

# Arkansas Highway Safety Office



***FY2012 Performance Plan  
and Highway Safety Plan***

**TABLE OF CONTENTS**

<b><u>SECTION</u></b>		<b><u>PAGE</u></b>
<b>Introduction</b>		<b>1</b>
Highway Safety Planning Process		2
Development Schedule		3
Highway Safety Office Organization		4
Mission Statement		4
ASP Organizational Chart		5
Executive Summary		6
Legislative Issues		9
<b>Performance Plan</b>		<b>11</b>
Problem Identification Process		11
Goal Setting and Performance Measures	13	
Program/Project Development		14
<b>Goals</b>		<b>15</b>
Overall Program Goals		16
Program Area Goals		17
Alcohol		17
Occupant Protection		17
Speed Enforcement		17
Motorcycle Safety		17
Pedestrian Safety		18
Teen Driver Safety		18
Traffic Records		18
Rail-Highway Grade Crossings		18
<b>Performance Measures</b>		<b>18</b>
<b>Highway Safety Plan</b>		<b>19</b>
<i>Planning &amp; Administration (P&amp;A)</i>		<b>19</b>
Program Overview		19
Personnel		20
Estimated 402 P&A Costs		21
Estimated 406 P&A Costs		22
<i>Alcohol &amp; Other Drugs Countermeasures Programs (AL)</i>		<b>23</b>
Program Overview		23
Performance Measures		24
Project Strategies		26

Tasks	27	
<b><i>Occupant Protection (OP)</i></b>		<b>34</b>
Program Overview	34	
Performance Measures	37	
Project Strategies	38	
Tasks	38	
<b><i>Speed Enforcement (SE)</i></b>		<b>44</b>
Program Overview	44	
Performance Measures	44	
Project Strategies	44	
Tasks	45	
<b><i>Traffic Records (TR)</i></b>		<b>48</b>
Program Overview	48	
Performance Measures	48	
Project Strategies	49	
Tasks	49	
<b><i>Rail-Highway &amp; Roadway Safety Program (RH/RS)</i></b>		<b>52</b>
Program Overview	52	
Performance Measures	53	
Project Strategies	53	
Tasks	53	
<b><i>Motorcycle Safety Program (MC)</i></b>		<b>55</b>
Program Overview	55	
Performance Measures	57	
Project Strategies	57	
Tasks	57	
<b><i>Pedestrian Safety (PS)</i></b>		<b>59</b>
Program Overview	59	
<b><i>Teen Driver Safety</i></b>		<b>60</b>
Program Overview	60	
Performance Measures	60	
Project Strategies	61	
Tasks	61	
<b><i>State Certifications and Assurances</i></b>		<b>62</b>
<b><i>Program Cost Summary</i></b>		<b>73</b>

**Governor of the State of Arkansas**

**Governor Mike Beebe**  
Governor's Office  
State Capitol Room 250  
Little Rock, Arkansas 72201

501-682-2345



**Governor's Representative**

**Colonel JR Howard**  
Arkansas State Police  
#1 State Police Plaza Drive  
Little Rock, Arkansas 72209

501-618-8299



**Highway Safety Office Administrator**

**Ms. Bridget White**  
Arkansas State Police  
Highway Safety Office  
#1 State Police Plaza Drive  
Little Rock, Arkansas 72209

501-618-8136



## INTRODUCTION

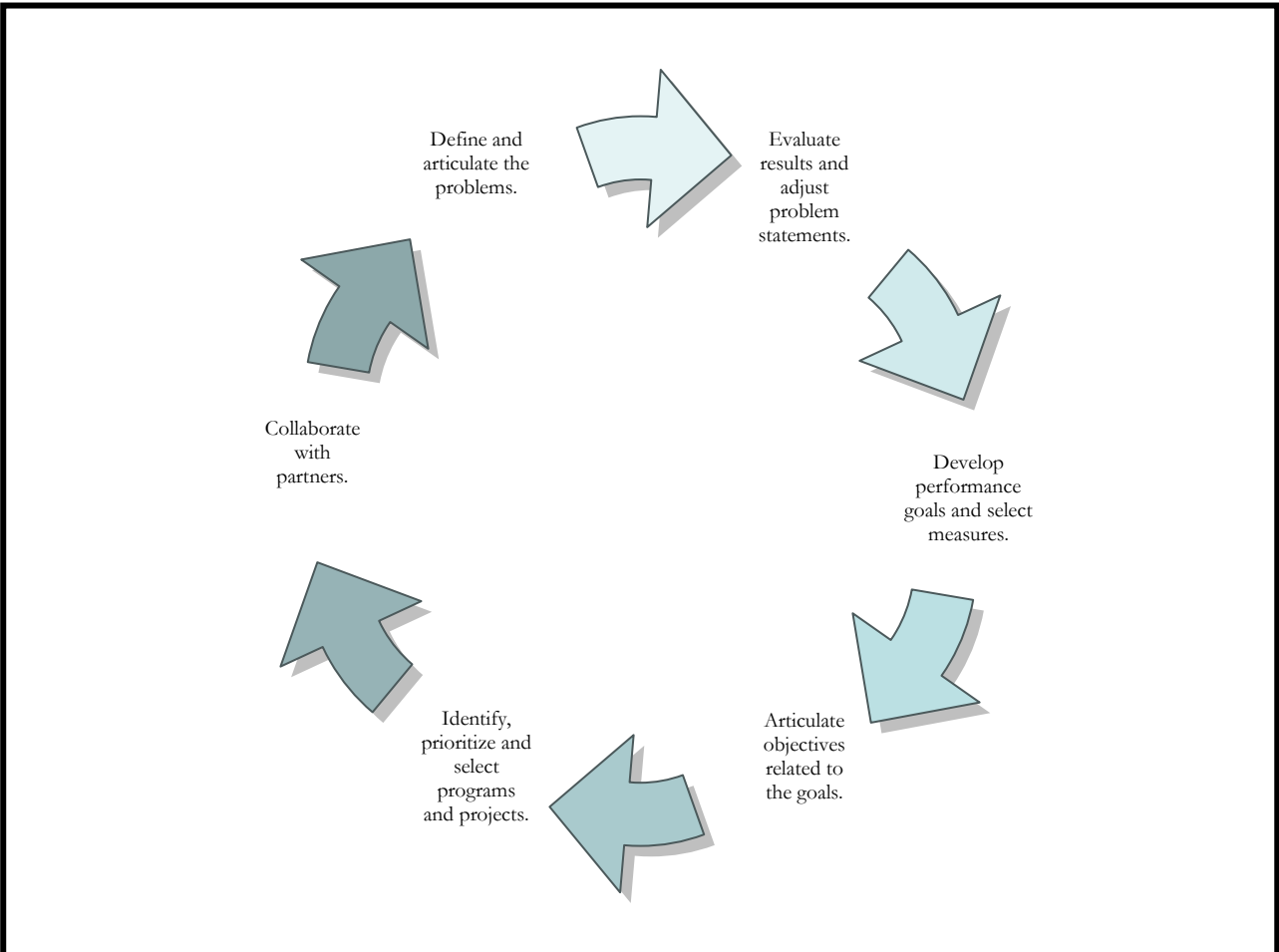
The State and Community Highway Safety Grant Program, enacted by the Highway Safety Act of 1966 as Section 402 of Title 23, United States Code, provides grant funds to the states, the Indian nations and the territories each year according to a statutory formula based on population and road mileage. The grant funds support state planning to identify and quantify highway safety problems, provide start-up or “seed” money for new programs, and give new direction to existing safety programs. Monies are used to fund innovative programs at the State and local level.

Nine highway safety program areas are designated as National Priority Program Areas. They are Occupant Protection, Impaired Driving, Police Traffic Services, Motorcycle Safety, Bicycle and Pedestrian Safety, Speed Control, Roadway Safety, Emergency Medical Services, and Traffic Records. Other areas are eligible for funding when specific problems are identified. The National Highway Traffic Safety Administration (NHTSA) is the Federal oversight agency for Section 402 programs.

The Highway Safety Office (HSO) of the Arkansas State Police (ASP) administers the Section 402 funds and oversees the highway safety program efforts supported by these funds for the State of Arkansas. The Highway Safety Plan developed by the HSO identifies the traffic related safety problems in Arkansas and recommends programs that are most effective in reducing traffic fatalities, injuries and crashes. The Performance Plan portion of this report presents the process for identifying problems and developing programs to address those problem areas to which Section 402, as well as State highway safety funds, will be applied.

There are several highway safety incentive grants available to the States through the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A legacy for Users (SAFETEA-LU). These incentive grants are earmarked for specific programs. Arkansas received Section 408 Data Improvements Implementation, 2010 Motorcycle Safety, 410 Alcohol Traffic Safety & Drunk Driving Prevention and 405 Occupant Protection grant funds. The program efforts supported by these incentive funds are also described in this plan.

## **HIGHWAY SAFETY PLANNING PROCESS CALENDAR**



The Highway Safety planning process, by its nature, is continuous and circular. The process begins by defining and articulating the problems. That stage leads to a collaborative effort and design with partners, which is an ongoing process. Development of performance goals and select measures is the next step followed by specific articulation of the objectives related to the performance goals. The process then requires identification and prioritization in the selection of programs and projects to be funded. Those programs and projects results are evaluated and appropriate adjustments are identified in new problem statements. At any one point in time, the Arkansas Highway Safety Office (AHSO) may be working on previous, current and upcoming fiscal year plans. In addition, due to a variety of intervening and often unpredictable factors at both the federal and state level, the planning process may be interrupted by unforeseen events and mandates.

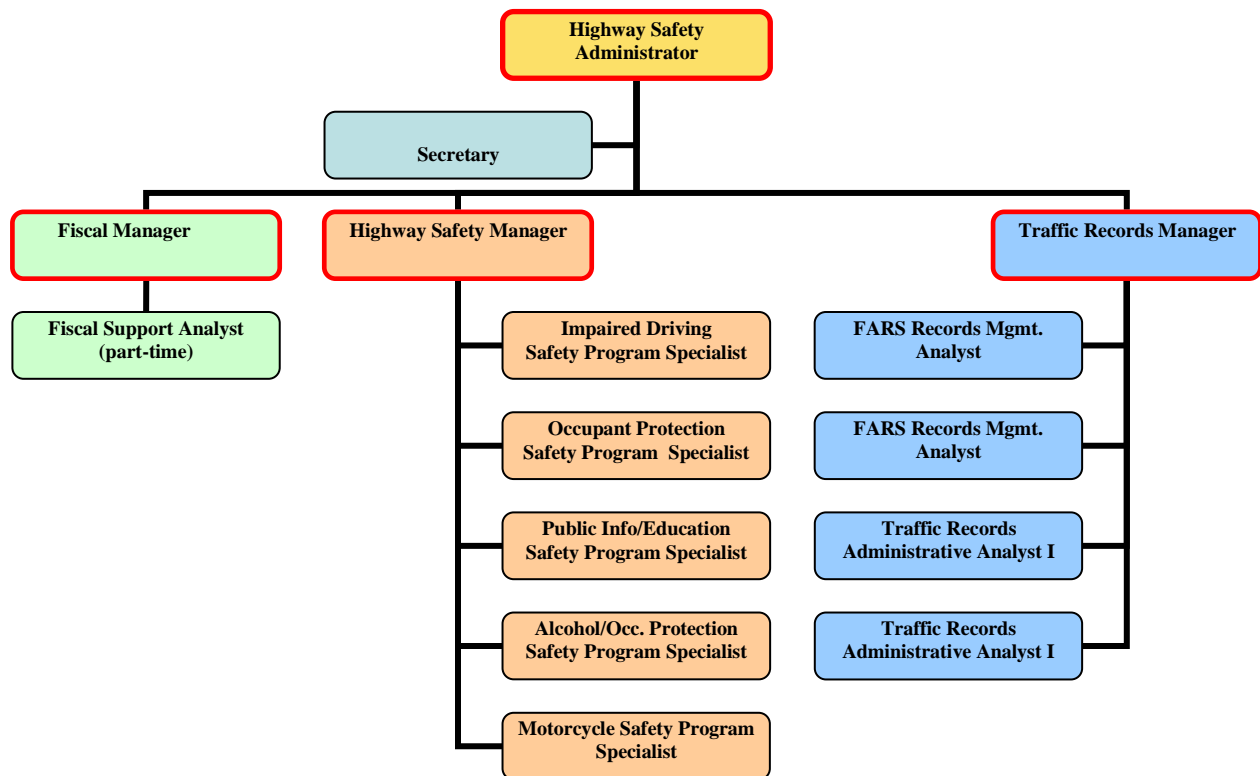
The following page outlines the sequence and timeline schedule that the AHSO has established for the development of the FY 2012 program.

**PERFORMANCE PLAN (PP) AND HIGHWAY SAFETY PLAN (HSP)  
DEVELOPMENT SCHEDULE FOR FY 2012 PROGRAM**

<u>Task</u>	<u>Completed By</u>
Begin problem identification:	October
* Collect and analyze data	thru May
* Identify and rank problems	
* Establish goals and objectives	
PMs, HSM and Administrator conduct planning meetings with highway safety partners	April-May
HSM request proposals from sub-grantees/contractors	May
Program Managers (PMs) submit charts and tables of crash data to Highway Safety Manager (HSM)	May
PMs meet with HSM and Administrator to review problem identification	May
Deadline for submission of proposals from sub-grantees/contractors	June
Fiscal Manager estimates funds available	June
PMs submit draft narrative of problem identification, proposed countermeasures and performance measures to HSM	June
PMs select and rank proposed countermeasures (projects) and review with HSM and Administrator	June
PMs submit program area draft to HSM for review	June
Draft PP and HSP reviewed by Administrator	July
Submit final PP and HSP for Director's signature	August
Submit PP and HSP to NHTSA & FHWA	August
PMs prepare agreements/contracts & submit for review	August
Send agreements/contracts to sub-grantees/contractors for signature	August
Agreements/contracts returned for Director's signature	September
Submit agreements/contracts for Director's signature	September
Mail copy of signed agreements/contracts to sub-grantees/contractors	September
Program implementation	October

## HIGHWAY SAFETY OFFICE ORGANIZATION

In July of 2002, by virtue of an Agreement of Understanding and the appointment of the Arkansas State Police (ASP) Director as the Governor's Highway Safety Representative, the Arkansas Highway Safety Office (AHSO) was transferred from the Arkansas Highway and Transportation Department to the Arkansas State Police. The program was authorized in the Arkansas State Police budget effective July 1, 2003 by the 84<sup>th</sup> General Assembly of the Arkansas Legislature. The AHSO retained its organizational identity within the ASP Director's Office, with the ASP Director/Governor's Representative reporting directly to the Governor. The ASP Organizational chart is shown on page 5.

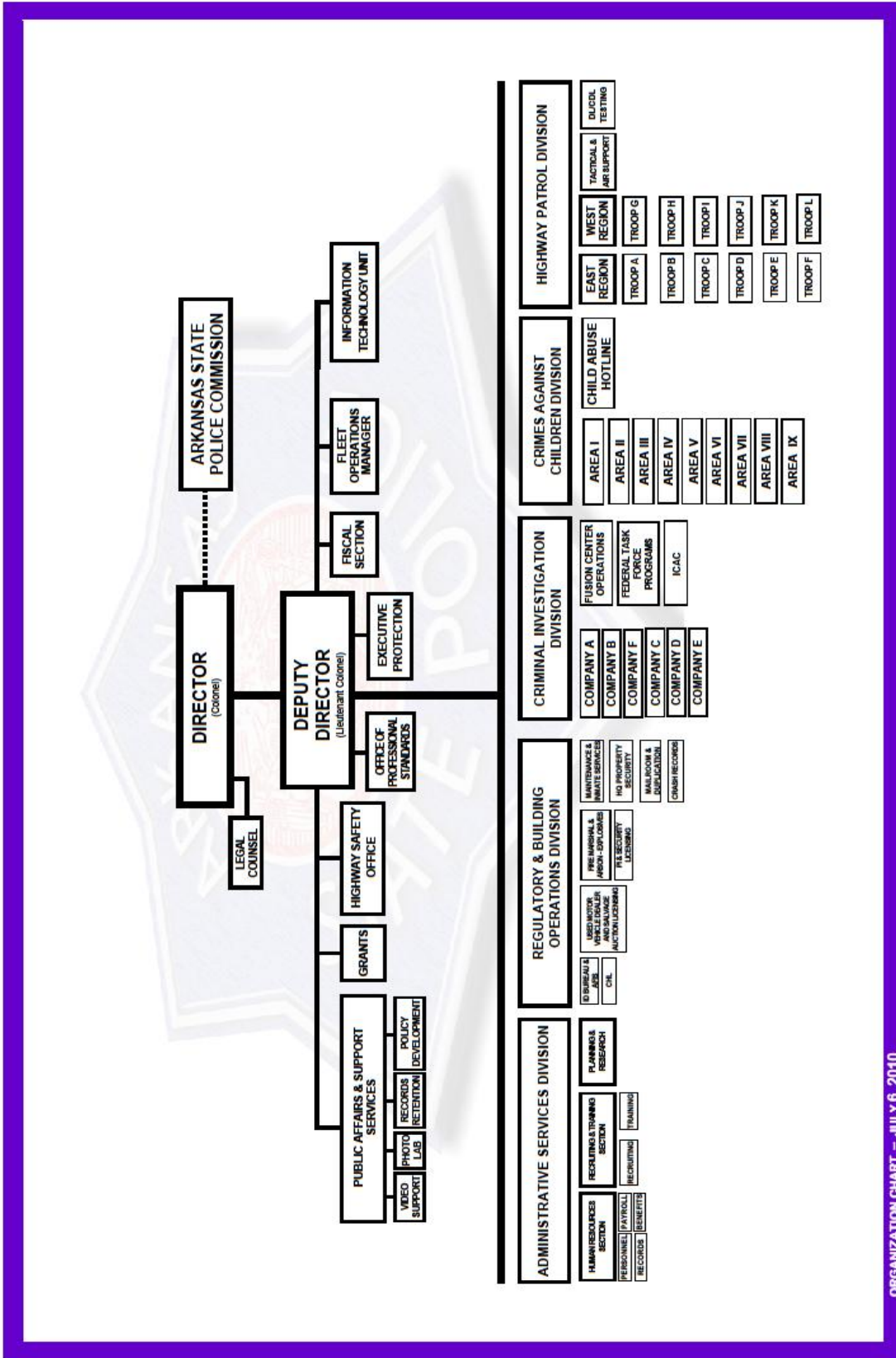


## MISSION STATEMENT

The Arkansas Highway Safety Office coordinates a statewide behavioral highway safety program making effective use of federal and state highway safety funds and other resources to save lives and reduce injuries on the state's roads, and provide leadership, innovation and program support in partnership with traffic safety advocates, professionals and organizations.



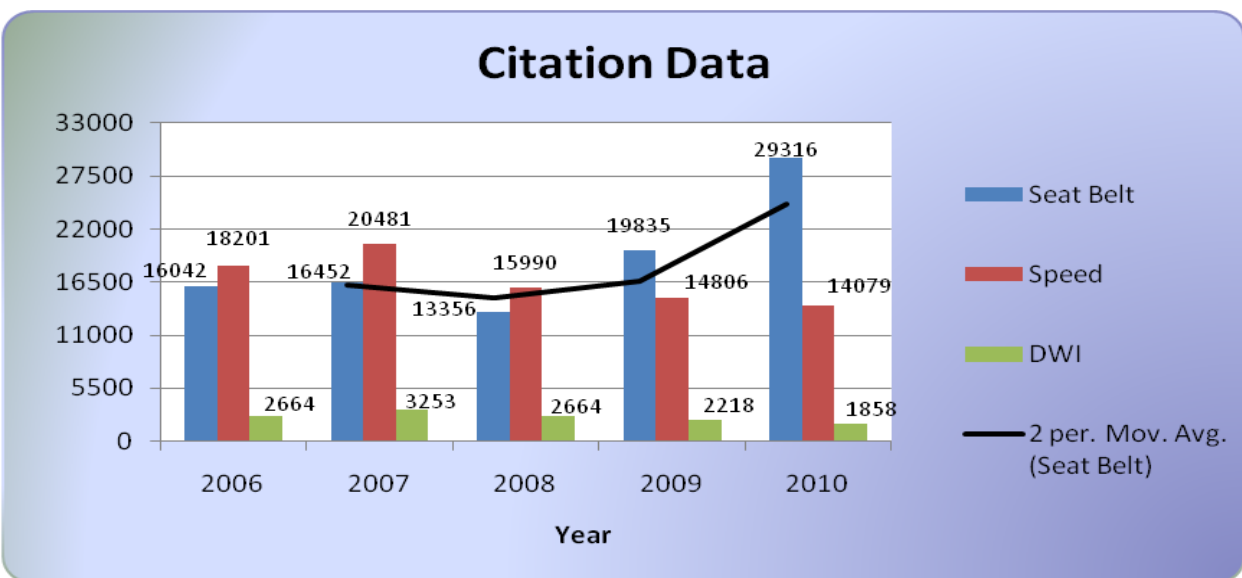
# Arkansas State Police Organizational Chart



## EXECUTIVE SUMMARY

The State of Arkansas is taking increased steps in addressing safety on our state's roadways as part of an effort to develop innovative strategies to reduce fatalities throughout the State. The Arkansas Highway Safety Office considers safety issues by focusing on behavioral aspects at the driver level. The goal of this fatality reduction focus is to reduce highway fatalities by better identifying driver behaviors that cause fatal crashes and targeting problem areas where fatal crashes occur.

