ **Ongoing project with eCitation. Currently all of MHP Citations are accounted for. Working with the local departments at this time.**

o Capable of reporting electronic dispositions from 100% of the courts to the driver history record.

➤ **Ongoing project with eCitation. Currently all of MHP Citations are accounted for. Working with the local departments at this time.**

Begin development of an electronic citation issuance (including DUIs) process.

o Capitalize on the state's investment in laptops, GPS, and cell cards.

➤ **Ongoing project with eCitation. Currently all of MHP Citations are accounted for. Working with the local departments at this time.**

➤ **Currently in the testing phase for the electronic DUI citation**

o Develop standards for ensuring accuracy on the front-end of ticket preparation.

➤ **Ongoing project with eCitation. Working with the local departments at this time. Currently in the testing phase for the electronic DUI citation and developing standards.**

Roadway Information Systems

- Provide assistance to county and municipal officials in the use of data from *ReportBeam* and SAMS for safety analysis and project development.
 - **Training has been undergoing with agencies in the proper use of crash data as well as working on methods for making it more user friendly.**

TRCC

- Continue building the strong role of the STRC in Mississippi by formal establishment of the STRC by Governor's Executive Order and/or Memoranda of Agreement.
 - **Ongoing. Met January 2013, February 2013 and March 2013. At the March meeting the Charter was reauthorized, voted on by the STRCC and adopted.**
- Expand the representation on both the executive and working level STRC to include courts (especially and critically AOC).
 - **The STRCC has a judiciary representative.**

Strategic Planning

- Charge the STRC with the development of a new Strategic Plan based on the findings of this assessment.
 - **Goal 5. Use the recommendations listed in the 2013 Traffic Records Assessment in an effort to remain compliant with the Section 405 (c) of MAP-21 requirements.**

STRATEGY: Use the recommendations listed in the Traffic Records Assessment to update the states Traffic Records System.

- Provide more detail on projects with performance measure baselines and benchmarks as suggested.
 - **Currently undergoing.**
- Develop budget information for each project as required by SAFETEA-LU for a Section 408 application.
 - **Currently developed.**
- Establish project management and tracking procedures for the items in the Strategic Plan so that the STRC (and grant funding agencies) may more readily review progress.
 - **Currently Tracking.**

Qualification Requirement No. 5: Requirement for Maintenance of Effort

See attached Maintenance of Effort information. (MOHS Appendix –Traffic Records-E)

Impaired Driving Countermeasures Grants 405(d):

Impaired Driving Countermeasure Program under Map-21

Mississippi qualifies as a Mid-Range State, under Map-21. Mississippi had an average fatality rate of .53 between 2008 and 2010, which is between the required .30 and lower than .60 to qualify as a mid-range state. Mississippi had total of 658 fatalities during 2008-2010 and had a total of 123,979 VMT, which gave the rate of .53.

A copy of the required Maintenance of Effort is attached regarding other funding sources that the MOHS uses. (MOHS Appendix –Impaired Driving -E)

To qualify for funding for the FY14 grant year, Mississippi, as a mid-range state, must meet the qualification criteria below:

Qualification Criteria for a Mid-Range State:

Qualification Requirement No. 1: Statewide Impaired Driving Plan.

The State seeks to qualify under Qualification Requirement No.1

The Mississippi Statewide Impaired Driving Plan was created for the FY13 405(d) application and incorporated into the FY14 HSP. An update to the plan was approved by the statewide impaired driving task force on June 14, 2013.

Mississippi Statewide Impaired Driving Plan for FY 2014

Problem Identification

The MOHS's primary goal is to assist State, local, non-profit organizations, community groups, institutions, colleges and universities in developing and implementing innovative highway safety programs which will in turn reduce the total number of fatal and serious injury crashes, including those that are alcohol related.

Mississippi continues to see a decrease in fatal crashes and traffic fatalities. There was an 8% reduction in both fatal crashes and traffic fatalities in 2010 with 50 fewer fatal crashes and 59 fewer traffic fatalities. State data indicates that total fatal crashes went from a total of 681 in 2009 to 567 in 2011. (FARS shows 700 for 2009 and 630 for 2011). The alcohol related fatalities went down from 264 in 2009 to 120 in 2011.