Particular attention is being focused on the continued participation towards impaired driving, occupant protection and speed issues through Selective Traffic Enforcement Projects (STEPS). This program is stressed and sponsors active participation by approximately 40 Arkansas law enforcement agencies around the state. The following chart shows the citations issued by STEPs projects during the last four years.



Law Enforcement projects will include high visibility sustained enforcement of alcohol, occupant protection and speed limit laws. The national mobilizations of "Click it or Ticket" (CIOT) and "Drunk Driving. Over the Limit, Under Arrest"/"Drive Sober or Get Pulled Over" have benefited from the greater participation of local agencies and targeted media campaigns. The targeted media included paid television, radio, billboard advertisements and internet.

FARS data for Arkansas shows that the number of fatalities has declined from 654 in 2005 to 585 in 2009. The preliminary state data from 2010 shows fatalities at 572. The fatality rate, per 100 MVMT, for the most current period available (2005-2009) shows a decrease from 2.05 to 1.76. Serious injuries (2's & 3's) declined from 16,473 in 2005 to 13,292 in 2009.

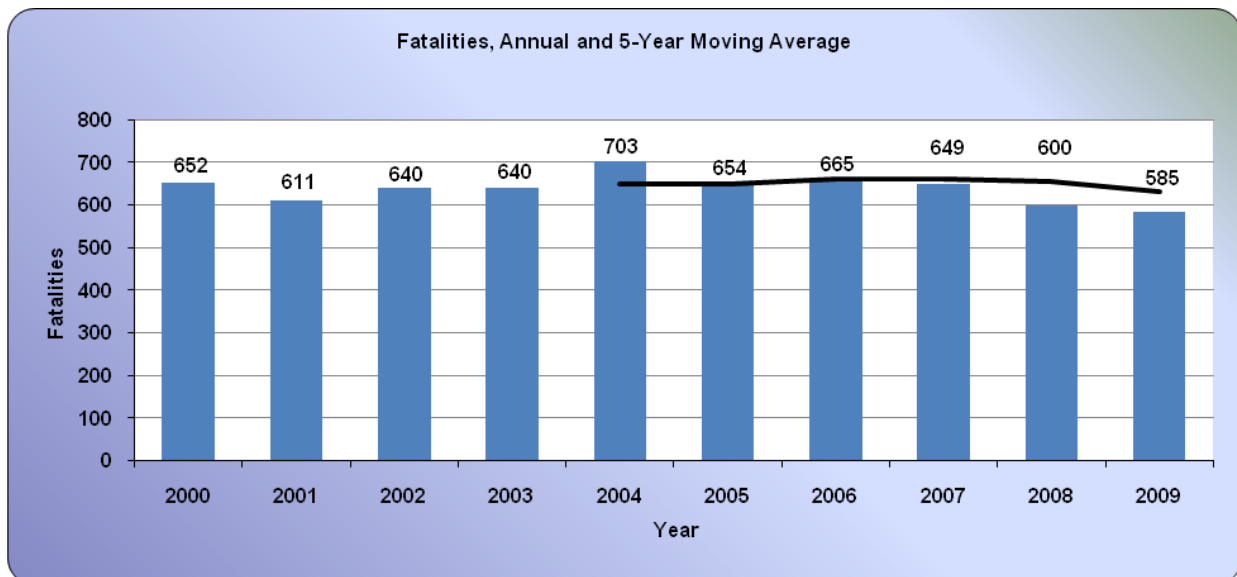
While these figures do indicate decreases in fatal and injury crashes, (based on the 5-year period 2005-2009) an average of 631 motorists lose their lives and another 14,416 are seriously injured each year on Arkansas's roadways. In 2009, there were 585 total traffic fatalities compared to 600 the previous year. Over the past five years, alcohol-related fatalities averaged 180 per year. In 2009, there were 168 alcohol-related fatalities reported. This is a decrease of 2 from the previous year. Arkansas' alcohol-related fatalities in 2009 stood at 29% of the total fatalities.

An additional area of concern is occupant protection where in 2009, 55 percent of the recorded vehicle occupant fatalities were unrestrained. Arkansas passed a primary enforcement safety belt law which took effect June 30, 2009. Immediately after the law took effect, the use rate rose from 70.4% to 74.4%, while the National use rate stood at 83%. In 2010, the use rate increased to 78.3%. Preliminary results from the survey conducted in 2011 show another slight increase in the use rate to 78.4%. The AHSO continues efforts to educate the motoring public on the new law and the consequences of non-compliance.

The AHSO also recognizes the significance and impact that motorcycle related crashes are having on the overall fatality picture in this State. Arkansas reported 80 motorcycle related fatalities in 2007. This is a significant increase from the 27 motorcycle fatalities reported in 2000 and the 63 reported in 2005. In 2008 fatalities were at 68 but the 2009 number increased slightly to 70. In Arkansas motorcycle fatalities account for approximately 12% percent of Arkansas' total traffic fatalities. There were 357 motorcycle involved traffic fatalities in Arkansas during the 5-year period from 2005-2009. Targeted and identified projects are best undertaken on a statewide approach. This is the direction taken for selective traffic enforcement programs and training, occupant protection strategies, public information and education. The long-term goal for each geographical area is to develop a comprehensive traffic safety program that is or becomes self-sufficient.

The Statewide Problem	2008	2009	% Change
Statewide Crashes	63,146	62,808	-0.5
Fatal Crashes	552	532	-3.6
Fatalities	600	585	-2.5
Alcohol Related Fatalities	170	168	-1.2
Injuries (2 & 3 only**)	12,723	13,292	4.5
Vehicle Miles Traveled (10 <sup>6</sup> )	32,516	33,162	2.0
Fatality Rate*	1.81	1.76	-2.8
Fatal Crash Rate*	1.7	1.6	-5.9
Alcohol Fatality Rate*	.52	.51	-1.9
Injury Rate*	39.1	40.1	2.5

\* per 100 Million vehicle miles traveled  
 \*\*Injury code #2 is incapacitating injury, #3 is non-incapacitating

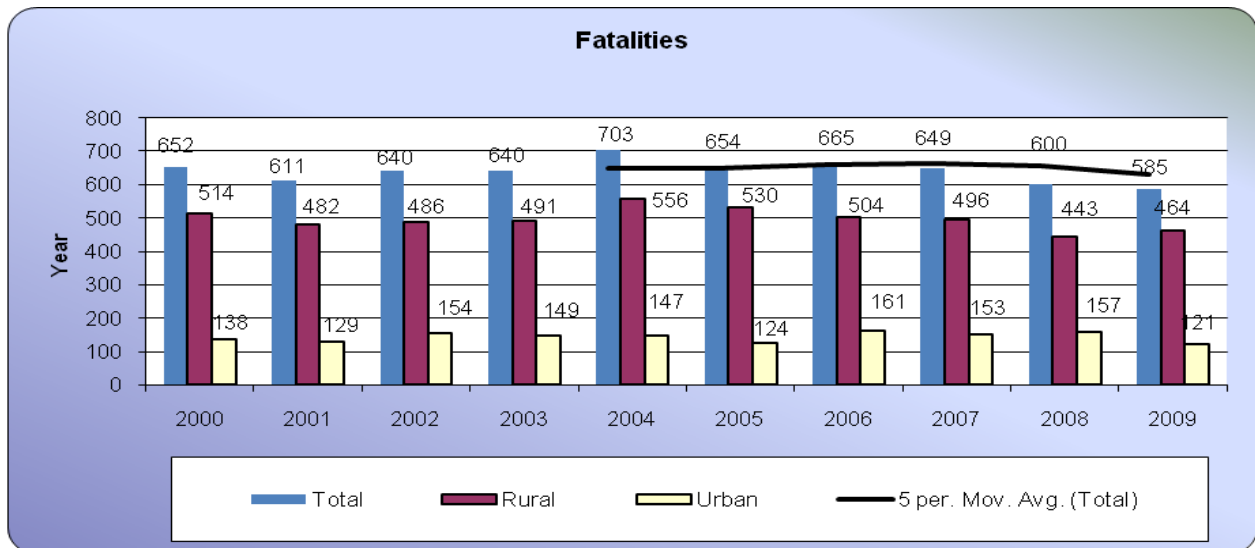


It is possible that initiating a project in selective traffic enforcement will start building a local commitment to improving the traffic safety problems. Another possibility is that a community that

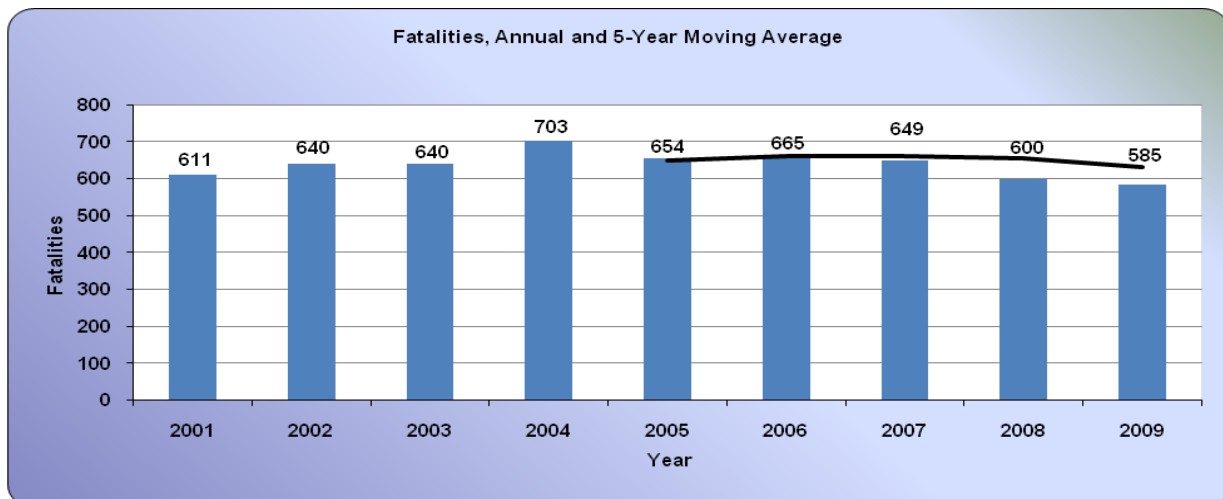
has had a successful traffic safety project will now have an inherent willingness and desire to develop a comprehensive and ongoing project.

The Arkansas Highway Safety Office will issue sub-grants to approximately 50 different agencies statewide to target a myriad of Highway Safety issues. Those agencies will include state, county and municipal law enforcement agencies in both urban and rural locations. Other sub-grantees include, but are not limited to, Arkansas Highway & Transportation Department, Arkansas Administrative Office of the Courts, University of Arkansas System, Arkansas Department of Health, and Black River Technical College Law Enforcement Training Academy.

Although the larger populated areas of Arkansas present the most exposure to problems involving crashes, the less populated areas exhibit a need for improving their problem locations. From 2000 to 2009, 78 percent of fatalities occurred in rural areas of the state.



The statewide projects listed above will utilize their resources in combating this problem. Over the past 5 years crash fatalities averaged 631 per year. Fatality numbers increased to 654 in 2005, but the numbers decreased to 585 in 2009 as depicted in the chart below.



It is obvious from the statewide problem analysis that the most effective reduction of fatalities and injuries, attributed to motor vehicle crashes, could be achieved by the reduction of impaired driving, and a significantly increased occupant protection use rate in the state. Therefore an aggressive, innovative and well publicized enforcement and education program must be implemented and remain ongoing.

## **LEGISLATIVE ISSUES**

The 88<sup>th</sup> General Assembly of the State of Arkansas, Legislative Session began on January 10, 2011 and adjourned on April 27, 2011. During this session a number of bills were passed that impact highway safety issues in Arkansas. The next regular session is scheduled to begin in January of 2013. A legislative session in February 2012 will be held to discuss fiscal issues only. Relevant legislative activity that took place during the 88<sup>th</sup> General Assembly was as follows:

### **BILLS THAT WERE SIGNED IN TO LAW/ACTS:**

**Act 37** AN ACT TO IMPROVE THE SAFETY OF HIGHWAYS AND ROADS BY PROHIBITING WIRELESS TELEPHONE USE IN SCHOOL ZONES AND HIGHWAY WORK ZONES; AND FOR OTHER PURPOSES.

<http://www.arkleg.state.ar.us/assembly/2011/2011R/Acts/Act37.pdf>

**Act 194** AN ACT TO AMEND THE STATUTES REGARDING THE SUSPENSION OR REVOCATION OF A DRIVER'S LICENSE; TO AMEND THE STATUTE REGARDING THE PENALTIES FOR UNLAWFUL USE OF A LICENSE; TO MAKE TECHNICAL CORRECTIONS; AND FOR OTHER PURPOSES.

<http://www.arkleg.state.ar.us/assembly/2011/2011R/Acts/Act194.pdf>

**Act 352** AN ACT TO AMEND THE ARKANSAS UNIFORM COMMERCIAL DRIVER LICENSE ACT TO COMPLY WITH FEDERAL COMMERCIAL DRIVER LICENSE REGULATIONS; TO MAKE TECHNICAL CORRECTIONS; AND FOR OTHER PURPOSES.

<http://www.arkleg.state.ar.us/assembly/2011/2011R/Acts/Act352.pdf>

AMEND THE DEFINITION OF ALL-TERRAIN VEHICLES; TO DEFINE RECREATIONAL OFF-HIGHWAY VEHICLES; AND FOR OTHER PURPOSES.

<http://www.arkleg.state.ar.us/assembly/2011/2011R/Acts/Act583.pdf>

**Act 601** AN ACT TO AUTHORIZE A MEDICAL EXEMPTION DESIGNATION FOR SEAT BELT USE TO BE PLACED ON A DRIVERS LICENSE OR IDENTIFICATION CARD; AND FOR OTHER PURPOSES.

<http://www.arkleg.state.ar.us/assembly/2011/2011R/Acts/Act601.pdf>

**Act 759** AN ACT TO REQUIRE MOTORCYCLES TO HAVE TURN SIGNALS; AND FOR OTHER PURPOSES.

<http://www.arkleg.state.ar.us/assembly/2011/2011R/Acts/Act759.pdf>

**Act 876** AN ACT TO REINSTATE THE PENALTIES THAT WERE IN EFFECT FROM 1991 TO 2009 FOR A PERSON WHO DRIVES AN UNREGISTERED MOTOR VEHICLE; TO MAKE LEGISLATIVE CORRECTION; AND FOR OTHER PURPOSES.

<http://www.arkleg.state.ar.us/assembly/2011/2011R/Acts/Act876.pdf>

**Act 908** AN ACT TO AUTHORIZE ELECTRONIC TRAFFIC TICKETS; AND FOR OTHER PURPOSES.

<http://www.arkleg.state.ar.us/assembly/2011/2011R/Acts/Act908.pdf>

**Act 1046** AN ACT TO ALLOW LAW ENFORCEMENT TO IMPOUND A MOTOR VEHICLE THAT DOES NOT HAVE THE MINIMUM LIABILITY INSURANCE REQUIRED BY LAW OR A CERTIFICATE OF SELF-INSURANCE; AND FOR OTHER PURPOSES.

<http://www.arkleg.state.ar.us/assembly/2011/2011R/Acts/Act1046.pdf>

**Act 1221** AN ACT TO RAISE THE AGE REQUIREMENT FOR A PERSON TO OBTAIN A MOTORIZED BICYCLE CERTIFICATE; AND FOR OTHER PURPOSES

<http://www.arklegstate.ar.us/assembly/2011/2011R/Acts/Act1221.pdf>

**Act 1240** AN ACT TO ALLOW AN AUXILIARY LAW ENFORCEMENT OFFICER APPOINTED AS A RESERVE LAW ENFORCEMENT OFFICER TO ADMINISTER BLOOD ALCOHOL TESTS AND TO OPERATE A DEVICE TO DETECT EXCESSIVE SPEEDING; AND FOR OTHER PURPOSES

<http://www.arkleg.state.ar.us/assembly/2011/2011R/Acts/Act1240.pdf>

## **PERFORMANCE PLAN**

### **PROBLEM IDENTIFICATION PROCESS**

The program management staff of the HSO analyzes crash data for preceding years to determine traffic fatality and injury trends and overall highway safety status. Basic crash data are obtained from the NHTSA website's FARS based data which includes annual tabulations of the statewide fatality counts for each FARS based core performance measure (e.g., total traffic fatalities; alcohol fatalities; vehicle occupant fatalities; speeding-related fatalities; fatalities from alcohol impaired driving crashes (BAC of 0.08% plus); unrestrained passenger vehicle occupant fatalities; speeding-related fatalities) for each of the five most recent available calendar years. (Reference: NHTSA's Traffic Safety Information Website). Data reflecting the number of serious injuries in traffic crashes was obtained from the State crash data files, Arkansas Traffic Analysis Reporting System (TARS) which compiles data from crash reports filed by law enforcement agencies with the Arkansas State Police. Other supplemental data, such as statewide demographics, motor vehicle travel, and statewide observational safety belt rates are evaluated as well.

The HSO coordinates with State and local agencies to obtain data and other information.

- Criminal Justice Institute
- Arkansas Highway Police
- Arkansas Crime Laboratory
- Arkansas Department of Health
- Local Law Enforcement Agencies
- Arkansas Department of Education
- Arkansas Crime Information Center
- Arkansas Administrative Office of the Courts
- Arkansas Office of the Prosecutor Coordinator
- Arkansas State Highway and Transportation Department
- Arkansas Department of Finance and Administration's Office of Driver Services

The HSO also collaborates with the following groups:

- Arkansas Traffic Records Coordinating Committee
- Strategic Highway Safety Steering Committee
- EMS/Emergency Medical Services for Children Advisory Committee
- Building Consensus for Safer Teen Driving Coalition
- Arkansas Alcohol and Drug Abuse Coordinating Council
- Arkansas Motorcycle Safety Advisory Committee
- Arkansas Task Force for Safe Senior Driving (UAMS)
- Arkansas Texting and Driving Coalition

Data together with other pertinent information are discussed, reviewed, analyzed, and evaluated among the various agencies to pinpoint specific traffic safety problems. Fatal, non-fatal injury and property damage crashes on Arkansas' streets and highways are identified as primary traffic safety problems. Based on the problems identified through the above process, the HSO recommends specific countermeasures that can be implemented to promote highway safety in an effort to reduce the incidence and severity of traffic crashes in the State.

In addition to traffic safety problems directly identifiable and measurable by crash and other traffic safety data, other problems or deficiencies are identified through programmatic reviews and assessments. For example, deficiencies in the traffic records system cannot be ascertained from analysis of crash data. Nevertheless, it is important that such problems be alleviated, as doing so can have a significant traffic safety program benefit.

Specific emphasis has been placed upon identifying baseline traffic crash statistics for the following general areas of interest:

- Overall Fatalities
- Overall Serious Injuries (Incapacitating and Non-incapacitating)
- Alcohol Related Traffic Crashes
- Speeding Related Fatalities
- Occupant Restraint Use (Driver and front seat passenger)
- Number of Unrestrained Passenger Vehicle Occupant Fatalities
- Rail-Highway Traffic Crashes
- Work-Zone Crashes
- Motorcycle Crash Fatalities (Helmeted and Un-helmeted)
- Pedestrian Fatalities
- Teen Fatalities

Arkansas' Performance Plan and Highway Safety Plan will focus on these identified areas. Short-term goals were set in these areas for the end of 2012. The goals are based on 3 or 5 year moving averages.