The total number of DUI arrests increased from 32,099 in 2009 to 33,153 in 2010 with a 10% reduction in 2011 to 29,552. The average (mean) BAC for all DUI arrests during 2010 was .138, and remained the same in 2011, which is consistently above the per se BAC of .08 and .02 for under age 21. The proximity of the mean for DUI arrests to .08 is a direct measure of the potential impact of DUI enforcement to raise the perception of risk for arrest among persons prone to drink and drive. The fines assessed for DUI in Mississippi are above \$7 million dollars annually.

In Mississippi for 2010, 36% of all fatalities were alcohol related, while the national average was 37%. Based upon FARS data, (2011) alcohol related fatalities in Mississippi are down to 21.2%,

well below the national average. MOHS plans to continue its aggressive efforts to reduce overall crashes, fatal crashes, injury and the economic losses caused by alcohol-related traffic crashes.

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

Underage drinking and driving continues to be a major traffic safety problem. The percentage of total teenage DUI's is greater than 6.1%. Mississippi underage drivers accounted for 8% of the total Mississippi drivers arrested for DUI in 2011.

As a part of the overall Impaired Driving Program, impaired motorcycle riders will be an emphasis area for the FY14 grant period. Officers will continue to receive specialized training on the enforcement of impaired riders. MOHS will engage in an active public education and information campaign.

The alcohol traffic safety indicators show positive changes from 2007 to 2011. The most recent "Drive Sober or Get Pulled Over" public information and education campaign, coupled with strict traffic enforcement by State and local departments, document that the State has made significant progress in reducing deaths and injuries on MS roadways. Since 2007, both fatal traffic crashes and fatalities have steadily declined. Over the last five years, fatal crashes have decreased by 29.5%. For the same time period, traffic fatalities have decreased by 28.7%.

Programs and Projects:

There are approximately eighty (80) impaired driving projects and programs being implemented in MS during FY14. These consist of the following types of programs and projects: enforcement, public information/outreach, education and training. The MOHS funds approximately sixty-four (64) full-time Driving Under the Influence (DUI) officers in the State, the MS Law Enforcement Liaison (LEL) Office, including nine (9) LEL Troop Network Coordinators assigned to each of the nine (9) troop districts throughout the State, a Traffic Safety Resource Prosecutor, Social Science Research Center conducted by Mississippi State University (MSU), Mothers Against Drunk Driving (MADD) and many others.

The MS LEL Office conducts training for law enforcement agencies throughout the State. The TSRP travels statewide assisting courts, prosecutors, law enforcement agencies, etc. in the prosecution of DUI cases throughout the State. The MS LEL's and TSRP work in coordination to provide training in Standard Field Sobriety Testing (SFST), Advanced Roadside Impaired Driving Education (ARIDE) and Drug Recognition Expert (DRE) Courses throughout the State. Additionally, the TSRP conducts training conferences each year for prosecutors and law enforcement officers working together along with judicial training for Judges in conjunction with the State's Judicial College. The TSRP works with the State's Judicial College in training for Judges and Court Clerks. The TSRP conducts training session for new recruits at the State's police academy.

As part of the overall impaired driving program, Mississippi will add the services of a Judicial Outreach Liaison in FY14.

Goals & Strategies for FY 2014:

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 from 15% from the 2011 calendar year of 158 to 134 by end of FY14. To decrease the number of fatalities by an additional 5% for a long term goal of 127 by the end of 2015.

- To decrease the number of alcohol related motorcyclist fatalities from 3 in 2011 to 2 by the end of FY14. To decrease the number of alcohol related motorcyclist fatalities for a long term goal of 1 by the end of 2015.
- To decrease the number of impaired related crashes involving drivers under the age of 20 from 3 in 2011 to 2 by the end of FY14. To decrease the number of impaired related crashes involving drivers under the age of 20 to 1 by the end of 2015.
- To increase the percentage of DUI convictions by 10% from 83.3% in 2012 to 92% by end of FY14.