## GOAL SETTING AND PERFORMANCE MEASURES

NHTSA and the Governors Highway Safety Association (GHSA) have agreed on a minimum set of performance measures to be used in the development and implementation of behavioral highway safety plans. The minimum set contains 14 measures: ten core outcome measures, one core behavior measure and three activity measures. The measures cover the major areas common to the Highway Safety Plan and use existing data systems (a state's crash data file and the Fatality Analysis Reporting System). Goals have been set for each of the 10 outcome measures and 1 behavior measure.

	Calendar Years				
<b>Core Outcome Measures</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>
C-1: Traffic Fatalities (FARS)	654	665	649	600	585
C-2: Serious Traffic Injuries (TARS)	16,473	15,414	14,176	12,723	13,292
C-3: Mileage Death Rate (Fatalities Per 100 Million Vehicle Miles Traveled) (FARS)	2.05	2.01	1.96	1.81	1.76
C-3: "Rural" Mileage Death Rate (Rural Road Fatalities Per 100 Million Vehicle Miles Traveled) (FARS)	2.64	2.49	2.47	2.25	2.48
C-3: "Urban" Mileage Death Rate (Urban Road Fatalities Per 100 Million Vehicle Miles Traveled) (FARS)	1.04	1.26	1.17	1.17	0.83
C-4: Unrestrained Passenger Vehicle Occupant Fatalities (all seat positions) (FARS)	312	303	274	266	247
C-5: Alcohol Impaired Driving Fatalities (Fatalities involving a driver or a motorcycle operator with a BAC of .08 and above) (FARS)	180	200	181	170	168
C-6: Speeding Related Fatalities (FARS)	106	96	64	63	105
C-7: Motorcyclist Fatalities (FARS)	63	76	80	68	70
C-8: Unhelmeted Motorcyclists Fatalities (FARS)	30	56	48	37	34
C-9: Drivers Age 20 or Younger Involved in Fatal Crashes (FARS)	115	127	120	103	89
C-10: Pedestrian Fatalities (FARS)	37	31	45	45	36
<b>Core Behavior Measure</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>
<b>B-1:</b> Seat Belt Use Rate (statewide Observational surveys for passenger Vehicles, front seat outboard occupants)	69.3	69.9	70.4	74.4	78.3
<b>Activity Measures</b>	Federal Fiscal Year (Oct. 1- Sept. 30)				
<b>A-1:</b> Seat Belt Citations Issued During Grant Activities	<b>See chart on page 6</b>				
<b>A-2:</b> Impaired Driving Arrests Made During Grant Funded Enforcement Activities.					
<b>A-3:</b> Speeding Citations Issued During Grant Funded Enforcement Activities					

## **PROGRAM/PROJECT DEVELOPMENT**

### **PROGRAM DEVELOPMENT**

Each year the HSO prepares a Performance Plan and Highway Safety Plan (HSP) that establishes the goals and objectives and describe the projects recommended for funding during the next Federal Fiscal Year (October 1 through September 30). For Fiscal Year 2012, the projects presented in the HSP are mostly continuation projects from the prior year. This years plan also includes a project to address the issue of teen fatalities. The process of developing the Performance Plan and HSP begins early in the preceding federal fiscal year. A Performance Plan and HSP Development Schedule (shown on page 3) are issued to the HSO staff at the beginning of the development process. Problem identification is the beginning of the HSP development process and is the basis for all proposed projects. This process also involves planning meetings with select highway safety partners such as the Strategic Highway Safety Steering Committee, the Criminal Justice Institute, Arkansas State Highway and Transportation Department, University of Arkansas for Medical Sciences, Arkansas Motorcycle Safety Advisory Committee and the Traffic Records Coordinating Committee to help identify emerging problems and to develop strategies and countermeasures to address these problems. Priority for project implementation is based on ranking given during problem identification and indicators developed from crash data.

Based on problem identification, state and local entities are targeted for implementation of new projects or for continuation of existing projects and proposals are requested. All proposed projects continuing into the next fiscal year are identified and preliminary funding estimates are developed. If new projects are recommended, requests for proposals are issued to select new sub-grantees/contractors. Proposals submitted by State and local agencies and vendors are assigned to the appropriate program managers for review. Along with reviewing the proposals, the HSO staff analyzes traffic safety data and other information available. The data sources are used to identify emerging problem areas, as well as to verify the problems identified by the agencies that have submitted proposals for funding consideration.

After completing their analysis, the HSO program management staff develops funding recommendations for presentation to the HSO Manager and the Administrator. Following the determination of funding priorities, a draft plan is prepared and submitted to ASP management and the Governor's Highway Safety Representative (GR) for approval. A copy of the approved plan is sent to the National Highway Traffic Safety Administration Region 7 office for review by September 1. The plan is finalized by September 30.

### **PROJECT DEVELOPMENT**

The process for development of new and continuing projects during the fiscal year involves the following major steps:

- Conduct problem identification
- Establish goals
- Request proposals (new and continuing projects)
- Review and approve proposals
- Develop funding recommendations
- Prepare draft Highway Safety Plan
- Conduct pre-agreement meeting between HSO staff and sub-grantee/contractor
- Finalize HSP after necessary review and approvals
- Prepare draft project agreements
- Review and approve final project agreements

Both continuing project and new project applicants are notified by September 1 whether their proposals are placed in the HSP. Sub-grant agreements/contracts are prepared for projects with approved proposals. After a satisfactory agreement/contract has been negotiated and approved, the applicant can begin work on the project on or after October 1. The HSO program management staff monitors the progress of each project throughout the year.

### ESTABLISHING PERFORMANCE GOALS

Performance goals for each program are established by the AHSO staff, taking into consideration data sources that are reliable, readily available, and reasonable as representing outcomes of the program. Short-range measures are utilized and updated annually.

## GOALS

The goals identified in this report were determined in concert with the problem identification process. The goals were established for the various program priority areas identified as problems in Arkansas. The goals are accompanied by appropriate performance measures. Performance measures include one or more of the following:

- Absolute numbers
- Percentages
- Rates

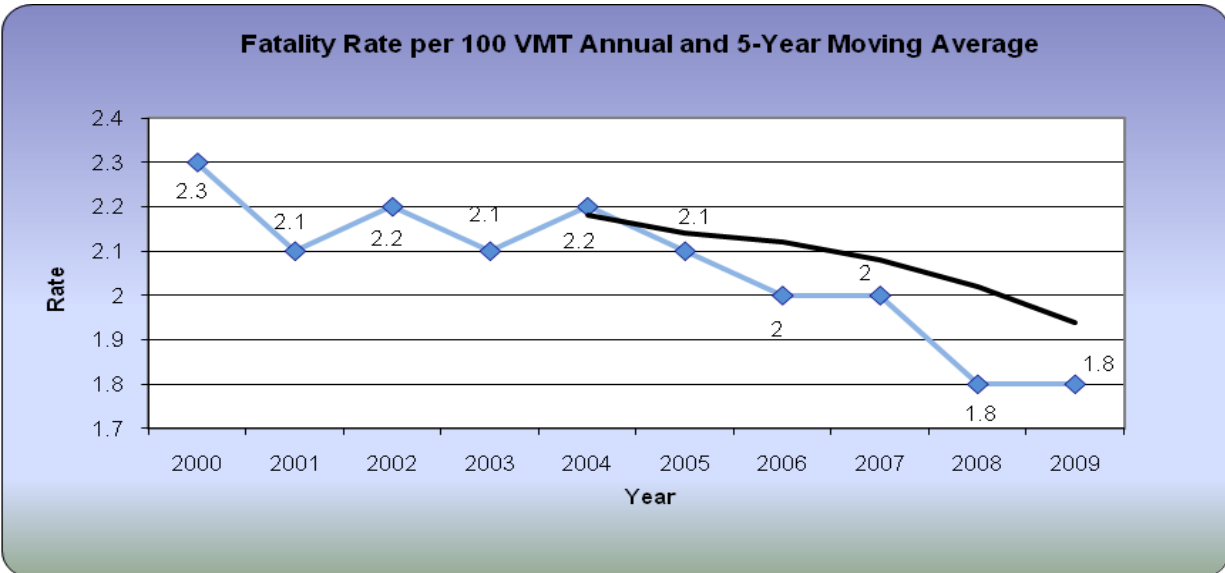
The specific goals and target dates were identified based on past trends and the staff's experience. Historical trends were established through the use of graph and chart information. This was supplemented by the judgment and expertise of the HSO staff and management.

The HSO recognizes that achievement of quantified goals is dependent not only on the work of the HSO, but also on the collaborative and ongoing dedication and efforts of a multitude of governmental and private entities involved in improving highway safety. Advances in vehicle technology, coupled with traffic safety legislation, expanded participation by the public health and private sectors, and aggressive traffic safety education, enforcement and engineering programs are the best method to make those goals achievable.

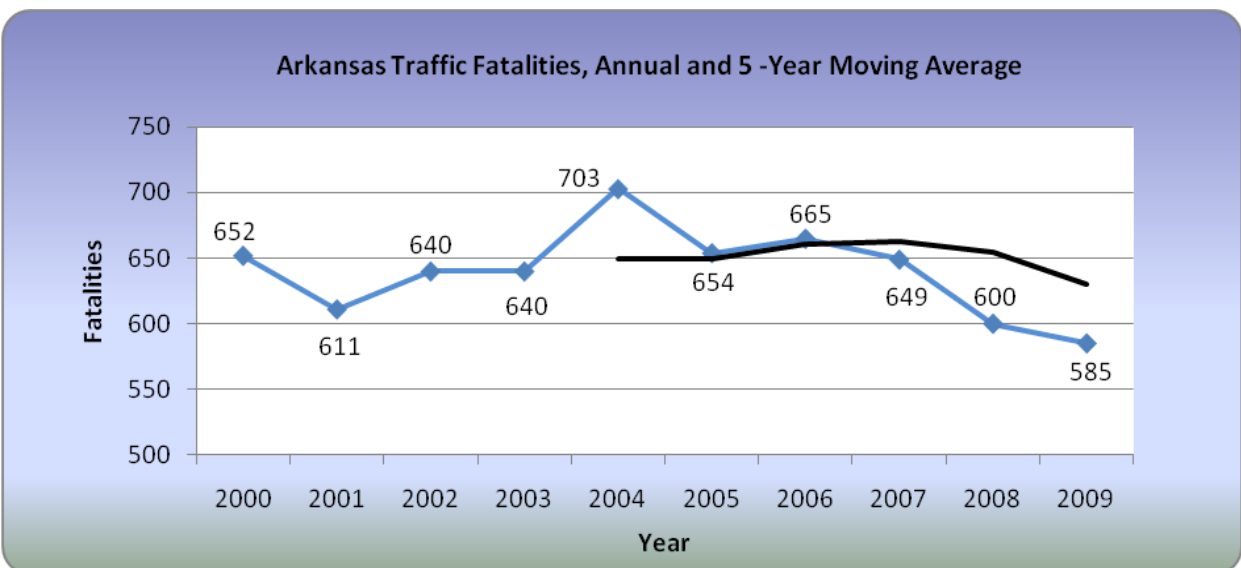
OVERALL PROGRAM GOALS

To implement projects and facilitate activities/programs which will contribute toward reducing the following:

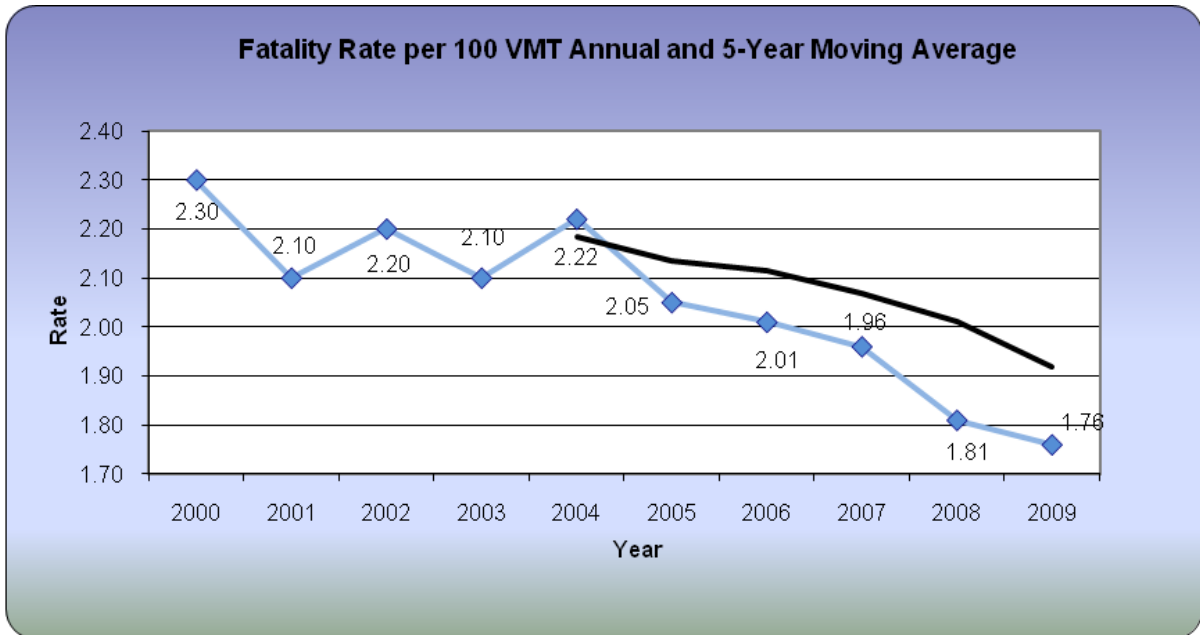
- State fatality rate from the 2005-2009 calendar base year average of 1.92 to 1.67 per 100 MVM traveled by 2012.



- Total fatalities in the state from the 2005-2009 calendar base year average of 631 to 570 by 2012.



- Number of serious injuries from the 2005-2009 calendar base year average of 14,416 to 12,346 by 2012.



## PROGRAM AREA GOALS

### **Alcohol and Other Drugs Countermeasures**

- Reduce the number of alcohol-related fatalities in crashes involving a driver or motorcycle operator with a blood alcohol concentration of .08 g/dL or higher from a three-year (2007-2009) average of 173 to 161 alcohol-related fatalities by 2012.

### **Occupant Protection**

- Increase the overall seat belt use rate from a five-year (2006-2010) average of 72.5 to 79.0 percent by 2012.
- Decrease the number of unrestrained passenger vehicle occupant fatalities from a five-year (2005-2009) average of 280 to 239 by 2012.

### **Speed**

- Maintain the number of speeding related fatalities at the five-year (2005-2009) average of 87 through 2012.

### **Motorcycle Safety**

- Reduce the total number of motorcyclist fatalities from a five-year (2005-2009) average of 71 to 68 by 2012.

- Reduce the number of un-helmeted motorcyclist fatalities from a five-year (2005-2009) average of 41 to 36 by 2012.

#### **Pedestrian Safety**

- Reduce the number of pedestrian fatalities from a five-year (2005-2009) average of 39 to 32 by 2012.

#### **Teen Driver Safety**

- Reduce the number of drivers age 20 or younger involved in fatal crashes from a 3-year (2007-2009) average of 104 to 76 by 2012.

#### **Traffic Records**

- Reduce the backlog of crash reports to be manually entered into the TARS from a 4.5 month backlog as recorded in November 2010 to a two month backlog by 2012.

#### **Rail-Highway Grade Crossings**

- Reduce the annual number of rail-highway grade crossing crashes from a five-year (2005-2009) average of 59 to 40 by 2012.

#### **Work Zone**

- Reduce the number of work zone fatalities from a five-year (2005-2009) average of 29 to 23 by 2012.

#### **Performance measures**

- Traffic fatality rate per 100M VMT
- Number of speeding fatalities
- Number of serious injuries
- Number of traffic alcohol-related fatalities
- State seat belt use rate as determined through observational surveys
- Number of unrestrained passenger vehicle occupant fatalities
- Number of crash reports awaiting entry into the system
- Number of rail-highway grade crossing crashes
- Number of motorcycle fatalities
- Number of un-helmeted motorcycle fatalities
- Number of pedestrian fatalities
- Number of work zone fatalities

- Number of teen fatalities

## **Highway Safety Plan**

### **PLANNING AND ADMINISTRATION**

#### **I. Program Overview**

Planning and Administration refers to those activities and costs that are attributable to the overall management and operation of the Arkansas Highway Safety Program. These necessary functions include fiscal support, financial reporting, purchasing, equipment inventory, maintenance and operations, and office management. Additional program responsibilities include identifying problems and solutions, developing and implementing projects, monitoring projects and evaluating accomplishments.

The overall program management of the Highway Safety Program is the responsibility of the Highway Safety Office (HSO) of the Arkansas State Police (ASP). The organizational chart of the HSO is shown on page 4.

The management and fiscal staff will build on and maintain their expertise in all aspects of the program by attending available training sessions. The staff will attend meetings and other sessions in the performance of their normally assigned functions. The percentage of funding distribution for positions by program area is provided on page 20. The costs associated with the overall management and operation of the Highway Safety Program under Planning and Administration are itemized as follows:

#### **Salaries and Benefits**

The entire salaries and benefits for one full-time position and one part-time position and a portion of the salaries and benefits for three full-time positions, fulfilling management and fiscal support functions are paid from federal funds.

#### **Travel and Subsistence**

This component provides for travel and subsistence costs for management and fiscal support personnel.

#### **Operating Expenses**

This component provides for operating expenses directly related to the overall operation of the Highway Safety Program.

**PERSONNEL: POSITION AND PERCENT 402 FUNDING DISTRIBUTION**

<b>POSITION</b>	<b>AL</b>	<b>OP</b>	<b>TR</b>	<b>MC</b>	<b>P&amp;A</b>	<b>FARS</b>	<b>STATE</b>
GOVERNOR'S REPRESENTATIVE							100
ADMINISTRATOR					50		50
HIGHWAY SAFETY MANAGER	40	40			10		10
FISCAL MANAGER					50		50
FISCAL SUPPORT ANALYST (part-time)					100		
SECRETARY					100		
SAFETY PROGRAM SPECIALIST	60	40					
SAFETY PROGRAM SPECIALIST	50	50					
SAFETY PROGRAM SPECIALIST	50	50					
SAFETY PROGRAM SPECIALIST	25	75					
SAFETY PROGRAM SPECIALIST					100		
TRAFFIC RECORDS SPECIALIST					90	10	
ADMINISTRATIVE ANALYST I (2) (TARS)					100		
RECORDS MANAGEMENT ANALYST I (2) (FARS)						100	



**Arkansas State Police-HSO  
Estimated 402 P&A Costs – FY2012**

	Federal	State	Total
<b>Salaries</b>			
Salaries	<u>\$ 127,900</u>	<u>\$ 97,900</u>	<u>\$ 225,800</u>
<b>Sub-Total</b>	<b>\$ 127,900</b>	<b>\$ 97,900</b>	<b>\$ 225,800</b>
<b>Benefits</b>			
Payroll Additive (21.11%)	\$ 27,000	\$ 19,700	\$ 46,700
Insurance	<u>\$ 9,900</u>	<u>\$ 5,200</u>	<u>\$ 15,100</u>
<b>Sub-Total</b>	<b>\$ 36,900</b>	<b>\$ 24,900</b>	<b>\$ 61,800</b>
<b>Travel</b>			
Travel & Subsistence	<u>\$ 10,000</u>		<u>\$ 10,000</u>
<b>Sub-Total</b>	<b>\$ 10,000</b>		<b>\$ 10,000</b>
<b>Operating Expenses</b>			
Operating Expenses	<u>\$ 21,500</u>	<u>\$ 73,500</u>	<u>\$ 95,000</u>
<b>Sub-Total</b>	<b>\$ 21,500</b>	<b>\$ 73,500</b>	<b>\$ 95,000</b>
<b>TOTALS</b>	<b>\$ 196,300</b>	<b>\$ 196,300</b>	<b>\$ 392,600</b>

Federal P&A costs are 10% or less of total estimated new 402 funds available (+\$2,891,000).

10% of 402 funds = \$289,100

Federal P&A costs are 50% or less of total P&A (392,600).

50% of P&A = \$196,300

Note: Operating expenses include but are not limited to association dues, office supplies, printing materials, services, fees, copier leases, vehicle expense, state IT and communication charges, office space rental, office equipment under \$5,000.

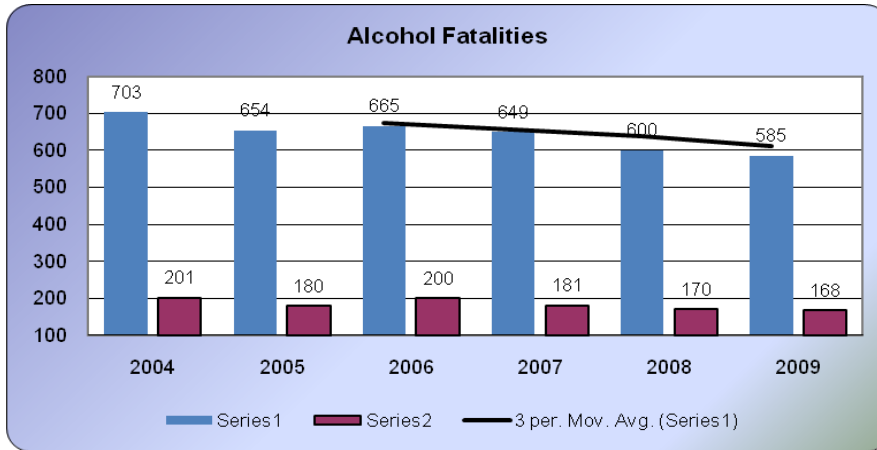
**Arkansas State Police-HSO  
Estimated 406 P&A Costs – FY2012**

	Federal	State	Total
<b>Travel</b>			
Travel & Subsistence	<u>\$ 10,000</u>		<u>\$ 10,000</u>
<b>Sub-Total</b>	<b>\$ 10,000</b>		<b>\$ 10,000</b>
<b>Operating Expenses</b>			
Operating Expenses	<u>\$ 575,300</u>		<u>\$ 575,300</u>
<b>Sub-Total</b>	<b>\$ 575,300</b>		<b>\$ 575,300</b>
<b>TOTALS</b>	<b><u>\$ 585,300</u></b>		<b><u>\$ 585,300</u></b>

Note: Operating expenses include but are not limited to association dues, office supplies, printing materials, services, fees, copier leases, vehicle expense, state IT and communication charges, office space rental, office equipment under \$5,000.

**ALCOHOL AND OTHER DRUGS COUNTERMEASURES PROGRAMS**

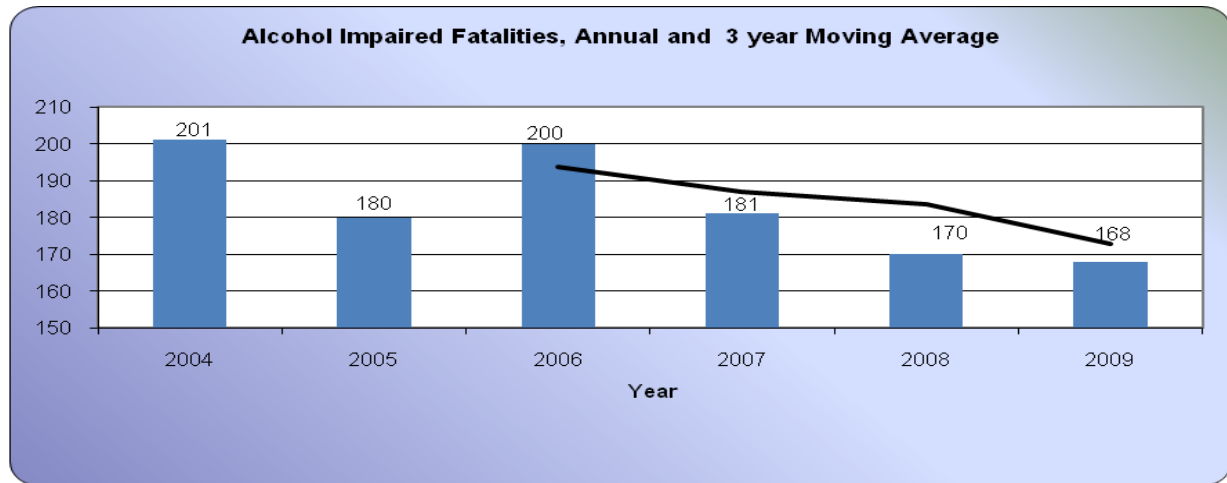
**I. Program Overview**



During the period from 2005 through 2009 the percentage of impaired driving fatalities, as a percentage of the total were at 29 percent. Fatalities for 2005 were 654 but declined to 585 in 2009.

Alcohol related fatalities fluctuated up in 2006 and then down through 2009. The State experienced a

decrease from 181 in 2007 to 168 in 2009. A chart showing the number of alcohol related fatalities by county for 2005-2009 is shown on page 25.



\*3-year average used due to a FARS criteria change in 2004

In 2009, the Arkansas Crime Information Center (ACIC) reported 11,786 driving while intoxicated (DWI)/ driving under the influence (DUI) arrests. The 2010 preliminary data from ACIC (as of July 26, 2011) showed 10,383 DWI/DUI arrests. The continuing trend in lower arrest numbers, over the past several years, is an issue that has been questioned and researched. Agencies have reported manpower shortages, lack of training, DWI courtroom defense tactics and higher paying off-duty opportunities as contributory factors for the decline in impaired driving enforcement.

The percentage of fatally injured drivers testing positive for drugs increased over the last five years, according to data from the National Highway Traffic Safety Administration (NHTSA). Each year between 56% and 65% of drivers fatally injured in motor vehicle crashes were tested for the presence of drugs in their systems. In 2009, 33% of the 12,055 of drivers fatally injured in motor

vehicle crashes with known test results tested positive\* for at least one drug, compared to 28% in 2005. The drugs tested for included both illegal substances as well as over-the counter and prescription medications, (which may or may not have been misused). In 2009, marijuana was the most prevalent drug found in this population—approximately 28% of fatally injured drivers who tested positive were positive for marijuana.

According to the Drug Enforcement Administration’s 2012 report for Arkansas, the availability and rate of drug abuse in Arkansas remains high coinciding with the smuggling of methamphetamine, cocaine, and marijuana, the drugs of choice, for local consumption and further distribution.

The largest quantities of drugs are seized on the highways via interdiction programs. Methamphetamine has become Arkansas’ primary drug of concern. The state’s rural landscape provides for an ideal setting for illicit manufacturing of methamphetamine.

Each year the request for drug recognition expert (DRE) training exceeds the available resources in personnel. However, the acceptance and importance of the DRE program is gaining momentum throughout the state, with increased interest in agencies having certified DRE officers in their ranks.

Arkansas has increased the number of prosecutor positions as a result of increased demands upon the criminal justice system to meet speedy trial requirements. Prosecutors must become acquainted with alcohol and other drug testing procedures along with relevant case law, new validation studies, new legislation and testing updates.

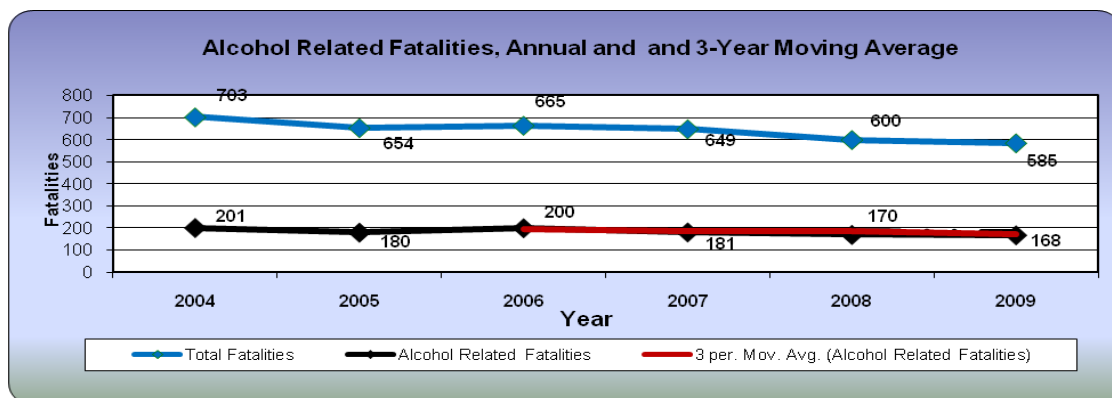
Countermeasures to address the alcohol and other drug driving problems in Arkansas include the following: Selective Traffic Enforcement Projects (STEPs); Prosecutor, Judicial and Law Enforcement Training Projects; a BAC Intoximeter Training Project; Youth Intervention and Training Projects; Underage Drinking; Alcohol Safety Education Programs; Blood Alcohol Training & Sobriety Checkpoint Mobile Training Project; Pilot DWI Courts, and a public information and enforcement campaign, “Drive Sober or Get Pulled Over”.

## II. Performance Measure - Goal

### Program Goal

The goal of projects funded in the Alcohol and Other Drugs Countermeasures Program is:

- Reduce the number of alcohol-related fatalities in crashes involving a driver or motorcycle operator with a blood alcohol concentration of .08 g/dL or higher from a three year average\* (2007-2009) of 173 to 161 alcohol-related fatalities by 2012.



\*3-year average used due to a FARS criteria change in 2004

## Alcohol Related Fatalities By County For 2005-2009

COUNTY	2005	2006	2007	2008	2009	TOTAL	COUNTY	2005	2006	2007	2008	2009	TOTAL
ARKANSAS	2	3	1	0	0	6	LEE	0	1	0	2	2	5
ASHLEY	3	2	1	2	1	9	LINCOLN	3	0	1	0	2	6
BAXTER	3	4	2	1	2	12	LITTLE RIVER	1	2	0	3	1	7
BENTON	8	8	8	7	5	36	LOGAN	2	5	1	4	0	12
BOONE	1	2	0	1	7	11	LONOKE	1	6	5	4	5	21
BRADLEY	0	0	2	0	0	2	MADISON	6	1	2	1	3	13
CALHOUN	0	1	1	0	0	2	MARION	4	0	1	2	0	7
CARROLL	2	6	2	1	5	16	MILLER	5	4	1	4	2	16
CHICOT	4	0	1	2	2	9	MISSISSIPPI	1	3	2	1	2	9
CLARK	1	1	2	0	2	6	MONROE	2	1	1	2	1	7
CLAY	3	0	1	0	0	4	MONTGOMERY	3	2	0	1	0	6
CLEBURNE	6	0	2	1	1	10	NEVADA	0	4	1	0	0	5
CLEVELAND	2	0	1	0	0	3	NEWTON	1	0	1	0	1	3
COLUMBIA	1	2	1	1	1	6	OUACHITA	1	6	2	2	0	11
CONWAY	1	2	2	0	1	6	PERRY	1	2	4	0	5	12
CRAIGHEAD	5	8	5	6	2	26	PHILLIPS	1	1	2	3	5	12
CRAWFORD	2	5	1	3	1	12	PIKE	3	0	2	0	2	7
CRITTENDEN	2	5	2	1	4	14	POINSETT	1	1	1	4	1	8
CROSS	0	1	2	2	3	8	POLK	1	0	1	5	1	8
DALLAS	0	1	0	0	1	2	POPE	3	4	9	2	3	21
DESHA	2	2	1	0	0	5	PRAIRIE	1	0	4	2	2	9
DREW	1	1	0	1	1	4	PULASKI	16	28	29	24	15	112
FAULKNER	5	3	2	7	3	20	RANDOLPH	1	3	1	3	2	10
FRANKLIN	0	2	1	3	2	8	ST FRANCIS	2	2	1	4	2	11
FULTON	0	2	0	2	1	5	SALINE	3	0	2	3	5	13
GARLAND	10	9	11	5	5	40	SCOTT	1	0	1	3	0	5
GRANT	1	3	1	0	0	5	SEARCY	2	2	0	0	2	6
GREENE	4	1	2	2	1	10	SEBASTIAN	3	6	8	3	8	28
HEMPSTEAD	1	1	2	3	2	9	SEVIER	2	1	0	0	1	4
HOT SPRING	9	5	2	2	1	19	SHARP	2	3	3	0	0	8
HOWARD	1	0	0	0	1	2	STONE	2	0	1	1	0	4
INDEPENDENCE	2	2	6	1	4	15	UNION	2	0	0	2	4	8
IZARD	0	1	0	0	0	1	VAN BUREN	0	1	3	0	0	4
JACKSON	0	1	0	1	2	4	WASHINGTON	7	11	9	10	7	44
JEFFERSON	1	5	6	7	7	26	WHITE	5	3	5	4	8	25
JOHNSON	1	1	1	1	1	5	WOODRUFF	0	0	1	0	1	2
LAFAYETTE	1	0	0	0	3	4	YELL	3	5	2	4	0	14
LAWRENCE	0	2	0	0	2	4	Unknown	3		2	4	1	10
							Total	180	200	181	170	168	899

### III. Project Strategies

The objectives of projects funded in the Alcohol and Other Drugs Countermeasures Program are:

- To provide DWI adjudication training to approximately 90 municipal judges
- To provide an ABA Traffic Court Seminar from approximately 30 Arkansas judges
- To provide a Statewide DRE training conference for Arkansas certified DREs
- To provide SFST and TOPS practitioner training to 400 Arkansas law enforcement officers
- To provide SFST refresher training to 200 Arkansas law enforcement officers
- To conduct a minimum of two Drug Recognition Expert (DRE) training classes for a total of approximately 50 law enforcement officers
- To provide SFST instructor development to 25 law enforcement officers
- To provide DRE instructor development to 15 law enforcement officers
- To provide a DWI seminar for a minimum of 40 prosecutors and 40 law enforcement officers along with an awards ceremony for law enforcement officers
- To provide five four-hour courses on Introduction to Drugged Driving throughout the State
- To provide awareness campaign to emphasize the reduction of impaired driving crashes among the 21 to 34 year old age group
- To conduct a high visibility enforcement/media campaign emphasizing impaired driving, such as “Drive Sober or Get Pulled Over”
- To purchase incentive equipment for STEP and other law enforcement agencies that participate in mobilizations.
- To achieve an average of 1 DWI/DUI arrest per eight/twelve hours, during DWI/DUI enforcement
- To conduct five mobilizations of increased enforcement emphasizing DWI/DUI laws
- To conduct an ongoing public information and education campaign as a component of all enforcement projects
- To provide applicable training for Arkansas Department of Health, Office of Alcohol Testing (OAT) personnel
- To provide for the purchase portable breath testing devices, radar equipment, and passive alcohol sensors for selected STEPs
- To distribute and evaluate the use of Alcohol Safety PSAs and document a minimum of \$300,000 worth of donated airtime
- To provide State Alcohol Safety Education Programs statewide
- To provide a BAT mobile unit with facilities, equipment and evaluation tools to train and assist law enforcement officers and agencies in impaired driving checkpoints
- To maintain three pilot DWI courts and assist with start up costs for additional courts
- To conduct at least one state DWI court training program
- To employ at least one Law Enforcement Liaison to encourage DWI enforcement statewide

**IV. Tasks****Task 1 - Judicial Training**

This task is a continuing training activity that provides adjudication training to district court judges and other court officers in the State. The primary objective of this training project is to provide education to approximately 90 of Arkansas 112 district judges with emphasis on impaired driving issues. Training may include, but is not limited to, careless driving, radar, search and seizure, probable cause, pharmacology, interaction with other agencies and sentencing. The faculty will be selected from district judges, substance abuse professionals, law enforcement officers, law professors and judges from other states who routinely teach traffic programs in their home state and at the national level.

This task will:

- Fund a three-day judicial training program for approximately 90 State traffic court judges in late September of 2012 at a location to be announced titled “Impaired Driving Case Essentials” by paying for staff at the National Judicial College. The material will include an overview of sentencing practices and evidence based options for traffic offenses; to analyze circumstances providing legal basis for stops, searches, seizures arrests and the admissibility of testimonial or physical evidence; to describe the pharmacology to effectively evaluate expert testimony. To identify and utilize assessment, treatment, and counseling resources to assist with imposing appropriate sentences and identify new technology and practices used in sentencing.

Funding for these tasks will reimburse in-state and out-of-state travel, tuition, meals and lodging.

**ADMINISTRATIVE OFFICE OF THE COURTS (AOC)****(AL) \$55,300****Task 2 - Law Enforcement and Prosecutor Training Project**

This task will:

- Provide DWI and standardized field sobriety test (SFST)/traffic occupant protection strategies (TOPS) training and education for approximately 400 law enforcement officers.
- Provide SFST refresher training to 200 law enforcement officers.
- Provide drug recognition expert (DRE) training/education to approximately 50 law enforcement officers.
- Provide instructor development training to 25 SFST/TOPS officers and 15 DRE officers.
- Fund a training conference for approximately 80 prosecutor/law enforcement officer participants specific to the prosecution of DWI cases.
- Fund a training conference for the State’s certified Drug Recognition Experts.

- Provide five 4-hour courses to police agencies throughout the State entitled “Introduction to Drugged Driving” that presents educational information on the detection of drivers that are impaired by drugs other than alcohol.
- Fund an awards ceremony in conjunction with the prosecutor-training seminar, to recognize officers who have displayed exemplary performance while working STEP. Additional recognition will be afforded at this ceremony to projects that meet and/or surpass project objectives by presenting them with equipment that can aid in the detection and arrest of errant drivers.

This task will also provide for professional development (specified training) for law enforcement officers and/or other personnel in matters of alcohol and other drugs programs. Funding will provide for personnel, travel/training, supplies, meeting room expenses, speaker honorariums, operating expenses, printing, transparency and video tape reproduction.

**CRIMINAL JUSTICE INSTITUTE**

**(AL) \$408,000**

Task 3 – Traffic Safety Non-Commercial Sustaining Announcement Evaluation Program

There is a continuous need to educate the public on the dangers of alcohol/drug impaired driving and the risks of traffic crashes. This is a continuing project to distribute non-commercial sustaining announcements (NCSAs) to radio and television stations and evaluate their use to obtain a minimum of \$300,000 in documented public service air time for traffic safety awareness messages. Funding will provide for technical services.

**ARKANSAS BROADCASTERS ASSOCIATION**

**(AL) \$37,500**

Task 4 – State-Funded Alcohol Safety Education Programs

This task will provide for alcohol safety education programs through the Arkansas Department of Human Services, Alcohol and Drug Abuse Prevention (ADAP) for those convicted of driving while intoxicated (DWI) or driving under the influence (DUI). The programs will conduct preliminary investigations and pre-sentence screening of those convicted of DWI/DUI. State funding will provide for personnel, travel, equipment, meeting room expenses, printing, administrative/indirect costs, and operating expenses.

**AR DEPT. OF HUMAN SERVICES– ADAP**

**AL (STATE) \$1,200,000**

**AR DEPT. OF HUMAN SERVICES– ADAP**

**K8 (STATE) \$1,800,000**



Task 5 – Statewide Public Information and Education (PI&E)

This task will provide for statewide public information and education to promote awareness of the impacts of impaired driving and will support national mobilizations such as “Drive Sober or Get pulled Over” (DSGPO) targeting messages to young persons age 18 to 34 and motorcycle operators. This task will also emphasize the .08 BAC law, Act 561 of 2001. The components of this task may include, but are not limited to, educational materials such as brochures, posters, public service announcements (PSAs), and/or corresponding promotional items to enhance other traffic safety projects. This task will provide funds for the services of a full-service advertising agency to create and develop traffic safety public information materials. This task will also provide assistance with PI&E efforts in specific community projects such as selective traffic enforcement projects (STEPS), support national mobilizations like “DSGPO”, and state mobilizations. This task may also provide for the placement of traffic safety messages relating to impaired driving public information campaigns in the media. The media placements may include television, radio, internet and print. Section 410 funds will be allocated for paid media. Section 402 and 410 funding could also provide for PSA creation and production, PI&E materials creation and production, and meeting expenses including meals and/or promotional items.