Achievement Measure/Impaired Driving:

To increase the number of impaired driving arrests made during grant funded activities by 10% from 13,315 in 2011 to 14,646 by the end of FY14. To increase the number of impaired driving arrests issued during grant funded activities by an additional 5% for a long term goal of 15,378 by the end of 2015.

Countermeasures:

FY14 Impaired Driving Proposed Strategies

Alcohol countermeasures projects proposed for this fiscal year includes designated DUI enforcement units in problem localities. As a part of impaired driving funded programs, applicants are required to establish and implement seat belt use policies for their individual agencies, attend and participate in the Mississippi Association of Highway Safety Leaders meetings, and the National Impaired Driving Blitz initiatives including statewide campaigns utilizing the national message “*Drive Sober or Get Pulled Over*”. Sub-grantees awarded under alcohol countermeasure programs are encouraged to attend STORM during the training conferences along with utilization of resources and training offered by the LEL office as it relates to the impaired driver.

The MOHS uses the Countermeasures that Work: A Highway Safety Countermeasures Guide for State Highway Safety Offices, published by NHTSA to select strategies that will be used for the upcoming grant year. The MOHS will use the following countermeasures as strategies to accomplish the goals that have been set for the grant year.

- Countermeasure: 1.1 Administrative License Revocation
- Countermeasure: 2.1 Publicized Sobriety Checkpoints;
- Countermeasure: 2.2 Publicized Saturation Patrols;
- Countermeasure: 2.3: Preliminary Breath Test Devices (PBT);
- Countermeasure 2.4: Passive Alcohol Sensors: (PAS);
- Countermeasure 2.5: Integrated Enforcement;
- Countermeasure 3.1: DWI Courts;
- Countermeasure: 3.3: Court Monitoring;
- Countermeasures 4.1: Alcohol Problem Assessment and Treatment;
- Countermeasure 5.2: Mass Media Campaign;
- Countermeasure 5.3: Responsible Beverage Service;
- Countermeasure 5.5: Designated Drivers;
- Countermeasure 6.1: Minimum Drinking Age 21 Laws;
- Countermeasures 6.2: Zero Tolerance;
- Countermeasures 6.5: Youth Programs;
- Countermeasures 7.1: Enforcement Drugged Driving; and
- Countermeasure 7.2: Drugged Driving Law.

MOHS Impaired Driving Strategies:

The MOHS will also participate in the following as a part of an overall impaired driving comprehensive plan:

STEP Programs:

The Selective Traffic Enforcement Program (STEP) - include projects which pay for traffic enforcement overtime activities (above and beyond agency's current enforcement activities). All STEP programs must either have established written STEP operating policies and procedures, or will develop written policies and procedures before STEP grants can be executed.

- Fund impaired driving checkpoints and/or saturation patrol training;
- Impaired project agencies within a high risk location will conduct at least one special impaired driving enforcement operation per month;
- Distribute National Impaired Driving Campaign Blitz information/reporting packets;
- MHP will conduct at least two safety checkpoints per month within each of the areas ranked highest for alcohol related fatalities in the State;
- Each local project will generate earned media and shall utilize the earned media before, during and after planned high visibility enforcement efforts conducted during the National Impaired Driving Blitz Campaigns and State holiday campaigns.

STEP Enforcement Periods:

Law Enforcement agencies must participate in the following required State and national campaigns for impaired driving campaigns during the grant period:

National Campaigns: Must conduct minimum of four (4) checkpoints and/or saturation patrols during

these campaigns/blitz periods.

- Christmas/New Year's Impaired Driving Campaign; and
- Labor Day Impaired Driving Campaign

State Holiday Campaigns: Must conduct minimum of two (2) checkpoints and/or saturation patrols during these holiday campaigns/blitz periods.

- Thanksgiving Holiday period;
- Super Bowl Sunday (at least one checkpoint/saturation for one day event);
- Memorial Day Holiday period; and
- 4th of July weekend

High Visibility Enforcement:

State police and local law enforcement will be involved in conducting high visibility enforcement blitz efforts which will include checkpoints, saturation patrols and other detailed activities in a joint effort to reduce the number of alcohol-related fatalities in Mississippi.