<b>CRANFORD JOHNSON ROBINSON WOODS (CRJW)</b>	<b>(AL)</b>	<b>\$ 20,000</b>
<b>CJRW</b>	<b>(K8)</b>	<b>\$ 150,000</b>
<b>CJRW</b>	<b>(K8PM)</b>	<b>\$ 600,000</b>
<b>CJRW</b>	<b>(K8HV)</b>	<b>\$ 400,000</b>

Task 6a - Selective Traffic Enforcement Projects (STEPS)

This task provides funding for selected cities and counties to conduct selective traffic enforcement projects. The project emphasis will be the sustained enforcement of DWI/DUI laws throughout the year (Section 410 funding can only be used for alcohol and other drug related countermeasures). A PI&E campaign will supplement enforcement. The primary objective of these projects is to achieve one DWI/DUI arrest per eight/twelve hours during project enforcement periods. Participating agency will conduct checkpoints and/or saturation patrols on at least four nights during the National impaired driving campaign and will also conduct checkpoints and/or saturation patrols for state impaired driving campaigns during the year. A media blitz will be associated with the mobilizations.

Section 410 funding will provide for selective enforcement pay (compensation at a rate of no more than one and one half of an officer’s regular hourly pay), applicable payroll matching, out-of-state travel (HSO approved conferences only) and traffic enforcement related equipment costing less than \$5,000 each, including but not limited to portable breath testing devices, passive alcohol sensors, and in-car cameras. A list of the city and county agencies are shown on the next page.

Cities/Counties		Funding Source	Federal Funds	Local Match
1	Baxter County Sheriff's Office	K8	9,000	
2	Benton County Sheriff's Office	K8	30,000	30,000
3	Benton Police Department (Saline County)	K8	26,000	26,000
4	Bentonville Police Dept. (Benton County)	K8	3,000	3,000
5	Boone County Sheriff's Office	K8	14,000	
6	Bryant Police Department (Saline County)	K8	10,000	10,000
7	Camden Police Department (Ouachita County)	K8	5,000	5,000
8	Conway Police Department (Faulkner County)	K8	20,000	20,000
9	Fayetteville Police Department (Washington County)	K8	39,800	39,800
10	Fort Smith Police Department (Sebastian County)	K8	30,000	30,000
11	Greenwood Police Department (Sebastian County)	K8	14,600	
12	Harrison Police Department (Boone county)	K8	22,000	22,000
13	Hope Police Department (Hempstead County)	K8	13,500	13,500
14	Hot Springs Police Department (Garland county)	K8	24,000	24,000
15	Jacksonville (Police Department (Pulaski County)	K8	16,500	
16	Jonesboro Police Department (Craighead County)	K8	3,500	3,500
17	Little Rock Police Department (Pulaski County)	K8	28,500	28,500
18	Marion Police Department (Crittenden County)	K8	2,000	2,000
19	Mountain Home Police Dept (Baxter County)	K8	9,000	9,000
20	North Little Rock Police Dept. (Pulaski County)	K8	5,000	5,000
21	Osceola Police Department (Mississippi County)	K8	3,000	3,000
22	Paragould (Police Department (Greene County)	K8	5,000	5,000
23	Pulaski County Sheriff's Office	K8	25,000	25,000
24	Searcy Police Department ( White County)	K8	10,000	
25	Sherwood Police Department (Pulaski County)	K8	11,500	11,500
26	Springdale Police Department (Washington County)	K8	15,000	15,000
27	Texarkana Police Department (Miller County)	K8	55,000	55,000
28	University of Central Arkansas (UCA) (Faulkner County)	K8	2,000	2,000
29	Van Buren Police Department (Crawford County)	K8	20,000	20,000
30	Washington County Sheriff's Office	K8	5,000	5,000
31	West Memphis Police Department (Crittenden County)	K8	20,000	20,000
32	White County Sheriff's Office	K8	2,500	
	Additional Cities/Counties (TBD)	K8FR	500,000	500,000
<b>Total K8</b>			999,400	932,800

Task 6b – Statewide Selective Traffic Enforcement Project

This task provides funding for a statewide selective traffic enforcement project. The primary emphasis will be sustained DWI/DUI enforcement throughout the year. A PI&E campaign will supplement enforcement. The participating agency will conduct checkpoints and/or saturation patrols on at least four nights during the National impaired driving campaign and will also conduct checkpoints and/or saturation patrols during state impaired driving campaigns this year.

A media blitz will be associated with the mobilizations and frequent PSAs will be publicized periodically to remind motorists of the increased potential for being stopped and ticketed. This approach is designed to condition drivers to be more attentive to their driving responsibilities while traveling in and around the State. Vehicles stopped during increased enforcement campaigns will also be monitored for occupant restraint and impaired driving violations. Federal-aid Section 410 funds will provide for selective enforcement pay (compensated at a rate of no more than one and one half times an officer's regular hourly rate), applicable fringe benefits, incentives/promotional items, in-state/out of state travel, and portable breath testing devices and state match (approximately \$133,400) will provide for administration, vehicle expense and supplies.

**ARKANSAS STATE POLICE (K8) \$ 400,000**

Task 7 – BAC DataMaster and Blood Testing Training Project

This task will provide for:

- 2 OAT personnel to attend the annual conference International Association for Chemical Testing (IACT) in April 2012 in Nashville, Arkansas
- OAT Director to attend the February 2012 meeting of the National Safety Council's Committee on Alcohol and other Drugs (COAD) in Atlanta, Georgia
- New chemist to attend the basic maintenance training class on the Intox EC/IR II at the manufacturer's facility in St. Louis, MO
- Intoximeter manufacturing staff to travel to AR and train OAT staff in theory and maintenance of the Intox EC/IR II with an emphasis on AR software
- OAT staff to travel to North Carolina for the Law Enforcement User's Group meeting on the Intox EC/IR II, emphasizes training on the use of the instrument
- A two-day DWI conference
- Blood kits usable for alcohol or drug testing.

**ARKANSAS DEPARTMENT OF HEALTH – OAT (K8) \$17,800**

Task 8 – Law Enforcement Training Academy BAT & Sobriety Checkpoint Mobile Training Project

This task provides funding for a mobile Breath Alcohol Testing (BAT) & Sobriety Checkpoint, support and training project with the Black River Technical College, Law Enforcement Training Academy in Pocahontas, AR. The primary emphasis will be low manpower & multi-agency sobriety checkpoint training and support. This project will also supplement the DWI/SFST/DRE program with the Criminal Justice Institute by providing a mobile platform during DRE evaluations that are part of the DRE certification process.

The BAT Sobriety Checkpoint Mobile Training Project will offer law enforcement attendee's (students) an 8-hour educational and certification program for the professional, safe and legal management and operation of a sobriety checkpoint. Upon request the BAT mobile will be made available and delivered to agencies in areas of the State where sobriety checkpoints are or will be conducted. A technical advisor/instructor will accompany the BAT mobile to monitor all aspects of the sobriety checkpoint(s). The BAT mobile will be present at public events such as county fairs and local festivals to aid in the promotion of highway safety and to deter impaired driving.

A Breath Alcohol Testing (BAT) Mobile, purchased in 2009, will provide law enforcement officers and agencies with a mobile platform that will allow on-site processing of impaired driving suspects. This will reduce transport time thereby reducing officer down-time and increase public awareness of enforcement activities. Included with this package will be a new generation breath testing instrument for mobile units, interior video recording system, floodlights, hydraulic leveling jacks, roof air conditioner with generator upgrade, digital signal processing camera, vehicle seating and miscellaneous supplies. The equipment/accessories to be purchased during 2012 will be a MiFi (\$200), Portable Speed Bumps and Warning Signs (2) \$1,300. Services to be provided will be a MiFi Connection (\$750), Satellite Television Service (\$800), ACIC Service (\$500), AT&T Wireless Connection Service (\$750) and the Installation of a Satellite Phone System (\$850). The vehicle shall be available for display and/or utilization at selected educational activities, public service announcements, county fairs, training conferences and other highway safety related activities.

<b>Agency</b>	<b>Federal Funds (K8)</b>
Black River Tech. ALETA	<b>\$ 110,000</b>

Task 9 – DWI Courts

This task provides for promoting cooperation among the various court jurisdictions statewide to improve the adjudication of traffic laws related to impaired driving. Activities include soliciting and generating interest statewide for the development and implementation of additional DWI Courts. As part of a collaborative effort to expand the DWI court program in the state, a week-long NHTSA/NDCI DWI Court training conference was held in the state in FY 11 to train 5 additional courts bringing the total to 8 formally trained and AOC recognized DWI courts. This Task will provide funding to maintain the operations for three pilot DWI courts and assist with start up costs (including training) for new courts. Also provide a DWI Court Training and Technical Assistance Program in conjunction with the NHTSA/NDCI. Federal funds will provide for salaries, fringe benefits, in-state and out-of state travel, meeting expenses, maintenance and operations, printing and administration.

<b>INDEPENDENCE COUNTY</b>	<b>(K8) \$ 96,600</b>
<b>GARLAND COUNTY</b>	<b>(K8) \$126,600</b>
<b>SHERWOOD</b>	<b>(K8) \$ 22,500</b>
<b>TBD</b>	<b>(K8) \$350,000</b>
<b>CRIMINAL JUSTICE INSTITUTE</b>	<b>(K8) \$ 50,000</b>

Task 10 – Statewide Law Enforcement Liaison (LEL)

This task will provide for a LEL who will solicit the cooperation of law enforcement agencies statewide to conduct enforcement of traffic laws with primary emphasis on impaired driving laws. The LEL's activities will be to solicit participation of law enforcement agencies to conduct enforcement of DWI/DUI laws. The LEL will coordinate law enforcement summits/conferences to encourage agencies to support and participate in selective traffic enforcement. The LEL will also help law enforcement agencies plan and coordinate media events to announce increased enforcement, implement an incentive program to encourage non-STEP agencies to participate in the DSGPO enforcement mobilizations. Federal funds will pay for salaries, fringe benefits, travel, speaker honorariums, meeting expenses, maintenance and operations, printing, incentive items (traffic safety-related equipment less than \$5,000 each) and administration.

<b>CRIMINAL JUSTICE INSTITUTE</b>	<b>(K8FR) \$450,000</b>
-----------------------------------	-------------------------

Task 11 - Alcohol and Other Drugs Countermeasures Program Management

This task will provide program management for projects within the Alcohol and Other Drugs Countermeasures program area. This task will provide proper administration for projects within this program area through program planning, oversight/monitoring, evaluation, coordination and staff education and development. This task will also provide for and make available program related materials that are also essential components of program management. Funding will provide for personnel, (see page 20 for positions funded under AL) travel/training and PI&E materials.

<b>ASP</b>	<b>(AL) \$180,500</b>
------------	-----------------------

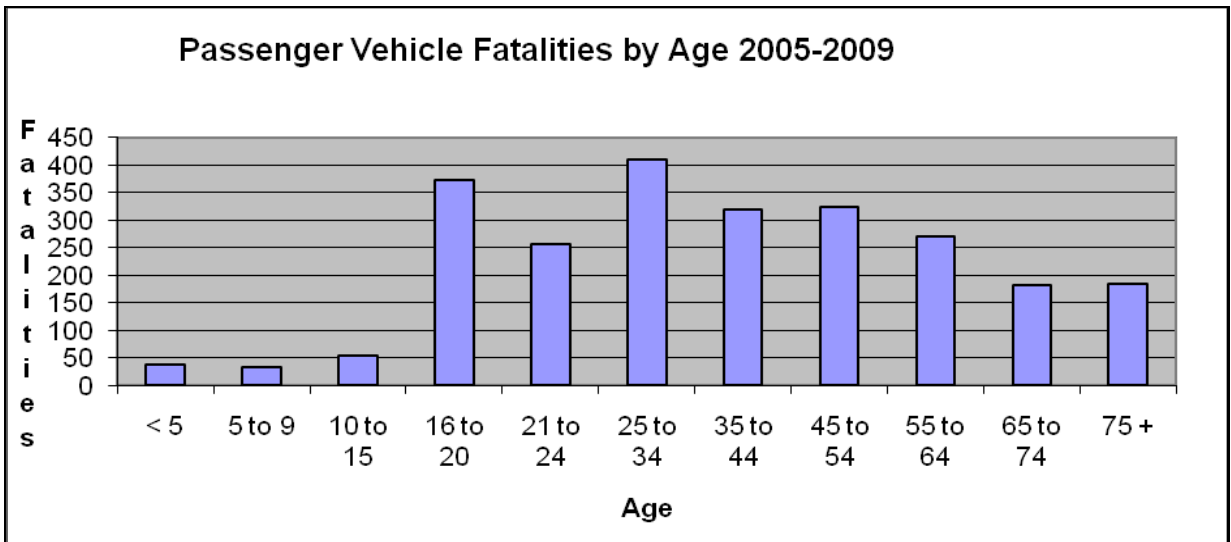
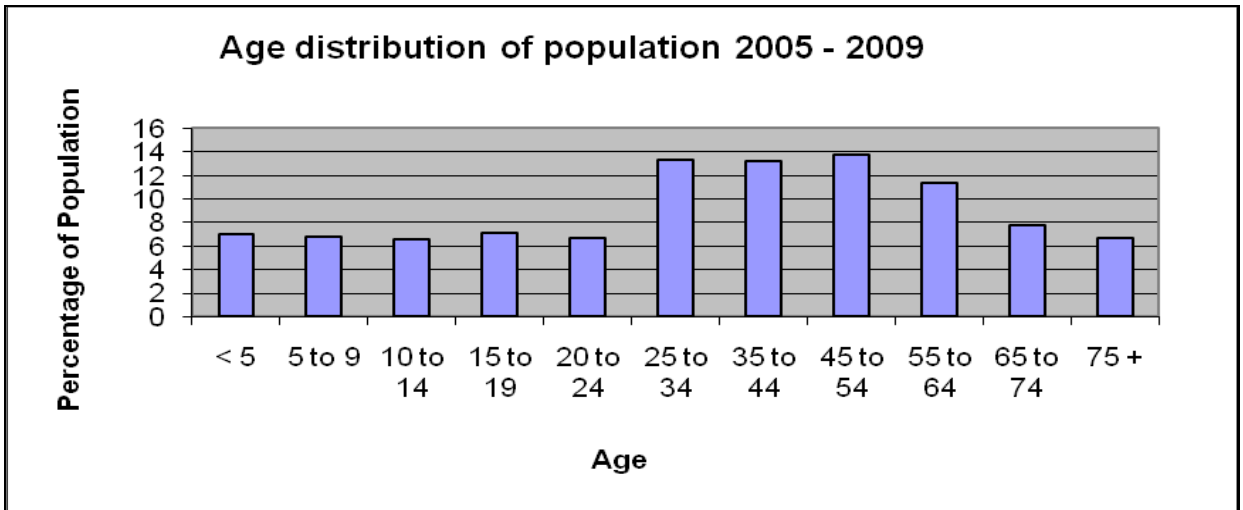
**OCCUPANT PROTECTION****I. Program Overview**

From 2005-2009 Arkansas had 3,153 fatalities. Of these fatalities 2,513 or 80 percent were passenger vehicle occupants where use of a seat belt was a factor in the outcome of the crash.

Seat belt use has been proven to reduce the risk of fatal injury to front-seat passenger car occupants by 45 percent and 60 percent for light-truck occupants. In 2010, Arkansas' seat belt usage rate was 78.3 percent while the national usage rate was 85 percent.

<b>Fatalities by Person Type</b>											
<b>Person Type</b>		<b>2005</b>		<b>2006</b>		<b>2007</b>		<b>2008</b>		<b>2009</b>	
		<b>Number</b>	<b>Percent*</b>	<b>Number</b>	<b>Percent*</b>	<b>Number</b>	<b>Percent*</b>	<b>Number</b>	<b>Percent*</b>	<b>Number</b>	<b>Percent*</b>
<b>Occupants</b>	<b>Passenger Car</b>	261	40	256	38	244	38	221	37	210	36
	<b>Light Truck – Pickup</b>	148	23	130	20	131	20	127	21	124	21
	<b>Light Truck – Utility</b>	73	11	96	14	84	13	76	13	89	15
	<b>Light Truck – Van</b>	34	5	28	4	22	3	21	4	24	4
	<b>Large Truck</b>	26	4	25	4	27	4	20	3	13	2
	<b>Bus</b>	0	0	0	0	3	0	0	0	0	0
	<b>Other/Unknown Occupants</b>	8	1	16	2	9	1	16	3	11	2
	<b>Total Occupants</b>	550	84	551	83	520	80	481	80	471	81
<b>Motorcyclists</b>	<b>Total Motorcyclists</b>	63	10	76	11	80	12	68	11	70	12
<b>Nonoccupants</b>	<b>Pedestrian</b>	37	6	31	5	45	7	45	8	36	6
	<b>Bicyclist and Other Cyclist</b>	3	0	3	0	3	0	5	1	5	1
	<b>Other/Unknown Nonoccupants</b>	1	0	4	1	1	0	1	0	3	1
	<b>Total Nonoccupants</b>	41	6	38	6	49	8	51	9	44	8
<b>Total</b>	<b>Total</b>	654	100	665	100	649	100	600	100	585	100

The graphs that follow portray the number of passenger vehicle fatalities by age group and the distribution of Arkansas' population by age group.



Young drivers from age 16 to age 34 and particularly those between 16 and 24 make up a higher percentage of fatalities versus their percentage of the overall population.

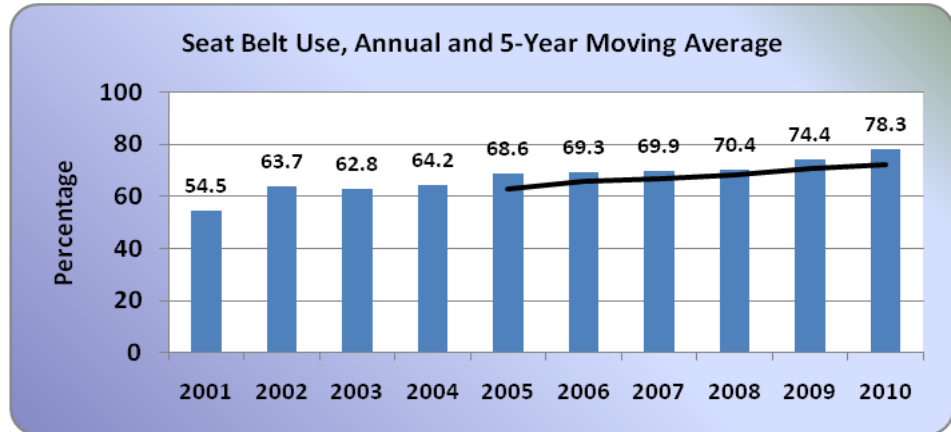
Men are overrepresented in passenger vehicle fatalities. Men represented 62 percent of the fatalities but they are only 49 percent of the population.

White's are 77 percent of the population and 80 percent of the passenger vehicle fatalities. African Americans are 15 percent of the population and 14 percent of the passenger vehicle fatalities.

County	Fatalities	Rank	County	Fatalities	Rank
Pulaski	226	1	Randolph	24	39
Benton	109	2	Clark	23	40
Garland	88	3	Grant	23	41
Craighead	80	4	Logan	23	42
White	74	5	Ouachita	23	43
Washington	69	6	Arkansas	22	44
Lonoke	61	7	Johnson	22	45
Mississippi	61	8	Monroe	22	46
Faulkner	59	9	St. Francis	22	47
Scott	59	10	Nevada	21	48
Jefferson	58	11	Perry	21	49
Hot Spring	55	12	Polk	21	50
Miller	54	13	Ashley	20	51
Sevier	51	14	Chicot	19	52
Crittenden	49	15	Sharp	19	53
Independence	49	16	Franklin	18	54
Baxter	46	17	Lincoln	18	55
Carroll	43	18	Sebastian	16	56
Crawford	43	19	Columbia	15	57
Poinsett	42	20	Little River	15	58
Saline	42	21	Marion	15	59
Pope	39	22	Lee	14	60
Cleburne	38	23	Calhoun	13	61
Greene	38	24	Cleveland	13	62
Lawrence	34	25	Dallas	13	63
Union	33	26	Desha	12	64
Madison	30	27	Montgomery	12	65
Jackson	29	28	Searcy	12	66
Yell	29	29	Stone	12	67
Drew	28	30	Bradley	11	68
Boone	27	31	Clay	11	69
Fulton	26	32	Howard	11	70
Phillips	26	33	Pike	10	71
Van Buren	26	34	Lafayette	9	72
Hempstead	25	35	Woodruff	8	73
Conway	24	36	Izard	6	74
Cross	24	37	Newton	6	75
Prairie	24	38			



Act 562 of the 1991 Arkansas General Assembly provided for mandatory seat belt use seat belt law. The passage of the seat belt law and the implementation of STEPs to enforce the law and provide public information were instrumental in the State's use rate increasing from 33.6 percent in 1991 to 52.0 percent in 1999. Arkansas passed a



primary safety belt law which took effect June 30, 2009. The 2009 seat belt survey showed adult seat belt use at 74.4%. In 2010 seat belt use increased to 78.3%. Preliminary data for the most recent 2011 survey shows the use rate at 78.4%. The 5-year moving average shows seatbelt use in Arkansas continuing to trend upward.