The MOHS, along with all awarded agencies, will implement activities in support of national highway safety goals to reduce fatalities (according to their specific funding source). All awarded contracts are required to complete the HVE Compliance form at implementation which defines the mobilizations and sustained enforcement activities.

Enforcement agencies will be strongly advised to ensure the checkpoint has maximum visibility from each direction and has sufficient illumination to ensure safety during night inspection along with the use of reflective vest (use of vest outlined by MDOT).

Enforcement efforts from county, local law enforcement and the Mississippi Highway Patrol will be concentrated in areas which have been identified as driving fatalities and severe injuries crashes in Mississippi. Local Office of Highway Safety DUI projects will engage in saturation patrols and sobriety checkpoints.

The MOHS will continuously seek to develop and implement programs in the areas of enforcement, training, public awareness and community outreach, etc. in an effort to address impaired highway safety issues identified in FY14.

The implementation of these programs will assist the State in meeting the impaired driving highway safety goals and performance measures for FY14.

National Blitz:

Participate in the National Impaired Driving Crackdowns.

- Distribute education and outreach materials;
- Fund enforcement to multiple agencies(checkpoints/saturation patrol);
- Fund full time DUI Officers;
- Fund STEP high visibility enforcement activities;
- Issue press releases and participate in earned media; and

- Fund paid media.

Training:

Provide statewide training for Standardized Field Sobriety Training, Advanced Roadside Impaired Driving Expert, Drug Recognition Expert, Complete Traffic Stops and (Phlebotomy).

- Continue funding the Mississippi Law Enforcement Liaison (LEL) Training Program;
- Provide classes free of cost for law enforcement; and
- Provide technical support for law enforcement agencies thru statewide LEL's and LEL coordinators.

Survey:

Conduct an attitudinal survey based on the NHTSA/GHSA agreed upon questions to track driver attitude and awareness related to impaired driving.

- Contract with a Research Group to perform Behavioral Measures Survey;
- Conduct Survey within final quarter of grant period; and
- Generate final analysis report to include in the Annual Report.

Evaluation:

- Evaluate grant funded impaired driving activities;
- Review monthly cost report;
- Review monthly activity reports;
- Review quarterly progress reports;
- Conduct in-house monitoring; and
- Conduct on-site monitoring visits.

DUI Outreach/Court Monitoring:

- Fund a Judicial Outreach Liaison and court monitors to address the decline in DUI convictions throughout the State;
- Continue funding of two Court Monitors;
- Increase Judicial training;
- Work in conjunction with other impaired driving programs, i.e. TSRP and LEL programs; and
- Address the decline in impaired driving (DUI) conviction rate throughout the State.

Public Information and Education:

- Implement educational alcohol/drug programs aimed at reducing the number of impaired drivers among adults, as well as under the age of 21;
- Continue funding the MADD youth program across the State;
- Continue funding DREAM youth programs to reach youth through peer to peer education, conferences and programs across the State;
- Continue funding the MOHS Safety Training and Recognition Symposium, which provides training to law enforcement, partners and other groups through a 3 day educational conference on highway safety issues, including alcohol and drug programs;
- Fund and conduct internal and external outreach programs; and

- Provide driver education materials and information.

Education:

- Improve education on new and/or updated laws related to alcohol/drug impaired driving;
- Supply services through the LEL Program and TSRP Program;
- Provide information through MAHSL Meetings and special MOHS Task Forces;
- Enforce Underage Drinking Laws (EUDL) thru enforcement and education;
- Work in conjunction with Alcoholic Beverage Control (ABC) on underage drinking and server training programs beginning in 2014; and
- Provide training thru MASEP.

Judicial Training:

- Provide Prosecutorial and Judicial Training
- TSRP;
- Alcoholic Beverage Control (ABC);
- Conferences; and
- Judicial College; and MASEP.

Approval of Statewide Impaired Driving Plan:

On June 7, 2013, the MOHS emailed a copy of the updated and proposed Statewide Impaired Driving Plan to the statewide impaired driving task force for review and suggestions. The task force was asked to review the proposed State Impaired Driving plan and provide feedback and suggestions to the plan. The committee was asked to vote on the plan to be included as part of the FY14 NHTSA 405 Grant Application. The corresponding email, proposed impaired driving plan, final impaired driving plan and vote results are attached. (MOHS Appendix-Impaired Driving-A)

The impaired driving task force committee voted on June 14, 2013. Out of the 21 members of the impaired driving task force, 18 members of the committee voted for the approval of the plan. All members approved the Impaired Driving Plan.