Recognizing the importance of promoting seat belt use, the HSO will continue to contract with an advertising/public relations firm to provide high-visibility public information campaigns. Other projects will also continue to educate young drivers about seat belts; to educate the public about child passenger safety (CPS); to train law enforcement, healthcare and childcare professionals, and other highway safety advocates in CPS; and to continue child safety seat loaner programs.

Occupant protection selective traffic enforcement projects (STEPs) were continued in FY 2011. These 36 projects included selective enforcement of speeding, seat belt laws and impaired driving. The primary emphasis of these projects was the enforcement of seat belt and child restraint laws. A PI&E component supplemented these projects.

The Click It or Ticket (CIOT) Campaign implemented in 2002 continues to play an important part in efforts to raise the adult seat belt use rate. This enforcement mobilization effort was instrumental in raising the adult seat belt use rate from 63.7 percent in 2002 to 78.3% in 2010. These projects and the CIOT program will be continued in FY 2012. In addition, current efforts will be expanded to recruit law enforcement agencies for participation in the mobilizations. These additional agencies will assist with the increased emphasis on stepping up enforcement efforts.

The communities selected for Selective Traffic Enforcement Projects fall within the top 50 ranked counties. A methodology was developed to identify counties with the greatest need for an occupant protection project. (See chart on previous page.)

## II. Performance Measures – Goals

### Program Goals

The goals of projects funded in the Occupant Protection Program are:

- Increase the overall seat belt use rate from a five-year (2006-2010) average of 72.5 to 79.0 percent by 2012.
- Decrease the number of unrestrained passenger vehicle occupant fatalities from a five-year (2005-2009) average of 280 to 239 by 2012.

### III. Project Strategies

The strategies of projects funded in the Occupant Protection Program are:

- To achieve an average of three enforcement points or vehicle stops per hour during seat belt enforcement periods.
- To conduct three waves of increased, high visibility enforcement emphasizing occupant restraint laws.
- To conduct PI&E activities as a component of all enforcement projects.
- To conduct a minimum of six child safety seat technician and instructor training courses.
- To conduct a minimum of three half-day child safety seat training for law enforcement officers.
- To obtain a minimum of \$300,000 worth of public service air time for traffic safety messages.
- To conduct a statewide public information and education and enforcement campaign that will emphasize occupant restraint laws, such as CIOT.
- To provide statewide child passenger safety education to healthcare, childcare and law enforcement professionals.
- To employ at least one Law Enforcement Liaison to encourage traffic enforcement statewide
- To conduct a statewide survey of seat belt, child restraint and motorcycle helmet use

### IV. Tasks

#### Task 1 – Comprehensive Occupant Protection/Injury Prevention Program

This task provides funding to increase usage of occupant protection systems and decrease the number of pedestrian fatalities and injuries by providing presentations, materials and technical assistance to businesses and civic groups, community service organizations, the news media, health professionals, law enforcement agencies and the general public. An important component of these projects will be an ongoing PI&E campaign with special emphasis on child restraint usage. These projects may also provide child safety seat technician and instructor training and one-day child safety seat training for law enforcement officers. In addition to the community occupant protection activities, this task will include a comprehensive community injury prevention effort. These projects will continue to assist Safe Communities coalitions in Craighead, Washington and Benton Counties. The coalitions' goal is to decrease preventable injuries within the communities by identifying and prioritizing problematic injury sources and developing and implementing prevention strategies. The projects will provide traffic safety expertise and tactical support to the coalitions. Funding will provide for salaries and benefits for part-time personnel, travel, printing materials, meeting expenses, instructor honorariums, child safety seats, and operating expenses. These projects will be funded from Occupant Protection (OP), Safe Communities (SA), and State Child Passenger Protection Funds (CPPF). Funding details are contained in the chart on the next page.

<b>Comprehensive Occupant Protection/Injury Prevention Program</b>			
<b>Project Funding Details</b>			
	FY 2012	FY 2012	FY 2012
	<u>Federal Share</u>	<u>State Share (CPPF)</u>	<u>Local Share</u>
Dimensions, Inc.	\$109,300 (OP)	\$ 50,000	\$59,300
U of A – Fayetteville	\$ 27,200 (SA)	\$ 5,000	\$22,200
<b>Total (OP)</b>	<b>\$109,300</b>	<b>\$ 55,000</b>	<b>\$59,300</b>
<b>Total (SA)</b>	<b>\$ 27,200</b>		<b>\$22,200</b>

#### Task 2a – Selective Traffic Enforcement Projects (STEPs)

This task provides funding for selected cities and counties to conduct sustained selective traffic enforcement projects throughout the year. The primary emphasis will be seat belt/child restraint enforcement. A PI&E campaign will supplement enforcement. A child safety seat clinic/checkpoint may also supplement enforcement efforts. The primary objectives of these projects are to achieve an average of three vehicle stops per hour during seat belt enforcement periods. These projects will conduct increased enforcement with primary emphasis on occupant protection laws during three specified periods (Click It or Ticket (CIOT) mobilizations) during the year. These mobilizations will be conducted in November surrounding the Thanksgiving holiday period, May surrounding the Memorial Day holiday period, and in combination with DSGPO campaign held surrounding the Labor Day holiday period. A media blitz will be associated with each mobilization. Also, pre and post observational surveys will be conducted to measure results for the periods which emphasize enforcement of occupant restraints. Federal funding will provide for selective enforcement pay (compensated at a rate of no more than one and one half times an officer's regular hourly rate and shall include project hours worked for child safety seat clinics, and conducting pre and post surveys), applicable fringe benefits, in-state travel (child safety seat training only), out-of-state travel (HSO approved conferences only), child safety seat clinics (including supplies and breaks), child seat technician/instructor recertification and renewal, child safety seats, and traffic enforcement related equipment costing less than \$5,000 each, including but not limited to, radars and LIDARS; local funding will provide for additional enforcement, administration, vehicle mileage and PI&E; and State child passenger protection funds will provide for child safety seats. **A list of the city and county agencies are shown on the next page.**

Cities/Counties		Funding Source OP 402	Funding Source OP 405 (K2)	State Funds	Local Funds
1	Baxter County Sheriff's Office	8,000	1,500		
2	Benton County Sheriff's Office	38,250	6,750	12,000	33,000
3	Benton Police Dept.	23,000	4,000	9,000	18,000
4	Bentonville Police Dept.	11,000	2,000	2,500	10,500
5	Boone County Sheriff's Dept.	4,250	750		
6	Bryant Police Dept.	8,500	1,500	3,000	7,000
7	Camden Police Dept.	8,500	1,500	5,000	5,000
8	Conway Police Dept.	27,000	3,000		30,000
9	Fayetteville Police Dept.	51,000	9,000	13,500	46,500
10	Fort Smith Police Dept.	54,000	10,000	8,000	56,000
11	Greenwood Police Dept.	10,500	2,000		
12	Harrison Police Dept.	10,200	1,800	4,000	8,000
13	Hope Police Dept.	6,000	1,500	3,000	4,500
14	Hot Springs Police Dept.	24,600	4,400	5,000	24,000
15	Jacksonville Police Dept.	19,600	3,000	1,000	
16	Jonesboro Police Dept.	58,750	3,050	8,000	53,800
17	Little Rock Police Dept.	76,500	13,000		89,000
18	Marion Police Department	7,500	1,000		8,500
19	Mountain Home Police Dept	14,700	1,600	3,000	13,300
20	North Little Rock Police Dept.	45,000	5,000	13,000	37,000
21	Osceola Police Dept.	7,000	1,500	2,500	6,000
22	Paragould Police Dept.	13,000	1,000	6,000	8,000
23	Pulaski County Sheriff's Office	19,550	3,450		23,000
24	Searcy Police Dept.	13,000	1,500		
25	Sherwood Police Dept.	8,000	1,000	2,000	7,000
26	Springdale Police Dept.	25,500	4,500	2,000	28,000
27	Texarkana Police Dept.	20,000	4,000		24,000
28	University of Central Arkansas	1,500	500		2,000
29	Van Buren Police Dept.	28,050	4,950	10,000	23,000
30	Washington County Sheriff's Office	5,950	1,050	5,000	2,000
31	West Memphis Police Dept.	13,000	1,500		14,500
32	White County Sheriff's Office	8,500	1,500	5,000	
<b>Total OP</b>		<b>669,900</b>	<b>102,800</b>	<b>122,500</b>	<b>581,600</b>

Task 2b – Statewide Selective Traffic Enforcement Project

This task provides funding for a statewide selective traffic enforcement project. The primary emphasis will be sustained seat belt/child restraint enforcement throughout the year. A PI&E campaign will supplement enforcement. Child safety seat clinics/checkpoints may also supplement enforcement efforts. This project will conduct increased enforcement with primary emphasis on occupant restraint laws during at least three specified periods (mobilizations) during the year. These mobilizations will be conducted in May surrounding the (CIOT) Memorial Day holiday period, November surrounding the Thanksgiving holiday period and in combination with the DSGPO campaign in August/September surrounding the Labor Day Holiday period. Also, pre and post observational surveys will be conducted to measure results for the mobilization period. Section 402 funds will provide for selective enforcement pay (compensated at a rate of no more than one and one half times an officer's regular hourly rate and shall include project hours worked for child safety seat clinics and observational surveys) and applicable fringe benefits, other personnel costs, in-state and out-of-state travel (approved highway safety conferences/training), traffic safety-related equipment costing less than \$5,000 each and state match (approximately \$135,400) will provide for administration, vehicle expense, and supplies.

**Project Details**

<b>Arkansas State Police</b>	<b>\$350,000 (OP) 402</b>
<b>Arkansas State Police</b>	<b>\$ 56,000 (K2) 405</b>

Task 3 – Traffic Safety Non-Commercial Sustaining Announcement Evaluation Program

There is a continuous need to educate the public on the importance of occupant restraint usage and the risks of traffic crashes. This is a continuing project to distribute non-commercial sustaining announcements (NCSAs) to radio and television stations and evaluate their use to obtain a minimum of \$300,000 in documented public service air time for traffic safety awareness messages. Funding will provide for professional services.

**ARKANSAS BROADCASTERS ASSOCIATION (OP) \$37,500**

Task 4 – Statewide Law Enforcement Liaison (LEL)

This task will provide for a LEL who will solicit the cooperation of law enforcement agencies statewide to conduct enforcement of traffic laws with primary emphasis on seat belt and child restraint laws. The LEL's activities may be expanded to solicit participation of law enforcement agencies to conduct enforcement of DWI/DUI laws. The LEL will coordinate law enforcement summits/conferences to encourage agencies to support and participate in promoting increased seat belt usage and to conduct selective traffic enforcement. The LEL will also help law enforcement agencies plan and coordinate media events to announce increased enforcement, implement an incentive program to encourage non-STEP agencies to participate in enforcement mobilizations such as the CIOT and DSGPO campaigns. Federal funds will pay for salaries, fringe benefits, travel, speaker honorariums, meeting expenses, maintenance and operations, printing, incentive items (traffic safety-related equipment costing less than \$5,000 each) and administration.

**CRIMINAL JUSTICE INSTITUTE (OP) \$237,700**  
**CJI (K2) \$150,000**

Task 5 – Statewide Observational Survey

This task will provide for the FY 2011 statewide observational survey of seat belt, restraint. The survey will provide the county, regional and statewide use rates. Funding will provide for personnel, in-state travel, printing costs and overhead expenses/indirect costs..

**UNIVERSITY OF ARKANSAS - CIVIL ENGINEERING DEPT. (OP) \$60,000**

Task 6 – Statewide Public Information and Education (PI&E)

This task will provide for statewide public information and education to promote occupant protection and will particularly focus on national Click It or Ticket enforcement mobilizations surrounding the Memorial Day, Thanksgiving and Labor Day holidays targeting messages to young persons age 18 – 34. This task will also emphasize the child restraint law, Act 470 of 2001, Graduated Licensing laws, and new laws effective 2009 and 2011. The components of this task may include, but are not limited to, educational materials such as brochures, posters, public service announcements (PSAs), and/or corresponding promotional items to enhance other traffic safety projects. This task will provide funds to secure the services of a qualified full-service advertising agency to create and develop a traffic safety public information campaign. The advertising agency will develop the methodology to document and report audience reach to include telephone survey(s). This task will also provide assistance with PI&E efforts in specific community projects such as selective traffic enforcement projects (STEPS), and with diversity outreach and press events. Federal funding could provide for PSA creation and production, PI&E materials creation and production, promotional items, and meeting and press event expenses including PA system rental, material/supplies, meals and breaks (refreshments). This task will also provide for the placement of traffic safety messages relating to occupant protection public information campaigns in the media. The media placements may include television, radio, cinema, internet and print. At a minimum, an assessment to measure audience exposure will be documented and included in the cost of media placements. Public awareness surveys will also be conducted to track driver attitudes and awareness of highway safety enforcement and communication activities and self-reported driving behavior. Federal funds will be allocated for the paid media.

<b>CRANFORD JOHNSON ROBINSON &amp; WOODS (CJRW)</b>	<b>(OP)</b>	<b>\$ 100,000</b>
<b>ASP</b>	<b>(OP)</b>	<b>\$ 10,000</b>
<b>UALR</b>	<b>(K4)</b>	<b>\$ 20,000</b>
<b>CJRW</b>	<b>(PM)</b>	<b>\$ 300,000</b>
<b>CJRW</b>	<b>(K4PM)</b>	<b>\$ 400,000</b>
<b>CJRW</b>	<b>(K2PM)</b>	<b>\$ 300,000</b>
<b>CJRW</b>	<b>(K4)</b>	<b>\$ 200,000</b>

Task 7 – Statewide Child Passenger Protection Education Project

This task will provide continuation of the statewide child passenger protection education project. This project will provide certification training primarily for, but not limited to, health care and childcare professionals to educate parents on the proper use of child restraint devices. The certification training will be the approved curriculum of the National Highway

Traffic Safety Administration, Standardized Child Passenger Safety Course. This project will target rural and minority populations. At a minimum, this public education project will address 1) all aspects of proper installation of child restraints using standard seat belt hardware, supplemental hardware, and modification devices (if needed), including special installation techniques, 2) appropriate child restraint design, selection and placement, and 3) harness adjustment on child restraints. Funding will provide for salaries, fringe benefits, training, in-state and out-of-state travel, printing, pre-printed material, operating expenses, child safety seats, cps website maintenance and indirect costs.

<b>Project Details</b>		
<i>Agency</i>	<b>Federal Funds</b>	
	<b>OP</b>	<b>State Match</b>
University of Arkansas for Medical Sciences	\$187,000	\$46,800

#### Task 8 – Occupant Protection Program Management

This task will provide program management for projects within the Occupant Protection program area. This task will provide proper administration of projects within this program area through program planning, oversight/monitoring, evaluation, coordination and staff education and development. This task will also provide for and make available program related materials that are also essential components of program management. Funding will provide for personnel (see page 20 for positions funded under OP), travel/training, and PI&E materials.

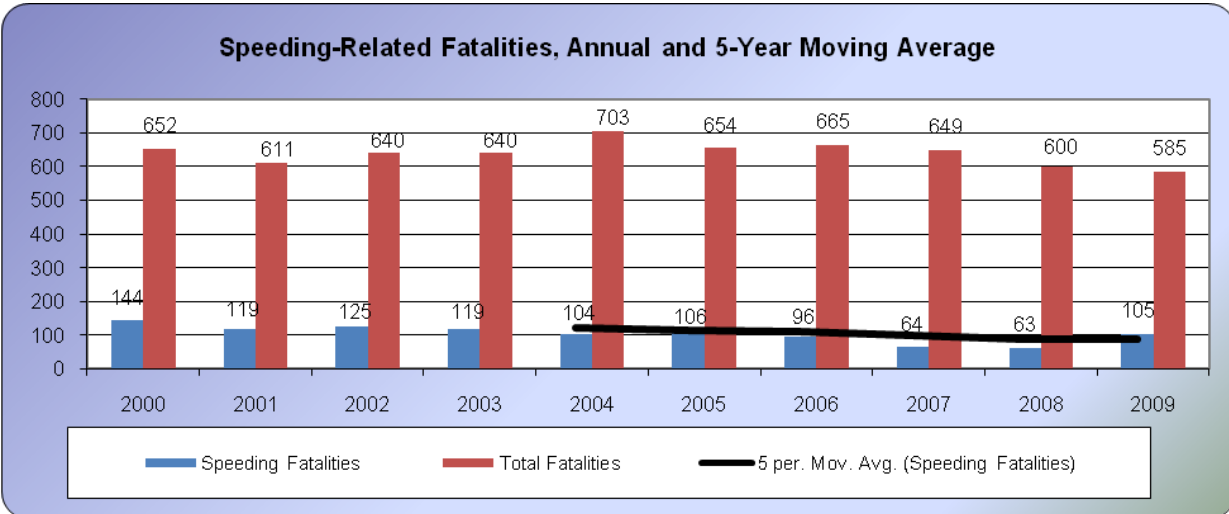
**ASP**

**(OP) \$180,500**

## SPEED ENFORCEMENT /POLICE TRAFFIC SERVICES

### I. Program Overview

The 5-year moving average from 2000 through 2009 shows speed related fatalities are on the rise again. Total fatalities fell from a high of 106 in 2005 to 63 for 2008 but rose to 105 in 2009. Speed enforcement will be integrated into STEP project enforcement criteria in 2012.



### II. Performance Measure - Goal

#### Program Goal

The goal of the projects funded in the Speed Enforcement Program is to maintain the number of speeding related fatalities at the five year (2005-2009) average of 87 through 2012.

### III. Project Strategies

The strategies of projects for the speeding component are:

- To achieve an average of three vehicle stops per hour during enforcement periods.
- To conduct one wave of increased, high visibility enforcement emphasizing enforcement of speeding laws.
- To conduct PI&E activities as a component of all enforcement projects.
- To conduct a statewide public information and education and enforcement campaign that will emphasize speed laws.
- To conduct sustained low-visibility traffic enforcement using stealth patrol vehicles.



**IV. Tasks****Task 1a—Selective Traffic Enforcement Projects (STEPS)**

This task provides funding for selected cities and counties to conduct sustained selective traffic enforcement projects. Speed enforcement will be a vital component of these enforcement efforts. Projects will conduct one wave of increased, high visibility enforcement emphasizing enforcement of speeding laws. In conjunction with enforcement activities there will be a statewide public information and education and enforcement campaign that will emphasize speed limit laws. A PI&E campaign will also supplement enforcement. The primary objectives of these projects are to achieve an average of three vehicle stops per hour during enforcement periods. Federal funding will provide for selective enforcement pay (compensated at a rate of no more than one and one half times an officer's regular hourly rate, applicable fringe benefits, and radar and laser speed measurement devices (cost less than \$5,000 per unit). **A list of the city and county agencies are shown on the next page.**

**Task 1b – Statewide Selective Traffic Enforcement Project (STEP)**

This task provides funding for a statewide selective traffic enforcement project. The primary emphasis will be speed enforcement throughout the year. A PI&E campaign will supplement enforcement. This project will conduct increased enforcement with primary emphasis on speed limit laws during one specified period (mobilization) during the year. In conjunction with enforcement activities there will be a statewide public information and education and enforcement campaign that will emphasize speed limit laws. Federal funds will provide for selective enforcement pay (compensated at a rate of no more than one and one half times an officer's regular hourly rate) applicable fringe benefits, and radar/laser speed measurement devices (costing less than \$5,000 per unit).

<b>ARKANSAS STATE POLICE</b>	<b>(SE)</b>	<b>\$ 39,300</b>
<b>ARKANSAS STATE POLICE</b>	<b>(K4SE)</b>	<b>\$ 66,800</b>

Cities/Counties		Funding Source	Federal Funds	Local Match
1	Baxter County Sheriff's Office	SE	500	
2	Benton County Sheriff's Office	SE	3,000	3,000
3	Benton Police Dept.	SE	1,200	1,200
4	Bentonville Police Dept.	SE	1,000	1,000
5	Boone County Sheriff's Dept.	SE	1,000	
6	Bryant Police Dept.	SE	4,200	4,200
7	Camden Police Dept.	SE	1,000	1,000
8	Conway Police Dept.	SE	2,000	2,000
9	Fayetteville Police Dept.	SE	4,400	4,400
10	Fort Smith Police Dept.	SE	1,000	1,000
11	Greenwood Police Dept.	SE	1,000	
12	Harrison Police Dept.	SE	1,000	1,000
13	Hope Police Dept.	SE	500	500
14	Hot Springs Police Dept.	SE	3,700	3,700
15	Jacksonville Police Dept.	SE	1,000	
16	Jonesboro Police Dept.	SE	2,000	2,000
17	Little Rock Police Dept.	SE	12,600	12,600
18	Marion Police Dept.	SE	500	500
19	Mountain Home Police Dept	SE	800	800
20	North Little Rock Police Dept.	SE	5,000	5,000
21	Osceola Police Dept.	SE	500	500
22	Paragould Police Dept.	SE	1,000	1,000
23	Pulaski County Sheriff's Office	SE	1,000	1,000
24	Searcy Police Dept.	SE	500	
25	Sherwood Police Dept.	SE	1,000	1,000
26	Springdale Police Dept.	SE	1,000	1,000
27	Texarkana Police Dept.	SE	1,000	1,000
28	University of Central Arkansas	SE	400	400
29	Van Buren Police Dept.	SE	1,500	1,500
30	Washington County Sheriff's Office	SE	1,000	1,000
31	West Memphis Police Dept.	SE	500	500
32	White County Sheriff's Office	SE	1,000	
<b>Total SE</b>			<b>57,800</b>	<b>52,800</b>

Task 2 – Low-Visibility Traffic Enforcement Vehicles – Stealth Units

This task will provide for the purchase of approximately 36 stealth vehicles for the Arkansas State Police. These vehicles will be marked on one side with ASP identifying markings and will include HSO Aggressive Driving Speed logo/markings on the bumpers. These vehicles will be used by ASP Highway Patrol solely in the performance of low visibility traffic enforcement operations which will provide broader opportunity to detect traffic violators. These vehicles at a cost of approximately \$49,700 each will be used statewide (3 in each troop), but only on US and Interstate highways.

**ASP**

**(K4PT) \$1,789,200**

## **TRAFFIC RECORDS PROGRAM**

### **I. Program Overview**

A new Traffic Records Assessment was conducted for the State of Arkansas March 6 – 11, 2011 by the National Highway Traffic Safety Administration's assessment team. The findings and recommendations of this team, together with input from the TRCC, are the basis for Arkansas' 2011-2015 Traffic Records Strategic Plan submitted to NHTSA June 15, 2011. In conjunction with the strategic plan, the goals of the Traffic Records Program are to reduce the backlog of crash report data to be entered into the Traffic Analysis Reporting System (TARS) and improve the accuracy of data. The backlog was reduced from 7.8 months in November 2009 to 4.5 months in November 2010.

The Program will continue efforts to reduce the backlog and improve the accuracy of data. This will be accomplished through two projects. One to continue the paperless system by using a computer image of the crash report for review and data entry. Another project will continue capturing a portion of the data that is uploaded by the troopers and other law enforcement officers through the TraCS system.

An additional project will incorporate the E-Crash system from the University of Alabama which will be used to transition from TraCS. The transition from the TraCS system will further streamline the entry of crashes by ASP and local law enforcement agencies. E-Crash will also be used to enter data from paper reports. This will increase the amount of data captured and create uniform data to be merged into the database further decreasing the backlog of reports. It is anticipated that E-Crash will be ready to be pilot tested in 2013.

The Arkansas State Police (ASP) logged 64,261 crash reports in 2009, of which 62,808 were entered into the TARS database. The total logged by the ASP for 2010 was 63,162. Reports entered into TARS do not include duplicate, private property or parking lot crashes



### **II. Performance Measure—Goal**

#### Program Goal

The goal of the projects funded in the Traffic Records Program is:

- Reduce the backlog of crash reports to be manually entered into the TARS from a 4.5 month backlog as recorded in November 2010 to a 2 month backlog by November 2012

### III. Project Strategies

The strategies of the projects in the Traffic Records Program are:

- To provide for the daily operation of the TARS.
- To out-source data entry services of the TARS.
- To acquire additional computer hardware, software and peripherals as needed for TARS improvement and TraCS.
- To modify computer software that will allow the ASP to enter crash data at the troop and local level within a few hours of the crash.
- To continue specialized training in computer systems software.
- To provide more timely and accurate updates to traffic citation history file.
- To maintain required data elements for NEMSIS compliance.
- To develop and implement an electronic citation system statewide.

### IV. Tasks

#### Task 1 – Program Operation

This task provides for the operation of the TARS by the ASP. The data entry staff time, hardware and software maintenance and data processing charges needed to carry out the daily work are covered by this task. This task will also provide for retaining the services of a qualified firm to input crash data in a timely manner. A portion of this task provided by the ASP will be funded with Federal-aid Section 408 and 402 funds.

<b>ASP</b>	<b>TR</b>	<b>\$ 134,900</b>
<b>ASP</b>	<b>TR (STATE)</b>	<b>\$ 134,900</b>
<b>SOURCECORP</b>	<b>K9</b>	<b>\$ 300,000</b>

#### Task 2 – TARS Improvement Project

This task provides for the acquisition of computer hardware, software, and peripherals needed for TARS improvements. This includes continuation of paperless processing of crash reports through TARS. Improvements also include the purchase of the following equipment to enhance the efficiency and effectiveness of TARS. Federal funds will provide for equipment purchases less than \$5,000 each.

<b>ASP</b>	<b>K9</b>	<b>\$ 60,000</b>
<b>ASP</b>	<b>TR (STATE)</b>	<b>\$ 20,000</b>

Task 3 – Electronic Traffic Crash Record Entry System Project

This task will continue the project for the modification of computer software applications (TraCS or E-Crash) for the ASP to enter crash data at the troop level within a few hours of the crash. The end result of the project allows the HSO to integrate the data directly into its database without reentering the data. This task provides for the purchase of computer hardware to continue phase VII of the project. In-car computer systems with necessary operating software will be purchased at approximately \$4,000 each. The in-car computer systems are used at the crash scene to capture data and enable multimedia, magnetic strip and bar code data capture and transfers. TraCS or E-Crash also uses GPS receivers to accurately locate the crash via longitude and latitude readings. TraCS or E-Crash will continue to be expanded to local agencies. To accomplish this expansion, this task may provide for a technician/liason position. Travel, training and materials will also be associated with this effort. Federal funds will also provide for travel/training, additional software, supplies, user fees, vendor/contractor services and equipment.

<b>ASP</b>	<b>TR (STATE)</b>	<b>\$ 100,000</b>
<b>ASP</b>	<b>K9</b>	<b>\$ 1,000,000</b>
<b>ASP</b>	<b>K4TR</b>	<b>\$ 500,000</b>
<b>ASP</b>	<b>K9 (STATE)</b>	<b>\$ 333,400</b>

Task 4 – Traffic Case Disposition Exchange Project

This task will provide more timely and accurate updates to the traffic citation history file. This will be accomplished by sending traffic case dispositions electronically to the driver history file. This phase of the project will encompass real-time transmissions of disposition data. The amount of data transmitted will increase as new courts are added to the Administrative Office of the Courts (AOC) case management system. Federal funds will provide for system software updates and consultant fees.

<b>AOC</b>	<b>K9 (STATE)</b>	<b>\$ 120,900</b>
------------	-------------------	-------------------

Task 5 – EMS Data Injury Surveillance Continuation Project

This task will include maintenance of the data elements necessary to continue system compliance with NEMSIS data collection. Members of the Section staff will continue as active members of the TRCC to help with data sharing. Federal funds will provide for system user fees.

<b>DOH – Office of EMS and Trauma Systems</b>	<b>K9</b>	<b>\$ 25,000</b>
<b>DOH - EMS</b>	<b>(STATE)</b>	<b>\$ 8,400</b>

Task 6—Electronic Citation System

This task will provide for a vendor to develop and implement a system which will electronically capture and submit traffic citations by state and local law enforcement. This system will allow faster and more efficient issuance of a citation to the violator and will capture citation data for timely reporting to various entities. The system will allow submission of citations directly to the Administrative Office of the Courts for their dissemination to various courts and to the Office of Driver Services. Funding will provide for vendor/contract services; equipment with an acquisition cost of less than \$5,000 each, including pda's and printers; equipment with an acquisition cost of \$5,000 or more each to include: 4 database servers at an estimated cost of \$125,000 each (1 to be located at the Arkansas Crime Information Center, 1 at the Arkansas State Police, 1 at the Administrative Office of the Courts, and 1 at the Arkansas Game and Fish), twelve back-up servers to be located at the ASP troops at a cost of \$15,000 each, two ESRI mapping software at a cost of \$80,000 each, ESRI ArcGIS data appliance at a cost of \$107,000, ESRI database server at a cost of \$25,000, ESRI mapping/location server at a cost of \$27,000, a location tool at a cost of \$53,000, a mapping plotter at a cost of \$35,000, and 5 ESRI licenses at a cost of \$5,000 each; travel and training.

<b>ASP</b>	<b>K4TR</b>	<b>\$4,500,000</b>
------------	-------------	--------------------

Task 7—Traffic Records Professional Development

This task provides for specified training to law enforcement and other highway safety professionals in matters of traffic records. May involve continued crash investigation and reconstruction training courses.

<b>ASP</b>	<b>(K4TR)</b>	<b>\$ 150,000</b>
<b>ASP/AHTD</b>	<b>(TR)</b>	<b>\$ 3,000</b>

Task 8 – Traffic Records Program Management

This task provides for the administration of the Traffic Records Program and provides support for other program areas. Funding will provide for the necessary staff time (see page 20 for positions funded under TR), travel and training expenses directly related to the planning, programming, monitoring, evaluation and coordination of the Traffic Records Program. Funding will also provide for continued training in the administration of computer systems software.

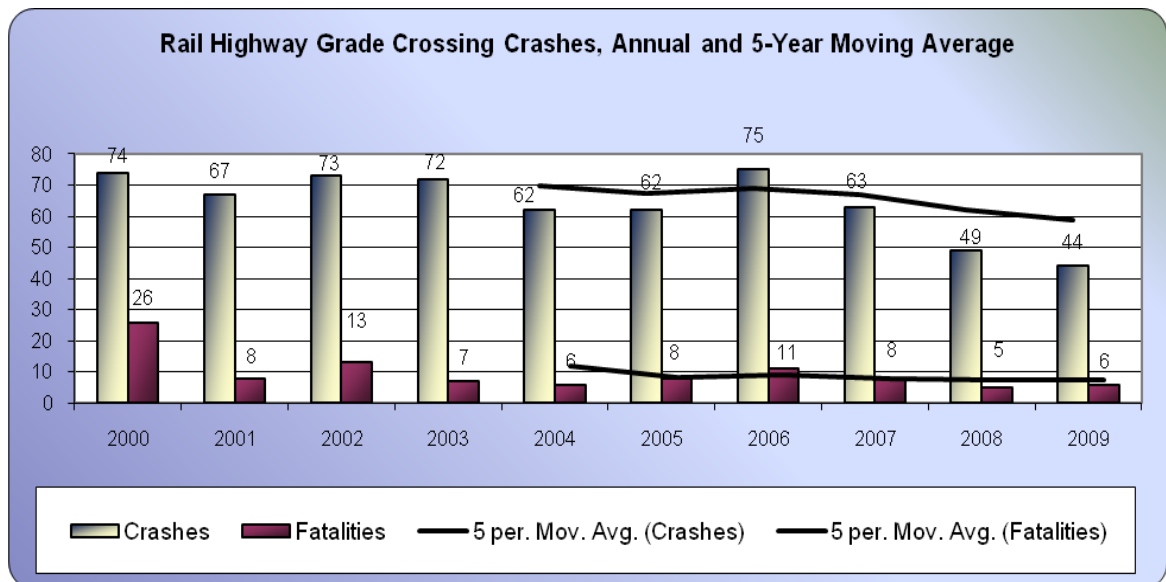
<b>ASP</b>	<b>(TR)</b>	<b>\$ 76,100</b>
------------	-------------	------------------

## RAIL/HIGHWAY AND ROADWAY SAFETY PROGRAM

### I. Program Overview

Historically, Arkansas has had a relatively high rate of rail-highway grade crossing fatalities. Part of this is attributed to the high number of grade crossings, especially those in rural areas that are not signalized, and the vehicle miles of travel. Training needs to be provided to law enforcement officers on the causes of grade crossing crashes and ways to improve crash investigation and crossing safety.

There were 44 rail-highway grade crossing crashes recorded in 2009, 5 less than the previous year. The 5 year moving average shows a downward trend beginning 2007 through 2009.



There were reported 62,808, motor vehicle crashes in Arkansas in 2009. Elements within the roadway environment, including construction and maintenance work zone traffic control, have been identified as contributing factors in some of these crashes. There were 1,851 work zone crashes and 24 fatalities reported in 2009.

Year	Work Zone Crashes	Work Zone Fatalities
2004	3,722	26
2005	2,502	27
2006	2,083	53
2007	2,206	24
2008	1,932	19
2009	1,851	24



Of the 1,851 work zone crashes reported in 2009, 23 were on the Interstate System. There is a need to inform the public of construction activity on Arkansas roadways. The Arkansas State Highway and Transportation Department will provide motorists with information on construction activities and the Arkansas State Police and the Arkansas Highway Police will conduct traffic enforcement in construction work zone areas.

In many cases limited funds and lack of expertise in highway safety affect a local government's ability to provide adequate traffic engineering services, crash analysis, safety training and safety related materials. The Section 402 Program assists these jurisdictions by providing funds for these services. Also technical support, staff time and travel are needed to ensure that the roadway safety program is adequately administered.

## II. Performance Measure – Goal

### Program Goal

The goals of projects funded in the Roadway Safety Program are:

- Reduce the number of rail-highway grade crossing crashes from a five-year (2005-2009) average of 59 to 40 by 2012.
- Reduce the number of work zone fatalities from a five-year average (2005-2009) of 29 to 23 by 2012.

## III. Project Strategies

The strategies of projects funded in the Roadway Safety Program are:

- To provide professional development for highway safety professionals.
- To provide three, two-day enforcement training courses addressing rail-safety issues.
- To provide for the purchase of construction and maintenance work zone traffic control devices for selected cities/counties.

## IV. Tasks

### Task 1 – Professional Development

This task provides funds for specified training to highway safety professionals in matters of roadway and rail-highway safety. Professional development funds will provide for in-state and out-of-state travel, meals, lodging, and registration fees to conferences, workshops and other training opportunities promoting traffic safety.

**AHTD**

**(RS/RH) \$2,500**

Task 2 – Railroad Crossing Safety Courses

This task will provide for the continuation of grade crossing collision investigation courses for law enforcement officers, local officials and railroad representatives to educate them on the proper investigation techniques of grade crossing crashes and ways to reduce crashes through proper enforcement of laws at railroad crossings. The project will provide for planning and implementation of two one-day law enforcement training courses addressing all highway safety issues, while emphasizing law enforcement and crash prevention at crossings. The two-day grade crossing collision investigation course will provide information on investigating a grade crossing collision, State and Federal Motor Vehicle Codes pertaining to rail-highway grade crossings and grade crossing collision prevention efforts. The Union Pacific Railroad, having the most track mileage in the State, will select two site locations. The Kansas City Southern or Burlington Northern Santa Fe Railroads will determine one other site location. Funding will provide for travel, meals, lodging and meeting room expenses.

**ARKANSAS OPERATION LIFESAVER, INC. (RH) \$5,000**

Task 3 – Section 154 Transfer Program

This task will provide for programs as a result of the transfer of Federal-aid highway construction funds as required by Section 154 of Title 23, United States Code (Open Container Law). These funds will be used on hazard elimination projects that will reduce the occurrence or the severity of traffic crashes on sections of highways with high crash rates.

**AHTD (154HE) \$39,500,000**

Task 4 - Construction and Maintenance Work Zone Traffic Control Devices

This project will provide for the purchase of construction and maintenance work zone traffic control devices for selected cities/counties. The local governments will provide 10 percent of the cost.

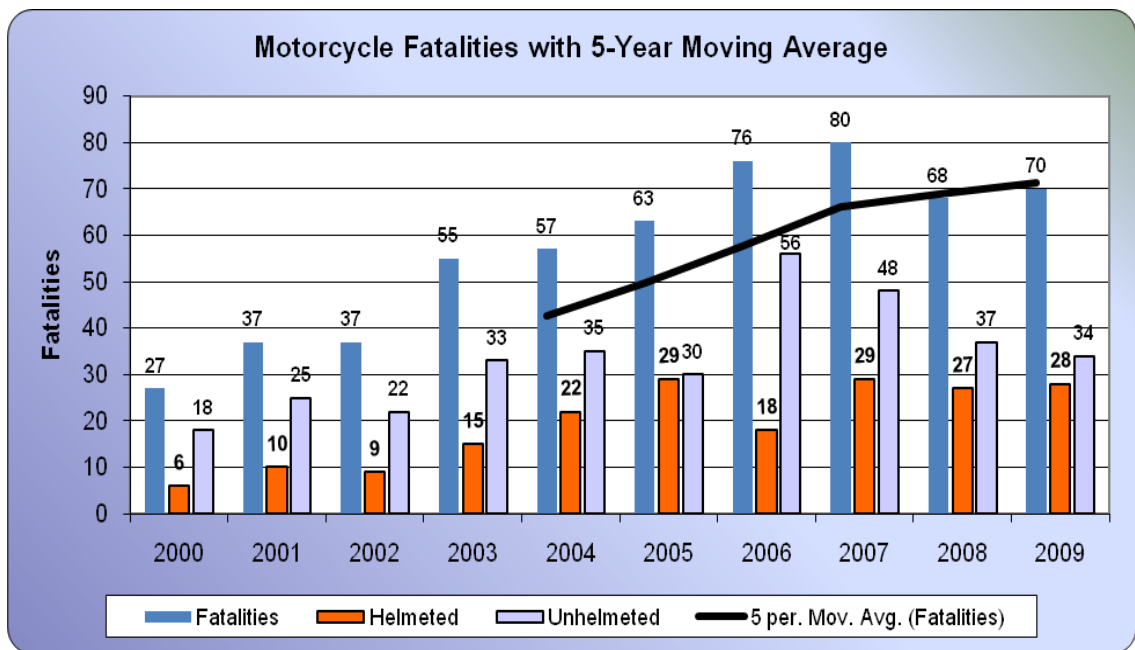
**AHTD (RS) \$ 27,000**  
**LOCAL GOVERNMENTS (LOCAL) \$ 3,000**

## MOTORCYCLE SAFETY PROGRAM

### I. Program Overview

The Arkansas Highway Safety Office (AHSO) is developing a statewide plan of action and has initiated components for a motorcycle safety program to increase public awareness, support rider education and through enforcement and PI&E efforts reduce the number of motorcycle fatalities and injuries. Arkansas is one of three states that does not have a statewide motorcycle safety program. The AHSO, in order to address the increase in motorcycle crashes and fatalities, received authorization from the Governor to designate the AHSO as the State authority having jurisdiction over motorcyclist safety issues. This was the first and most important step towards Arkansas' efforts to focus on and develop a statewide motorcycle safety program.

Arkansas reported 70 motorcycle related fatalities in 2009. This is a significant increase from the 63 motorcycle fatalities reported in 2004. Motorcycle fatalities currently account for approximately 12 percent of Arkansas' total traffic fatalities.