Qualification Requirement No. 2: Statewide Impaired Driving Task Force

The State seeks to qualify under Qualification Requirement No.2

The Mississippi Office of Highway Safety uses the Mississippi Association of Highway Safety Leaders (MAHSL) Impaired Driving (Alcohol) sub-committee, as the statewide impaired driving task force.

Operation of the Task Force:

The MAHSL adopted its first by-laws on June 21, 1993 and they were last amended and adopted on September 15, 1995. Copies of the current by-laws are attached. (MOHS Appendix-Impaired Driving-B)

The Impaired Driving sub-committee of MAHSL was established in September 1995 and has been active since then.

The MOHS uses the MAHSL group and the Impaired Driving sub-committee to provide information to the general membership on information that may be helpful in their appropriate areas.

Schedule of Meetings:

The MAHSL meet every month on the 3rd Friday of the month, except for June and July. Copies of several of the meeting minutes are attached. MAHSL discusses information on highway safety through reports from sub-committees. (MOHS Appendix-Impaired Driving-C)

The Impaired Driving sub-committee of MAHSL corresponds through email, phone calls and meetings, if necessary. A special meeting was scheduled with the Impaired Driving sub-committee for the purpose of discussing and approval of the Statewide Impaired Driving plan for inclusion in the FY14 grant application.

Membership:

MAHSL is a collection of individuals that focus their efforts on highway safety issues. The group has a membership of approximately 340 individuals from across the State in a variety of different service areas that include areas of law enforcement and criminal justice and also include members in areas of drivers licensing, treatment and rehabilitation, ignition interlock programs, data and traffic records, public health and communication. A copy of the current MAHSL membership is attached. (MOHS Appendix-Impaired Driving-D) *Currently Mississippi does not have an ignition interlock law, but will not take effect until July 1, 2014 and as a result no ignition interlock representation has been selected to take part in MAHSL.

The current alcohol committee has 20 standing committee members, along with a chairman that calls for meetings and reports from the committee members. If a special Impaired Driving MAHSL meeting is scheduled additional members of MAHSL, may be invited to attend.

The current standing Impaired Driving committee members are:

Law Enforcement:

- Damon McDaniel-Gulfport Police Department
- Mark Sandridge-Madison County Sheriff's Department

Prosecution/Adjudication:

- Molly Miller-TSRP-Mississippi Attorney General's Office.
- Mississippi Judicial Outreach Liaison-Currently in Process of Determining

Treatment:

- Bill Henderson-Mississippi State University Social Science Research Center
- Darlene Murphy

Data/Traffic Records:

- Robert Hancock-Mississippi Office of Highway Safety
- Dr. Laura Myers-Mississippi State University-E-Citation Program

- Rusty Miley-Mississippi State University-E-Citation Program

Drivers Licensing:

- Wendell Wright

*Ignition Interlock:

*Mississippi does have an ignition interlock law, but will not take effect until July 1, 2014 and as a result no ignition interlock representation has been selected to take part in MAHSL.

Public Health:

- Nikki Johnson-Mississippi Department of Health

Communication:

- Twyla Jennings-Interim Communication Coordinator

Additional Members of the Impaired Driving Committee:

- Shantay Griffith-MADD (Impaired Driving Chairman)
- Kim Catchings-Motosteps
- Sheba Borden-Alcohol Services Center
- Rod Thurman-DREAM
- Velesha Williams-Jackson State University
- Tawni Basden-DREAM-Youth Programs
- Victor Randle-Tunica County Sheriff's Department
- Odell Thompson, Jr.-Thompson Consulting Group

Distracted Driving Grants:

The State does not qualify under the Distracted Driving Criteria.

Motorcycle Safety Grants:

The State does not qualify under the Motorcycle Safety Criteria

State Graduated Driver Licensing Grants:

The State does not qualify under the State Graduated Driver Licensing Criteria