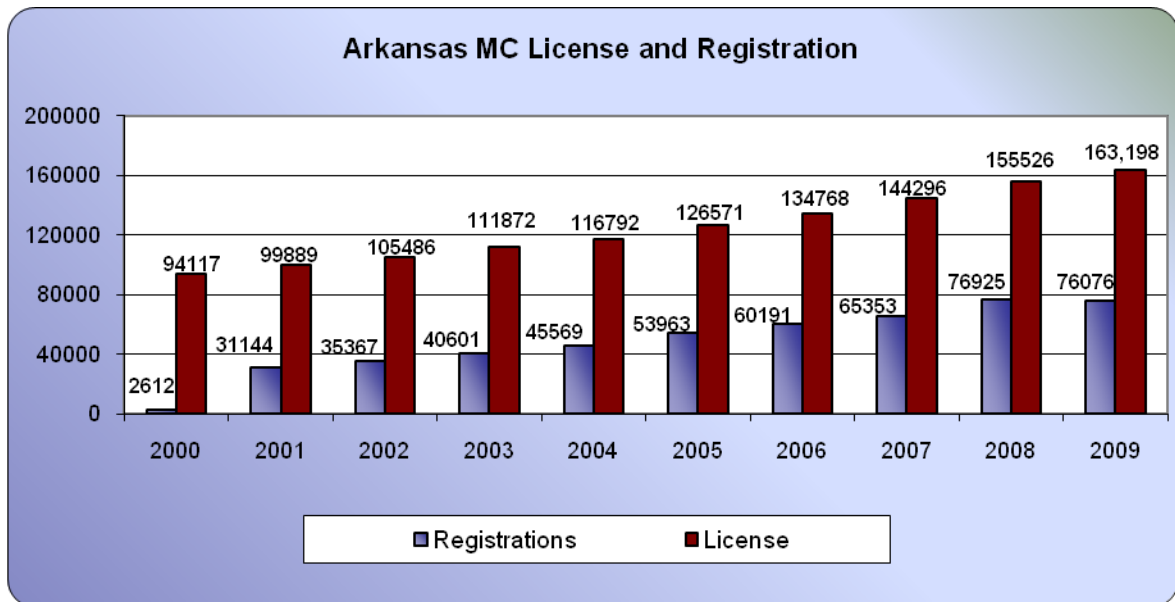


The 5-year moving average clearly shows the upward trend in motorcycle fatalities with a slight decrease in 2008. However, preliminary state data shows fatalities on the rise again at 70 for 2009. There were 357 motorcycle involved traffic fatalities in Arkansas during the 5-year period from 2005-2009. In 1999 the motorcycle helmet law was repealed in Arkansas, requiring that only person(s) under the age of 21 wear protective headgear and that year motorcycle fatalities were 23. Motorcycle fatalities in the years following the change in the law have tripled. Arkansas reported 1,504 motorcycle involved crashes in 2009.

The table on the next page provides a ranking of the top twenty-five counties in order, from highest to lowest of the number of motorcycle crashes in 2009.

Rank	County	Crashes	Rank	County	Crashes
1	PULASKI	192	14	MILLER	31
2	WASHINGTON	138	15	CARROLL	30
3	BENTON	111	16	MADISON	30
4	GARLAND	102	17	GREENE	29
5	SEBASTIAN	94	18	JEFFERSON	28
6	FAULKNER	51	19	CRITTENDEN	25
7	CRAIGHEAD	47	20	LONOKE	23
8	SALINE	44	21	INDEPENDENCE	21
9	BAXTER	34	22	BOONE	20
10	CRAWFORD	34	23	CLEBURNE	19
11	POPE	34	24	UNION	19
12	WHITE	34	25	POLK	16
13	NEWTON	32			

Over the period 2001-2009 motorcycle registrations and drivers license numbers have increased significantly. Licensed motorcycle drivers increased by 63% with registration numbers increasing by 144%. With the added impact of rising gas prices this trend is expected to continue.



The Arkansas Highway Safety Office recognizes the significance and impact that motorcycle related crashes are having on the overall fatality picture in this State. It has become necessary to implement effective countermeasures to address this growing problem in Arkansas.

**II. Performance Measure - Goal**

Program Goal

The goals of this program are:

- Reduce the total number of motorcycle fatalities from a five-year (2005-2009) average of 71 to 68 by 2012.
- Reduce the number of un-helmeted motorcycle fatalities from a five-year (2005-2009) average of 41 to 36 by 2012.

**I. Project Strategies**

- Increase enforcement of the existing helmet law for riders and passengers under 21.
- Improve public information and education on the value of wearing protective riding gear.
- Improve public information and education on the value of not operating a motorcycle while under the influence of alcohol and/or other drugs.
- Increase and enhance motorist awareness of the presence of motorcyclists on or near roadways and safe driving practices that avoid and minimize injuries to motorcyclists.

**IV. Tasks**Task 1 – Public Information and Education

This task will provide funding to purchase items promoting motorcycle safety activities. Items that will be produced and purchased are educational pamphlets, posters, and other items as appropriate to promote the program.

<b>CJRW</b>	<b>(K6) \$190,000</b>
<b>ASP</b>	<b>(K6) \$ 60,000</b>

Task 2 – Motorcycle Safety Professional Development

These funds will be used to support Motorcycle safety program statewide. Funds can be used to reimburse the ASP or local law enforcement agencies for operating expenses, overtime at safety events and purchases of necessary equipment to support the statewide communications program. These funds will be used in accordance with both State and Federal rules and regulations.

<b>ASP</b>	<b>(K6) \$ 9,300</b>
------------	----------------------

Task 3 – State Advisory Committee for Motorcycle Safety

This task will provide meeting expense and in-state travel funding for a State Motorcycle Safety Administrator and the State Advisory Committee for Motorcycle Safety to work in collaboration with other agencies and organizations to develop motorcycle safety plans and programs to address issues specific to Arkansas.

**ASP**

**(MC) \$ 5,000**

Task 4 – Motorcycle Safety Program Management

This task will provide program management for projects within the Motorcycle Safety program area. This task will provide development and proper administration of projects within this program area through program planning, oversight/monitoring, evaluation, coordination and staff education and development. This task will also provide for and make available program related materials that are also essential components of program management. Funding will provide for personnel, travel/training and PI&E materials.

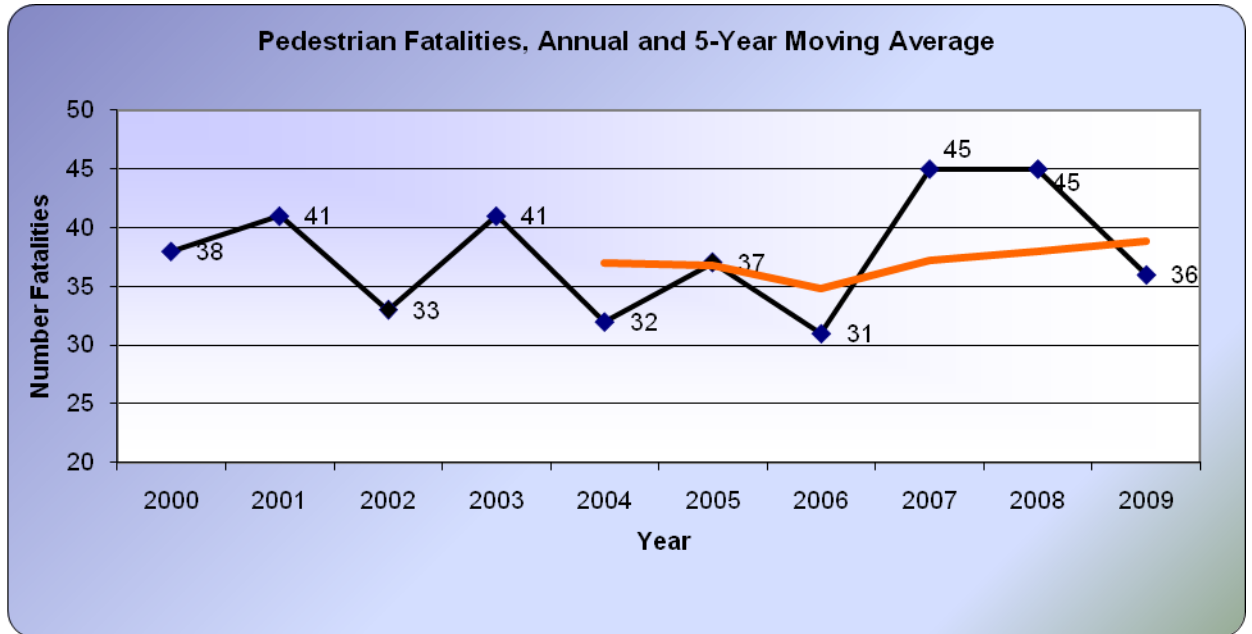
**ASP**

**(MC) \$49,900**

## PEDESTRIAN SAFETY PROGRAM AREA

### I. Program Overview

During 2009 there were 36 pedestrian fatalities in the State. Combined, these fatalities represent 6 percent of all motor vehicle fatalities for this period. No Section 402 funds will be used solely for pedestrian/bicycle safety in FY 2012. However, information on pedestrian and bicycle safety will be presented as part of several occupant protection projects.



### II. Performance Measure - Goal

#### Program Goal

The goal of this program is:

- Reduce the number of pedestrian fatalities from a five-year (2005-2009) average of 39 to 32 by 2012.

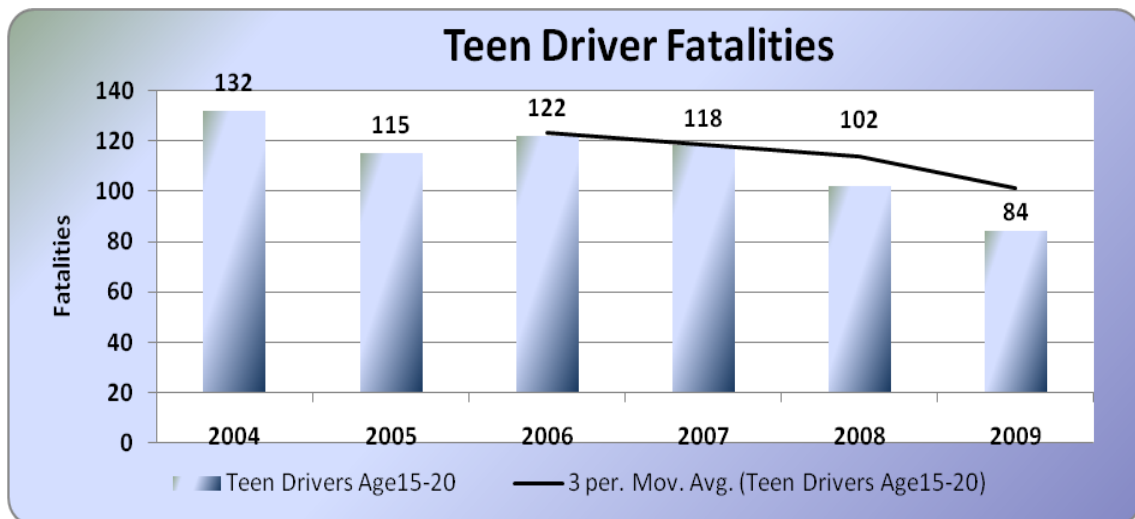
## TEEN DRIVER SAFETY PROGRAM

### I. Program Overview

In 2009 there were 84 fatalities of drivers ages 15 to 20 in Arkansas. Motor vehicles crashes are the #1 cause of death among teenagers (NHTSA). In Arkansas, the fatality and injury rates of teen drivers are twice the national rate. Specifically, nearly 1,459 teenagers were killed or injured in 2009. In addition to the lives lost, the yearly estimated expense on motor vehicle crashes is \$2 billion dollars in Arkansas (Advocates for Highway Safety). Contributing factors to teen crash statistics include inexperience, easy distractibility, and driving at night.

During the 2009 legislative session Arkansas expanded its Graduated Driver Licensing (GDL) law. The GDL law addresses teen driving issues by helping new drivers gain experience in lower-risk conditions. In other states, comprehensive GDL programs have been a proven success by reducing teen fatalities and injuries by up to 38%.

The AHSO will work with the University of Arkansas for Medical Sciences (UAMS), Arkansas Children's Hospital Injury Prevention Center, the Allstate Foundation Teen Driving Program and the Injury Free Coalition for Kids to expand the "Building Consensus for Safer Teen Driving Project". This project works to increase physician influence of motor vehicle safety for teen drivers and passengers, increase the use of graduated driving principles within families of young drivers, and increase grass roots awareness of motor vehicle safety risks for young drivers and passengers.



### II. Performance Measure – Goal

#### Program Goal

The goal of the project funded in the Teen Driver Safety Program is:

- To reduce the number of drivers age 20 or younger involved in fatal crashes from a 3-year (2007-2009) average of 101 to 76 in 2012.



**III. Project Strategies**

- To facilitate the expansion of the Building Consensus for Safer Teen Driving Project

**IV. Tasks**

Task 1—Building Consensus for Safer Teen Driving Project

This task will provide for expansion of the UAMS/ACH Building Consensus for Safer Teen Driving Project. The project will be expanded to implement additional coalitions around the state to help facilitate teen driver education. Federal funds will provide for meeting expenses, travel, training, materials, supplies, salaries, and benefits for additional personnel.

<b>UAMS</b>	<b>K4</b>	<b>\$225,000</b>
<b>TBD</b>	<b>K4</b>	<b>\$175,000</b>

## **STATE CERTIFICATIONS AND ASSURANCES**

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

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

- 23 U.S.C. Chapter 4 - Highway Safety Act of 1966, as amended
- 49 CFR Part 18 - Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments
- 23 CFR Chapter II - (§§1200, 1205, 1206, 1250, 1251, & 1252) Regulations governing highway safety programs
- NHTSA Order 462-6C - Matching Rates for State and Community Highway Safety Programs
- Highway Safety Grant Funding Policy for Field-Administered Grants

### **Certifications and Assurances**

#### **Section 402 Requirements**

The Governor is responsible for the administration of the State highway safety program through a State highway safety agency which has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program (23 USC 402(b) (1) (A));

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

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

*Rev 8/19/11*

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

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

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

(23 USC 402 (b)(1)(E));

**The State shall actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect. (23 USC 402(I)).**

### **Other Federal Requirements**

Cash drawdowns will be initiated only when actually needed for disbursement. 49 CFR 18.20

Cash disbursements and balances will be reported in a timely manner as required by NHTSA. 49 CFR 18.21.

The same standards of timing and amount, including the reporting of cash disbursement and balances, will be imposed upon any secondary recipient organizations. 49 CFR 18.41.

Failure to adhere to these provisions may result in the termination of drawdown privileges.

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

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

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

### **Federal Funding Accountability and Transparency Act (FFATA)**

The State will comply with FFATA guidance, OMB Guidance on FFATA Subward and Executive Compensation Reporting, August 27, 2010, ([https://www.fsr.gov/documents/OMB\\_Guidance\\_on\\_FFATA\\_Subaward\\_and\\_Executive\\_Compensation\\_Reporting\\_08272010.pdf](https://www.fsr.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdf)) by reporting to FSR.gov for each sub-grant awarded:

- Name of the entity receiving the award;
- Amount of the award;
- Information on the award including transaction type, funding agency, the North American Industry Classification System code or Catalog of Federal Domestic Assistance number (where applicable), program source;
- Location of the entity receiving the award and the primary location of performance under the award, including the city, State, congressional district, and country; , and an award title descriptive of the purpose of each funding action;
- A unique identifier (DUNS);
- The names and total compensation of the five most highly compensated officers of the entity if-- of the entity receiving the award and of the parent entity of the recipient, should the entity be owned by another entity;

(i) the entity in the preceding fiscal year received—

(I) 80 percent or more of its annual gross revenues in Federal awards; and(II) \$25,000,000 or more in annual gross revenues from Federal awards; and(ii) the public does not have access to information about the compensation of the senior executives of the entity through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 (15 U.S.C. 78m(a), 78o(d)) or section 6104 of the Internal Revenue Code of 1986;

- Other relevant information specified by OMB guidance.

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21); (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§ 1681-1683, and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. §794) and the Americans with Disabilities Act of 1990 (42 USC § 12101, *et seq.*; PL 101-336), which

prohibits discrimination on the basis of disabilities (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42U.S.C. §§ 6101-6107), which prohibits discrimination on the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (f) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970(P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse of alcoholism; (g) §§ 523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§ 290 dd-3 and 290 ee-3), as amended, relating to confidentiality of alcohol and drug abuse patient records; (h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§ 3601 et seq.), as amended, relating to nondiscrimination in the sale, rental or financing of housing; (i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; The Civil Rights Restoration Act of 1987, which provides that any portion of a state or local entity receiving federal funds will obligate all programs or activities of that entity to comply with these civil rights laws; and, (k) the requirements of any other nondiscrimination statute(s) which may apply to the application.

**The Drug-free Workplace Act of 1988(41 U.S.C. 702;):**

The State will provide a drug-free workplace by:

- a. Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
- b. Establishing a drug-free awareness program to inform employees about:
  1. The dangers of drug abuse in the workplace.
  2. The grantee's policy of maintaining a drug-free workplace.
  3. Any available drug counseling, rehabilitation, and employee assistance programs.
  4. The penalties that may be imposed upon employees for drug violations occurring in the workplace.
- c. Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a).
- d. Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will --

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

### **BUY AMERICA ACT**

The State will comply with the provisions of the Buy America Act (49 U.S.C. 5323(j)) which contains the following requirements:

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

### **POLITICAL ACTIVITY (HATCH ACT).**

The State will comply, as applicable, with provisions of the Hatch Act (5 U.S.C. §§1501-1508 and 7324-7328) which limit the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

## **CERTIFICATION REGARDING FEDERAL LOBBYING**

### Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
3. The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

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

## **RESTRICTION ON STATE LOBBYING**

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

## **CERTIFICATION REGARDING DEBARMENT AND SUSPENSION**

### **Instructions for Primary Certification**

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.
  
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
  
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.
  
4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
  
5. The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.
  
6. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.
  
7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.



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

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

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

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

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

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

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

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

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

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

## Instructions for Lower Tier Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.
2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.
5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See below)
7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.
8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

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

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

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

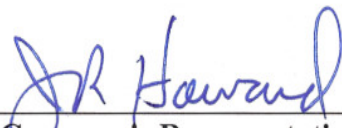
POLICY TO BAN TEXT MESSAGING WHILE DRIVING

In accordance with Executive Order 13513, Federal Leadership On Reducing Text Messaging While Driving, and DOT Order 3902.10, Text Messaging While Driving, States are encouraged to:

- (1) Adopt and enforce workplace safety policies to decrease crashes caused by distracted driving including policies to ban text messaging while driving—
  - a. Company-owned or –rented vehicles, or Government-owned, leased or rented vehicles; or
  - b. Privately-owned when on official Government business or when performing any work on or behalf of the Government.
- (2) Conduct workplace safety initiatives in a manner commensurate with the size of the business, such as –
  - a. Establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving; and
  - b. Education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

**ENVIRONMENTAL IMPACT**

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



---

**Governor's Representative for Highway Safety**

---

**Arkansas**

State or Commonwealth

---

**2012**

For Fiscal Year

---

**8/30/2011**

Date

**HIGHWAY SAFETY PROGRAM COST SUMMARY**State: ARKANSAS Number: 2012-HSP -1 Effective Date: 10-01-2011

Program Area	Approved Program Costs	State/Local Funds	Federally Funded Programs		Federal Share to Local
			Previous Balance	Increase/ (Decrease)	
PA	196,300	196,300		196,300	
AL	701,300	1,200,000		701,300	259,300
MC	54,900			54,900	
OP	1,943,900	891,900		1,943,900	993,600
SE	97,100	65,900		97,100	57,800
TR	214,000	254,900		214,000	
RH	5,000			5,000	5,000
RS	29,500	3,000		29,500	27,000
SA	27,200	22,200		27,200	27,200
PM	300,000	300,000		300,000	150,000
K2	308,800	111,300		308,800	252,800
K2PM	300,000	300,000		300,000	150,000
K4	620,000			620,000	
K4PA	585,300			585,300	
K4TR	5,150,000			5,150,000	
K4PT	1,789,200			1,789,200	
K4PM	400,000			400,000	
K9	1,385,000	462,700		1,385,000	
K8	1,822,900	2,366,200		1,822,900	1,200,100
K8PM	600,000	600,000		600,000	300,000
K8FR	950,000	500,000		950,000	725,000
K8HV	400,000	400,000		400,000	200,000
K6	259,300			259,300	
154HE	39,500,000			39,500,000	
Total NHTSA 402	3,562,200	2,934,200		3,562,200	1,519,900
Total NHTSA 405	608,800	411,300		608,800	402,800
Total NHTSA 406	8,544,500			8,544,500	
Total NHTSA 408	1,385,000	462,700		1,385,000	
Total NHTSA 410	3,772,900	3,844,700		3,772,900	2,425,100
Total NHTSA 2010	259,300			259,300	
Total NHTSA 154	39,500,000			39,500,000	
<b>Grand Total</b>	<b>57,639,700</b>	<b>7,674,400</b>		<b>57,639,700</b>	<b>4,347,800</b>

